PLANNING AND ZONING COMMISSION MEETING

TOWN OF PALM BEACH

JUNE 3, 2025

9:30 AM

TOWN HALL COUNCIL CHAMBERS, 2ND FLOOR | 360 SOUTH COUNTY RD | PALM BEACH, FL 33480

AGENDA

CALL TO ORDER AND ROLL CALL

PLEDGE OF ALLEGIANCE

APPROVAL OF AGENDA

MINUTES

1. Minutes of the Planning and Zoning Commission Meeting Held on May 6, 2025

COMMENTS

2. OFFICIALS
3. STAFF
4. PUBLIC - 3 MINUTE LIMIT

For those unable to attend in person: Submit a written comment Register to comment virtually

UNFINISHED BUSINESS

5. Draft Town of Palm Beach Zoning in Progress: Traffic and Parking Analysis

ANY OTHER BUSINESS

MEETING SCHEDULE

6. The next meeting is scheduled on Thursday, June 26, 2025.

ADJOURNMENT

Access this meeting video on the 'Public Meetings' page at www.townofpalmbeach.com.

If a person decides to appeal any decision made with respect to any matter considered at this meeting, they will need to ensure that a verbatim record of the proceedings is made for such purposes, which shall include the testimony and evidence upon which the appeal is to be based.

Disabled persons needing accommodations to participate in this meeting should contact the Town Clerk's

Office at (561) 838-5416 at least one day prior to the meeting.

TOWN OF PALM BEACH

Minutes of the Planning and Zoning
Commission Meeting
Held on May 6, 2025

I. CALL TO ORDER AND ROLL CALL

Gail Coniglio, Chair	PRESENT
Eric Christu, Vice Chair	PRESENT
Marilyn N. Beuttenmuller	ABSENT (Unexcused)
William J. Gilbane	PRESENT
Jorge Sanchez	PRESENT
Michael Vincent John Spaziani	PRESENT
John J. Tatooles	ABSENT (Excused)
Nicki McDonald, Alternate	ABSENT (Unexcused)
Victoria Donaldson, Alternate	PRESENT
Matthew Ailey, Alternate	PRESENT

Clerk's Note: Alternate Members Donaldson and Ailey voted in the absence of Ms. Beuttenmuller and Mr. Tatooles.

II. INVOCATION AND PLEDGE OF ALLEGIANCE

Deputy Town Clerk Gayle-Gordon gave the Invocation, and Chair Coniglio led the Pledge of Allegiance.

III. APPROVAL OF AGENDA

A motion was made by Mr. Spaziani and seconded by Mr. Christu to approve the agenda. The motion carried unanimously, 7-0.

IV. APPROVAL OF THE MINUTES

A. Minutes of March 6, 2025, Planning & Zoning Commission Meeting
B. Minutes of April 1, 2025, Planning & Zoning Commission Meeting

A motion was made by Mr. Spaziani and seconded by Mr. Gilbane to approve the March 6, 2025, and April 1, 2025, Planning and Zoning Commission meeting minutes. The motion carried unanimously, 7-0.

V. COMMUNICATIONS FROM CITIZENS - 3 MINUTE LIMIT PLEASE

There were none.

VI. COMMENTS FROM THE PLANNING AND ZONING COMMISSIONERS

Mr. Sanchez stated that there were two (2) conflicting Ordinances concerning landscaping. One allowed modifications to existing properties of 50% or less without meeting native landscaping requirements. The other required a signed certificate from an adjacent neighbor to remove a diseased hedge, including their approval of the replacement species and size, at no cost to them. He suggested Town staff review the issue and forward it to the Town Council.

Director Bergman explained that the neighbor consent provision applied when an entire hedge was removed, requiring neighbor consent so they would understand what would be replanted. He clarified that the provision did not mandate the neighbor to dictate the species of planting, though that could occur in some cases. He also discussed native requirements and landscape buffers, noting these had been major topics in recent years. He advised that the Planning and Zoning Commission could recommend that staff review the issue, refer it to the Town Council, and suggest it be sent to ORS for further study.

James Murphy, Assistant Director of Planning, Zoning, and Building, explained that the neighbor consent form was initiated to facilitate that the replacement of hedge materials would not have to be reviewed by the full Architectural Review Commission.

Ms. Donaldson spoke regarding traffic issues in Town. She wondered if there was some way to develop a schedule of approved projects with their start dates to give residents an idea of what to expect in terms of traffic. Chair Coniglio agreed and mentioned the Public Works Department and their master list of projects that should be included in any timeline created.

Ms. Hofmeister-Drew stated that there was a recent presentation by one of the engineers, about the public works projects that will be moving forward. She said that PZB staff will coordinate with Public Works to create

a timeline of projects. She also spoke about public outreach that is conducted by staff to get information out to residents.

Chair Coniglio requested opinions on the July date for the Planning and Zoning Commission meeting. Director Bergman stated that the zoning-in-progress for food and beverage expires in July. The plan was to obtain two additional months of traffic data from The Corradino Group. He stated that staff were anticipating zoning in progress completion in June, so staff will have recommendations for the Town Council.

Chair Coniglio said the PZC would meet on Thursday, June 26, 2025, at 9:30 a.m.

VII. COMMENTS FROM THE PLANNING, ZONING & BUILDING DIRECTOR AND STAFF

There were no comments heard at this time.

VIII. OLD BUSINESS

A. CODE REVIEW:

1. Code Review of potential Changes to the Commercial Zoning Districts' Permitted and Special Exception uses, including the Difference between Gross Leasable Area and Gross Square Footage

   Jennifer Hofmeister- Drew, Planner, presented the Code Review and continued reviewing the list of permitted and special exception uses in commercial zoning districts. She confirmed that, based on the PZC's recommendation to disallow additional private clubs, adjustments had been made to the list of special exceptions. Chair Coniglio asked about including schools, and Ms. Hofmeister-Drew noted that public and private academic schools have been removed, as previously discussed. She added that further discussion was needed on the distinction between gross leasable area and gross square footage.

   Mr. Gilbane asked whether removing schools would require notice provisions when presented to the Town Council, even if they agreed with the Planning and Zoning Commission. He noted having received questions from residents about when the prohibition on schools would take effect if approved. Ms. Hofmeister-Drew stated that the changes would require an ordinance with two readings.

Regarding private clubs, Ms. Hofmeister-Drew stated they would only be addressed in terms of existing ones. She continued the discussion on proposed changes to the C-TS district, reviewed by the PZC for the North and Central areas. She highlighted revisions concerning the maximum gross leasable area versus gross square footage. Private Clubs were included in the discussion based on recommendation made by the PZC at the December 3, 2024 PZC meeting. She added that sections related to the BTR clause would be reviewed and relocated to the non-conforming section of the new code.
Mr. Spaziani suggested that definitions be discussed and clarified soon, noting the need for clear terms during future discussions. Ms. Hofmeister-Drew responded that a list of definitions had been provided at the last meeting, covering many code terms that are routinely descriptive of uses. Chair Coniglio inquired about specialty food stores and believed sidewalk cafes were allowed by right. Ms. Hofmeister-Drew stated that town-serving retail is classified as a special exception use and that outdoor cafes required Town Council approval.

Ms. Hofmeister-Drew stated that the C-OPI and C-B zoning districts are being considered to be incorporated into the proposed C-TS Central district. She noted this zoning district is in the middle bridge area. Staff is recommending the C-PC district, which is strictly the Royal Poinciana Plaza, to remain, though it has been simplified into what are personal services, retail, and office.

Ms. Hofmeister-Drew stated that Section 134-1212 would be moving to Article III Site Plan Approval. She said that it may be edited and will be presented to the PZC for review.

Chair Coniglio asked if the definition of town-serving had been determined. Ms. Hofmeister-Drew responded that that it was currently based on gross leasable area. Mr. Bergman added that the 50% threshold was a flexible figure and would be evaluated to determine if it was still appropriate.

Mr. Gilbane noted that the comprehensive plan had been amended to include the term “resident,” allowing for differentiation between residents and non-residents within the town-serving definition. Ms. Hofmeister-Drew explained that town-serving referred to business operations and would be

clarified during the cleanup of commercial zoning districts to improve clarity and usability.

Ms. Donaldson wondered if the town wanted to build a town-serving library with a café if it could be done in this area. Ms. Hofmeister-Drew said in certain areas, municipal structures would be allowed by special exception. If there was a dining component, it would be approved by Town Council.

Mr. Spaziani asked if the C-B zoning district could be disposed of and that area turned into a residential area. He said it was such a small area, it might be better used for other purposes than commercial.

Attorney O'Connor text amendment that would rezoning the subject area. She noted some potential implications from the Live Local Act. She suggested a discussion about the Live Local Act at a future meeting.

Ms. Hofmeister-Drew discussed how the Worth Avenue District and the Plaza areas are being cleaned up.

Ms. Hofmeister-Drew discussed the planned center, the Plaza. She said the uses listed were too specific. She noted that in this specific zoning district, there was nothing to prohibit office use on the first floor. Chair Coniglio thought this should be revisited.

Ms. Hofmeister-Drew stated that in the current code, Gross Leasable Area is defined. In summary, she stated that any tenant in any building could come up with a gross leasable area. She said it was not what it looked like from the outside, but it is really what they are being taxed on. She stated that the code has been combining taxation with zoning. Staff would like to go to zoning, and taxation would come through the business tax receipt process. The PZC discussed gross leasable area to gross square foot to floor area ratio. There were some clarifications provided by staff along with some examples cited.

Ms. McDonald asked about town-serving office space. She wondered how office space was being defined as town-serving in areas of different sizes. Ms. McDonald thought it seemed unclear, and she recalled a discussion about intensity, which changes with square footage and location. Ms. Hofmeister-Drew said that the town-serving criteria are currently being proposed based on a

gross square footage of 3,000. However, she acknowledged that 3,000 for office space is small, and research was still underway.

Ms. Hofmeister-Drew stated two official recommendations had come from the commission, private and public academic schools and private clubs. The PZC acknowledged that staff should move forward with those, and Ms. Hofmeister-Drew stated the list of definitions would be prepared for the next meeting.

Public Comment

Anita Seltzer, 44 Cocoanut Row, stated that it is important not to lose sight of the intent and purpose of each district and the issues associated with them as referenced in the current code. She also reminded the PZC that the Worth Avenue District is subject to other regulations codified into the current code. She further discussed existing regulations that govern areas in the town.

Ms. Hofmeister-Drew noted that the Business Tax Receipts are the primary data in the City's records. She said zoning is about knowing the building's relationship to the land.

2. Mock-up of Potential New Zoning Code

Director Bergman gave an overview of the new zoning code. He stated that a draft Chapter 135 had been created and was laid out in seven articles. He said that nonconformities in the town are a huge item. He explained the structure of the code.

IX. NEXT MEETING: Tuesday, June 3, 2025, 9:30 AM

X. ADJOURNMENT

A motion was made by Mr. Spaziani and seconded by Mr. Sanchez to adjourn the May 6, 2025 Planning and Zoning Commission meeting at 11:30 AM. The motion carried unanimously, 7-0.

Respectfully submitted

_____

Gail Coniglio, Chair

_____

Date

TOWN OF PALM BEACH
Planning, Zoning & Building Department
360 South County Road
Palm Beach, FL 33480
(561) 838-5430 • www.townofpalmbeach.com

PLANNING, ZONING, & BUILDING DEPARTMENT
PZ&B Staff Memorandum: Planning and Zoning Commission Meeting

TO: Chair and Members of the Commission

THRU: Wayne Bergman, MCP, LEED® AP, Director of Planning, Zoning & Building
James Murphy, AICP, Assistant Director of Planning, Zoning & Building

FROM: Jennifer Hofmeister-Drew, AICP, LCAM, Planner III

SUBJECT: Zoning in Progress

MEETING: June 3, 2025

RECOMMENDATION

The Planning, Zoning, and Building (PZB) Department is requesting that the Planning and Zoning Commission (PZC) consider the Town of Palm Beach Zoning in Progress Traffic and Parking Analysis, "ZIP Study", prepared by The Corradino Group and make recommendations to the Town Council based upon the findings of the analysis.

GENERAL INFORMATION

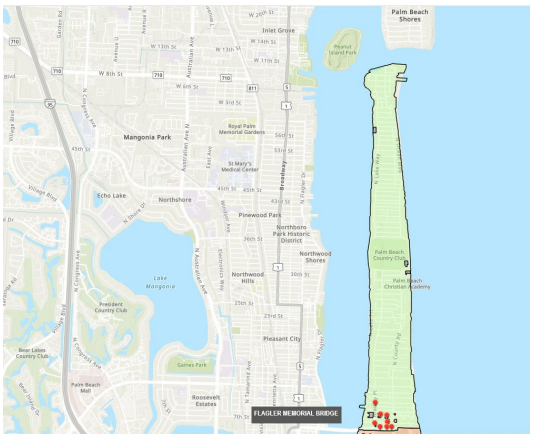
With the adoption of Resolution No. 069-2024 on June 12, 2024, the Town Council declared a Zoning in Progress (ZIP) to be in effect and directed PZC, to consider, study and prepare regulations addressing the number and future location of restaurants, bars, nightclubs, lounges and for-profit private clubs within all commercial zoning districts of the Town in which such uses are either permitted or special exception uses. The PZC determined, in consultation with The Corradino Group and ZoneCo, that several key pieces of data were still needed to resolve the ZIP. Additional information needed included traffic and study counts, which are best obtained during the peak season months of December 2024 and/or January 2025. On November 13, 2024, by Resolution 150-2024 the ZIP was extended by the Town Council to May 6, 2025.

The PZC, after much discussion on the findings from The Corradino Group, found that the February and March traffic counts are still being evaluated with the background traffic from City of West Palm Beach development projects and those within the Town that have been approved but not yet built and those still under construction, which data is imperative to the overall ZIP report. Per Resolution No. 041-2025, the Town Council thereby extended the ZIP to July 9, 2025.

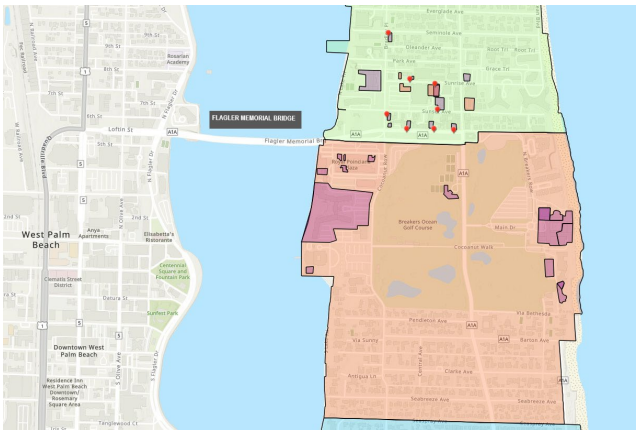
The Corradino Group, Inc. has completed the supplemental traffic and parking analysis and has made recommendations on the ZIP to address the following key issues:

1. Whether traffic counts at peak dining times indicate the congestion of public roads and ways attributable to restaurant-generated traffic; and/or
2. Whether a concentration of restaurants has limited other land uses from locating within the Town of Palm Beach generally and the primary restaurant streets specifically.

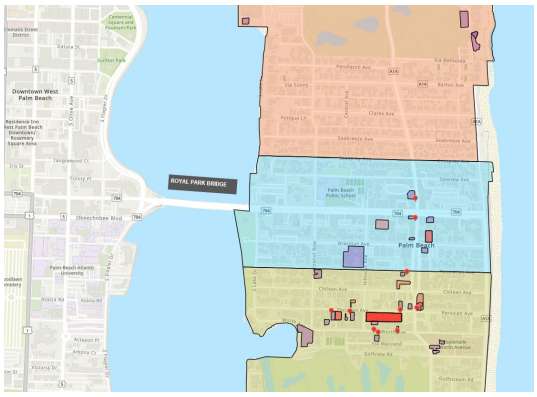
The "ZIP Study" divided the Town into five distinct geographic districts as displayed on the maps below. Each district was evaluated based on roadway capacity, level of service, origin-destination, and parking.



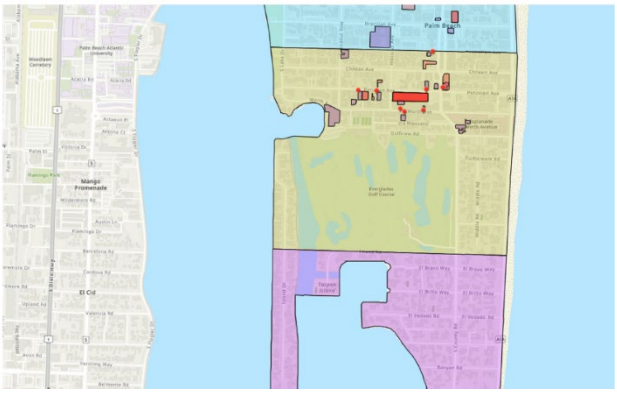
District One



District Two



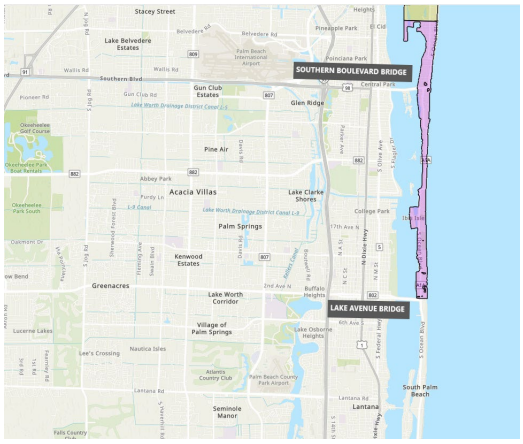
District Three



District Four

In summary, the findings of the ZIP Study support prohibiting new food and beverage establishments in Districts One through Four from operating before 5:00 PM. There were no restrictions proposed for District Five, at this time.

The ZIP Study also recommended restricting loading operations in all districts during weekday peak hours, with the specific hours to be determined with the forthcoming Parking and Loading Code Study currently underway with Kimley-Horn and Associates.



District Five

Attachments: TOPB ZIP Traffic and Parking Study
Resolution No. 041-2025

RESOLUTION NO. 041-2025

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF PALM BEACH, FLORIDA, AMENDING RESOLUTION NO. 069-2024, AS AMENDED BY RESOLUTION NO. 150-2024 WHICH DECLARED ZONING IN PROGRESS IN REGARD TO THE REGULATION OF THE LOCATION AND LIMITATION OF THE NUMBER OF RESTAURANTS, BARS, NIGHT CLUBS, LOUNGES AND FOR-PROFIT PRIVATE CLUBS IN ALL COMMERCIAL ZONING DISTRICTS OF THE TOWN IN WHICH SAID USES ARE SPECIAL EXCEPTION USES TO EXTEND THE ZONING IN PROGRESS TO JULY 9, 2025; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, pursuant to the Florida Constitution and Chapter 166, Florida Statutes, the Town Council of the Town of Pahn Beach (Town) has the home rule powers and authority to govern development within the Town; and

WHEREAS, with the adoption of Resolution No. 069-2024 on June 12, 2024, the Town Council declared a zoning in progress to be in effect and directed the Planning and Zoning Commission, to consider, study and prepare regulations addressing the number and location of restaurants, bars, night clubs, lounges and for-profit private clubs within all commercial zoning districts of the Town in which such uses are special exception uses; and

WHEREAS, Resolution No. 069-2024 provided that zoning in progress would expire in six months or on December 10, 2024; and

WHEREAS, the Town's Planning and Zoning Commission worked diligently to review the food and beverage uses in the commercial areas as well as the traffic and parking issues related to said uses, including by soliciting and receiving input and data from Town Staff, the Town's traffic engineering consultants at The Corradino Group, and the Town's zoning consultants at ZoneCo;

WHEREAS, the Planning and Zoning Commission determined, in consultation with The Corradino Group and ZoneCo, that several key pieces of data are still needed to resolve the zoning in progress, including traffic and study counts best obtained during the peak season months of December 2024 and/or January 2025;

WHEREAS, the Town Council determined that an additional four months' time is needed to complete the zoning in progress;

WHEREAS, the Town Council adopted Resolution No. 150-2024 extending the zoning in progress to May 6, 2025;

WHEREAS, on April 1, 2025, the Planning and Zoning Commission, after much discussion on the findings from The Corradino Group, found that the February and March traffic counts are still being evaluated with the background traffic from City of West Palm Beach development projects and those within the Town that have been approved but not yet built and those still under construction, which data is imperative to the overall zoning in progress report;

WHEREAS, the Planning and Zoning Commission recommended to the Town Council that the zoning in progress be extended to permit the Planning and Zoning Commission to receive this data in June 2025;

WHEREAS, the Planning and Zoning Commission meeting in June falls on June 3, 2025;

WHEREAS, to permit Town staff and the Planning and Zoning Commission to consider the additional traffic data and make any legislative recommendation to the Town Council, an extension of the zoning in progress through till the Town Council meeting on July 9, 2025 is necessary and appropriate; and

WHEREAS, Resolution No. 041-2025 extends the zoning in progress to July 9, 2025.

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COMMISSION OF THE TOWN OF PALM BEACH, FLORIDA AS FOLLOWS:

SECTION 1. The whereas clauses are incorporated herein, and represent the Town Commission's legislative findings and intent regarding the necessity of extending zoning in progress.

SECTION 2. Section 3 of Resolution 150-2024 is hereby amended and replaced with the following text:

SECTION 3. Zoning in progress shall remain in effect for the duration of this matter being under consideration by the Town through its Planning and Zoning Commission and the Town Council and until an ordinance relating to this matter is adopted which period of consideration and adoption is intended to be concluded by July 9, 2025. Nothing shall preclude the Town Council from extending the period of zoning in progress in consideration of this matter if determined necessary by the Town. This declaration of zoning in progress is of a temporary nature so as to allow a careful but expeditious study of this matter and may be concluded prior to July 9, 2025 date if an ordinance relating to this matter is adopted prior to said date.

SECTION 3. This resolution hereby incorporates all other whereas and sections contained in Resolution 150-2024 attached hereto as Exhibit A.

SECTION 4. This Resolution shall take effect immediately upon its execution.

PASSED AND ADOPTED in a regular adjourned session of the Town Council of the Town of Palm Beach this 9th day of April 2025.

Danielle H. Moore, Mayor

Bobbie D. Lindsay, Town Council President

Lewis S.W. Crampton, Council President Pro Tem

Julie Araskog, Town Council Member

Edward A. Cooney, Town Council Member

ATTEST:

Kelly Churney, Town Clerk

Bridget Moran, Town Council Member

MAY 2025









TOWN OF PALM BEACH FOOD & BEVERAGE LOCATIONS ZONING IN PROGRESS TRAFFIC & PARKING ANALYSIS

Submitted to: The Town of Palm Beach

PREPARED BY:

THE CORRADINO GROUP

4055 NW 97TH AVENUE, SUITE 200 • DORAL, FL 33178 • 305.594.0735 • F: 305.594.0755 • WWW.CORRADINO.COM

Table of Contents

LIST OF FIGURES 1
LIST OF TABLES 2
EXECUTIVE SUMMARY 4
1. EXISTING FOOD AND BEVERAGE ESTABLISHMENT TRIP GENERATION 14
1.1. DISTRICT BREAKDOWN 14
1.1.1. DISTRICT ONE 14
1.3. DISTRICT ROADWAY CAPACITY AND LEVEL OF SERVICE 24
1.3.1. TRAFFIC DATA COLLECTION 24
1.3.2. TRAFFIC OPERATIONS (2025 CONDITIONS) 28
1.3.3. TRAFFIC OPERATIONS (FUTURE 2030 CONDITIONS) 33
1.3.4. TOWN OF PALM BEACH 2025 ANNUAL TRAFFIC COUNT UPDATE 40
1.4. ORIGIN DESTINATION ANALYSIS 43
1.4.1. TRAFFIC DATA COLLECTION 43
1.4.2. ORIGIN DESTINATION TRAFFIC DATA ANALYSIS 52
1.5. DISTRICT PARKING ANALYSIS 55
1.5.1. PARKING GENERATION CALCULATIONS 55
1.5.2. PARKING SUPPLY, PARKING ACCUMULATION/UTILIZATION, VALET PARKING 57
1.6. CONCLUSIONS AND RECOMMENDATIONS 59

LIST OF FIGURES

Figure 1 Palm Beach District One Geographic Limits 14
Figure 2 Palm Beach District One Geographic Limits 15
Figure 3 Palm Beach District Three Geographic Limits 16
Figure 4 Palm Beach District Four Geographic Limits 17
Figure 5 Palm Beach District Five Geographic Limits 18
Figure 6 Traffic Count Location Map A 26
Figure 7 Traffic Count Location Map B 26
Figure 8 Traffic Count Location Map C 27

Figure 9 Traffic Count Location Map D 27
Figure 11 Overall District Zone Map 46
Figure 12 District One OD Zones 47
Figure 13 Districts Two and Three OD Zones 48
Figure 14 Districts Three, Four, and Five OD Zones 49
Figure 15 District Five (North) OD Zones 50
Figure 16 District Five (South) OD Zones 51

LIST OF TABLES

Table 1 Palm Beach District One Summary 19
Table 2 District One Trip Generation Calculations 19
Table 3 Palm Beach District Two Summary 20
Table 4 Palm Beach District Two Trip Generation Calculations 20
Table 5 Palm Beach District Three Summary 21
Table 6 District Three Trip Generation Calculations 21
Table 7 Palm Beach District Four Summary 22
Table 8 District Four Trip Generation Calculations 22
Table 9 Palm Beach District 5 Summary 23
Table 10 Palm Beach District Five Trip Generation Calculations 23
Table 11 2025 Existing Conditions Level of Services Analysis 29
Table 12 2025 Existing Conditions Level of Service Analysis 30
Table 13 2025 Existing Conditions Level of Service Analysis 30
Table 14 Road Segment Link Analysis Existing Conditions- ZIP District One 31
Table 15 Road Segment Link Analysis Existing Conditions- ZIP Districts Two and Three 32
Table 16 Road Segment Link Analysis Existing Conditions- ZIP Districts Four and Five 33
Table 17 City of West Palm Beach Projected Peak Trips In and Out of the Town 35
Table 18 2030 Future Conditions Level of Services Analysis 36
Table 19 2030 Future Conditions Level of Services Analysis 37
Table 20 2030 Future Conditions Level of Services Analysis 37
Table 21 Road Segment Link Analysis Future 2030 Conditions- ZIP Districts One 38
Table 22 Road Segment Link Analysis Future 2030 Conditions- ZIP Districts Two and Three 39
Table 23 Road Segment Link Analysis Future 2030 Conditions- ZIP Districts Four and Five 40
Table 24 2025 Annual Traffic Count Update- AM Peak Hour Road Segment Link Analysis 41
Table 25 2025 Annual Traffic Count Update- AM Peak Hour Road Segment Link Analysis 42
Table 26 District One OD Zones 43
Table 27 District Two OD Zones 44

Table 28 District Three OD Zones 44
Table 29 District Four OD Zones 45
Table 30 District Five OD Zones 45
Table 31 Overall OD Data By District- December 2024 Data 52
Table 32 External to Internal (EI) – Weekday (December 2024) 52
Table 33 External to Internal (EI) – Weekend (December 2024) 53
Table 34 Internal District to Food and Beverage Districts – Weekday (December 2024) 53
Table 35 Internal District to Food and Beverage Districts – Weekend (December 2024) 53
Table 36 Overall OD Data By District- January and February 2025 Data 54
Table 37 External to Internal (EI) – Weekday (January and February 2025) 54
Table 38 External to Internal (EI) – Weekend (January and February 2025) 54
Table 39 Internal District to Food and Beverage Districts – Weekday (January and February 2025) 55
Table 40 Internal District to Food and Beverage Districts – Weekend (January and February 2025) 55
Table 41 District One Parking Generation 55
Table 42 District Two Parking Generation 56
Table 43 District Three Parking Generation 56
Table 44 District Five Parking Generation 57
Table 45 District Four Parking Generation 57

LIST OF APPENDICES

APPENDIX A- Zone Co Town of Palm Beach Zoning Code Review- Regulating Restaurant Capacity memo dated 07/17/24

APPENDIX B- Town of Palm Beach Food and Beverage Establishments Inventory and the GIS mapping information

APPENDIX C- ITE Trip Generation Manual Relevant Sheets
ITE Parking Generation Manual Relevant Sheets

APPENDIX D- Turning Movement Counts- January 2025 (Weekday and Weekend)
72-Hour Bidirectional Counts- January 2025 (Weekday and Weekend)
FDOT Peak Season Factor Category Report (2023)
Volume Development Sheets

APPENDIX E- Signal Timing Sheets
Synchro Output Reports- Existing Conditions (2025)

APPENDIX F- Town of Palm Beach 2024-2025 Peak Season Traffic Update Memo dated 12/05/24
Town of Palm Beach 2025 Annual Traffic Count Update Memo dated 04/22/25
Town of Palm Beach Approved but Unbuilt Development Projects
City of West Palm Beach Projects Summaries- Under Review, Approved and Under Construction
Synchro Output Reports- Future Conditions (2030)

EXECUTIVE SUMMARY

The Corradino Group, Inc. was hired on behalf of the Town of Palm Beach (Town) to complete supplemental traffic and parking analysis for the Zoning in Progress (ZIP) related to the Food and Beverage Establishments in the Town. Zone Co prepared a memorandum entitled "Town of Palm Beach Zoning Code Review- Regulating Restaurant Capacity" dated 07/17/24 which provides details related to key issues at the forefront of the current ZIP. The two main questions that are asked in the Zone Co memo include the following:

1. Whether traffic counts at peak dining times indicates the congestion of public roads and ways attributable to restaurant-generated traffic; and/or
2. Whether a concentration of restaurants has limited other land uses from locating within the Town of Palm Beach generally and the primary restaurant streets specifically.

The Corradino Group, Inc.'s scope of work will aid in providing data related to question number one. The Zone Co. memo is provided in **Appendix A**.

The Town of Palm Beach (The Town) has a total of 61 existing food and beverage establishments (as of 08/28/2024) with a total of 9,922 total seats. These existing food and beverage establishments were divided into 5 geographic districts within the Town of Palm Beach in order to evaluate the traffic and parking loading on the adjacent Town roadways. The Town provided the existing food and beverage establishment inventory and GIS mapping information in order to aid in the summary of the food and beverage establishments including the number of seats in each geographic district.


Zone 39
Zone 40
Zone 43
Zone 41
Zone 42
N
Legend
District 1
District 2
District 3
District 4
District 5

The traffic loading per District was calculated based on trip generation, as calculated using the ITE Trip Generation Handbook, 11th Edition. The Corradino Group, Inc. has quantified the total daily, AM, and PM peak hour trips generated by the existing 61 food and beverage establishments in the Town of Palm Beach. The trip generation was calculated using the trip generation rates for the approved seats for each Food and Beverage Establishment. Land Use Code 931 Fine Dining Restaurant in the ITE Trip Generation Handbook, 11th Edition, was used for the Food and Beverage Establishments in the Town of Palm Beach.

The Town's Traffic Engineer consultant collected seventy-two (72) hours of bidirectional volumes at seven corridor locations in the Town of Palm Beach, including just east of the three bridge locations on January 9th, 10th, and 11th, 2025. This traffic data was collected when State Road A1A was closed just east of the Southern Blvd. roundabout. The seventy-two hour bidirectional counts were taken at the following road segment locations:

1. Royal Poinciana Way just east of the Flagler Memorial Bridge
2. Royal Palm Way just east of the Royal Park Bridge
3. Southern Blvd. just east of the Southern Blvd. Bridge
4. Bradley Place between Royal Poinciana Way and Sunset Avenue
5. North County Road between Royal Poinciana Way and Sunset Avenue
6. South County Road between Peruvian Avenue and Chilean Avenue
7. Cocoanut Row between Australian Avenue and Brazilian Avenue

Corradino reviewed the 72-hour tube counts and confirmed the peak-hour periods (morning, midday, afternoon, and evening). Video cameras were also placed within this time period to collect turning movement counts at the following twenty (20) study intersection locations in each ZIP District:

District One

1. Bradley Place and Sunrise Avenue (Signalized)
2. Bradley Place and Sunset Avenue (Unsignalized)
3. Bradley Place/Cocoanut Row and Royal Poinciana Way (Signalized)
4. County Road and Royal Poinciana Way (Signalized)
5. County Road and Sunset Avenue (Signalized)
6. County Road and Sunrise Avenue (Signalized)

District Two

7. County Road and Breakers Row (Signalized)

District Three

8. Cocoanut Row and Royal Palm Way (Signalized)
9. County Road and Royal Palm Way (Signalized)
10. County Road and Brazilian Avenue (Unsignalized)
11. Cocoanut Row and Australian Avenue (Unsignalized)

District Four

1. Cocoanut Row and Peruvian Avenue (Unsignalized)
2. Hibiscus Avenue and Peruvian Avenue (Unsignalized)
3. County Road and Peruvian Avenue (Signalized)
4. Cocoanut Row and Worth Avenue (Unsignalized)
5. Hibiscus Avenue and Worth Avenue (Unsignalized)
6. County Road and Worth Avenue (Signalized)
7. County Road and Golfview Road (Signalized)

District Five

1. South Ocean Boulevard and Southern Boulevard (Roundabout)
2. South Ocean Boulevard and Lake Avenue (Signalized)

The intersection turning movement counts collected in January were processed for 10 of the highest hours, including the AM, Midday, PM, and Evening weekday peak hours at 20 intersections in the five ZIP Districts. The peak hours vary among the intersection locations within each District but fall within the following time periods:

- AM Peak Hour- 7:00 to 11:00 A.M.
- MIDDAY Peak Hour- 11:00 A.M. to 2:00 P.M.
- PM Peak Hour- 2:00 P.M. to 5:00 P.M.
- EVENING Peak Hour- 5:00 P.M. to 7:00 P.M.

The existing level of service and delay was modeled by Synchro for each study intersection during the weekday morning, midday, afternoon, and evening peak hours. The signalized intersections currently (2025 existing conditions scenario analyzed) operate at an acceptable LOS D or better during the morning, midday, afternoon, and evening peak hour scenarios. In addition, a road segment link analysis was performed to determine if there is sufficient roadway capacity along the key road segments in each of the ZIP Districts based on the existing 2025 traffic operational conditions. Based on existing 2025 traffic conditions, the road segments in District One have sufficient capacity at most of the roadway corridors except for Bradley Place between Royal Poinciana Way and Sunrise Avenue. This is a concern for this District as this road segment is over capacity during the Midday peak hour traffic conditions. Based on existing January 2025 traffic conditions, the road segments in Districts Two, Three, Four, and Five have sufficient capacity for all roadway corridors.

The future level of service and delay was modeled by Synchro for each study intersection during the weekday morning, midday, afternoon, and evening peak hours. The signalized intersections in the future (2030 future conditions scenario analyzed) operate at an acceptable LOS D or better during the morning, midday, afternoon, and evening peak hour scenarios, except for the Bradley Place and Royal Poinciana Way intersection. This intersection operates at a LOS F in the weekday morning peak hour within District One. In addition, the intersection of Cocoanut Row and Royal Palm Way operates at a LOS F in midday and LOS E in the afternoon peak hour within District Three. Committed trips from approved but unbuilt development projects in the Town of Palm Beach and nearby West Palm Beach were included in the 2030 future traffic conditions analysis scenario.

In addition, a road segment link analysis was performed to determine if there is sufficient roadway capacity along the key road segments in each of the ZIP Districts based on the future 2030 traffic operational conditions. Based on 2030 future traffic conditions (based on forecasted data from January 2025 traffic counts), the road segments in District One have sufficient capacity at most of the roadway corridors except for Bradley Place between Royal Poinciana Way and Sunrise Avenue. This is a concern for this District as this road segment is over capacity during the morning, midday, and afternoon peak hour traffic conditions. Based on 2030 future traffic conditions (based on forecasted data from January 2025 traffic counts), the road segments in Districts Two and Three have sufficient capacity for all roadway corridors except for Cocoanut Row between Royal Poinciana Way and Seabreeze Avenue within District Two and South County Road between Royal Palm Way and Brazilian Avenue within District Three. Based on the 2030 future traffic conditions (based on forecasted data from January 2025 traffic counts), the road segments in Districts Four and Five have sufficient capacity for all roadway corridors except for State Road A1A between Golfview Road and Southern Boulevard and State Road A1A between Southern Boulevard and Lake Avenue within District Five.

The Town recently received the 2025 Annual Traffic Count Update dated 04/22/2025 from Kimley-Horn and Associates, Inc. This additional traffic data was collected in March 2025 after the data that was collected in January of 2025. This additional traffic data should also be considered in addition to the data collected for this Zoning in Progress.

The AM Peak Hour Road Segment Link Analysis indicated the following LOS deficiencies based on the traffic data collected in March of 2025:

- South County Road- North of Peruvian Avenue: LOS F (District Four)
- Royal Palm Way- East of Hibiscus Avenue: LOS E (District Three)
- Royal Palm Way- West of Hibiscus Avenue: LOS F (District Three)
- Royal Poinciana Way- West of Cocoanut Row: LOS F (District One)

The PM Peak Hour Road Segment Link Analysis indicated the following LOS deficiencies based on the traffic data collected in March of 2025:

- South County Road- North of Peruvian Avenue: LOS F (District Four)
- Royal Palm Way- East of Hibiscus Avenue: LOS E (District Three)
- Royal Palm Way- West of Hibiscus Avenue: LOS F (District Three)
- Royal Poinciana Way- West of Cocoanut Row: LOS F (District One)
- Royal Poinciana Way- East of Cocoanut Row: LOS F (District One)

Corradino and the Town of Palm Beach partnered with Streetlight Data to obtain a license for the Big Data available through the Streetlight InSight Data platform. StreetLight InSight users can access customized analytics like Origin-Destination (OD), select link, travel time, speed percentiles, routing, and more. Corradino has utilized the Streetlight InSight Data platform using 33 analysis zones for the existing food and beverage locations in each District to aid in evaluating the origins and destinations from external and internal trips. There were 10 additional zones created to capture the total number of trips for each District and the key corridors that carry traffic volumes into and out of the Town.

The OD analysis provided in the following tables includes the following data periods using StreetLight All Vehicles Volume:

- December 1st, 2024, through December 31st, 2024
- January 1st, 2025, through February 28, 2025

The mode of travel is All Vehicles Connected Vehicle Data (CVD+)

Overall OD Data By District- December 2024 Data

		D1	D2	D3	D4	D5	Total
Total Food and Beverage Seats		**2,569**	**2,534**	**963**	**2,240**	**1,534**	**9,840**
Total	**Weekday Trips to Food and Beverage**	**4,672**	**5,037**	**41**	**1,067**	**2,319**	**13,136**
	Weekend Trips to Food and Beverage	**3,903**	**4,809**	**48**	**885**	**2,814**	**12,459**
External-Internal (EI)	Weekday Trips to Food and Beverage	2,812	3,559	33	780	1,876	9,060
	Weekend Trips to Food and Beverage	2,477	3,393	42	703	2,246	8,861
Internal-Internal	Weekday Trips to Food and Beverage	1,860	1,478	8	287	443	4,076
	Weekend Trips to Food and Beverage	1,426	1,416	6	182	568	3,598

External to Internal (EI) – Weekday (December 2024)

External	Directional AWDT	Weekday EI Trips to Food and Beverage	% Weekday EI Trips to Food and Beverage					
			All Districts	D1	D2	D3	D4	D5
Flagler Memorial Bridge/ A1A	12,500	4,366	**35%**	30%	62%	1%	10%	14%
Royal Park Bridge/ SR 704	12,600	2,572	**20%**	26%	54%	1%	14%	9%
Southern Blvd / SR 80 Bridge	7,300	1,293	**18%**	40%	64%	0%	12%	15%
Lake Ave Bridge	6,900	1,289	**19%**	32%	71%	4%	2%	18%
Ocean / A1A	5,900	1,689	**29%**	42%	47%	0%	21%	30%
	45,200	**11,209**	**25%**	29%	58%	1%	14%	17%

External to Internal (EI) – Weekend (December 2024)

External	Directional AWDT	Weekend EI Trips to Food and Beverage	% of Weekend EI Trips to Food and Beverage					
			All Districts	D1	D2	D3	D4	D5
Flagler Memorial Bridge/ A1A	12,500	5,094	**41%**	39%	59%	1%	10%	21%
Royal Park Bridge/ SR 704	12,600	3,587	**28%**	32%	63%	2%	15%	24%
Southern Blvd / SR 80 Bridge	7,300	1,737	**24%**	37%	58%	1%	8%	24%
Lake Ave Bridge	6,900	1,594	**23%**	53%	53%	0%	0%	23%
Ocean / A1A	5,900	1,608	**27%**	53%	51%	0%	11%	27%
	45,200	**13,620**	**30%**	36%	61%	2%	13%	24%

Internal District to Food and Beverage Districts – Weekday (December 2024)

	D1	D2	D3	D4	D5	Total
District1	963	533		62	60	1,618
District2	308	392	3	46	20	769
District3	171	180	1	26	17	395
District4	246	258	1	126	48	679
District5	172	115	3	27	298	615
Total	**1,860**	**1,478**	**8**	**287**	**443**	**4,076**

Internal District to Food and Beverage Districts – Weekend (December 2024)

	D1	D2	D3	D4	D5	Total
District1	667	505		32	80	1,284
District2	294	379		31	57	761
District3	187	85	3	32	27	334
District4	188	348		62	76	674
District5	90	99	3	25	328	545
Total	**1,426**	**1,416**	**6**	**182**	**568**	**3,598**

Overall OD Data By District- January and February 2025 Data

		D1	D2	D3	D4	D5	Total
Total Seats		**2,569**	**2,534**	**963**	**2,240**	**1,534**	**9,840**
Total	**Weekday Trips**	**4,989**	**4,936**	**81**	**976**	**2,192**	**13,174**
	Weekend Trips	**4,196**	**4,685**	**59**	**857**	**2,305**	**12,102**
External- Internal	**Weekday Trips**	3,010	3,458	54	696	1,748	8,966
	Weekend Trips	2,522	3,288	49	671	1,767	8,297
Internal- Internal	**Weekday Trips**	1,979	1,478	27	280	444	4,208
	Weekend Trips	1,674	1,397	10	186	538	3,805

External to Internal (EI) – Weekday (January and February 2025)

External	Zone ID	Directional AWDT	Trips to Food and Beverage	% of Streetlight Trips to Food and Beverage					
				Total	D1	D2	D3	D4	D5
Flagler Memorial Bridge/ A1A	33	12,500	4,481	**36%**	32%	58%	0%	9%	12%
Royal Park Bridge/ SR 704	34	12,600	2,740	**22%**	30%	54%	1%	14%	8%
Southern Blvd / SR 80 Bridge	35	7,300	1,118	**15%**	29%	55%	0%	13%	13%
Lake Ave Bridge	36	6,900	1,277	**19%**	26%	75%	0%	6%	18%
Ocean / A1A	37	5,900	1,394	**24%**	34%	59%	0%	8%	25%
		45,200	11,010	**24%**	31%	56%	1%	13%	16%

External to Internal (EI) – Weekend (January and February 2025)

External	Zone ID	Directional AWDT	Trips to Food and Beverage	% of Streetlight Trips to Food and Beverage					
				Total	D1	D2	D3	D4	D5
Flagler Memorial Bridge/ A1A	33	12,500	3,406	**41%**	40%	55%	2%	12%	35%
Royal Park Bridge/ SR 704	34	12,600	3,007	**28%**	36%	59%	2%	15%	15%
Southern Blvd / SR 80 Bridge	35	7,300	1,141	**21%**	48%	50%	1%	14%	18%
Lake Ave Bridge	36	6,900	1,157	**16%**	24%	50%	0%	6%	16%
Ocean / A1A	37	5,900	1,226	**23%**	41%	58%	0%	17%	20%
		45,200	9,937	**28%**	39%	57%	2%	14%	17%

Internal District to Food and Beverage Districts – Weekday (January and February 2025)

	D1	D2	D3	D4	D5	Total
District1	1042	506	6	58	73	1685
District2	301	388	6	61	37	793
District3	245	188	9	38	30	510
District4	239	267	6	85	47	644
District5	152	129		38	257	576
	1979	1478	27	280	444	4208

Internal District to Food and Beverage Districts – Weekend (January and February 2025)

	D1	D2	D3	D4	D5	Total
District1	843	480	2	65	90	1480
District2	308	376	4	33	46	767
District3	169	167	2	27	18	383
District4	232	261		37	54	584
District5	122	113	2	24	330	591
	1674	1397	10	186	538	3805

The Parking Generation Calculations per the ITE Parking Generation Manual, 6th Edition were calculated and compared against the required parking per the Town of Palm Beach Code of Ordinances. The Town's Code of Ordinances requires one parking space for every three seats. The Town of Palm Beach Traffic Analyses and Commercial Areas Parking Study dated July 2024 included extensive parking data collection and analysis of the north and south commercial areas. This included parking supply review, parking accumulation/utilization studies and valet parking review. The key results of this parking data collection and parking analysis were summarized in the Parking Data Analysis section.

In summary, the findings of the ZIP Study support prohibiting new food and beverage establishments in Districts One through Four from operating before 5:00 PM. There were no restrictions proposed for District Five at this time. The ZIP Study also recommended restricting loading operations in all districts during weekday peak hours, with the specific hours to be determined with the forthcoming Parking and Loading Code Study currently underway with Kimley-Horn and Associates.

1. EXISTING FOOD AND BEVERAGE ESTABLISHMENT TRIP GENERATION

1.1. DISTRICT BREAKDOWN

The Town of Palm Beach (The Town) has a total of 61 existing food and beverage establishments (as of 08/28/2024) with a total of 9,922 total seats. These existing food and beverage establishments were divided into 5 geographic districts within the Town of Palm Beach in order to evaluate the traffic and parking loading on the adjacent Town roadways. The Town provided the existing food and beverage establishment inventory and GIS mapping information in order to aid in the summary of the food and beverage establishments including the number of seats in each geographic district. A copy of the existing food and beverage establishments inventory and the GIS mapping information can be found in **Appendix B**.

1.1.1. DISTRICT ONE

District One is bordered by the island's northern end, south to the Royal Poinciana Way. **Figure 1** depicts the geographic district limits for District One in green shading.

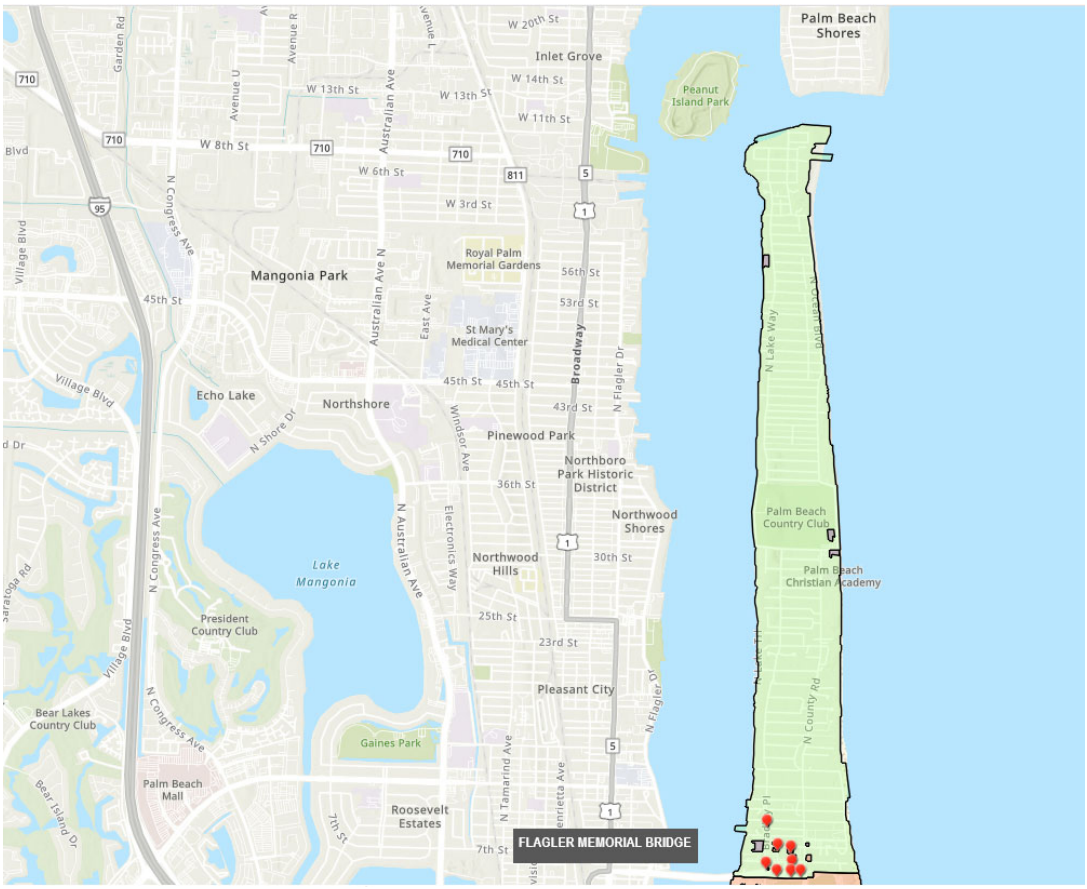


Figure 1 Palm Beach District One Geographic Limits

1.1.2. DISTRICT TWO

District Two is bordered by Royal Poinciana Way on the north to just north of Antigua Lane on the south. **Figure 2** depicts the geographic district limits in orange shading for District Two.

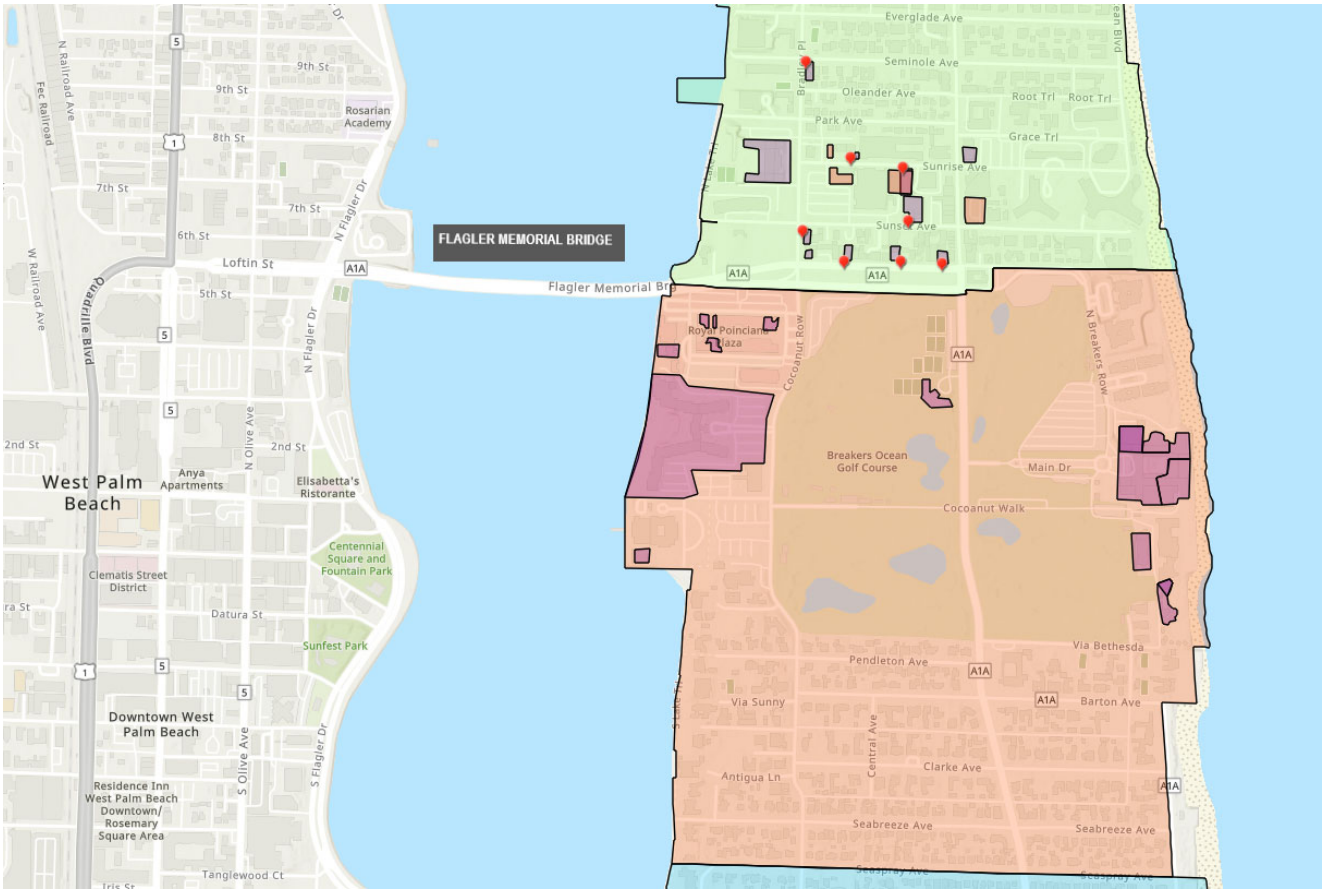


Figure 2 Palm Beach District One Geographic Limits

1.1.3. DISTRICT THREE

District Three is bordered on the north by just north of Antigua Lane to Australian Avenue on the south. **Figure 4** depicts the geographic district limits for District Three in blue shading.

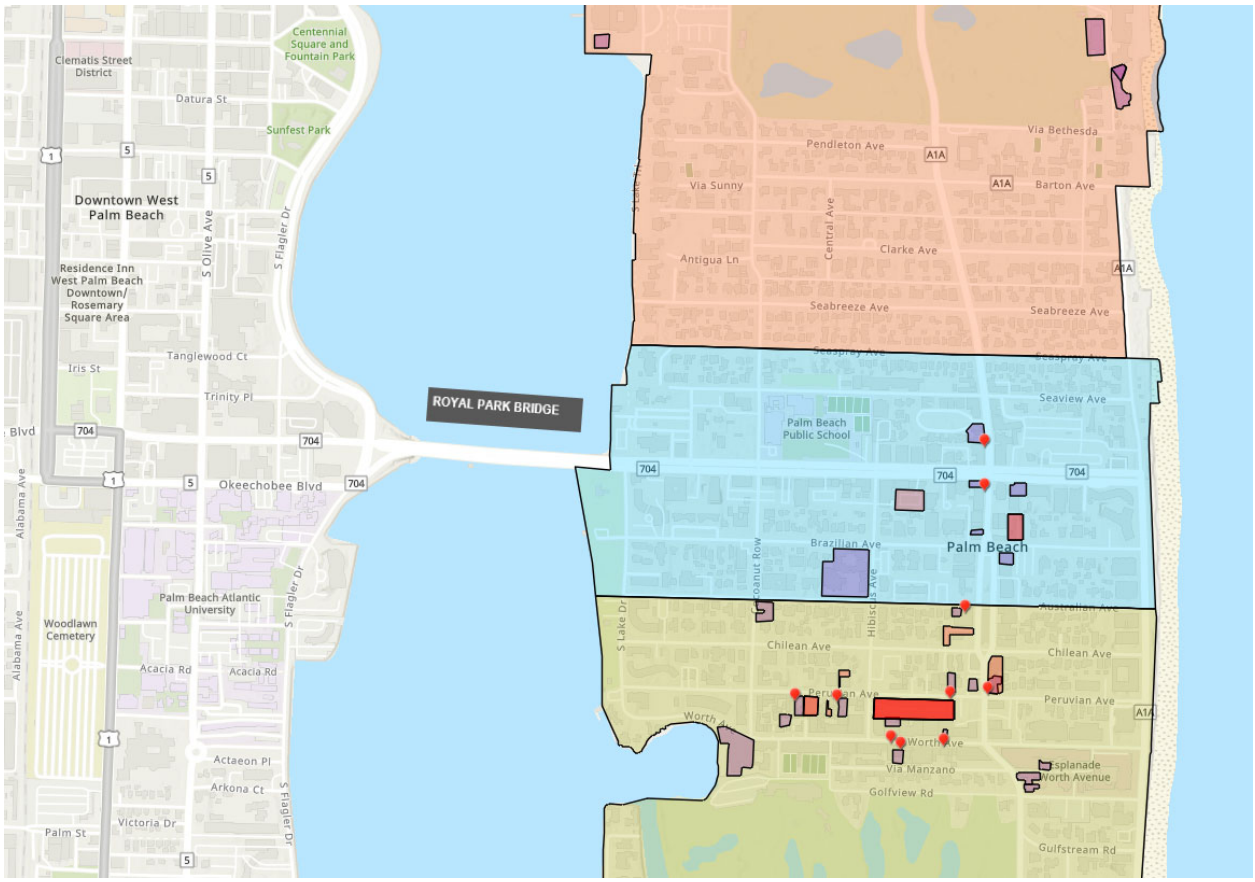


Figure 3 Palm Beach District Three Geographic Limits

1.1.4. DISTRICT FOUR

District Four is bordered on the north by Australian Avenue and on the south by El Vedado Avenue. **Figure 4** depicts the geographic district limits for District Four in yellow shading.

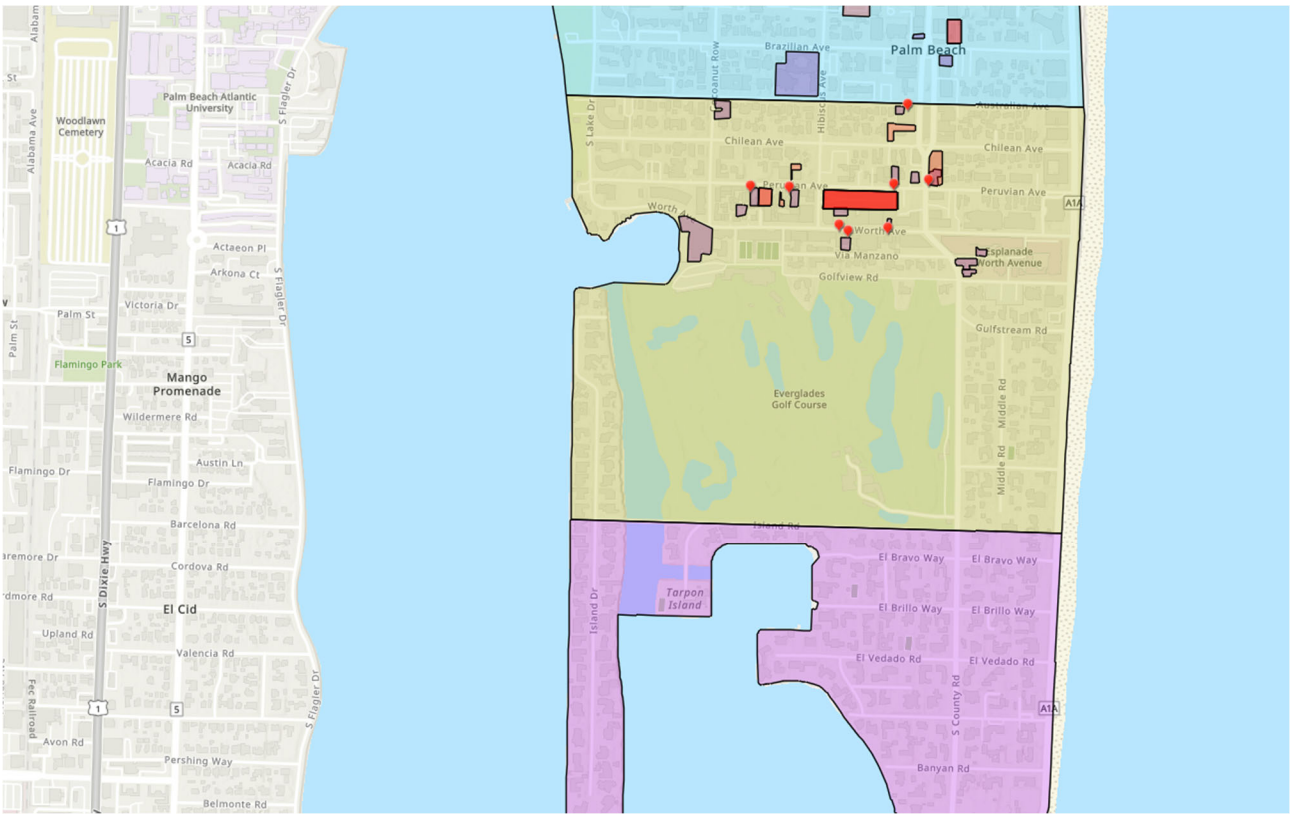


Figure 4 Palm Beach District Four Geographic Limits

1.1.5. DISTRICT FIVE

District Five is bordered by El Vedado Avenue on the north to just south of Lake Worth Road. **Figure 5** depicts the geographic district limits for District Five in purple shading.

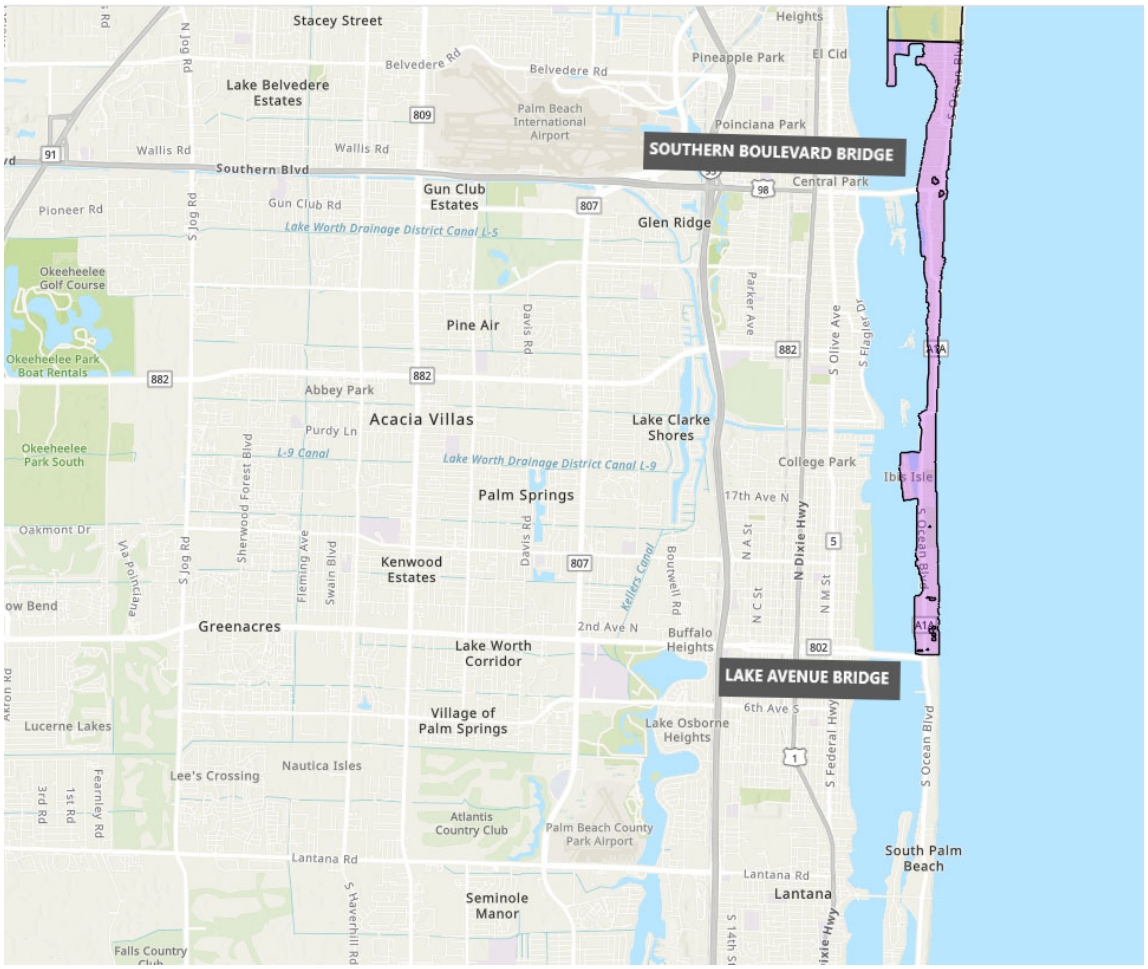


Figure 5 Palm Beach District Five Geographic Limits

1.2. FOOD AND BEVERAGE ESTABLISHMENT TRAFFIC LOADING PER DISTRICT

The traffic loading per District was calculated based on trip generation, as calculated using the ITE Trip Generation Handbook, 11th Edition. The Corradino Group, Inc. has quantified the total daily, AM, and PM peak hour trips generated by the existing 61 food and beverage establishments in the Town of Palm Beach. The trip generation was calculated using the trip generation rates for the approved seats for each Food and Beverage Establishment. Land Use Code 931 Fine Dining Restaurant in the ITE Trip Generation Handbook, 11th Edition, was used for the Food and Beverage Establishments in the Town of Palm Beach. A copy of the ITE Trip Generation Handbook sheets for Land Use Code 931 can be found in **Appendix C.**

1.2.1. DISTRICT ONE

District One includes 14 Food and Beverage Establishments, as depicted in **Table 1**. These 14 locations include a total of 2,569 seats.

Table 1 Palm Beach District One Summary

PALM BEACH DISTRICT ONE		
F&B #	**FOOD & BEVERAGE ESTABLISHMENT**	**SEATS**
3	Almond Palm Beach	284
7	Biltmore Beach Club	60
16	Cucina	101
17	Echo	157
18	Field of Greens	15
20	Green's Pharmacy	80
21	Henry's Palm Beach	150
24	Lola 41 Palm Beach (White Elephant Hotel)	156
28	Meat Market Palm Beach	125
29	Palm Beach Country Club, Inc.	330
31	PB Catch	150
35	Sailfish Club of Florida	300
43	The Beach Club, Inc.	555
54	Trevini Ristorante	106
TOTAL DISTRICT SEATS		**2569**

The Food and Beverage Establishment traffic loading for District One includes 9,572 daily trips, 385 AM peak-hour trips, and 719 PM peak-hour trips. **Table 2** contains detailed trip generation calculations.

Table 2 District One Trip Generation Calculations

Palm Beach District One

ITE Land Use	Description	Unit*	Total Units	Total Trips			Entering			Exiting		
				AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily
Existing												
931	Fine Dining Restaurants	Seats	2,569	385	719	9572	266	482	4786	119	237	4786
Total				385	719	9572	266	482	4786	119	237	4786
Proposed												
931	Fine Dining Restaurants	Seats										
Total Proposed Traffic				0	0	0	0	0	0	0	0	0
Net Traffic				385	719	9572	266	482	4786	119	237	4786

LUC 931: Daily Trip Generation = (3.9) x 2569 - 447.07 (Avg. Rate) ITE 11th Edition page 655

LUC 931: AM Peak Hour Trip Generation = 2569 x 0.15 (Avg. Rate) ITE 11th Edition page 658

LUC 931: PM Peak Hour Trip Generation = 2569 x 0.28 (Avg. Rate) ITE 11th Edition page 657

1.2.2. DISTRICT TWO

District Two includes 15 Food and Beverage Establishments, as depicted in **Table 3**. These 15 locations include a total of 2,420 seats.

Table 3 Palm Beach District Two Summary

PALM BEACH DISTRICT TWO		
F&B #	**FOOD & BEVERAGE ESTABLISHMENT**	**SEATS**
19	The Flagler Steakhouse	100
30	Palm Beach Grill	164
34	Restaurant 44 Palm Beach	151
36	Saint Ambroeus	120
37	The Seafood Bar (The Breakers Hotel)	230
44	The Circle Dining Room and HMF (Breakers Hotel)	523
46	The Breakers Palm Beach	340
49	The Honor Bar at Palm Beach Grill	55
51	The Italian Restaurant	125
52	The Surf Break (Breakers Hotel)	38
53	Toojay's Deli	90
56	Eurest Dining Services (Breakers Hotel)	132
57	Ocean House (Breakers Hotel)	132
58	Tutto Mare	220
61	Cafe' Des Beaux-Arts	TBD
TOTAL DISTRICT SEATS		**2420**

The Food and Beverage Establishment traffic loading for District Two includes 8,991 daily trips, 363 AM peak hour trips, and 678 PM peak hour trips. **Table 4** contains detailed trip generation calculations.

Table 4 Palm Beach District Two Trip Generation Calculations

Palm Beach District Two

ITE Land Use	Description	Unit*	Total Units	Total Trips			Entering			Exiting		
				AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily
Existing												
931	Fine Dining Restaurants	Seats	2,420	363	678	8991	250	454	4495	113	224	4496
Total				363	678	8991	250	454	4495	113	224	4496
Proposed												
931	Fine Dining Restaurants	Seats										
Total Proposed Traffic				0	0	0	0	0	0	0	0	0
Net Traffic				363	678	8991	250	454	4495	113	224	4496

LUC 931: Daily Trip Generation = (3.9) x 2420 - 447.07 (Avg. Rate) ITE 11th Edition page 655

LUC 931: AM Peak Hour Trip Generation = 2420 x 0.15 (Avg. Rate) ITE 11th Edition page 658

LUC 931: PM Peak Hour Trip Generation = 2420 x 0.28 (Avg. Rate) ITE 11th Edition page 657

1.2.3. DISTRICT THREE

District Three includes 6 Food and Beverage Establishments, as depicted in **Table 5**. These 6 locations include a total of 963 seats.

Table 5 Palm Beach District Three Summary

PALM BEACH DISTRICT THREE		
F&B #	**FOOD & BEVERAGE ESTABLISHMENT**	**SEATS**
11	Café Boulud	298
12	Café L'Europe	175
14	Carriage House Club	150
22	La Goulue	138
40	Surfside Diner	78
59	Restaurant and Bar at the Palm House Hotel	124
TOTAL DISTRICT SEATS		**963**

The Food and Beverage Establishment traffic loading for District Three includes 3,309 daily trips, 144 AM peak hour trips, and 270 PM peak hour trips. **Table 6** contains detailed trip generation calculations.

Table 6 District Three Trip Generation Calculations

Palm Beach District Three													
ITE Land Use	Description	Unit*	Total Units	Total Trips			Entering			Exiting		
				AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily
Existing												
931	Fine Dining Restaurants	Seats	963	144	270	3309	100	181	1654	44	89	1655
Total				144	270	3309	100	181	1654	44	89	1655
Proposed												
931	Fine Dining Restaurants	Seats										
Total Proposed Traffic				0	0	0	0	0	0	0	0	0
Net Traffic				144	270	3309	100	181	1654	44	89	1655
LUC 931:	Daily Trip Generation = (3.9) x 963 - 447.07 (Avg. Rate)			ITE 11th Edition page 655								
LUC 931:	AM Peak Hour Trip Generation = 963 x 0.15 (Avg. Rate)			ITE 11th Edition page 658								
LUC 931:	PM Peak Hour Trip Generation = 963 x 0.28 (Avg. Rate)			ITE 11th Edition page 657								

1.2.4. DISTRICT FOUR

District Four includes 15 Food and Beverage Establishments, as depicted in **Table 7**. These 15 locations include a total of 2432 seats.

Table 7 Palm Beach District Four Summary

PALM BEACH DISTRICT FOUR		
F&B #	FOOD & BEVERAGE ESTABLISHMENT	SEATS
6	Bice Ristorante	191
9	Bricktop's	150
10	Buccan	177
13	Café Via Flora	54
15	Club Collette	150
23	Le Biboquet	109
32	Pizza Al Fresco	103
33	Renato's Restaurant	150
39	Starbuck's Coffee	19
41	Swifty's Pool (Colony Hotel)	
42	Taboo	213
48	The Colony Palm Beach	149
50	Everglades Club	725
55	Vineta Hotel	134
60	Le Bar	108
TOTAL DISTRICT SEATS		**2432**

The Food and Beverage Establishment traffic loading for District Four includes 9038 daily trips, 365 AM peak hour trips, and 681 PM peak hour trips. **Table 8** contains detailed trip generation calculations.

Table 8 District Four Trip Generation Calculations

Palm Beach District Four												
ITE Land Use	Description	Unit*	Total Units	Total Trips			Entering			Exiting		
				AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily
Existing												
931	Fine Dining Restaurants	Seats	2,432	365	681	9038	252	456	4519	113	225	4519
Total				365	681	9038	252	456	4519	113	225	4519
Proposed												
931	Fine Dining Restaurants	Seats										
Total Proposed Traffic				0	0	0	0	0	0	0	0	0
Net Traffic				365	681	9038	252	456	4519	113	225	4519
LUC 931: Daily Trip Generation = (3.9) x 2432 - 447.07 (Avg. Rate) ITE 11th Edition page 655												
LUC 931: AM Peak Hour Trip Generation = 2432 x 0.15 (Avg. Rate) ITE 11th Edition page 658												
LUC 931: PM Peak Hour Trip Generation = 2432 x 0.28 (Avg. Rate) ITE 11th Edition page 657												

1.2.5. DISTRICT FIVE

District Five includes 8 Food and Beverage Establishments, as depicted in **Table 9**. These 8 locations include a total of 1534 seats.

Table 9 Palm Beach District 5 Summary

PALM BEACH DISTRICT FIVE		
F&B #	**FOOD & BEVERAGE ESTABLISHMENT**	**SEATS**
1	Acqua Café	92
2	Al Fresco Restaurant & Bar	150
4	The Ambassador Grill	150
5	Bath and Tennis Club, Inc.	543
8	Brandon's	276
25	The Mar-A-Lago Club	75
27	Marriott Fairfield Inn & Suite Restaurant	24
38	Seaway (Four Season's Hotel)	224
TOTAL DISTRICT SEATS		**1534**

The Food and Beverage Establishment traffic loading for District Five includes 5,536 daily trips, 230 AM peak-hour trips, and 430 PM peak hour trips. **Table 10** contains detailed trip generation calculations.

Table 10 Palm Beach District Five Trip Generation Calculations

Palm Beach District Five

ITE Land Use	Description	Unit*	Total Units	Total Trips			Entering			Exiting		
				AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily
Existing												
931	Fine Dining Restaurants	Seats	1,534	230	430	5536	159	288	2768	71	142	2768
Total				230	430	5536	159	288	2768	71	142	2768
Proposed												
931	Fine Dining Restaurants	Seats										
Total Proposed Traffic				0	0	0	0	0	0	0	0	0
Net Traffic				230	430	5536	159	288	2768	71	142	2768

LUC 931: Daily Trip Generation = (3.9) x 1534 - 447.07 (Avg. Rate) ITE 11th Edition page 655
LUC 931: AM Peak Hour Trip Generation = 1534 x 0.15 (Avg. Rate) ITE 11th Edition page 658
LUC 931: PM Peak Hour Trip Generation = 1534 x 0.28 (Avg. Rate) ITE 11th Edition page 657

1.3. DISTRICT ROADWAY CAPACITY AND LEVEL OF SERVICE

1.3.1. TRAFFIC DATA COLLECTION

The Town's Traffic Engineer consultant collected seventy-two (72) hours of bidirectional volumes at seven corridor locations in the Town of Palm Beach, including just east of the three bridge locations on January 9th, 10th, and 11th, 2025. This traffic data was collected when State Road A1A was closed just east of the Southern Blvd. roundabout. The seventy-two hour bidirectional counts were taken at the following road segment locations:

8. Royal Poinciana Way just east of the Flagler Memorial Bridge
9. Royal Palm Way just east of the Royal Park Bridge
10. Southern Blvd. just east of the Southern Blvd. Bridge
11. Bradley Place between Royal Poinciana Way and Sunset Avenue
12. North County Road between Royal Poinciana Way and Sunset Avenue
13. South County Road between Peruvian Avenue and Chilean Avenue
14. Cocoanut Row between Australian Avenue and Brazilian Avenue

Corradino reviewed the 72-hour tube counts and confirmed the peak-hour periods (morning, midday, afternoon, and evening). Video cameras were also placed within this time period to collect turning movement counts at the following twenty (20) study intersection locations in each ZIP District:

District One

12. Bradley Place and Sunrise Avenue (Signalized)
13. Bradley Place and Sunset Avenue (Unsignalized)
14. Bradley Place/Cocoanut Row and Royal Poinciana Way (Signalized)
15. County Road and Royal Poinciana Way (Signalized)
16. County Road and Sunset Avenue (Signalized)
17. County Road and Sunrise Avenue (Signalized)

District Two

18. County Road and Breakers Row (Signalized)

District Three

19. Cocoanut Row and Royal Palm Way (Signalized)
20. County Road and Royal Palm Way (Signalized)
21. County Road and Brazilian Avenue (Unsignalized)
22. Cocoanut Row and Australian Avenue (Unsignalized)

District Four

8. Cocoanut Row and Peruvian Avenue (Unsignalized)
9. Hibiscus Avenue and Peruvian Avenue (Unsignalized)
10. County Road and Peruvian Avenue (Signalized)
11. Cocoanut Row and Worth Avenue (Unsignalized)
12. Hibiscus Avenue and Worth Avenue (Unsignalized)
13. County Road and Worth Avenue (Signalized)
14. County Road and Golfview Road (Signalized)

District Five

3. South Ocean Boulevard and Southern Boulevard (Roundabout)
4. South Ocean Boulevard and Lake Avenue (Signalized)

The road segment and intersection count locations are depicted in Figures 6, 7, 8, and 9. The intersection turning movement counts collected in January were processed for 10 of the highest hours, including the AM, Midday, PM, and Evening weekday peak hours at 20 intersections in the five ZIP Districts. The peak hours vary among the intersection locations within each District but fall within the following time periods:

- AM Peak Hour- 7:00 to 11:00 A.M.
- MIDDAY Peak Hour- 11:00 A.M. to 2:00 P.M.
- PM Peak Hour- 2:00 P.M. to 5:00 P.M.
- EVENING Peak Hour- 5:00 P.M. to 7:00 P.M.

A summary table of the highest volume from the tube counts and the hours chosen for the turning movement counts can be found in **Appendix D**. A copy of the bidirectional tube counts and the manual turning movement counts at the 20 intersections is included in **Appendix D**.

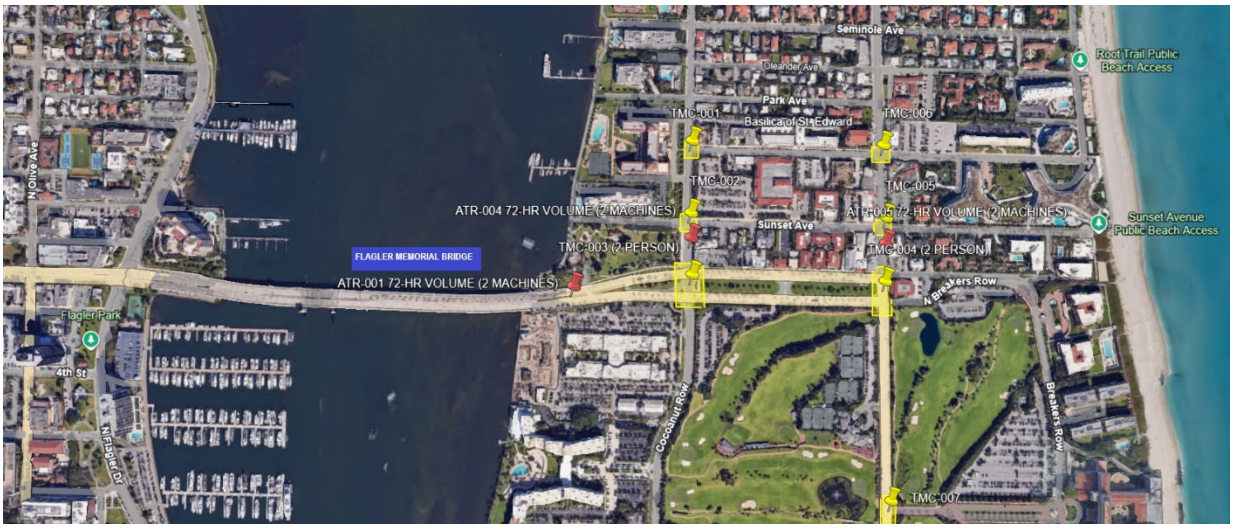


Figure 6 Traffic Count Location Map A



Figure 7 Traffic Count Location Map B



Figure 8 Traffic Count Location Map C



Figure 9 Traffic Count Location Map D

1.3.2. TRAFFIC OPERATIONS (2025 CONDITIONS)

The FDOT Peak Season Factor Category Report (2023) revealed a PSCF of 1.04 for the study area during the week when the traffic data was collected. Therefore, a PSCF conservative value of 1.04 was applied to the turning movement counts collected in January 2025. The turning movement counts collected during January were seasonally adjusted with a PSCF of 1.04, based on the FDOT Peak Season Factor Category Report (2023) shown for that week. The FDOT Peak Season Factor Category Report (2023) and the volume development sheets are included in **Appendix D**.

The Town continues the deployment of the Adaptive Traffic Control Systems (ATCS) at all signalized intersections within the Town's jurisdiction since the last quarter of 2023. The ATCS aims to provide optimized signal timing plans based on real-time traffic demands. This Centracs Edaptive module offers deep analytical capabilities through Econolite's Centracs SPM (Signal Performance Measures) and Pattern Optimizer modules, allowing users to ensure maximum performance of their signal control system quickly and easily. With this technology, the Town runs its own intersections' traffic operational reports and obtains "real-time" signal delay and other key metrics from each signalized intersection. The study intersections were modeled using Synchro 12 Signal Timing and Analysis Software to establish a baseline for the new signal timing modifications and corridors' coordination, as provided by Town staff. Synchro applies methodologies outlined in the Highway Capacity Manual (HCM). Traffic Operational conditions are defined in terms of Level of Service (LOS). These service levels range from A (negligible delays) to F (forced flow/ jammed conditions) and are measured based on approach delay as defined by the HCM. It should be noted that there are some limitations with utilizing Synchro software, as this software does not model the proprietary algorithms from the Econolite Centracs Edaptive Signal Control System, and that the results of the signalized intersections operational analyses presented in this traffic study reflect the actuated-coordinated signal timings at most of the signalized intersections within the Town's jurisdiction. Historically, the Town's traffic signals were uncoordinated and semi-actuated.

Table 11, 12 and 13 shows the existing level of service and delay was modeled by Synchro for each study intersection during the weekday morning, midday, afternoon, and evening peak hours. As shown in Table 11, 12 and 13, the signalized intersections currently (2025 existing conditions scenario analyzed) operate at an acceptable LOS D or better during the morning, midday, afternoon, and evening peak hour scenarios. Tables 11, 12, and 13 provide a column that defines which ZIP District the intersections are located in. The current signal timing sheets and Synchro output reports for the existing conditions are included in Appendix E.

Table 11 2025 Existing Conditions Level of Services Analysis

DISTRICT	INTERSECTION	CONTROL TYPE	MOVEMENT	AM PEAK HOUR		MID PEAK HOUR		PM PEAK HOUR		EVENING PEAK HOUR	
				DELAY (s/v)	LOS	DELAY (s/v)	LOS	DELAY (s/v)	LOS	DELAY (s/v)	LOS
1	Bradley Place and Sunrise Avenue	Signalized	LEVEL OF SERVICE	11.4	B	17.3	B	15.5	B	16	B
1	Bradley Place and Sunset Avenue	Unsignalized	LEVEL OF SERVICE	13.2	B	14.8	B	13.4	B	11	B
1	Bradley Place/Cocoanut Row and Royal Poinciana Way	Signalized	LEVEL OF SERVICE	52.9	D	26.5	C	36.2	D	C	28.3
1	County Road and Royal Poinciana Way	Unsignalized	LEVEL OF SERVICE	15.3	B	16.6	B	18.6	B	18.4	B
1	County Road and Sunset Avenue	Signalized	LEVEL OF SERVICE	12.9	B	9.2	A	12.3	B	17.8	B
1	County Road and Sunrise Avenue	Signalized	LEVEL OF SERVICE	13.7	B	28.6	C	28.3	C	24.6	C
2	County Road and Breakers Row	Signalized	LEVEL OF SERVICE	6.9	A	7.2	A	8.3	A	8	A

Table 12 2025 Existing Conditions Level of Service Analysis

DISTRICT	INTERSECTION	CONTROL TYPE	MOVEMENT	AM PEAK HOUR		MID PEAK HOUR		PM PEAK HOUR		EVENING PEAK HOUR	
				DELAY (s/v)	LOS	DELAY (s/v)	LOS	DELAY (s/v)	LOS	DELAY (s/v)	LOS
3	Cocoanut Row and Royal Palm Way	Signalized	LEVEL OF SERVICE	21.5	C	30.2	C	33.5	C	23.5	C
3	County Road and Royal Palm Way	Signalized	LEVEL OF SERVICE	26.6	C	25	C	25.1	C	22.5	C
3	County Road and Brazilian Avenue	Unsignalized	LEVEL OF SERVICE	12.5	B	15.6	C	12.1	B	11	B
3	Cocoanut Row and Australian Avenue	Unsignalized	LEVEL OF SERVICE	8.1	A	8.7	A	8.5	A	8.3	A
4	Cocoanut Row and Peruvian Avenue	Unsignalized	LEVEL OF SERVICE	8.3	A	9	A	8.7	A	8.3	A
4	Hibiscus Avenue and Peruvian Avenue	Unsignalized	LEVEL OF SERVICE	8.4	A	9	A	8.8	A	8.3	A
4	County Road and Peruvian Avenue	Signalized	LEVEL OF SERVICE	7.9	A	10.6	B	9.7	A	8.4	A
4	Cocoanut Row and Worth Avenue	Unsignalized	LEVEL OF SERVICE	9.3	A	8.6	A	9	A	8.5	A
4	Hibiscus Avenue and Worth Avenue	Unsignalized	LEVEL OF SERVICE	8.5	A	9.8	A	9.9	A	9.2	A

Table 13 2025 Existing Conditions Level of Service Analysis

DISTRICT	INTERSECTION	CONTROL TYPE	MOVEMENT	AM PEAK HOUR		MID PEAK HOUR		PM PEAK HOUR		EVENING PEAK HOUR	
				DELAY (s/v)	LOS	DELAY (s/v)	LOS	DELAY (s/v)	LOS	DELAY (s/v)	LOS
4	County Road and Worth Avenue	Signalized	LEVEL OF SERVICE	6.8	A	8.1	A	8.9	A	9.3	A
4	County Road and Golfview Road	Signalized	LEVEL OF SERVICE	5.6	A	4.7	A	4.2	A	4.3	A
5	South Ocean Blvd and Southern Boulevard*	Roundabout	LEVEL OF SERVICE	8.5	A	6.1	A	3.5	A	3.5	A
5	South Ocean Bouelvard and Lake Avenue	Unsignalized	LEVEL OF SERVICE	40.2	D	39.6	D	38.2	D	37.1	D

Source: Highway Capacity Manual & Synchro Software
(s/v) = Average Delay measured in seconds/vehicle
Results shown on this table for the signalized intersections include timing modifications provided by Town staff and are limited to Synchro Software capabilities
At unsignalized intersections, the LOS is only documented for the stop-controlled movement
* South Ocean Boulevard and Southern Boulevard LOS analysis is based on March 2024 traffic data due to the traffic counts in January of 2025 were impacted by the road closure at SR A1A.

In addition, a road segment link analysis was performed to determine if there is sufficient roadway capacity along the key road segments in each of the ZIP Districts based on the existing 2025 traffic operational conditions. Tables 14, 15, and 16 provide the road segment link analysis based on the AM, Midday, PM, and Evening peak hour traffic operational conditions.

Based on existing January 2025 traffic conditions, the road segments in District One have sufficient capacity at most of the roadway corridors except for Bradley Place between Royal Poinciana Way and Sunrise Avenue. This is a concern for this District as this road segment is over capacity during the Midday peak hour traffic conditions. Table 14 depicts the details of the road segment link analysis for ZIP District One.

Table 14 Road Segment Link Analysis Existing Conditions- ZIP District One

DISTRICT	ROAD SEGMENT	LIMITS	FACILITY TYPE	DIRECTION	Peak Hour Dir. Min. Standard Volume for LOS D (1)	2025 Ex. Traffic Volume (2)	V/C	ACCEPTABLE?
1	Bradley Place	Royal Poinciana Way to Sunrise Avenue **AM Peak**	2 Lane Undivided Collector	**NB/SB**	1197	1009	0.84	Yes
		Royal Poinciana Way to Sunrise Avenue **MID Peak**	2 Lane Undivided Collector	**NB/SB**	1197	1219	**1.02**	**No**
		Royal Poinciana Way to Sunrise Avenue **PM Peak**	2 Lane Undivided Collector	**NB/SB**	1197	1032	0.86	Yes
		Royal Poinciana Way to Sunrise Avenue **EVENING Peak**	2 Lane Undivided Collector	**NB/SB**	1197	792	0.66	Yes
1	N. County Road	Royal Poinciana Way to Sunrise Avenue **AM Peak**	4 Lane Undivided Arterial	**NB/SB**	2190	1072	0.49	Yes
		Royal Poinciana Way to Sunrise Avenue **MID Peak**	4 Lane Undivided Arterial	**NB/SB**	2190	1396	0.64	Yes
		Royal Poinciana Way to Sunrise Avenue **PM Peak**	4 Lane Undivided Arterial	**NB/SB**	2190	1308	0.60	Yes
		Royal Poinciana Way to Sunrise Avenue **EVENING Peak**	4 Lane Undivided Arterial	**NB/SB**	2190	777	0.35	Yes
1	Sunset Avenue	Bradley Place to North County Road **AM Peak**	1 Lane One Way Undivided Collector	**EB/WB**	718	185	0.26	Yes
		Bradley Place to North County Road **MID Peak**	1 Lane One Way Undivided Collector	**EB/WB**	718	210	0.29	Yes
		Bradley Place to North County Road **PM Peak**	1 Lane One Way Undivided Collector	**EB/WB**	718	160	0.22	Yes
		Bradley Place to North County Road **EVENING Peak**	1 Lane One Way Undivided Collector	**EB/WB**	718	152	0.21	Yes
1	Sunrise Avenue	Bradley Place to North County Road **AM Peak**	2 Lane Undivided Collector	**EB/WB**	1197	283	0.24	Yes
		Bradley Place to North County Road **MID Peak**	2 Lane Undivided Collector	**EB/WB**	1197	398	0.33	Yes
		Bradley Place to North County Road **PM Peak**	2 Lane Undivided Collector	**EB/WB**	1197	328	0.27	Yes
		Bradley Place to North County Road **EVENING Peak**	2 Lane Undivided Collector	**EB/WB**	1197	238	0.20	Yes
1	Royal Poinciana Way	Bradley Place to North County Road **AM Peak**	4 Lane Divided Arterial	**EB/WB**	2920	1013	0.35	Yes
		Bradley Place to North County Road **MID Peak**	4 Lane Divided Arterial	**EB/WB**	2920	1273	0.44	Yes
		Bradley Place to North County Road **PM Peak**	4 Lane Divided Arterial	**EB/WB**	2920	1194	0.41	Yes
		Bradley Place to North County Road **PM Peak**	4 Lane Divided Arterial	**EB/WB**	2920	809	0.28	Yes

1. The LOS threshold volumes were taken from the FDOT 2020 Quality/LOS Handbook

Based on existing January 2025 traffic conditions, the road segments in Districts Two and Three have sufficient capacity for all roadway corridors. Table 15 depicts the details of the road segment link analysis for ZIP Districts Two and Three.

Table 15 Road Segment Link Analysis Existing Conditions- ZIP Districts Two and Three

DISTRICT	ROAD SEGMENT	LIMITS	FACILITY TYPE	DIRECTION	Peak Hour Dir. Min. Standard Volume for LOS D (1)	2025 Ex. Traffic Volume (2)	V/C	ACCEPTABLE?
2	Cocoanut Row	Royal Poinciana Way to Seabreeze Avenue **AM Peak**	2 Lane Undivided Collector	**NB/SB**	1197	692	0.58	Yes
		Royal Poinciana Way to Seabreeze Avenue **MID Peak**	2 Lane Undivided Collector	**NB/SB**	1197	862	0.72	No
		Royal Poinciana Way to Seabreeze Avenue **PM Peak**	2 Lane Undivided Collector	**NB/SB**	1197	1056	0.88	Yes
		Royal Poinciana Way to Seabreeze Avenue **EVENING Peak**	2 Lane Undivided Collector	**NB/SB**	1197	665	0.56	Yes
2	S. County Road	Royal Poinciana Way to Seabreeze Avenue **AM Peak**	4 Lane Undivided Arterial	**NB/SB**	2190	751	0.34	Yes
		Royal Poinciana Way to Seabreeze Avenue **MID Peak**	4 Lane Undivided Arterial	**NB/SB**	2190	1053	0.48	Yes
		Royal Poinciana Way to Seabreeze Avenue **PM Peak**	4 Lane Undivided Arterial	**NB/SB**	2190	1086	0.50	Yes
		Royal Poinciana Way to Seabreeze Avenue **EVENING Peak**	4 Lane Undivided Arterial	**NB/SB**	2190	691	0.32	Yes
3	Cocoanut Row	Royal Palm Way to Australian Avenue **AM Peak**	2 Lane Undivided Collector	**NB/SB**	1197	205	0.17	Yes
		Royal Palm Way to Australian Avenue **MID Peak**	2 Lane Undivided Collector	**NB/SB**	1197	511	0.43	Yes
		Royal Palm Way to Australian Avenue **PM Peak**	2 Lane Undivided Collector	**NB/SB**	1197	415	0.35	Yes
		Royal Palm Way to Australian Avenue **EVENING Peak**	2 Lane Undivided Collector	**NB/SB**	1197	271	0.23	Yes
3	S. County Road	Royal Palm Way to Brazilian Avenue **AM Peak**	2 Lane Undivided Collector	**NB/SB**	1330	723	0.54	Yes
		Royal Palm Way to Brazilian Avenue **MID Peak**	2 Lane Undivided Collector	**NB/SB**	1330	1232	0.93	Yes
		Royal Palm Way to Brazilian Avenue **PM Peak**	2 Lane Undivided Collector	**NB/SB**	1330	1088	0.82	Yes
		Royal Palm Way to Brazilian Avenue **EVENING Peak**	2 Lane Undivided Collector	**NB/SB**	1330	856	0.64	Yes
3	Royal Palm Way	Cocoanut Row to North County Road **AM Peak**	4 Lane Divided Arterial	**EB/WB**	2920	1325	0.45	Yes
		Cocoanut Row to North County Road **MID Peak**	4 Lane Divided Arterial	**EB/WB**	2920	1605	0.55	Yes
		Cocoanut Row to North County Road **PM Peak**	4 Lane Divided Arterial	**EB/WB**	2920	1662	0.57	Yes
		Cocoanut Row to North County Road **EVENING Peak**	4 Lane Divided Arterial	**EB/WB**	2920	1446	0.50	Yes

1. The LOS threshold volumes were taken from the FDOT 2020 Quality/LOS Handbook

Based on existing January 2025 traffic conditions, the road segments in Districts Four and Five have sufficient capacity for all roadway corridors. Table 16 depicts the details of the road segment link analysis for ZIP Districts Four and Five.

Table 16 Road Segment Link Analysis Existing Conditions- ZIP Districts Four and Five

DISTRICT	ROAD SEGMENT	LIMITS	FACILITY TYPE	DIRECTION	Peak Hour Dir. Min. Standard Volume for LOS D (1)	2025 Ex. Traffic Volume (2)	V/C	ACCEPTABLE?
4	Cocoanut Row	Australian Avenue to Worth Avenue **AM Peak**	2 Lane Undivided Collector	**NB/SB**	1197	171	0.14	Yes
		Australian Avenue to Worth Avenue **MID Peak**	2 Lane Undivided Collector	**NB/SB**	1197	227	0.19	Yes
		Australian Avenue to Worth Avenue **PM Peak**	2 Lane Undivided Collector	**NB/SB**	1197	247	0.21	Yes
		Australian Avenue to Worth Avenue **EVENING Peak**	2 Lane Undivided Collector	**NB/SB**	1197	110	0.09	Yes
4	S. County Road	Chilean Avenue to Worth Avenue **AM Peak**	2 Lane Undivided Collector	**NB/SB**	1330	668	0.50	Yes
		Chilean Avenue to Worth Avenue **MID Peak**	2 Lane Undivided Collector	**NB/SB**	1330	798	0.60	Yes
		Chilean Avenue to Worth Avenue **PM Peak**	2 Lane Undivided Collector	**NB/SB**	1330	810	0.61	Yes
		Chilean Avenue to Worth Avenue **EVENING Peak**	2 Lane Undivided Collector	**NB/SB**	1330	584	0.44	Yes
4	Worth Avenue	Royal Palm Way to Australian Avenue **AM Peak**	2 Lane One Way Undivided Collector	**EB/WB**	1183	145	0.12	Yes
		Royal Palm Way to Australian Avenue **MID Peak**	2 Lane One Way Undivided Collector	**EB/WB**	1183	279	0.24	Yes
		Royal Palm Way to Australian Avenue **PM Peak**	2 Lane One Way Undivided Collector	**EB/WB**	1183	307	0.26	Yes
		Royal Palm Way to Australian Avenue **EVENING Peak**	2 Lane One Way Undivided Collector	**EB/WB**	1183	167	0.14	Yes
5	State Road A1A	Golfview Road to Southern Blvd. **AM Peak**	2 Lane Undivided Collector	**NB/SB**	1330	839	0.63	Yes
		Golfview Road to Southern Blvd. **MID Peak**	2 Lane Undivided Collector	**NB/SB**	1330	1187	0.89	Yes
		Golfview Road to Southern Blvd. **PM Peak**	2 Lane Undivided Collector	**NB/SB**	1330	1218	0.92	Yes
		Golfview Road to Southern Blvd. **EVENING Peak**	2 Lane Undivided Collector	**NB/SB**	1330	1003	0.75	Yes
5	State Road A1A	Southern Blvd. to Lake Avenue **AM Peak**	2 Lane Undivided Collector	**NB/SB**	1330	778	0.58	Yes
		Southern Blvd. to Lake Avenue **MID Peak**	2 Lane Undivided Collector	**NB/SB**	1330	897	0.67	Yes
		Southern Blvd. to Lake Avenue **PM Peak**	2 Lane Undivided Collector	**NB/SB**	1330	1111	0.84	Yes
		Southern Blvd. to Lake Avenue **EVENING Peak**	2 Lane Undivided Collector	**NB/SB**	1330	797	0.60	Yes

1. The LOS threshold volumes were taken from the FDOT 2020 Quality/LOS Handbook

1.3.3. TRAFFIC OPERATIONS (FUTURE 2030 CONDITIONS)

The Town of Palm Beach Traffic Analyses & Commercial Areas Parking Study dated June 2024, evaluated the Town of Palm Beach's long-range annual growth rate as well as the committed trips from the recently approved but unbuilt development projects in the Town and the adjacent City of West Palm Beach. A conservative annual growth rate of 1.5% was used in the Town of Palm Beach Traffic Analyses & Commercial Areas Parking Study. It should be noted that the actual annual growth that can be experienced Townwide may be less or greater than the average of 1.5% used annually for that study.

In addition, the Town of Palm Beach received a memo from Kimley Horn and Associates, Inc., dated 12/03/2024, regarding the Peak Season Traffic Update. The memo provides an overview of the growth through the 2024 season. Based on the results observed from the historical growth patterns of the past one, three, and five years, an annual growth rate of 3.0% will be used to calculate future traffic volumes in 2030. A copy of the 12/02/2024 memo and the current 2025 annual traffic count update can be found in **Appendix F**.

Town of Palm Beach (Committed Development Trips)

The following is a list of the approved development projects included in the 2029 future analysis scenario of the Town of Palm Beach Traffic Analyses & Commercial Areas Parking Study, dated June 2024, which are included in the 2030 future conditions analysis. There were a few additional Town development projects approved since that study that were also included in the future conditions analysis. The committed trips were obtained from available and approved traffic impact studies from the following sites' addresses:

1. 363 Cocoanut Road. (Vineta Hotel)
2. 165 Bradley Place. (Alef Preschool)
3. 340 Royal Poinciana Way (Royal Poinciana Playhouse)
4. 160 Royal Palm Way (The Palm House Hotel) *
5. Breaker's Plan Unit Development (PUD)*
6. Breaker's Family Entertainment Center (FEC) and Proposed Parking Garage
7. Palm Beach Synagogue
8. 184 Sunset Avenue. (Low-rise Multifamily Development) *
9. The Society of the Four Arts Redevelopment

* It should be noted that no traffic impact studies were found in the Town's records for developments/redevelopments 4, 5, and 8 listed above. For these three development/redevelopments, site-generated trips were calculated per the ITE Trip Generation Manual,11th Edition, and trip distribution/trip assignment, based on the proposed use or uses of the site as well as the adjacent land uses to the project area, were completed so that those estimated trips can be included as part of the forecasted traffic operations of this section of the study. It should also be noted that for this section of the report, all developments and redevelopments listed above were assumed to be operational by the year 2030; this includes the 251 Low-Rise multi-family units from The Breaker's PUD, as stated in the Town of Palm Beach Comprehensive Plan amended November 9, 2022. The relevant pages of the available traffic impact studies, along with other relevant documents from the approved development and redevelopments within the Town, are included in **Appendix F**.

In addition to the above-committed vehicular trips, Town staff asked to include additional committed trips from the City of West Palm Beach development projects as part of the future analysis scenario.

City of West Palm Beach (Committed Development Trips)

The City of West Palm Beach Development Services Department was contacted regarding development projects currently under review, approval, and construction. The projects posted on the Citywide Projects Web Viewer page through April 1, 2025, were included as part of the committed trips for the traffic operational analysis for the future condition scenario.

The list of projects under review (15), approved (30), and under construction (18) included a total of sixty-three (63) separate applications on file with the City of West Palm Beach. The Palm Beach County Traffic Performance Standards (TPS) GIS Database was also cross-checked to verify the total number of daily and AM/PM peak hour trips for each project and the associated trip distribution/assignment on the road network. The site-generated trips distributed to the Southern Boulevard, Royal Palm Way (Royal Park Bridge), and Royal Poinciana Way (Flagler Memorial Bridge) bridge crossings were summarized in a table format for the traffic operational analysis of the impacted intersection locations. It should be noted that some of the 63 applications were not reflected in the Palm Beach County TPS Database. The projected site-generated trips for these projects were calculated per the ITE Trip Generation Manual based on the redevelopment program for each project. An estimated trip distribution/trip assignment was developed for each project. Table 17 depicts the summary of the AM and PM peak-hour trips at each bridge crossing. A copy of the project summaries, trip generation, and trip distribution/assignment from the Palm Beach County TPS database has been included for these City of West Palm Beach projects in **Appendix F**.

Table 17 City of West Palm Beach Projected Peak Trips In and Out of the Town

TOWN OF PALM BEACH ROADWAY	AM PEAK HOUR ENTERING TRIPS	AM PEAK HOUR EXITING TRIPS	PM PEAK HOUR ENTERING TRIPS	PM PEAK HOUR EXITING TRIPS
Royal Poinciana Way	153	139	167	205
Royal Palm Way	207	103	158	227
Southern Boulevard	36	34	47	53

Tables 18, 19, and 20 show the future level of service and delay was modeled by Synchro for each study intersection during the weekday morning, midday, afternoon, and evening peak hours. As shown in Tables 18, 19, and 20, the signalized intersections in the future (2030 future conditions scenario analyzed) operate at an acceptable LOS D or better during the morning, midday, afternoon, and evening peak hour scenarios, except for the Bradley Place and Royal Poinciana Way intersection. This intersection operates at a LOS F in the weekday morning peak hour within District One. In addition, the intersection of Cocoanut Row and Royal Palm Way operates at a LOS F in the midday and LOS E in the afternoon peak hour within District Three. Tables 18, 19, and 20 provide a column that defines which ZIP District the intersections are located in. The intersection volume worksheets provide details of the additional growth and committed trips added to the existing traffic volumes for the 2030 traffic conditions scenario. The Synchro output reports for the future conditions are included in **Appendix F**.

Table 18 2030 Future Conditions Level of Services Analysis

DISTRICT	INTERSECTION	CONTROL TYPE	MOVEMENT	AM PEAK HOUR		MID PEAK HOUR		PM PEAK HOUR		EVENING PEAK HOUR	
				DELAY (s/v)	LOS	DELAY (s/v)	LOS	DELAY (s/v)	LOS	DELAY (s/v)	LOS
1	Bradley Place and Sunrise Avenue	Signalized	LEVEL OF SERVICE	17.0	B	20.9	C	16.8	B	16.5	B
1	Bradley Place and Sunset Avenue	Unsignalized	LEVEL OF SERVICE	16.1	C	19	C	16.4	C	12.3	B
1	Bradley Place/Cocoanut Row and Royal Poinciana Way	Signalized	LEVEL OF SERVICE	108.6	F	36.2	D	43.6	D	31.3	C
1	County Road and Royal Poinciana Way	Unsignalized	LEVEL OF SERVICE	17.7	B	19.4	B	19	B	18.6	B
1	County Road and Sunset Avenue	Signalized	LEVEL OF SERVICE	13.4	B	8.2	A	13.1	B	18.9	B
1	County Road and Sunrise Avenue	Signalized	LEVEL OF SERVICE	12.4	B	34.5	C	30.4	C	25.2	C
2	County Road and Breakers Row	Signalized	LEVEL OF SERVICE	7.2	A	8.5	A	8.8	A	8.7	A

Table 20 2030 Future Conditions Level of Services Analysis

DISTRICT	INTERSECTION	CONTROL TYPE	MOVEMENT	AM PEAK HOUR		MID PEAK HOUR		PM PEAK HOUR		EVENING PEAK HOUR	
				DELAY (s/v)	LOS	DELAY (s/v)	LOS	DELAY (s/v)	LOS	DELAY (s/v)	LOS
3	Cocoanut Row and Royal Palm Way	Signalized	LEVEL OF SERVICE	31.8	C	123.5	F	76	E	35.8	D
3	County Road and Royal Palm Way	Signalized	LEVEL OF SERVICE	45.6	D	26.1	C	30.5	C	C	27.7
3	County Road and Brazilian Avenue	Unsignalized	LEVEL OF SERVICE	14.5	B	20.3	C	13.6	B	12	B
3	Cocoanut Row and Australian Avenue	Unsignalized	LEVEL OF SERVICE	8.8	A	9.8	A	9.7	A	9.1	A
4	Cocoanut Row and Peruvian Avenue	Unsignalized	LEVEL OF SERVICE	8.9	A	10.4	B	9.8	A	9	A
4	Hibiscus Avenue and Peruvian Avenue	Unsignalized	LEVEL OF SERVICE	8.5	A	9.0	A	9.2	A	8.3	A
4	County Road and Peruvian Avenue	Signalized	LEVEL OF SERVICE	8.1	A	10.9	B	9.9	A	8.4	A
4	Cocoanut Row and Worth Avenue	Unsignalized	LEVEL OF SERVICE	8.5	A	8.7	A	9.2	A	8.5	A
4	Hibiscus Avenue and Worth Avenue	Unsignalized	LEVEL OF SERVICE	9.5	A	8.7	A	10.2	B	9.4	A

Table 19 2030 Future Conditions Level of Services Analysis

DISTRICT	INTERSECTION	CONTROL TYPE	MOVEMENT	AM PEAK HOUR		MID PEAK HOUR		PM PEAK HOUR		EVENING PEAK HOUR	
				DELAY (s/v)	LOS	DELAY (s/v)	LOS	DELAY (s/v)	LOS	DELAY (s/v)	LOS
4	County Road and Worth Avenue	Signalized	LEVEL OF SERVICE	6.8	A	9.9	A	10.8	B	11.5	B
4	County Road and Golfview Road	Signalized	LEVEL OF SERVICE	5.8	A	4.9	A	5.5	A	4.3	A
5	South Ocean Blvd and Southern Boulevard*	Roundabout	LEVEL OF SERVICE	11.3	B	7	A	5.1	A	5.1	A
5	South Ocean Bouelvard and Lake Avenue	Unsignalized	LEVEL OF SERVICE	40.0	D	40.0	D	39.3	D	37.4	D

Source: Highway Capacity Manual & Synchro Software
(s/v) = Average Delay measured in seconds/vehicle
Results shown on this table for the signalized intersections include timing modifications provided by Town staff and are limited to Synchro Software capabilities
At unsignalized intersections, the LOS is only documented for the stop-controlled movement
* South Ocean Boulevard and Southern Boulevard LOS analysis is based on March 2024 traffic data due to the traffic counts in January of 2025 were impacted by the road closure at SR A1A.

In addition, a road segment link analysis was performed to determine if there is sufficient roadway capacity along the key road segments in each of the ZIP Districts based on the future 2030 traffic operational conditions. Tables 21, 22, and 23 provide the road segment link analysis based on the AM, Midday, PM, and Evening peak hour traffic operational conditions.

Based on 2030 future traffic conditions (based on forecasted data from January 2025 traffic counts), the road segments in District One have sufficient capacity at most of the roadway corridors except for Bradley Place between Royal Poinciana Way and Sunrise Avenue. This is a concern for this District as this road segment is over capacity during the morning, midday, and afternoon peak hour traffic conditions. Table 21 depicts the details of the road segment link analysis for ZIP District One.

Table 21 Road Segment Link Analysis Future 2030 Conditions- ZIP Districts One

DISTRICT	ROAD SEGMENT	LIMITS	FACILITY TYPE	DIRECTION	Peak Hour Dir. Min. Standard Volume for LOS D (1)	2025 Future Traffic Volume (2)	V/C	ACCEPTABLE?
1	Bradley Place	Royal Poinciana Way to Sunrise Avenue **AM Peak**	2 Lane Undivided Collector	NB/SB	1197	1279	1.07	No
		Royal Poinciana Way to Sunrise Avenue **MID Peak**	2 Lane Undivided Collector	NB/SB	1197	1560	1.30	No
		Royal Poinciana Way to Sunrise Avenue **PM Peak**	2 Lane Undivided Collector	NB/SB	1197	1337	1.12	No
		Royal Poinciana Way to Sunrise Avenue **EVENING Peak**	2 Lane Undivided Collector	NB/SB	1197	1059	0.88	Yes
1	N. County Road	Royal Poinciana Way to Sunrise Avenue **AM Peak**	4 Lane Undivided Arterial	NB/SB	2190	1126	0.51	Yes
		Royal Poinciana Way to Sunrise Avenue **MID Peak**	4 Lane Undivided Arterial	NB/SB	2190	1684	0.77	Yes
		Royal Poinciana Way to Sunrise Avenue **PM Peak**	4 Lane Undivided Arterial	NB/SB	2190	1517	0.69	Yes
		Royal Poinciana Way to Sunrise Avenue **EVENING Peak**	4 Lane Undivided Arterial	NB/SB	2190	901	0.41	Yes
1	Sunset Avenue	Bradley Place to North County Road **AM Peak**	1 Lane One Way Undivided Collector	EB/WB	718	217	0.30	Yes
		Bradley Place to North County Road **MID Peak**	1 Lane One Way Undivided Collector	EB/WB	718	251	0.35	Yes
		Bradley Place to North County Road **PM Peak**	1 Lane One Way Undivided Collector	EB/WB	718	189	0.26	Yes
		Bradley Place to North County Road **EVENING Peak**	1 Lane One Way Undivided Collector	EB/WB	718	179	0.25	Yes
1	Sunrise Avenue	Bradley Place to North County Road **AM Peak**	2 Lane Undivided Collector	EB/WB	1197	351	0.29	Yes
		Bradley Place to North County Road **MID Peak**	2 Lane Undivided Collector	EB/WB	1197	487	0.41	Yes
		Bradley Place to North County Road **PM Peak**	2 Lane Undivided Collector	EB/WB	1197	383	0.32	Yes
		Bradley Place to North County Road **EVENING Peak**	2 Lane Undivided Collector	EB/WB	1197	278	0.23	Yes
1	Royal Poinciana Way	Bradley Place to North County Road **AM Peak**	4 Lane Divided Arterial	EB/WB	2920	1370	0.47	Yes
		Bradley Place to North County Road **MID Peak**	4 Lane Divided Arterial	EB/WB	2920	1740	0.60	Yes
		Bradley Place to North County Road **PM Peak**	4 Lane Divided Arterial	EB/WB	2920	1540	0.53	Yes
		Bradley Place to North County Road **EVENING Peak**	4 Lane Divided Arterial	EB/WB	2920	1093	0.37	Yes

1. The LOS threshold volumes were taken from the FDOT 2020 Quality/LOS Handbook

Based on existing 2030 future traffic conditions (based on forecasted data from January 2025 traffic counts), the road segments in Districts Two and Three have sufficient capacity for all roadway corridors except for Cocoanut Row between Royal Poinciana Way and Seabreeze Avenue within District Two and South County Road between Royal Palm Way and Brazilian Avenue within District Three. Table 22 depicts the details of the road segment link analysis for ZIP Districts Two and Three.

Table 22 Road Segment Link Analysis Future 2030 Conditions- ZIP Districts Two and Three

DISTRICT	ROAD SEGMENT	LIMITS	FACILITY TYPE	DIRECTION	Peak Hour Dir. Min. Standard Volume for LOS D (1)	2025 Ex. Traffic Volume (2)	V/C	ACCEPTABLE?
2	Cocoanut Row	Royal Poinciana Way to Seabreeze Avenue **AM Peak**	2 Lane Undivided Collector	**NB/SB**	1197	914	0.76	Yes
		Royal Poinciana Way to Seabreeze Avenue **MID Peak**	2 Lane Undivided Collector	**NB/SB**	1197	1148	0.96	Yes
		Royal Poinciana Way to Seabreeze Avenue **PM Peak**	2 Lane Undivided Collector	**NB/SB**	1197	1373	1.15	No
		Royal Poinciana Way to Seabreeze Avenue **EVENING Peak**	2 Lane Undivided Collector	**NB/SB**	1197	919	0.77	Yes
2	S. County Road	Royal Poinciana Way to Seabreeze Avenue **AM Peak**	4 Lane Undivided Arterial	**NB/SB**	2190	1180	0.54	Yes
		Royal Poinciana Way to Seabreeze Avenue **MID Peak**	4 Lane Undivided Arterial	**NB/SB**	2190	1237	0.56	Yes
		Royal Poinciana Way to Seabreeze Avenue **PM Peak**	4 Lane Undivided Arterial	**NB/SB**	2190	1302	0.59	Yes
		Royal Poinciana Way to Seabreeze Avenue **EVENING Peak**	4 Lane Undivided Arterial	**NB/SB**	2190	842	0.38	Yes
3	Cocoanut Row	Royal Palm Way to Australian Avenue **AM Peak**	2 Lane Undivided Collector	**NB/SB**	1197	317	0.26	Yes
		Royal Palm Way to Australian Avenue **MID Peak**	2 Lane Undivided Collector	**NB/SB**	1197	691	0.58	Yes
		Royal Palm Way to Australian Avenue **PM Peak**	2 Lane Undivided Collector	**NB/SB**	1197	579	0.48	Yes
		Royal Palm Way to Australian Avenue **EVENING Peak**	2 Lane Undivided Collector	**NB/SB**	1197	411	0.34	Yes
3	S. County Road	Royal Palm Way to Brazilian Avenue **AM Peak**	2 Lane Undivided Collector	**NB/SB**	1330	748	0.56	Yes
		Royal Palm Way to Brazilian Avenue **MID Peak**	2 Lane Undivided Collector	**NB/SB**	1330	1516	1.14	No
		Royal Palm Way to Brazilian Avenue **PM Peak**	2 Lane Undivided Collector	**NB/SB**	1330	1293	0.97	Yes
		Royal Palm Way to Brazilian Avenue **EVENING Peak**	2 Lane Undivided Collector	**NB/SB**	1330	1078	0.81	Yes
3	Royal Palm Way	Cocoanut Row to North County Road **AM Peak**	4 Lane Divided Arterial	**EB/WB**	2920	1747	0.60	Yes
		Cocoanut Row to North County Road **MID Peak**	4 Lane Divided Arterial	**EB/WB**	2920	2122	0.73	Yes
		Cocoanut Row to North County Road **PM Peak**	4 Lane Divided Arterial	**EB/WB**	2920	2185	0.75	Yes
		Cocoanut Row to North County Road **EVENING Peak**	4 Lane Divided Arterial	**EB/WB**	2920	1864	0.64	Yes

1. The LOS threshold volumes were taken from the FDOT 2020 Quality/LOS Handbook

Based on existing 2030 future traffic conditions (based on forecasted data from January 2025 traffic counts), the road segments in Districts Four and Five have sufficient capacity for all roadway corridors except for State Road A1A between Golfview Road and Southern Boulevard and State Road A1A between Southern Boulevard and Lake Avenue within District Five. Table 23 depicts the details of the road segment link analysis for ZIP Districts Four and Five.

Table 23 Road Segment Link Analysis Future 2030 Conditions- ZIP Districts Four and Five

DISTRICT	ROAD SEGMENT	LIMITS	FACILITY TYPE	DIRECTION	Peak Hour Dir. Min. Standard Volume for LOS D (1)	2025 Ex. Traffic Volume (2)	V/C	ACCEPTABLE?
4	Cocoanut Row	Australian Avenue to Worth Avenue **AM Peak**	2 Lane Undivided Collector	**NB/SB**	1197	224	0.19	Yes
		Australian Avenue to Worth Avenue **MID Peak**	2 Lane Undivided Collector	**NB/SB**	1197	320	0.27	Yes
		Australian Avenue to Worth Avenue **PM Peak**	2 Lane Undivided Collector	**NB/SB**	1197	343	0.29	Yes
		Australian Avenue to Worth Avenue **EVENING Peak**	2 Lane Undivided Collector	**NB/SB**	1197	185	0.15	Yes
4	S. County Road	Chilean Avenue to Worth Avenue **AM Peak**	2 Lane Undivided Collector	**NB/SB**	1330	793	0.60	Yes
		Chilean Avenue to Worth Avenue **MID Peak**	2 Lane Undivided Collector	**NB/SB**	1330	966	0.73	Yes
		Chilean Avenue to Worth Avenue **PM Peak**	2 Lane Undivided Collector	**NB/SB**	1330	940	0.71	Yes
		Chilean Avenue to Worth Avenue **EVENING Peak**	2 Lane Undivided Collector	**NB/SB**	1330	716	0.54	Yes
4	Worth Avenue	Royal Palm Way to Australian Avenue **AM Peak**	2 Lane One Way Undivided Collector	**EB/WB**	1183	168	0.14	Yes
		Royal Palm Way to Australian Avenue **MID Peak**	2 Lane One Way Undivided Collector	**EB/WB**	1183	323	0.27	Yes
		Royal Palm Way to Australian Avenue **PM Peak**	2 Lane One Way Undivided Collector	**EB/WB**	1183	355	0.30	Yes
		Royal Palm Way to Australian Avenue **EVENING Peak**	2 Lane One Way Undivided Collector	**EB/WB**	1183	195	0.16	Yes
5	State Road A1A	Golfview Road to Southern Blvd. **AM Peak**	2 Lane Undivided Collector	**NB/SB**	1330	577	0.43	Yes
		Golfview Road to Southern Blvd. **MID Peak**	2 Lane Undivided Collector	**NB/SB**	1330	1171	0.88	Yes
		Golfview Road to Southern Blvd. **PM Peak**	2 Lane Undivided Collector	**NB/SB**	1330	1485	**1.12**	**No**
		Golfview Road to Southern Blvd. **EVENING Peak**	2 Lane Undivided Collector	**NB/SB**	1330	1235	0.93	Yes
5	State Road A1A	Southern Blvd. to Lake Avenue **AM Peak**	2 Lane Undivided Collector	**NB/SB**	1330	821	0.62	Yes
		Southern Blvd. to Lake Avenue **MID Peak**	2 Lane Undivided Collector	**NB/SB**	1330	1092	0.82	Yes
		Southern Blvd. to Lake Avenue **PM Peak**	2 Lane Undivided Collector	**NB/SB**	1330	1351	**1.02**	**No**
		Southern Blvd. to Lake Avenue **EVENING Peak**	2 Lane Undivided Collector	**NB/SB**	1330	987	0.74	Yes

1. The LOS threshold volumes were taken from the FDOT 2020 Quality/LOS Handbook

1.3.4. TOWN OF PALM BEACH 2025 ANNUAL TRAFFIC COUNT UPDATE

The Town recently received the 2025 Annual Traffic Count Update dated 04/22/2025 from Kimley-Horn and Associates, Inc. This additional traffic data was collected in March 2025 after the data that was collected in January of 2025. This additional traffic data should also be considered in addition to the data collected for this Zoning in Progress. The AM and PM peak hour roadway segment link analysis included in this Annual Traffic Count Update can be seen in Tables 24 and 25.

Table 24 2025 Annual Traffic Count Update- AM Peak Hour Road Segment Link Analysis

TABLE 5
EXISTING 2025 DAILY AM PEAK HOUR PEAK SEASON COUNTS
LEVEL OF SERVICE (LOS)
(Counts collected between Tuesday, March 11 and Thursday, March 13, 2025)

Location No.	Street Segment	Facility Type	2025 Peak Hour Volume	Roadway Class	LOS C		LOS D		LOS E		Existing Peak Hour LOS
					Peak Hour Capacity	v/c ratio	Peak Hour Capacity	v/c ratio	Peak Hour Capacity	v/c ratio	
1	**Southern Blvd** (West of SR-A1A)	2L ART Undivided	844	II	660	1.28	1,330	0.63	1,410	1	D
2	**SR A1A** (North of Via Del Lago)	2L ART Undivided	N/A	II	660	N/A	1,330	N/A	1,410	N/A	N/A
3	**SR A1A** (South of Via Pelicano)	2L COLL Undivided	885	II	660	1.34	1,330	0.67	1,410	0.63	D
4	**Ocean Boulevard** (North of El Vedado Road)	2L COLL Undivided	734	II	594	1.24	1,197	0.61	1,269	0.58	D
5	**South County Road** (North of Peruvian)	4L ART Undivided	2,825	II	983	2.87	2,190	1.29	2,280	1.24	F
6	**North County Road** (North of Breakers Row)	4L ART Undivided	1,193	II	983	1.21	2,190	0.54	2,280	0.52	D
7	**North County Road** (North of Royal Poinciana Way)	4L ART Undivided	1,195	II	983	1.22	2,190	0.55	2,280	0.52	D
8	**Cocoanut Row** (South of Seabreeze Avenue)	2L COLL Undivided	789	II	594	1.33	1,197	0.66	1,269	0.62	D
9	**Cocoanut Row** (North of Whitehall Way)	2L COLL Undivided	772	II	594	1.30	1,197	0.65	1,269	0.61	D
10	**Bradley Place** (North of Royal Poinciana Way)	2L COLL Undivided	1,058	II	594	1.78	1,197	0.88	1,269	0.83	D
11	**Royal Palm Way** (East of Hibiscus Avenue)	4L ART Divided	3,037	II	1,310	2.32	2,920	1.04	3,040	1.00	E
12	**Royal Palm Way** (West of Hibiscus Avenue)	4L ART Divided	3,139	II	1,310	2.40	2,920	1.08	3,040	1.03	F
13	**Royal Poinciana Way** (West of Cocoanut Row)	4L ART Divided	4,212	II	1,310	3.22	2,920	1.44	3,040	1.39	F
14	**Royal Poinciana Way** (East of Cocoanut Row)	4L ART Divided	2,325	II	1,310	1.78	2,920	0.80	3,040	0.76	D

NOTES:

Roadway class and level of service volumes are based on the Florida Department of Transporation's 2020 Quality/Level of Service Handbook.

The AM Peak Hour Road Segment Link Analysis indicated the following LOS deficiencies based on the traffic data collected in March of 2025:

- South County Road- North of Peruvian Avenue: LOS F (District Four)
- Royal Palm Way- East of Hibiscus Avenue: LOS E (District Three)
- Royal Palm Way- West of Hibiscus Avenue: LOS F (District Three)
- Royal Poinciana Way- West of Cocoanut Row: LOS F (District One)

Table 25 2025 Annual Traffic Count Update- AM Peak Hour Road Segment Link Analysis

TABLE 6
EXISTING 2025 PM PEAK HOUR PEAK SEASON COUNTS
LEVEL OF SERVICE (LOS)
(Counts collected between Tuesday, March 11 and Thursday, March 13, 2025)

Location No.	Street Segment	Facility Type	2025 Peak Hour Volume	Roadway Class	LOS C		LOS D		LOS E		Existing Peak Hour LOS
					Peak Hour Capacity	v/c ratio	Peak Hour Capacity	v/c ratio	Peak Hour Capacity	v/c ratio	
1	**Southern Blvd** (West of SR-A1A)	2L ART Undivided	973	II	660	1.47	1,330	0.73	1,410	0.69	D
2	**SR A1A** (North of Via Del Lago)	2L ART Undivided	N/A	II	660	N/A	1,330	N/A	1,410	N/A	N/A
3	**SR A1A** (South of Via Pelicano)	2L COLL Undivided	1,039	II	660	1.57	1,330	0.78	1,410	0.74	D
4	**Ocean Boulevard** (North of El Vedado Road)	2L COLL Undivided	832	II	594	1.40	1,197	0.70	1,269	0.66	D
5	**South County Road** (North of Peruvian)	4L ART Undivided	2,660	II	983	2.71	2,190	1.21	2,280	1.17	F
6	**North County Road** (North of Breakers Row)	4L ART Undivided	1,188	II	983	1.21	2,190	0.54	2,280	0.52	D
7	**North County Road** (North of Royal Poinciana Way)	4L ART Undivided	1,288	II	983	1.31	2,190	0.59	2,280	0.56	D
8	**Cocoanut Row** (South of Seabreeze Avenue)	2L COLL Undivided	768	II	594	1.29	1,197	0.64	1,269	0.61	D
9	**Cocoanut Row** (North of Whitehall Way)	2L COLL Undivided	781	II	594	1.31	1,197	0.65	1,269	0.62	D
10	**Bradley Place** (North of Royal Poinciana Way)	2L COLL Undivided	1,066	II	594	1.79	1,197	0.89	1,269	0.84	D
11	**Royal Palm Way** (East of Hibiscus Avenue)	4L ART Divided	3,251	II	1,310	2.48	2,920	1.11	3,040	1.07	F
12	**Royal Palm Way** (West of Hibiscus Avenue)	4L ART Divided	3,356	II	1,310	2.56	2,290	1.47	3,040	1.10	F
13	**Royal Poinciana Way** (West of Cocoanut Row)	4L ART Divided	4,577	II	1,310	3.49	2,920	1.57	3,040	1.51	F
14	**Royal Poinciana Way** (East of Cocoanut Row)	4L ART Divided	3,102	II	1,310	2.37	2,920	1.06	3,040	1.02	F

NOTE:
Roadway class and level of service volumes are based on the Florida Department of Transporation's 2020 Quality/Level of Service Handbook.

The PM Peak Hour Road Segment Link Analysis indicated the following LOS deficiencies based on the traffic data collected in March of 2025:

- South County Road- North of Peruvian Avenue: LOS F (District Four)
- Royal Palm Way- East of Hibiscus Avenue: LOS E (District Three)
- Royal Palm Way- West of Hibiscus Avenue: LOS F (District Three)
- Royal Poinciana Way- West of Cocoanut Row: LOS F (District One)
- Royal Poinciana Way- East of Cocoanut Row: LOS F (District One)

A copy of the full 2025 Annual Traffic Count update can be found in **Appendix F**.

1.4. ORIGIN DESTINATION ANALYSIS

1.4.1. TRAFFIC DATA COLLECTION

Corradino and the Town of Palm Beach partnered with Streetlight Data to obtain a license for the Big Data available through the Streetlight InSight Data platform. StreetLight InSight users can access customized analytics like Origin-Destination (OD), select link, travel time, speed percentiles, routing, and more. Corradino has utilized the Streetlight InSight Data platform using 33 analysis zones for the existing food and beverage locations in each District to aid in evaluating the origins and destinations from external and internal trips. There were 10 additional zones created to capture the total number of trips for each District and the key corridors that carry traffic volumes into and out of the Town. Tables 26, 27, 28, 29, and 30 provide details of the zone numbers for each food and beverage location in each District.

Table 26 District One OD Zones

PALM BEACH DISTRICT ONE		
F&B #	FOOD & BEVERAGE ESTABLISHMENT	ZONE
3	Almond Palm Beach	38
7	Biltmore Beach Club	4
16	Cucina	38
17	Echo	15
18	Field of Greens	38
20	Green's Pharmacy	18
21	Henry's Palm Beach	38
24	Lola 41 Palm Beach (White Elephant Hotel)	38
28	Meat Market Palm Beach	16
29	Palm Beach Country Club, Inc.	2
31	PB Catch	17
35	Sailfish Club of Florida	1
43	The Beach Club, Inc.	3
54	Trevini Ristorante	15
TOTAL NUMBER OF UNIQUE ZONES		**9**

Table 27 District Two OD Zones

PALM BEACH DISTRICT TWO		
F&B #	FOOD & BEVERAGE ESTABLISHMENT	ZONE
19	The Flagler Steakhouse	13
30	Palm Beach Grill	12
34	Restaurant 44 Palm Beach	12
36	Saint Ambroeus	12
37	The Seafood Bar (The Breakers Hotel)	14
44	The Circle Dining Room and HMF (Breakers Hotel)	14
46	The Breakers Palm Beach	14
49	The Honor Bar at Palm Beach Grill	12
51	The Italian Restaurant	14
52	The Surf Break (Breakers Hotel)	14
53	Toojay's Deli	12
56	Eurest Dining Services (Breakers Hotel)	14
57	Ocean House (Breakers Hotel)	14
58	Tutto Mare	12
61	Cafe' Des Beaux-Arts	12
TOTAL NUMBER OF UNIQUE ZONES		**3**

Table 28 District Three OD Zones

PALM BEACH DISTRICT THREE		
F&B #	FOOD & BEVERAGE ESTABLISHMENT	ZONE
11	Café Boulud	19
12	Café L'Europe	22
14	Carriage House Club	24
22	La Goulue	20
40	Surfside Diner	21
59	Restaurant and Bar at the Palm House Hotel	25
TOTAL NUMBER OF ZONES		**6**

Table 29 District Four OD Zones

PALM BEACH DISTRICT FOUR		
F&B #	FOOD & BEVERAGE ESTABLISHMENT	ZONE
6	Bice Ristorante	30
9	Bricktop's	28
10	Buccan	26
13	Café Via Flora	0
15	Club Collette	27
23	Le Biboquet	31
32	Pizza Al Fresco	30
33	Renato's Restaurant	30
39	Starbuck's Coffee	29
41	Swifty's Pool (Colony Hotel)	29
42	Taboo	31
48	The Colony Palm Beach	29
50	Everglades Club	32
55	Vineta Hotel	23
60	Le Bar	27
TOTAL NUMBER OF UNIQUE ZONES		**9**

Table 30 District Five OD Zones

PALM BEACH DISTRICT FIVE		
F&B #	FOOD & BEVERAGE ESTABLISHMENT	ZONE
1	Acqua Café	5
2	Al Fresco Restaurant & Bar	9
4	The Ambassador Grill	8
5	Bath and Tennis Club, Inc.	10
8	Brandon's	7
25	The Mar-A-Lago Club	11
27	Marriott Fairfield Inn & Suite Restaurant	6
38	Seaway (Four Season's Hotel)	7
TOTAL NUMBER OF UNIQUE ZONES		**7**

In addition, each of the OD zones was depicted on a map, which also showed each food and beverage District. Figures 11 depicts the overall OD zone for each District. Figures 12, 13, 14, 15, and 16 depict the unique OD zones outlined in Tables 26, 27, 28, 29 and 30.

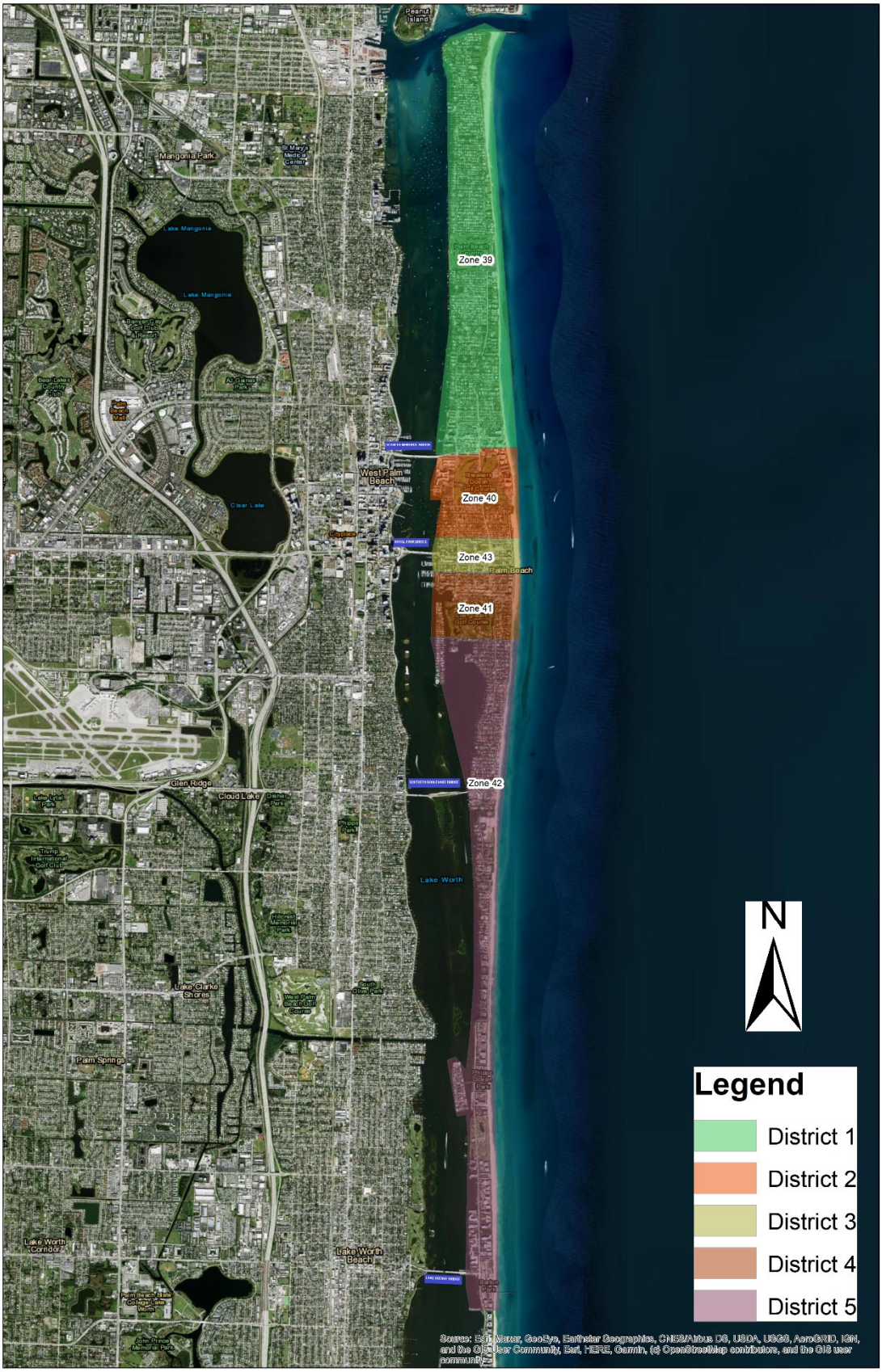


Figure 10 Overall District Zone Map



Figure 11 District One OD Zones



Figure 12 Districts Two and Three OD Zones

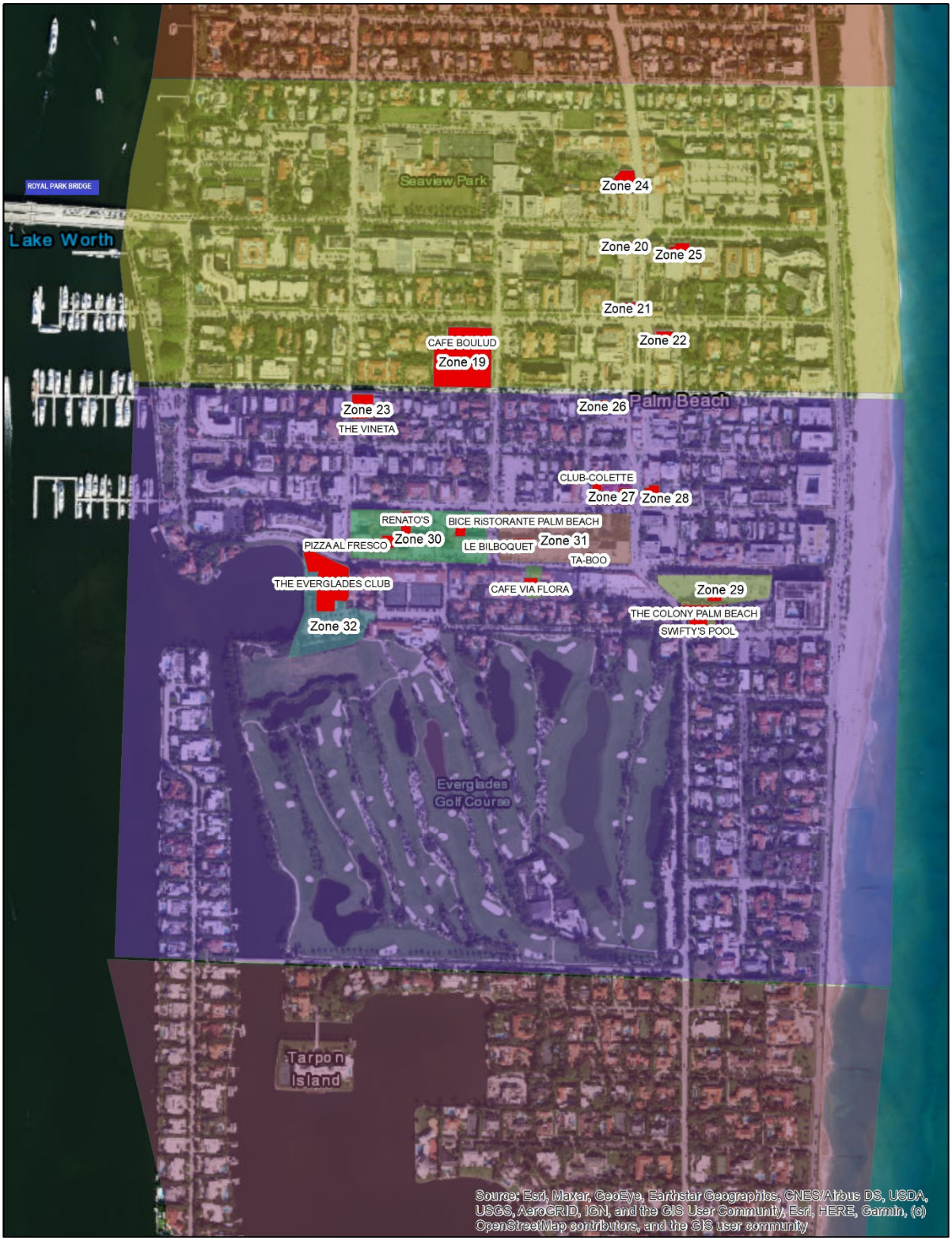


Figure 13 Districts Three, Four, and Five OD Zones

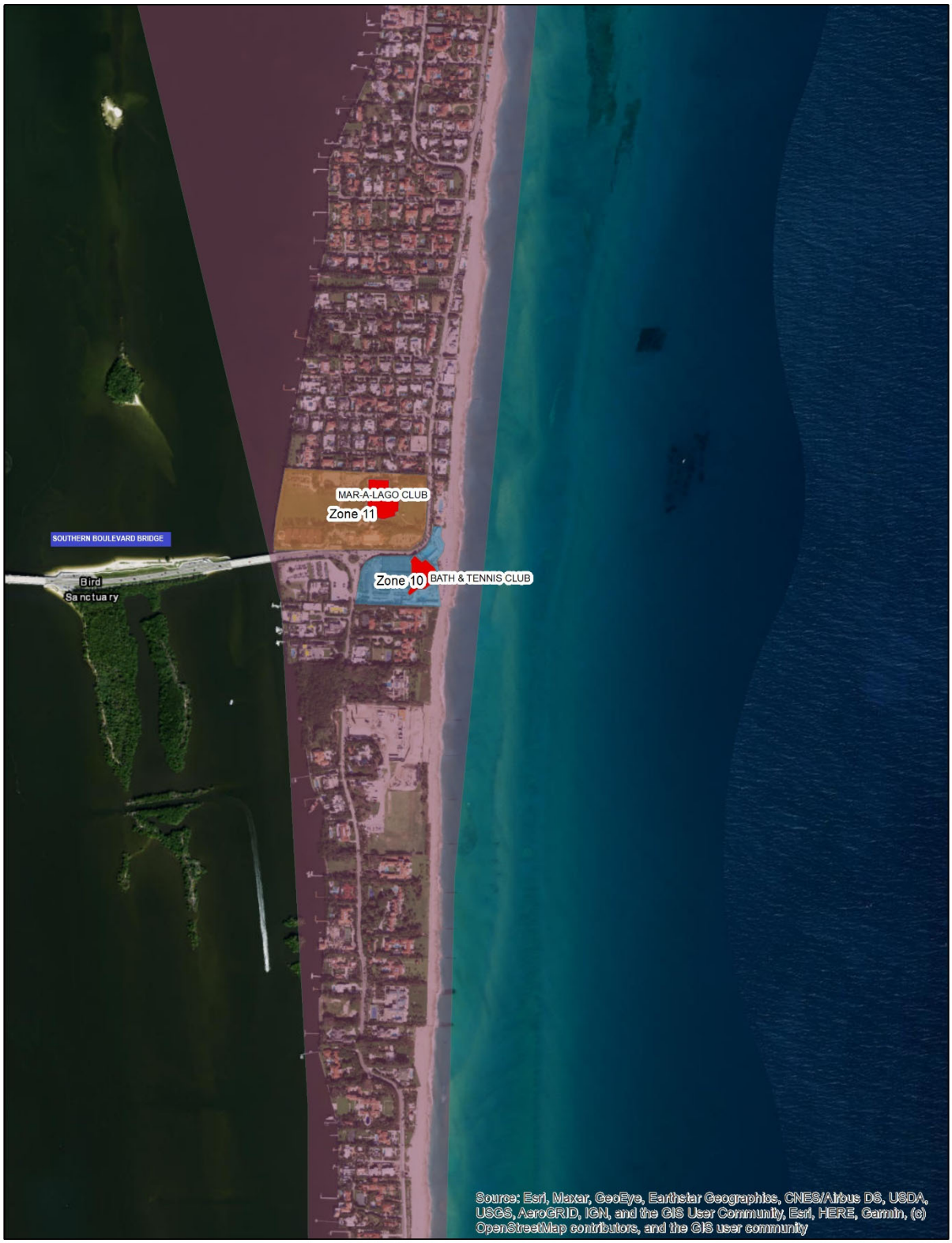


Figure 14 District Five (North) OD Zones



Figure 15 District Five (South) OD Zones

The OD analysis provided in the following tables includes the following data periods using StreetLight All Vehicles Volume:

- December 1st, 2024, through December 31st, 2024
- January 1st, 2025, through February 28, 2025

The mode of travel is All Vehicles Connected Vehicle Data (CVD+)

1.4.2. ORIGIN DESTINATION TRAFFIC DATA ANALYSIS

Tables 31, 32, 33, 34 and 35 provide details regarding the results of the December 2024 OD traffic data.

Table 31 Overall OD Data By District- December 2024 Data

		D1	D2	D3	D4	D5	Total
Total Food and Beverage Seats		**2,569**	**2,534**	**963**	**2,240**	**1,534**	**9,840**
Total	**Weekday Trips to Food and Beverage**	**4,672**	**5,037**	**41**	**1,067**	**2,319**	**13,136**
	Weekend Trips to Food and Beverage	**3,903**	**4,809**	**48**	**885**	**2,814**	**12,459**
External-Internal (EI)	Weekday Trips to Food and Beverage	2,812	3,559	33	780	1,876	9,060
	Weekend Trips to Food and Beverage	2,477	3,393	42	703	2,246	8,861
Internal-Internal	Weekday Trips to Food and Beverage	1,860	1,478	8	287	443	4,076
	Weekend Trips to Food and Beverage	1,426	1,416	6	182	568	3,598

Table 32 External to Internal (EI) – Weekday (December 2024)

External	Directional AWDT	Weekday EI Trips to Food and Beverage	% Weekday EI Trips to Food and Beverage					
			All Districts	D1	D2	D3	D4	D5
Flagler Memorial Bridge/ A1A	12,500	4,366	**35%**	30%	62%	1%	10%	14%
Royal Park Bridge/ SR 704	12,600	2,572	**20%**	26%	54%	1%	14%	9%
Southern Blvd / SR 80 Bridge	7,300	1,293	**18%**	40%	64%	0%	12%	15%
Lake Ave Bridge	6,900	1,289	**19%**	32%	71%	4%	2%	18%
Ocean / A1A	5,900	1,689	**29%**	42%	47%	0%	21%	30%
	45,200	**11,209**	**25%**	29%	58%	1%	14%	17%

Table 33 External to Internal (EI) – Weekend (December 2024)

External	Directional AWDT	Weekend EI Trips to Food and Beverage	% of Weekend EI Trips to Food and Beverage					
			All Districts	D1	D2	D3	D4	D5
Flagler Memorial Bridge/ A1A	12,500	5,094	**41%**	39%	59%	1%	10%	21%
Royal Park Bridge/ SR 704	12,600	3,587	**28%**	32%	63%	2%	15%	24%
Southern Blvd / SR 80 Bridge	7,300	1,737	**24%**	37%	58%	1%	8%	24%
Lake Ave Bridge	6,900	1,594	**23%**	53%	53%	0%	0%	23%
Ocean / A1A	5,900	1,608	**27%**	53%	51%	0%	11%	27%
	45,200	**13,620**	**30%**	36%	61%	2%	13%	24%

Table 34 Internal District to Food and Beverage Districts – Weekday (December 2024)

	D1	D2	D3	D4	D5	Total
District1	963	533		62	60	1,618
District2	308	392	3	46	20	769
District3	171	180	1	26	17	395
District4	246	258	1	126	48	679
District5	172	115	3	27	298	615
Total	**1,860**	**1,478**	**8**	**287**	**443**	**4,076**

Table 35 Internal District to Food and Beverage Districts – Weekend (December 2024)

	D1	D2	D3	D4	D5	Total
District1	667	505		32	80	1,284
District2	294	379		31	57	761
District3	187	85	3	32	27	334
District4	188	348		62	76	674
District5	90	99	3	25	328	545
Total	**1,426**	**1,416**	**6**	**182**	**568**	**3,598**

Tables 36, 37, 38, 39, and 40 provide details about the January and February 2025 OD traffic data results.

Table 36 Overall OD Data By District- January and February 2025 Data

		D1	D2	D3	D4	D5	Total
Total Seats		**2,569**	**2,534**	**963**	**2,240**	**1,534**	**9,840**
Total	**Weekday Trips**	**4,989**	**4,936**	**81**	**976**	**2,192**	**13,174**
	Weekend Trips	**4,196**	**4,685**	**59**	**857**	**2,305**	**12,102**
External- Internal	**Weekday Trips**	3,010	3,458	54	696	1,748	8,966
	Weekend Trips	2,522	3,288	49	671	1,767	8,297
Internal- Internal	**Weekday Trips**	1,979	1,478	27	280	444	4,208
	Weekend Trips	1,674	1,397	10	186	538	3,805

Table 37 External to Internal (EI) – Weekday (January and February 2025)

External	Zone ID	Directional AWDT	Trips to Food and Beverage	% of Streetlight Trips to Food and Beverage					
				Total	D1	D2	D3	D4	D5
Flagler Memorial Bridge/ A1A	33	12,500	4,481	**36%**	32%	58%	0%	9%	12%
Royal Park Bridge/ SR 704	34	12,600	2,740	**22%**	30%	54%	1%	14%	8%
Southern Blvd / SR 80 Bridge	35	7,300	1,118	**15%**	29%	55%	0%	13%	13%
Lake Ave Bridge	36	6,900	1,277	**19%**	26%	75%	0%	6%	18%
Ocean / A1A	37	5,900	1,394	**24%**	34%	59%	0%	8%	25%
		45,200	11,010	**24%**	31%	56%	1%	13%	16%

Table 38 External to Internal (EI) – Weekend (January and February 2025)

External	Zone ID	Directional AWDT	Trips to Food and Beverage	% of Streetlight Trips to Food and Beverage					
				Total	D1	D2	D3	D4	D5
Flagler Memorial Bridge/ A1A	33	12,500	3,406	**41%**	40%	55%	2%	12%	35%
Royal Park Bridge/ SR 704	34	12,600	3,007	**28%**	36%	59%	2%	15%	15%
Southern Blvd / SR 80 Bridge	35	7,300	1,141	**21%**	48%	50%	1%	14%	18%
Lake Ave Bridge	36	6,900	1,157	**16%**	24%	50%	0%	6%	16%
Ocean / A1A	37	5,900	1,226	**23%**	41%	58%	0%	17%	20%
		45,200	9,937	**28%**	39%	57%	2%	14%	17%

Table 39 Internal District to Food and Beverage Districts – Weekday (January and February 2025)

	D1	D2	D3	D4	D5	Total
District1	1042	506	6	58	73	1685
District2	301	388	6	61	37	793
District3	245	188	9	38	30	510
District4	239	267	6	85	47	644
District5	152	129		38	257	576
	1979	1478	27	280	444	4208

Table 40 Internal District to Food and Beverage Districts – Weekend (January and February 2025)

	D1	D2	D3	D4	D5	Total
District1	843	480	2	65	90	1480
District2	308	376	4	33	46	767
District3	169	167	2	27	18	383
District4	232	261		37	54	584
District5	122	113	2	24	330	591
	1674	1397	10	186	538	3805

1.5. DISTRICT PARKING ANALYSIS

1.5.1. PARKING GENERATION CALCULATIONS

The Food and Beverage Establishment parking loading for the 2,569 approved seats in District One is 1,618 parking spaces per land use code 931 of the ITE Parking Generation Manual, 6th Edition. Table 41 provides parking generation calculations. A copy of the ITE Parking Generation Handbook sheets for Land Use Code 931 can be found in Appendix C. The Town's Code of Ordinances requires one parking space for every three seats, which would be 857 parking spaces.

Table 41 District One Parking Generation

Palm Beach District One						
ITE Land	**Description**	**Unit***	**Total Units**	**Total Spaces Weekday (Monday-Thursday)**	**Total Spaces Friday**	**Total Spaces Saturday**
Existing						
931	**Fine Dining Restaurants**	**Seats**	**2,569**	**1336**	**1618**	**1207**
Total				**1336**	**1618**	**1207**
Peak Number of Parking Spaces				**1618**		
LUC 931: Weekday Parking Generation = 2569 x 0.52 (Avg. Rate) ITE 6th Edition page 661						
LUC 931: Friday Parking Generation = 2569 x 0.63 (Avg. Rate) ITE 6th Edition page 662						
LUC 931: Saturday Parking Generation = 2569 x 0.47 (Avg. Rate) ITE 6th Edition page 663						

The Food and Beverage Establishment parking loading for the 2,420 approved seats in District Two is 1,525 parking spaces per land use code 931 of the ITE Parking Generation Manual, 6th Edition. Table 42 provides parking generation calculations. The Town's Code of Ordinances requires one parking space for every three seats, which would be 807 parking spaces.

Table 42 District Two Parking Generation

Palm Beach District Two						
ITE Land	Description	Unit*	Total Units	Total Spaces Weekday (Monday-Thursday)	Total Spaces Friday	Total Spaces Saturday
Existing						
931	Fine Dining Restaurants	Seats	2,420	1258	1525	1137
Total				1258	1525	1137
Peak Number of Parking Spaces				1525		
LUC 931: Weekday Parking Generation = 2420 x 0.52 (Avg. Rate) ITE 6th Edition page 661						
LUC 931: Friday Parking Generation = 2420 x 0.63 (Avg. Rate) ITE 6th Edition page 662						
LUC 931: Saturday Parking Generation = 2420 x 0.47 (Avg. Rate) ITE 6th Edition page 663						

The Food and Beverage Establishment parking loading for the 963 approved seats in District Three is 607 parking spaces per land use code 931 of the ITE Parking Generation Manual, 6th Edition. Table 43 provides parking generation calculations. The Town's Code of Ordinances requires one parking space for every three seats, which would be 321 parking spaces.

Table 43 District Three Parking Generation

Palm Beach District Three						
ITE Land	Description	Unit*	Total Units	Total Spaces Weekday (Monday-Thursday)	Total Spaces Friday	Total Spaces Saturday
Existing						
931	Fine Dining Restaurants	Seats	963	501	607	453
Total				501	607	453
Peak Number of Parking Spaces				607		
LUC 931: Weekday Parking Generation = 963 x 0.52 (Avg. Rate) ITE 6th Edition page 661						
LUC 931: Friday Parking Generation = 963 x 0.63 (Avg. Rate) ITE 6th Edition page 662						
LUC 931: Saturday Parking Generation = 963 x 0.47 (Avg. Rate) ITE 6th Edition page 663						

The Food and Beverage Establishment parking loading for the 2,4232 approved seats in District Four is 1,532 parking spaces per land use code 931 of the ITE Parking Generation Manual, 6th Edition. Table 44 provides parking generation calculations. The Town's Code of Ordinances requires one parking space for every three seats, which would be 811 parking spaces.

Table 45 District Four Parking Generation

Palm Beach District Four						
ITE Land	Description	Unit*	Total Units	Total Spaces Weekday (Monday-Thursday)	Total Spaces Friday	Total Spaces Saturday
Existing						
931	Fine Dining Restaurants	Seats	2,432	1265	1532	1143
Total				1265	1532	1143
Peak Number of Parking Spaces				1532		
LUC 931: Weekday Parking Generation = 2432 x 0.52 (Avg. Rate) ITE 6th Edition page 661						
LUC 931: Friday Parking Generation = 2432 x 0.63 (Avg. Rate) ITE 6th Edition page 662						
LUC 931: Saturday Parking Generation = 2432 x 0.47 (Avg. Rate) ITE 6th Edition page 663						

The Food and Beverage Establishment parking loading for the 1,534 approved seats in District Five is 966 parking spaces per land use code 931 of the ITE Parking Generation Manual, 6th Edition. Table 45 provides parking generation calculations. The Town's Code of Ordinances requires one parking space for every three seats, which would be 512 parking spaces.

Table 44 District Five Parking Generation

Palm Beach District Five						
ITE Land	Description	Unit*	Total Units	Total Spaces Weekday (Monday-Thursday)	Total Spaces Friday	Total Spaces Saturday
Existing						
931	Fine Dining Restaurants	Seats	1,534	797	966	721
Total				797	966	721
Peak Number of Parking Spaces				966		
LUC 931: Weekday Parking Generation = 1534 x 0.52 (Avg. Rate) ITE 6th Edition page 661						
LUC 931: Friday Parking Generation = 1534 x 0.63 (Avg. Rate) ITE 6th Edition page 662						
LUC 931: Saturday Parking Generation = 1534 x 0.47 (Avg. Rate) ITE 6th Edition page 663						

1.5.2. PARKING SUPPLY, PARKING ACCUMULATION/UTILIZATION, VALET PARKING

The Town of Palm Beach Traffic Analyses and Commercial Areas Parking Study dated July 2024 included extensive parking data collection and analysis of the north and south commercial areas. This included parking supply review, parking accumulation/utilization studies and valet parking review. The following were the key results of this parking data collection and parking analysis:

- There is an adequate supply for both commercial parking study districts when considered on a district-wide basis; however, particularly within the South Commercial Parking Study District, there are localized shortages caused by the combined effects of street circulation patterns, destination locations, the distribution of parking within the district, and lack of parking information to visitors.

- The parking supply includes the spaces allocated to valet parking. Valet parking provides an alternative way to access parking and can reduce traffic caused by cars circulating to find parking. For the visitor, valet is a convenience. For the destination business owners, valet operations are good business by providing the desired service to their patrons and assurance that patrons don't balk due to the apparent lack of convenient parking. The valet operations do not increase the supply of parking in the commercial districts of the Town because they use parking areas that are generally within the respective commercial districts.
- On weekends, Worth Avenue on-street parking is full, and off-street parking is near capacity west of South County Road; however, there is adequate available supply elsewhere within the district.
- On weekdays, there is a localized lack of capacity near Brazilian Avenue west of South County Road.
- Supply and demand are misaligned either locationally, by ownership, or by management.
- Additional capacity is not required for the entirety of each district. Management strategies that better utilize available parking areas can alleviate parking issues.
- Community expectations for walk distance are very short, as evidenced by the large number of valet operations. A well-managed valet is a good choice for management at high-priced establishments.
- Based on the results of the valet parking review at 18 restaurant locations, Meat Market (District One), Echo Palm Beach (District One), Trevini (District One), Pizza Al Fresco (District Four), Bice Ristorante (District Four) and Club Colette (District Four) experienced long vehicle queues. There are periods of time at the 300 block of Peruvian Avenue where there is a bottleneck created due to numerous valet parking management and staging. This bottleneck occurs due to Renatos, BiCE Ristorante, and an event being held at the Preservation Foundation of Palm Beach.

The observed valet queueing issues occurred primarily at food and beverage locations in District One and District Four. The parking supply, parking utilization, and traffic circulation concerns are factors in determining whether zoning policy should be enacted regarding additional food and beverage locations in the Town.

1.6. CONCLUSIONS AND RECOMMENDATIONS

The District Capacity and Level of Service analysis, Origin Destination Analysis and District Parking Analysis provide data that support the following recommendation related to the Zoning in Progress related to Food and Beverage Establishments in the Town of Palm Beach.

1. **Prohibit new food and beverage establishments in District One through District Four from operating before 5:00 PM. The seat counts will be capped at the current number of seats in each District as follows:**
    - **District One- 2,569 seats**
    - **District Two- 2,420 seats**
    - **District Three- 963 seats**
    - **District Four- 2,432 seats**

    The following is a list of traffic and parking deficiencies and circulation issues identified from this traffic and parking analysis.

    District One

    a. The following traffic operational deficiencies were observed in District One
        - Bradley Place between Royal Poinciana Way and Sunrise Avenue- Over Capacity in Existing Conditions (2025 AM) and Future Conditions (2030 AM, MIDDAY, and PM)
        - Bradley Place/Cocoanut Row at Royal Poinciana Way Signalized Intersection- LOS F in Future Conditions (2030 AM)
        - Royal Poinciana Way west of Cocoanut Row- Over Capacity in Existing Conditions (2025 AM and PM)
        - Royal Poinciana Way east of Cocoanut Row- Over Capacity in Existing Conditions (2025 PM)

    b. Valet parking operational issues, including long vehicle queues, were observed at numerous food and beverage locations in District One as part of the 2024 Townwide Traffic and Parking Study.

    c. The OD analysis between December 2024 and February 2025 included a high number of external and internal trips to the District One food and beverage location zones.

District Two

a. The following traffic operational deficiencies were observed in District Two
    - Cocoanut Row between Royal Poinciana Way and Seabreeze Avenue- Over Capacity in Future Conditions (2030 PM)
b. The OD analysis between December 2024 and February 2025 included a high number of external and internal trips to the District Two food and beverage location zones.

District Three

a. The following traffic operational deficiencies were observed in District Three
    - South County Road between Royal Palm Way and Brazilian Avenue- Over Capacity in Future Conditions (2030 MIDDAY)
    - Cocoanut Row at Royal Palm Way Signalized Intersection- LOS F in Future Conditions (2030 MID); LOS E in Future Conditions (2030 PM)
    - Royal Palm Way east of Hibiscus Avenue- Over Capacity in Existing Conditions (2025 AM and PM)
    - Royal Palm Way west of Hibiscus Avenue- Over Capacity in Existing Conditions (2025 AM and PM)

District Four

a. The following traffic operational deficiencies were observed in District Four
    - South County Road north of Peruvian Avenue- Over Capacity in Existing Conditions (2025 AM and PM)
b. Valet parking operational issues, including long vehicle queues, were observed at numerous food and beverage locations in District Four as part of the 2024 Townwide Traffic and Parking Study.

2. **Restrict loading operations in all Districts during Weekday peak hours, with the specific hours to be determined with the forthcoming Parking and Loading Code Study currently underway with Kimley-Horn and Associates.**

APPENDIX A

Zone Co Town of Palm Beach Zoning Code Review- Regulating Restaurant Capacity memo dated 07/17/24

ZONE CO

MEMORANDUM - EXTERNAL

TO: Mayor Danielle Moore and Town Council Members, Bobbie Lindsay, President
Planning and Zoning Commission Members, Gail Coniglio, Chair
Wayne Bergman, Director of Planning, Zoning & Building
James Murphy, Deputy Director of Planning, Zoning & Building
Jennifer Hofmeister, Planner III

FROM: Sean Suder, ZoneCo, Project Manager
Joseph Helferty, ZoneCo

DATE: July 17, 2024

RE: Town of Palm Beach Zoning Code Review – Regulating Restaurant Capacity

DRAFT

The Town of Palm Beach has placed a six-month moratorium (a/k/a "zoning in progress") on the issuance of restaurant permits. The purpose of the moratorium is to study whether zoning regulations may be able to address externalities associated with a proliferation of restaurant seats in Palm Beach.

The term "carrying capacity" has been used to describe what the Town is seeking with this study – namely whether the concentration of restaurant seats in Palm Beach can be sustained by the availability of public resources such as public parking facilities and roads. In other words, whether the current and projected number of restaurant seats in Palm Beach is sustainable or whether it will unsustainably tax public resources with greater externalities (a side effect or consequence).

It is without question that dining out is an important part of life in Palm Beach. The combination of the popularity of dining out and a sophisticated, high-end dining clientele has created a very fertile environment for restaurant businesses. The number of restaurants in Palm Beach has steadily increased to 60 restaurants per 10,000 residents (applying the full-time population) or 20 restaurants per 10,000 residents (applying the seasonal population). This ratio is among the highest in the United States, in the company of large cities and restaurant meccas such as San Francisco, Boston, and New York City.

One unique feature of Palm Beach restaurants is nearly all are sit-down, full-service restaurants. Diners dwell longer in full-service, sit-down restaurants than in quick-serve restaurants. Dwelling longer means less turnover of tables and parking spaces. While people dwell, so do their automobiles. This creates less turnover in restaurants and in parking spaces.

The general concentration of restaurants within four primary commercial corridors (N. and S. County Road, Worth and Peruvian Avenues, and Royal Poinciana Way) also concentrates

traffic and parking within those areas during peak dining times. Lingering vehicles for lingering diners allows fewer spaces for other users.

The relaxed dining culture of Palm Beach is not changing, nor is anyone advocating for a cultural change. Balanced against the culture is the reality that Palm Beach is almost entirely built out. There is no room for or desire to use more precious Palm Beach land for parking or expended roadways to accommodate the externalities of restaurants. If public resources are largely finite, then to control for externalities necessarily requires a focus on the number of restaurant seats.

Anecdotally, the continued popularity and growth of the Palm Beach restaurant scene is causing externalities relative to traffic and parking congestion and is crowding commercial districts. To more fully understand the extent and nature of the externalities requires data. The following questions need to be answered to assess the existence and extent of such externalities.

1. Whether traffic counts at peak dining times indicates the congestion of public roads and ways attributable to restaurant-generated traffic; and/or
2. Whether a concentration of restaurants has limited other land uses from locating within the Town of Palm Beach generally and the primary restaurant streets specifically.

At this juncture, we do not have access to data that will answer either question. Further data collection, study, and analysis needs to take place to determine these questions.

If the Town can answer either or both questions in the affirmative, and the Town desires to proceed with legislation to address restaurant capacity, then the following possible solutions are presented for consideration and discussion purposes only (nothing in this memo is recommending any course of action at this time):

1. Cap and license restaurant seats.
2. Re-calibrate off-street parking requirements.
3. Limit the conversion of other uses to restaurants.

Cap and License Restaurant Seats

To our knowledge, the direct limitation of restaurant seats has not been attempted anywhere in the United States except in the context of fast-food restaurants. To regulate in this manner would require (i) a study showing that the current number of restaurant seats per capita well exceeds available commercial space thereby crowding out other land uses that are necessary to make Palm Beach an economically viable community, and/or (ii) a

finding that a proliferation of restaurants is causing or has the potential to cause harm to the public's health, safety, or welfare.

A maximum permitted number of restaurant seats could be established. This would limit the total maximum capacity of seats so that no seats beyond the maximum capacity would be allowed. New seats would only be allowed to replace existing seats. This is akin to a "cap and replace" strategy employed by many communities to control the proliferation of billboards. It is also like a cap on the number of available liquor licenses in a jurisdiction.

For example, if a market saturation study shows that "x" number of seats would saturate the market for restaurants in the Town of Palm Beach based on current and projected demand and relative to public resources such as public parking and roadway capacity, then the total number of seats would be capped at that number. Town Council would determine the cap. When a restaurant closes it would relinquish or transfer the seat licenses to another restaurant. This system would ensure that the number of restaurant seat licenses would remain constant for a period to be determined by Town Council. The cap could be revisited from time to time based on updated market demand studies.

This approach would guarantee that the externalities associated with restaurants would not become worse for a period. A known quantity of restaurant seats would allow the Town to better plan for public resources such as on-street and public parking. It would also allow the Town to better plan for the distribution of land uses in its zoning regulations.

On the other hand, this approach would create scarcity. Creating scarcity in the face of robust and growing demand would likely result in increased costs for restaurants and patrons alike. These private costs would need to be weighed against the costs to the public of growing externalities.

To allow for the number of restaurant seats to be expanded from time to time, an application for the issuance of additional seat licenses could be made upon a determination of need and a credible showing that public resources will not be additionally taxed by the additional seats. Such determination could be made by Town Council or a separate restaurant licensure board. This approach is akin to a continuing care bed license certificate of need (CON) program. The burden would be on an applicant to prove that additional restaurant licenses are justified by a needs analysis and will not additionally tax public resources. An applicant would be required to submit a credible land use study evidencing that other desired land uses are not being crowded out by the additional licenses and a credible traffic and parking study showing the impact on public resources. The board's decision could be appealable to Town Council.

DRAFT

Increase Parking Requirements

Off-street parking requirements applicable to restaurants should be tied to the off-street parking generation of restaurants in the Town of Palm Beach relative to the availability of public parking resources. If this number is resulting in overcrowding of the public realm and public resources, such as public parking, then an increase in the number of off-street parking spaces or access to off-street parking spaces may be justified. Shifting any additional burden to private properties is within the police power of zoning.

Currently, the Zoning Code requires one parking space for each three proposed fixed seats, and/or one for each 45 square feet of floor area in the proposed public seating area not having fixed seats, plus one for each 300 square feet of floor area in the remainder of the floor area. Without further study, it is unknown whether the empirical data supports the current number or requires adjustment. Anecdotal evidence seems to justify increasing the off-street parking requirements, but the amount and nature of such increases cannot be known without further study and analysis.

Restrictions on Conversions

Restrictions on the conversion of other land uses to restaurant uses could be included in the Zoning Code. For example, the Zoning Code could limit locations or districts within Palm Beach where land uses could be converted to restaurants based on demand and capacity for other land uses within the district. Alternatively, restaurant overlays could be created that allow for restaurant conversions only in certain areas that are justified by a low risk of crowding out other land uses and a low risk of creating externalities such as traffic and parking congestion.

Each of these approaches could be combined to create more robust guardrails around the proliferation of restaurants. We look forward to discussing these approaches further with you.

DRAFT

APPENDIX B

Town of Palm Beach Food and Beverage Establishments Inventory and the GIS mapping information

Map Refrence Number	Full Primary Address	DBA Name	#SEATS	Creation Date*	Status Code
1	2875 S OCEAN BLVD 103 PALM BEACH FL 33480	ACQUA CAFE	92	10/10/2018	act
2	2345 S OCEAN BLVD CLUBHOUSE PALM BEACH FL 33480	AL FRESCO RESTAURANT & BAR	150	1/10/2014	act
3	207 ROYAL POINCIANA WAY PALM BEACH FL 33480	ALMOND PALM BEACH	284	12/19/2019 - 07/11/2024	cls
4	2730 S OCEAN BLVD PALM BEACH FL 33480	THE AMBASSADOR GRILL	150	12/16/2019	act
5	1170 S OCEAN BLVD BLDG 1 PALM BEACH FL 33480	BATH & TENNIS CLUB INC	543	8/22/2002	act
6	313 1/2 WORTH AVE PALM BEACH FL 33480	BICE RISTORANTE	191	5/28/2003	act
7	150 BRADLEY PL PALM BEACH FL 33480	BILTMORE BEACH CLUB	60	10/30/2002	act
8	2842 S OCEAN BLVD BLDG 1 PALM BEACH FL 33480	BRANDON'S	276	4/21/2003	act
9	375 S COUNTY RD 101 PALM BEACH FL 33480	BRICKTOP'S	150	5/10/2013	act
10	350 S COUNTY RD 100 PALM BEACH FL 33480	BUCCAN	177	8/16/2010	act
11	301 AUSTRALIAN AVE CU-1 PALM BEACH FL 33480	CAFE BOULUD	298	9/4/2002	act
12	331 S COUNTY RD PALM BEACH FL 33480	CAFE L'EUROPE	175	3/9/1995	act
13	240 WORTH AVE 118 PALM BEACH FL 33480	CAFE VIA FLORA	54	5/8/2007	act
14	264 S COUNTY RD PALM BEACH FL 33480	CARRIAGE HOUSE CLUB	150	2/3/2022	act
15	215 PERUVIAN AVE PALM BEACH FL 33480	CLUB COLETTE	150	2/7/2003	act
16	257 ROYAL POINCIANA WAY PALM BEACH FL 33480	CUCINA	101	8/21/2017	act
17	230 SUNRISE AVE A PALM BEACH FL 33480	ECHO	157	11/4/2002	act
18	281 ROYAL POINCIANA WAY PALM BEACH FL 33480	FIELD OF GREENS	15	10/30/2023	act
19	2 S COUNTY RD SITE PALM BEACH FL 33480	THE FLAGLER STEAKHOUSE	100	11/4/2002	act
20	151 N COUNTY RD BLDG 1 PALM BEACH FL 33480	GREEN'S PHARMACY	80	5/27/1993	act

21	229 ROYAL POINCIANA WAY PALM BEACH FL 33480	HENRY'S PALM BEACH	150	3/25/2020	act
22	288 S COUNTY RD PALM BEACH FL 33480	LA GOULUE	138	8/6/2019	act
23	245 WORTH AVE A PALM BEACH FL 33480	LE BILBOQUET	109	10/30/2020	act
24	290 SUNSET AVE PALM BEACH FL 33480	LOLA 41 PALM BEACH (WHITE ELEPHANT HOTEL)	156	8/9/2019	act
25	1100 S OCEAN BLVD PALM BEACH FL 33480	THE MAR-A-LAGO CLUB	75	4/3/1995	act
26	NUMBER NOT USED ON MAP	N/A	N/A	N/A	N/A
27	2870 S OCEAN BLVD BLDG 1 PALM BEACH FL 33480	MARRIOTT FAIRFIELD INN & SUITE RESTAURANT	24	12/6/1994	act
28	191 BRADLEY PL PALM BEACH FL 33480	MEAT MARKET PALM BEACH LLC	125	9/9/2013	act
29	760 N OCEAN BLVD CLUBHOUSE PALM BEACH FL 33480	PALM BEACH COUNTRY CLUB INC	330	12/11/2002	act
30	340 ROYAL POINCIANA WAY 336 PALM BEACH FL 33480	PALM BEACH GRILL	164	10/11/2002	act
31	251 SUNRISE AVE PALM BEACH FL 33480	PB CATCH	150	8/3/2006	act
32	14 VIA MIZNER PALM BEACH FL 33480	PIZZA AL FRESCO	103	8/23/2002	act
33	87 VIA MIZNER PALM BEACH FL 33480	RENATO'S RESTAURANT	150	12/18/2002	act
34	44 COCOANUT ROW T 3 PALM BEACH FL 33480	RESTAURANT 44 PALM BEACH	151	9/26/2018	act
35	1338 N LAKE WAY BLDG 1 PALM BEACH FL 33480	SAILFISH CLUB OF FLORIDA	300	12/17/2002	act
36	340 ROYAL POINCIANA WAY M304 PALM BEACH FL 33480	SANT AMBROEUS	120	7/21/2016	act
37	1 S COUNTY RD PALM BEACH FL 33480	THE SEAFOOD BAR (BREAKER'S HOTEL)	230	11/4/2002	act
38	2800 S OCEAN BLVD PALM BEACH FL 33480	SEAWAY (FOUR SEASON'S HOTEL)	224	8/26/2002	act
39	150 WORTH AVE 110 PALM BEACH FL 33480	STARBUCKS COFFEE	19	11/20/2006	act
40	314 S COUNTY RD PALM BEACH FL 33480	SURFSIDE DINER	78	10/12/2012	act
41	155 HAMMON AVE HOTEL PALM BEACH FL 33480	SWIFTY'S POOL (COLONY HOTEL)		5/30/1995	act
42	221 WORTH AVE PALM BEACH FL 33480	TABOO	213	08/23/2002 - 08/16/2023	cls

43	755 N COUNTY RD PALM BEACH FL 33480	THE BEACH CLUB INC	555	10/22/2002	act
44	1 S COUNTY RD PALM BEACH FL 33480	THE CIRCLE DINING ROOM AND HMF (BREAKERS HOTEL)	523	11/4/2002	act
45	NUMBER NOT USED ON MAP	N/A	N/A	N/A	N/A
46	1 S COUNTY RD PALM BEACH FL 33480	BEACH CLUB AND PATIO (BREAKERS HOTEL)	340	11/4/2002	act
48	155 HAMMON AVE HOTEL PALM BEACH FL 33480	THE COLONY PALM BEACH	149	12/21/2016	act
49	340 ROYAL POINCIANA WAY M332 PALM BEACH FL 33480	THE HONOR BAR @ PALM BEACH GRILL	55	7/25/2017	act
50	356 WORTH AVE PALM BEACH FL 33480	EVERGLADES CLUB INC	725	9/10/2002	act
51	1 S COUNTY RD PALM BEACH FL 33480	THE ITALIAN RESTAURANT	125	1/21/2003	act
52	1 S COUNTY RD GAZEBO BAR PALM BEACH FL 33480	THE SURF BREAK (BREAKERS HOTEL)	38	7/31/2013	act
53	340 ROYAL POINCIANA WAY M335 PALM BEACH FL 33480	TOOJAY'S DELI	90	10/11/2002	act
54	223 SUNSET AVE 100 PALM BEACH FL 33480	TREVINI RISTORANTE	106	9/4/2002	act
55	363 COCOANUT ROW PALM BEACH FL 33480	VINETA HOTEL RESTAURANT	134	8/28/2002	act
56	1 S COUNTY RD PALM BEACH FL 33480	BREAKAWAY CAFE (BREAKERS HOTEL)	132	4/1/2013	act
57	1 S COUNTY RD PALM BEACH FL 33480	OCEAN HOUSE (BREAKERS HOTEL)	136	12/15/1994	act
58	70 ROYAL PONCIANA PLZ PALM BEACH FL 33480	TUTTO MARE	220	TBD	
59	160 ROYAL PALM WAY PALM BEACH FL 33480	RESTURANT AND BAR AT THE PALM HOUSE HOTEL	124	TBD	
60	380 S COUNTY PALM BEACH 33480	LE BAR	108	12/18/2019	act
61	52 COCOANUT ROW PALM BEACH FL 33480	CAFE' DES BEAUX-ARTS	TBD	TBD	

UPDATED: 08/05/2024

TOTAL SEATS	9922

*CREATION DATE is when the record was created for the Business Tax Receipt and may not reflect the opening date of the business. Some data was transferred from the legacy AS400 system and may not reflect the actual date.



Legend

Bars, Lounges, Night Clubs, and Private Clubs

Zoning

- BA
- R-A
- R-B

Map Location:

ONONDAGA AVE TO LA PUERTA WAY

Map Description:

This map shows the general location of restaurants, dining halls, clubs, and bars.

ACTIVE RESTAURANTS, DINING HALLS, CLUBS, AND BARS WITH ZONING

Planning Zoning, Building

Sheet No. 1 of 7

Date	6/28/2024



Legend

Bars, Lounges, Night Clubs, and Private Clubs

Zoning

- BA
- R-A
- R-AA
- R-B

Map Location:

TRADEWIND DR TO WEST INDIES DR

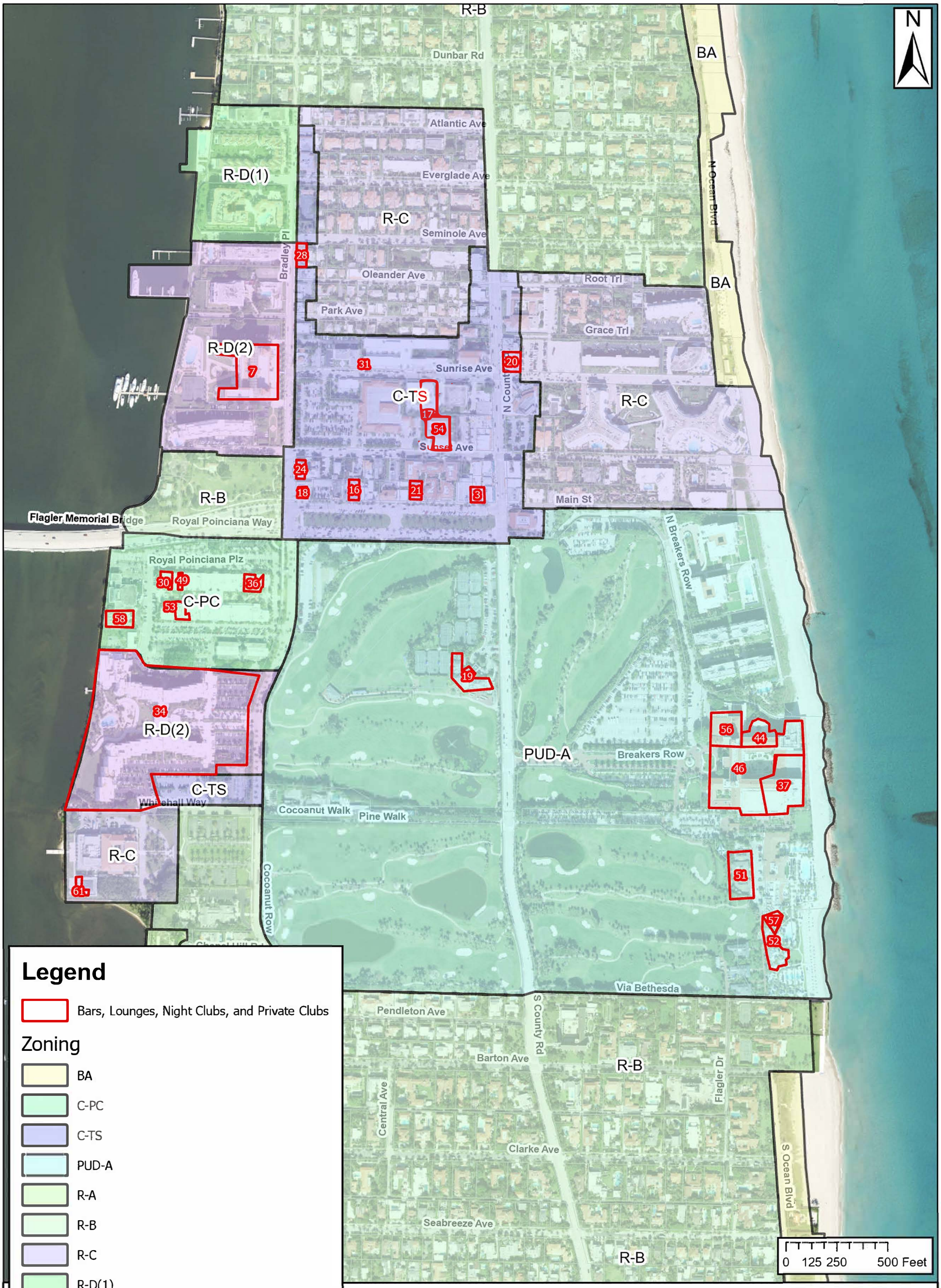
Map Description:

This map shows the general location of restaurants, dining halls, clubs, and bars.

ACTIVE RESTAURANTS, DINING HALLS, CLUBS, AND BARS WITH ZONING

Planning Zoning, Building

Sheet No.	Date
2 of 7	6/28/2024



Legend

Bars, Lounges, Night Clubs, and Private Clubs

Zoning

- BA
- C-PC
- C-TS
- PUD-A
- R-A
- R-B
- R-C
- R-D(1)
- R-D(2)

Map Location:

DUNBAR RD T O SEASPRAY AVE

Map Description:

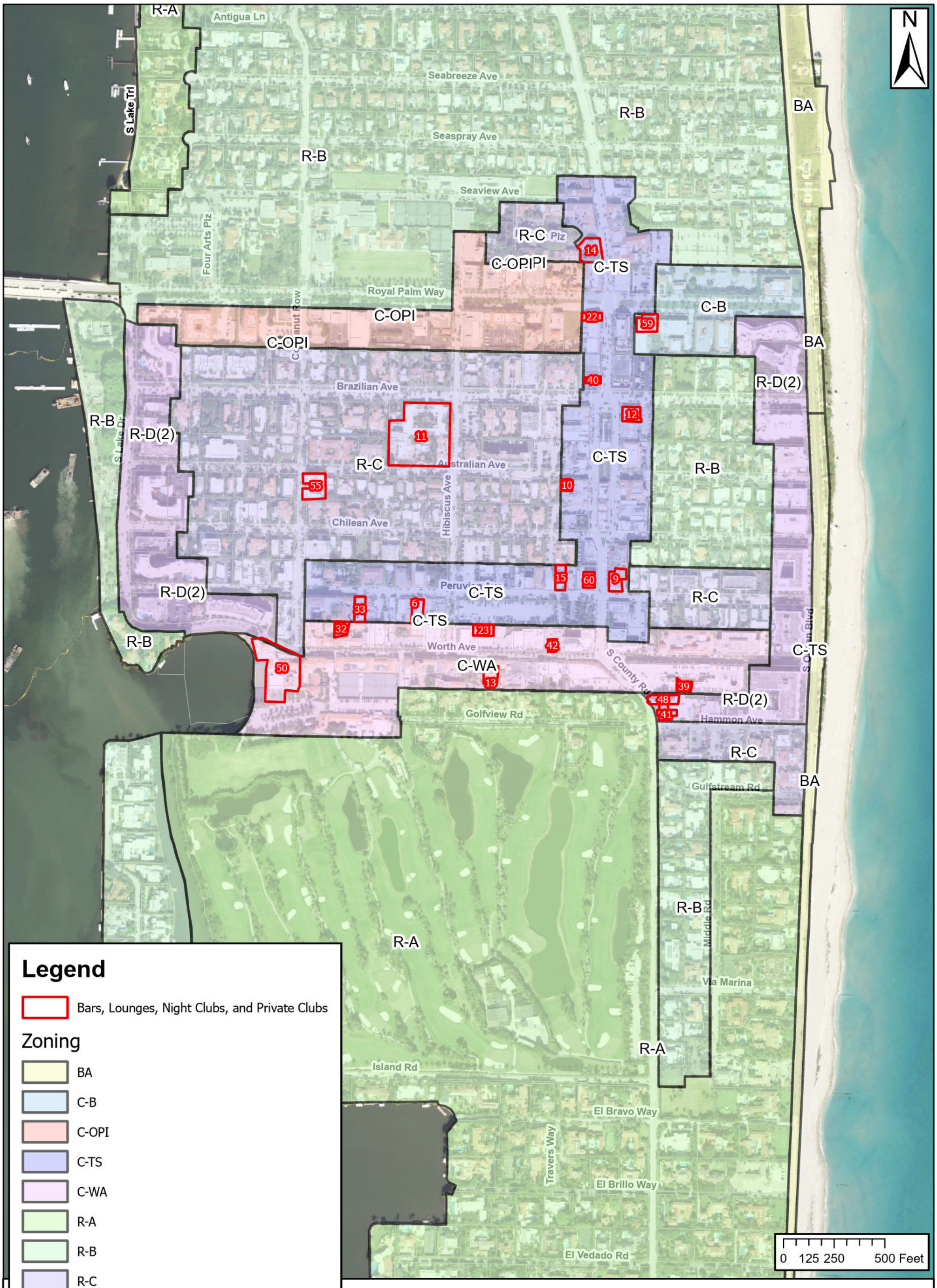
This map shows the general location of restaurants, dining halls, clubs, and bars.

ACTIVE RESTAURANTS, DINING HALLS, CLUBS, AND BARS WITH ZONING

Planning Zoning, Building

Sheet No. 3 of 7

Date 6/28/2024



Legend

Bars, Lounges, Night Clubs, and Private Clubs

Zoning

- BA
- C-B
- C-OPI
- C-TS
- C-WA
- R-A
- R-B
- R-C
- R-D(2)

Map Location:

SEAVIEW AVE TO GULFSTREAM RD

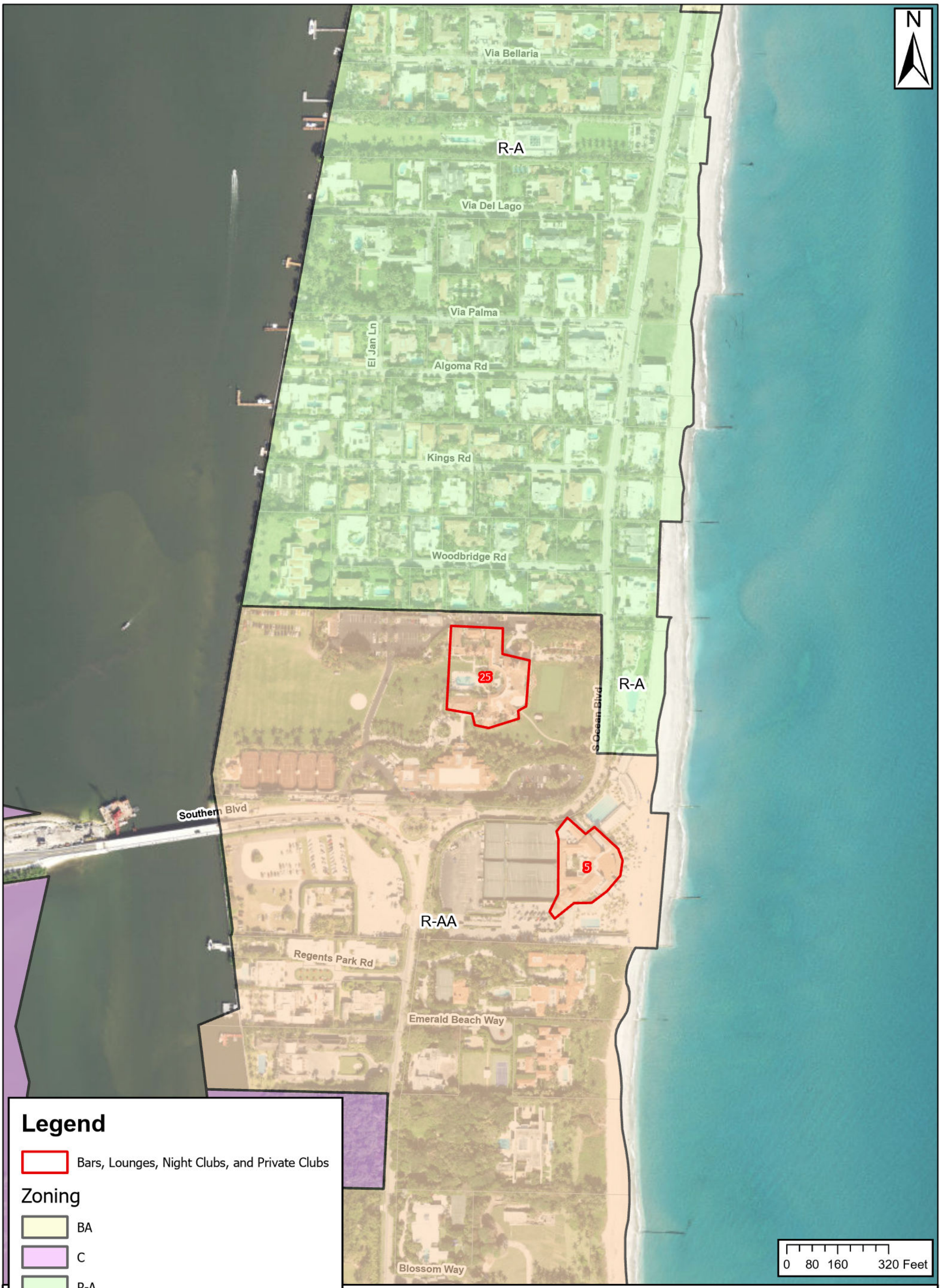
Map Description:

This map shows the general location of restaurants, dining halls, clubs, and bars.

ACTIVE RESTAURANTS, DINING HALLS, CLUBS, AND BARS WITH ZONING

Planning Zoning, Building

Sheet No.	Date
4 of 7	6/28/2024



Legend

Bars, Lounges, Night Clubs, and Private Clubs

Zoning

- BA
- C
- R-A
- R-AA

Map Location:

VIA BELLARIA TO EMERALD BEACH

Map Description:

This map shows the general location of restaurants, dining halls, clubs, and bars.

ACTIVE RESTAURANTS, DINING HALLS, CLUBS, AND BARS WITH ZONING

Planning Zoning, Building

Sheet No. 5 of 7

Date 6/28/2024



Legend

Bars, Lounges, Night Clubs, and Private Clubs

Zoning

- BA
- PUD-C
- R-B
- R-C
- R-D(1)

Map Location:

IBIS ISLE RD to 2600 S OCEAN BLVD

Map Description:

This map shows the general location of restaurants, dining halls, clubs, and bars.

ACTIVE RESTAURANTS, DINING HALLS, CLUBS, AND BARS WITH ZONING

Planning Zoning, Building

Sheet No.	Date
6 of 7	6/28/2024



Legend

Bars, Lounges, Night Clubs, and Private Clubs

Zoning

- BA
- C-TS
- R-C
- R-D(1)
- R-D(2)

Map Location:

2560 S OCEAN BLVD TO LAKE AVE

Map Description:

This map shows the general location of restaurants, dining halls, clubs, and bars.

ACTIVE RESTAURANTS, DINING HALLS, CLUBS, AND BARS WITH ZONING

Planning Zoning, Building

Sheet No.	Date
7 of 7	6/28/2024

APPENDIX C

ITE TRIP GENERATION MANUAL RELEVANT SHEETS

ITE PARKING GENERATION MANUAL RELEVANT SHEETS

Land Use: 931
Fine Dining Restaurant

Description

A fine dining restaurant is a full-service eating establishment with a typical duration of stay of at least 1 hour. A fine dining restaurant generally does not serve breakfast; some do not serve lunch; all serve dinner. This type of restaurant often requests and sometimes requires a reservation and is generally not part of a chain. A patron commonly waits to be seated, is served by wait staff, orders from a menu and pays after the meal. Some of the study sites have lounge or bar facilities (serving alcoholic beverages), but meal service is the primary draw to the restaurant. Fast casual restaurant (Land Use 930) and high-turnover (sit-down) restaurant (Land Use 932) are related uses.

Additional Data

If the fine dining restaurant has outdoor seating, its area is not included in the overall gross floor area. For a restaurant that has significant outdoor seating, the number of seats may be more reliable than GFA as an independent variable on which to establish a trip generation rate.

The sites were surveyed in the 1980s, the 1990s, and the 2010s in Alberta (CAN), California, Colorado, Florida, Indiana, Kentucky, New Jersey, and Utah.

Source Numbers

126, 260, 291, 301, 338, 339, 368, 437, 440, 976, 1053

Fine Dining Restaurant
(931)

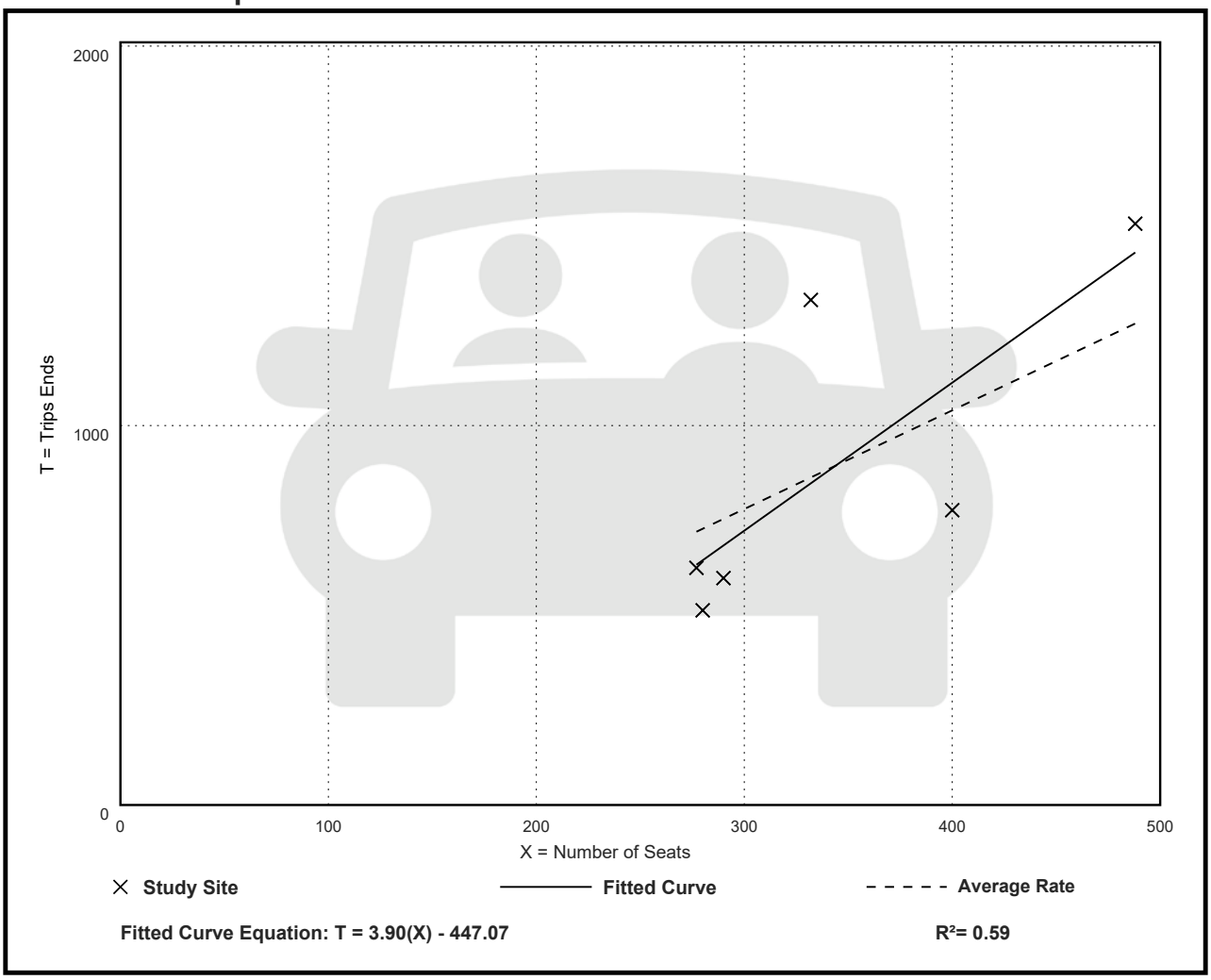
Vehicle Trip Ends vs: Seats
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 6
Avg. Num. of Seats: 345
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
2.60	1.83 - 4.01	0.85

Data Plot and Equation



Fitted Curve Equation: T = 3.90(X) - 447.07

R^2= 0.59

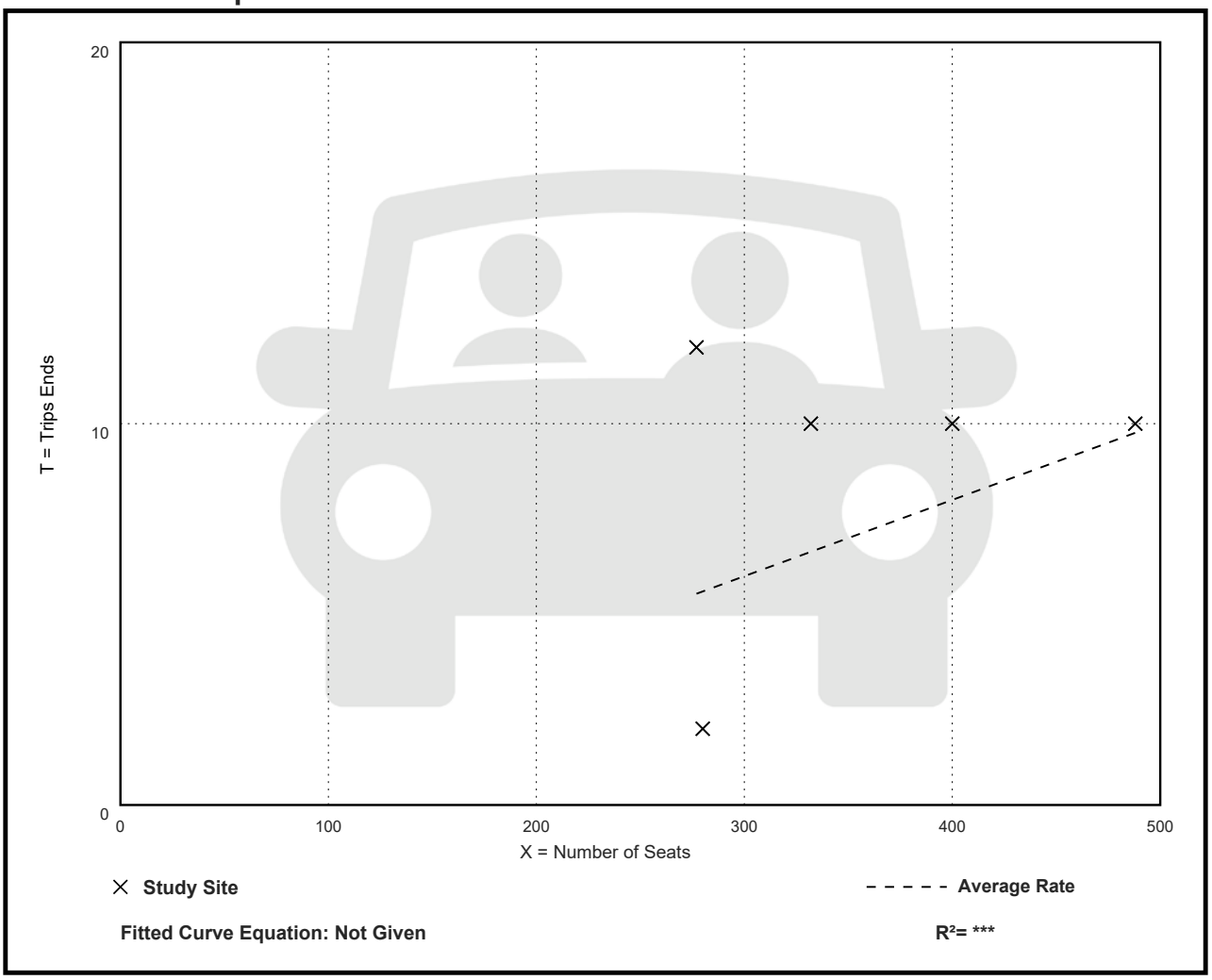
Fine Dining Restaurant
(931)

Vehicle Trip Ends vs: Seats
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. Num. of Seats: 355
Directional Distribution: Not Available

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.02	0.01 - 0.04	0.01

Data Plot and Equation



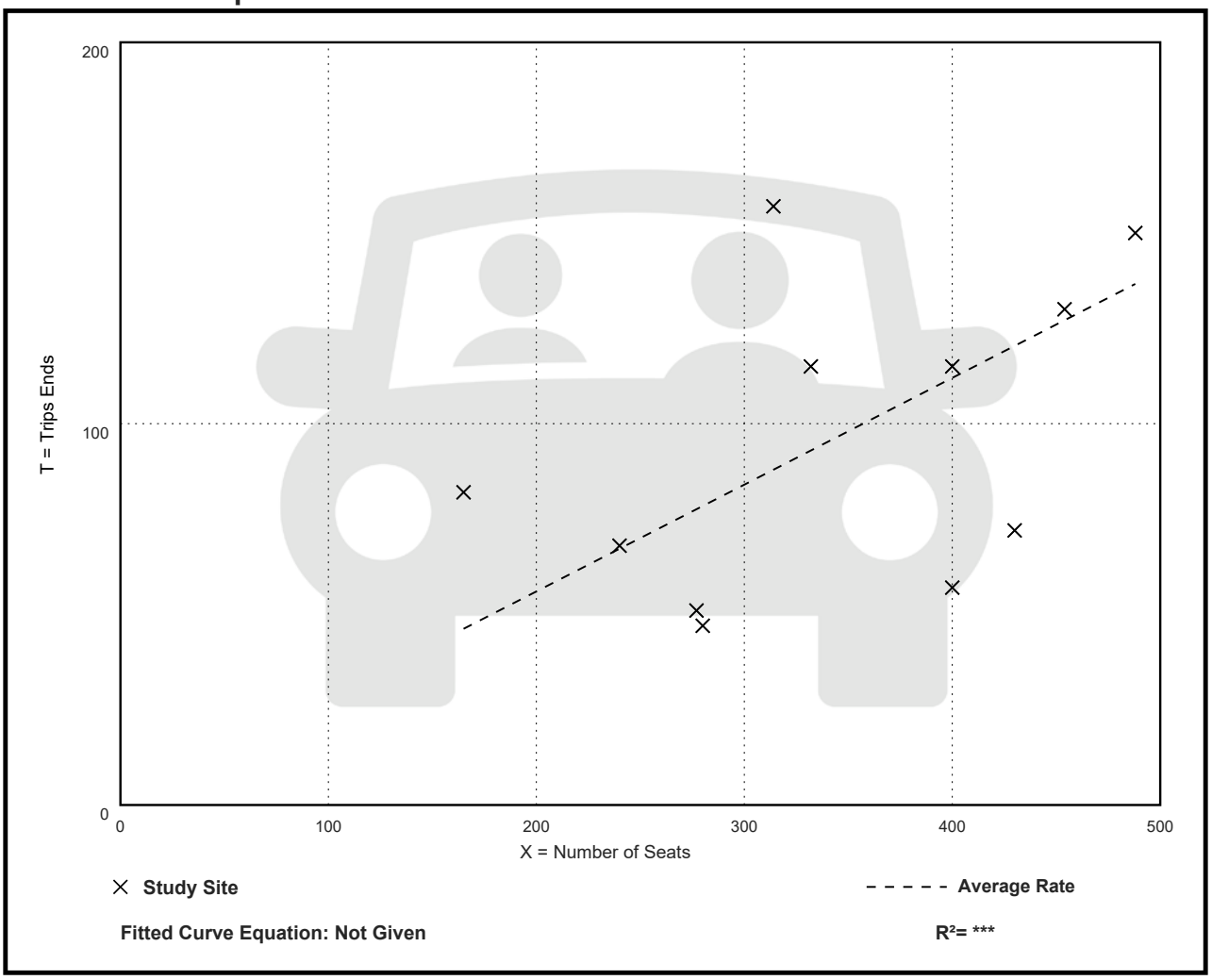
Fine Dining Restaurant
(931)

Vehicle Trip Ends vs: Seats
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 11
Avg. Num. of Seats: 344
Directional Distribution: 67% entering, 33% exiting

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.28	0.14 - 0.50	0.11

Data Plot and Equation



Fine Dining Restaurant
(931)

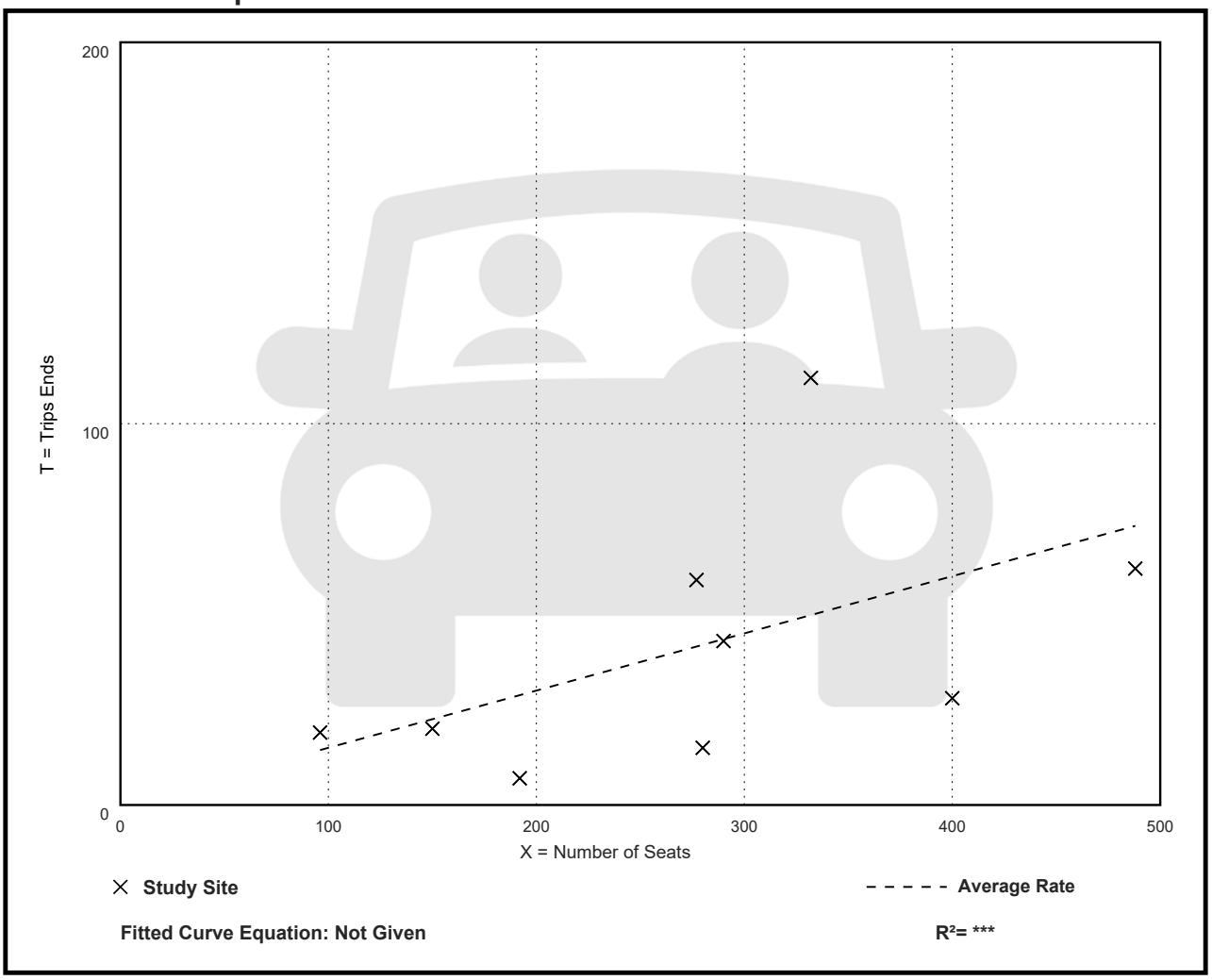
Vehicle Trip Ends vs: Seats
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 9
Avg. Num. of Seats: 278
Directional Distribution: 69% entering, 31% exiting

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.15	0.04 - 0.34	0.10

Data Plot and Equation



Fine Dining Restaurant
(931)

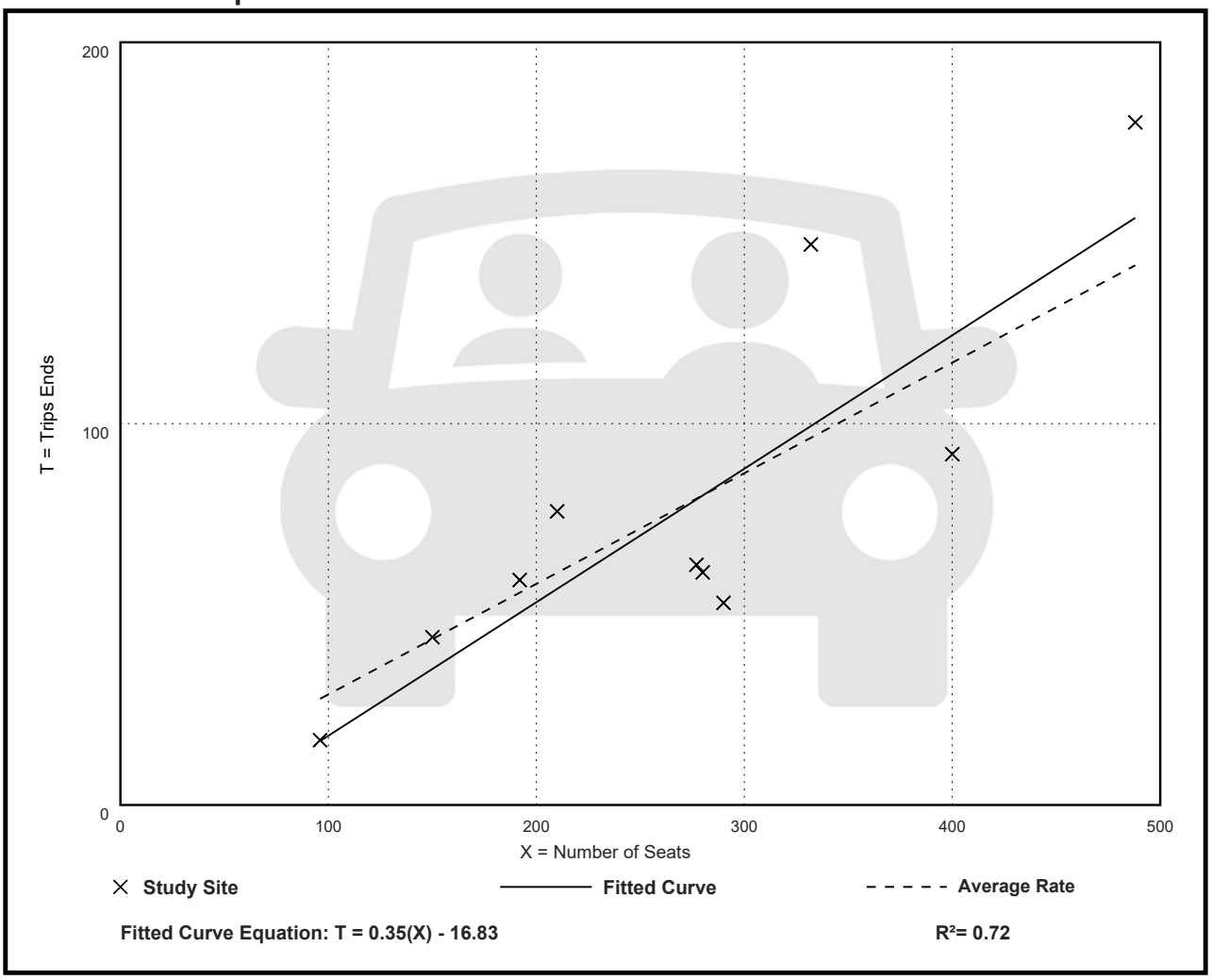
Vehicle Trip Ends vs: Seats
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 10
Avg. Num. of Seats: 272
Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.29	0.18 - 0.44	0.09

Data Plot and Equation



Fine Dining Restaurant
(931)

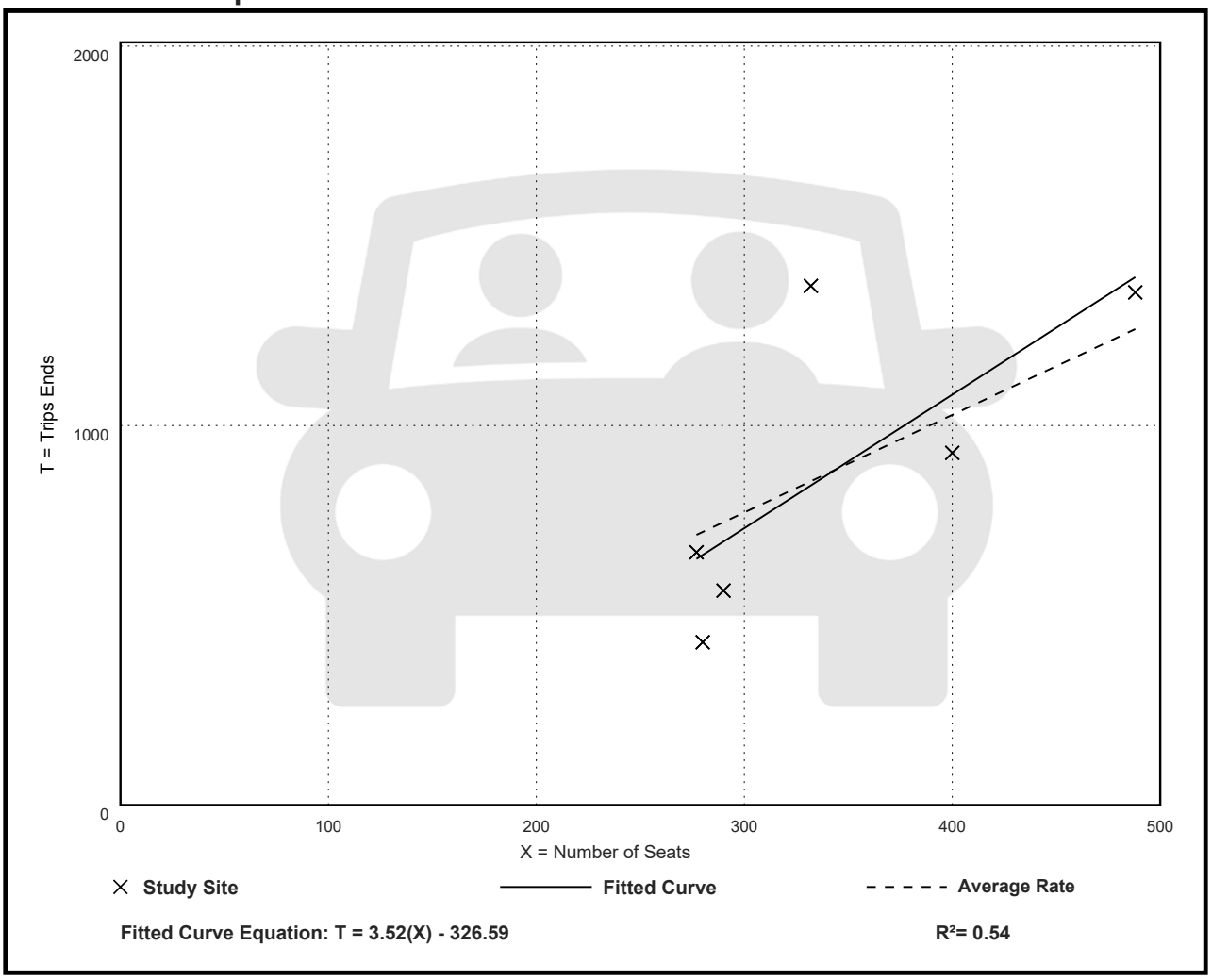
Vehicle Trip Ends vs: Seats
On a: Saturday

Setting/Location: General Urban/Suburban
Number of Studies: 6
Avg. Num. of Seats: 345
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
2.57	1.53 - 4.12	0.86

Data Plot and Equation



Fitted Curve Equation: T = 3.52(X) - 326.59

R^2= 0.54

Fine Dining Restaurant
(931)

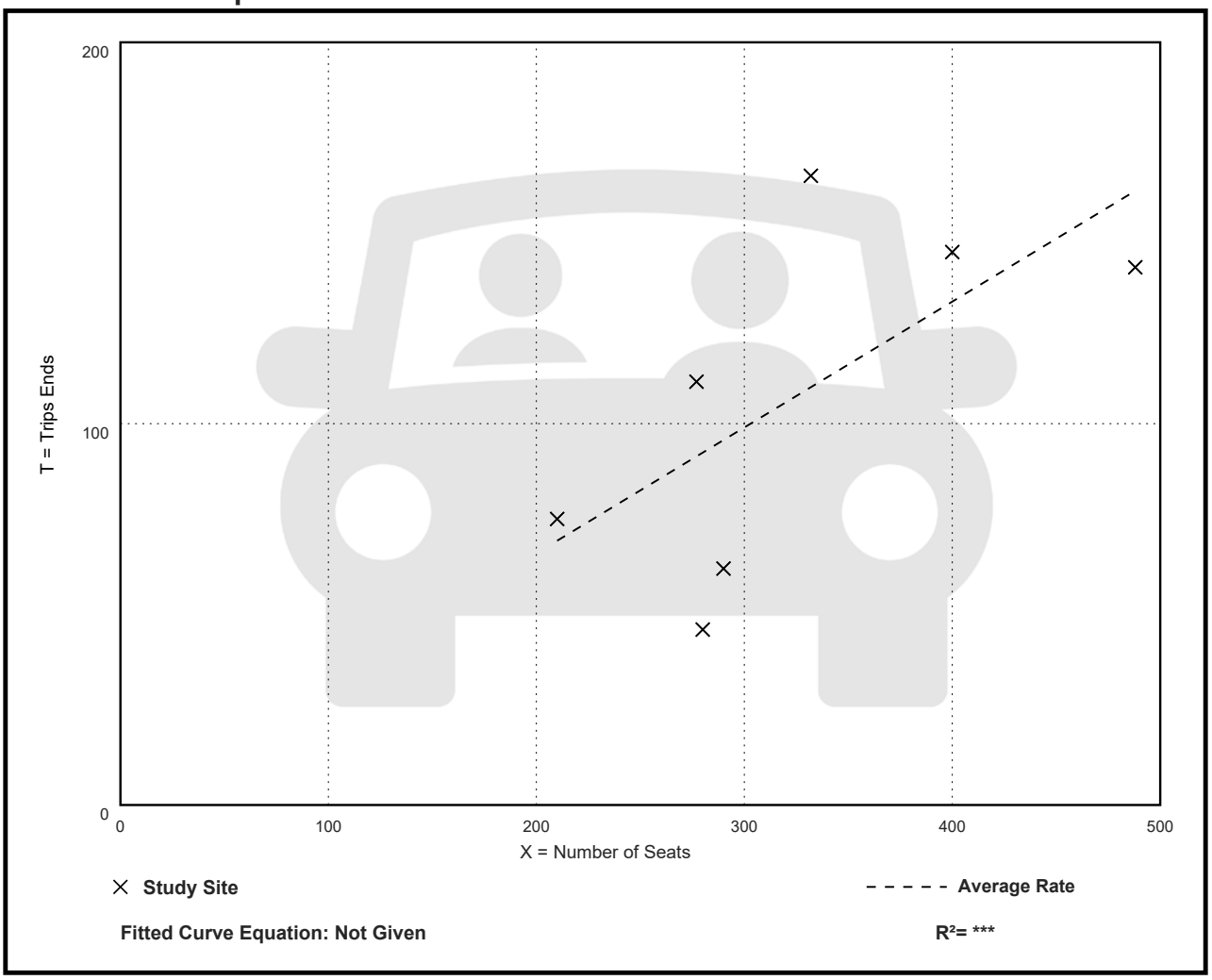
Vehicle Trip Ends vs: Seats
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. Num. of Seats: 325
Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.33	0.16 - 0.50	0.11

Data Plot and Equation



Fine Dining Restaurant
(931)

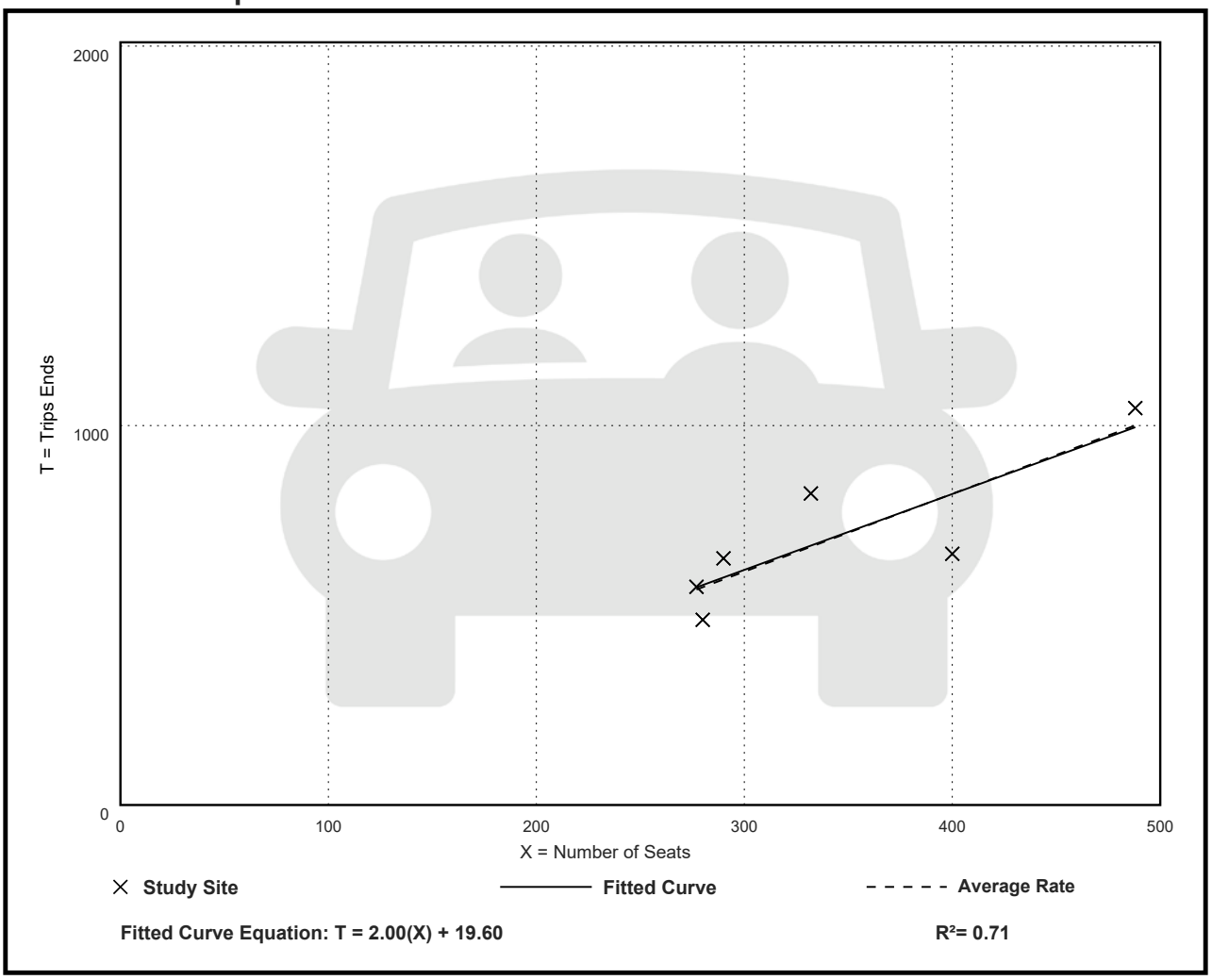
Vehicle Trip Ends vs: Seats
On a: Sunday

Setting/Location: General Urban/Suburban
Number of Studies: 6
Avg. Num. of Seats: 345
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
2.05	1.66 - 2.47	0.31

Data Plot and Equation



Fine Dining Restaurant
(931)

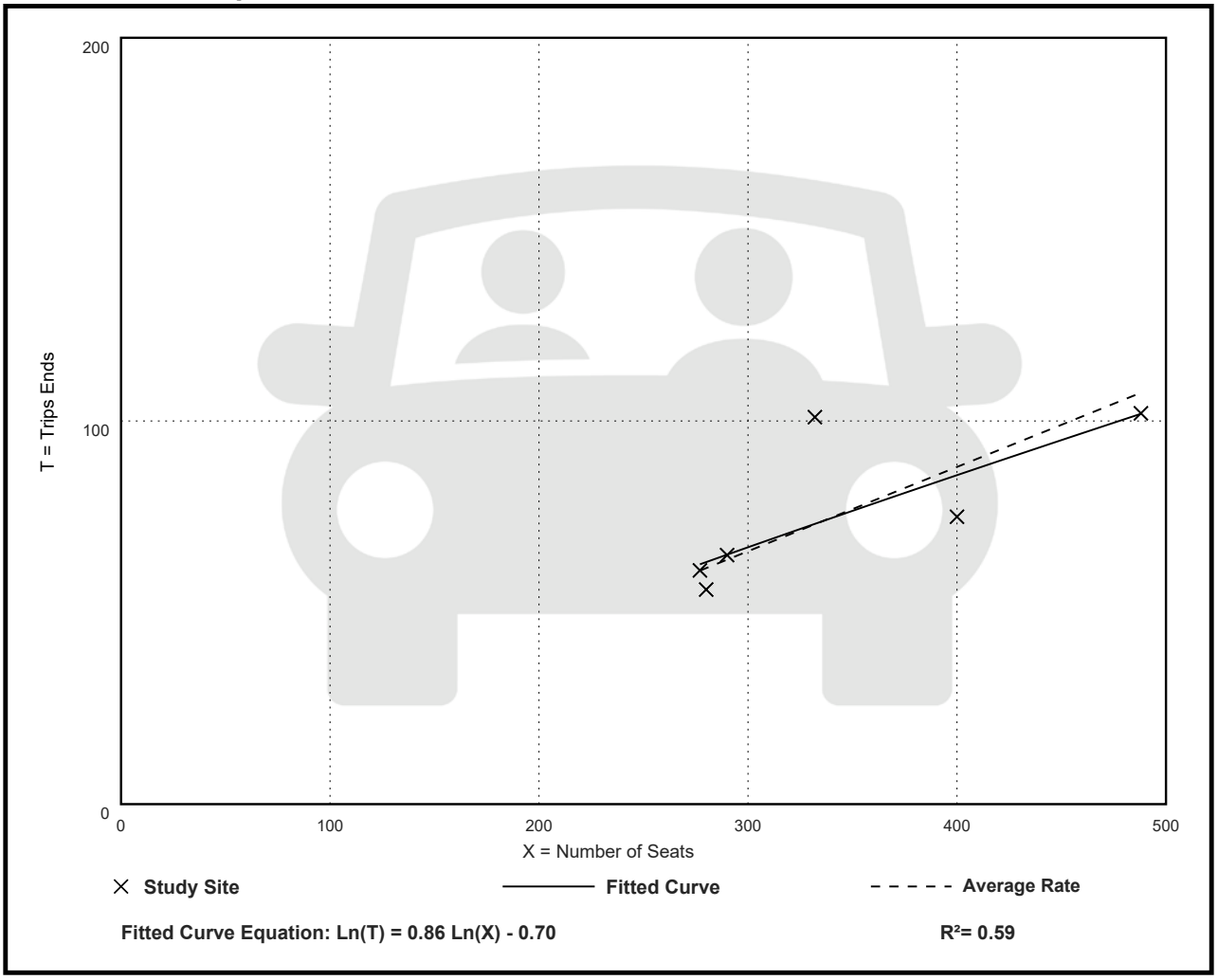
Vehicle Trip Ends vs: Seats
On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 6
Avg. Num. of Seats: 345
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.22	0.19 - 0.30	0.04

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.86 Ln(X) - 0.70

R^2= 0.59

Land Use: 931 Fine Dining Restaurant

Description

A fine dining restaurant is a full-service eating establishment with a typical duration of stay of at least 1 hour. A fine dining restaurant generally does not serve breakfast; some do not serve lunch; all serve dinner. This type of restaurant often requests and sometimes requires a reservation and is generally not part of a chain. A patron commonly waits to be seated, is served by wait staff, orders from a menu and pays after the meal. Some of the study sites have lounge or bar facilities (serving alcoholic beverages), but meal service is the primary draw to the restaurant.

Time-of-Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand for three study sites in a general urban/suburban setting on a Monday-through-Thursday, a Friday, a Saturday, and a Sunday.

Hour Beginning	Percent of Peak Parking Demand			
	Monday through Thursday	Friday	Saturday	Sunday
12:00–4:00 a.m.	–	–	–	–
5:00 a.m.	–	–	–	–
6:00 a.m.	–	–	–	–
7:00 a.m.	–	–	–	–
8:00 a.m.	–	–	–	–
9:00 a.m.	–	–	–	–
10:00 a.m.	–	–	–	–
11:00 a.m.	17	13	20	21
12:00 p.m.	39	38	40	47
1:00 p.m.	53	43	62	69
2:00 p.m.	47	39	69	75
3:00 p.m.	35	32	49	76
4:00 p.m.	41	33	66	74
5:00 p.m.	50	41	79	69
6:00 p.m.	70	78	85	88
7:00 p.m.	94	95	99	100
8:00 p.m.	100	100	99	88
9:00 p.m.	87	88	100	71
10:00 p.m.	57	64	88	35
11:00 p.m.	–	–	–	–

Additional Data

If the restaurant has outdoor seating, its area is not included in the overall gross floor area. For a restaurant that has significant outdoor seating, the number of seats may have a more direct relationship to site-generated parking demand than GFA.

The average parking supply ratio for the seven study sites in a general urban/suburban setting and with parking supply information is 22 spaces per 1,000 square feet GFA. The average peak parking occupancy at these sites is 78 percent. The average parking supply ratio for the five study sites in a dense multi-use urban setting and with parking supply information is 12 spaces per 1,000 square feet GFA. The average peak parking occupancy at these sites is 100 percent.

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in California, Illinois, Indiana, Maine, New Jersey, Oregon, and Pennsylvania.

Source Numbers

168, 274, 418, 431, 531, 606, 619

Fine Dining Restaurant
(931)

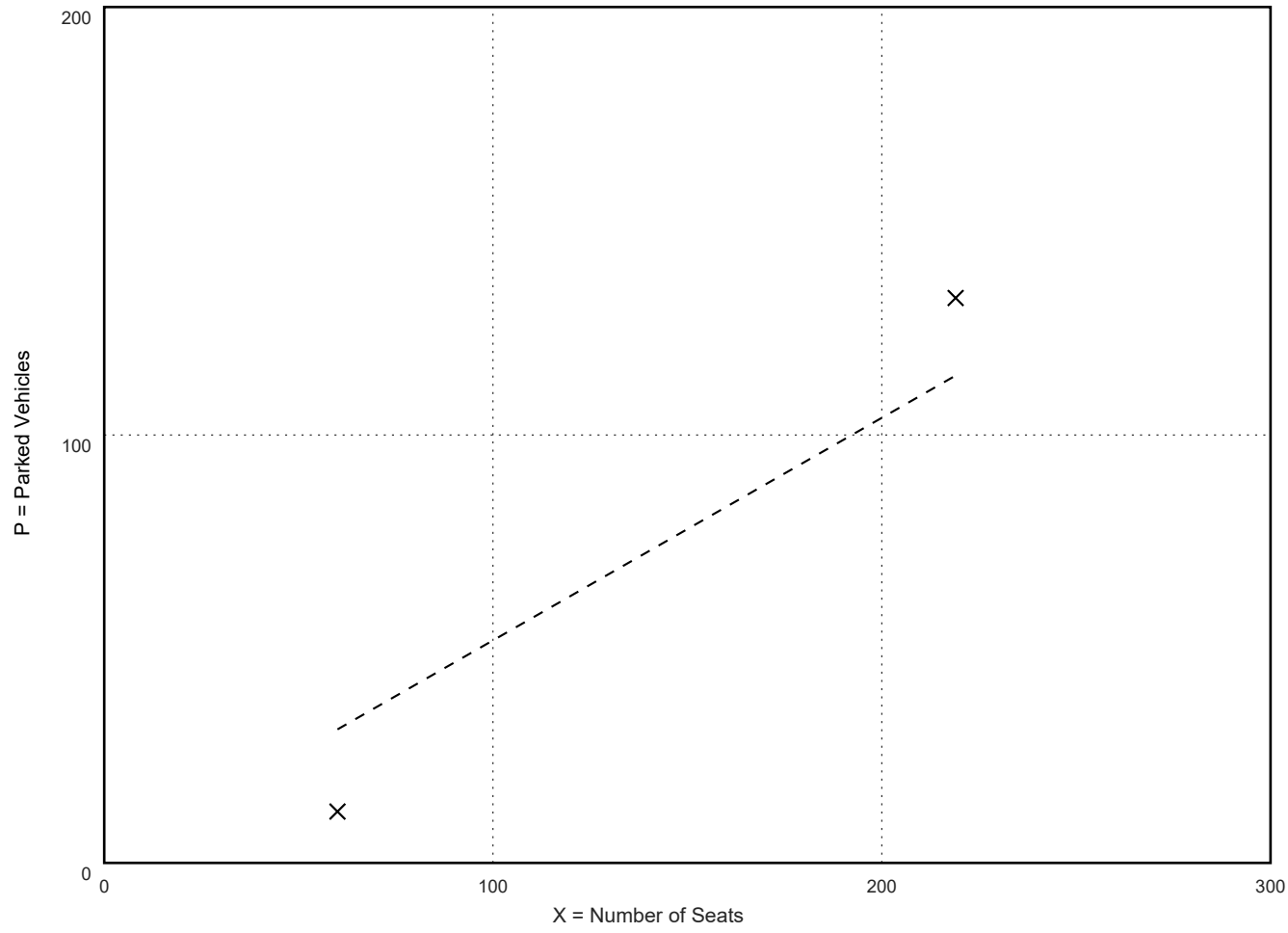
Peak Period Parking Demand vs: **Seats**
On a: **Weekday (Monday - Thursday)**
Setting/Location: **General Urban/Suburban**
Number of Studies: 2
Avg. Num. of Seats: 140

Peak Period Parking Demand per Seat

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.52	0.20 - 0.60	*** / ***	***	*** (***)

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: ***

R^2= ***

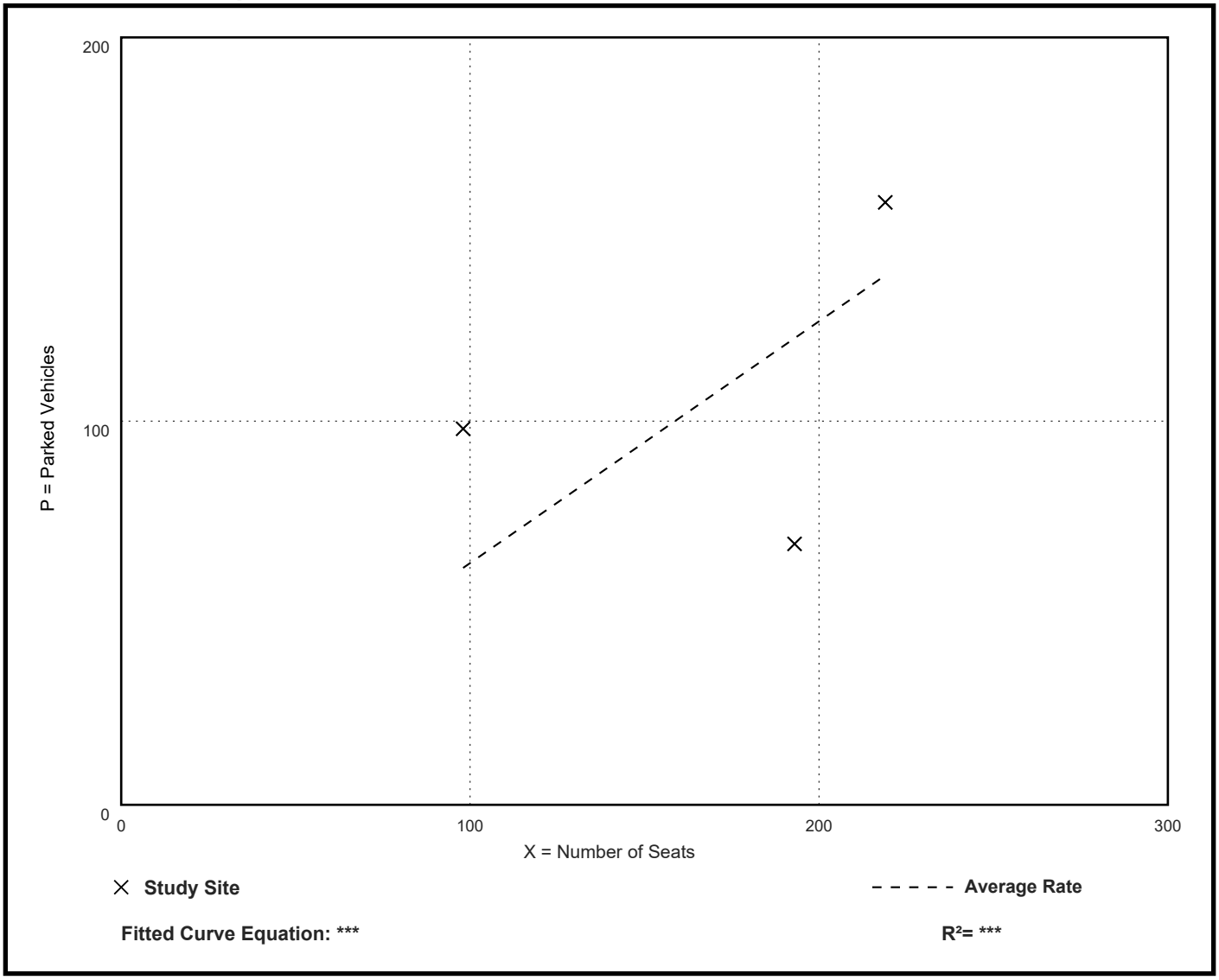
Fine Dining Restaurant
(931)

Peak Period Parking Demand vs: Seats
On a: Friday
Setting/Location: General Urban/Suburban
Number of Studies: 3
Avg. Num. of Seats: 170

Peak Period Parking Demand per Seat

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.63	0.35 - 1.00	0.47 / 1.00	***	0.30 (48%)

Data Plot and Equation



Fitted Curve Equation: ***

R^2= ***

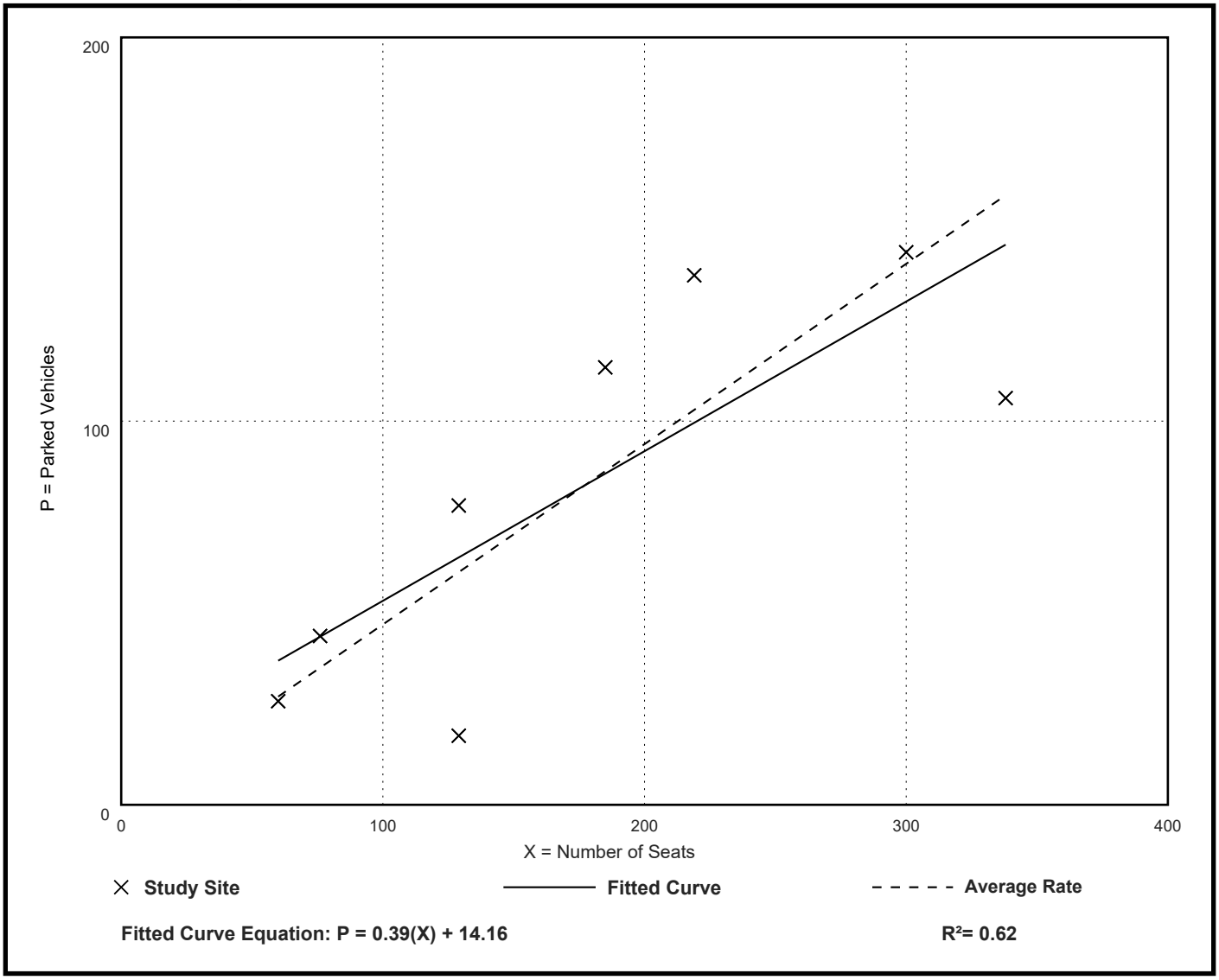
Fine Dining Restaurant
(931)

Peak Period Parking Demand vs: Seats
On a: Saturday
Setting/Location: General Urban/Suburban
Number of Studies: 8
Avg. Num. of Seats: 180

Peak Period Parking Demand per Seat

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.47	0.14 - 0.63	0.45 / 0.63	***	0.17 (36%)

Data Plot and Equation



Fitted Curve Equation: P = 0.39(X) + 14.16

R^2= 0.62

Fine Dining Restaurant
(931)

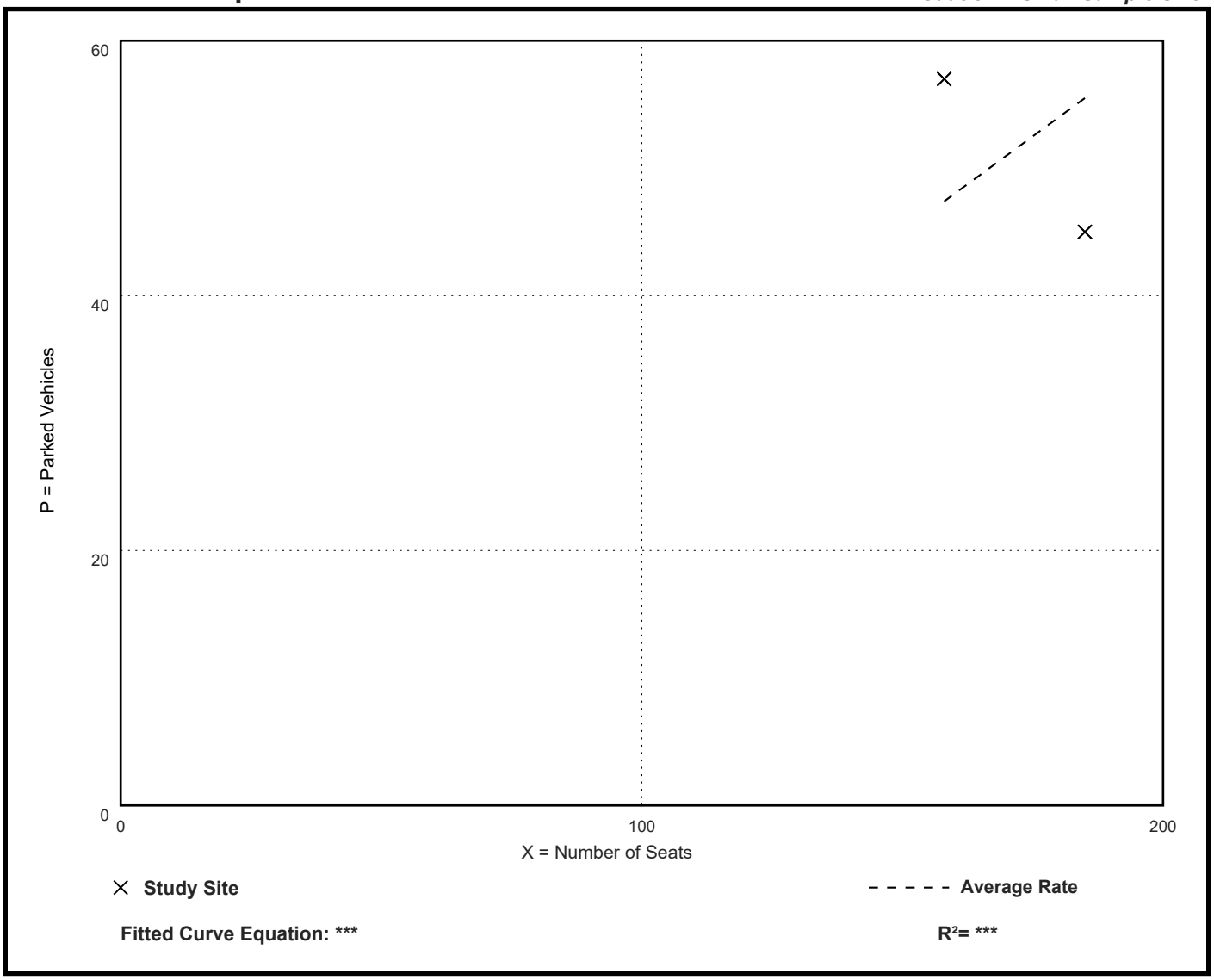
Peak Period Parking Demand vs: Seats
On a: Friday
Setting/Location: Dense Multi-Use Urban
Number of Studies: 2
Avg. Num. of Seats: 172

Peak Period Parking Demand per Seat

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.30	0.24 - 0.36	*** / ***	***	*** (***)

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: ***

R^2= ***

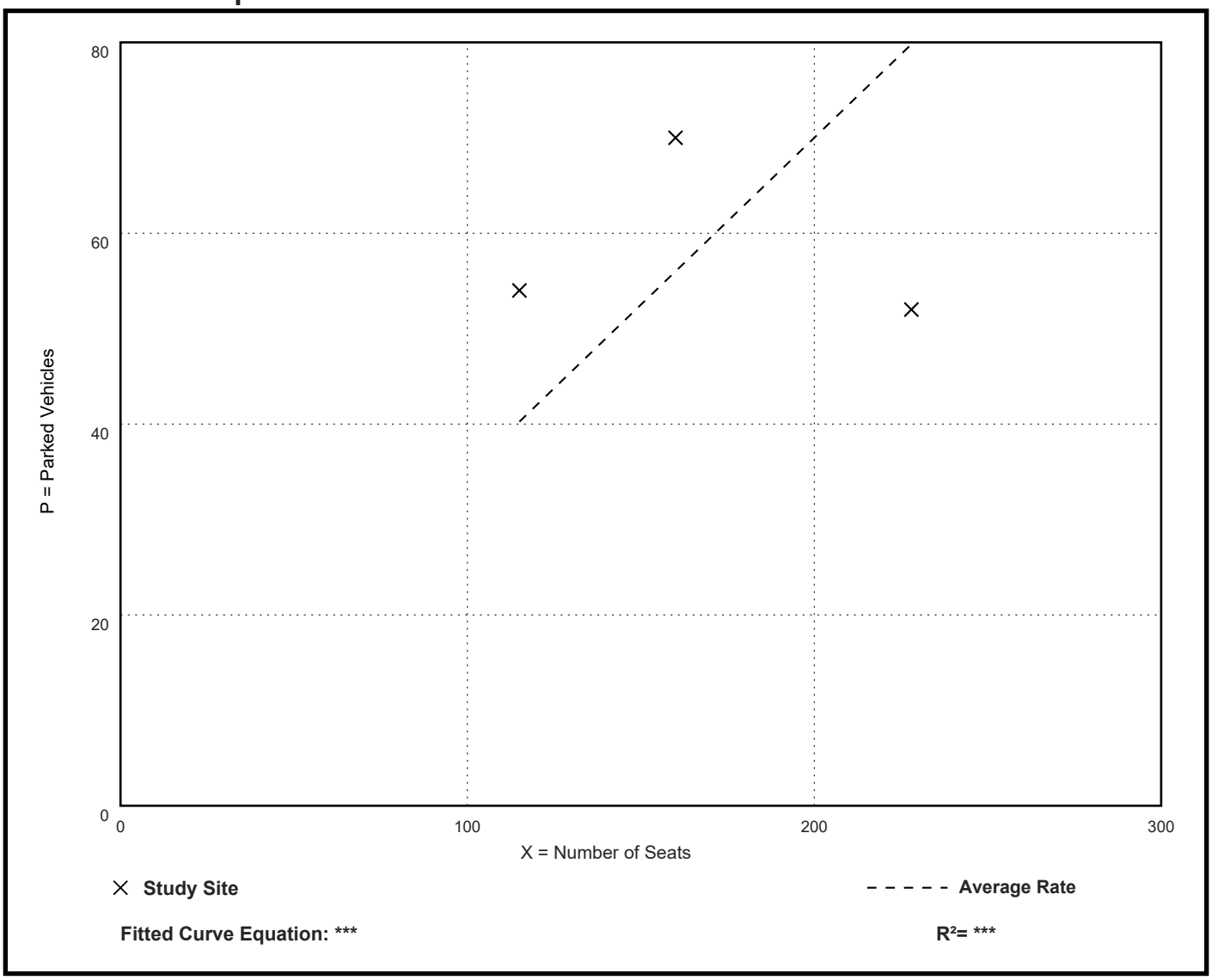
Fine Dining Restaurant
(931)

Peak Period Parking Demand vs: Seats
On a: Saturday
Setting/Location: Dense Multi-Use Urban
Number of Studies: 3
Avg. Num. of Seats: 168

Peak Period Parking Demand per Seat

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.35	0.23 - 0.47	0.30 / 0.47	***	0.14 (40%)

Data Plot and Equation



Fitted Curve Equation: *

R^2= *

APPENDIX D

Turning Movement Counts- January 2025 (Weekday and Weekend)

72-Hour Bidirectional Counts- January 2025 (Weekday and Weekend)

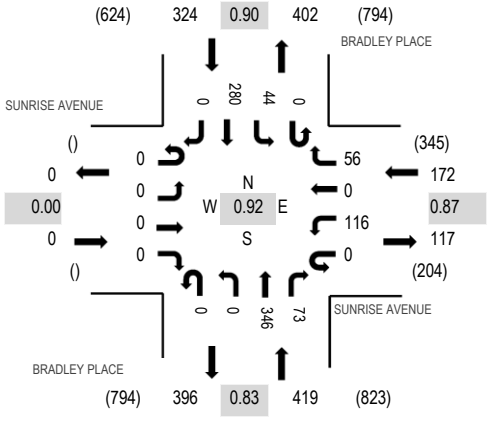
FDOT Peak Season Factor Category Report (2023)

Volume Development Sheets

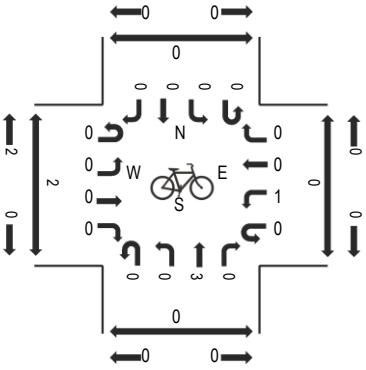
(303) 216-2439
www.alltrafficdata.net

Location: 1 BRADLEY PLACE & SUNRISE AVENUE AM
Date: Thursday, January 9, 2025
Peak Hour: 09:30 AM - 10:30 AM
Peak 15-Minutes: 09:30 AM - 09:45 AM

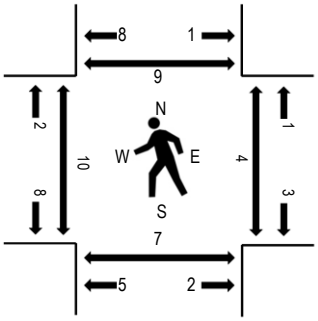
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE AVENUE Eastbound				SUNRISE AVENUE Westbound				BRADLEY PLACE Northbound				BRADLEY PLACE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
9:00 AM	0	0	0	0	0	26	0	11	0	0	119	13	0	4	65	0	238	903	4	9	2	2
9:15 AM	0	0	0	0	0	20	0	12	0	0	78	14	0	4	66	0	194	901	2	1	1	3
9:30 AM	0	0	0	0	0	34	0	16	0	0	105	14	0	14	66	0	249	915	1	0	1	1
9:45 AM	0	0	0	0	0	23	0	12	0	0	78	19	0	10	80	0	222	901	6	3	1	5
10:00 AM	0	0	0	0	0	25	0	17	0	0	98	20	0	11	65	0	236	889	2	0	3	1
10:15 AM	0	0	0	0	0	34	0	11	0	0	65	20	0	9	69	0	208		1	1	2	2
10:30 AM	0	0	0	0	0	42	0	13	0	0	85	19	0	10	66	0	235		2	5	0	3
10:45 AM	0	0	0	0	0	35	0	14	0	0	60	16	0	7	78	0	210		1	5	1	3

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	3
Lights	0	0	0	0	0	116	0	55	0	0	335	71	0	44	272	0	893
Mediums	0	0	0	0	0	0	0	1	0	0	10	1	0	0	7	0	19
Total	0	0	0	0	0	116	0	56	0	0	346	73	0	44	280	0	915

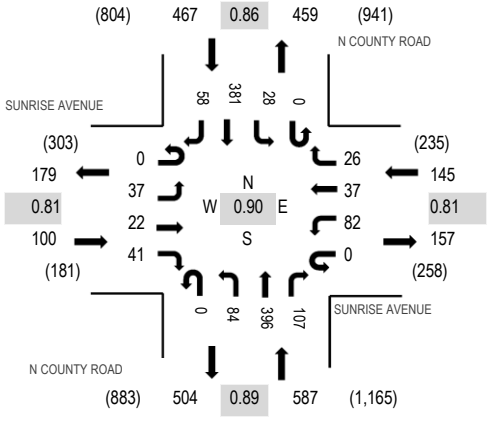
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.6%				3.1%				2.5%			2.4%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%	0.0%	0.0%	3.2%	2.7%	0.0%	0.0%	2.9%	0.0%	2.4%
Peak Hour Factor		0.00				0.87				0.83				0.90			0.92
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.81	0.00	0.84	0.00	0.00	0.80	0.98	0.00	0.79	0.88	0.00	0.92

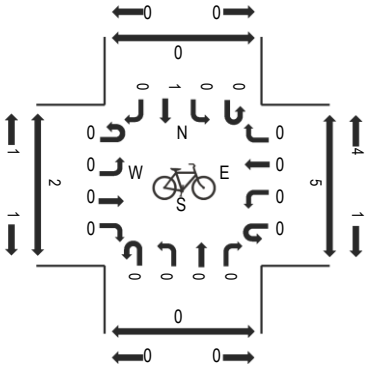
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 N COUNTY ROAD & SUNRISE AVENUE AM
Date: Thursday, January 9, 2025
Peak Hour: 11:00 AM - 12:00 PM
Peak 15-Minutes: 11:30 AM - 11:45 AM

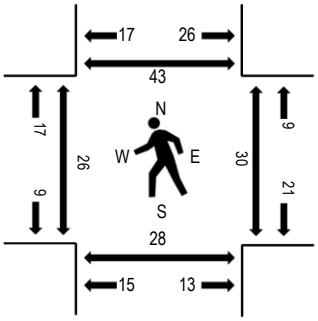
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE AVENUE Eastbound				SUNRISE AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
9:00 AM	0	17	3	9	0	12	6	5	0	16	127	24	0	3	73	9	304	1,086	4	9	0	11
9:15 AM	0	5	6	6	0	8	7	2	0	11	110	19	0	0	65	8	247	1,082	3	6	3	4
9:30 AM	0	1	2	7	0	14	8	3	0	20	121	20	0	1	65	15	277	1,138	3	3	3	4
9:45 AM	0	7	5	13	0	19	2	4	0	14	80	16	0	2	88	8	258	1,222	5	2	2	4
11:00 AM	0	5	4	12	0	10	9	3	0	21	106	19	0	5	95	11	300	1,299	6	9	5	15
11:15 AM	0	8	4	11	0	26	13	6	0	21	72	27	0	4	94	17	303		8	4	10	9
11:30 AM	0	9	4	12	0	26	13	4	0	17	107	33	0	13	108	15	361		4	4	8	7
11:45 AM	0	15	10	6	0	20	2	13	0	25	111	28	0	6	84	15	335		8	13	5	12

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	2	0	0	2	0	5
Lights	0	37	22	41	0	80	36	24	0	80	374	102	0	27	360	57	1,240
Mediums	0	0	0	0	0	2	1	2	0	4	21	3	0	1	19	1	54
Total	0	37	22	41	0	82	37	26	0	84	396	107	0	28	381	58	1,299

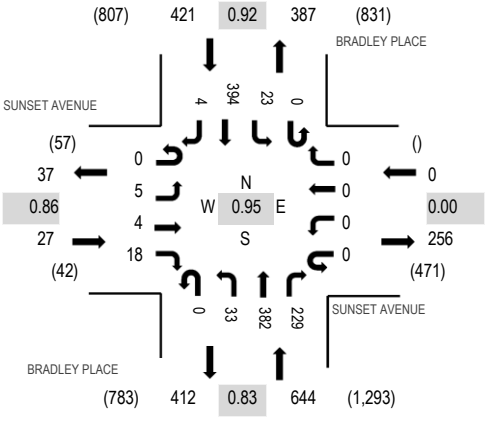
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				3.4%				5.3%				4.9%			4.5%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	2.4%	2.7%	7.7%	0.0%	4.8%	5.6%	4.7%	0.0%	3.6%	5.5%	1.7%	4.5%
Peak Hour Factor		0.81				0.81				0.89				0.86			0.90
Peak Hour Factor	0.00	0.62	0.55	0.92	0.00	0.79	0.71	0.50	0.00	0.84	0.86	0.81	0.00	0.54	1.09	0.85	0.90

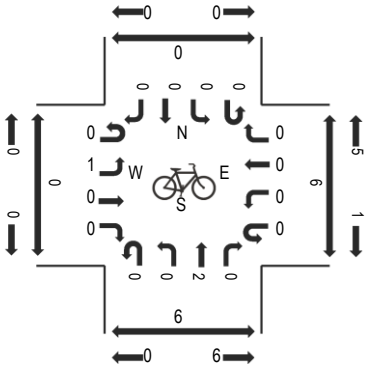
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 BRADLEY PLACE & SUNSET AVENUE AM
Date: Thursday, January 9, 2025
Peak Hour: 10:00 AM - 11:00 AM
Peak 15-Minutes: 10:00 AM - 10:15 AM

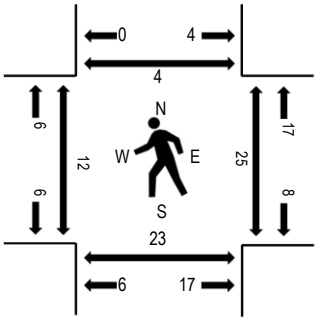
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNSET AVENUE Eastbound				SUNSET AVENUE Westbound				BRADLEY PLACE Northbound				BRADLEY PLACE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
9:00 AM	0	0	1	2	0	0	0	0	1	6	133	56	0	4	89	2	294	1,050	7	0	4	7
9:15 AM	0	0	1	2	0	0	0	0	0	4	94	36	0	4	79	0	220	1,044	2	3	2	4
9:30 AM	0	0	0	0	0	0	0	0	0	5	116	42	0	8	93	1	265	1,076	2	4	1	2
9:45 AM	0	1	3	5	0	0	0	0	0	2	100	54	0	6	100	0	271	1,089	3	8	9	2
10:00 AM	0	0	0	8	0	0	0	0	0	8	118	58	0	7	88	1	288	1,092	0	3	3	2
10:15 AM	0	1	2	4	0	0	0	0	0	4	88	50	0	3	99	1	252		4	9	9	0
10:30 AM	0	3	1	3	0	0	0	0	0	8	96	59	0	3	105	0	278		5	3	8	2
10:45 AM	0	1	1	3	0	0	0	0	0	13	80	62	0	10	102	2	274		3	10	3	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	4	4	18	0	0	0	0	0	33	372	223	0	21	387	4	1,066
Mediums	0	1	0	0	0	0	0	0	0	0	10	6	0	2	7	0	26
Total	0	5	4	18	0	0	0	0	0	33	382	229	0	23	394	4	1,092

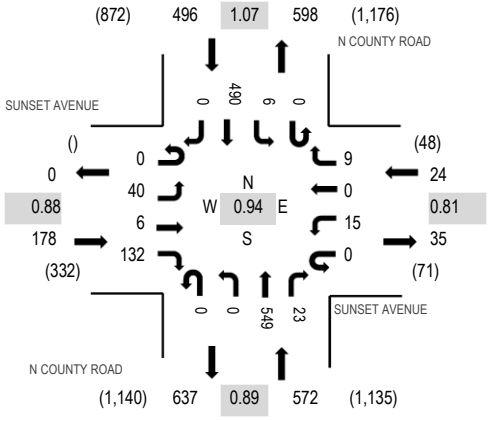
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		3.7%				0.0%				2.5%				2.1%			2.4%
Heavy Vehicle %	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%	2.6%	0.0%	8.7%	1.8%	0.0%	2.4%
Peak Hour Factor		0.86				0.00				0.83				0.92			0.95
Peak Hour Factor	0.00	0.42	0.50	0.63	0.00	0.00	0.00	0.00	0.25	0.63	0.83	0.92	0.00	0.78	0.94	0.50	0.95

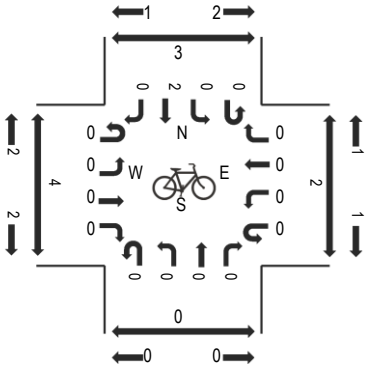
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 N COUNTY ROAD & SUNSET AVENUE AM
Date: Thursday, January 9, 2025
Peak Hour: 11:00 AM - 12:00 PM
Peak 15-Minutes: 11:30 AM - 11:45 AM

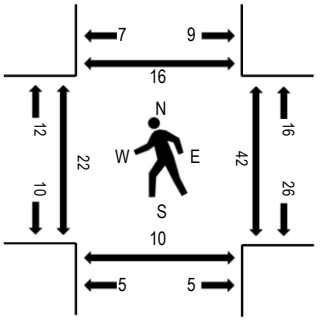
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNSET AVENUE Eastbound				SUNSET AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
9:00 AM	0	8	6	34	0	3	0	3	0	0	155	4	0	1	91	0	305	1,117	6	3	3	3
9:15 AM	0	4	1	18	0	2	0	1	0	0	143	6	0	1	81	0	257	1,122	2	6	2	0
9:30 AM	0	4	1	27	0	4	0	3	0	0	143	7	0	0	83	0	272	1,167	7	4	5	2
9:45 AM	0	14	1	36	0	6	0	2	0	0	98	7	0	1	118	0	283	1,231	7	5	1	1
11:00 AM	0	9	1	34	0	2	0	0	0	0	139	5	0	0	120	0	310	1,270	6	9	4	4
11:15 AM	0	6	2	30	0	4	0	4	0	0	118	6	0	3	129	0	302		5	12	0	3
11:30 AM	0	10	2	35	0	4	0	4	0	0	136	7	0	3	135	0	336		5	8	2	7
11:45 AM	0	15	1	33	0	5	0	1	0	0	156	5	0	0	106	0	322		6	13	4	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	1	0	0	0	0	3	1	0	0	2	0	8
Lights	0	37	4	125	0	13	0	9	0	0	521	22	0	6	467	0	1,204
Mediums	0	3	2	6	0	1	0	0	0	0	25	0	0	0	21	0	58
Total	0	40	6	132	0	15	0	9	0	0	549	23	0	6	490	0	1,270

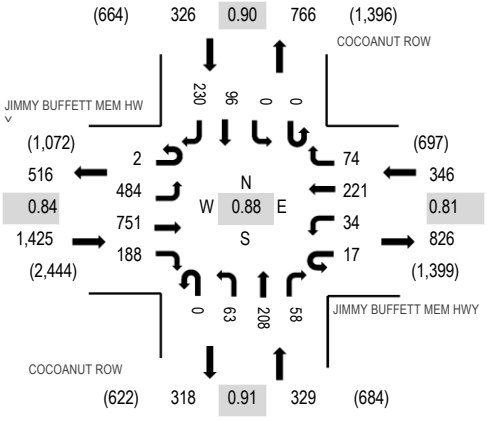
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		6.7%				8.3%				5.1%				4.6%			5.2%
Heavy Vehicle %	0.0%	7.5%	33.3%	5.3%	0.0%	13.3%	0.0%	0.0%	0.0%	0.0%	5.1%	4.3%	0.0%	0.0%	4.7%	0.0%	5.2%
Peak Hour Factor		0.88				0.81				0.89				1.07			0.94
Peak Hour Factor	0.00	0.67	0.38	0.94	0.00	0.67	0.00	1.25	0.00	0.00	0.88	0.89	0.00	1.75	1.06	0.00	0.94

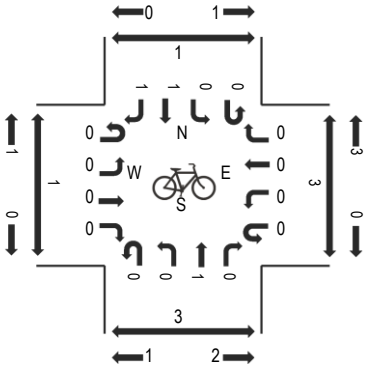
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 COCOANUT ROW & JIMMY BUFFETT MEM HWY AM
Date: Thursday, January 9, 2025
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

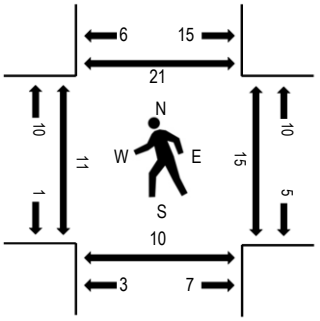
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	JIMMY BUFFETT MEM HWY Eastbound				JIMMY BUFFETT MEM HWY Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
8:00 AM	2	109	135	32	4	6	53	7	0	16	51	11	0	0	18	59	503	2,279	5	9	8	4
8:15 AM	0	81	125	39	3	10	32	9	0	10	62	16	0	0	16	53	456	2,362	3	4	5	1
8:30 AM	0	140	233	44	8	8	54	20	0	11	43	5	0	0	20	46	632	2,426	1	6	1	5
8:45 AM	1	142	221	58	5	9	49	30	0	20	55	15	0	0	23	60	688	2,313	5	3	1	9
9:00 AM	0	124	154	37	2	7	61	15	0	16	59	15	0	0	29	67	586	2,210	2	5	2	2
9:15 AM	1	78	143	49	2	10	57	9	0	16	51	23	0	0	24	57	520		3	1	6	5
9:30 AM	1	81	99	40	8	15	66	17	0	17	57	29	0	0	19	70	519		3	8	6	1
9:45 AM	1	96	122	56	3	18	86	14	0	22	46	18	0	0	35	68	585		5	6	7	5

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	3	0	0	0	2	0	0	2	1	0	0	0	0	0	9
Lights	2	464	718	183	12	29	208	70	0	59	197	45	0	0	90	225	2,302
Mediums	0	19	30	5	5	5	11	4	0	2	10	13	0	0	6	5	115
Total	2	484	751	188	17	34	221	74	0	63	208	58	0	0	96	230	2,426

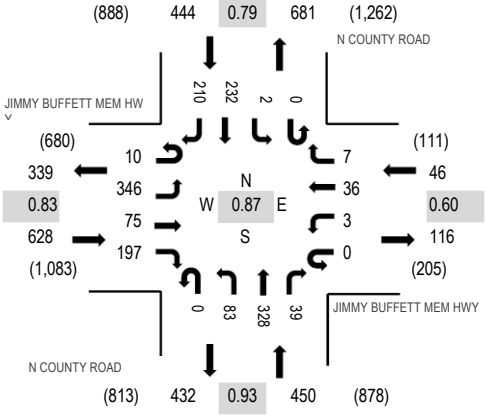
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		4.1%				7.8%				8.5%				3.4%			5.1%
Heavy Vehicle %	0.0%	4.1%	4.4%	2.7%	29.4%	14.7%	5.9%	5.4%	0.0%	6.3%	5.3%	22.4%	0.0%	0.0%	6.3%	2.2%	5.1%
Peak Hour Factor		0.84				0.81				0.91				0.90			0.88
Peak Hour Factor	0.38	0.86	0.81	0.81	0.63	0.69	0.78	0.62	0.00	0.81	0.94	0.73	0.00	0.00	0.76	0.94	0.88

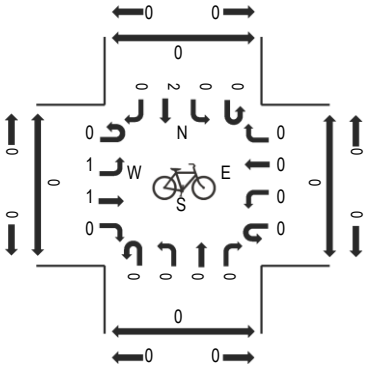
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 N COUNTY ROAD & JIMMY BUFFETT MEM HWY AM
Date: Thursday, January 9, 2025
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

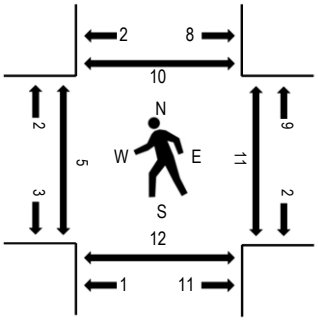
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	JIMMY BUFFETT MEM HWY Eastbound				JIMMY BUFFETT MEM HWY Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
8:00 AM	6	88	12	32	0	4	8	1	0	11	101	16	0	0	51	33	363	1,495	1	0	12	0
8:15 AM	0	59	12	31	0	1	9	2	0	14	88	4	0	0	55	40	315	1,535	2	5	3	1
8:30 AM	0	108	19	50	0	1	12	4	0	16	62	4	0	1	44	46	367	1,568	0	2	4	2
8:45 AM	4	104	24	57	0	0	9	2	0	18	100	9	0	1	63	59	450	1,560	2	3	4	1
9:00 AM	4	65	17	54	0	0	7	1	0	21	95	14	0	0	62	63	403	1,465	2	4	1	4
9:15 AM	2	69	15	36	0	2	8	0	0	28	71	12	0	0	63	42	348		1	2	3	3
9:30 AM	3	66	13	32	0	4	15	5	0	37	69	7	0	1	61	46	359		4	2	10	6
9:45 AM	4	48	17	32	0	0	14	2	0	22	52	7	0	0	78	79	355		4	0	0	5

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5
Lights	10	330	64	185	0	3	27	5	0	78	305	35	0	2	223	198	1,465
Mediums	0	13	11	12	0	0	9	2	0	5	23	4	0	0	9	10	98
Total	10	346	75	197	0	3	36	7	0	83	328	39	0	2	232	210	1,568

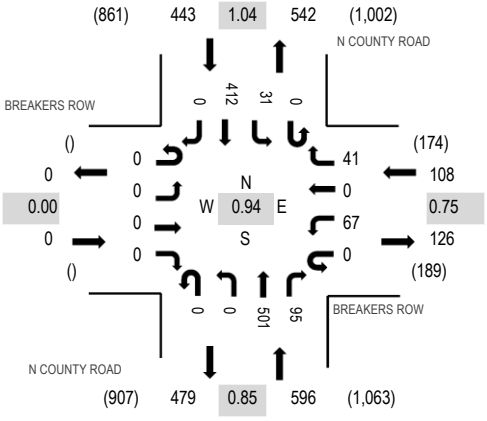
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		6.2%				23.9%				7.1%				4.7%			6.6%
Heavy Vehicle %	0.0%	4.6%	14.7%	6.1%	0.0%	0.0%	25.0%	28.6%	0.0%	6.0%	7.0%	10.3%	0.0%	0.0%	3.9%	5.7%	6.6%
Peak Hour Factor		0.83				0.60				0.93				0.79			0.87
Peak Hour Factor	0.81	0.83	0.78	0.86	0.00	0.38	0.73	0.56	0.00	0.73	0.87	0.75	0.00	0.50	0.85	0.73	0.87

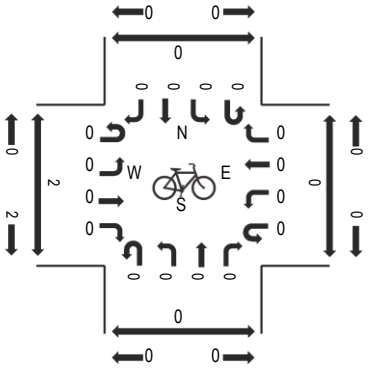
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 7 N COUNTY ROAD & BREAKERS ROW AM
Date: Thursday, January 9, 2025
Peak Hour: 11:00 AM - 12:00 PM
Peak 15-Minutes: 11:30 AM - 11:45 AM

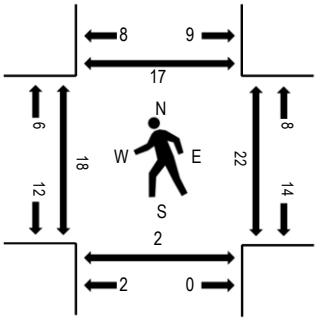
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BREAKERS ROW Eastbound				BREAKERS ROW Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
9:00 AM	0	0	0	0	0	7	0	6	0	0	123	5	0	5	116	0	262	951	3	2	2	2
9:15 AM	0	0	0	0	0	8	0	7	0	0	103	11	0	6	88	0	223	955	1	2	0	0
9:30 AM	0	0	0	0	0	9	0	6	0	0	114	11	0	7	88	0	235	1,008	2	5	2	3
9:45 AM	0	0	0	0	0	14	0	9	0	0	92	8	0	10	98	0	231	1,078	2	0	0	6
11:00 AM	0	0	0	0	0	17	0	10	0	0	116	19	0	9	95	0	266	1,147	9	4	2	2
11:15 AM	0	0	0	0	0	15	0	6	0	0	108	23	0	4	120	0	276		4	4	0	10
11:30 AM	0	0	0	0	0	22	0	14	0	0	128	27	0	9	105	0	305		3	5	0	2
11:45 AM	0	0	0	0	0	13	0	11	0	0	149	26	0	9	92	0	300		2	9	0	3

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	6
Lights	0	0	0	0	0	66	0	39	0	0	469	93	0	29	390	0	1,086
Mediums	0	0	0	0	0	1	0	2	0	0	29	2	0	2	19	0	55
Total	0	0	0	0	0	67	0	41	0	0	501	95	0	31	412	0	1,147

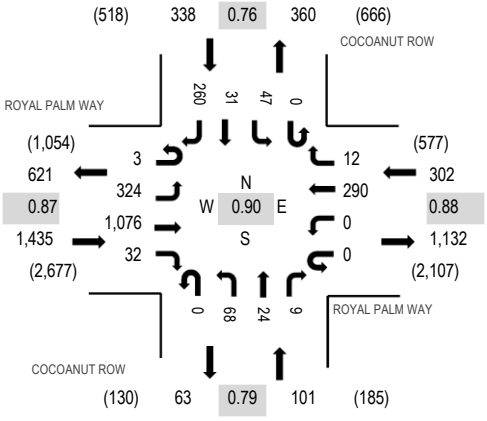
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				2.8%				5.7%				5.4%			5.3%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	1.5%	0.0%	4.9%	0.0%	0.0%	6.4%	2.1%	0.0%	6.5%	5.3%	0.0%	5.3%
Peak Hour Factor		0.00				0.75				0.85				1.04			0.94
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	1.21	0.00	0.73	0.00	0.00	0.84	0.88	0.00	0.80	1.07	0.00	0.94

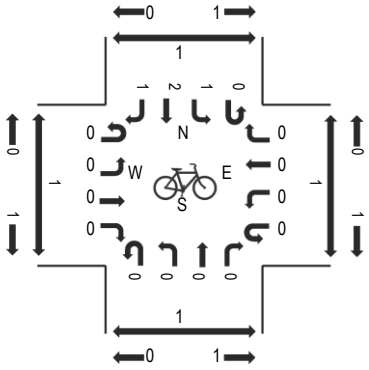
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 8 COCOANUT ROW & ROYAL PALM WAY AM
Date: Thursday, January 9, 2025
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

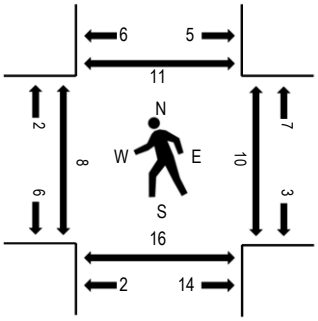
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ROYAL PALM WAY Eastbound				ROYAL PALM WAY Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	62	181	3	0	0	48	1	0	7	1	1	0	0	1	12	317	1,828	0	0	3	0
7:15 AM	2	60	269	6	0	0	55	1	0	11	5	1	0	6	7	40	463	2,105	0	0	4	6
7:30 AM	2	56	208	4	0	0	62	0	0	14	3	0	0	16	4	76	445	2,176	5	4	3	5
7:45 AM	0	66	308	7	0	0	73	1	0	22	10	2	0	12	13	89	603	2,124	2	1	4	1
8:00 AM	0	88	291	9	0	0	90	6	0	17	5	6	0	15	8	59	594	2,129	0	4	4	3
8:15 AM	1	114	269	12	0	0	65	5	0	15	6	1	0	4	6	36	534		1	1	5	2
8:30 AM	1	49	182	10	0	0	71	5	0	16	6	2	0	14	16	21	393		3	1	4	1
8:45 AM	0	103	303	11	0	0	91	3	0	22	10	2	0	14	13	36	608		1	3	7	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	3	0	0	0	0	1	0	0	0	0	0	0	0	1	0	5
Lights	3	309	1,016	30	0	0	274	12	0	67	22	9	0	46	30	258	2,076
Mediums	0	12	60	2	0	0	15	0	0	1	2	0	0	1	0	2	95
Total	3	324	1,076	32	0	0	290	12	0	68	24	9	0	47	31	260	2,176

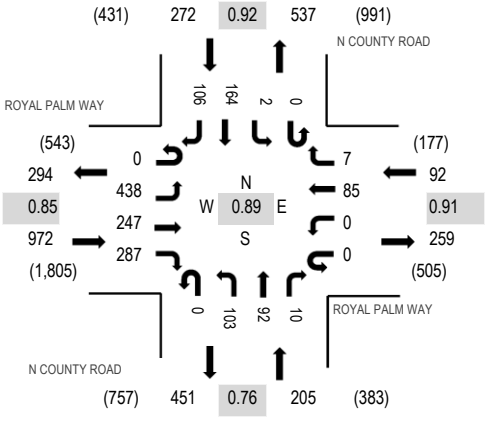
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		5.4%				5.3%				3.0%				1.2%			4.6%
Heavy Vehicle %	0.0%	4.6%	5.6%	6.3%	0.0%	0.0%	5.5%	0.0%	0.0%	1.5%	8.3%	0.0%	0.0%	2.1%	3.2%	0.8%	4.6%
Peak Hour Factor		0.87				0.88				0.79				0.76			0.90
Peak Hour Factor	0.50	0.78	0.87	0.88	0.00	0.00	0.87	0.79	0.00	0.80	0.68	0.46	0.00	0.77	0.67	0.74	0.90

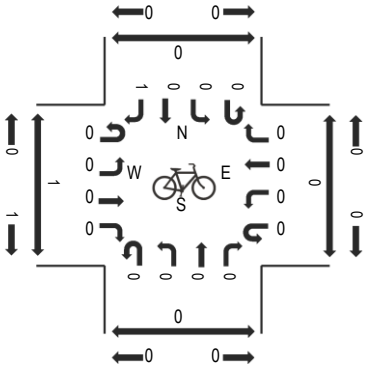
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 9 N COUNTY ROAD & ROYAL PALM WAY AM
Date: Thursday, January 9, 2025
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

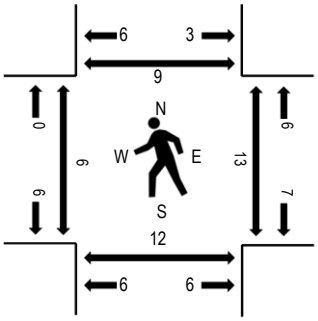
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ROYAL PALM WAY Eastbound				ROYAL PALM WAY Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	67	52	38	0	0	12	2	0	19	3	1	0	0	9	12	215	1,256	0	0	1	3
7:15 AM	0	131	64	53	0	0	20	2	0	22	14	0	0	0	11	14	331	1,464	2	2	4	3
7:30 AM	0	90	45	38	0	0	24	1	0	25	15	1	0	0	28	9	276	1,497	2	0	0	3
7:45 AM	0	146	68	79	0	0	23	3	0	24	21	2	0	0	44	24	434	1,541	1	2	3	2
8:00 AM	0	140	70	73	0	0	20	0	0	27	21	1	0	1	34	36	423	1,540	2	2	2	4
8:15 AM	0	96	51	73	0	0	25	2	0	25	21	4	0	0	45	22	364		2	5	3	2
8:30 AM	0	56	58	62	0	0	17	2	0	27	29	3	0	1	41	24	320		1	4	4	1
8:45 AM	0	97	80	78	0	0	23	1	0	44	31	3	0	0	51	25	433		1	1	3	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	410	240	268	0	0	81	7	0	97	88	10	0	2	156	100	1,459
Mediums	0	28	7	19	0	0	4	0	0	6	4	0	0	0	8	6	82
Total	0	438	247	287	0	0	85	7	0	103	92	10	0	2	164	106	1,541

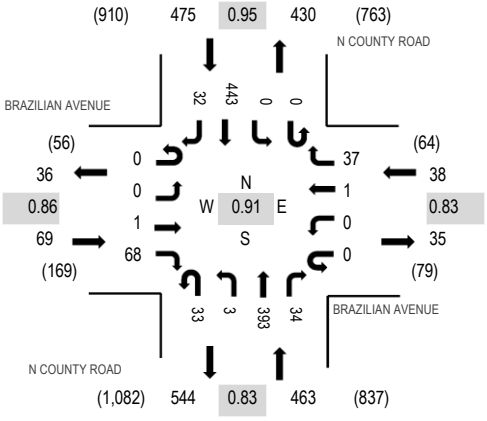
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		5.6%				4.3%				4.9%				5.1%			5.3%
Heavy Vehicle %	0.0%	6.4%	2.8%	6.6%	0.0%	0.0%	4.7%	0.0%	0.0%	5.8%	4.3%	0.0%	0.0%	0.0%	4.9%	5.7%	5.3%
Peak Hour Factor		0.85				0.91				0.76				0.92			0.89
Peak Hour Factor	0.00	0.87	0.81	0.91	0.00	0.00	0.92	0.67	0.00	0.70	0.82	0.69	0.00	0.50	0.84	0.74	0.89

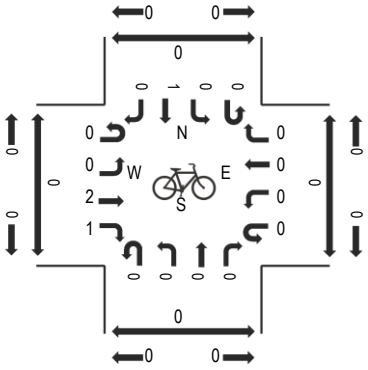
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 10 N COUNTY ROAD & BRAZILIAN AVENUE AM
Date: Thursday, January 9, 2025
Peak Hour: 10:00 AM - 11:00 AM
Peak 15-Minutes: 10:45 AM - 11:00 AM

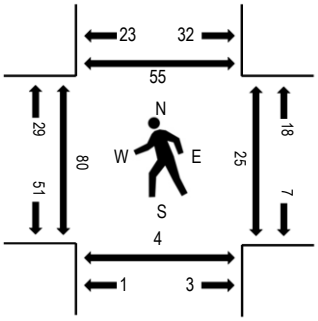
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BRAZILIAN AVENUE Eastbound				BRAZILIAN AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
9:00 AM	0	0	0	21	0	0	0	5	4	0	62	14	0	0	106	5	217	935	10	2	1	12
9:15 AM	0	0	0	29	0	0	0	3	4	0	68	11	0	0	110	5	230	954	8	3	0	6
9:30 AM	0	0	0	27	0	0	0	12	9	0	89	9	1	0	103	6	256	970	9	5	0	9
9:45 AM	0	0	0	23	0	0	0	6	8	0	86	10	1	0	94	4	232	991	15	3	1	10
10:00 AM	0	0	0	10	0	0	0	10	9	1	75	6	0	0	115	10	236	1,045	18	2	3	7
10:15 AM	0	0	0	23	0	0	0	12	7	1	81	11	0	0	104	7	246		11	7	1	8
10:30 AM	0	0	0	14	0	0	0	8	6	1	124	8	0	0	111	5	277		32	9	0	21
10:45 AM	0	0	1	21	0	0	1	7	11	0	113	9	0	0	113	10	286		19	7	0	19

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3
Lights	0	0	1	66	0	0	1	37	30	3	373	32	0	0	423	30	996
Mediums	0	0	0	2	0	0	0	0	3	0	20	2	0	0	18	1	46
Total	0	0	1	68	0	0	1	37	33	3	393	34	0	0	443	32	1,045

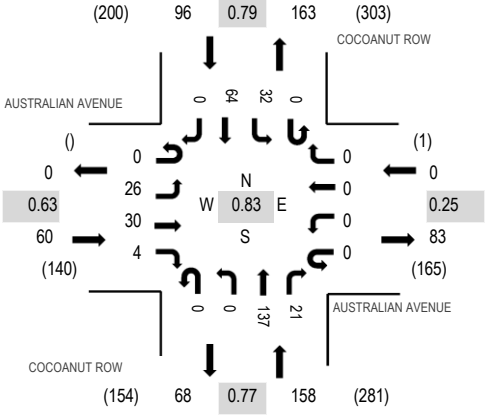
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		2.9%				0.0%				5.4%				4.6%			4.7%
Heavy Vehicle %	0.0%	0.0%	0.0%	2.9%	0.0%	0.0%	0.0%	0.0%	9.1%	0.0%	5.1%	5.9%	0.0%	0.0%	4.5%	6.3%	4.7%
Peak Hour Factor		0.86				0.83				0.83				0.95			0.91
Peak Hour Factor	0.00	0.00	0.25	0.86	0.00	0.00	0.25	0.83	0.75	0.75	0.79	0.79	0.50	0.00	0.96	0.80	0.91

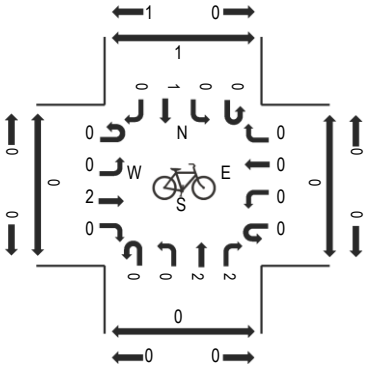
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 11 COCOANUT ROW & AUSTRALIAN AVENUE AM
Date: Thursday, January 9, 2025
Peak Hour: 11:00 AM - 12:00 PM
Peak 15-Minutes: 11:45 AM - 12:00 PM

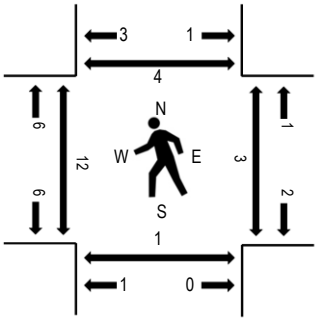
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	AUSTRALIAN AVENUE Eastbound				AUSTRALIAN AVENUE Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
10:00 AM	0	4	11	4	0	0	0	1	0	0	25	3	0	6	15	0	69	308	8	1	1	1
10:15 AM	0	13	15	4	0	0	0	0	0	0	25	3	1	7	13	0	81	309	3	2	2	3
10:30 AM	0	3	6	2	0	0	0	0	0	0	27	3	0	7	26	0	74	289	3	3	2	9
10:45 AM	0	9	8	1	0	0	0	0	0	0	32	5	0	8	21	0	84	303	2	0	0	2
11:00 AM	0	7	8	2	0	0	0	0	0	0	29	5	0	6	13	0	70	314	2	1	0	0
11:15 AM	0	6	6	0	0	0	0	0	0	0	28	3	0	4	14	0	61		7	0	1	3
11:30 AM	0	3	8	0	0	0	0	0	0	0	38	4	0	11	24	0	88		1	2	0	1
11:45 AM	0	10	8	2	0	0	0	0	0	0	42	9	0	11	13	0	95		2	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	25	29	4	0	0	0	0	0	0	136	19	0	31	59	0	303
Mediums	0	1	1	0	0	0	0	0	0	0	1	2	0	1	4	0	10
Total	0	26	30	4	0	0	0	0	0	0	137	21	0	32	64	0	314

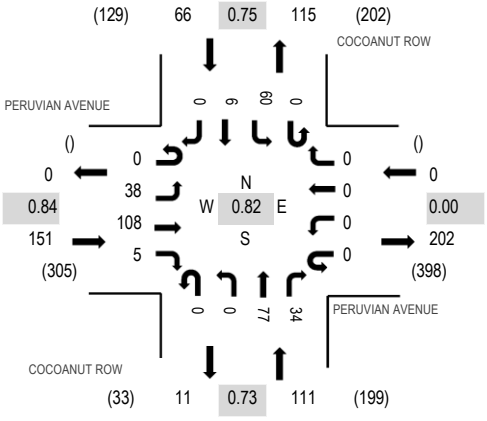
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		3.3%				0.0%				1.9%				6.3%			3.5%
Heavy Vehicle %	0.0%	3.8%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	9.5%	0.0%	3.1%	7.8%	0.0%	3.5%
Peak Hour Factor		0.63				0.25				0.77				0.79			0.83
Peak Hour Factor	0.00	0.62	0.67	0.69	0.00	0.00	0.00	0.25	0.00	0.00	0.82	0.58	0.25	0.73	0.72	0.00	0.83

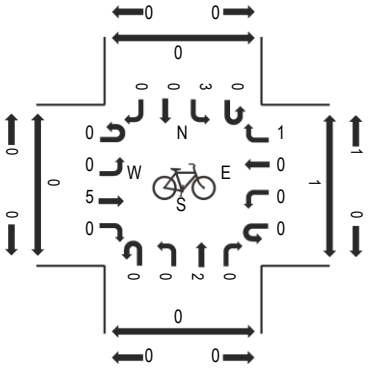
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 12 COCOANUT ROW & PERUVIAN AVENUE AM
Date: Thursday, January 9, 2025
Peak Hour: 11:00 AM - 12:00 PM
Peak 15-Minutes: 11:30 AM - 11:45 AM

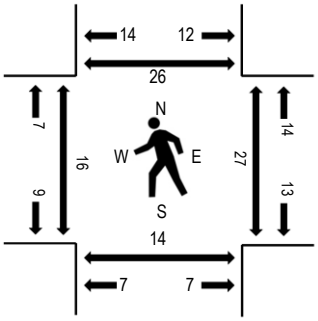
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PERUVIAN AVENUE Eastbound				PERUVIAN AVENUE Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
10:00 AM	0	8	37	1	0	0	0	0	0	0	13	6	0	12	3	0	80	305	5	3	10	5
10:15 AM	0	5	31	2	0	0	0	0	0	0	13	10	0	11	5	0	77	301	3	1	0	2
10:30 AM	0	6	24	1	0	0	0	0	0	0	16	5	0	11	7	0	70	283	4	3	4	0
10:45 AM	0	6	32	1	0	0	0	0	0	0	20	5	0	12	2	0	78	313	2	2	1	1
11:00 AM	0	8	24	1	0	0	0	0	0	0	22	6	0	15	0	0	76	328	2	7	1	3
11:15 AM	0	8	20	2	0	0	0	0	0	0	10	4	0	14	1	0	59		5	9	4	9
11:30 AM	0	13	25	2	0	0	0	0	0	0	25	13	0	18	4	0	100		5	6	6	2
11:45 AM	0	9	39	0	0	0	0	0	0	0	20	11	0	13	1	0	93		4	5	3	12

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Lights	0	37	105	5	0	0	0	0	0	0	75	33	0	55	6	0	316
Mediums	0	1	3	0	0	0	0	0	0	0	2	1	0	4	0	0	11
Total	0	38	108	5	0	0	0	0	0	0	77	34	0	60	6	0	328

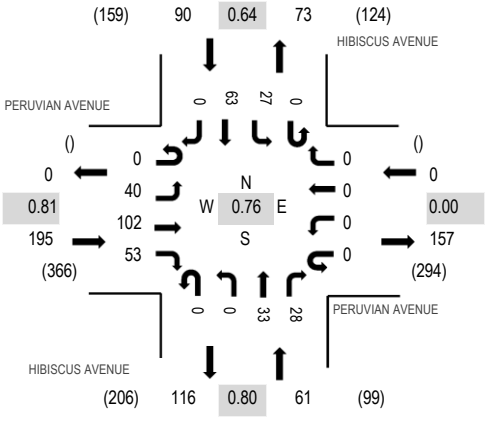
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		2.6%				0.0%				2.7%				7.6%			3.7%
Heavy Vehicle %	0.0%	2.6%	2.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%	2.9%	0.0%	8.3%	0.0%	0.0%	3.7%
Peak Hour Factor		0.84				0.00				0.73				0.75			0.82
Peak Hour Factor	0.00	0.73	0.84	0.75	0.00	0.00	0.00	0.00	0.00	0.00	0.77	0.65	0.00	0.83	0.61	0.00	0.82

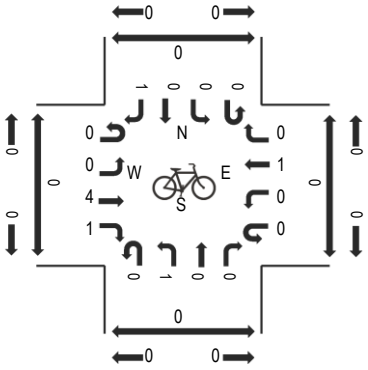
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 13 HIBISCUS AVENUE & PERUVIAN AVENUE AM
Date: Thursday, January 9, 2025
Peak Hour: 11:00 AM - 12:00 PM
Peak 15-Minutes: 11:45 AM - 12:00 PM

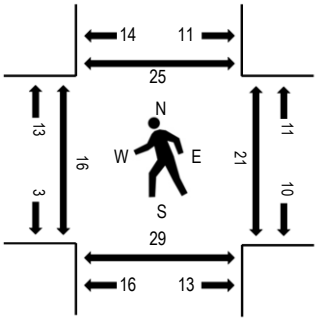
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PERUVIAN AVENUE Eastbound				PERUVIAN AVENUE Westbound				HIBISCUS AVENUE Northbound				HIBISCUS AVENUE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
10:00 AM	0	8	33	11	0	0	0	0	0	0	8	2	0	10	12	0	84	278	7	4	7	5
10:15 AM	0	8	24	14	0	0	0	0	0	0	5	3	0	5	11	0	70	264	2	7	10	7
10:30 AM	0	9	21	7	0	0	0	0	0	0	6	6	0	5	11	0	65	259	3	6	4	0
10:45 AM	0	4	18	14	0	0	0	0	0	0	3	5	0	5	10	0	59	291	9	8	4	2
11:00 AM	0	9	29	10	0	0	0	0	0	0	3	6	0	4	9	0	70	346	1	8	8	2
11:15 AM	0	9	14	7	0	0	0	0	0	0	12	6	0	4	13	0	65		5	3	2	8
11:30 AM	0	11	32	14	0	0	0	0	0	0	10	5	0	9	16	0	97		7	2	12	4
11:45 AM	0	11	27	22	0	0	0	0	0	0	8	11	0	10	25	0	114		3	8	7	11

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
Lights	0	38	96	53	0	0	0	0	0	0	33	27	0	25	62	0	334
Mediums	0	1	6	0	0	0	0	0	0	0	0	1	0	1	1	0	10
Total	0	40	102	53	0	0	0	0	0	0	33	28	0	27	63	0	346

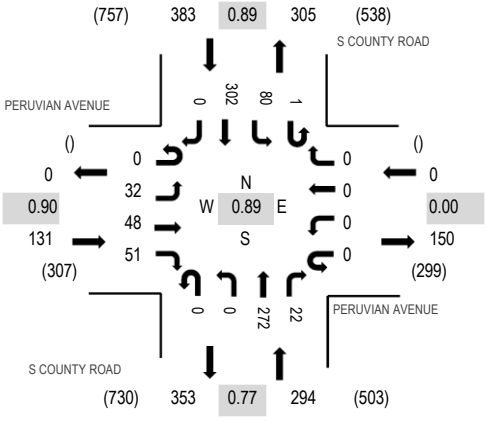
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		4.1%				0.0%				1.6%				3.3%			3.5%
Heavy Vehicle %	0.0%	5.0%	5.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%	0.0%	7.4%	1.6%	0.0%	3.5%
Peak Hour Factor		0.81				0.00				0.80				0.64			0.76
Peak Hour Factor	0.00	0.91	0.80	0.60	0.00	0.00	0.00	0.00	0.00	0.00	0.69	0.64	0.00	0.68	0.63	0.00	0.76

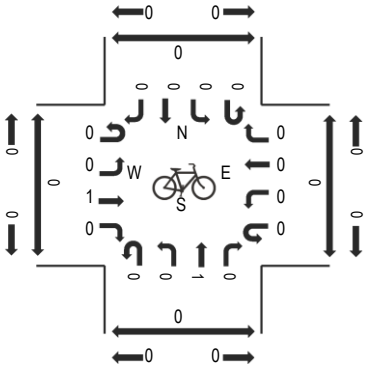
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 14 S COUNTY ROAD & PERUVIAN AVENUE AM
Date: Thursday, January 9, 2025
Peak Hour: 10:00 AM - 11:00 AM
Peak 15-Minutes: 10:30 AM - 10:45 AM

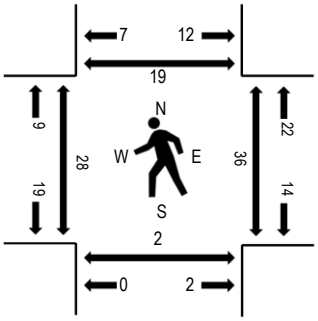
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PERUVIAN AVENUE Eastbound				PERUVIAN AVENUE Westbound				S COUNTY ROAD Northbound				S COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
9:00 AM	0	4	19	22	0	0	0	0	0	0	39	0	0	15	90	0	189	759	1	5	1	0
9:15 AM	0	10	17	22	0	0	0	0	0	0	41	4	0	15	80	0	189	755	2	5	1	0
9:30 AM	0	11	11	17	0	0	0	0	0	0	61	1	0	23	75	0	199	758	5	14	1	0
9:45 AM	0	8	19	16	0	0	0	0	0	0	59	4	0	21	55	0	182	785	2	3	2	0
10:00 AM	0	8	16	17	0	0	0	0	0	0	48	6	0	12	78	0	185	808	6	5	0	0
10:15 AM	0	6	12	11	0	0	0	0	0	0	54	2	0	28	79	0	192		4	7	2	6
10:30 AM	0	8	12	16	0	0	0	0	0	0	91	5	0	23	71	0	226		13	8	0	9
10:45 AM	0	10	8	7	0	0	0	0	0	0	79	9	1	17	74	0	205		5	16	0	4

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
Lights	0	30	42	51	0	0	0	0	0	0	253	20	1	78	283	0	758
Mediums	0	2	6	0	0	0	0	0	0	0	19	2	0	1	18	0	48
Total	0	32	48	51	0	0	0	0	0	0	272	22	1	80	302	0	808

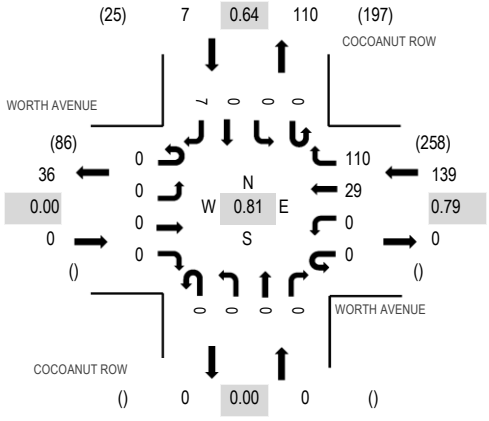
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		6.1%				0.0%				7.1%				5.5%			6.2%
Heavy Vehicle %	0.0%	6.3%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.0%	9.1%	0.0%	2.5%	6.3%	0.0%	6.2%
Peak Hour Factor		0.90				0.00				0.77				0.89			0.89
Peak Hour Factor	0.00	0.84	0.87	0.88	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.61	0.25	0.75	0.96	0.00	0.89

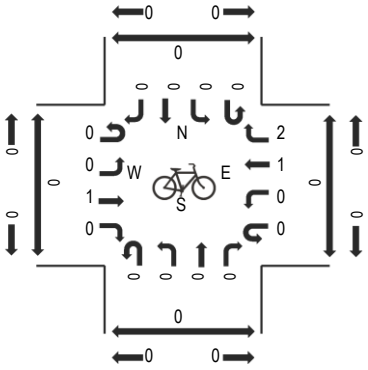
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 15 COCOANUT ROW & WORTH AVENUE AM
Date: Thursday, January 9, 2025
Peak Hour: 11:00 AM - 12:00 PM
Peak 15-Minutes: 11:45 AM - 12:00 PM

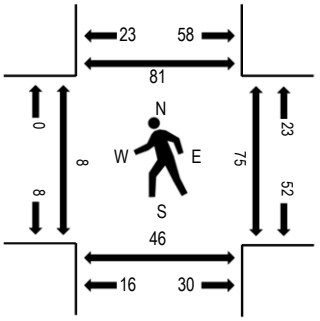
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WORTH AVENUE Eastbound				WORTH AVENUE Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
10:00 AM	0	0	0	0	0	0	6	21	0	0	0	0	0	0	0	5	32	137	0	13	8	15
10:15 AM	0	0	0	0	0	0	9	23	0	0	0	0	0	0	0	5	37	141	0	6	4	19
10:30 AM	0	0	0	0	0	0	6	21	0	0	0	0	0	0	0	7	34	127	1	9	16	14
10:45 AM	0	0	0	0	0	0	11	22	0	0	0	0	0	0	0	1	34	135	0	7	18	20
11:00 AM	0	0	0	0	0	0	10	26	0	0	0	0	0	0	0	0	36	146	5	17	13	28
11:15 AM	0	0	0	0	0	0	4	16	0	0	0	0	0	0	0	3	23		1	22	18	13
11:30 AM	0	0	0	0	0	0	6	33	0	0	0	0	0	0	0	3	42		1	9	7	23
11:45 AM	0	0	0	0	0	0	9	35	0	0	0	0	0	0	0	1	45		1	27	8	17

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	29	107	0	0	0	0	0	0	0	7	143
Mediums	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	29	110	0	0	0	0	0	0	0	7	146

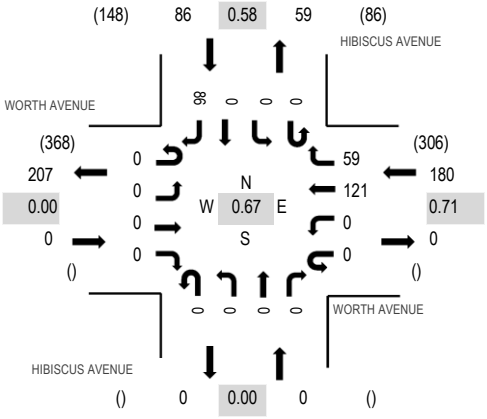
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				2.2%				0.0%				0.0%			2.1%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.1%
Peak Hour Factor		0.00				0.79				0.00				0.64			0.81
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.00	0.82	0.79	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.64	0.81

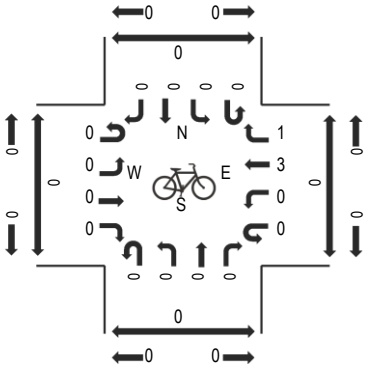
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 16 HIBISCUS AVENUE & WORTH AVENUE AM
Date: Thursday, January 9, 2025
Peak Hour: 11:00 AM - 12:00 PM
Peak 15-Minutes: 11:45 AM - 12:00 PM

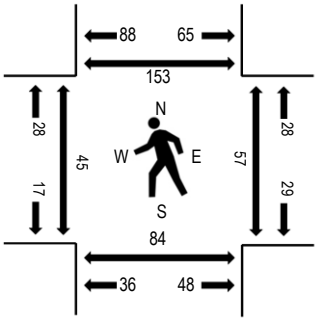
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WORTH AVENUE Eastbound				WORTH AVENUE Westbound				HIBISCUS AVENUE Northbound				HIBISCUS AVENUE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
10:00 AM	0	0	0	0	0	0	27	6	0	0	0	0	0	0	0	14	47	188	4	4	3	13
10:15 AM	0	0	0	0	0	0	22	1	0	0	0	0	0	0	0	17	40	187	0	1	6	19
10:30 AM	0	0	0	0	0	0	25	12	0	0	0	0	0	0	0	15	52	194	10	7	8	12
10:45 AM	0	0	0	0	0	0	25	8	0	0	0	0	0	0	0	16	49	215	11	5	12	27
11:00 AM	0	0	0	0	0	0	23	9	0	0	0	0	0	0	0	14	46	266	4	10	16	40
11:15 AM	0	0	0	0	0	0	18	18	0	0	0	0	0	0	0	11	47		5	15	13	37
11:30 AM	0	0	0	0	0	0	36	13	0	0	0	0	0	0	0	24	73		9	16	31	38
11:45 AM	0	0	0	0	0	0	44	19	0	0	0	0	0	0	0	37	100		27	16	24	38

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	116	58	0	0	0	0	0	0	0	85	259
Mediums	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	1	7
Total	0	0	0	0	0	0	121	59	0	0	0	0	0	0	0	86	266

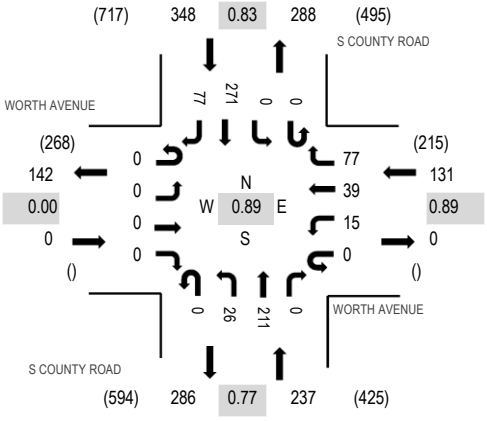
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				3.3%				0.0%				1.2%			2.6%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.1%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	2.6%
Peak Hour Factor		0.00				0.71				0.00				0.58			0.67
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.00	0.69	0.78	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.58	0.67

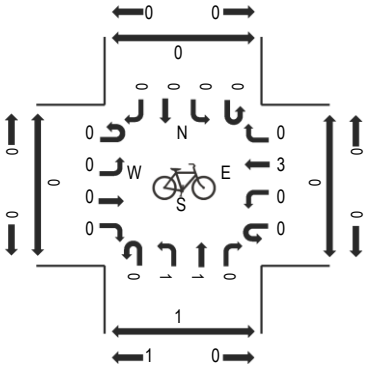
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 17 S COUNTY ROAD & WORTH AVENUE AM
Date: Thursday, January 9, 2025
Peak Hour: 10:00 AM - 11:00 AM
Peak 15-Minutes: 10:30 AM - 10:45 AM

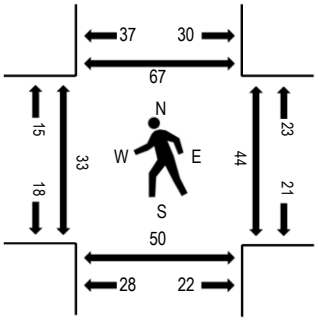
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WORTH AVENUE Eastbound				WORTH AVENUE Westbound				S COUNTY ROAD Northbound				S COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
9:00 AM	0	0	0	0	0	3	7	10	0	3	28	0	0	0	97	14	162	641	4	6	15	9
9:15 AM	0	0	0	0	0	2	9	11	0	3	33	0	0	0	81	19	158	644	8	11	17	13
9:30 AM	0	0	0	0	0	3	10	16	0	9	45	0	0	0	64	18	165	649	8	17	4	16
9:45 AM	0	0	0	0	0	1	4	8	0	11	56	0	0	0	57	19	156	686	6	5	8	11
10:00 AM	0	0	0	0	0	4	8	17	0	8	34	0	0	0	74	20	165	716	10	9	12	18
10:15 AM	0	0	0	0	0	5	10	13	0	5	41	0	0	0	72	17	163		16	9	13	17
10:30 AM	0	0	0	0	0	3	12	22	0	6	71	0	0	0	68	20	202		4	10	12	14
10:45 AM	0	0	0	0	0	3	9	25	0	7	65	0	0	0	57	20	186		3	16	13	18

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	0	0	0	0	14	37	75	0	23	192	0	0	0	253	76	670
Mediums	0	0	0	0	0	1	2	2	0	3	19	0	0	0	17	1	45
Total	0	0	0	0	0	15	39	77	0	26	211	0	0	0	271	77	716

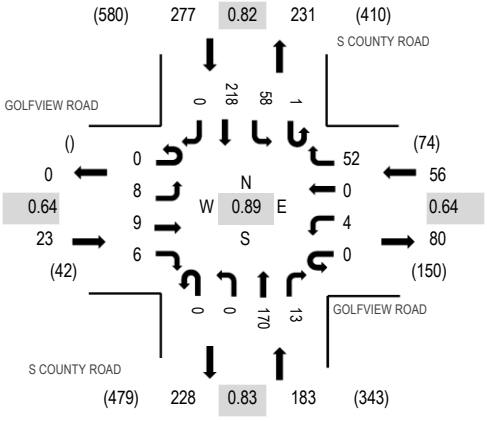
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				3.8%				9.3%				5.5%			6.4%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	6.7%	5.1%	2.6%	0.0%	11.5%	9.0%	0.0%	0.0%	0.0%	6.6%	1.3%	6.4%
Peak Hour Factor		0.00				0.89				0.77				0.83			0.89
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.75	0.81	0.77	0.00	0.75	0.74	0.00	0.00	0.00	0.77	0.96	0.89

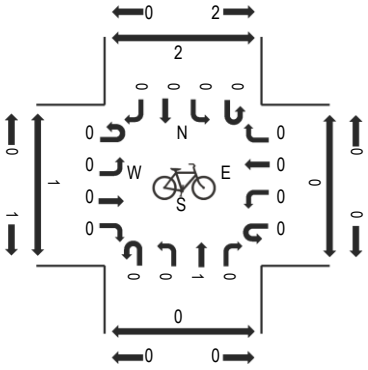
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 18 S COUNTY ROAD & GOLFVIEW ROAD AM
Date: Thursday, January 9, 2025
Peak Hour: 10:00 AM - 11:00 AM
Peak 15-Minutes: 10:30 AM - 10:45 AM

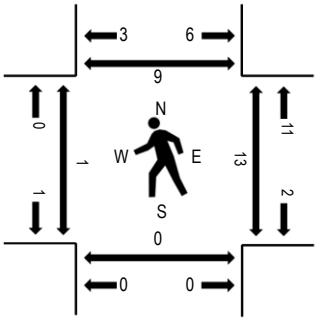
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	GOLFVIEW ROAD Eastbound				GOLFVIEW ROAD Westbound				S COUNTY ROAD Northbound				S COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
9:00 AM	0	1	2	3	0	0	0	2	0	0	26	3	0	18	74	0	129	500	0	1	2	1
9:15 AM	0	1	2	1	0	0	0	2	0	0	33	0	0	20	66	0	125	492	0	7	0	2
9:30 AM	0	5	0	0	0	1	0	4	0	0	40	1	0	12	54	0	117	498	0	7	0	1
9:45 AM	0	1	1	2	0	1	0	8	0	0	56	1	0	10	49	0	129	532	1	10	0	3
10:00 AM	0	3	1	0	0	1	0	5	0	0	37	2	0	16	56	0	121	539	0	4	0	1
10:15 AM	0	2	2	2	0	1	0	6	0	0	40	3	0	12	63	0	131		0	2	0	4
10:30 AM	0	2	4	3	0	0	0	21	0	0	46	4	0	17	54	0	151		1	5	0	3
10:45 AM	0	1	2	1	0	2	0	20	0	0	47	4	1	13	45	0	136		0	2	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Lights	0	7	8	6	0	4	0	50	0	0	152	13	0	57	202	0	499
Mediums	0	1	1	0	0	0	0	2	0	0	18	0	1	0	16	0	39
Total	0	8	9	6	0	4	0	52	0	0	170	13	1	58	218	0	539

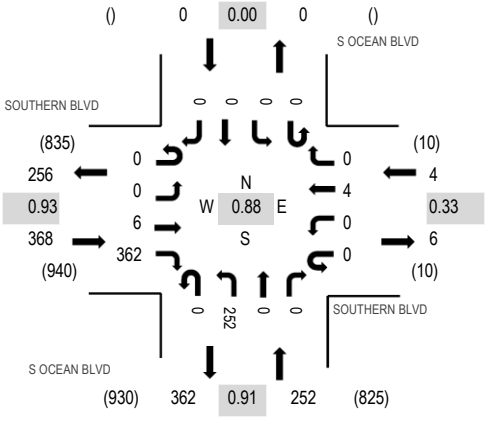
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		8.7%				3.6%				9.8%				6.5%			7.4%
Heavy Vehicle %	0.0%	12.5%	11.1%	0.0%	0.0%	0.0%	0.0%	3.8%	0.0%	0.0%	10.6%	0.0%	100.0%	1.7%	7.3%	0.0%	7.4%
Peak Hour Factor		0.64				0.64				0.83				0.82			0.89
Peak Hour Factor	0.00	0.55	0.56	0.58	0.00	0.50	0.00	0.62	0.00	0.00	0.80	0.81	0.25	0.75	0.82	0.00	0.89

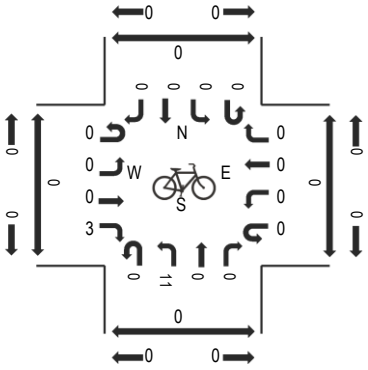
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 19 S OCEAN BLVD & SOUTHERN BLVD AM
Date: Thursday, January 9, 2025
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

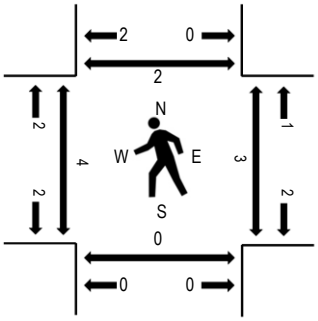
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SOUTHERN BLVD Eastbound				SOUTHERN BLVD Westbound				S OCEAN BLVD Northbound				S OCEAN BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
8:00 AM	0	0	2	89	0	0	3	0	0	55	0	0	0	0	0	0	149	624	4	0	0	0
8:15 AM	0	0	1	96	0	0	1	0	0	79	0	0	0	0	0	0	177	589	0	0	0	1
8:30 AM	0	0	2	79	0	0	0	0	0	54	0	0	0	0	0	0	135	574	0	0	0	1
8:45 AM	0	0	1	98	0	0	0	0	0	64	0	0	0	0	0	0	163	589	0	3	0	0
9:00 AM	0	0	0	67	0	0	1	0	0	46	0	0	0	0	0	0	114	557	0	0	0	1
9:15 AM	0	0	1	75	0	0	1	0	0	85	0	0	0	0	0	0	162	582	0	0	0	0
9:30 AM	0	0	2	64	0	0	1	0	0	83	0	0	0	0	0	0	150	577	0	0	0	0
9:45 AM	0	0	0	69	0	0	1	0	0	61	0	0	0	0	0	0	131	567	0	0	0	0
10:00 AM	0	0	1	56	0	0	1	0	0	81	0	0	0	0	0	0	139	594	0	0	0	1
10:15 AM	0	0	0	93	0	0	1	0	0	63	0	0	0	0	0	0	157		0	2	0	1
10:30 AM	0	0	0	66	0	0	0	0	0	74	0	0	0	0	0	0	140		0	0	0	0
10:45 AM	0	0	0	78	0	0	0	0	0	80	0	0	0	0	0	0	158		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	6	352	0	0	4	0	0	251	0	0	0	0	0	0	613
Mediums	0	0	0	10	0	0	0	0	0	1	0	0	0	0	0	0	11
Total	0	0	6	362	0	0	4	0	0	252	0	0	0	0	0	0	624

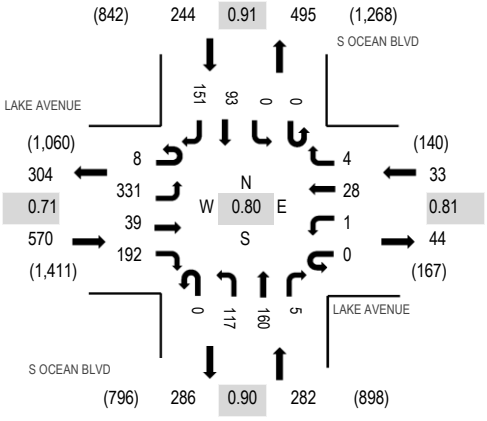
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		2.7%				0.0%				0.4%				0.0%			1.8%
Heavy Vehicle %	0.0%	0.0%	0.0%	2.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%
Peak Hour Factor		0.93				0.33				0.91				0.00			0.88
Peak Hour Factor	0.00	0.00	0.75	0.92	0.00	0.00	0.33	0.00	0.00	0.91	0.00	0.00	0.00	0.00	0.00	0.00	0.88

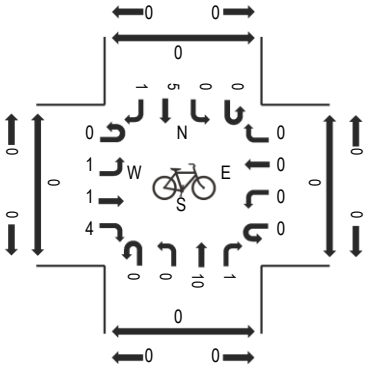
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 20 S OCEAN BLVD & LAKE AVENUE AM
Date: Thursday, January 9, 2025
Peak Hour: 08:15 AM - 09:15 AM
Peak 15-Minutes: 09:00 AM - 09:15 AM

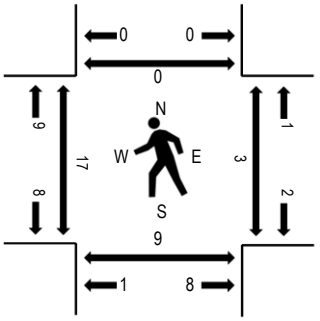
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LAKE AVENUE Eastbound				LAKE AVENUE Westbound				S OCEAN BLVD Northbound				S OCEAN BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
8:00 AM	0	79	5	53	0	2	8	1	0	28	31	2	0	1	28	28	266	1,044	0	0	2	0
8:15 AM	2	78	6	40	0	1	4	1	0	34	44	0	0	0	22	32	264	1,129	3	0	2	0
8:30 AM	6	89	10	54	0	0	8	0	0	31	34	1	0	0	25	29	287	1,122	3	3	5	0
8:45 AM	0	46	7	32	0	0	5	1	0	23	42	1	0	0	25	45	227	1,106	4	0	0	0
9:00 AM	0	118	16	66	0	0	11	2	0	29	40	3	0	0	21	45	351	1,129	7	0	2	0
9:15 AM	2	64	13	32	0	2	7	4	0	39	37	1	0	2	12	42	257	1,055	1	1	3	0
9:30 AM	3	42	19	41	0	0	5	0	0	43	41	2	0	3	22	50	271	1,083	4	0	1	0
9:45 AM	1	62	10	33	0	2	9	2	0	32	39	1	0	1	18	40	250	1,110	3	0	2	0
10:00 AM	1	65	13	32	0	3	5	2	0	32	35	3	0	3	35	48	277	1,118	2	0	1	0
10:15 AM	0	54	19	27	0	2	15	3	0	37	41	2	1	3	25	56	285		2	0	5	1
10:30 AM	2	46	13	37	0	0	12	3	2	53	34	0	0	1	35	60	298		2	0	0	2
10:45 AM	0	41	4	28	0	5	9	6	0	40	40	1	0	1	34	49	258		3	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4
Lights	8	314	33	186	0	1	24	4	0	117	149	5	0	0	89	146	1,076
Mediums	0	16	5	4	0	0	4	0	0	0	11	0	0	0	4	5	49
Total	8	331	39	192	0	1	28	4	0	117	160	5	0	0	93	151	1,129

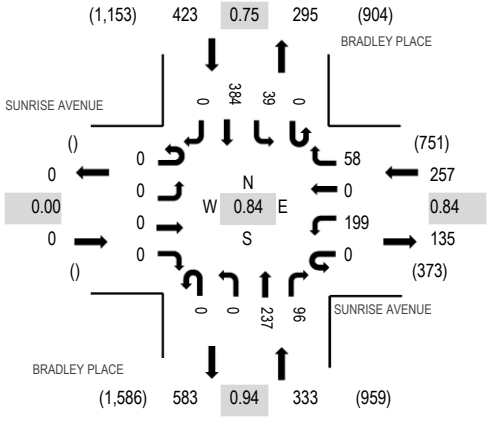
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		5.1%				12.1%				3.9%				3.7%			4.7%
Heavy Vehicle %	0.0%	5.1%	15.4%	3.1%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	6.9%	0.0%	0.0%	0.0%	4.3%	3.3%	4.7%
Peak Hour Factor		0.71				0.81				0.90				0.91			0.80
Peak Hour Factor	0.33	0.70	0.80	0.73	0.00	0.50	0.68	0.58	0.25	0.76	0.91	0.67	0.25	0.83	0.92	0.89	0.80

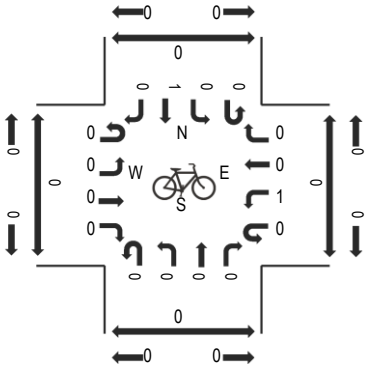
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 BRADLEY PLACE & SUNRISE AVENUE Noon
Date: Thursday, January 9, 2025
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:45 PM - 03:00 PM

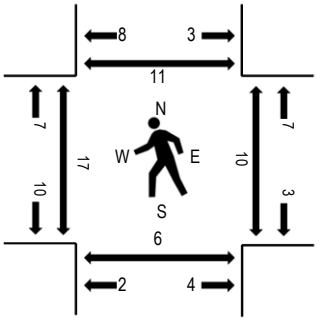
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE AVENUE Eastbound				SUNRISE AVENUE Westbound				BRADLEY PLACE Northbound				BRADLEY PLACE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	0	0	0	0	56	0	15	0	0	66	16	0	13	81	0	247	962	1	3	1	0
12:15 PM	0	0	0	0	0	44	0	15	0	0	72	18	0	19	83	0	251	917	9	5	2	5
12:30 PM	0	0	0	0	0	46	0	19	0	0	66	20	0	11	71	0	233	875	7	3	3	4
12:45 PM	0	0	0	0	0	42	0	15	0	0	67	12	0	20	75	0	231	882	1	1	4	1
1:00 PM	0	0	0	0	0	40	0	11	0	0	57	15	0	11	68	0	202	888	1	0	2	3
1:15 PM	0	0	0	0	0	44	0	14	0	0	55	15	0	13	68	0	209	930	5	3	1	2
1:30 PM	0	0	0	0	0	48	0	14	0	0	58	20	0	10	90	0	240	918	5	4	3	4
1:45 PM	0	0	0	0	0	57	0	14	0	0	51	18	0	7	90	0	237	948	3	2	1	4
2:00 PM	0	0	0	0	0	55	0	9	0	0	64	22	0	7	87	0	244	1,013	4	4	1	1
2:15 PM	0	0	0	0	0	38	0	10	0	0	53	18	0	7	71	0	197		2	1	1	3
2:30 PM	0	0	0	0	0	58	0	19	0	0	61	22	0	9	101	0	270		3	2	1	1
2:45 PM	0	0	0	0	0	48	0	20	0	0	59	34	0	16	125	0	302		8	3	3	6

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Lights	0	0	0	0	0	195	0	58	0	0	232	95	0	39	370	0	989
Mediums	0	0	0	0	0	4	0	0	0	0	5	1	0	0	12	0	22
Total	0	0	0	0	0	199	0	58	0	0	237	96	0	39	384	0	1,013

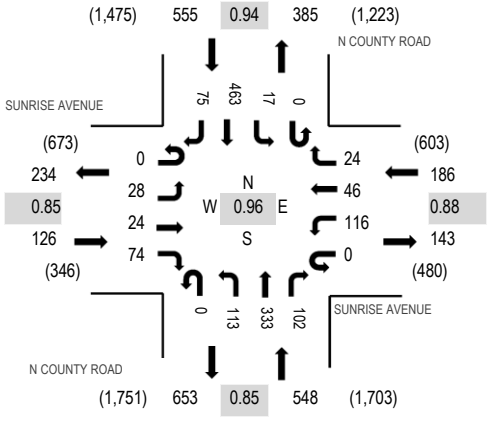
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				1.6%				1.8%				3.3%			2.4%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	2.1%	1.0%	0.0%	0.0%	3.6%	0.0%	2.4%
Peak Hour Factor		0.00				0.84				0.94				0.75			0.84
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.90	0.00	0.84	0.00	0.00	0.94	0.71	0.00	0.79	0.77	0.00	0.84

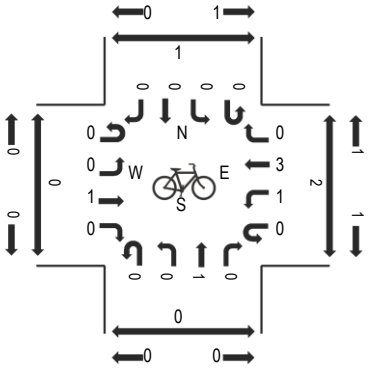
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 N COUNTY ROAD & SUNRISE AVENUE Noon
Date: Thursday, January 9, 2025
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:00 PM - 02:15 PM

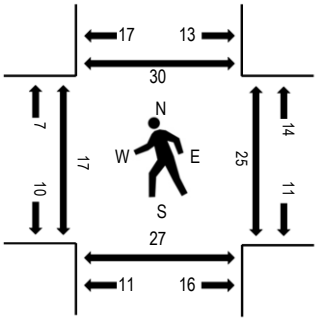
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE AVENUE Eastbound				SUNRISE AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	9	5	11	0	28	13	7	0	38	110	30	0	12	91	16	370	1,397	6	16	11	8
12:15 PM	0	7	8	14	0	28	11	15	0	26	86	27	0	13	101	18	354	1,345	2	9	9	9
12:30 PM	0	9	10	12	0	34	9	8	0	26	87	38	0	9	92	16	350	1,323	5	15	9	13
12:45 PM	0	10	5	15	0	30	14	8	0	30	87	22	0	7	81	14	323	1,323	4	9	6	8
1:00 PM	0	6	9	11	0	36	15	9	0	20	94	23	0	4	82	9	318	1,315	3	4	6	11
1:15 PM	0	11	8	11	0	30	8	6	0	22	90	42	0	1	93	10	332	1,366	7	13	5	6
1:30 PM	0	6	13	10	0	31	18	13	0	36	85	20	0	4	98	16	350	1,370	3	13	5	8
1:45 PM	0	3	6	11	0	35	9	2	1	26	70	19	0	2	112	19	315	1,367	11	6	0	11
2:00 PM	0	4	5	20	0	37	14	6	0	21	101	24	0	3	111	23	369	1,415	2	5	1	5
2:15 PM	0	11	2	17	0	27	9	5	0	31	77	31	0	5	106	15	336		5	12	9	10
2:30 PM	0	4	8	18	0	25	12	5	0	29	73	28	0	3	124	18	347		5	5	7	6
2:45 PM	0	9	9	19	0	27	11	8	0	32	82	19	0	6	122	19	363		5	3	10	9

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
Lights	0	28	24	73	0	111	45	24	0	113	325	102	0	17	437	74	1,373
Mediums	0	0	0	1	0	5	1	0	0	0	7	0	0	0	25	1	40
Total	0	28	24	74	0	116	46	24	0	113	333	102	0	17	463	75	1,415

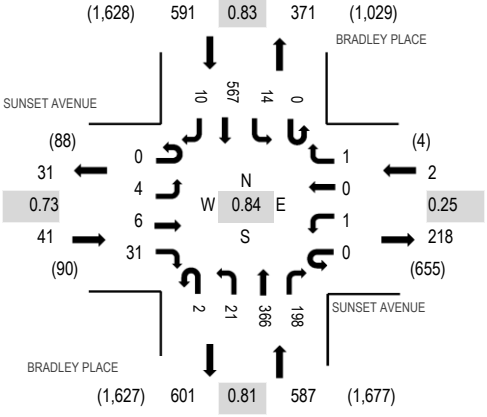
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.8%				3.2%				1.5%				4.9%			3.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	1.4%	0.0%	4.3%	2.2%	0.0%	0.0%	0.0%	2.4%	0.0%	0.0%	0.0%	5.6%	1.3%	3.0%
Peak Hour Factor		0.85				0.88				0.85				0.94			0.96
Peak Hour Factor	0.00	0.82	0.69	0.93	0.00	0.90	0.76	0.67	0.25	0.79	0.84	0.74	0.00	0.79	0.93	0.82	0.96

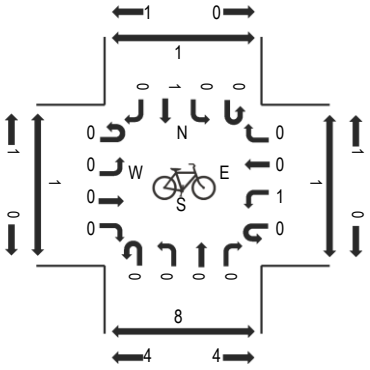
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 BRADLEY PLACE & SUNSET AVENUE Noon
Date: Thursday, January 9, 2025
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:45 PM - 03:00 PM

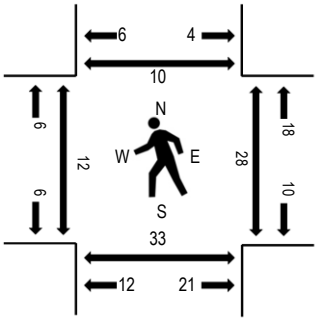
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNSET AVENUE Eastbound				SUNSET AVENUE Westbound				BRADLEY PLACE Northbound				BRADLEY PLACE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	0	2	7	0	2	0	0	2	6	85	50	0	3	139	1	297	1,135	5	6	9	7
12:15 PM	0	1	1	7	0	0	0	0	0	6	94	50	0	7	119	4	289	1,090	4	5	8	15
12:30 PM	0	0	0	5	0	0	0	0	2	5	88	50	0	7	113	3	273	1,050	11	9	9	12
12:45 PM	0	2	1	5	0	0	0	0	1	5	83	59	0	7	110	3	276	1,059	5	5	7	10
1:00 PM	0	2	0	6	0	0	0	0	1	3	71	54	0	4	109	2	252	1,043	2	6	7	9
1:15 PM	0	0	1	4	0	0	0	0	0	8	75	47	0	3	110	1	249	1,094	11	1	6	4
1:30 PM	0	0	0	1	0	0	0	0	2	2	90	43	0	5	137	2	282	1,067	1	4	8	1
1:45 PM	0	0	0	4	0	0	0	0	0	2	67	39	0	4	140	4	260	1,117	4	4	9	2
2:00 PM	0	0	2	9	0	0	0	0	0	5	100	46	0	6	130	5	303	1,221	4	5	6	4
2:15 PM	0	1	1	12	0	0	0	0	0	3	69	37	0	4	94	1	222		0	6	4	2
2:30 PM	0	2	0	6	0	1	0	1	1	8	83	53	0	2	173	2	332		3	6	9	3
2:45 PM	0	1	3	4	0	0	0	0	1	5	114	62	0	2	170	2	364		5	11	14	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	3
Lights	0	4	6	31	0	1	0	1	2	20	360	195	0	14	549	10	1,193
Mediums	0	0	0	0	0	0	0	0	0	1	6	2	0	0	16	0	25
Total	0	4	6	31	0	1	0	1	2	21	366	198	0	14	567	10	1,221

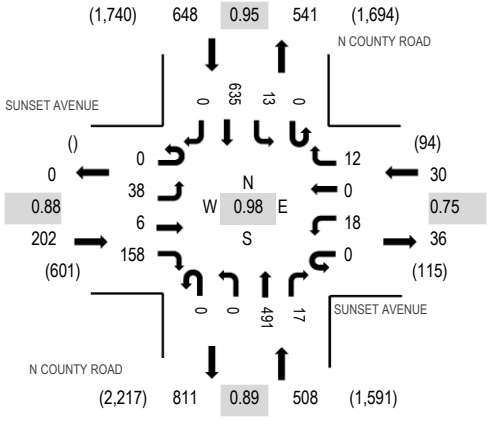
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				1.7%				3.0%			2.3%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	1.6%	1.5%	0.0%	0.0%	3.2%	0.0%	2.3%
Peak Hour Factor		0.73				0.25				0.81				0.83			0.84
Peak Hour Factor	0.00	0.63	0.50	0.65	0.00	0.25	0.00	0.25	0.63	0.92	0.80	0.90	0.00	0.89	0.82	0.60	0.84

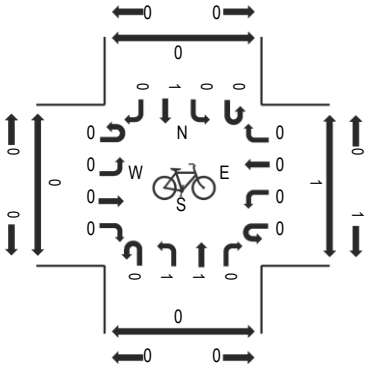
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 N COUNTY ROAD & SUNSET AVENUE Noon
Date: Thursday, January 9, 2025
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:15 PM - 02:30 PM

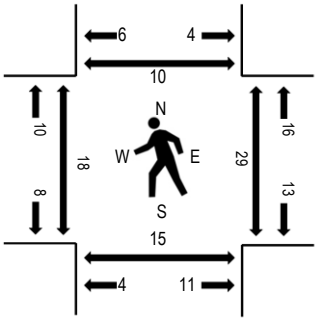
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNSET AVENUE Eastbound				SUNSET AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	9	1	40	0	2	0	6	0	0	154	8	0	3	123	0	346	1,359	10	10	4	3
12:15 PM	0	12	3	46	0	9	0	3	0	0	130	6	0	4	141	0	354	1,329	4	8	5	4
12:30 PM	0	17	5	36	0	3	0	3	0	0	126	6	0	2	133	0	331	1,301	3	9	5	4
12:45 PM	0	8	4	31	0	4	0	5	0	0	138	10	0	0	128	0	328	1,276	2	15	5	5
1:00 PM	0	11	3	50	0	1	0	4	0	0	113	4	0	2	128	0	316	1,279	13	1	2	5
1:15 PM	0	11	0	34	0	3	0	3	0	0	139	4	1	1	130	0	326	1,311	11	9	9	6
1:30 PM	0	8	1	29	0	4	0	5	0	0	126	4	0	2	127	0	306	1,339	9	11	6	4
1:45 PM	0	5	1	34	0	4	0	5	0	0	111	4	0	1	166	0	331	1,370	11	7	4	3
2:00 PM	0	4	1	36	0	2	0	6	0	0	133	4	0	4	158	0	348	1,388	7	8	3	5
2:15 PM	0	14	4	42	0	10	0	3	0	0	128	4	0	1	148	0	354		5	9	7	3
2:30 PM	0	11	1	40	0	3	0	0	0	0	115	0	0	3	164	0	337		4	8	3	0
2:45 PM	0	9	0	40	0	3	0	3	0	0	115	9	0	5	165	0	349		2	4	2	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
Lights	0	36	6	157	0	18	0	12	0	0	485	17	0	13	603	0	1,347
Mediums	0	2	0	1	0	0	0	0	0	0	5	0	0	0	31	0	39
Total	0	38	6	158	0	18	0	12	0	0	491	17	0	13	635	0	1,388

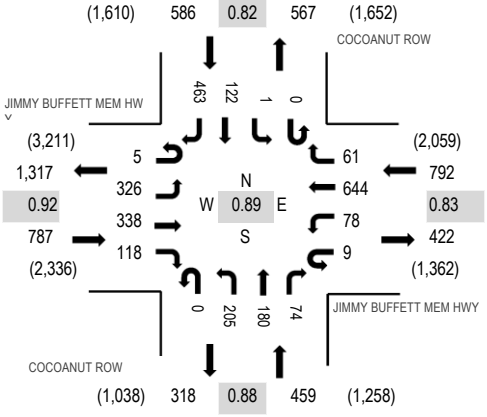
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.5%				0.0%				1.2%				4.9%			3.0%
Heavy Vehicle %	0.0%	5.3%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	5.0%	0.0%	3.0%
Peak Hour Factor		0.88				0.75				0.89				0.95			0.98
Peak Hour Factor	0.00	0.71	0.75	0.82	0.00	0.50	0.00	0.79	0.00	0.00	0.89	0.75	0.25	0.65	0.96	0.00	0.98

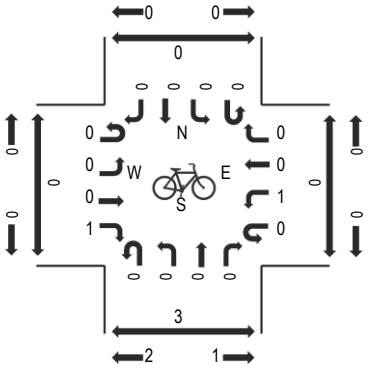
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 COCOANUT ROW & JIMMY BUFFETT MEM HWY Noon
Date: Thursday, January 9, 2025
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:45 PM - 03:00 PM

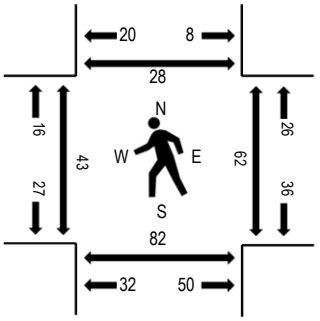
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	JIMMY BUFFETT MEM HWY Eastbound				JIMMY BUFFETT MEM HWY Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	3	81	101	39	5	17	87	21	0	37	39	19	0	0	50	101	600	2,383	10	9	11	6
12:15 PM	4	79	89	32	7	26	117	24	0	20	53	18	0	2	36	87	594	2,331	10	10	16	5
12:30 PM	3	68	98	28	6	13	99	23	0	40	53	36	0	0	36	82	585	2,284	6	12	7	5
12:45 PM	0	66	103	31	14	25	109	25	0	35	53	25	0	1	42	75	604	2,271	3	9	19	11
1:00 PM	1	76	82	31	2	29	107	23	0	27	33	19	0	0	32	86	548	2,256	2	10	21	1
1:15 PM	5	62	83	27	4	17	127	13	0	28	51	19	0	0	27	84	547	2,349	9	16	17	8
1:30 PM	4	78	66	33	5	20	113	13	0	35	43	22	0	0	31	109	572	2,332	6	11	16	5
1:45 PM	2	59	86	29	2	24	131	19	0	38	30	26	0	0	45	98	589	2,472	9	16	15	6
2:00 PM	2	82	94	31	3	24	142	14	0	36	49	31	0	0	40	93	641	2,624	7	13	19	7
2:15 PM	1	56	72	25	2	19	131	13	0	52	40	18	0	1	23	77	530		6	14	23	10
2:30 PM	2	82	77	37	2	16	174	13	0	72	44	14	0	0	30	149	712		15	24	25	5
2:45 PM	0	106	95	25	2	19	197	21	0	45	47	11	0	0	29	144	741		15	11	15	6

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	2	5
Lights	5	320	334	118	7	74	623	59	0	201	178	67	0	1	119	448	2,554
Mediums	0	6	3	0	2	4	20	1	0	4	2	7	0	0	3	13	65
Total	5	326	338	118	9	78	644	61	0	205	180	74	0	1	122	463	2,624

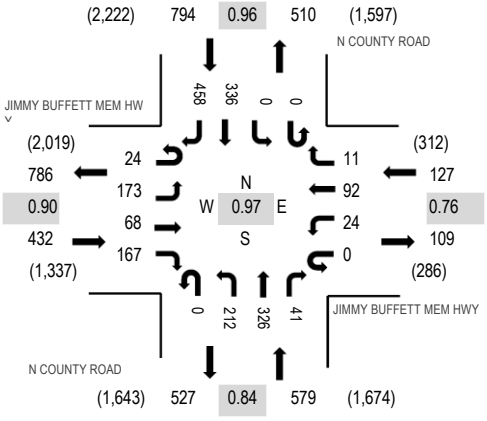
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.3%				3.7%				2.8%				3.1%			2.7%
Heavy Vehicle %	0.0%	1.8%	1.2%	0.0%	22.2%	5.1%	3.3%	3.3%	0.0%	2.0%	1.1%	9.5%	0.0%	0.0%	2.5%	3.2%	2.7%
Peak Hour Factor		0.92				0.83				0.88				0.82			0.89
Peak Hour Factor	0.65	0.77	0.95	0.83	0.57	0.80	0.82	0.95	0.00	0.71	0.93	0.69	0.00	0.38	0.82	0.78	0.89

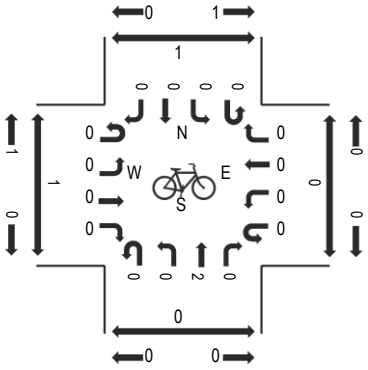
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 N COUNTY ROAD & JIMMY BUFFETT MEM HWY Noon
Date: Thursday, January 9, 2025
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:45 PM - 03:00 PM

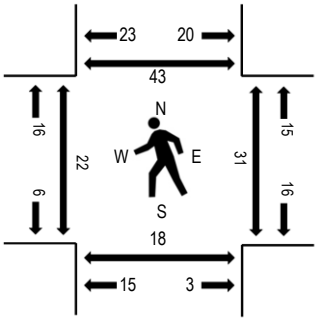
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	JIMMY BUFFETT MEM HWY Eastbound				JIMMY BUFFETT MEM HWY Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	10	66	13	47	0	2	13	2	0	41	94	5	0	0	89	70	452	1,841	5	4	0	14
12:15 PM	4	42	12	52	0	6	11	6	0	39	92	8	0	0	90	106	468	1,798	2	2	1	7
12:30 PM	12	51	15	57	0	3	14	3	0	40	78	7	0	0	90	90	460	1,790	5	2	0	8
12:45 PM	7	46	16	40	0	4	19	4	0	50	97	8	0	0	93	77	461	1,771	1	9	5	9
1:00 PM	10	52	15	40	0	5	11	3	0	35	62	3	0	1	86	86	409	1,772	1	0	2	8
1:15 PM	7	31	11	43	0	3	16	2	0	54	111	8	0	0	82	92	460	1,841	1	14	0	10
1:30 PM	9	38	21	28	0	5	29	4	0	45	88	8	0	0	86	80	441	1,865	13	8	2	10
1:45 PM	7	37	22	44	0	7	10	3	0	43	75	4	0	0	114	96	462	1,898	9	8	16	12
2:00 PM	8	55	15	43	0	6	19	1	0	49	83	11	0	0	96	92	478	1,932	5	9	4	18
2:15 PM	7	44	13	50	0	4	16	2	0	51	87	10	0	0	78	122	484		5	3	0	4
2:30 PM	1	35	20	33	0	6	27	4	0	58	78	7	0	0	82	123	474		12	15	10	10
2:45 PM	8	39	20	41	0	8	30	4	0	54	78	13	0	0	80	121	496		0	4	4	11

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	3
Lights	24	172	64	165	0	24	82	11	0	207	321	40	0	0	321	439	1,870
Mediums	0	0	4	2	0	0	10	0	0	4	5	1	0	0	15	18	59
Total	24	173	68	167	0	24	92	11	0	212	326	41	0	0	336	458	1,932

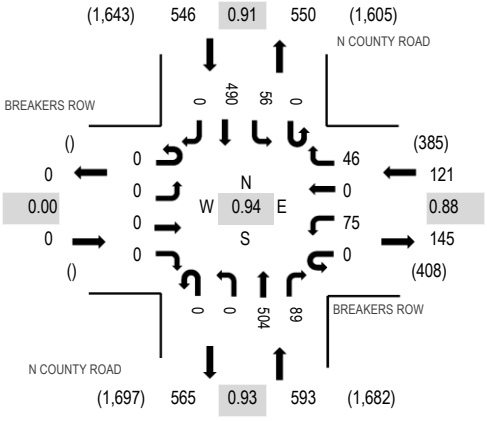
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.6%				7.9%				1.9%				4.3%			3.2%
Heavy Vehicle %	0.0%	0.6%	5.9%	1.2%	0.0%	0.0%	10.9%	0.0%	0.0%	2.4%	1.5%	2.4%	0.0%	0.0%	4.5%	4.1%	3.2%
Peak Hour Factor		0.90				0.76				0.84				0.96			0.97
Peak Hour Factor	0.75	0.78	0.81	0.86	0.00	0.75	0.77	0.67	0.00	0.91	0.93	0.79	0.00	0.25	0.83	0.93	0.97

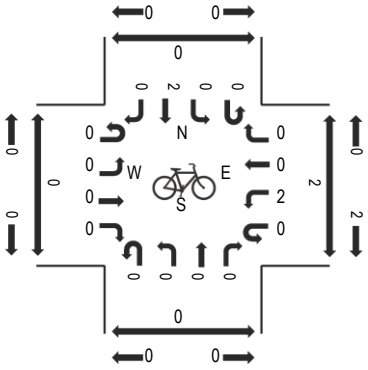
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 7 N COUNTY ROAD & BREAKERS ROW Noon
Date: Thursday, January 9, 2025
Peak Hour: 12:00 PM - 01:00 PM
Peak 15-Minutes: 12:15 PM - 12:30 PM

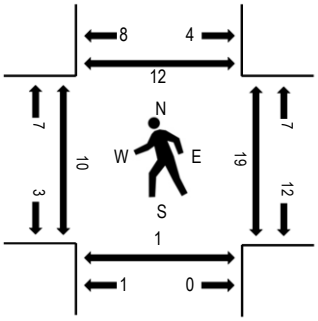
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BREAKERS ROW Eastbound				BREAKERS ROW Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	0	0	0	0	19	0	15	0	0	122	14	0	12	120	0	302	1,260	2	3	0	6
12:15 PM	0	0	0	0	0	19	0	10	0	0	125	34	0	12	136	0	336	1,243	7	0	0	0
12:30 PM	0	0	0	0	0	17	0	15	0	0	126	18	0	18	123	0	317	1,225	0	6	1	2
12:45 PM	0	0	0	0	0	20	0	6	0	0	131	23	0	14	111	0	305	1,200	1	10	0	4
1:00 PM	0	0	0	0	0	18	0	13	0	0	101	13	0	8	132	0	285	1,195	3	3	1	2
1:15 PM	0	0	0	0	0	17	0	18	0	0	127	25	0	19	112	0	318	1,243	7	8	3	0
1:30 PM	0	0	0	0	0	21	0	18	0	0	115	13	0	11	114	0	292	1,243	8	7	3	2
1:45 PM	0	0	0	0	0	17	0	8	0	0	103	15	0	17	140	0	300	1,234	3	4	0	2
2:00 PM	0	0	0	0	0	12	0	17	0	0	123	25	0	15	141	0	333	1,255	0	0	0	2
2:15 PM	0	0	0	0	0	18	0	20	0	0	123	23	0	8	126	0	318		3	2	0	3
2:30 PM	0	0	0	0	0	20	0	16	0	0	112	18	0	13	104	0	283		3	6	1	7
2:45 PM	0	0	0	0	0	15	0	16	0	0	125	28	0	12	125	0	321		0	1	0	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
Lights	0	0	0	0	0	75	0	43	0	0	488	89	0	52	481	0	1,228
Mediums	0	0	0	0	0	0	0	3	0	0	14	0	0	4	9	0	30
Total	0	0	0	0	0	75	0	46	0	0	504	89	0	56	490	0	1,260

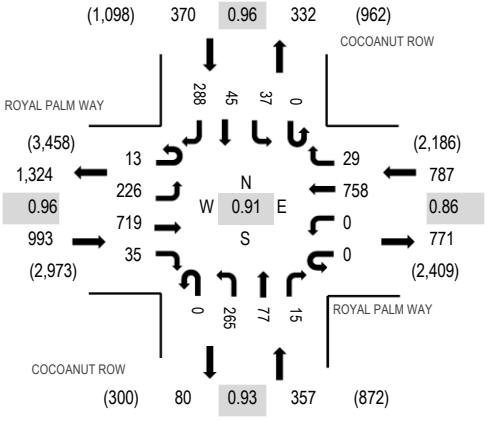
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				2.5%				2.7%				2.4%			2.5%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.5%	0.0%	0.0%	3.2%	0.0%	0.0%	7.1%	1.8%	0.0%	2.5%
Peak Hour Factor		0.00				0.88				0.93				0.91			0.94
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.90	0.00	0.86	0.00	0.00	0.96	0.84	0.00	0.82	0.92	0.00	0.94

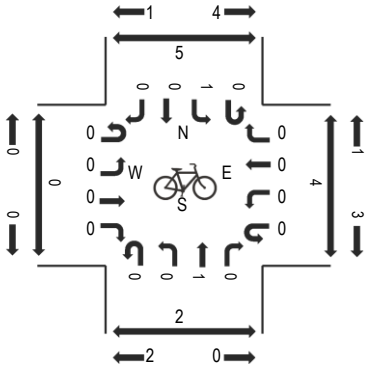
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 8 COCOANUT ROW & ROYAL PALM WAY Noon
Date: Thursday, January 9, 2025
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:00 PM - 02:15 PM

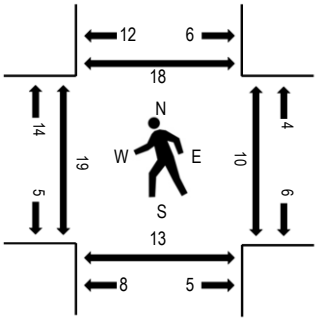
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ROYAL PALM WAY Eastbound				ROYAL PALM WAY Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	3	51	204	9	0	0	130	10	0	36	17	3	0	11	15	35	524	2,352	1	1	1	10
11:15 AM	3	58	190	12	0	0	161	7	0	31	14	3	0	18	15	60	572	2,369	1	7	4	7
11:30 AM	0	72	194	13	0	0	200	8	0	31	13	4	0	19	22	49	625	2,490	0	1	0	3
11:45 AM	1	38	211	9	0	0	174	10	0	61	13	8	0	17	19	70	631	2,378	3	0	7	7
1:00 PM	2	43	148	10	0	0	156	14	0	43	9	10	0	23	24	59	541	2,270	4	3	7	3
1:15 PM	5	71	212	14	0	0	184	15	0	57	28	3	0	17	15	72	693	2,421	1	2	2	4
1:30 PM	0	52	145	10	0	0	155	8	0	43	17	3	0	17	13	50	513	2,404	1	1	3	3
1:45 PM	1	34	156	9	0	0	157	10	0	45	18	5	0	17	11	60	523	2,382	4	2	0	1
2:00 PM	3	61	227	8	0	0	221	7	0	61	19	4	0	4	7	70	692	2,507	3	0	5	3
2:15 PM	6	57	158	13	0	0	218	10	0	71	12	6	0	10	17	98	676		2	2	2	3
2:30 PM	2	47	128	4	0	0	134	5	0	62	25	1	0	14	14	55	491		9	2	5	7
2:45 PM	2	61	206	10	0	0	185	7	0	71	21	4	0	9	7	65	648		5	6	1	5

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	3	0	0	1	0	0	0	0	0	0	5
Lights	13	224	707	35	0	0	722	29	0	261	76	15	0	35	44	287	2,448
Mediums	0	2	11	0	0	0	33	0	0	3	1	0	0	2	1	1	54
Total	13	226	719	35	0	0	758	29	0	265	77	15	0	37	45	288	2,507

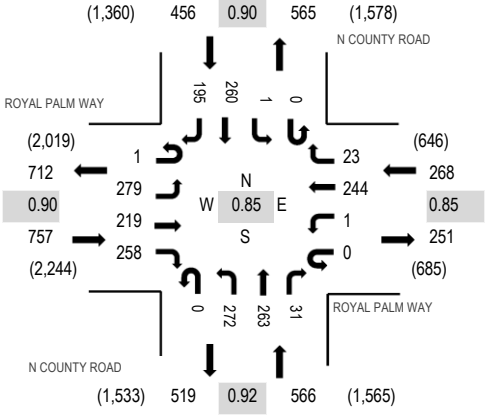
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.4%				4.6%				1.4%				1.1%			2.4%
Heavy Vehicle %	0.0%	0.9%	1.7%	0.0%	0.0%	0.0%	4.7%	0.0%	0.0%	1.5%	1.3%	0.0%	0.0%	5.4%	2.2%	0.3%	2.4%
Peak Hour Factor		0.96				0.86				0.93				0.96			0.91
Peak Hour Factor	0.54	0.93	0.95	0.88	0.00	0.00	0.86	0.78	0.00	0.93	0.73	0.78	0.00	1.01	0.91	0.73	0.91

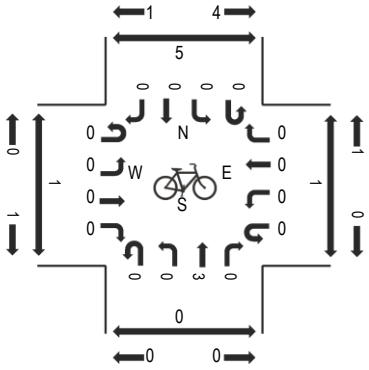
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 9 N COUNTY ROAD & ROYAL PALM WAY Noon
Date: Thursday, January 9, 2025
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:00 PM - 02:15 PM

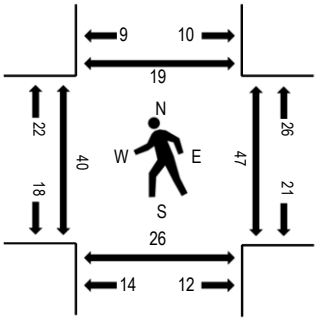
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ROYAL PALM WAY Eastbound				ROYAL PALM WAY Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	78	41	67	0	0	33	3	0	54	55	4	0	0	47	42	424	1,948	17	3	7	6
11:15 AM	2	71	70	80	0	2	33	4	0	73	51	5	0	0	63	46	500	1,977	19	9	13	8
11:30 AM	0	81	49	63	0	0	51	4	0	77	45	5	0	2	67	56	500	2,027	5	4	3	4
11:45 AM	1	85	64	81	0	1	42	3	0	77	58	4	0	0	55	53	524	1,935	8	3	6	6
1:00 PM	0	45	46	57	0	0	47	7	0	73	49	4	0	2	72	51	453	1,820	16	10	13	10
1:15 PM	1	98	51	76	0	0	49	4	0	86	56	7	0	1	64	57	550	1,968	15	13	5	14
1:30 PM	1	56	30	56	0	1	43	9	0	57	39	6	0	0	53	57	408	1,924	5	17	5	1
1:45 PM	1	55	36	45	0	0	33	9	0	59	48	7	0	0	64	52	409	1,955	15	4	8	6
2:00 PM	0	82	68	84	0	0	74	5	0	78	62	13	0	1	64	70	601	2,047	13	13	8	7
2:15 PM	1	76	52	45	0	1	62	3	0	78	56	7	0	0	81	44	506		8	5	3	2
2:30 PM	0	47	39	47	0	0	57	12	0	55	76	8	0	0	59	39	439		11	19	8	10
2:45 PM	0	74	60	82	0	0	51	3	0	61	69	3	0	0	56	42	501		8	10	7	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	0	1	0	0	2	1	0	0	0	0	0	5
Lights	1	272	217	252	0	1	233	23	0	262	260	30	0	1	257	182	1,991
Mediums	0	7	2	5	0	0	10	0	0	8	2	1	0	0	3	13	51
Total	1	279	219	258	0	1	244	23	0	272	263	31	0	1	260	195	2,047

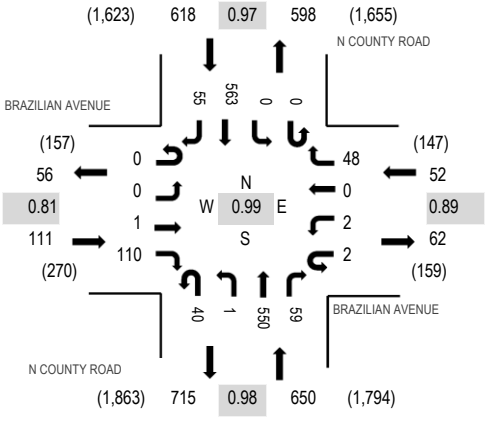
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		2.0%				4.1%				2.5%				3.5%			2.7%
Heavy Vehicle %	0.0%	2.5%	0.9%	2.3%	0.0%	0.0%	4.5%	0.0%	0.0%	3.7%	1.1%	3.2%	0.0%	0.0%	1.2%	6.7%	2.7%
Peak Hour Factor		0.90				0.85				0.92				0.90			0.85
Peak Hour Factor	0.38	0.93	0.82	0.90	0.00	0.38	0.82	0.60	0.00	1.02	0.87	0.67	0.00	0.63	0.83	0.84	0.85

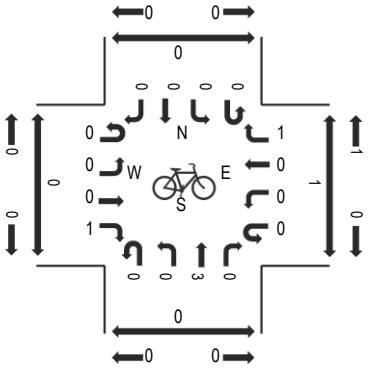
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 10 N COUNTY ROAD & BRAZILIAN AVENUE Noon
Date: Thursday, January 9, 2025
Peak Hour: 12:15 PM - 01:15 PM
Peak 15-Minutes: 12:15 PM - 12:30 PM

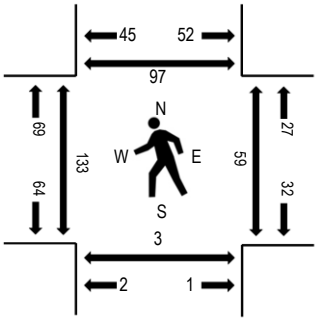
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BRAZILIAN AVENUE Eastbound				BRAZILIAN AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	0	0	11	0	2	0	11	4	0	100	10	0	0	96	9	243	1,137	12	6	0	13
11:15 AM	1	0	0	14	0	0	0	11	8	0	110	3	0	0	131	11	289	1,183	40	8	1	14
11:30 AM	0	0	1	16	1	1	0	7	8	1	121	7	0	0	122	9	294	1,255	35	13	0	15
11:45 AM	0	1	0	21	0	0	1	12	7	1	127	10	0	0	118	13	311	1,318	25	15	0	16
12:00 PM	0	0	0	24	0	0	0	7	9	0	128	4	0	0	105	12	289	1,367	45	12	3	18
12:15 PM	0	0	0	35	0	0	0	10	12	0	146	6	0	0	135	17	361	1,431	39	10	1	26
12:30 PM	0	0	0	32	0	0	0	12	9	0	136	14	0	0	144	10	357	1,400	31	17	0	26
12:45 PM	0	0	1	22	1	2	0	15	14	0	131	15	0	0	145	14	360	1,338	35	15	2	24
2:00 PM	0	0	0	21	1	0	0	11	5	1	137	24	0	0	139	14	353	1,330	28	17	0	21
2:15 PM	0	0	1	15	0	0	0	17	16	2	129	19	0	0	115	16	330		15	30	1	23
2:30 PM	0	0	0	23	0	0	0	17	11	1	122	20	0	0	93	8	295		33	11	0	18
2:45 PM	0	0	1	30	0	1	0	7	15	2	129	20	1	0	132	14	352		26	18	1	9

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	1	4
Lights	0	0	1	108	2	0	0	46	39	1	541	59	0	0	550	50	1,397
Mediums	0	0	0	2	0	0	0	2	1	0	8	0	0	0	13	4	30
Total	0	0	1	110	2	2	0	48	40	1	550	59	0	0	563	55	1,431

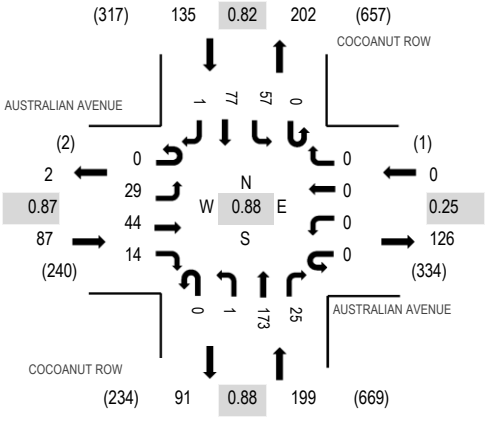
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.8%				7.7%				1.5%				2.9%			2.4%
Heavy Vehicle %	0.0%	0.0%	0.0%	1.8%	0.0%	100.0%	0.0%	4.2%	2.5%	0.0%	1.6%	0.0%	0.0%	0.0%	2.3%	9.1%	2.4%
Peak Hour Factor		0.81				0.89				0.98				0.97			0.99
Peak Hour Factor	0.25	0.25	0.50	0.81	0.50	0.38	0.25	1.00	0.73	0.75	0.94	0.86	0.25	0.00	0.97	0.81	0.99

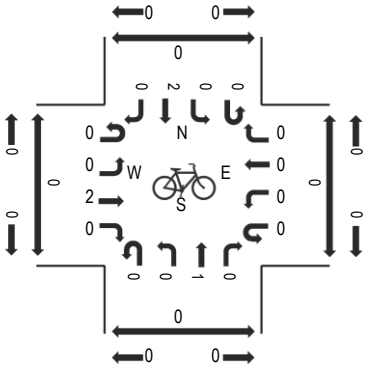
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 11 COCOANUT ROW & AUSTRALIAN AVENUE Noon
Date: Thursday, January 9, 2025
Peak Hour: 12:00 PM - 01:00 PM
Peak 15-Minutes: 12:15 PM - 12:30 PM

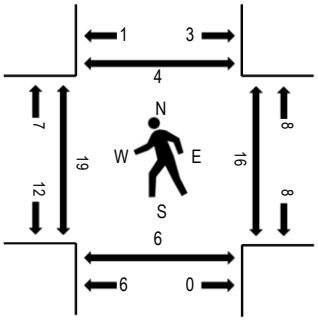
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	AUSTRALIAN AVENUE Eastbound				AUSTRALIAN AVENUE Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	11	12	2	0	0	0	0	0	0	45	8	0	14	20	1	113	421	6	2	1	1
12:15 PM	0	10	11	4	0	0	0	0	0	0	49	5	0	18	23	0	120	402	3	3	0	1
12:30 PM	0	1	12	5	0	0	0	0	0	1	44	10	0	16	18	0	107	389	6	4	1	2
12:45 PM	0	7	9	3	0	0	0	0	0	0	35	2	0	9	16	0	81	381	4	7	4	0
1:00 PM	0	8	13	2	0	0	0	0	0	0	35	7	0	7	22	0	94	389	4	3	5	4
1:15 PM	0	7	10	3	0	0	0	0	0	0	52	5	0	7	23	0	107	383	2	2	0	2
1:30 PM	0	7	8	1	0	0	0	0	0	0	50	10	0	11	12	0	99	384	5	8	3	2
1:45 PM	0	2	10	1	0	0	0	0	0	0	53	6	0	3	14	0	89	403	1	0	7	1
2:00 PM	0	2	15	1	0	0	0	0	0	0	46	6	0	6	12	0	88	417	1	2	0	5
2:15 PM	0	5	6	3	0	0	0	1	0	0	55	13	0	7	18	0	108		0	3	0	1
2:30 PM	0	11	13	3	0	0	0	0	0	0	60	12	0	6	13	0	118		3	3	0	3
2:45 PM	0	5	12	5	0	0	0	0	0	0	56	4	0	11	10	0	103		8	7	0	4

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	29	44	14	0	0	0	0	0	0	171	25	0	54	76	1	414
Mediums	0	0	0	0	0	0	0	0	0	1	2	0	0	3	1	0	7
Total	0	29	44	14	0	0	0	0	0	1	173	25	0	57	77	1	421

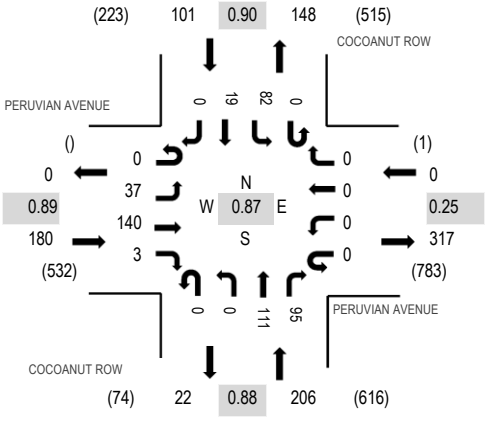
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				1.5%				3.0%			1.7%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	1.2%	0.0%	0.0%	5.3%	1.3%	0.0%	1.7%
Peak Hour Factor		0.87				0.25				0.88				0.82			0.88
Peak Hour Factor	0.00	0.66	0.77	0.70	0.00	0.00	0.00	0.25	0.00	0.25	0.90	0.71	0.00	0.79	0.86	0.25	0.88

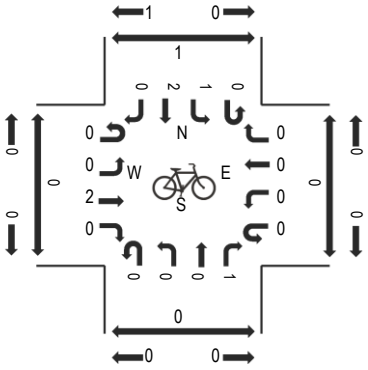
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 12 COCOANUT ROW & PERUVIAN AVENUE Noon
Date: Thursday, January 9, 2025
Peak Hour: 12:15 PM - 01:15 PM
Peak 15-Minutes: 12:15 PM - 12:30 PM

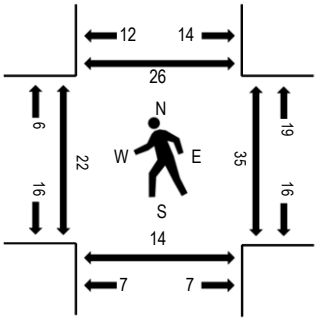
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PERUVIAN AVENUE Eastbound				PERUVIAN AVENUE Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	10	23	0	0	0	0	0	0	0	28	15	0	14	5	0	95	472	3	10	0	7
12:15 PM	0	10	39	1	0	0	0	0	0	0	35	27	0	19	9	0	140	487	7	13	3	10
12:30 PM	0	12	37	0	0	0	0	0	0	0	28	19	0	20	3	0	119	469	8	4	3	7
12:45 PM	0	8	31	2	0	0	0	0	0	0	24	25	0	25	3	0	118	471	4	10	3	4
1:00 PM	0	7	33	0	0	0	0	0	0	0	24	24	0	18	4	0	110	457	3	8	5	5
1:15 PM	0	12	26	5	0	0	0	0	0	0	34	22	0	19	4	0	122	456	1	10	3	0
1:30 PM	0	11	34	1	0	0	0	1	0	0	43	20	0	9	2	0	121	448	5	11	6	1
1:45 PM	0	11	23	3	0	0	0	0	1	0	38	17	0	6	5	0	104	441	2	4	2	2
2:00 PM	0	10	37	2	0	0	0	0	0	0	30	15	0	12	3	0	109	443	3	6	4	5
2:15 PM	0	7	28	5	0	0	0	0	0	0	43	14	0	15	2	0	114		0	2	3	2
2:30 PM	0	15	37	2	0	0	0	0	0	0	31	14	0	9	6	0	114		4	9	5	2
2:45 PM	0	9	38	3	0	0	0	0	0	0	34	11	0	8	3	0	106		2	15	2	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	37	138	3	0	0	0	0	0	0	111	95	0	82	18	0	484
Mediums	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	3
Total	0	37	140	3	0	0	0	0	0	0	111	95	0	82	19	0	487

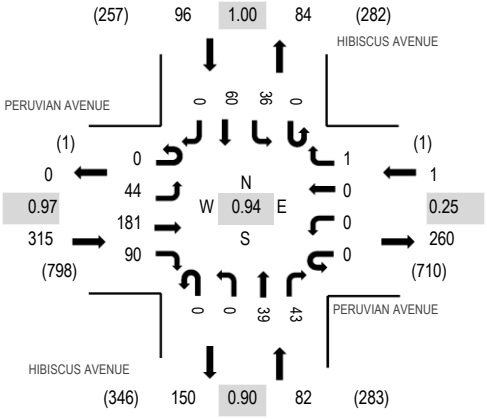
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.1%				0.0%				0.0%				1.0%			0.6%
Heavy Vehicle %	0.0%	0.0%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	0.0%	0.6%
Peak Hour Factor		0.89				0.25				0.88				0.90			0.87
Peak Hour Factor	0.00	0.92	0.90	0.60	0.00	0.00	0.00	0.25	0.25	0.00	0.90	0.88	0.00	0.82	0.56	0.00	0.87

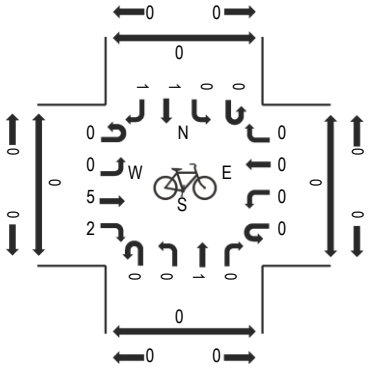
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 13 HIBISCUS AVENUE & PERUVIAN AVENUE Noon
Date: Thursday, January 9, 2025
Peak Hour: 12:15 PM - 01:15 PM
Peak 15-Minutes: 12:45 PM - 01:00 PM

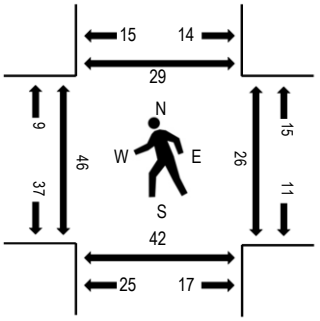
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PERUVIAN AVENUE Eastbound				PERUVIAN AVENUE Westbound				HIBISCUS AVENUE Northbound				HIBISCUS AVENUE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	11	35	8	0	0	0	0	0	0	12	6	0	5	18	0	95	470	6	10	3	12
12:15 PM	0	11	46	21	0	0	0	1	0	0	9	8	0	7	17	0	120	494	7	4	13	13
12:30 PM	0	13	50	17	0	0	0	0	0	0	6	13	0	10	14	0	123	484	14	10	6	2
12:45 PM	0	14	46	21	0	0	0	0	0	0	14	13	0	12	12	0	132	463	9	3	8	7
1:00 PM	0	6	39	31	0	0	0	0	0	0	10	9	0	7	17	0	119	437	16	9	15	7
1:15 PM	0	7	46	13	0	0	0	0	0	0	18	9	0	5	12	0	110	423	6	7	9	3
1:30 PM	0	5	40	15	0	0	0	0	0	0	12	3	0	9	17	1	102	437	11	9	9	2
1:45 PM	0	5	37	15	0	0	0	0	0	0	18	4	1	7	19	0	106	440	8	11	8	10
2:00 PM	0	7	44	10	0	0	0	0	0	0	18	12	0	4	10	0	105	432	15	15	13	14
2:15 PM	0	13	43	13	0	0	0	0	1	0	16	16	0	15	7	0	124		2	9	21	5
2:30 PM	0	11	43	9	0	0	0	0	1	0	14	10	0	7	10	0	105		0	10	5	2
2:45 PM	0	5	40	8	0	0	0	0	1	0	25	5	0	5	9	0	98		3	5	4	5

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	43	180	89	0	0	0	1	0	0	39	43	0	35	60	0	490
Mediums	0	1	1	1	0	0	0	0	0	0	0	0	0	1	0	0	4
Total	0	44	181	90	0	0	0	1	0	0	39	43	0	36	60	0	494

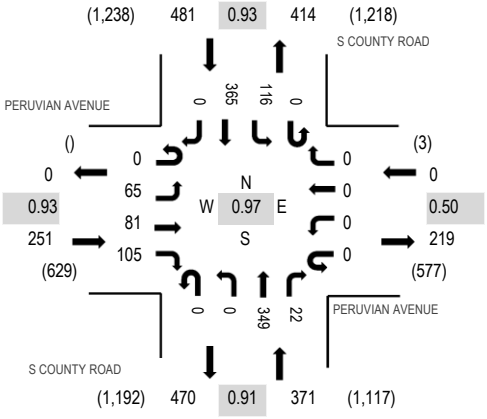
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.0%				0.0%				0.0%				1.0%			0.8%
Heavy Vehicle %	0.0%	2.3%	0.6%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.8%	0.0%	0.0%	0.8%
Peak Hour Factor		0.97				0.25				0.90				1.00			0.94
Peak Hour Factor	0.00	0.88	0.91	0.73	0.00	0.00	0.00	0.25	0.75	0.00	0.73	0.85	0.25	0.75	0.86	0.25	0.94

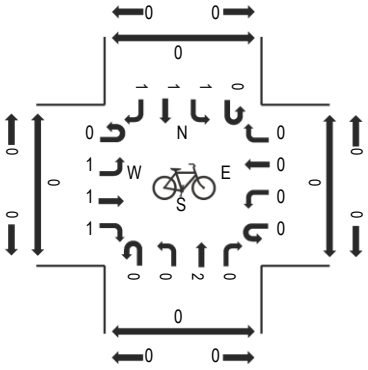
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 14 S COUNTY ROAD & PERUVIAN AVENUE Noon
Date: Thursday, January 9, 2025
Peak Hour: 12:15 PM - 01:15 PM
Peak 15-Minutes: 12:15 PM - 12:30 PM

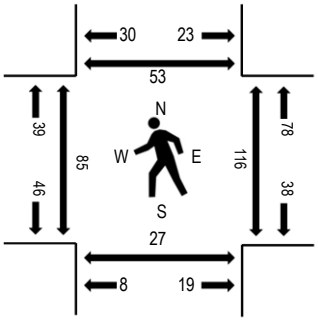
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PERUVIAN AVENUE Eastbound				PERUVIAN AVENUE Westbound				S COUNTY ROAD Northbound				S COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	11	12	15	0	0	0	0	0	0	54	7	1	15	62	0	177	856	17	5	0	7
11:15 AM	0	6	6	10	0	0	0	0	0	0	84	5	0	19	79	0	209	897	7	13	5	9
11:30 AM	0	13	17	13	0	0	0	1	0	0	83	5	0	22	84	0	238	973	16	10	6	5
11:45 AM	0	11	21	13	0	0	0	1	0	0	91	9	0	18	68	0	232	1,006	16	14	2	8
12:00 PM	0	13	13	16	0	0	0	0	0	0	82	4	0	23	67	0	218	1,041	21	21	2	20
12:15 PM	0	14	19	28	0	0	0	0	0	0	93	6	0	30	95	0	285	1,103	25	25	9	11
12:30 PM	0	21	27	21	0	0	0	0	0	0	69	3	0	39	91	0	271	1,087	7	17	1	11
12:45 PM	0	16	14	32	0	0	0	0	0	0	85	10	0	24	86	0	267	1,065	28	35	14	19
2:00 PM	0	14	21	24	0	0	0	0	0	0	102	3	0	23	93	0	280	1,090	25	39	3	12
2:15 PM	0	20	25	23	0	0	0	1	0	0	97	10	1	27	65	0	269		28	27	5	14
2:30 PM	0	19	17	27	0	0	0	0	0	0	90	8	0	22	66	0	249		19	16	7	5
2:45 PM	0	16	16	25	0	0	0	0	0	0	109	8	0	29	89	0	292		22	28	3	7

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Lights	0	64	81	104	0	0	0	0	0	0	344	22	0	116	354	0	1,085
Mediums	0	1	0	1	0	0	0	0	0	0	4	0	0	0	11	0	17
Total	0	65	81	105	0	0	0	0	0	0	349	22	0	116	365	0	1,103

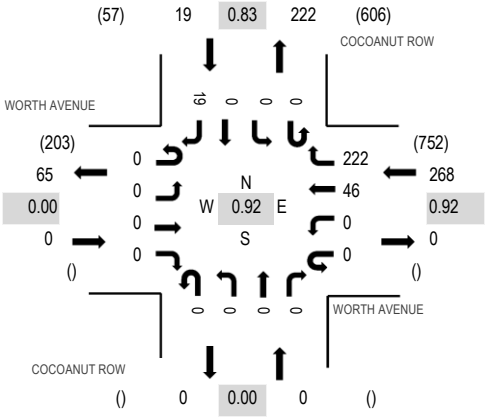
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.8%				0.0%				1.3%				2.3%			1.6%
Heavy Vehicle %	0.0%	1.5%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	0.0%	0.0%	0.0%	3.0%	0.0%	1.6%
Peak Hour Factor		0.93				0.50				0.91				0.93			0.97
Peak Hour Factor	0.00	0.85	0.81	0.83	0.00	0.00	0.00	0.50	0.00	0.00	0.91	0.78	0.25	0.74	0.96	0.00	0.97

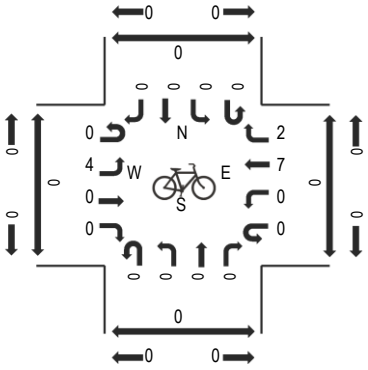
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 15 COCOANUT ROW & WORTH AVENUE Noon
Date: Thursday, January 9, 2025
Peak Hour: 01:15 PM - 02:15 PM
Peak 15-Minutes: 01:15 PM - 01:30 PM

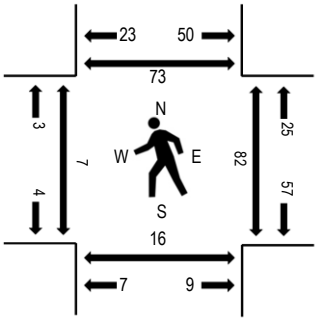
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WORTH AVENUE Eastbound				WORTH AVENUE Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	0	0	0	0	0	8	40	0	0	0	0	0	0	0	3	51	254	2	22	7	18
12:15 PM	0	0	0	0	0	0	7	61	0	0	0	0	0	0	0	8	76	261	2	12	5	25
12:30 PM	0	0	0	0	0	0	9	48	0	0	0	0	0	0	0	3	60	263	0	28	7	22
12:45 PM	0	0	0	0	0	0	12	50	0	0	0	0	0	0	0	5	67	281	0	17	8	12
1:00 PM	0	0	0	0	0	0	11	44	0	0	0	0	0	0	0	3	58	286	1	7	4	15
1:15 PM	0	0	0	0	0	0	13	59	0	0	0	0	0	0	0	6	78	287	1	10	6	16
1:30 PM	0	0	0	0	0	0	13	60	0	0	0	0	0	0	0	5	78	287	2	17	5	26
1:45 PM	0	0	0	0	0	0	11	57	0	0	0	0	0	0	0	4	72	277	1	30	3	19
2:00 PM	0	0	0	0	0	0	9	46	0	0	0	0	0	0	0	4	59	269	3	25	2	12
2:15 PM	0	0	0	0	0	0	17	55	0	0	0	0	0	0	0	6	78		0	11	2	15
2:30 PM	0	0	0	0	0	0	20	42	0	0	0	0	0	0	0	6	68		0	23	4	7
2:45 PM	0	0	0	0	0	0	16	44	0	0	0	0	0	0	0	4	64		0	11	2	8

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	45	217	0	0	0	0	0	0	0	19	281
Mediums	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	6
Total	0	0	0	0	0	0	46	222	0	0	0	0	0	0	0	19	287

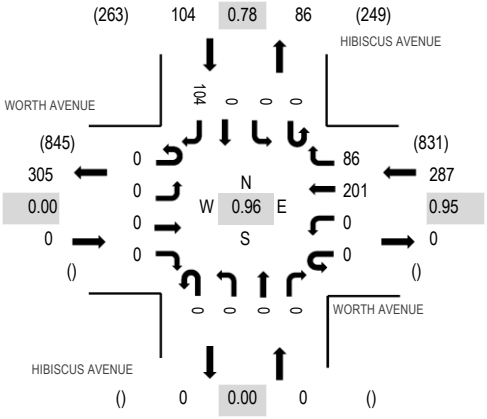
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				2.2%				0.0%				0.0%			2.1%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.2%	2.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.1%
Peak Hour Factor		0.00				0.92				0.00				0.83			0.92
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.00	0.78	0.93	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.83	0.92

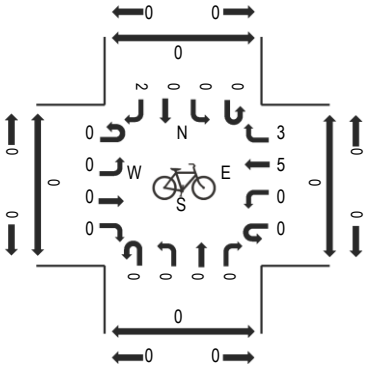
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 16 HIBISCUS AVENUE & WORTH AVENUE Noon
Date: Thursday, January 9, 2025
Peak Hour: 12:15 PM - 01:15 PM
Peak 15-Minutes: 12:45 PM - 01:00 PM

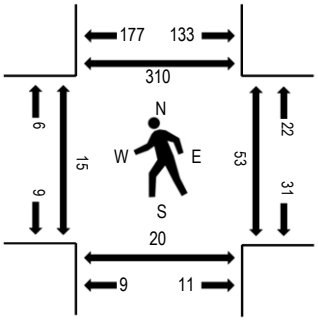
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WORTH AVENUE Eastbound				WORTH AVENUE Westbound				HIBISCUS AVENUE Northbound				HIBISCUS AVENUE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	0	0	0	0	0	36	18	0	0	0	0	0	0	0	26	80	375	0	23	0	65
12:15 PM	0	0	0	0	0	0	55	19	0	0	0	0	0	0	0	24	98	391	0	20	0	74
12:30 PM	0	0	0	0	0	0	53	23	0	0	0	0	0	0	0	19	95	388	0	6	0	91
12:45 PM	0	0	0	0	0	0	50	25	0	0	0	0	0	0	0	27	102	381	0	17	0	72
1:00 PM	0	0	0	0	0	0	43	19	0	0	0	0	0	0	0	34	96	377	15	10	20	73
1:15 PM	0	0	0	0	0	0	49	27	0	0	0	0	0	0	0	19	95	365	10	18	26	80
1:30 PM	0	0	0	0	0	0	47	15	0	0	0	0	0	0	0	26	88	371	31	7	29	84
1:45 PM	0	0	0	0	0	0	50	21	0	0	0	0	0	0	0	27	98	357	30	41	45	114
2:00 PM	0	0	0	0	0	0	47	23	0	0	0	0	1	0	0	13	84	342	17	20	40	81
2:15 PM	0	0	0	0	0	0	58	25	0	0	0	0	0	0	0	18	101		15	31	18	110
2:30 PM	0	0	0	0	0	0	47	13	0	0	0	0	0	0	0	14	74		16	17	34	94
2:45 PM	0	0	0	0	0	0	48	20	0	0	0	0	0	0	0	15	83		8	15	27	91

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	199	86	0	0	0	0	0	0	0	103	388
Mediums	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	3
Total	0	0	0	0	0	0	201	86	0	0	0	0	0	0	0	104	391

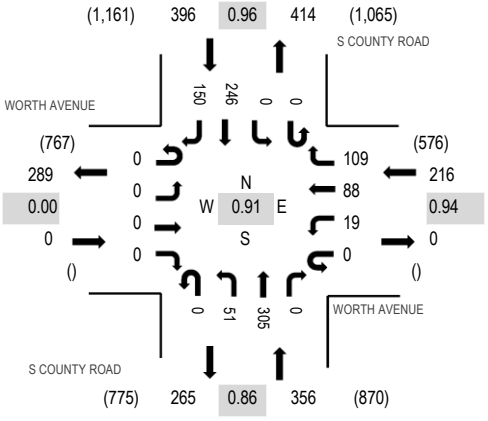
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.7%				0.0%				1.0%			0.8%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	0.8%
Peak Hour Factor		0.00				0.95				0.00				0.78			0.96
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.00	0.87	0.87	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.78	0.96

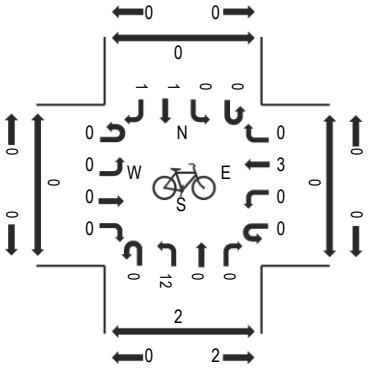
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 17 S COUNTY ROAD & WORTH AVENUE Noon
Date: Thursday, January 9, 2025
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:45 PM - 03:00 PM

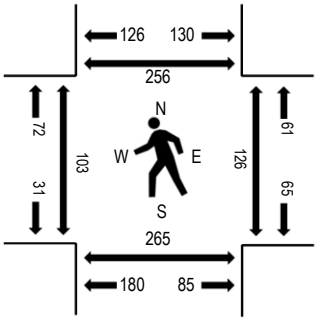
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WORTH AVENUE Eastbound				WORTH AVENUE Westbound				S COUNTY ROAD Northbound				S COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	0	0	0	0	0	7	18	0	10	40	0	0	0	60	14	149	758	12	22	10	34
11:15 AM	0	0	0	0	0	4	11	30	0	5	54	0	0	0	63	29	196	803	9	14	18	21
11:30 AM	0	0	0	0	0	3	13	36	0	5	45	0	0	0	58	34	194	839	9	19	29	29
11:45 AM	0	0	0	0	0	1	17	33	0	18	69	0	0	0	51	30	219	856	17	17	25	26
12:00 PM	0	0	0	0	0	1	14	19	0	11	67	0	0	0	54	28	194	881	17	28	21	52
12:15 PM	0	0	0	0	0	1	15	28	0	12	57	0	0	0	65	54	232	941	14	24	28	39
12:30 PM	0	0	0	0	0	6	22	22	0	6	45	0	0	0	69	41	211	931	24	17	17	39
12:45 PM	0	0	0	0	0	7	23	29	0	11	59	0	0	0	67	48	244	947	28	39	28	56
2:00 PM	0	0	0	0	0	6	24	25	0	9	78	0	0	0	67	45	254	968	26	37	46	64
2:15 PM	0	0	0	0	0	6	21	23	0	14	76	0	0	0	49	33	222		25	32	39	58
2:30 PM	0	0	0	0	0	4	23	31	0	11	65	0	0	0	61	32	227		23	42	57	79
2:45 PM	0	0	0	0	0	3	20	30	0	17	86	0	0	0	69	40	265		29	15	123	55

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
Lights	0	0	0	0	0	19	85	109	0	49	295	0	0	0	237	148	942
Mediums	0	0	0	0	0	0	3	0	0	2	7	0	0	0	9	2	23
Total	0	0	0	0	0	19	88	109	0	51	305	0	0	0	246	150	968

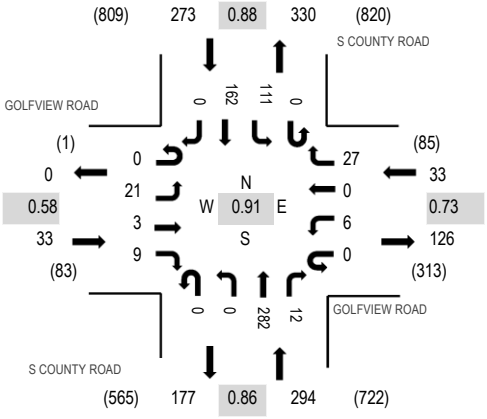
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				1.4%				3.4%				2.8%			2.7%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.4%	0.0%	0.0%	3.9%	3.3%	0.0%	0.0%	0.0%	3.7%	1.3%	2.7%
Peak Hour Factor		0.00				0.94				0.86				0.96			0.91
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.89	0.99	0.82	0.00	0.75	0.89	0.00	0.00	0.00	0.97	0.87	0.91

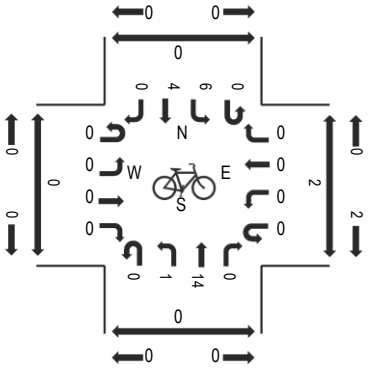
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 18 S COUNTY ROAD & GOLFVIEW ROAD Noon
Date: Thursday, January 9, 2025
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:45 PM - 03:00 PM

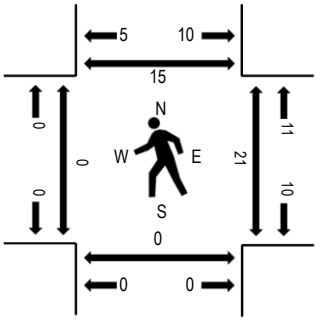
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	GOLFVIEW ROAD Eastbound				GOLFVIEW ROAD Westbound				S COUNTY ROAD Northbound				S COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	0	1	3	0	4	0	7	0	0	41	0	0	15	47	0	118	501	1	13	0	2
11:15 AM	0	2	1	0	0	0	0	4	0	0	52	2	0	14	51	0	126	521	1	3	0	1
11:30 AM	0	1	0	3	1	1	0	2	0	0	49	1	0	15	48	0	121	530	0	5	0	1
11:45 AM	0	6	0	1	0	0	0	10	0	0	66	1	0	14	37	1	136	541	1	2	0	4
12:00 PM	0	13	1	1	0	0	0	3	0	0	59	4	0	9	48	0	138	565	2	8	1	0
12:15 PM	0	4	1	2	0	0	0	4	0	0	52	2	0	28	42	0	135	596	0	5	0	3
12:30 PM	0	4	0	2	0	0	0	4	0	0	43	1	0	28	50	0	132	604	3	11	0	0
12:45 PM	0	1	1	2	0	0	0	12	0	0	51	4	0	43	46	0	160	619	1	8	1	2
2:00 PM	0	3	1	3	0	2	0	4	0	0	76	3	0	30	47	0	169	633	0	9	0	5
2:15 PM	0	6	1	1	0	1	0	7	0	0	68	4	0	23	32	0	143		0	3	0	4
2:30 PM	0	7	0	2	0	2	0	7	0	0	54	4	0	29	42	0	147		0	7	0	5
2:45 PM	0	5	1	3	0	1	0	9	0	0	84	1	0	29	41	0	174		0	2	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
Lights	0	20	3	9	0	6	0	26	0	0	271	11	0	110	154	0	610
Mediums	0	1	0	0	0	0	0	1	0	0	8	1	0	1	8	0	20
Total	0	21	3	9	0	6	0	27	0	0	282	12	0	111	162	0	633

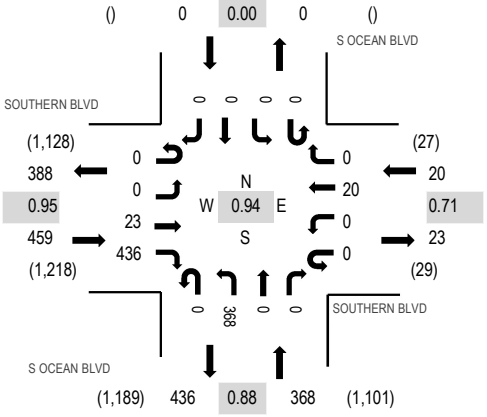
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		3.0%				3.0%				4.1%				3.3%			3.6%
Heavy Vehicle %	0.0%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	3.7%	0.0%	0.0%	3.9%	8.3%	0.0%	0.9%	4.9%	0.0%	3.6%
Peak Hour Factor		0.58				0.73				0.86				0.88			0.91
Peak Hour Factor	0.00	0.52	0.75	0.75	0.25	0.75	0.00	0.63	0.00	0.00	0.84	0.94	0.00	0.75	0.93	0.25	0.91

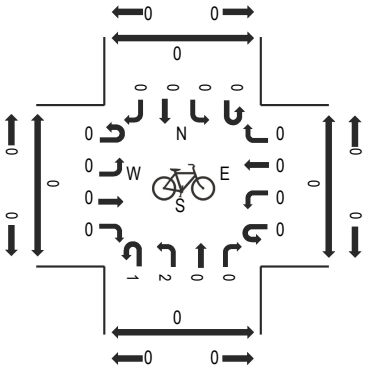
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 19 S OCEAN BLVD & SOUTHERN BLVD Noon
Date: Thursday, January 9, 2025
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:15 PM - 02:30 PM

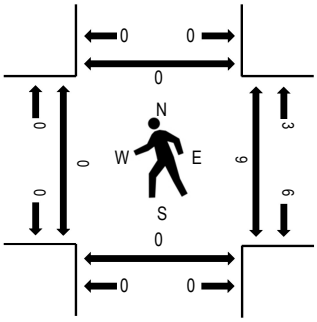
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SOUTHERN BLVD Eastbound				SOUTHERN BLVD Westbound				S OCEAN BLVD Northbound				S OCEAN BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	0	3	101	0	0	1	0	0	82	0	0	0	0	0	0	187	799	0	0	0	0
12:15 PM	0	0	1	103	0	0	1	0	0	76	0	0	0	0	0	0	181	792	0	0	2	2
12:30 PM	0	0	0	122	0	0	0	0	0	113	0	0	0	0	0	0	235	723	0	0	0	0
12:45 PM	0	0	1	96	0	0	0	0	0	99	0	0	0	0	0	0	196	711	0	0	0	0
1:00 PM	0	0	0	70	0	0	1	0	0	109	0	0	0	0	0	0	180	700	0	0	0	0
1:15 PM	0	0	0	41	0	0	0	0	0	71	0	0	0	0	0	0	112	719	0	1	0	1
1:30 PM	0	0	1	127	0	0	1	0	0	94	0	0	0	0	0	0	223	833	0	0	0	1
1:45 PM	0	0	0	93	0	0	3	0	0	89	0	0	0	0	0	0	185	815	0	0	0	0
2:00 PM	0	0	6	107	0	0	4	0	0	82	0	0	0	0	0	0	199	847	0	1	0	0
2:15 PM	0	0	10	111	0	0	5	0	0	100	0	0	0	0	0	0	226		0	8	0	0
2:30 PM	0	0	4	105	0	0	7	0	0	89	0	0	0	0	0	0	205		0	0	0	0
2:45 PM	0	0	3	113	0	0	4	0	0	97	0	0	0	0	0	0	217		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Lights	0	0	23	432	0	0	20	0	0	365	0	0	0	0	0	0	840
Mediums	0	0	0	4	0	0	0	0	0	2	0	0	0	0	0	0	6
Total	0	0	23	436	0	0	20	0	0	368	0	0	0	0	0	0	847

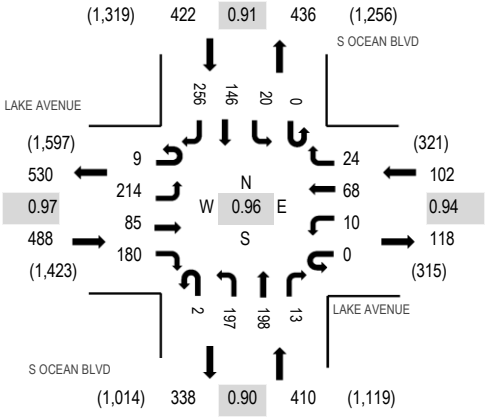
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.9%				0.0%				0.8%				0.0%			0.8%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%
Peak Hour Factor		0.95				0.71				0.88				0.00			0.94
Peak Hour Factor	0.00	0.00	0.58	0.86	0.00	0.00	0.71	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.00	0.94

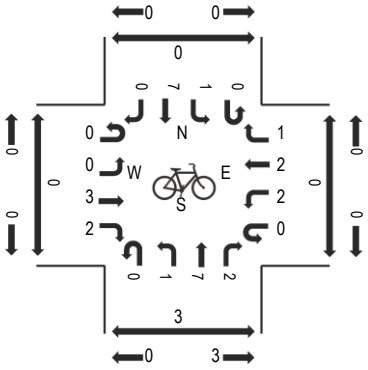
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 20 S OCEAN BLVD & LAKE AVENUE Noon
Date: Thursday, January 9, 2025
Peak Hour: 12:30 PM - 01:30 PM
Peak 15-Minutes: 12:45 PM - 01:00 PM

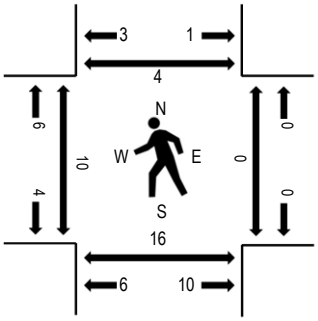
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LAKE AVENUE Eastbound				LAKE AVENUE Westbound				S OCEAN BLVD Northbound				S OCEAN BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	2	57	11	35	0	3	16	6	0	55	39	3	0	8	44	72	351	1,417	3	0	1	0
12:15 PM	1	53	18	52	0	4	11	3	0	42	36	3	1	2	38	75	339	1,421	0	0	0	0
12:30 PM	3	45	21	40	0	1	10	7	1	49	57	7	0	4	38	74	357	1,422	2	0	3	0
12:45 PM	2	64	17	46	0	0	17	4	1	50	53	2	0	9	45	60	370	1,398	2	0	1	3
1:00 PM	1	52	19	52	0	6	17	6	0	54	44	2	0	4	34	64	355	1,346	3	0	9	1
1:15 PM	3	53	28	42	0	3	24	7	0	44	44	2	0	3	29	58	340	1,357	3	0	3	0
1:30 PM	1	54	24	53	0	1	21	5	0	42	33	1	0	3	31	64	333	1,336	1	0	3	0
1:45 PM	3	47	16	40	0	1	19	5	0	41	54	3	0	5	26	58	318	1,340	2	0	2	0
2:00 PM	2	56	25	47	1	7	17	5	0	51	33	2	0	1	54	65	366	1,419	2	0	6	1
2:15 PM	1	61	15	29	0	2	18	9	0	36	34	3	0	2	42	67	319		1	0	2	1
2:30 PM	1	55	18	34	0	3	21	8	0	45	41	1	0	2	41	67	337		0	1	4	0
2:45 PM	1	65	21	37	0	3	24	6	0	53	54	4	0	5	49	75	397		2	1	2	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	1	4
Lights	9	206	82	174	0	10	65	24	2	193	193	13	0	20	145	242	1,378
Mediums	0	7	3	5	0	0	3	0	0	4	4	0	0	0	1	13	40
Total	9	214	85	180	0	10	68	24	2	197	198	13	0	20	146	256	1,422

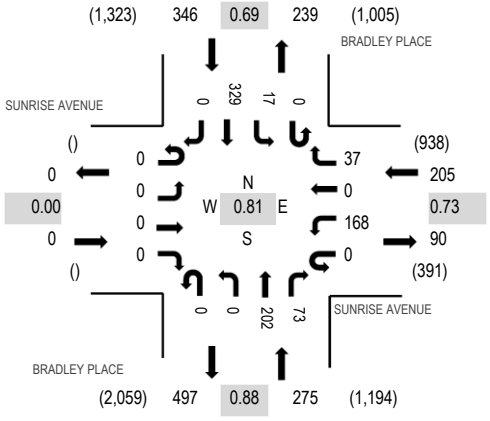
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		3.5%				2.9%				2.2%				3.6%			3.1%
Heavy Vehicle %	0.0%	3.7%	3.5%	3.3%	0.0%	0.0%	4.4%	0.0%	0.0%	2.0%	2.5%	0.0%	0.0%	0.0%	0.7%	5.5%	3.1%
Peak Hour Factor		0.97				0.94				0.90				0.91			0.96
Peak Hour Factor	0.75	0.91	0.83	0.91	0.25	0.54	0.84	0.78	0.50	0.91	0.87	0.54	0.25	0.64	0.86	0.94	0.96

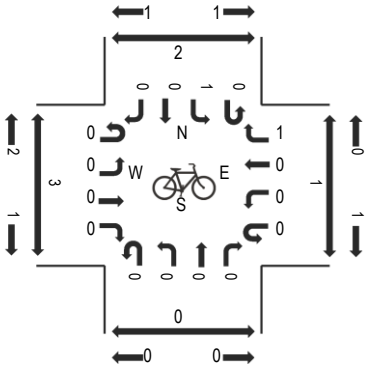
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 BRADLEY PLACE & SUNRISE AVENUE PM
Date: Thursday, January 9, 2025
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:00 PM - 03:15 PM

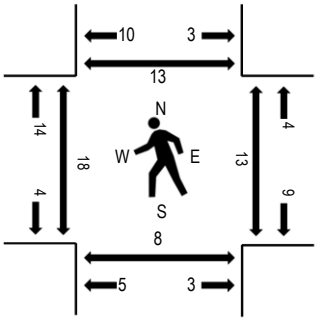
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE AVENUE Eastbound				SUNRISE AVENUE Westbound				BRADLEY PLACE Northbound				BRADLEY PLACE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	0	0	0	0	47	0	14	0	0	51	16	0	7	119	0	254	826	4	6	4	2
3:15 PM	0	0	0	0	0	40	0	11	0	0	52	12	0	4	69	0	188	804	3	1	0	6
3:30 PM	0	0	0	0	0	59	0	7	0	0	61	17	0	2	85	0	231	784	9	2	2	2
3:45 PM	0	0	0	0	0	22	0	5	0	0	38	28	0	4	56	0	153	721	2	4	2	3
4:00 PM	0	0	0	0	0	64	0	8	0	0	46	19	0	6	89	0	232	763	6	5	2	1
4:15 PM	0	0	0	0	0	36	0	2	0	0	48	13	0	1	68	0	168	739	2	1	1	2
4:30 PM	0	0	0	0	0	42	0	5	0	0	39	8	0	3	71	0	168	677	7	4	2	4
4:45 PM	0	0	0	0	0	49	0	3	0	0	47	20	0	2	74	0	195	732	4	2	0	5
5:00 PM	0	0	0	0	0	46	0	6	0	0	51	16	0	4	85	0	208	736	1	2	0	0
5:15 PM	0	0	0	0	0	13	0	2	0	0	36	9	0	4	42	0	106	717	4	11	4	0
5:30 PM	0	0	0	0	0	77	0	6	0	0	38	17	0	3	82	0	223	767	8	0	2	0
5:45 PM	0	0	0	0	0	42	0	14	0	0	49	19	0	5	70	0	199	691	4	1	4	0
6:00 PM	0	0	0	0	0	45	0	9	0	0	44	16	0	4	71	0	189	616	0	1	1	2
6:15 PM	0	0	0	0	0	43	0	8	0	0	46	13	0	6	40	0	156	597	1	1	1	6
6:30 PM	0	0	0	0	0	35	0	6	0	0	44	15	0	7	40	0	147	571	4	10	1	2
6:45 PM	0	0	0	0	0	21	0	1	0	0	39	21	0	4	38	0	124	540	3	5	1	4
7:00 PM	0	0	0	0	0	44	0	6	0	0	46	23	0	0	51	0	170	514	0	5	0	3
7:15 PM	0	0	0	0	0	40	0	5	0	0	29	15	0	5	36	0	130		2	1	2	1
7:30 PM	0	0	0	0	0	30	0	3	0	0	41	9	0	3	30	0	116		0	4	1	0
7:45 PM	0	0	0	0	0	18	0	4	0	0	35	8	0	3	30	0	98		2	6	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Lights	0	0	0	0	0	166	0	35	0	0	199	72	0	17	315	0	804
Mediums	0	0	0	0	0	1	0	2	0	0	3	1	0	0	14	0	21
Total	0	0	0	0	0	168	0	37	0	0	202	73	0	17	329	0	826

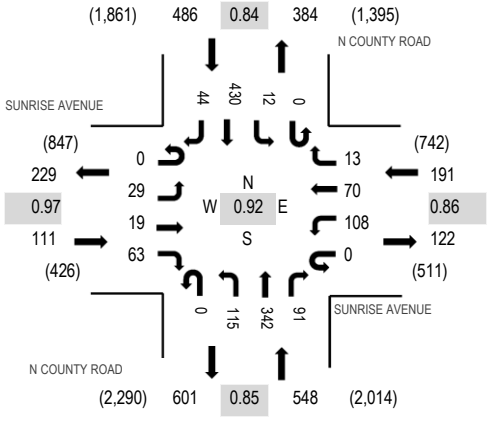
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		0.0%				2.0%				1.5%				4.0%			2.7%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	0.0%	5.4%	0.0%	0.0%	1.5%	1.4%	0.0%	0.0%	4.3%	0.0%	2.7%
Peak Hour Factor		0.00				0.73				0.88				0.69			0.81
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.67	0.00	0.66	0.00	0.00	0.83	0.69	0.00	0.79	0.69	0.00	0.81

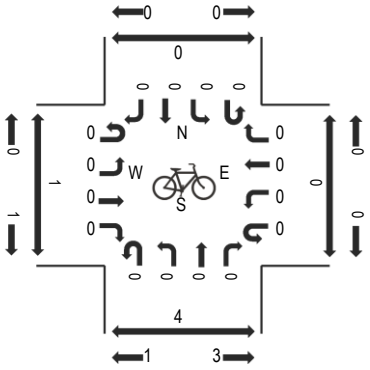
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 N COUNTY ROAD & SUNRISE AVENUE PM
Date: Thursday, January 9, 2025
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

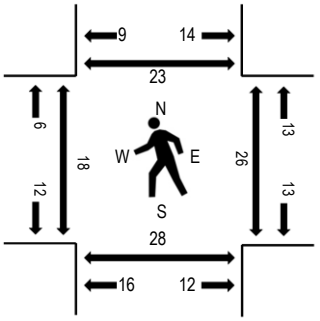
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE AVENUE Eastbound				SUNRISE AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	11	6	17	0	25	13	1	0	19	78	20	0	4	148	21	363	1,336	1	6	9	14
3:15 PM	0	5	4	13	0	22	21	5	0	39	78	20	0	5	85	10	307	1,315	7	5	5	3
3:30 PM	0	2	7	18	0	27	16	4	0	29	108	26	0	1	116	11	365	1,321	5	2	5	2
3:45 PM	0	11	2	15	0	34	20	3	0	28	78	25	0	2	81	2	301	1,277	5	13	9	4
4:00 PM	0	9	5	14	0	25	16	3	0	21	81	18	0	2	134	14	342	1,277	4	5	6	5
4:15 PM	0	7	3	19	0	18	17	6	0	30	81	22	0	2	102	6	313	1,258	4	6	7	5
4:30 PM	0	4	1	11	0	26	11	5	0	16	89	18	0	2	129	9	321	1,203	3	9	17	9
4:45 PM	0	3	5	21	0	18	13	5	0	28	70	32	0	3	92	11	301	1,181	8	9	42	14
5:00 PM	0	4	6	9	0	18	21	1	0	31	73	38	0	4	103	15	323	1,093	19	11	19	21
5:15 PM	0	8	3	12	0	8	7	8	0	29	66	29	0	1	76	11	258	974	5	19	28	5
5:30 PM	0	9	10	15	0	36	8	6	0	23	57	32	0	5	77	21	299	904	12	6	21	9
5:45 PM	0	6	4	10	0	11	5	3	0	22	38	21	0	2	79	12	213	771	3	6	16	1
6:00 PM	0	3	3	7	0	15	8	5	0	19	50	8	0	5	70	11	204	726	1	3	3	2
6:15 PM	0	3	5	9	0	16	10	6	0	8	50	15	0	1	57	8	188	736	4	1	2	5
6:30 PM	0	0	5	11	0	16	5	3	0	14	36	10	0	2	55	9	166	721	3	4	3	5
6:45 PM	0	3	1	11	0	14	8	1	0	13	44	10	0	1	61	1	168	665	6	9	5	5
7:00 PM	0	4	2	13	0	38	26	6	0	13	42	10	0	2	53	5	214	611	46	32	46	42
7:15 PM	0	1	1	8	0	37	14	4	0	12	42	10	0	1	35	8	173		6	2	6	6
7:30 PM	0	3	3	8	0	9	5	1	0	4	30	8	0	0	35	4	110		0	2	2	2
7:45 PM	0	2	2	9	0	5	2	2	0	12	28	13	0	3	34	2	114		0	0	0	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Lights	0	29	19	62	0	105	69	13	0	113	340	91	0	12	400	43	1,296
Mediums	0	0	0	1	0	3	1	0	0	1	2	0	0	0	30	1	39
Total	0	29	19	63	0	108	70	13	0	115	342	91	0	12	430	44	1,336

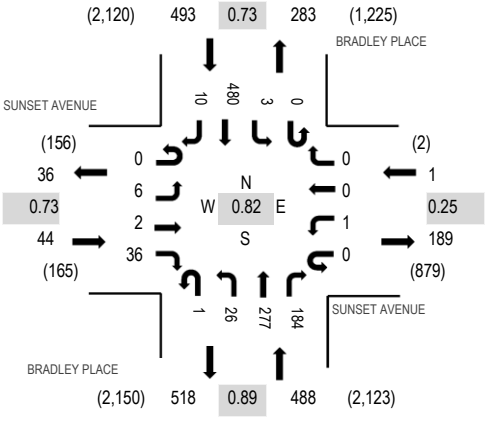
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		0.9%				2.1%				0.7%				6.4%			3.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	1.6%	0.0%	2.8%	1.4%	0.0%	0.0%	1.7%	0.6%	0.0%	0.0%	0.0%	7.0%	2.3%	3.0%
Peak Hour Factor		0.97				0.86				0.85				0.84			0.92
Peak Hour Factor	0.00	0.70	0.60	0.87	0.00	0.79	0.87	0.69	0.00	0.75	0.81	0.86	0.00	0.65	0.85	0.70	0.92

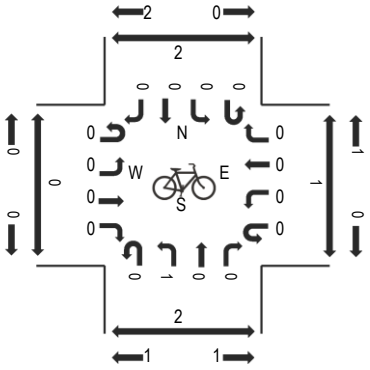
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 BRADLEY PLACE & SUNSET AVENUE PM
Date: Thursday, January 9, 2025
Peak Hour: 03:15 PM - 04:15 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

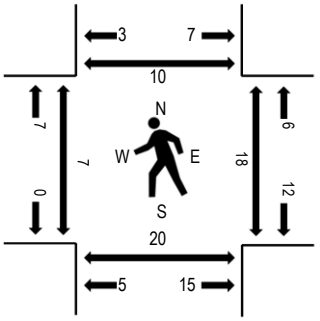
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNSET AVENUE Eastbound				SUNSET AVENUE Westbound				BRADLEY PLACE Northbound				BRADLEY PLACE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	1	0	7	0	0	0	0	0	4	66	47	0	1	164	7	297	1,011	7	10	6	5
3:15 PM	0	2	0	6	0	0	0	0	0	4	61	31	0	0	106	2	212	1,026	0	2	4	3
3:30 PM	0	1	1	13	0	0	0	0	0	8	80	49	0	0	137	5	294	1,010	6	7	4	0
3:45 PM	0	2	0	8	0	1	0	0	0	6	69	42	0	0	80	0	208	940	1	6	7	0
4:00 PM	0	1	1	9	0	0	0	0	1	8	67	62	0	3	157	3	312	988	0	3	5	7
4:15 PM	0	1	2	2	0	0	0	0	0	6	58	36	0	1	89	1	196	939	1	3	5	4
4:30 PM	0	0	2	9	0	0	0	0	0	7	50	39	0	0	117	0	224	899	2	5	5	2
4:45 PM	0	1	2	6	0	0	0	1	0	11	66	45	0	0	124	0	256	945	4	2	9	7
5:00 PM	0	2	1	4	0	0	0	0	0	6	70	44	0	4	130	2	263	938	2	6	2	4
5:15 PM	0	3	2	4	0	0	0	0	0	4	43	42	0	0	57	1	156	911	5	12	4	10
5:30 PM	0	0	0	3	0	0	0	0	0	5	56	42	0	2	159	3	270	965	6	3	6	9
5:45 PM	0	0	1	7	0	0	0	0	0	4	69	48	0	6	112	2	249	876	1	2	6	6
6:00 PM	0	1	0	6	0	0	0	0	0	2	65	45	0	6	108	3	236	804	1	5	0	3
6:15 PM	0	0	2	6	0	0	0	0	0	8	58	46	0	5	83	2	210	782	3	7	0	3
6:30 PM	0	0	0	4	0	0	0	0	0	2	60	33	0	8	72	2	181	746	8	7	0	1
6:45 PM	0	1	2	8	0	0	0	0	0	4	59	36	0	5	61	1	177	711	5	9	0	2
7:00 PM	0	4	0	6	0	0	0	0	0	6	70	28	0	7	91	2	214	669	3	4	0	7
7:15 PM	0	1	2	3	0	0	0	0	0	9	43	38	0	1	74	3	174		0	1	0	2
7:30 PM	0	0	3	4	0	0	0	0	0	7	49	23	0	2	57	1	146		3	4	0	1
7:45 PM	0	0	3	5	0	0	0	0	0	5	44	27	0	1	50	0	135		5	8	0	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	6	2	36	0	1	0	0	1	26	273	184	0	2	466	10	1,007
Mediums	0	0	0	0	0	0	0	0	0	0	4	0	0	1	13	0	18
Total	0	6	2	36	0	1	0	0	1	26	277	184	0	3	480	10	1,026

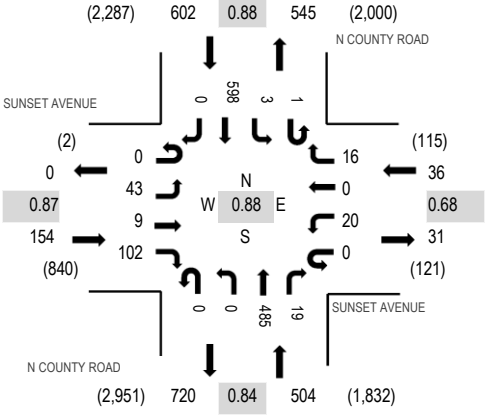
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		0.0%				0.0%				0.8%				3.0%			1.9%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	0.0%	0.0%	33.3%	2.9%	0.0%	1.9%
Peak Hour Factor		0.73				0.25				0.89				0.73			0.82
Peak Hour Factor	0.00	0.38	0.67	0.69	0.00	0.25	0.00	0.25	0.25	0.73	0.87	0.76	0.00	0.78	0.74	0.50	0.82

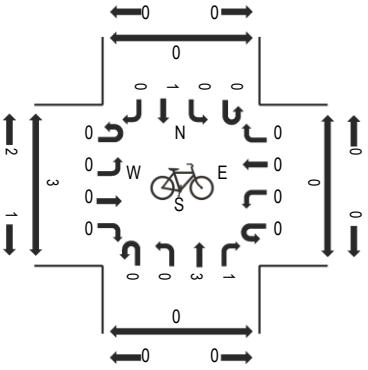
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 N COUNTY ROAD & SUNSET AVENUE PM
Date: Thursday, January 9, 2025
Peak Hour: 03:30 PM - 04:30 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

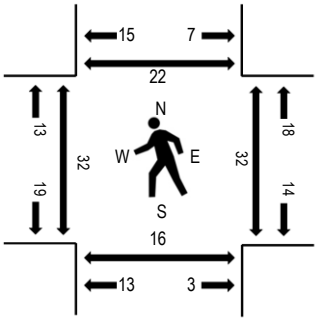
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNSET AVENUE Eastbound				SUNSET AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	13	0	39	0	5	0	1	0	0	107	4	1	2	176	0	348	1,295	6	7	4	2
3:15 PM	0	14	0	27	0	5	0	5	0	0	114	9	0	0	112	0	286	1,289	7	7	5	2
3:30 PM	0	11	3	34	0	2	0	5	0	0	148	5	1	2	157	0	368	1,296	5	9	5	2
3:45 PM	0	8	2	19	0	3	0	4	0	0	116	7	0	1	133	0	293	1,258	10	9	4	4
4:00 PM	0	10	0	32	0	11	0	3	0	0	110	4	0	0	172	0	342	1,276	9	8	3	2
4:15 PM	0	14	4	17	0	4	0	4	0	0	111	3	0	0	136	0	293	1,264	8	6	4	14
4:30 PM	0	14	3	30	0	7	0	1	0	0	111	5	0	2	157	0	330	1,203	10	6	2	18
4:45 PM	0	9	2	38	0	3	0	2	0	0	121	7	0	2	127	0	311	1,183	9	12	1	20
5:00 PM	0	17	1	32	0	2	0	5	0	0	126	11	1	1	134	0	330	1,099	5	17	1	15
5:15 PM	0	16	0	15	0	2	0	3	0	0	97	6	0	1	92	0	232	980	8	4	2	14
5:30 PM	0	12	3	39	0	7	0	3	0	0	94	6	0	0	146	0	310	931	23	2	2	17
5:45 PM	0	10	0	42	0	0	0	0	0	0	70	1	0	0	104	0	227	787	6	2	1	6
6:00 PM	0	6	3	36	0	3	0	0	0	1	70	2	0	1	89	0	211	749	9	5	2	2
6:15 PM	0	5	0	23	0	5	0	1	0	0	64	2	0	0	83	0	183	761	2	4	4	0
6:30 PM	0	8	0	23	0	1	0	0	0	0	51	1	0	2	80	0	166	767	2	3	0	1
6:45 PM	0	4	1	37	0	5	0	0	1	1	57	0	0	1	82	0	189	719	6	1	0	4
7:00 PM	0	8	1	46	0	3	0	3	0	0	52	3	0	0	107	0	223	655	34	3	0	71
7:15 PM	0	11	2	37	0	3	0	1	0	0	50	2	0	1	82	0	189		9	1	1	9
7:30 PM	0	7	0	23	0	1	0	2	0	0	34	0	0	1	50	0	118		0	0	0	0
7:45 PM	0	7	0	22	0	0	0	0	0	0	47	1	0	0	48	0	125		0	2	0	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	42	9	101	0	20	0	15	0	0	484	18	1	3	579	0	1,272
Mediums	0	0	0	1	0	0	0	1	0	0	1	1	0	0	19	0	23
Total	0	43	9	102	0	20	0	16	0	0	485	19	1	3	598	0	1,296

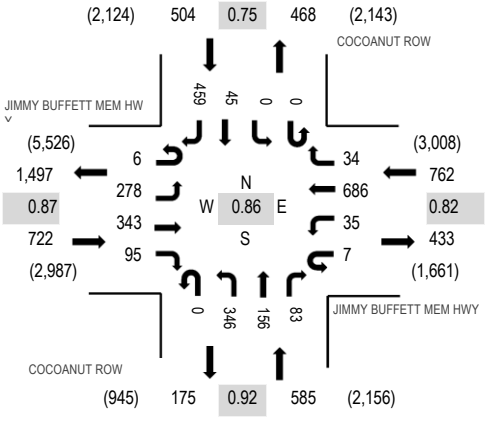
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		1.3%				2.8%				0.4%				3.2%			1.9%
Heavy Vehicle %	0.0%	2.3%	0.0%	1.0%	0.0%	0.0%	0.0%	6.3%	0.0%	0.0%	0.2%	5.3%	0.0%	0.0%	3.2%	0.0%	1.9%
Peak Hour Factor		0.87				0.68				0.84				0.88			0.88
Peak Hour Factor	0.00	0.82	0.63	0.78	0.00	0.57	0.00	0.85	0.25	0.50	0.82	0.68	0.50	0.75	0.87	0.00	0.88

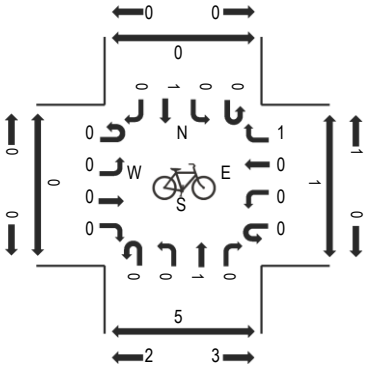
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 COCOANUT ROW & JIMMY BUFFETT MEM HWY PM
Date: Thursday, January 9, 2025
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

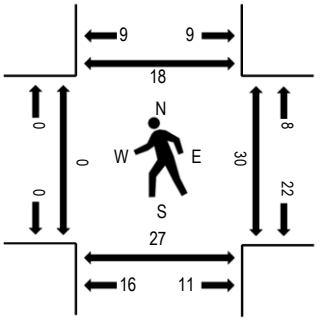
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	JIMMY BUFFETT MEM HWY Eastbound				JIMMY BUFFETT MEM HWY Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	1	70	89	29	1	10	201	9	0	87	34	25	0	0	16	151	723	2,573	0	9	12	3
3:15 PM	1	49	83	22	0	10	121	7	0	94	43	21	0	0	9	100	560	2,571	0	7	2	4
3:30 PM	2	93	93	22	5	6	214	10	0	107	33	21	0	0	13	132	751	2,560	0	12	10	5
3:45 PM	2	66	78	22	1	9	150	8	0	58	46	16	0	0	7	76	539	2,458	0	2	3	6
4:00 PM	2	92	77	22	3	12	191	7	0	109	41	5	0	0	19	141	721	2,528	1	2	2	5
4:15 PM	1	57	80	20	1	5	144	7	0	82	40	22	0	0	9	81	549	2,443	0	7	8	5
4:30 PM	4	59	81	25	2	8	180	4	0	114	32	18	0	0	13	109	649	2,290	0	9	11	4
4:45 PM	3	68	91	27	1	5	136	4	0	79	50	13	0	0	21	111	609	2,302	0	9	7	1
5:00 PM	1	82	88	35	2	6	156	8	0	84	33	10	1	0	28	102	636	2,217	0	18	18	1
5:15 PM	0	43	77	24	1	2	70	2	0	50	49	16	0	0	10	52	396	2,075	0	18	6	5
5:30 PM	1	73	79	25	2	14	206	8	0	61	24	10	0	0	43	115	661	2,127	4	12	9	5
5:45 PM	0	65	60	26	6	17	103	15	0	49	44	13	0	0	28	98	524	1,848	1	11	7	5
6:00 PM	4	59	64	20	5	11	121	14	0	40	39	6	0	0	22	89	494	1,688	2	7	7	1
6:15 PM	3	57	52	14	1	16	106	17	0	45	39	15	0	0	20	63	448	1,604	2	1	3	2
6:30 PM	2	56	56	19	6	5	77	9	0	32	32	8	0	0	21	59	382	1,508	8	4	8	2
6:45 PM	0	38	65	11	1	6	85	21	0	19	43	6	0	0	18	51	364	1,387	5	0	1	2
7:00 PM	2	44	45	17	0	8	114	12	0	19	39	10	1	0	19	80	410	1,269	0	2	2	1
7:15 PM	2	45	42	15	2	4	103	17	0	6	30	5	0	0	20	61	352		3	3	1	1
7:30 PM	2	33	37	7	5	6	56	14	0	10	31	2	0	0	18	40	261		0	1	1	0
7:45 PM	1	30	31	4	3	6	54	13	0	10	34	3	0	0	19	38	246		5	2	3	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Lights	6	276	341	92	3	35	651	33	0	337	155	79	0	0	45	444	2,497
Mediums	0	2	2	3	4	0	35	1	0	9	1	4	0	0	0	14	75
Total	6	278	343	95	7	35	686	34	0	346	156	83	0	0	45	459	2,573

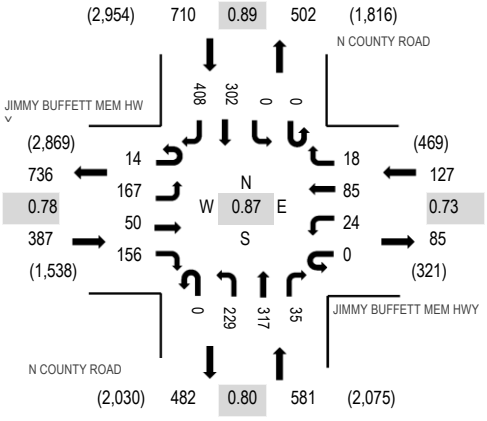
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		1.0%				5.2%				2.4%				3.0%			3.0%
Heavy Vehicle %	0.0%	0.7%	0.6%	3.2%	57.1%	0.0%	5.1%	2.9%	0.0%	2.6%	0.6%	4.8%	0.0%	0.0%	0.0%	3.3%	3.0%
Peak Hour Factor		0.87				0.82				0.92				0.75			0.86
Peak Hour Factor	0.63	0.83	0.92	0.79	0.75	0.85	0.82	0.76	0.00	0.84	0.82	0.83	0.25	0.00	0.66	0.76	0.86

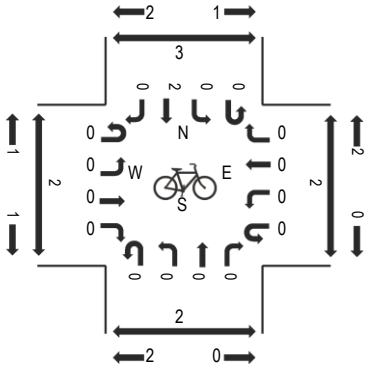
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 N COUNTY ROAD & JIMMY BUFFETT MEM HWY PM
Date: Thursday, January 9, 2025
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

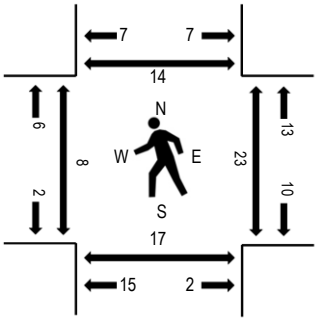
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	JIMMY BUFFETT MEM HWY Eastbound				JIMMY BUFFETT MEM HWY Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
3:00 PM	6	35	10	41	0	9	31	3	0	60	70	11	0	0	78	141	495	1,805	2	1	6	3
3:15 PM	1	34	13	43	0	5	15	4	0	46	82	5	0	0	74	73	395	1,758	3	3	2	0
3:30 PM	6	54	15	49	0	3	25	2	0	80	95	7	0	0	62	121	519	1,738	3	9	4	3
3:45 PM	1	44	12	23	0	7	14	9	0	43	70	12	0	0	88	73	396	1,684	0	10	5	8
4:00 PM	3	47	8	25	0	6	25	3	0	61	60	7	0	0	63	140	448	1,688	5	10	7	7
4:15 PM	3	33	10	31	0	4	9	9	0	51	70	10	0	0	71	74	375	1,704	1	5	4	0
4:30 PM	2	51	20	38	0	6	33	6	0	50	57	2	0	0	79	121	465	1,645	3	9	7	3
4:45 PM	0	30	10	30	0	3	18	4	0	35	91	8	0	0	88	83	400	1,597	1	8	7	4
5:00 PM	6	32	20	40	0	5	29	2	0	57	102	7	0	0	79	85	464	1,533	0	5	15	5
5:15 PM	0	20	11	46	0	7	7	4	0	27	79	8	0	0	74	33	316	1,383	0	5	9	10
5:30 PM	9	36	11	40	0	5	18	2	0	35	62	7	0	0	79	113	417	1,342	0	0	3	2
5:45 PM	3	26	9	37	0	3	20	2	0	41	42	3	0	0	68	82	336	1,172	0	1	0	8
6:00 PM	7	24	12	29	0	0	25	5	0	36	45	4	0	0	51	76	314	1,114	4	3	4	2
6:15 PM	10	22	4	28	0	0	9	1	0	39	43	2	0	0	52	65	275	1,091	2	8	3	8
6:30 PM	7	22	6	33	0	0	15	1	0	20	31	3	0	0	61	48	247	1,074	3	3	3	2
6:45 PM	8	28	6	31	0	2	13	2	0	26	34	11	0	0	58	59	278	1,001	2	0	0	2
7:00 PM	8	20	8	25	0	3	9	2	0	25	30	4	0	0	73	84	291	896	7	0	0	2
7:15 PM	4	15	10	19	0	1	12	3	0	30	34	1	0	0	56	73	258		0	3	0	6
7:30 PM	4	10	5	22	0	0	6	0	0	17	24	2	0	0	33	51	174		4	0	2	0
7:45 PM	6	13	2	16	0	0	2	1	0	22	34	5	0	0	28	44	173		1	2	2	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2
Lights	14	166	46	153	0	23	80	17	0	219	315	32	0	0	293	381	1,739
Mediums	0	1	3	3	0	1	5	1	0	10	2	2	0	0	9	27	64
Total	14	167	50	156	0	24	85	18	0	229	317	35	0	0	302	408	1,805

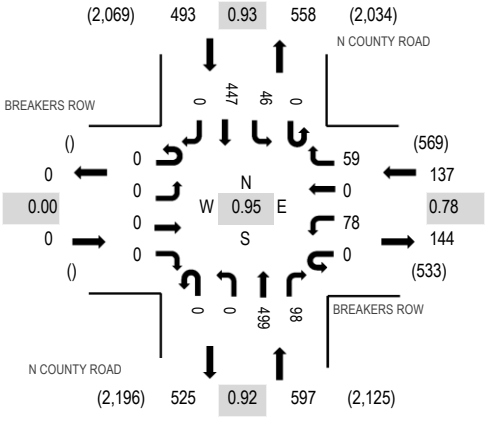
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		2.1%				5.5%				2.6%				5.1%			3.7%
Heavy Vehicle %	0.0%	0.6%	8.0%	1.9%	0.0%	4.2%	5.9%	5.6%	0.0%	4.4%	0.6%	8.6%	0.0%	0.0%	3.0%	6.6%	3.7%
Peak Hour Factor		0.78				0.73				0.80				0.89			0.87
Peak Hour Factor	0.83	0.83	0.76	0.89	0.00	0.67	0.67	0.75	0.00	0.73	0.82	0.75	0.00	0.00	0.91	0.75	0.87

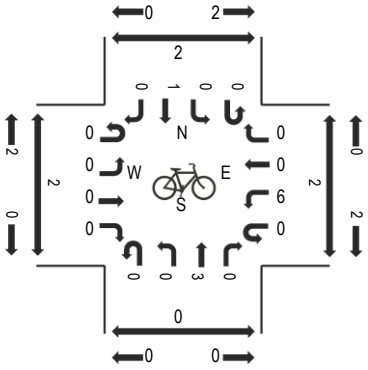
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 7 N COUNTY ROAD & BREAKERS ROW PM
Date: Thursday, January 9, 2025
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:15 PM - 03:30 PM

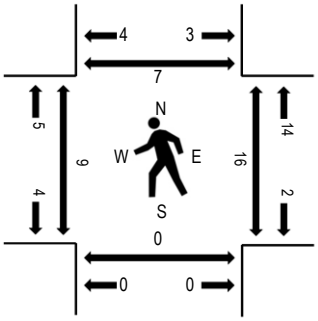
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BREAKERS ROW Eastbound				BREAKERS ROW Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	0	0	0	0	16	0	16	0	0	126	28	0	14	114	0	314	1,227	1	6	0	2
3:15 PM	0	0	0	0	0	24	0	9	0	0	129	33	0	11	116	0	322	1,143	5	5	0	3
3:30 PM	0	0	0	0	0	23	0	21	0	0	117	24	0	10	102	0	297	1,100	2	3	0	0
3:45 PM	0	0	0	0	0	15	0	13	0	0	127	13	0	11	115	0	294	1,047	1	2	0	2
4:00 PM	0	0	0	0	0	17	0	8	0	0	96	8	0	7	94	0	230	1,065	2	6	0	3
4:15 PM	0	0	0	0	0	18	0	12	0	0	131	15	0	8	95	0	279	1,149	1	3	0	0
4:30 PM	0	0	0	0	0	19	0	14	0	0	80	7	0	13	111	0	244	1,148	1	8	0	2
4:45 PM	0	0	0	0	0	17	0	13	0	0	143	18	0	12	109	0	312	1,131	0	5	0	0
5:00 PM	0	0	0	0	0	20	0	10	0	0	147	12	0	12	113	0	314	1,059	1	1	0	0
5:15 PM	0	0	0	0	0	10	0	12	0	0	108	11	0	9	128	0	278	980	0	5	0	2
5:30 PM	0	0	0	0	0	20	0	9	0	0	71	14	0	12	101	0	227	893	2	0	1	1
5:45 PM	0	0	0	0	0	20	0	15	0	0	69	21	0	13	102	0	240	836	2	1	0	1
6:00 PM	0	0	0	0	0	31	0	14	0	0	78	23	0	13	76	0	235	793	1	0	0	3
6:15 PM	0	0	0	0	0	19	0	13	0	0	72	12	0	8	67	0	191	745	5	3	0	2
6:30 PM	0	0	0	0	0	18	0	3	0	0	52	6	0	9	82	0	170	727	1	0	0	0
6:45 PM	0	0	0	0	0	8	0	10	0	0	65	16	0	9	89	0	197	674	0	1	0	0
7:00 PM	0	0	0	0	0	16	0	9	0	0	45	15	0	16	86	0	187	619	0	0	0	0
7:15 PM	0	0	0	0	0	12	0	13	0	0	54	14	0	11	69	0	173		0	1	0	0
7:30 PM	0	0	0	0	0	7	0	7	0	0	38	9	0	11	45	0	117		1	0	0	2
7:45 PM	0	0	0	0	0	13	0	5	0	0	60	18	0	7	39	0	142		1	0	0	5

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Lights	0	0	0	0	0	76	0	56	0	0	486	97	0	42	433	0	1,190
Mediums	0	0	0	0	0	2	0	3	0	0	12	1	0	4	14	0	36
Total	0	0	0	0	0	78	0	59	0	0	499	98	0	46	447	0	1,227

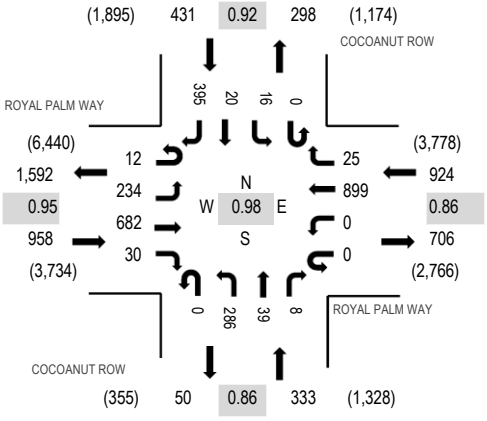
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		0.0%				3.6%				2.3%				3.7%			3.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%	0.0%	5.1%	0.0%	0.0%	2.6%	1.0%	0.0%	8.7%	3.1%	0.0%	3.0%
Peak Hour Factor		0.00				0.78				0.92				0.93			0.95
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.73	0.00	0.70	0.00	0.00	0.85	0.74	0.00	0.73	0.90	0.00	0.95

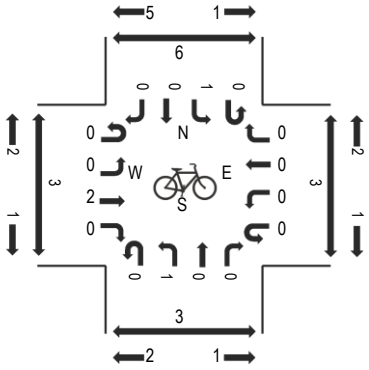
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 8 COCOANUT ROW & ROYAL PALM WAY PM
Date: Thursday, January 9, 2025
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:00 PM - 03:15 PM

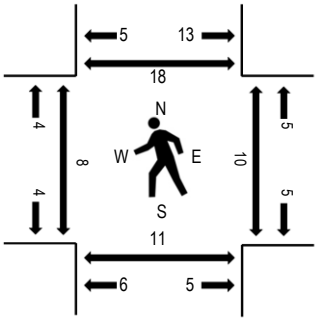
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ROYAL PALM WAY Eastbound				ROYAL PALM WAY Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	4	55	173	13	0	0	223	6	0	73	14	2	0	9	11	92	675	2,646	4	3	2	2
3:15 PM	1	62	170	8	0	0	219	7	0	76	8	3	0	3	3	107	667	2,397	1	2	6	5
3:30 PM	4	46	163	6	0	0	225	5	0	71	9	2	0	1	3	102	637	2,325	0	1	0	1
3:45 PM	3	71	176	3	0	0	232	7	0	66	8	1	0	3	3	94	667	2,239	3	4	3	10
4:00 PM	6	39	110	3	0	0	96	0	0	72	8	1	0	4	6	81	426	2,183	4	1	4	4
4:15 PM	3	45	131	3	0	0	217	1	0	75	4	1	0	7	6	102	595	2,441	7	6	0	13
4:30 PM	1	40	113	9	0	0	175	3	0	60	7	3	0	12	10	118	551	2,488	1	2	1	5
4:45 PM	10	46	157	5	0	0	201	3	0	70	15	1	0	8	10	85	611	2,553	10	1	3	6
5:00 PM	7	48	162	7	0	0	211	4	0	82	17	4	0	6	13	123	684	2,513	4	8	6	3
5:15 PM	7	48	138	10	0	0	212	4	0	70	13	0	0	7	15	118	642	2,458	4	4	3	5
5:30 PM	5	29	131	21	0	0	228	6	0	74	6	4	0	3	5	104	616	2,385	5	1	1	6
5:45 PM	3	44	120	6	0	0	219	6	0	55	10	4	0	14	14	76	571	2,225	0	2	7	5
6:00 PM	4	49	132	10	0	0	273	8	0	47	10	5	0	10	16	65	629	2,063	6	1	4	4
6:15 PM	9	41	108	12	0	0	218	8	0	59	16	3	0	4	12	79	569	1,817	0	1	2	1
6:30 PM	3	32	131	14	0	0	165	7	0	19	7	5	0	9	11	53	456	1,619	3	0	3	3
6:45 PM	2	45	111	10	0	0	138	8	0	28	8	3	0	6	14	36	409	1,424	0	0	0	2
7:00 PM	2	47	97	8	0	0	115	5	0	17	9	1	0	6	12	64	383	1,330	0	0	0	1
7:15 PM	1	39	104	12	0	0	121	2	0	33	5	2	0	9	9	34	371		0	0	0	1
7:30 PM	1	40	62	5	0	0	87	1	0	27	5	0	0	9	3	21	261		0	0	0	2
7:45 PM	0	31	98	9	0	0	109	3	0	25	4	1	0	3	5	27	315		0	0	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
Lights	12	234	666	30	0	0	850	25	0	282	38	7	0	15	19	390	2,568
Mediums	0	0	15	0	0	0	48	0	0	4	1	1	0	1	1	5	76
Total	12	234	682	30	0	0	899	25	0	286	39	8	0	16	20	395	2,646

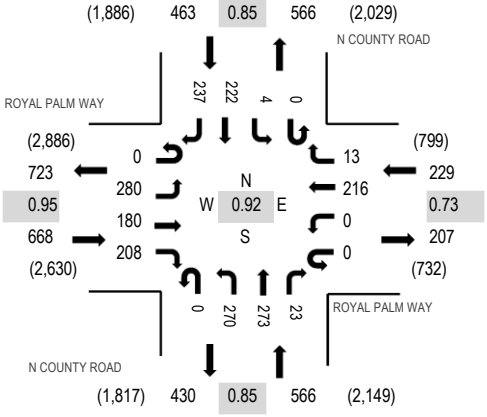
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		1.7%				5.3%				1.8%				1.6%			2.9%
Heavy Vehicle %	0.0%	0.0%	2.3%	0.0%	0.0%	0.0%	5.5%	0.0%	0.0%	1.4%	2.6%	12.5%	0.0%	6.3%	5.0%	1.3%	2.9%
Peak Hour Factor		0.95				0.86				0.86				0.92			0.98
Peak Hour Factor	0.73	0.82	0.97	0.58	0.00	0.00	0.86	0.97	0.00	0.90	0.76	0.85	0.00	0.66	0.83	0.90	0.98

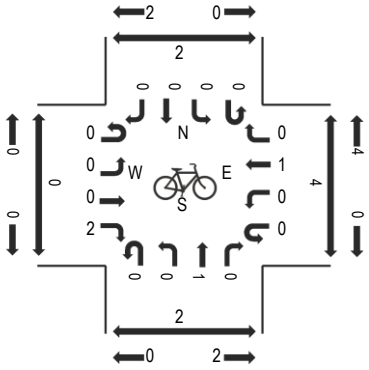
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 9 N COUNTY ROAD & ROYAL PALM WAY PM
Date: Thursday, January 9, 2025
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:00 PM - 03:15 PM

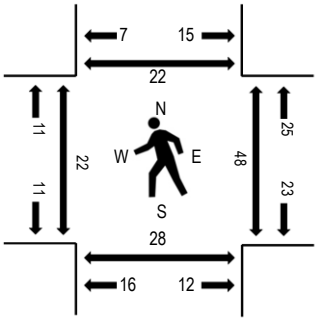
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ROYAL PALM WAY Eastbound				ROYAL PALM WAY Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	78	36	62	0	0	74	4	0	87	76	4	0	0	55	49	525	1,926	2	5	6	6
3:15 PM	0	66	46	51	0	0	56	4	0	52	56	6	0	0	60	76	473	1,708	2	19	3	4
3:30 PM	0	65	48	50	0	0	52	3	0	65	79	9	0	2	60	58	491	1,606	13	15	8	3
3:45 PM	0	71	50	45	0	0	34	2	0	66	62	4	0	2	47	54	437	1,509	5	9	11	9
4:00 PM	0	57	22	31	0	0	30	0	0	20	59	6	0	0	44	38	307	1,501	6	1	6	5
4:15 PM	0	53	44	41	0	0	32	4	0	45	65	3	0	0	35	49	371	1,664	1	13	7	9
4:30 PM	0	67	28	41	0	0	40	1	0	52	51	7	0	0	57	50	394	1,703	8	3	4	3
4:45 PM	0	64	37	35	0	0	63	10	0	63	58	3	0	0	45	51	429	1,670	2	9	7	2
5:00 PM	0	71	49	54	0	0	50	6	0	48	67	3	0	0	52	70	470	1,623	3	7	5	1
5:15 PM	0	61	34	43	0	0	45	8	0	66	53	4	0	0	36	60	410	1,591	0	4	3	3
5:30 PM	0	44	40	42	0	0	29	5	0	76	32	0	0	0	39	54	361	1,553	2	4	4	2
5:45 PM	0	50	33	55	0	0	39	2	0	67	36	2	1	0	53	44	382	1,522	3	4	9	4
6:00 PM	0	55	33	49	0	0	46	3	0	104	42	5	0	2	43	56	438	1,457	5	8	4	3
6:15 PM	1	38	18	63	0	0	31	4	0	99	28	4	0	1	45	40	372	1,265	4	1	1	0
6:30 PM	1	42	25	59	0	0	34	2	0	54	19	2	0	3	46	43	330	1,174	1	4	3	3
6:45 PM	0	46	19	52	0	1	20	0	0	53	33	2	0	1	47	43	317	1,040	0	0	1	1
7:00 PM	0	23	19	43	0	0	14	3	1	35	22	3	0	0	39	44	246	957	2	2	5	1
7:15 PM	0	38	20	51	0	0	11	1	0	44	18	2	0	1	39	56	281		2	0	1	2
7:30 PM	0	28	18	25	0	0	9	3	0	40	21	2	0	0	30	20	196		3	4	7	3
7:45 PM	0	43	25	32	0	0	20	4	0	37	22	5	0	0	19	27	234		2	0	6	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
Lights	0	273	178	200	0	0	194	13	0	258	267	21	0	4	220	222	1,850
Mediums	0	6	2	8	0	0	22	0	0	11	6	2	0	0	2	15	74
Total	0	280	180	208	0	0	216	13	0	270	273	23	0	4	222	237	1,926

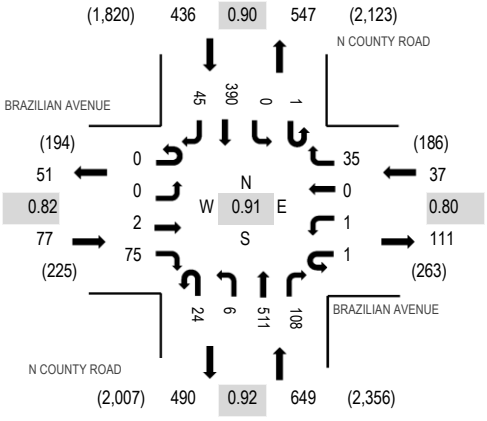
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		2.5%				9.6%				3.5%				3.7%			3.9%
Heavy Vehicle %	0.0%	2.5%	1.1%	3.8%	0.0%	0.0%	10.2%	0.0%	0.0%	4.4%	2.2%	8.7%	0.0%	0.0%	0.9%	6.3%	3.9%
Peak Hour Factor		0.95				0.73				0.85				0.85			0.92
Peak Hour Factor	0.50	0.90	0.90	0.90	0.00	0.25	0.73	0.73	0.25	0.83	0.86	0.69	0.25	0.58	0.93	0.78	0.92

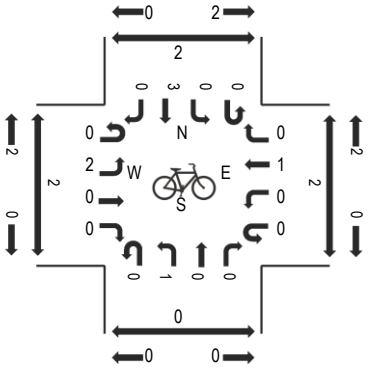
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 10 N COUNTY ROAD & BRAZILIAN AVENUE PM
Date: Thursday, January 9, 2025
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:00 PM - 03:15 PM

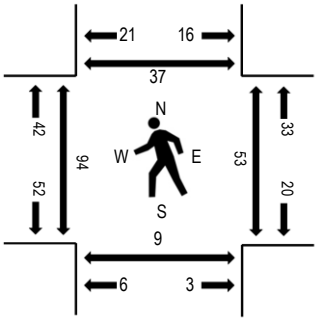
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BRAZILIAN AVENUE Eastbound				BRAZILIAN AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	0	1	21	0	1	0	16	8	0	148	20	0	0	104	10	329	1,199	22	8	1	7
3:15 PM	0	0	0	19	0	0	0	7	7	1	114	45	0	0	102	19	314	1,096	25	21	3	15
3:30 PM	0	0	0	14	0	0	0	5	4	4	129	20	1	0	102	8	287	993	24	16	3	11
3:45 PM	0	0	1	21	1	0	0	7	5	1	120	23	0	0	82	8	269	946	23	8	2	4
4:00 PM	0	0	0	24	0	0	0	7	6	0	86	17	0	0	79	7	226	908	19	8	0	10
4:15 PM	0	0	0	6	0	0	0	11	2	3	102	8	0	0	70	9	211	952	27	16	0	13
4:30 PM	0	0	0	8	0	1	2	13	7	1	93	17	0	0	85	13	240	977	24	3	0	6
4:45 PM	0	0	0	10	0	0	0	12	5	1	115	5	0	0	70	13	231	940	13	3	2	8
5:00 PM	0	0	0	18	0	0	0	8	7	3	122	13	0	0	87	12	270	931	21	8	0	4
5:15 PM	0	0	0	14	0	0	0	7	8	2	104	16	0	0	79	6	236	943	17	13	2	11
5:30 PM	0	0	0	8	0	0	0	12	6	0	90	4	0	0	73	10	203	960	16	10	1	4
5:45 PM	0	0	0	5	0	0	1	13	6	2	87	4	0	0	94	10	222	971	14	8	3	3
6:00 PM	0	0	0	11	0	1	1	13	8	3	151	7	0	0	81	6	282	958	5	11	0	4
6:15 PM	0	0	0	9	0	0	0	7	9	2	105	13	0	0	100	8	253	836	4	1	5	1
6:30 PM	0	0	0	6	0	0	1	4	12	0	77	14	0	0	96	4	214	759	2	4	0	0
6:45 PM	0	0	1	4	0	0	0	5	7	1	83	10	0	0	94	4	209	665	6	1	0	0
7:00 PM	0	0	0	7	0	0	0	6	9	1	50	6	0	0	77	4	160	591	2	6	0	1
7:15 PM	0	0	0	8	0	0	0	4	5	0	62	9	0	1	80	7	176		3	2	0	0
7:30 PM	0	0	0	4	0	0	0	7	3	0	53	3	0	0	48	2	120		10	4	2	4
7:45 PM	0	0	0	5	1	1	0	11	5	0	54	3	2	0	49	4	135		7	0	0	3

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Lights	0	0	2	75	1	1	0	34	24	6	493	108	1	0	382	43	1,170
Mediums	0	0	0	0	0	0	0	1	0	0	17	0	0	0	8	2	28
Total	0	0	2	75	1	1	0	35	24	6	511	108	1	0	390	45	1,199

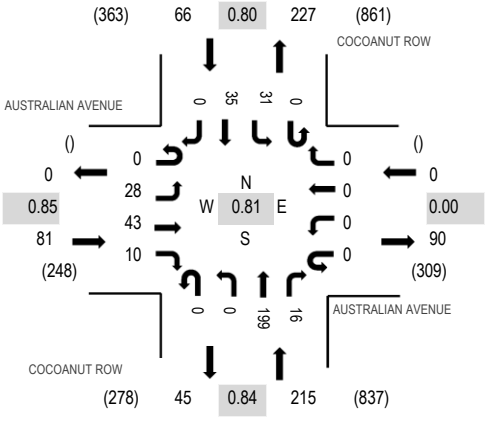
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		0.0%				2.7%				2.8%				2.3%			2.4%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.9%	0.0%	0.0%	3.5%	0.0%	0.0%	0.0%	2.1%	4.4%	2.4%
Peak Hour Factor		0.82				0.80				0.92				0.90			0.91
Peak Hour Factor	0.00	0.00	0.50	0.81	0.25	0.25	0.75	0.87	0.77	0.50	0.86	0.60	0.25	0.25	0.94	0.90	0.91

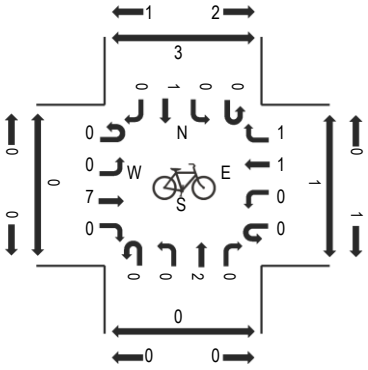
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 11 COCOANUT ROW & AUSTRALIAN AVENUE PM
Date: Thursday, January 9, 2025
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:00 PM - 03:15 PM

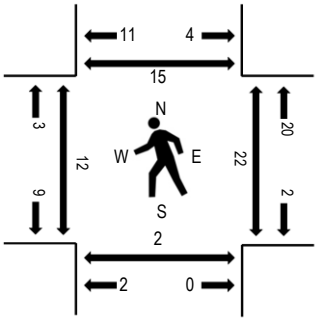
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	AUSTRALIAN AVENUE Eastbound				AUSTRALIAN AVENUE Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	7	9	4	0	0	0	0	0	0	58	6	0	13	15	0	112	362	3	0	0	2
3:15 PM	0	6	9	3	0	0	0	0	0	0	46	4	0	10	7	0	85	323	2	3	0	3
3:30 PM	0	8	14	2	0	0	0	0	0	0	43	4	0	3	7	0	81	313	1	11	1	2
3:45 PM	0	7	11	1	0	0	0	0	0	0	52	2	0	5	6	0	84	297	6	8	1	8
4:00 PM	0	9	8	4	0	0	0	0	0	0	44	4	0	2	2	0	73	284	2	1	0	2
4:15 PM	0	1	10	1	0	0	0	0	0	0	44	4	0	2	13	0	75	308	3	7	2	2
4:30 PM	0	2	7	1	0	0	0	0	0	0	32	5	0	5	13	0	65	319	2	2	0	2
4:45 PM	0	6	9	1	0	0	0	0	0	0	40	2	0	4	9	0	71	341	8	1	4	1
5:00 PM	0	2	7	2	0	0	0	0	0	0	64	2	0	6	14	0	97	336	7	2	0	6
5:15 PM	0	6	14	0	0	0	0	0	0	0	46	1	0	6	13	0	86	324	4	0	0	7
5:30 PM	0	2	6	0	0	0	0	0	0	0	54	4	0	5	16	0	87	303	4	1	0	1
5:45 PM	0	2	7	2	0	0	0	0	0	0	36	2	0	4	13	0	66	286	4	1	1	4
6:00 PM	0	3	7	0	0	0	0	0	0	0	46	3	0	7	19	0	85	280	1	2	0	4
6:15 PM	0	5	1	0	0	0	0	0	0	0	36	1	0	5	17	0	65	245	4	0	0	10
6:30 PM	0	4	6	1	0	0	0	0	0	0	26	1	0	9	23	0	70	236	3	0	0	3
6:45 PM	0	3	1	5	0	0	0	0	0	0	23	5	0	9	14	0	60	208	1	0	0	1
7:00 PM	0	5	2	1	0	0	0	0	0	0	18	4	0	8	12	0	50	186	0	0	0	0
7:15 PM	0	3	1	2	0	0	0	0	0	0	23	1	0	8	18	0	56		1	0	0	0
7:30 PM	0	2	1	0	0	0	0	0	0	0	27	4	0	0	8	0	42		0	0	0	1
7:45 PM	0	1	2	2	0	0	0	0	0	0	19	1	0	6	7	0	38		0	0	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	28	41	9	0	0	0	0	0	0	196	16	0	31	35	0	356
Mediums	0	0	2	1	0	0	0	0	0	0	3	0	0	0	0	0	6
Total	0	28	43	10	0	0	0	0	0	0	199	16	0	31	35	0	362

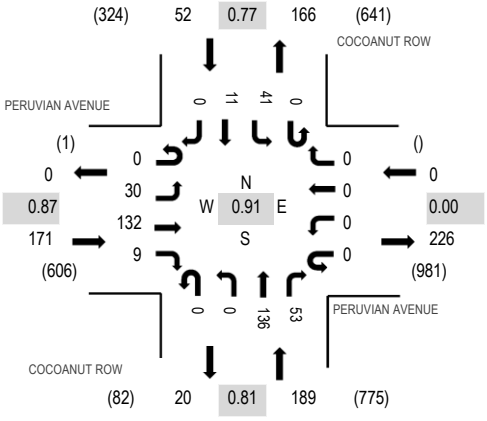
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		3.7%				0.0%				1.4%				0.0%			1.7%
Heavy Vehicle %	0.0%	0.0%	4.7%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	1.7%
Peak Hour Factor		0.85				0.00				0.84				0.80			0.81
Peak Hour Factor	0.00	0.83	0.77	0.63	0.00	0.00	0.00	0.00	0.00	0.00	0.80	0.67	0.00	0.94	0.79	0.00	0.81

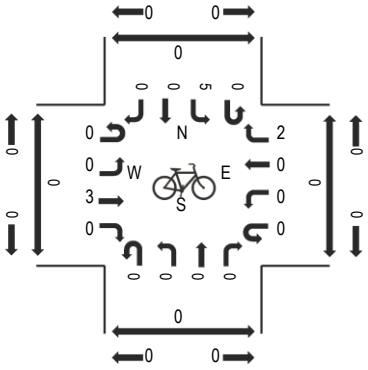
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 12 COCOANUT ROW & PERUVIAN AVENUE PM
Date: Thursday, January 9, 2025
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

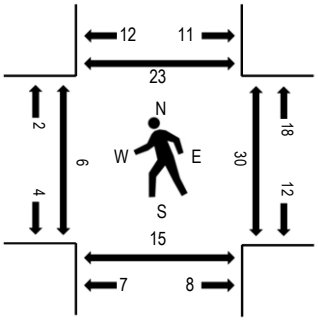
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PERUVIAN AVENUE Eastbound				PERUVIAN AVENUE Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	13	31	4	0	0	0	0	0	0	35	12	0	11	5	0	111	404	4	3	1	4
3:15 PM	0	14	25	4	0	0	0	0	0	0	28	17	0	11	0	0	99	392	3	1	3	0
3:30 PM	0	4	34	2	0	0	0	0	0	0	24	23	0	9	6	0	102	404	2	15	1	0
3:45 PM	0	14	27	2	0	0	0	0	1	0	31	10	0	6	1	0	92	382	5	5	2	1
4:00 PM	0	7	42	1	0	0	0	0	0	0	31	9	0	8	1	0	99	398	2	6	1	2
4:15 PM	0	9	41	4	0	0	0	0	0	0	35	11	0	7	4	0	111	412	3	15	7	2
4:30 PM	0	6	25	1	0	0	0	0	0	0	23	13	0	9	3	0	80	384	0	3	0	3
4:45 PM	0	6	41	2	0	0	0	0	0	0	33	15	0	8	3	0	108	392	1	6	3	10
5:00 PM	0	9	25	2	0	0	0	0	0	0	45	14	0	17	1	0	113	373	2	6	5	8
5:15 PM	0	3	25	3	0	0	0	0	0	0	27	11	0	11	3	0	83	353	4	4	4	1
5:30 PM	0	8	15	0	0	0	0	0	0	0	33	12	0	19	1	0	88	353	3	4	3	0
5:45 PM	0	2	25	3	0	0	0	0	0	0	25	19	0	14	1	0	89	334	3	1	6	2
6:00 PM	0	6	12	2	0	0	0	0	0	1	32	17	0	20	3	0	93	308	0	2	5	3
6:15 PM	0	3	18	0	0	0	0	0	0	0	27	14	0	17	4	0	83	274	0	3	1	2
6:30 PM	0	2	7	1	0	0	0	0	0	0	17	11	0	28	3	0	69	259	5	2	5	0
6:45 PM	0	1	14	1	0	0	0	0	0	0	15	12	0	18	2	0	63	243	2	1	1	1
7:00 PM	0	2	16	0	0	0	0	0	0	0	13	10	0	17	1	0	59	222	0	0	1	0
7:15 PM	0	7	10	1	0	0	0	0	0	0	14	9	0	23	4	0	68		0	4	6	0
7:30 PM	0	4	9	0	0	0	0	0	0	0	15	10	0	13	2	0	53		2	3	2	3
7:45 PM	0	4	7	0	0	0	0	0	0	0	14	7	0	10	0	0	42		0	1	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	30	130	9	0	0	0	0	0	0	136	52	0	41	11	0	409
Mediums	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	3
Total	0	30	132	9	0	0	0	0	0	0	136	53	0	41	11	0	412

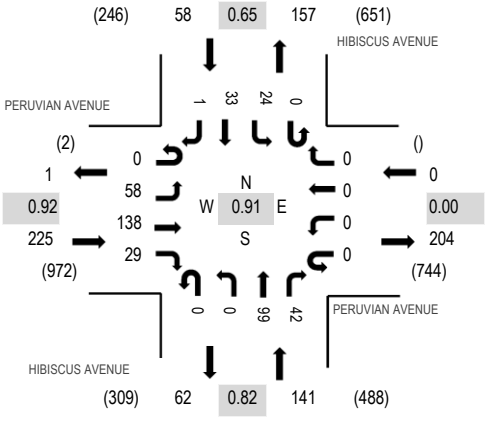
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		1.2%				0.0%				0.5%				0.0%			0.7%
Heavy Vehicle %	0.0%	0.0%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	0.7%
Peak Hour Factor		0.87				0.00				0.81				0.77			0.91
Peak Hour Factor	0.00	0.80	0.89	0.75	0.00	0.00	0.00	0.00	0.25	0.25	0.77	0.67	0.00	0.77	0.50	0.00	0.91

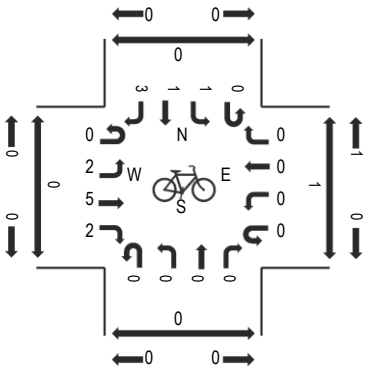
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 13 HIBISCUS AVENUE & PERUVIAN AVENUE PM
Date: Thursday, January 9, 2025
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:00 PM - 03:15 PM

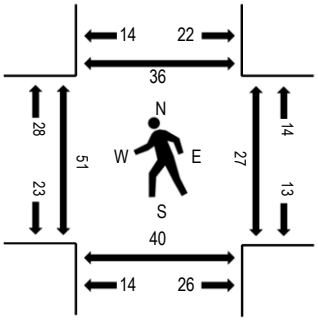
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PERUVIAN AVENUE Eastbound				PERUVIAN AVENUE Westbound				HIBISCUS AVENUE Northbound				HIBISCUS AVENUE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	17	32	9	0	0	0	0	0	0	24	15	0	10	10	0	117	424	13	11	8	16
3:15 PM	0	9	34	8	0	0	0	0	0	0	33	10	0	7	8	1	110	412	18	8	10	9
3:30 PM	0	11	46	6	0	0	0	0	0	0	23	10	0	5	9	0	110	416	12	3	9	8
3:45 PM	0	21	26	6	0	0	0	0	0	0	19	7	0	2	6	0	87	390	8	5	13	3
4:00 PM	0	17	35	7	0	0	0	0	0	0	26	8	0	5	7	0	105	397	7	7	7	8
4:15 PM	0	13	37	8	0	0	0	0	0	0	31	9	0	3	13	0	114	374	4	5	13	9
4:30 PM	0	14	32	5	0	0	0	0	0	0	16	7	0	4	6	0	84	344	9	8	7	7
4:45 PM	0	18	27	18	0	0	0	0	0	0	9	12	0	5	5	0	94	347	4	1	14	5
5:00 PM	0	19	33	4	0	0	0	0	0	0	12	7	0	4	3	0	82	345	12	3	14	10
5:15 PM	0	12	29	4	0	0	0	0	1	0	14	11	0	7	6	0	84	356	5	2	10	3
5:30 PM	0	20	25	5	0	0	0	0	0	0	14	11	0	6	6	0	87	356	13	9	6	9
5:45 PM	0	20	22	13	0	0	0	0	0	0	16	9	0	4	8	0	92	348	5	5	13	6
6:00 PM	0	19	18	8	0	0	0	0	1	0	28	5	0	2	11	1	93	319	4	14	7	4
6:15 PM	0	15	24	9	0	0	0	0	1	0	14	10	0	4	7	0	84	302	11	7	9	9
6:30 PM	0	11	25	7	0	0	0	0	0	0	16	7	0	4	9	0	79	274	4	7	10	9
6:45 PM	0	16	13	5	0	0	0	0	0	0	10	6	2	3	8	0	63	244	6	3	0	10
7:00 PM	0	17	18	6	0	0	0	0	0	0	11	1	0	3	20	0	76	221	2	3	6	4
7:15 PM	0	11	13	11	0	0	0	0	0	0	7	4	0	2	8	0	56		8	0	3	4
7:30 PM	0	23	7	6	0	0	0	0	0	0	4	3	0	3	3	0	49		1	3	6	4
7:45 PM	0	14	11	3	0	0	0	0	0	0	5	1	0	1	5	0	40		8	2	4	5

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	57	132	28	0	0	0	0	0	0	98	41	0	23	33	1	413
Mediums	0	1	6	1	0	0	0	0	0	0	1	1	0	1	0	0	11
Total	0	58	138	29	0	0	0	0	0	0	99	42	0	24	33	1	424

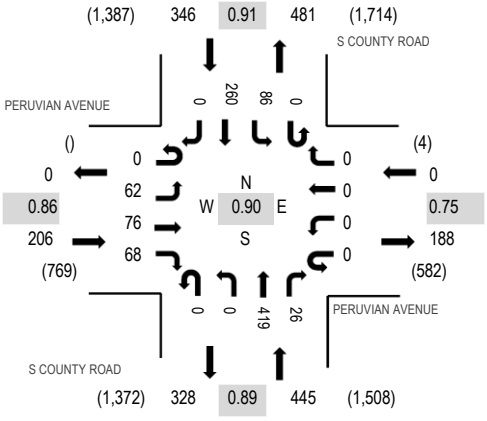
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		3.6%				0.0%				1.4%				1.7%			2.6%
Heavy Vehicle %	0.0%	1.7%	4.3%	3.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	2.4%	0.0%	4.2%	0.0%	0.0%	2.6%
Peak Hour Factor		0.92				0.00				0.82				0.65			0.91
Peak Hour Factor	0.00	0.93	0.78	0.53	0.00	0.00	0.00	0.00	0.50	0.00	0.77	0.70	0.25	0.60	0.56	0.25	0.91

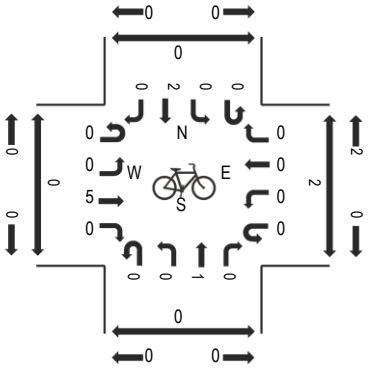
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 14 S COUNTY ROAD & PERUVIAN AVENUE PM
Date: Thursday, January 9, 2025
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:00 PM - 03:15 PM

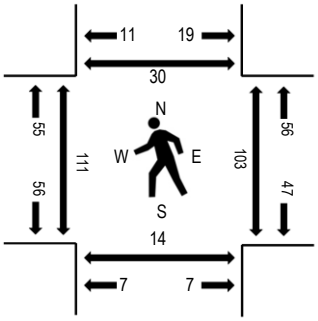
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PERUVIAN AVENUE Eastbound				PERUVIAN AVENUE Westbound				S COUNTY ROAD Northbound				S COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	19	17	22	0	0	0	0	0	0	116	9	0	22	73	0	278	997	47	20	4	13
3:15 PM	0	23	19	14	0	0	0	0	0	0	108	5	0	21	68	0	258	937	19	24	2	4
3:30 PM	0	10	30	20	0	0	0	0	0	0	112	8	0	28	65	0	273	860	24	40	3	9
3:45 PM	0	10	10	12	0	0	0	0	0	0	83	4	0	15	54	0	188	764	21	19	5	4
4:00 PM	0	11	21	20	0	0	0	0	0	0	84	9	0	24	49	0	218	771	26	13	4	7
4:15 PM	0	13	14	20	0	0	0	1	0	0	61	8	1	12	51	0	181	807	40	38	6	7
4:30 PM	0	14	10	18	0	0	0	0	0	0	59	11	0	15	50	0	177	818	26	8	2	8
4:45 PM	0	25	10	17	0	0	0	1	0	0	70	6	0	14	52	0	195	810	20	15	2	7
5:00 PM	0	21	16	16	0	0	0	1	0	0	115	4	1	18	62	0	254	798	10	5	2	3
5:15 PM	0	11	17	21	0	0	0	0	0	0	72	1	0	22	48	0	192	754	7	22	5	6
5:30 PM	0	21	9	14	0	0	0	0	0	0	59	3	0	5	58	0	169	766	9	9	2	5
5:45 PM	0	13	11	19	0	0	0	0	0	0	64	2	1	12	61	0	183	750	18	9	4	5
6:00 PM	0	18	6	5	0	0	0	0	0	0	110	1	1	6	63	0	210	701	7	6	4	3
6:15 PM	0	12	3	23	0	0	0	0	0	0	86	2	2	21	55	0	204	610	3	5	1	0
6:30 PM	0	14	7	14	0	0	0	0	0	0	50	1	1	13	53	0	153	517	2	11	3	4
6:45 PM	0	12	3	5	0	0	0	0	0	0	44	1	0	14	55	0	134	449	1	6	0	8
7:00 PM	0	11	2	7	0	0	0	1	0	0	30	2	0	7	59	0	119	401	4	12	0	2
7:15 PM	0	6	0	7	0	0	0	0	0	0	42	1	0	12	43	0	111		2	5	2	3
7:30 PM	0	6	2	3	0	0	0	0	0	0	30	0	0	8	36	0	85		2	6	3	3
7:45 PM	0	7	0	8	0	0	0	0	0	0	31	4	0	4	32	0	86		3	10	0	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	60	73	65	0	0	0	0	0	0	407	25	0	85	253	0	968
Mediums	0	2	3	3	0	0	0	0	0	0	12	1	0	1	7	0	29
Total	0	62	76	68	0	0	0	0	0	0	419	26	0	86	260	0	997

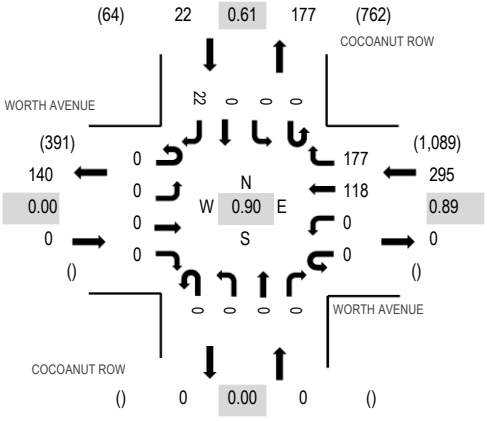
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		3.9%				0.0%				2.9%				2.3%			2.9%
Heavy Vehicle %	0.0%	3.2%	3.9%	4.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.9%	3.8%	0.0%	1.2%	2.7%	0.0%	2.9%
Peak Hour Factor		0.86				0.75				0.89				0.91			0.90
Peak Hour Factor	0.00	0.78	0.67	0.94	0.00	0.00	0.00	0.75	0.00	0.00	0.90	0.77	0.63	0.79	0.89	0.00	0.90

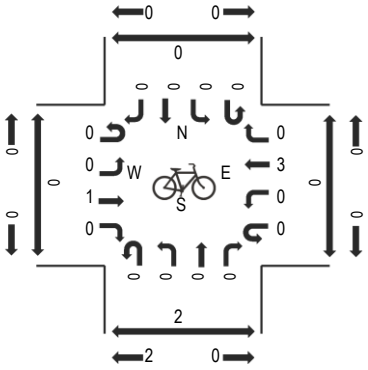
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 15 COCOANUT ROW & WORTH AVENUE PM
Date: Thursday, January 9, 2025
Peak Hour: 03:30 PM - 04:30 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

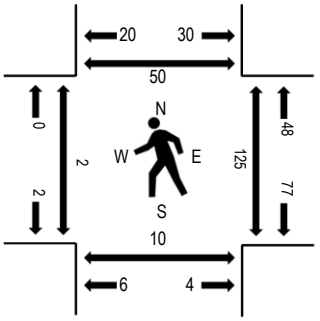
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WORTH AVENUE Eastbound				WORTH AVENUE Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	0	0	0	0	0	12	45	0	0	0	0	0	0	0	3	60	288	1	40	4	14
3:15 PM	0	0	0	0	0	0	30	43	0	0	0	0	2	0	0	3	78	316	1	23	2	10
3:30 PM	0	0	0	0	0	0	20	49	0	0	0	0	0	0	0	9	78	317	0	25	3	15
3:45 PM	0	0	0	0	0	0	30	40	0	0	0	0	0	0	0	2	72	309	0	53	1	13
4:00 PM	0	0	0	0	0	0	42	42	0	0	0	0	0	0	0	4	88	317	0	29	1	5
4:15 PM	0	0	0	0	0	0	26	46	0	0	0	0	0	0	0	7	79	312	2	18	5	17
4:30 PM	0	0	0	0	0	0	32	34	0	0	0	0	0	0	0	4	70	294	0	23	8	14
4:45 PM	0	0	0	0	0	0	27	51	0	0	0	0	0	0	0	2	80	282	1	16	20	29
5:00 PM	0	0	0	0	0	0	25	55	0	0	0	0	0	0	0	3	83	261	2	17	2	21
5:15 PM	0	0	0	0	0	0	18	37	0	0	0	0	0	0	0	6	61	240	2	21	18	30
5:30 PM	0	0	0	0	0	0	13	44	0	0	0	0	0	0	0	1	58	221	1	16	8	15
5:45 PM	0	0	0	0	0	0	11	45	0	0	0	0	0	0	0	3	59	195	0	21	5	15
6:00 PM	0	0	0	0	0	0	9	49	0	0	0	0	0	0	0	4	62	171	0	12	0	12
6:15 PM	0	0	0	0	0	0	6	33	0	0	0	0	0	0	0	3	42	137	0	8	1	6
6:30 PM	0	0	0	0	0	0	3	28	0	0	0	0	0	0	0	1	32	129	2	4	8	3
6:45 PM	0	0	0	0	0	0	4	29	0	0	0	0	0	0	0	2	35	128	0	9	0	5
7:00 PM	0	0	0	0	0	0	6	21	0	0	0	0	0	0	0	1	28	116	3	6	3	1
7:15 PM	0	0	0	0	0	0	6	24	0	0	0	0	0	0	0	4	34		0	4	0	5
7:30 PM	0	0	0	0	0	0	6	25	0	0	0	0	0	0	0	0	31		0	3	1	3
7:45 PM	0	0	0	0	0	0	3	20	0	0	0	0	0	0	0	0	23		0	0	0	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	116	173	0	0	0	0	0	0	0	22	311
Mediums	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	6
Total	0	0	0	0	0	0	118	177	0	0	0	0	0	0	0	22	317

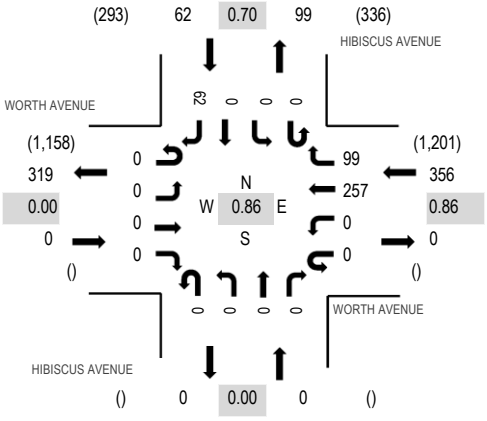
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		0.0%				2.0%				0.0%				0.0%			1.9%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.7%	2.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.9%
Peak Hour Factor		0.00				0.89				0.00				0.61			0.90
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.00	0.77	0.85	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.61	0.90

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 16 HIBISCUS AVENUE & WORTH AVENUE PM
Date: Thursday, January 9, 2025
Peak Hour: 03:15 PM - 04:15 PM
Peak 15-Minutes: 03:15 PM - 03:30 PM

Peak Hour - Motorized Vehicles


(293) 62 0.70 99 (336)
HIBISCUS AVENUE
WORTH AVENUE
(1,158)
(1,201)
319
356
0.00
0.86
N
W 0.86 E
S
99
257
0
0
0

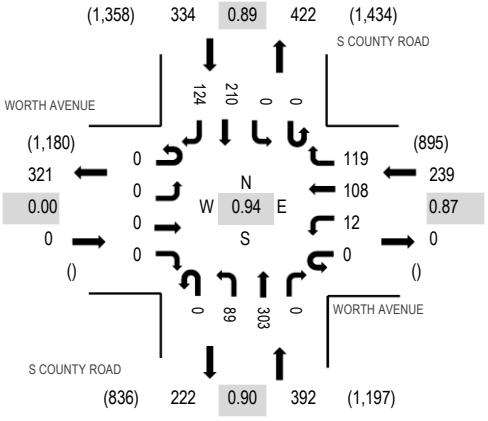
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		0.0%				2.5%				0.0%				0.0%			2.2%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.7%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.2%
Peak Hour Factor		0.00				0.86				0.00				0.70			0.86
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.00	0.94	0.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.70	0.86

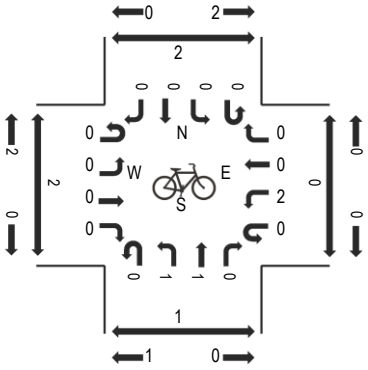
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 17 S COUNTY ROAD & WORTH AVENUE PM
Date: Thursday, January 9, 2025
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

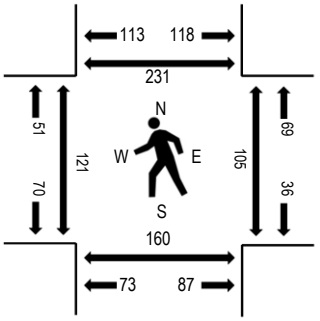
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WORTH AVENUE Eastbound				WORTH AVENUE Westbound				S COUNTY ROAD Northbound				S COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	0	0	0	0	3	28	38	0	11	79	0	0	0	66	28	253	965	41	33	47	46
3:15 PM	0	0	0	0	0	4	24	26	0	21	74	0	0	0	47	42	238	925	19	35	48	67
3:30 PM	0	0	0	0	0	3	28	30	0	22	90	0	0	0	57	27	257	881	30	29	34	68
3:45 PM	0	0	0	0	0	2	28	25	0	35	60	0	0	0	40	27	217	808	31	8	31	50
4:00 PM	0	0	0	0	0	0	26	19	0	32	71	0	0	0	33	32	213	760	17	15	32	25
4:15 PM	0	0	0	0	0	3	29	29	0	20	40	0	0	0	44	29	194	777	21	33	30	45
4:30 PM	0	0	0	0	0	2	24	23	0	22	47	0	0	0	39	27	184	760	28	12	48	32
4:45 PM	0	0	0	0	0	4	9	18	0	15	56	0	1	0	32	34	169	725	23	25	25	43
5:00 PM	0	0	0	0	0	4	21	46	0	15	67	0	0	0	43	34	230	723	10	20	45	17
5:15 PM	0	0	0	0	0	4	23	23	0	16	44	0	0	0	40	27	177	692	7	9	16	14
5:30 PM	0	0	0	0	0	1	15	24	0	6	34	0	0	0	33	36	149	700	17	8	31	20
5:45 PM	0	0	0	0	0	1	17	23	0	3	42	0	0	0	46	35	167	682	7	13	22	16
6:00 PM	0	0	0	0	0	0	15	55	0	11	48	0	0	0	35	35	199	636	30	13	32	14
6:15 PM	0	0	0	0	0	4	12	50	0	11	34	0	0	0	47	27	185	543	19	4	20	11
6:30 PM	0	0	0	0	0	2	8	23	0	7	25	0	0	0	41	25	131	456	4	9	6	7
6:45 PM	0	0	0	0	0	0	12	14	0	8	31	0	0	0	34	22	121	408	4	6	8	3
7:00 PM	0	0	0	0	0	2	4	10	0	8	17	0	0	0	39	26	106	366	0	4	3	4
7:15 PM	0	0	0	0	0	1	9	9	0	3	29	0	0	0	33	14	98		3	4	5	4
7:30 PM	0	0	0	0	0	0	9	13	0	4	18	0	0	0	22	17	83		6	7	9	3
7:45 PM	0	0	0	0	0	0	7	9	0	2	19	0	1	0	25	16	79		2	7	0	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	11	106	119	0	88	290	0	0	0	203	121	938
Mediums	0	0	0	0	0	1	2	0	0	1	13	0	0	0	7	3	27
Total	0	0	0	0	0	12	108	119	0	89	303	0	0	0	210	124	965

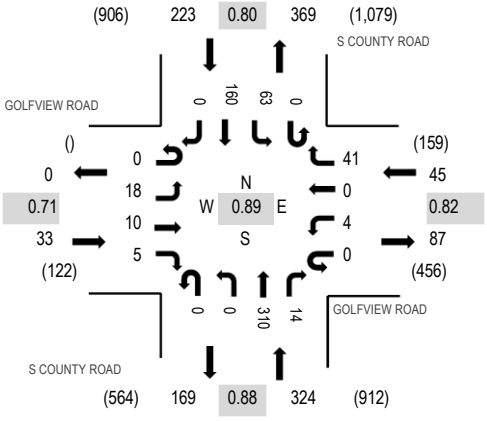
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		0.0%				1.3%				3.6%				3.0%			2.8%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	8.3%	1.9%	0.0%	0.0%	1.1%	4.3%	0.0%	0.0%	0.0%	3.3%	2.4%	2.8%
Peak Hour Factor		0.00				0.87				0.90				0.89			0.94
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.88	0.96	0.69	0.00	0.79	0.84	0.00	0.25	0.00	0.80	0.92	0.94

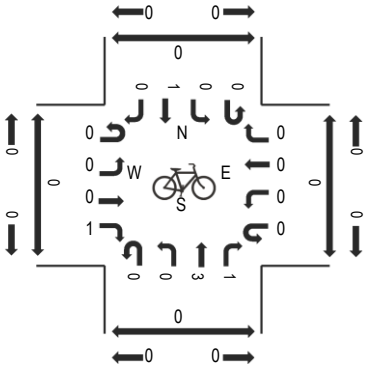
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 18 S COUNTY ROAD & GOLFVIEW ROAD PM
Date: Thursday, January 9, 2025
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

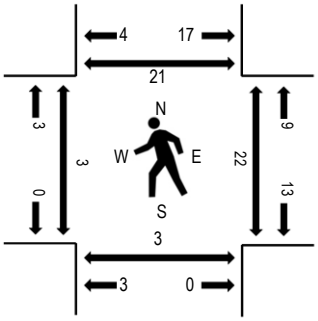
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	GOLFVIEW ROAD Eastbound				GOLFVIEW ROAD Westbound				S COUNTY ROAD Northbound				S COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	2	3	1	0	1	0	10	0	0	70	4	0	16	54	0	161	625	1	4	0	3
3:15 PM	0	8	3	2	0	1	0	8	0	0	76	3	0	14	35	0	150	600	2	3	2	8
3:30 PM	0	6	3	2	0	2	0	11	0	0	89	5	0	22	36	0	176	567	0	10	0	6
3:45 PM	0	2	1	0	0	0	0	12	0	0	75	2	0	11	35	0	138	495	0	5	1	4
4:00 PM	0	4	3	1	0	0	0	15	0	0	78	3	0	8	24	0	136	478	2	8	2	7
4:15 PM	0	1	3	1	0	0	0	8	0	0	45	5	0	23	31	0	117	480	0	5	0	1
4:30 PM	0	3	0	0	0	0	0	7	0	0	53	1	0	10	30	0	104	475	6	13	4	10
4:45 PM	0	7	7	3	0	1	0	7	0	0	57	3	0	12	24	0	121	451	1	7	0	7
5:00 PM	0	7	7	2	0	0	0	11	0	0	55	5	0	15	36	0	138	423	3	5	2	4
5:15 PM	0	3	1	2	0	0	0	9	0	0	46	2	0	28	21	0	112	372	0	5	0	3
5:30 PM	0	4	4	1	0	1	0	7	0	0	27	0	0	16	20	0	80	362	4	2	0	13
5:45 PM	0	4	3	0	0	0	0	5	0	0	25	0	0	30	26	0	93	358	1	3	0	6
6:00 PM	0	2	0	1	0	0	0	3	0	0	39	0	0	20	22	0	87	344	0	7	3	0
6:15 PM	0	1	0	3	0	3	0	9	0	0	27	1	0	36	22	0	102	333	0	2	0	3
6:30 PM	0	1	1	0	0	0	0	4	0	0	18	1	0	29	22	0	76	291	0	0	1	0
6:45 PM	0	1	2	1	0	0	0	4	0	0	30	1	0	20	20	0	79	257	1	0	0	2
7:00 PM	0	0	0	0	0	0	0	4	0	0	22	0	0	21	29	0	76	229	0	3	0	0
7:15 PM	0	2	0	0	0	0	0	4	0	0	17	1	0	16	20	0	60		0	0	0	0
7:30 PM	0	0	1	0	0	0	0	4	0	0	10	3	0	14	10	0	42		0	0	0	0
7:45 PM	0	1	1	0	0	1	0	7	0	0	12	1	0	11	17	0	51		0	2	0	3

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	18	8	5	0	4	0	38	0	0	299	12	0	61	154	0	599
Mediums	0	0	2	0	0	0	0	3	0	0	11	2	0	2	6	0	26
Total	0	18	10	5	0	4	0	41	0	0	310	14	0	63	160	0	625

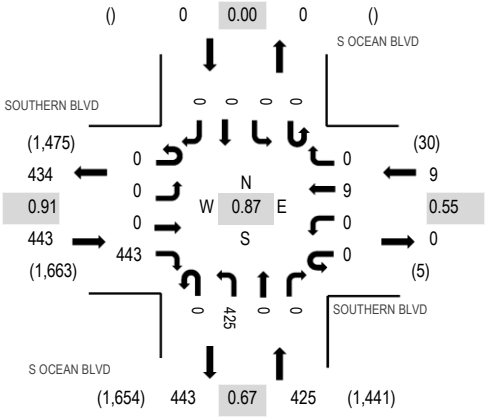
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		6.1%				6.7%				4.0%				3.6%			4.2%
Heavy Vehicle %	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	7.3%	0.0%	0.0%	3.5%	14.3%	0.0%	3.2%	3.8%	0.0%	4.2%
Peak Hour Factor		0.71				0.82				0.88				0.80			0.89
Peak Hour Factor	0.00	0.75	0.68	0.67	0.00	0.33	0.00	0.77	0.00	0.00	0.89	0.75	0.00	0.80	0.74	0.00	0.89

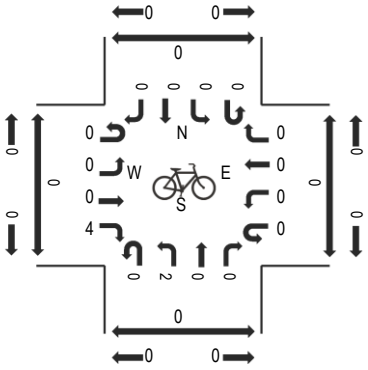
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 19 S OCEAN BLVD & SOUTHERN BLVD PM
Date: Thursday, January 9, 2025
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

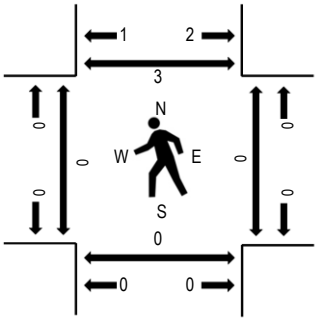
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SOUTHERN BLVD Eastbound				SOUTHERN BLVD Westbound				S OCEAN BLVD Northbound				S OCEAN BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	0	0	120	0	0	2	0	0	99	0	0	0	0	0	0	221	784	0	0	0	0
3:15 PM	0	0	0	106	0	0	1	0	0	103	0	0	0	0	0	0	210	720	0	0	0	0
3:30 PM	0	0	0	85	0	0	4	0	0	85	0	0	0	0	0	0	174	533	0	0	0	1
3:45 PM	0	0	0	83	0	0	1	0	0	95	0	0	0	0	0	0	179	610	0	0	0	0
4:00 PM	0	0	0	80	0	0	0	0	0	77	0	0	0	0	0	0	157	661	0	0	0	1
4:15 PM	4	0	0	10	0	0	1	0	0	8	0	0	0	0	0	0	23	716	0	0	0	0
4:30 PM	0	0	0	92	0	0	0	0	0	159	0	0	0	0	0	0	251	877	0	0	0	1
4:45 PM	0	0	0	125	0	0	3	0	0	102	0	0	0	0	0	0	230	805	0	0	0	0
5:00 PM	0	0	0	117	0	0	1	0	0	94	0	0	0	0	0	0	212	740	0	0	0	2
5:15 PM	0	0	0	109	0	0	5	0	0	70	0	0	0	0	0	0	184	712	0	0	0	0
5:30 PM	0	0	0	104	0	0	2	0	0	73	0	0	0	0	0	0	179	681	0	0	0	0
5:45 PM	0	0	0	87	0	0	2	0	0	76	0	0	0	0	0	0	165	638	0	0	0	0
6:00 PM	0	0	0	86	0	0	1	0	0	97	0	0	0	0	0	0	184	585	0	0	0	0
6:15 PM	0	0	1	96	0	0	0	0	0	56	0	0	0	0	0	0	153	504	0	0	0	0
6:30 PM	0	0	1	69	0	0	2	0	0	64	0	0	0	0	0	0	136	454	0	0	0	0
6:45 PM	0	0	0	62	0	0	0	0	0	50	0	0	0	0	0	0	112	402	0	0	0	0
7:00 PM	0	0	0	64	0	0	3	0	0	36	0	0	0	0	0	0	103	364	0	0	0	0
7:15 PM	0	0	2	58	0	0	1	0	0	42	0	0	0	0	0	0	103		0	0	0	0
7:30 PM	0	0	0	50	0	0	0	0	0	34	0	0	0	0	0	0	84		0	0	0	0
7:45 PM	0	0	1	51	0	0	1	0	0	21	0	0	0	0	0	0	74		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	442	0	0	9	0	0	422	0	0	0	0	0	0	873
Mediums	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	0	4
Total	0	0	0	443	0	0	9	0	0	425	0	0	0	0	0	0	877

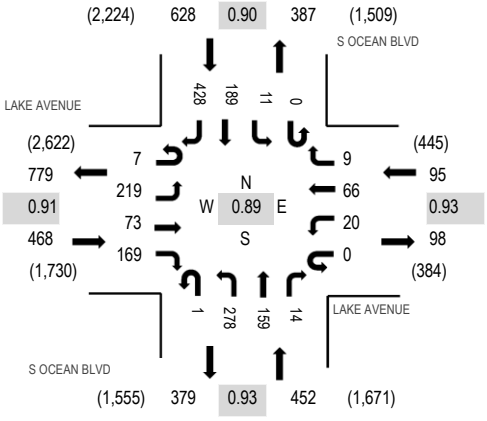
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		0.2%				0.0%				0.7%				0.0%			0.5%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%
Peak Hour Factor		0.91				0.55				0.67				0.00			0.87
Peak Hour Factor	0.25	0.00	0.38	0.91	0.00	0.00	0.55	0.00	0.00	0.67	0.00	0.00	0.00	0.00	0.00	0.00	0.87

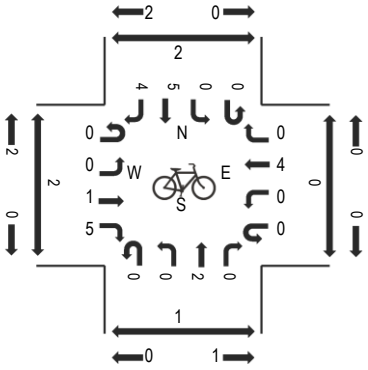
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 20 S OCEAN BLVD & LAKE AVENUE PM
Date: Thursday, January 9, 2025
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

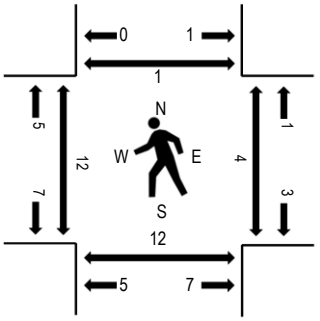
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LAKE AVENUE Eastbound				LAKE AVENUE Westbound				S OCEAN BLVD Northbound				S OCEAN BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	2	64	21	45	0	2	28	4	1	63	41	4	0	4	21	76	376	1,494	1	1	4	0
3:15 PM	2	37	12	34	0	3	24	3	0	38	32	1	0	1	58	103	348	1,578	3	1	3	0
3:30 PM	3	60	17	55	0	3	25	5	0	49	38	4	0	3	55	78	395	1,631	4	1	1	0
3:45 PM	0	50	16	46	0	4	23	3	0	63	47	3	1	3	38	78	375	1,626	1	0	3	0
4:00 PM	2	53	19	60	0	5	20	1	0	81	38	6	0	4	53	118	460	1,643	3	2	0	1
4:15 PM	2	60	14	34	0	8	13	4	0	79	40	3	0	2	36	106	401	1,571	3	1	8	0
4:30 PM	2	41	18	26	0	3	21	3	1	60	41	3	0	2	40	129	390	1,506	2	1	4	0
4:45 PM	1	65	22	49	0	4	12	1	0	58	40	2	0	3	60	75	392	1,436	4	0	0	0
5:00 PM	0	44	15	31	0	1	17	2	1	68	45	6	0	4	64	90	388	1,347	1	0	0	5
5:15 PM	0	28	16	33	0	3	23	2	0	46	51	3	0	3	59	69	336	1,212	0	2	6	0
5:30 PM	0	34	15	32	0	5	16	2	1	43	41	5	0	4	65	57	320	1,138	0	0	2	2
5:45 PM	1	37	19	25	0	3	21	3	0	43	38	4	0	3	49	57	303	1,048	0	0	1	0
6:00 PM	1	25	13	22	0	6	16	3	1	48	39	3	0	3	33	40	253	953	2	0	3	0
6:15 PM	1	25	6	28	0	1	15	2	0	41	39	1	1	1	53	48	262	885	3	0	1	0
6:30 PM	1	31	13	26	0	0	18	3	0	35	25	1	0	3	30	44	230	776	0	0	1	0
6:45 PM	1	34	10	19	0	3	8	2	0	39	19	3	1	3	24	42	208	711	2	0	2	0
7:00 PM	2	23	10	23	0	1	14	1	0	28	21	2	0	0	28	32	185	633	2	0	0	0
7:15 PM	3	16	9	21	0	2	6	0	0	20	20	0	0	1	29	26	153		2	0	0	0
7:30 PM	0	24	7	22	0	1	14	0	0	15	20	0	0	2	30	30	165		0	0	0	0
7:45 PM	0	25	6	21	0	1	7	1	0	8	10	2	0	1	14	34	130		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Lights	7	219	71	167	0	18	63	9	1	272	157	14	0	11	186	413	1,608
Mediums	0	0	2	2	0	2	3	0	0	5	2	0	0	0	3	15	34
Total	7	219	73	169	0	20	66	9	1	278	159	14	0	11	189	428	1,643

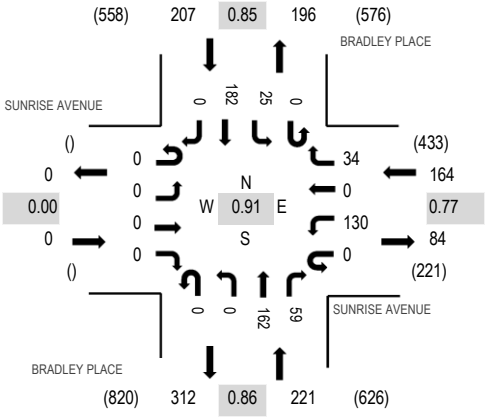
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		0.9%				5.3%				1.8%				2.9%			2.1%
Heavy Vehicle %	0.0%	0.0%	2.7%	1.2%	0.0%	10.0%	4.5%	0.0%	0.0%	2.2%	1.3%	0.0%	0.0%	0.0%	1.6%	3.5%	2.1%
Peak Hour Factor		0.91				0.93				0.93				0.90			0.89
Peak Hour Factor	0.58	0.93	0.83	0.81	0.00	0.63	0.89	0.75	0.50	0.87	0.87	0.75	0.50	0.88	0.95	0.84	0.89

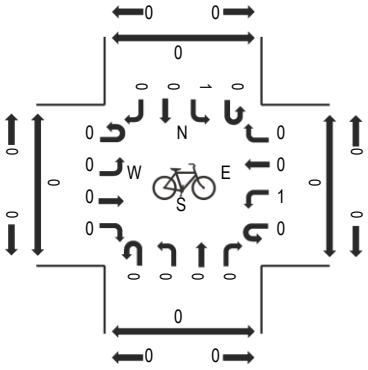
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 BRADLEY PLACE & SUNRISE AVENUE AM
Date: Saturday, January 11, 2025
Peak Hour: 11:00 AM - 12:00 PM
Peak 15-Minutes: 11:45 AM - 12:00 PM

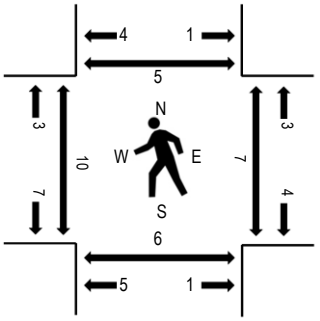
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE AVENUE Eastbound				SUNRISE AVENUE Westbound				BRADLEY PLACE Northbound				BRADLEY PLACE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
9:00 AM	0	0	0	0	0	23	0	6	0	0	38	7	0	5	39	0	118	483	5	6	4	4
9:15 AM	0	0	0	0	0	20	0	6	0	0	34	14	0	6	27	0	107	492	4	2	1	2
9:30 AM	0	0	0	0	0	28	0	8	0	0	55	10	0	2	28	0	131	518	1	2	0	2
9:45 AM	0	0	0	0	0	25	0	9	0	0	42	8	0	7	36	0	127	528	2	1	0	1
10:00 AM	0	0	0	0	0	26	0	10	0	0	32	11	0	10	38	0	127	542	4	0	1	1
10:15 AM	0	0	0	0	0	19	0	8	0	0	42	10	0	5	49	0	133	535	3	1	2	1
10:30 AM	0	0	0	0	0	29	0	17	0	0	40	15	0	4	36	0	141	556	0	1	0	0
10:45 AM	0	0	0	0	0	33	0	2	0	0	31	16	0	7	52	0	141	571	4	3	1	0
11:00 AM	0	0	0	0	0	32	0	6	0	0	33	13	0	5	31	0	120	592	2	3	1	0
11:15 AM	0	0	0	0	0	26	0	7	0	0	55	9	0	8	49	0	154		1	1	4	1
11:30 AM	0	0	0	0	0	26	0	14	0	0	33	20	0	8	55	0	156		4	1	1	2
11:45 AM	0	0	0	0	0	46	0	7	0	0	41	17	0	4	47	0	162		3	2	0	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	130	0	33	0	0	161	56	0	25	179	0	584
Mediums	0	0	0	0	0	0	0	1	0	0	1	3	0	0	3	0	8
Total	0	0	0	0	0	130	0	34	0	0	162	59	0	25	182	0	592

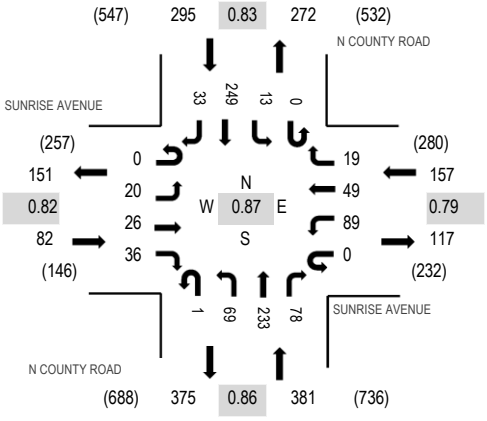
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.6%				1.8%				1.4%			1.4%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.9%	0.0%	0.0%	0.6%	5.1%	0.0%	0.0%	1.6%	0.0%	1.4%
Peak Hour Factor		0.00				0.77				0.86				0.85			0.91
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.71	0.00	0.65	0.00	0.00	0.78	0.74	0.00	0.88	0.85	0.00	0.91

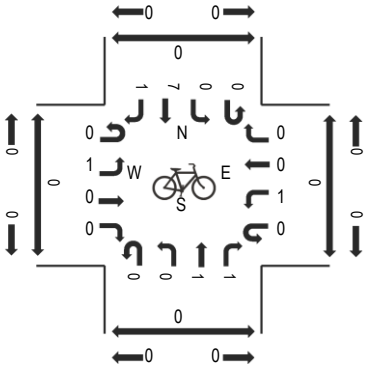
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 N COUNTY ROAD & SUNRISE AVENUE AM
Date: Saturday, January 11, 2025
Peak Hour: 11:00 AM - 12:00 PM
Peak 15-Minutes: 11:45 AM - 12:00 PM

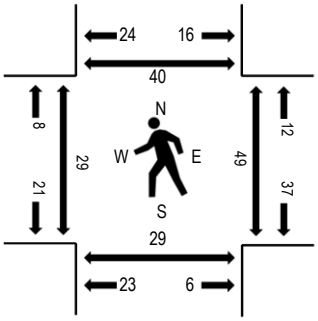
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE AVENUE Eastbound				SUNRISE AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
10:00 AM	0	7	1	5	0	27	9	3	1	12	54	17	2	5	55	5	203	794	2	5	3	11
10:15 AM	0	4	3	11	0	21	4	6	0	15	61	20	0	2	53	7	207	797	3	2	4	2
10:30 AM	0	6	3	9	0	16	8	6	0	10	43	20	0	4	51	11	187	812	2	22	9	8
10:45 AM	0	5	7	3	0	13	6	4	0	15	59	28	0	5	48	4	197	848	8	10	11	14
11:00 AM	0	2	4	8	0	21	10	4	0	15	54	28	0	1	55	4	206	915	2	18	8	7
11:15 AM	0	8	4	10	0	13	12	4	0	16	67	20	0	6	53	9	222		9	10	5	11
11:30 AM	0	4	9	12	0	32	13	5	0	17	39	14	0	4	62	12	223		11	12	9	13
11:45 AM	0	6	9	6	0	23	14	6	1	21	73	16	0	2	79	8	264		7	9	7	9

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	20	25	36	0	87	49	19	1	69	232	76	0	13	247	33	907
Mediums	0	0	1	0	0	2	0	0	0	0	1	2	0	0	2	0	8
Total	0	20	26	36	0	89	49	19	1	69	233	78	0	13	249	33	915

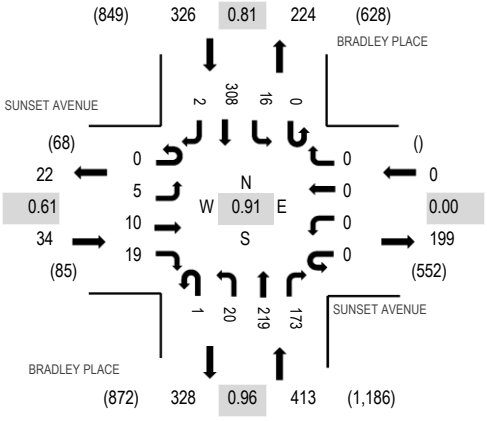
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.2%				1.3%				0.8%				0.7%			0.9%
Heavy Vehicle %	0.0%	0.0%	3.8%	0.0%	0.0%	2.2%	0.0%	0.0%	0.0%	0.0%	0.4%	2.6%	0.0%	0.0%	0.8%	0.0%	0.9%
Peak Hour Factor		0.82				0.79				0.86				0.83			0.87
Peak Hour Factor	0.00	0.79	0.72	0.75	0.00	0.70	0.88	0.83	0.25	0.82	0.80	0.86	0.25	0.67	0.79	0.69	0.87

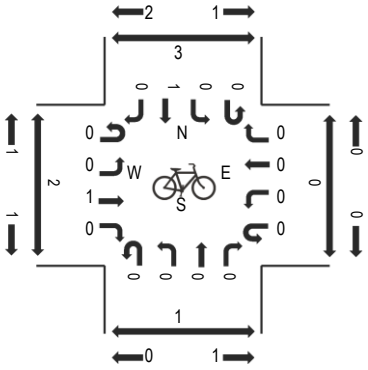
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 BRADLEY PLACE & SUNSET AVENUE AM
Date: Saturday, January 11, 2025
Peak Hour: 11:00 AM - 12:00 PM
Peak 15-Minutes: 11:45 AM - 12:00 PM

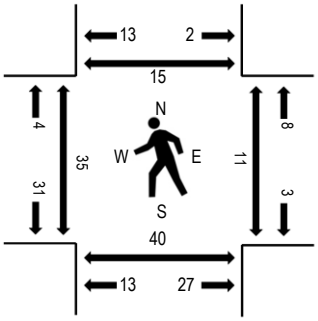
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNSET AVENUE Eastbound				SUNSET AVENUE Westbound				BRADLEY PLACE Northbound				BRADLEY PLACE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
9:00 AM	0	1	3	8	0	0	0	0	2	5	44	18	0	1	62	1	145	643	6	5	3	3
9:15 AM	0	0	1	3	0	0	0	0	0	3	47	46	0	1	49	1	151	653	4	7	7	4
9:30 AM	0	0	0	5	0	0	0	0	0	5	66	50	0	2	54	1	183	675	4	4	15	5
9:45 AM	0	0	2	5	0	0	0	0	2	2	53	36	0	4	59	1	164	681	9	2	11	2
10:00 AM	0	0	0	6	0	0	0	0	1	4	47	36	0	3	58	0	155	704	4	9	5	4
10:15 AM	0	0	0	3	0	0	0	0	0	3	47	45	0	3	72	0	173	726	3	1	6	1
10:30 AM	0	0	0	8	0	0	0	0	0	10	52	47	0	3	68	1	189	740	3	2	5	2
10:45 AM	0	1	1	4	0	0	0	0	0	8	46	48	0	3	75	1	187	748	3	4	10	0
11:00 AM	0	0	1	6	0	0	0	0	0	4	48	49	0	2	67	0	177	773	8	3	12	5
11:15 AM	0	1	1	3	0	0	0	0	1	3	63	41	0	4	69	1	187		11	1	6	7
11:30 AM	0	1	5	8	0	0	0	0	0	8	52	41	0	4	77	1	197		5	5	9	3
11:45 AM	0	3	3	2	0	0	0	0	0	5	56	42	0	6	95	0	212		11	2	13	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Lights	0	5	10	19	0	0	0	0	1	20	216	170	0	16	305	2	764
Mediums	0	0	0	0	0	0	0	0	0	0	3	2	0	0	3	0	8
Total	0	5	10	19	0	0	0	0	1	20	219	173	0	16	308	2	773

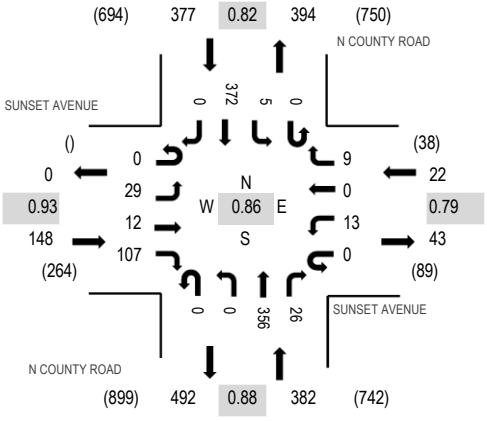
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				1.5%				0.9%			1.2%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	1.7%	0.0%	0.0%	1.0%	0.0%	1.2%
Peak Hour Factor		0.61				0.00				0.96				0.81			0.91
Peak Hour Factor	0.00	0.42	0.50	0.69	0.00	0.00	0.00	0.00	0.50	0.63	0.87	0.96	0.00	0.67	0.81	1.00	0.91

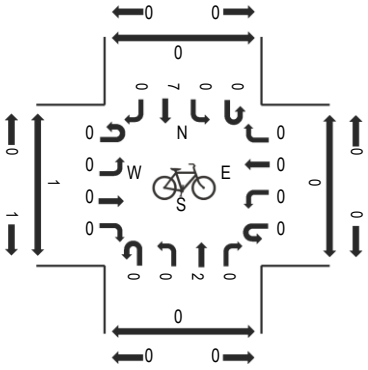
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 N COUNTY ROAD & SUNSET AVENUE AM
Date: Saturday, January 11, 2025
Peak Hour: 11:00 AM - 12:00 PM
Peak 15-Minutes: 11:45 AM - 12:00 PM

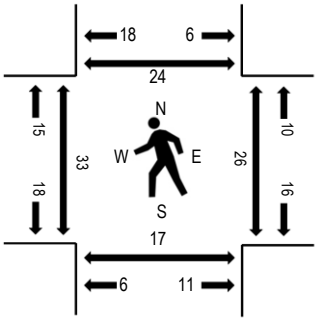
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNSET AVENUE Eastbound				SUNSET AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
10:00 AM	0	3	2	24	0	2	0	3	0	0	78	5	0	1	89	0	207	809	4	8	2	6
10:15 AM	0	5	3	18	0	2	0	1	0	0	91	8	0	2	82	0	212	832	3	13	8	12
10:30 AM	0	6	3	27	0	1	0	1	0	0	71	9	0	3	71	0	192	838	3	19	6	7
10:45 AM	0	5	1	19	0	4	0	2	0	0	90	8	0	1	68	0	198	857	10	6	2	11
11:00 AM	0	5	4	30	0	4	0	3	0	0	91	9	0	3	81	0	230	929	5	7	6	10
11:15 AM	0	10	0	24	0	4	0	1	0	0	95	7	0	0	77	0	218		12	12	4	5
11:30 AM	0	6	3	26	0	2	0	2	0	0	66	5	0	1	100	0	211		9	4	2	3
11:45 AM	0	8	5	27	0	3	0	3	0	0	104	5	0	1	114	0	270		7	3	5	6

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	29	11	104	0	13	0	9	0	0	353	26	0	4	369	0	918
Mediums	0	0	1	2	0	0	0	0	0	0	3	0	0	1	3	0	10
Total	0	29	12	107	0	13	0	9	0	0	356	26	0	5	372	0	929

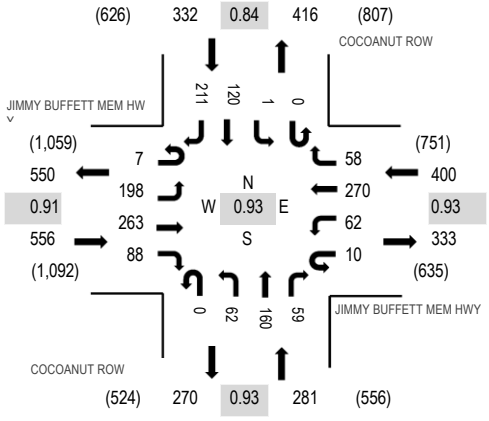
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		2.7%				0.0%				0.8%				1.1%			1.2%
Heavy Vehicle %	0.0%	0.0%	8.3%	2.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	0.0%	0.0%	20.0%	0.8%	0.0%	1.2%
Peak Hour Factor		0.93				0.79				0.88				0.82			0.86
Peak Hour Factor	0.00	0.73	0.60	0.89	0.00	0.88	0.00	0.75	0.00	0.00	0.86	0.94	0.00	0.75	0.82	0.00	0.86

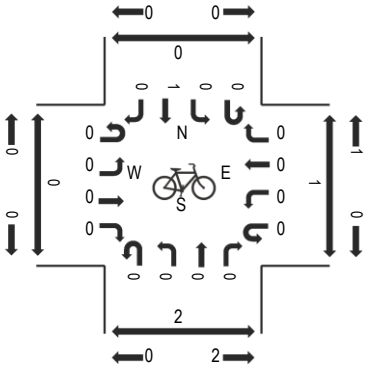
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 COCOANUT ROW & JIMMY BUFFETT MEM HWY AM
Date: Saturday, January 11, 2025
Peak Hour: 11:00 AM - 12:00 PM
Peak 15-Minutes: 11:45 AM - 12:00 PM

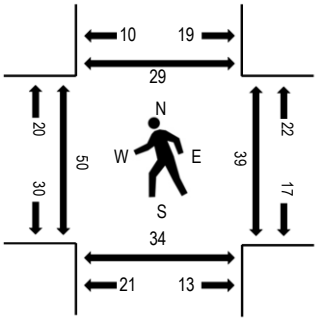
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	JIMMY BUFFETT MEM HWY Eastbound				JIMMY BUFFETT MEM HWY Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
10:00 AM	4	44	56	37	1	15	67	13	0	17	32	12	0	0	22	38	358	1,456	5	9	2	4
10:15 AM	3	50	45	21	0	9	52	15	0	22	30	15	0	0	23	57	342	1,465	5	3	4	5
10:30 AM	1	63	62	22	3	16	57	15	0	19	35	14	0	0	21	55	383	1,497	5	1	3	3
10:45 AM	2	38	68	20	5	16	54	13	0	15	43	21	0	0	32	46	373	1,518	4	5	8	5
11:00 AM	1	42	57	17	1	12	73	12	0	13	51	15	0	1	20	52	367	1,569	18	7	8	2
11:15 AM	3	48	67	23	3	13	61	16	0	14	42	11	0	0	31	42	374		9	13	10	9
11:30 AM	2	59	64	28	4	22	66	16	0	19	27	10	0	0	31	56	404		10	5	8	5
11:45 AM	1	49	75	20	2	15	70	14	0	16	40	23	0	0	38	61	424		13	14	8	13

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
Lights	6	195	262	88	8	62	263	55	0	61	160	58	0	1	120	208	1,547
Mediums	1	3	1	0	2	0	6	2	0	1	0	1	0	0	0	3	20
Total	7	198	263	88	10	62	270	58	0	62	160	59	0	1	120	211	1,569

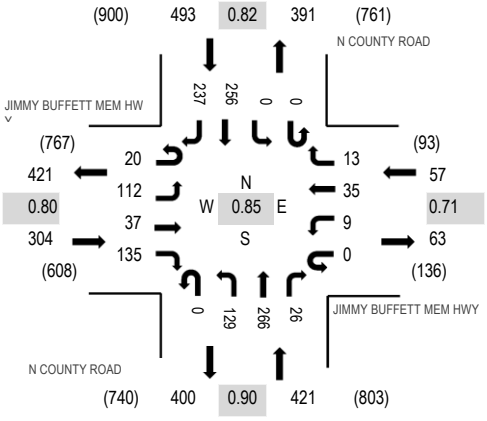
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.9%				3.0%				0.7%				0.9%			1.4%
Heavy Vehicle %	14.3%	1.5%	0.4%	0.0%	20.0%	0.0%	2.6%	5.2%	0.0%	1.6%	0.0%	1.7%	0.0%	0.0%	0.0%	1.4%	1.4%
Peak Hour Factor		0.91				0.93				0.93				0.84			0.93
Peak Hour Factor	0.63	0.84	0.88	0.68	0.65	0.72	0.92	0.91	0.00	0.83	0.84	0.77	0.00	0.25	0.79	0.86	0.93

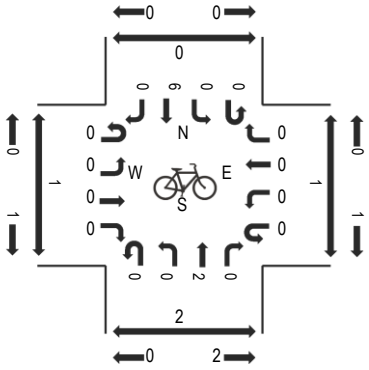
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 N COUNTY ROAD & JIMMY BUFFETT MEM HWY AM
Date: Saturday, January 11, 2025
Peak Hour: 11:00 AM - 12:00 PM
Peak 15-Minutes: 11:45 AM - 12:00 PM

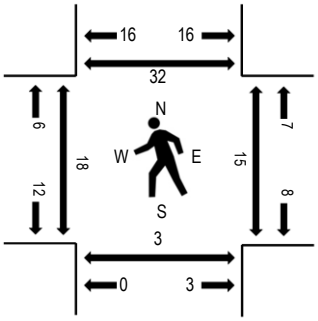
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	JIMMY BUFFETT MEM HWY Eastbound				JIMMY BUFFETT MEM HWY Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
10:00 AM	0	32	8	25	0	2	1	0	0	35	54	11	0	0	58	63	289	1,129	2	4	1	4
10:15 AM	3	24	5	30	0	2	7	0	0	23	74	4	0	0	53	50	275	1,129	2	9	3	6
10:30 AM	3	31	13	31	0	1	8	3	0	30	45	9	0	0	55	43	272	1,168	0	5	2	1
10:45 AM	8	41	15	35	0	3	7	2	0	25	64	8	0	0	45	40	293	1,193	5	11	2	17
11:00 AM	0	31	5	23	0	1	11	2	0	34	62	8	0	0	55	57	289	1,275	1	6	1	6
11:15 AM	4	29	13	36	0	2	3	1	0	33	80	4	0	0	54	55	314		6	3	0	5
11:30 AM	9	21	7	38	0	3	8	6	0	36	43	4	0	0	69	53	297		6	4	0	11
11:45 AM	7	31	12	38	0	3	13	4	0	26	81	10	0	0	78	72	375		5	2	2	10

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
Lights	20	112	33	135	0	7	32	13	0	126	263	25	0	0	256	231	1,253
Mediums	0	0	4	0	0	2	3	0	0	2	3	1	0	0	0	5	20
Total	20	112	37	135	0	9	35	13	0	129	266	26	0	0	256	237	1,275

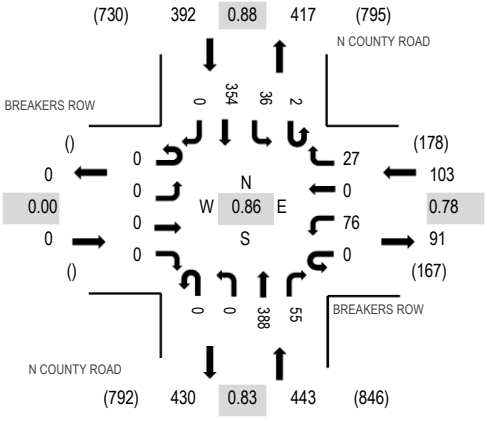
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.3%				8.8%				1.7%				1.2%			1.7%
Heavy Vehicle %	0.0%	0.0%	10.8%	0.0%	0.0%	22.2%	8.6%	0.0%	0.0%	2.3%	1.1%	3.8%	0.0%	0.0%	0.0%	2.5%	1.7%
Peak Hour Factor		0.80				0.71				0.90				0.82			0.85
Peak Hour Factor	0.58	0.80	0.77	0.89	0.00	0.75	0.67	0.54	0.00	0.90	0.82	0.73	0.00	0.00	0.82	0.82	0.85

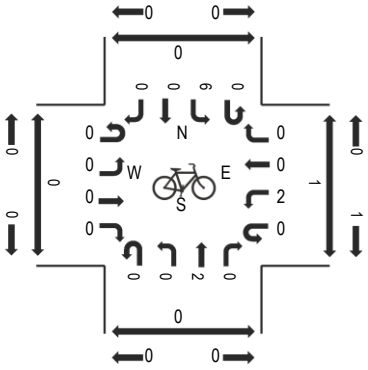
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 7 N COUNTY ROAD & BREAKERS ROW AM
Date: Saturday, January 11, 2025
Peak Hour: 11:00 AM - 12:00 PM
Peak 15-Minutes: 11:45 AM - 12:00 PM

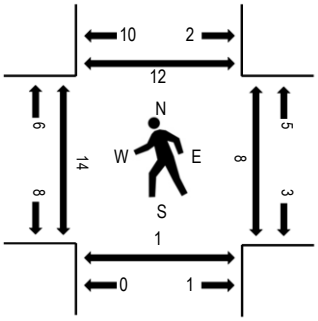
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BREAKERS ROW Eastbound				BREAKERS ROW Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
10:00 AM	0	0	0	0	0	10	0	8	0	0	94	10	0	5	78	0	205	816	0	4	0	4
10:15 AM	0	0	0	0	0	11	0	3	0	0	91	9	0	9	74	0	197	835	2	10	0	6
10:30 AM	0	0	0	0	0	13	0	5	0	0	72	18	0	4	86	0	198	858	3	0	1	3
10:45 AM	0	0	0	0	0	17	0	8	0	0	96	13	1	8	73	0	216	881	7	3	2	0
11:00 AM	0	0	0	0	0	17	0	6	0	0	101	17	1	4	78	0	224	938	3	2	0	1
11:15 AM	0	0	0	0	0	15	0	5	0	0	100	10	0	10	80	0	220		3	0	0	7
11:30 AM	0	0	0	0	0	24	0	9	0	0	71	10	1	12	94	0	221		4	5	0	1
11:45 AM	0	0	0	0	0	20	0	7	0	0	116	18	0	10	102	0	273		4	1	1	3

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Lights	0	0	0	0	0	75	0	26	0	0	382	54	2	36	352	0	927
Mediums	0	0	0	0	0	1	0	1	0	0	5	1	0	0	2	0	10
Total	0	0	0	0	0	76	0	27	0	0	388	55	2	36	354	0	938

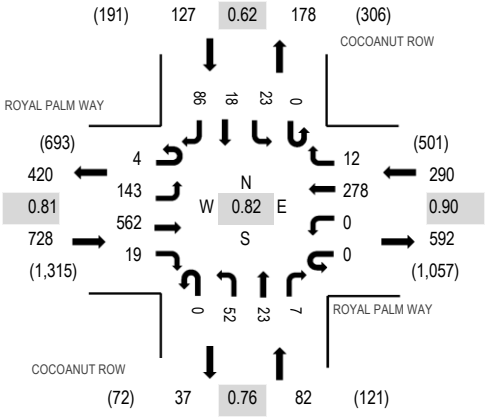
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				1.9%				1.6%				0.5%			1.2%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	0.0%	3.7%	0.0%	0.0%	1.5%	1.8%	0.0%	0.0%	0.6%	0.0%	1.2%
Peak Hour Factor		0.00				0.78				0.83				0.88			0.86
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.79	0.00	0.78	0.00	0.00	0.84	0.81	0.75	0.75	0.87	0.00	0.86

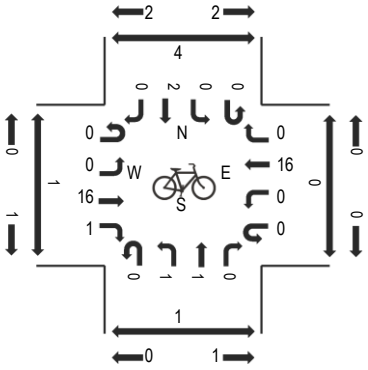
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 8 COCOANUT ROW & ROYAL PALM WAY AM
Date: Saturday, January 11, 2025
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

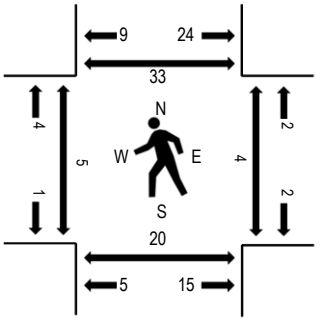
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ROYAL PALM WAY Eastbound				ROYAL PALM WAY Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	17	98	4	0	0	40	2	0	1	3	0	0	0	1	7	173	901	0	0	1	4
7:15 AM	0	17	83	6	0	0	56	1	0	11	0	1	0	4	5	8	192	985	0	1	9	2
7:30 AM	0	35	119	5	0	0	54	1	0	8	2	1	0	1	5	10	241	1,066	1	1	4	3
7:45 AM	1	42	155	5	0	0	53	4	0	8	4	0	0	3	4	16	295	1,147	1	4	5	20
8:00 AM	1	23	126	3	0	0	66	2	0	12	2	2	0	4	4	12	257	1,227	2	1	0	19
8:15 AM	1	41	112	4	0	0	68	2	0	10	6	0	0	3	6	20	273		0	1	6	5
8:30 AM	1	41	142	7	0	0	79	2	0	15	5	3	0	8	3	16	322		1	0	4	8
8:45 AM	1	38	182	5	0	0	65	6	0	15	10	2	0	8	5	38	375		2	2	10	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Lights	4	142	551	18	0	0	270	12	0	51	23	7	0	23	18	85	1,204
Mediums	0	1	11	1	0	0	7	0	0	1	0	0	0	0	0	1	22
Total	4	143	562	19	0	0	278	12	0	52	23	7	0	23	18	86	1,227

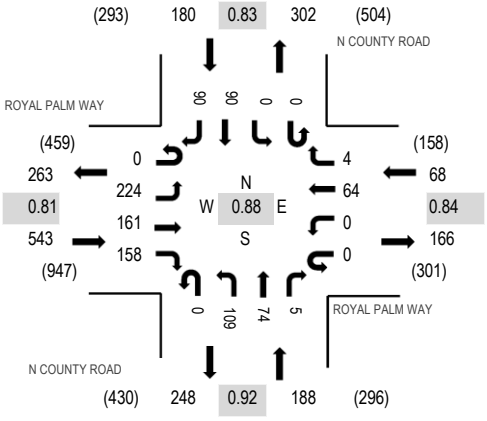
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.8%				2.8%				1.2%				0.8%			1.9%
Heavy Vehicle %	0.0%	0.7%	2.0%	5.3%	0.0%	0.0%	2.9%	0.0%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	1.9%
Peak Hour Factor		0.81				0.90				0.76				0.62			0.82
Peak Hour Factor	1.00	0.88	0.77	0.83	0.00	0.00	0.88	0.50	0.00	0.87	0.58	0.58	0.00	0.72	0.79	0.57	0.82

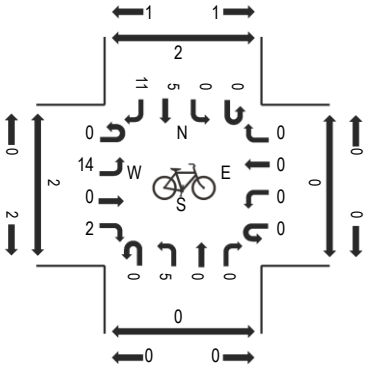
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 9 N COUNTY ROAD & ROYAL PALM WAY AM
Date: Saturday, January 11, 2025
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

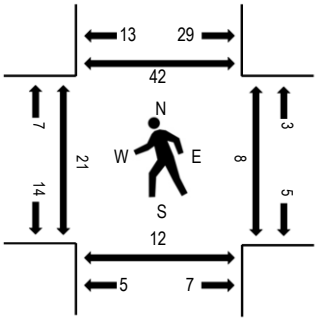
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ROYAL PALM WAY Eastbound				ROYAL PALM WAY Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	30	38	19	0	0	15	2	0	14	4	0	0	0	4	8	134	715	0	1	1	0
7:15 AM	0	30	27	21	0	0	24	0	0	11	5	0	0	0	15	18	151	810	0	5	9	6
7:30 AM	0	46	27	32	0	0	20	2	0	19	16	2	0	1	19	10	194	872	0	3	2	7
7:45 AM	0	43	39	52	0	0	26	1	0	13	23	1	0	0	20	18	236	937	3	1	5	10
8:00 AM	0	57	33	40	0	0	18	0	0	23	15	0	0	0	19	24	229	979	2	2	1	16
8:15 AM	0	46	37	24	0	0	15	0	0	33	18	0	0	0	17	23	213		8	0	3	15
8:30 AM	0	61	44	33	0	0	13	4	0	27	21	2	0	0	30	24	259		3	5	7	3
8:45 AM	0	60	47	61	0	0	18	0	0	26	20	3	0	0	24	19	278		8	1	1	8

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Lights	0	217	157	158	0	0	63	4	0	107	72	5	0	0	87	85	955
Mediums	0	7	4	0	0	0	1	0	0	2	2	0	0	0	3	4	23
Total	0	224	161	158	0	0	64	4	0	109	74	5	0	0	90	90	979

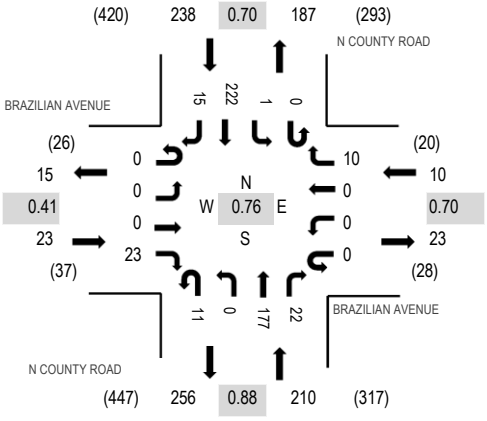
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		2.0%				1.5%				2.1%				4.4%			2.5%
Heavy Vehicle %	0.0%	3.1%	2.5%	0.0%	0.0%	0.0%	1.6%	0.0%	0.0%	1.8%	2.7%	0.0%	0.0%	0.0%	3.3%	5.6%	2.5%
Peak Hour Factor		0.81				0.84				0.92				0.83			0.88
Peak Hour Factor	0.00	0.92	0.86	0.65	0.00	0.00	0.85	0.31	0.00	0.83	0.84	0.42	0.00	0.25	0.75	0.94	0.88

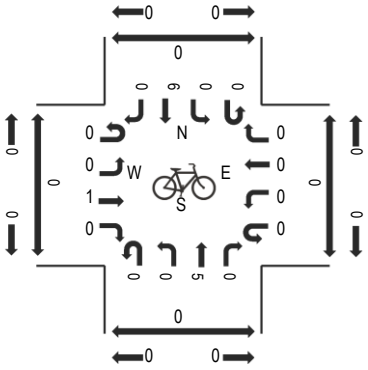
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 10 N COUNTY ROAD & BRAZILIAN AVENUE AM
Date: Saturday, January 11, 2025
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

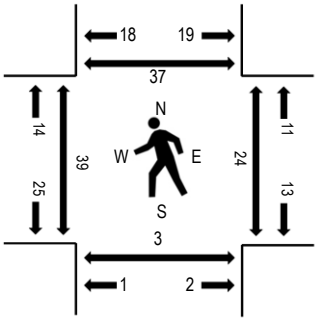
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BRAZILIAN AVENUE Eastbound				BRAZILIAN AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	1	0	0	0	4	1	0	12	1	0	0	24	1	44	313	0	2	0	0
7:15 AM	0	0	0	3	0	0	0	0	1	0	16	1	0	0	33	3	57	378	1	4	1	7
7:30 AM	0	0	0	5	0	0	1	1	0	0	39	1	0	0	47	3	97	415	0	5	0	2
7:45 AM	0	0	0	5	0	1	0	3	2	0	31	2	0	0	68	3	115	437	4	4	0	2
8:00 AM	0	0	0	4	0	0	0	5	1	0	39	2	0	0	52	6	109	481	4	5	2	11
8:15 AM	0	0	0	4	0	0	0	2	4	0	45	0	0	0	37	2	94		6	5	0	7
8:30 AM	0	0	0	1	0	0	0	3	1	0	48	10	0	1	51	4	119		8	9	0	9
8:45 AM	0	0	0	14	0	0	0	0	5	0	45	10	0	0	82	3	159		21	5	1	10

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	23	0	0	0	9	11	0	174	22	0	1	219	15	474
Mediums	0	0	0	0	0	0	0	1	0	0	3	0	0	0	3	0	7
Total	0	0	0	23	0	0	0	10	11	0	177	22	0	1	222	15	481

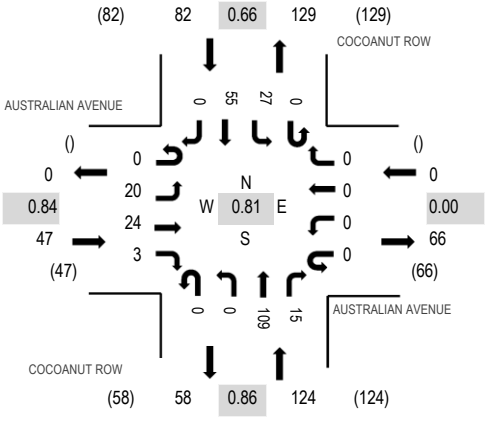
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				10.0%				1.4%				1.3%			1.5%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	1.7%	0.0%	0.0%	0.0%	1.4%	0.0%	1.5%
Peak Hour Factor		0.41				0.70				0.88				0.70			0.76
Peak Hour Factor	0.00	0.00	0.00	0.41	0.00	0.25	0.25	0.65	0.55	0.00	0.92	0.55	0.00	0.25	0.68	0.63	0.76

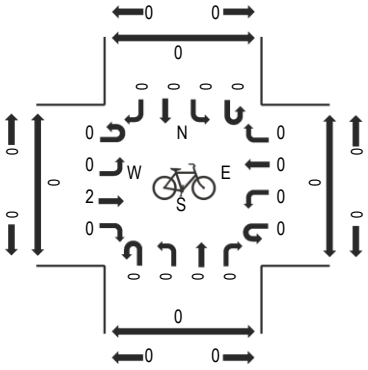
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 11 COCOANUT ROW & AUSTRALIAN AVENUE Noon
Date: Saturday, January 11, 2025
Peak Hour: 11:00 AM - 12:00 PM
Peak 15-Minutes: 11:45 AM - 12:00 PM

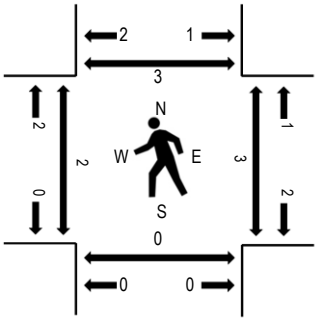
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	AUSTRALIAN AVENUE Eastbound				AUSTRALIAN AVENUE Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	7	6	0	0	0	0	0	0	0	31	4	0	7	15	0	70	253	0	2	0	0
11:15 AM	0	5	4	1	0	0	0	0	0	0	18	2	0	5	8	0	43		1	0	0	0
11:30 AM	0	4	5	1	0	0	0	0	0	0	33	3	0	4	12	0	62		0	1	0	3
11:45 AM	0	4	9	1	0	0	0	0	0	0	27	6	0	11	20	0	78		1	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	19	24	3	0	0	0	0	0	0	108	15	0	27	55	0	251
Mediums	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
Total	0	20	24	3	0	0	0	0	0	0	109	15	0	27	55	0	253

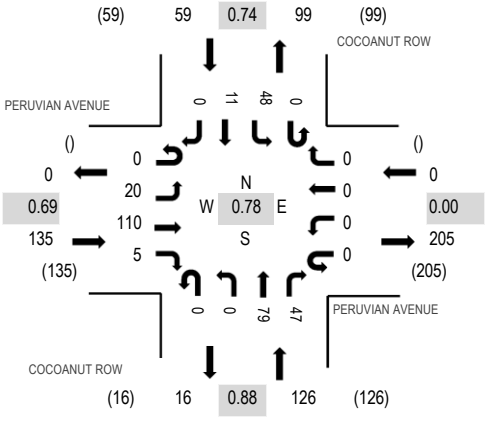
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		2.1%				0.0%				0.8%				0.0%			0.8%
Heavy Vehicle %	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%
Peak Hour Factor		0.84				0.00				0.86				0.66			0.81
Peak Hour Factor	0.00	0.71	0.67	0.75	0.00	0.00	0.00	0.00	0.00	0.00	0.83	0.63	0.00	0.61	0.69	0.00	0.81

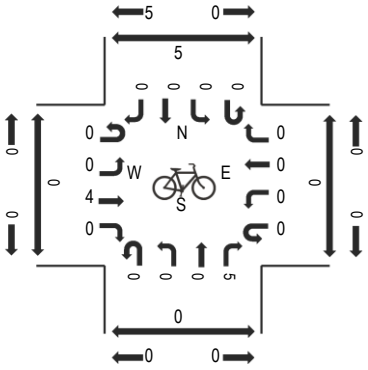
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 12 COCOANUT ROW & PERUVIAN AVENUE Noon
Date: Saturday, January 11, 2025
Peak Hour: 11:00 AM - 12:00 PM
Peak 15-Minutes: 11:45 AM - 12:00 PM

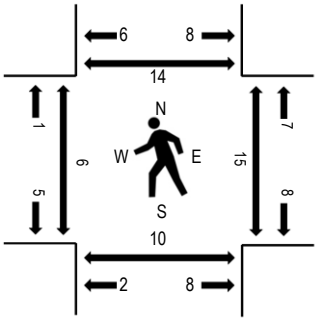
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PERUVIAN AVENUE Eastbound				PERUVIAN AVENUE Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	4	23	2	0	0	0	0	0	0	19	8	0	15	2	0	73	320	0	2	0	5
11:15 AM	0	2	29	2	0	0	0	0	0	0	16	13	0	5	1	0	68		3	1	6	1
11:30 AM	0	6	18	0	0	0	0	0	0	0	21	15	0	14	2	0	76		1	6	2	4
11:45 AM	0	8	40	1	0	0	0	0	0	0	23	11	0	14	6	0	103		2	6	2	4

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	20	110	5	0	0	0	0	0	0	77	47	0	48	11	0	318
Mediums	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
Total	0	20	110	5	0	0	0	0	0	0	79	47	0	48	11	0	320

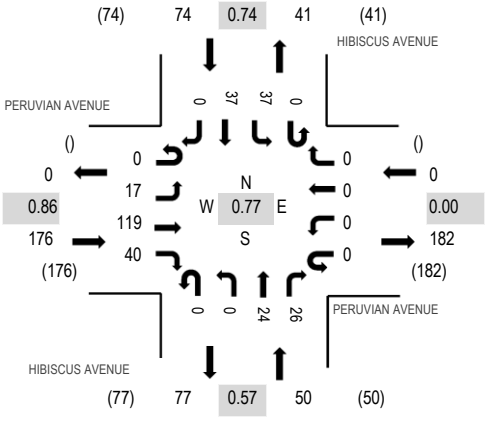
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				1.6%				0.0%			0.6%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%
Peak Hour Factor		0.69				0.00				0.88				0.74			0.78
Peak Hour Factor	0.00	0.63	0.69	0.63	0.00	0.00	0.00	0.00	0.00	0.00	0.86	0.78	0.00	0.80	0.46	0.00	0.78

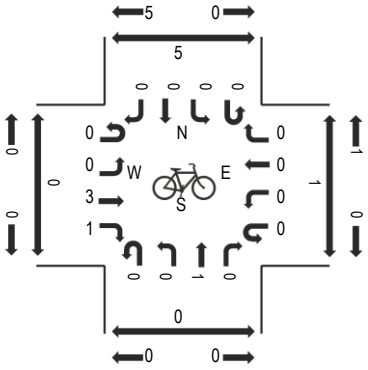
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 13 HIBISCUS AVENUE & PERUVIAN AVENUE Noon
Date: Saturday, January 11, 2025
Peak Hour: 11:00 AM - 12:00 PM
Peak 15-Minutes: 11:45 AM - 12:00 PM

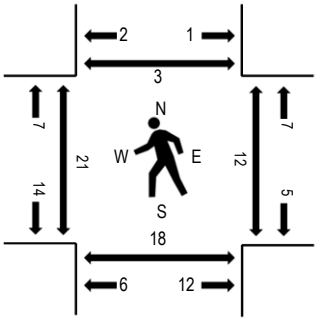
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PERUVIAN AVENUE Eastbound				PERUVIAN AVENUE Westbound				HIBISCUS AVENUE Northbound				HIBISCUS AVENUE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	7	28	8	0	0	0	0	0	0	2	2	0	11	6	0	64	300	4	1	7	1
11:15 AM	0	3	31	7	0	0	0	0	0	0	8	4	0	4	14	0	71		9	4	9	0
11:30 AM	0	4	25	12	0	0	0	0	0	0	5	7	0	7	7	0	67		4	3	1	2
11:45 AM	0	3	35	13	0	0	0	0	0	0	9	13	0	15	10	0	98		4	4	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	17	118	40	0	0	0	0	0	0	23	26	0	37	37	0	298
Mediums	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
Total	0	17	119	40	0	0	0	0	0	0	24	26	0	37	37	0	300

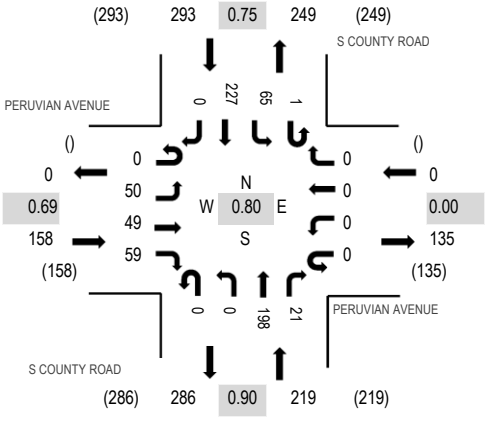
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.6%				0.0%				2.0%				0.0%			0.7%
Heavy Vehicle %	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%
Peak Hour Factor		0.86				0.00				0.57				0.74			0.77
Peak Hour Factor	0.00	0.61	0.85	0.77	0.00	0.00	0.00	0.00	0.00	0.00	0.67	0.50	0.00	0.62	0.66	0.00	0.77

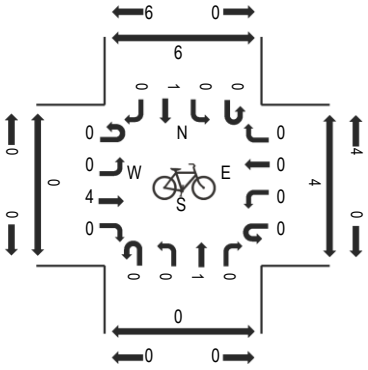
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 14 S COUNTY ROAD & PERUVIAN AVENUE Noon
Date: Saturday, January 11, 2025
Peak Hour: 11:00 AM - 12:00 PM
Peak 15-Minutes: 11:45 AM - 12:00 PM

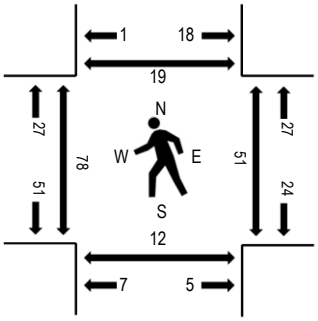
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PERUVIAN AVENUE Eastbound				PERUVIAN AVENUE Westbound				S COUNTY ROAD Northbound				S COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	12	9	17	0	0	0	0	0	0	42	5	0	11	55	0	151	670	17	9	3	8
11:15 AM	0	12	12	11	0	0	0	0	0	0	56	5	0	22	52	0	170		27	12	3	5
11:30 AM	0	12	8	8	0	0	0	0	0	0	50	7	0	9	46	0	140		26	15	1	4
11:45 AM	0	14	20	23	0	0	0	0	0	0	50	4	1	23	74	0	209		8	15	5	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	50	49	59	0	0	0	0	0	0	195	21	1	64	225	0	664
Mediums	0	0	0	0	0	0	0	0	0	0	3	0	0	1	2	0	6
Total	0	50	49	59	0	0	0	0	0	0	198	21	1	65	227	0	670

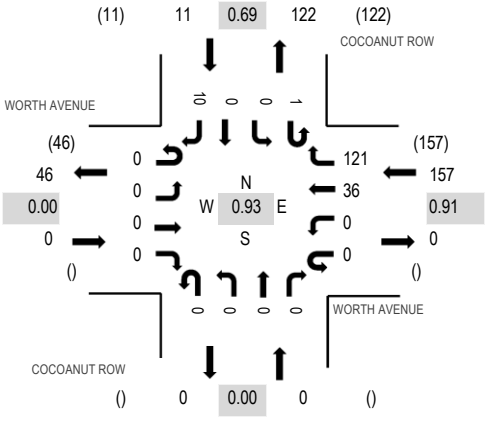
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				1.4%				1.0%			0.9%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.5%	0.0%	0.0%	1.5%	0.9%	0.0%	0.9%
Peak Hour Factor		0.69				0.00				0.90				0.75			0.80
Peak Hour Factor	0.00	0.89	0.61	0.64	0.00	0.00	0.00	0.00	0.00	0.00	0.88	0.75	0.25	0.71	0.77	0.00	0.80

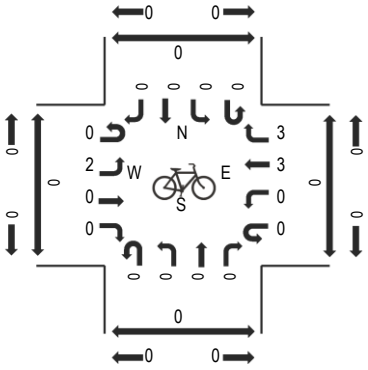
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 15 COCOANUT ROW & WORTH AVENUE Noon
Date: Saturday, January 11, 2025
Peak Hour: 11:00 AM - 12:00 PM
Peak 15-Minutes: 11:30 AM - 11:45 AM

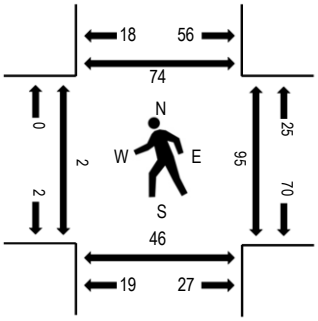
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WORTH AVENUE Eastbound				WORTH AVENUE Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	0	0	0	0	0	12	27	0	0	0	0	0	0	0	2	41	168	1	13	9	20
11:15 AM	0	0	0	0	0	0	10	27	0	0	0	0	0	0	0	3	40		0	27	21	21
11:30 AM	0	0	0	0	0	0	6	37	0	0	0	0	0	0	0	2	45		1	18	9	18
11:45 AM	0	0	0	0	0	0	8	30	0	0	0	0	1	0	0	3	42		0	37	7	15

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	35	119	0	0	0	0	1	0	0	10	165
Mediums	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	36	121	0	0	0	0	1	0	0	10	168

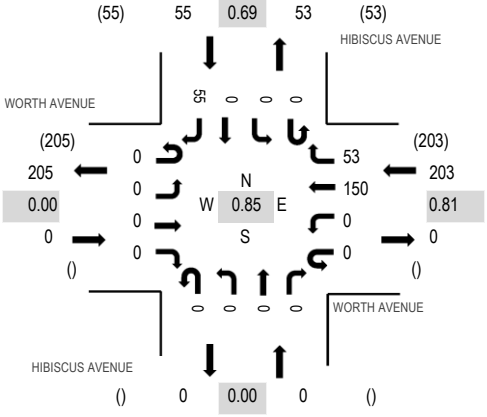
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				1.9%				0.0%				0.0%			1.8%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.8%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%
Peak Hour Factor		0.00				0.91				0.00				0.69			0.93
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.82	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.83	0.93

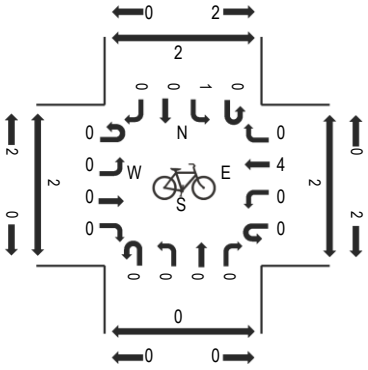
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 16 HIBISCUS AVENUE & WORTH AVENUE Noon
Date: Saturday, January 11, 2025
Peak Hour: 11:00 AM - 12:00 PM
Peak 15-Minutes: 11:45 AM - 12:00 PM

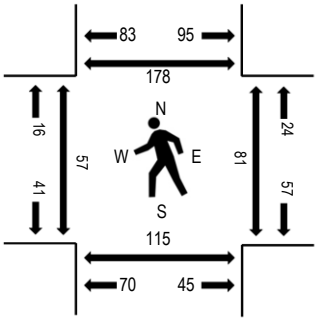
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WORTH AVENUE Eastbound				WORTH AVENUE Westbound				HIBISCUS AVENUE Northbound				HIBISCUS AVENUE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	0	0	0	0	0	44	4	0	0	0	0	0	0	0	9	57	258	13	14	16	18
11:15 AM	0	0	0	0	0	0	35	16	0	0	0	0	0	0	0	20	71		8	26	22	43
11:30 AM	0	0	0	0	0	0	31	10	0	0	0	0	0	0	0	13	54		16	23	38	53
11:45 AM	0	0	0	0	0	0	40	23	0	0	0	0	0	0	0	13	76		20	18	39	64

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	148	53	0	0	0	0	0	0	0	54	255
Mediums	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	3
Total	0	0	0	0	0	0	150	53	0	0	0	0	0	0	0	55	258

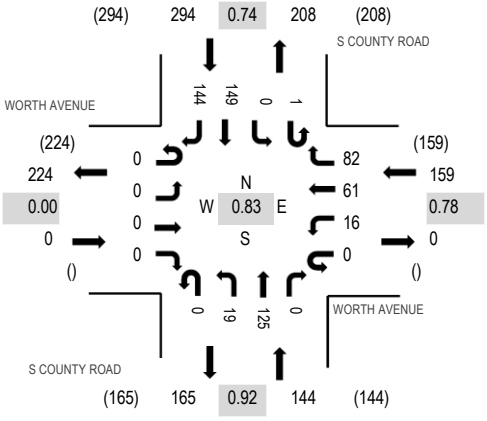
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				1.0%				0.0%				1.8%			1.2%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%	1.2%
Peak Hour Factor		0.00				0.81				0.00				0.69			0.85
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.00	0.85	0.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.69	0.85

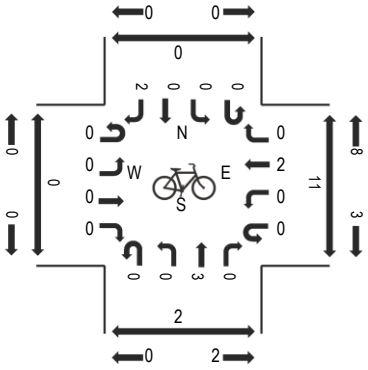
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 17 S COUNTY ROAD & WORTH AVENUE Noon
Date: Saturday, January 11, 2025
Peak Hour: 11:00 AM - 12:00 PM
Peak 15-Minutes: 11:45 AM - 12:00 PM

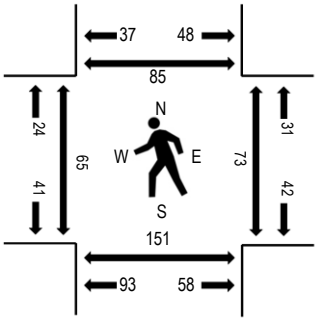
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WORTH AVENUE Eastbound				WORTH AVENUE Westbound				S COUNTY ROAD Northbound				S COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	0	0	0	0	2	9	16	0	4	31	0	0	0	34	41	137	597	10	15	21	13
11:15 AM	0	0	0	0	0	8	17	26	0	6	31	0	0	0	27	31	146		15	10	33	19
11:30 AM	0	0	0	0	0	2	14	25	0	1	32	0	0	0	37	24	135		19	29	52	33
11:45 AM	0	0	0	0	0	4	21	15	0	8	31	0	1	0	51	48	179		21	19	45	20

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	15	61	82	0	19	122	0	1	0	148	142	590
Mediums	0	0	0	0	0	1	0	0	0	0	3	0	0	0	1	2	7
Total	0	0	0	0	0	16	61	82	0	19	125	0	1	0	149	144	597

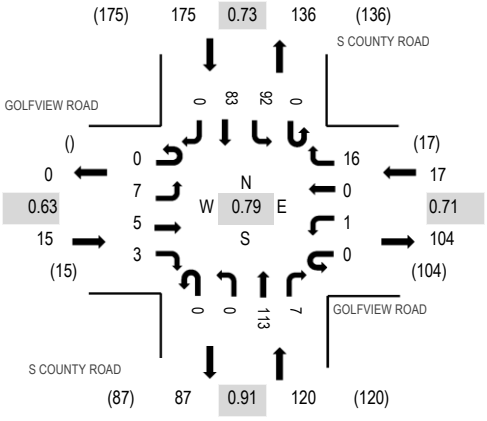
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.6%				2.1%				1.0%			1.2%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	6.3%	0.0%	0.0%	0.0%	0.0%	2.4%	0.0%	0.0%	0.0%	0.7%	1.4%	1.2%
Peak Hour Factor		0.00				0.78				0.92				0.74			0.83
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.50	0.73	0.79	0.00	0.59	0.98	0.00	0.25	0.00	0.73	0.75	0.83

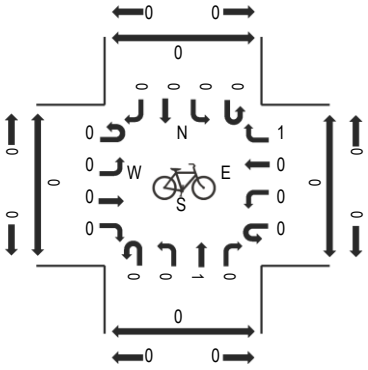
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 18 S COUNTY ROAD & GOLFVIEW ROAD Noon
Date: Saturday, January 11, 2025
Peak Hour: 11:00 AM - 12:00 PM
Peak 15-Minutes: 11:45 AM - 12:00 PM

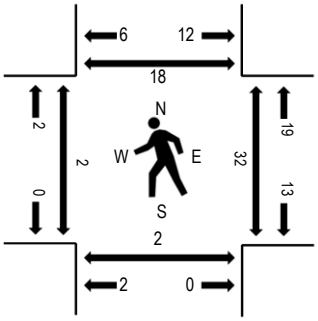
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	GOLFVIEW ROAD Eastbound				GOLFVIEW ROAD Westbound				S COUNTY ROAD Northbound				S COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	0	2	0	0	0	0	6	0	0	27	2	0	11	25	0	73	327	1	6	1	6
11:15 AM	0	2	0	3	0	0	0	3	0	0	28	2	0	20	12	0	70		1	10	1	0
11:30 AM	0	0	2	0	0	0	0	4	0	0	27	1	0	29	18	0	81		0	7	0	6
11:45 AM	0	5	1	0	0	1	0	3	0	0	31	2	0	32	28	0	103		0	9	0	6

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	6	5	3	0	1	0	14	0	0	113	7	0	91	82	0	322
Mediums	0	1	0	0	0	0	0	2	0	0	0	0	0	1	1	0	5
Total	0	7	5	3	0	1	0	16	0	0	113	7	0	92	83	0	327

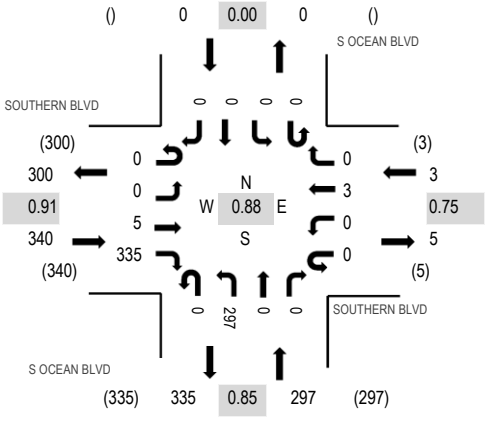
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		6.7%				11.8%				0.0%				1.1%			1.5%
Heavy Vehicle %	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%	1.2%	0.0%	1.5%
Peak Hour Factor		0.63				0.71				0.91				0.73			0.79
Peak Hour Factor	0.00	0.35	0.63	0.25	0.00	0.25	0.00	0.67	0.00	0.00	0.91	0.88	0.00	0.72	0.74	0.00	0.79

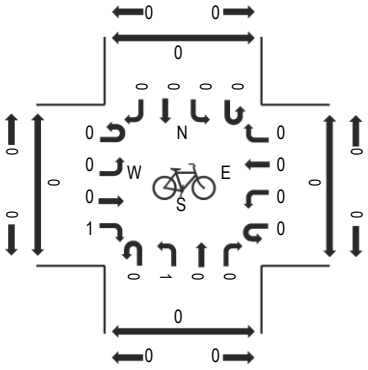
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 19 S OCEAN BLVD & SOUTHERN BLVD Noon
Date: Saturday, January 11, 2025
Peak Hour: 11:00 AM - 11:12 PM
Peak 15-Minutes: 11:30 AM - 11:45 AM

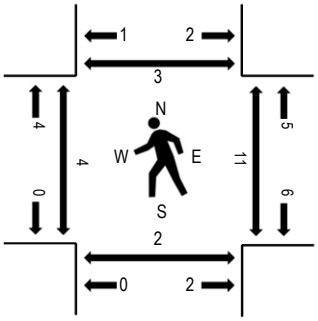
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SOUTHERN BLVD Eastbound				SOUTHERN BLVD Westbound				S OCEAN BLVD Northbound				S OCEAN BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	0	0	76	0	0	1	0	0	70	0	0	0	0	0	0	147	640	0	3	0	1
11:15 AM	0	0	1	83	0	0	0	0	0	66	0	0	0	0	0	0	150		2	4	2	0
11:30 AM	0	0	1	92	0	0	1	0	0	87	0	0	0	0	0	0	181		2	0	0	2
11:45 AM	0	0	3	84	0	0	1	0	0	74	0	0	0	0	0	0	162		0	4	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	5	335	0	0	3	0	0	297	0	0	0	0	0	0	640
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	5	335	0	0	3	0	0	297	0	0	0	0	0	0	640

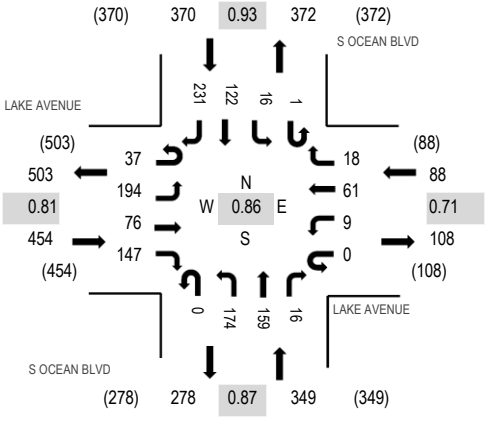
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %			0.0%				0.0%				0.0%				0.0%		0.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor			0.91				0.75				0.85				0.00		0.88
Peak Hour Factor	0.00	0.00	0.42	0.91	0.00	0.00	0.75	0.00	0.00	0.85	0.00	0.00	0.00	0.00	0.00	0.00	0.88

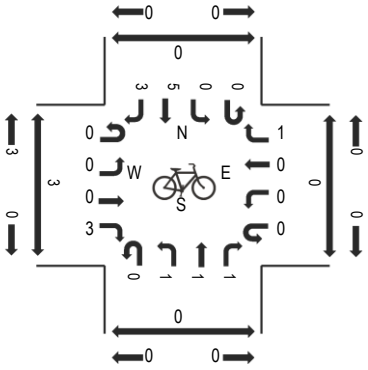
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 20 S OCEAN BLVD & LAKE AVENUE Noon
Date: Saturday, January 11, 2025
Peak Hour: 11:00 AM - 12:00 PM
Peak 15-Minutes: 11:30 AM - 11:45 AM

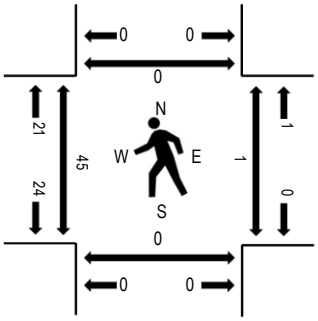
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LAKE AVENUE Eastbound				LAKE AVENUE Westbound				S OCEAN BLVD Northbound				S OCEAN BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	10	48	16	40	0	1	16	2	0	45	42	7	1	3	21	56	308	1,261	2	0	0	0
11:15 AM	11	39	10	30	0	2	12	3	0	44	34	1	0	7	38	55	286		19	0	0	0
11:30 AM	9	58	25	48	0	4	21	6	0	50	47	3	0	3	32	60	366		13	1	0	0
11:45 AM	7	49	25	29	0	2	12	7	0	35	36	5	0	3	31	60	301		11	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	37	191	73	146	0	9	56	18	0	174	155	16	1	16	122	223	1,237
Mediums	0	3	3	1	0	0	5	0	0	0	4	0	0	0	0	8	24
Total	37	194	76	147	0	9	61	18	0	174	159	16	1	16	122	231	1,261

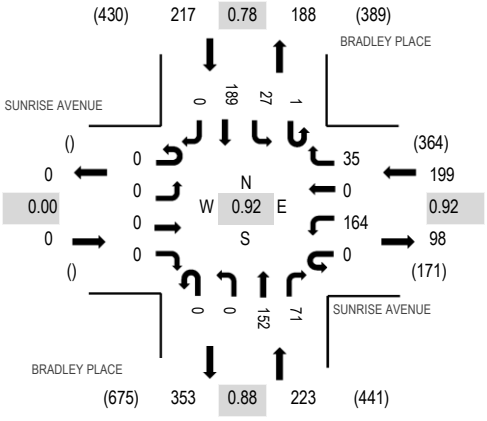
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.5%				5.7%				1.1%				2.2%			1.9%
Heavy Vehicle %	0.0%	1.5%	3.9%	0.7%	0.0%	0.0%	8.2%	0.0%	0.0%	0.0%	2.5%	0.0%	0.0%	0.0%	0.0%	3.5%	1.9%
Peak Hour Factor		0.81				0.71				0.87				0.93			0.86
Peak Hour Factor	0.84	0.84	0.76	0.77	0.00	0.56	0.73	0.64	0.00	0.87	0.85	0.57	0.25	0.57	0.80	0.96	0.86

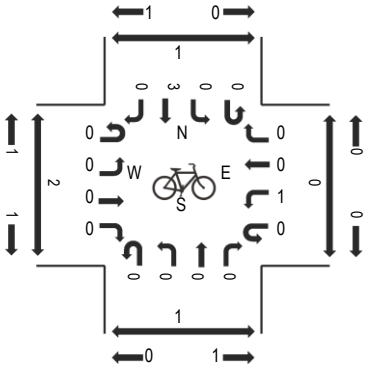
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 BRADLEY PLACE & SUNRISE AVENUE Noon
Date: Saturday, January 11, 2025
Peak Hour: 12:45 PM - 01:45 PM
Peak 15-Minutes: 12:45 PM - 01:00 PM

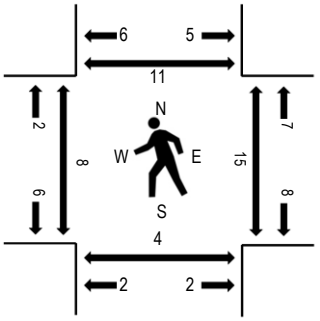
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE AVENUE Eastbound				SUNRISE AVENUE Westbound				BRADLEY PLACE Northbound				BRADLEY PLACE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	0	0	0	0	33	0	11	0	0	52	15	0	2	43	0	156	635	2	1	0	0
12:15 PM	0	0	0	0	0	27	0	8	0	0	39	13	0	7	67	0	161	629	3	5	4	2
12:30 PM	0	0	0	0	0	28	0	9	0	0	42	12	0	7	47	0	145	621	4	2	4	4
12:45 PM	0	0	0	0	0	39	0	10	0	0	52	17	0	9	46	0	173	639	0	2	2	0
2:00 PM	0	0	0	0	0	42	0	7	0	0	33	20	1	6	41	0	150	600	3	6	1	2
2:15 PM	0	0	0	0	0	35	0	12	0	0	27	17	0	6	56	0	153		2	3	1	3
2:30 PM	0	0	0	0	0	48	0	6	0	0	40	17	0	6	46	0	163		3	4	0	6
2:45 PM	0	0	0	0	0	40	0	9	0	0	31	14	0	3	37	0	134		2	3	3	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	163	0	35	0	0	151	69	1	27	188	0	634
Mediums	0	0	0	0	0	1	0	0	0	0	1	2	0	0	1	0	5
Total	0	0	0	0	0	164	0	35	0	0	152	71	1	27	189	0	639

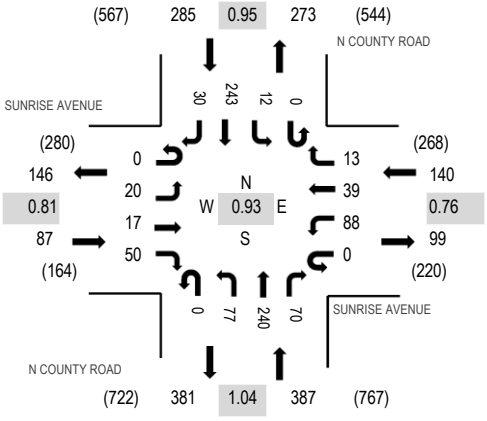
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.5%				1.3%				0.5%			0.8%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.7%	2.8%	0.0%	0.0%	0.5%	0.0%	0.8%
Peak Hour Factor		0.00				0.92				0.88				0.78			0.92
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.86	0.00	0.86	0.00	0.00	0.89	1.04	0.25	0.81	0.76	0.00	0.92

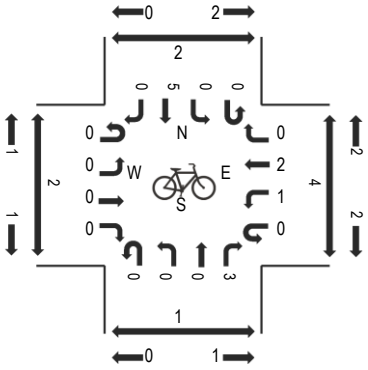
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 N COUNTY ROAD & SUNRISE AVENUE Noon
Date: Saturday, January 11, 2025
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:00 PM - 02:15 PM

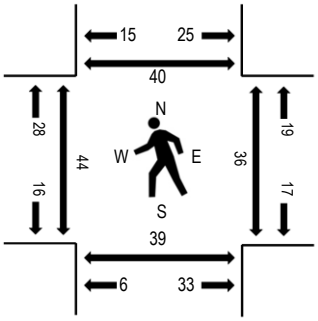
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE AVENUE Eastbound				SUNRISE AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	5	5	10	0	26	6	3	0	23	58	21	0	3	56	15	231	867	4	10	4	5
12:15 PM	0	6	6	11	0	17	10	7	0	15	52	23	0	2	60	9	218	878	12	9	2	15
12:30 PM	0	8	3	5	0	17	11	4	0	13	66	16	0	4	55	7	209	866	7	18	5	10
12:45 PM	0	7	4	7	0	18	6	3	0	13	52	28	0	6	59	6	209	879	5	13	10	8
2:00 PM	0	8	5	9	0	21	9	5	0	22	70	26	0	3	54	10	242	899	14	2	5	17
2:15 PM	0	4	6	17	0	12	9	2	0	17	58	11	0	1	60	9	206		6	7	8	7
2:30 PM	0	5	2	11	0	29	14	3	0	17	51	17	0	4	62	7	222		17	17	16	11
2:45 PM	0	3	4	13	0	26	7	3	0	21	61	16	0	4	67	4	229		7	10	10	5

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	20	17	48	0	88	39	13	0	77	237	70	0	12	242	30	893
Mediums	0	0	0	2	0	0	0	0	0	0	3	0	0	0	1	0	6
Total	0	20	17	50	0	88	39	13	0	77	240	70	0	12	243	30	899

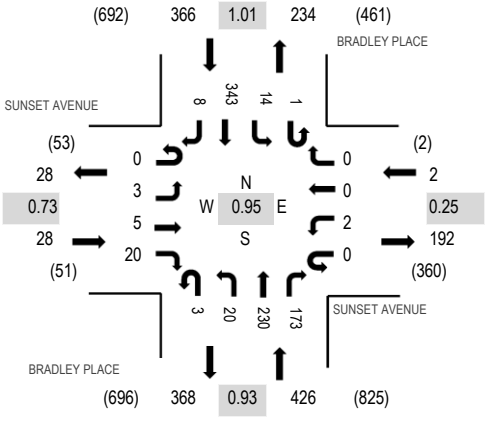
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		2.3%				0.0%				0.8%				0.4%			0.7%
Heavy Vehicle %	0.0%	0.0%	0.0%	4.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	0.0%	0.0%	0.0%	0.4%	0.0%	0.7%
Peak Hour Factor		0.81				0.76				1.04				0.95			0.93
Peak Hour Factor	0.00	0.91	0.75	0.74	0.00	0.76	0.70	0.68	0.00	0.88	0.93	0.83	0.00	0.63	0.91	0.62	0.93

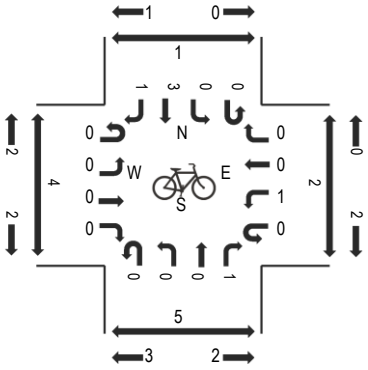
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 BRADLEY PLACE & SUNSET AVENUE Noon
Date: Saturday, January 11, 2025
Peak Hour: 12:45 PM - 01:45 PM
Peak 15-Minutes: 12:45 PM - 01:00 PM

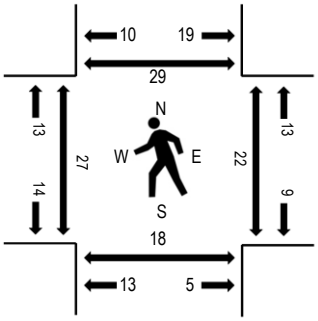
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNSET AVENUE Eastbound				SUNSET AVENUE Westbound				BRADLEY PLACE Northbound				BRADLEY PLACE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	0	0	9	0	0	0	0	1	6	70	36	0	3	68	4	197	789	2	9	8	2
12:15 PM	0	0	0	3	0	0	0	0	0	3	54	39	0	7	89	0	195	801	1	2	2	2
12:30 PM	0	0	4	3	0	0	0	0	1	6	54	37	0	0	75	1	181	788	6	8	3	6
12:45 PM	0	1	3	6	0	0	0	0	0	5	69	41	0	3	84	4	216	822	5	5	8	2
2:00 PM	0	1	0	6	0	2	0	0	1	6	54	50	0	5	82	2	209	781	7	8	3	3
2:15 PM	0	1	0	3	0	0	0	0	1	6	43	37	0	3	87	1	182		9	2	4	13
2:30 PM	0	0	2	5	0	0	0	0	1	3	64	45	1	3	90	1	215		6	7	3	11
2:45 PM	0	0	2	2	0	0	0	0	1	4	49	38	0	2	76	1	175		0	6	4	4

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	3	5	20	0	2	0	0	3	20	227	173	1	13	341	8	816
Mediums	0	0	0	0	0	0	0	0	0	0	3	0	0	1	2	0	6
Total	0	3	5	20	0	2	0	0	3	20	230	173	1	14	343	8	822

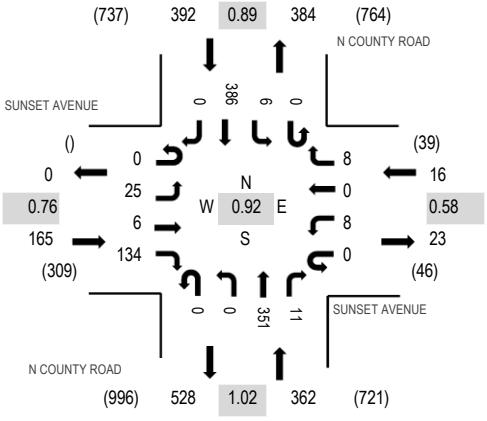
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				0.7%				0.8%			0.7%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	0.0%	0.0%	7.1%	0.6%	0.0%	0.7%
Peak Hour Factor		0.73				0.25				0.93				1.01			0.95
Peak Hour Factor	0.00	0.75	0.44	0.58	0.00	0.25	0.00	0.00	1.00	0.96	0.88	1.05	0.25	0.54	1.02	0.56	0.95

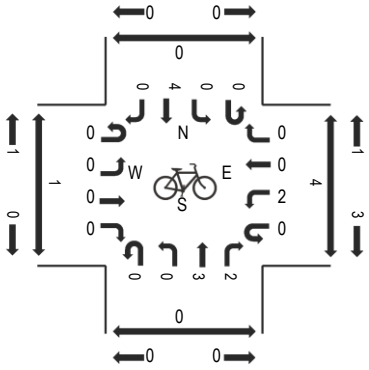
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 N COUNTY ROAD & SUNSET AVENUE Noon
Date: Saturday, January 11, 2025
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:45 PM - 03:00 PM

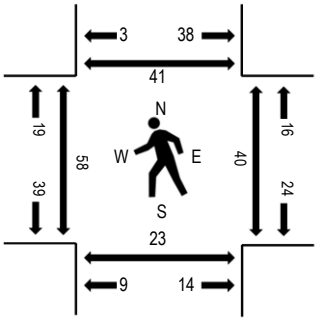
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNSET AVENUE Eastbound				SUNSET AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	9	0	33	0	3	0	7	0	0	84	3	0	0	92	0	231	871	6	7	6	7
12:15 PM	0	4	3	32	0	3	0	2	0	0	83	3	0	1	89	0	220	888	9	12	7	1
12:30 PM	0	5	3	21	0	3	0	3	0	0	88	4	0	0	76	0	203	883	11	4	8	12
12:45 PM	0	3	2	29	0	1	0	1	0	0	91	3	0	1	86	0	217	897	11	7	6	4
2:00 PM	0	7	1	35	0	2	0	3	0	0	105	5	0	0	90	0	248	935	11	12	3	7
2:15 PM	0	6	0	32	0	2	0	0	0	0	84	1	0	3	87	0	215		14	2	6	4
2:30 PM	0	3	4	23	0	3	0	2	0	0	76	4	0	2	100	0	217		28	13	5	24
2:45 PM	0	9	1	44	0	1	0	3	0	0	86	1	0	1	109	0	255		5	13	9	6

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	25	5	134	0	8	0	6	0	0	349	11	0	6	383	0	927
Mediums	0	0	1	0	0	0	0	2	0	0	2	0	0	0	3	0	8
Total	0	25	6	134	0	8	0	8	0	0	351	11	0	6	386	0	935

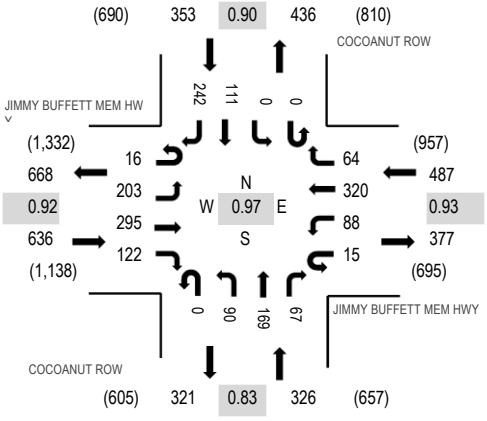
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.6%				12.5%				0.6%				0.8%			0.9%
Heavy Vehicle %	0.0%	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.8%	0.0%	0.9%
Peak Hour Factor		0.76				0.58				1.02				0.89			0.92
Peak Hour Factor	0.00	0.69	0.75	0.76	0.00	0.83	0.00	0.46	0.00	0.00	1.01	0.94	0.00	0.50	0.89	0.00	0.92

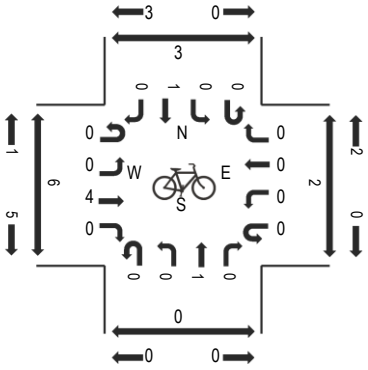
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 COCOANUT ROW & JIMMY BUFFETT MEM HWY Noon
Date: Saturday, January 11, 2025
Peak Hour: 01:45 PM - 02:45 PM
Peak 15-Minutes: 02:00 PM - 02:15 PM

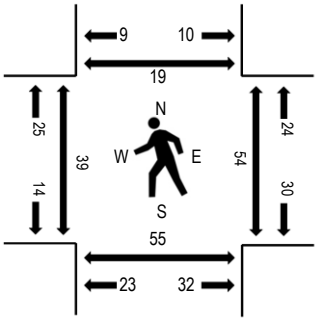
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	JIMMY BUFFETT MEM HWY Eastbound				JIMMY BUFFETT MEM HWY Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
1:00 PM	2	45	54	19	7	30	62	10	0	27	47	19	0	0	34	64	420	1,695	8	24	19	12
1:15 PM	3	44	55	38	4	17	72	18	0	22	34	19	0	0	27	53	406	1,740	7	19	24	8
1:30 PM	2	52	71	18	2	18	100	13	0	28	24	10	1	0	26	59	424	1,769	20	12	15	21
1:45 PM	1	55	73	30	3	31	69	21	0	23	50	19	0	0	20	50	445	1,802	21	25	20	6
2:00 PM	4	52	85	32	5	20	79	8	0	33	44	14	0	0	30	59	465	1,747	8	11	13	2
2:15 PM	4	35	69	39	6	15	83	20	0	12	33	24	0	0	31	64	435		8	8	7	5
2:30 PM	7	61	68	21	1	22	89	15	0	22	42	10	0	0	30	69	457		2	10	15	6
2:45 PM	2	28	53	16	0	12	95	10	0	29	48	24	0	0	29	44	390		16	19	30	17

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	16	203	291	122	15	88	320	62	0	89	168	67	0	0	110	241	1,792
Mediums	0	0	4	0	0	0	0	2	0	1	1	0	0	0	1	1	10
Total	16	203	295	122	15	88	320	64	0	90	169	67	0	0	111	242	1,802

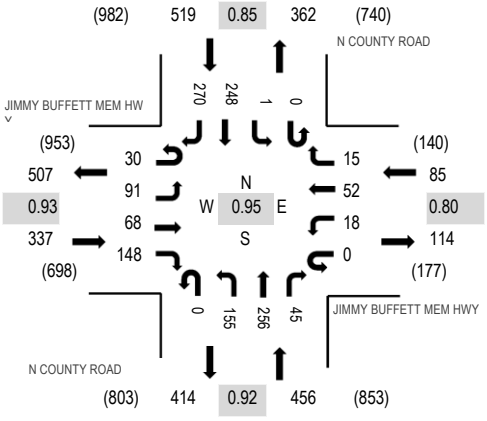
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %			0.6%				0.4%				0.6%				0.6%		0.6%
Heavy Vehicle %	0.0%	0.0%	1.4%	0.0%	0.0%	0.0%	0.0%	3.1%	0.0%	1.1%	0.6%	0.0%	0.0%	0.0%	0.9%	0.4%	0.6%
Peak Hour Factor			0.92				0.93				0.83				0.90		0.97
Peak Hour Factor	0.61	0.83	0.88	0.78	0.57	0.77	0.91	0.76	0.00	0.80	0.85	0.75	0.25	0.00	0.97	0.88	0.97

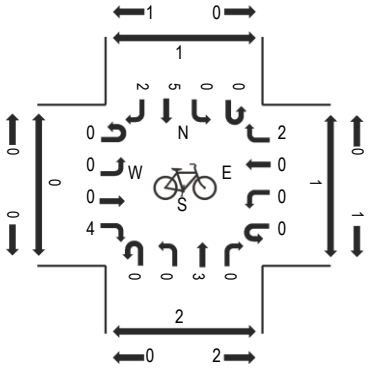
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 N COUNTY ROAD & JIMMY BUFFETT MEM HWY Noon
Date: Saturday, January 11, 2025
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:00 PM - 02:15 PM

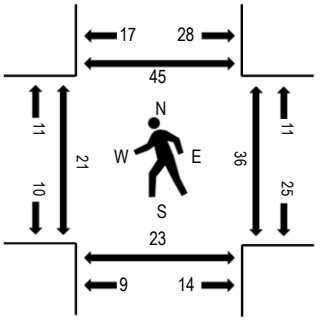
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	JIMMY BUFFETT MEM HWY Eastbound				JIMMY BUFFETT MEM HWY Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
1:00 PM	4	45	10	35	0	4	4	2	0	34	52	5	0	0	49	58	302	1,276	9	6	1	12
1:15 PM	9	35	8	42	0	2	7	3	0	35	58	7	0	0	59	71	336	1,341	7	5	1	6
1:30 PM	5	27	8	37	0	2	14	2	0	42	40	5	0	0	51	62	295	1,366	10	11	4	16
1:45 PM	0	33	14	49	0	0	10	5	0	37	76	6	0	0	59	54	343	1,389	7	10	4	22
2:00 PM	7	28	19	42	0	2	17	8	0	40	73	11	0	0	60	60	367	1,397	8	3	2	9
2:15 PM	9	22	26	42	0	7	13	6	0	41	57	12	0	0	68	58	361		3	11	3	13
2:30 PM	10	20	18	30	0	5	9	1	0	40	54	10	0	0	58	63	318		5	11	7	12
2:45 PM	4	21	5	34	0	4	13	0	0	34	72	12	0	1	62	89	351		5	11	11	11

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	30	91	65	147	0	18	51	14	0	155	255	45	0	1	248	267	1,387
Mediums	0	0	3	1	0	0	1	1	0	0	1	0	0	0	0	3	10
Total	30	91	68	148	0	18	52	15	0	155	256	45	0	1	248	270	1,397

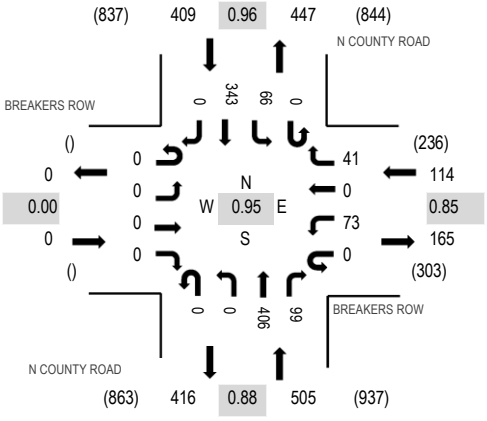
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.2%				2.4%				0.2%				0.6%			0.7%
Heavy Vehicle %	0.0%	0.0%	4.4%	0.7%	0.0%	0.0%	1.9%	6.7%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	1.1%	0.7%
Peak Hour Factor		0.93				0.80				0.92				0.85			0.95
Peak Hour Factor	0.75	0.78	0.74	0.87	0.00	0.64	0.79	0.66	0.00	0.95	0.86	0.94	0.00	0.25	0.91	0.76	0.95

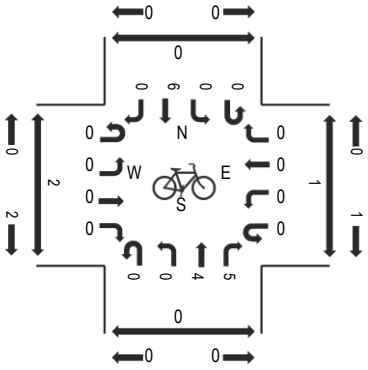
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 7 N COUNTY ROAD & BREAKERS ROW Noon
Date: Saturday, January 11, 2025
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:15 PM - 02:30 PM

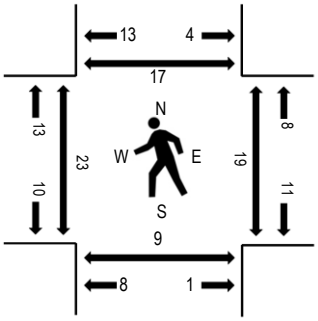
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BREAKERS ROW Eastbound				BREAKERS ROW Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	0	0	0	0	24	0	11	0	0	92	24	0	14	96	0	261	982	0	6	0	10
12:15 PM	0	0	0	0	0	20	0	16	0	0	90	21	0	14	96	0	257	976	7	2	0	0
12:30 PM	0	0	0	0	0	15	0	15	0	0	77	15	0	13	83	0	218	989	5	5	0	1
12:45 PM	0	0	0	0	0	14	0	7	0	0	89	24	0	13	99	0	246	1,005	8	4	3	8
2:00 PM	0	0	0	0	0	20	0	8	0	0	107	19	0	15	86	0	255	1,028	6	3	7	10
2:15 PM	0	0	0	0	0	21	0	7	0	0	103	26	0	18	95	0	270		2	4	0	0
2:30 PM	0	0	0	0	0	17	0	11	0	0	84	22	0	18	82	0	234		10	7	2	0
2:45 PM	0	0	0	0	0	15	0	15	0	0	112	32	0	15	80	0	269		5	5	0	7

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	73	0	40	0	0	405	99	0	66	342	0	1,025
Mediums	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	3
Total	0	0	0	0	0	73	0	41	0	0	406	99	0	66	343	0	1,028

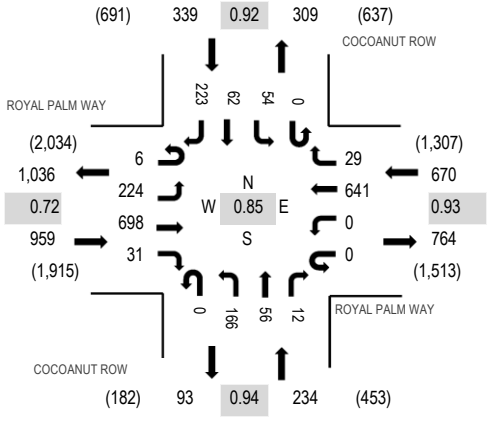
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.9%				0.2%				0.2%			0.3%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.4%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.3%	0.0%	0.3%
Peak Hour Factor		0.00				0.85				0.88				0.96			0.95
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.76	0.00	0.77	0.00	0.00	0.91	0.77	0.00	0.92	0.94	0.00	0.95

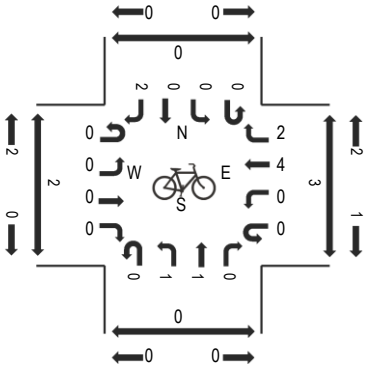
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 8 COCOANUT ROW & ROYAL PALM WAY Noon
Date: Saturday, January 11, 2025
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:45 PM - 03:00 PM

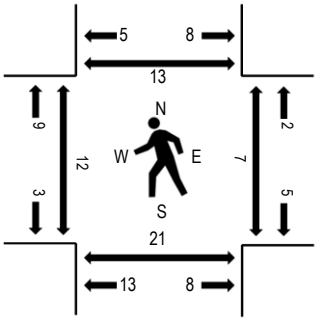
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ROYAL PALM WAY Eastbound				ROYAL PALM WAY Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
1:00 PM	0	72	174	10	0	0	136	6	0	35	16	1	0	13	10	65	538	2,164	1	3	3	7
1:15 PM	3	61	169	11	0	0	165	5	0	37	15	1	0	5	18	59	549	2,193	2	3	7	7
1:30 PM	3	24	138	8	0	0	144	8	0	32	13	3	0	22	13	65	473	2,198	6	4	6	7
1:45 PM	0	74	202	7	0	0	163	10	0	40	24	2	0	19	12	51	604	2,158	10	2	6	2
2:00 PM	2	65	157	10	0	0	177	6	0	42	18	2	0	19	16	53	567	2,202	0	1	5	1
2:15 PM	1	55	168	6	0	0	150	8	0	53	14	0	0	18	19	62	554		7	4	3	6
2:30 PM	1	34	118	7	0	0	134	7	0	35	15	6	0	10	12	54	433		0	0	4	4
2:45 PM	2	70	255	8	0	0	180	8	0	36	9	4	0	7	15	54	648		5	2	9	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	6	224	693	31	0	0	636	29	0	166	55	12	0	54	61	221	2,188
Mediums	0	0	5	0	0	0	5	0	0	0	1	0	0	0	1	2	14
Total	6	224	698	31	0	0	641	29	0	166	56	12	0	54	62	223	2,202

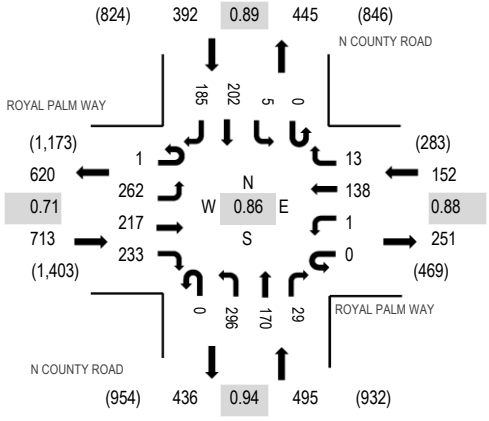
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.5%				0.7%				0.4%				0.9%			0.6%
Heavy Vehicle %	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	1.8%	0.0%	0.0%	0.0%	1.6%	0.9%	0.6%
Peak Hour Factor		0.72				0.93				0.94				0.92			0.85
Peak Hour Factor	0.67	0.78	0.68	0.82	0.00	0.00	0.92	0.80	0.00	0.80	0.74	0.50	0.00	0.89	0.82	0.92	0.85

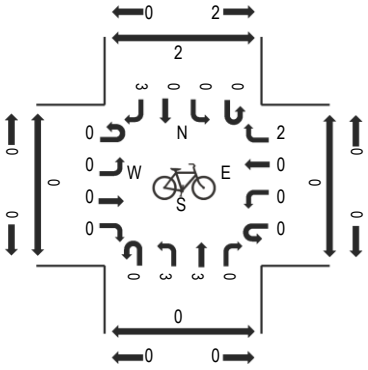
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 9 N COUNTY ROAD & ROYAL PALM WAY Noon
Date: Saturday, January 11, 2025
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:45 PM - 03:00 PM

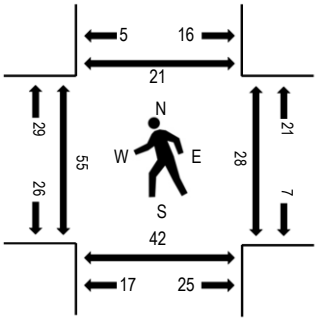
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ROYAL PALM WAY Eastbound				ROYAL PALM WAY Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
1:00 PM	0	37	55	77	0	0	32	5	0	49	44	8	0	2	63	56	428	1,690	23	14	21	18
1:15 PM	0	43	47	62	0	2	14	2	0	63	45	4	0	0	52	55	389	1,679	3	14	12	8
1:30 PM	2	51	30	65	0	0	32	5	0	62	40	4	0	0	57	35	383	1,737	23	14	19	4
1:45 PM	0	76	61	84	0	0	33	6	0	65	47	6	0	1	56	55	490	1,730	12	12	16	2
2:00 PM	0	54	50	57	0	0	34	2	0	83	35	14	0	0	44	44	417	1,752	16	5	7	2
2:15 PM	1	71	40	67	0	0	27	5	0	79	42	5	0	1	60	49	447		24	7	13	13
2:30 PM	0	45	42	36	0	1	39	1	0	72	37	5	0	3	46	49	376		5	8	12	3
2:45 PM	0	92	85	73	0	0	38	5	0	62	56	5	0	1	52	43	512		10	8	10	3

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	1	259	215	233	0	1	137	13	0	294	170	29	0	5	201	183	1,741
Mediums	0	3	2	0	0	0	1	0	0	2	0	0	0	0	1	2	11
Total	1	262	217	233	0	1	138	13	0	296	170	29	0	5	202	185	1,752

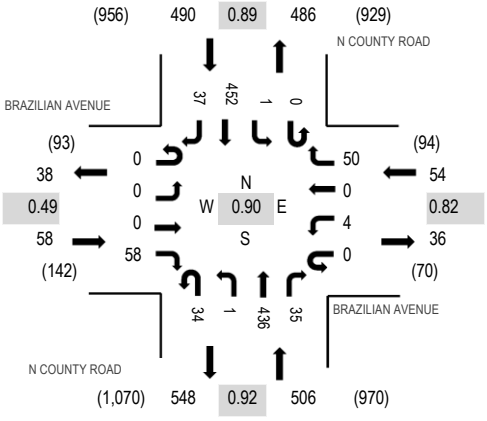
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.7%				0.7%				0.4%				0.8%			0.6%
Heavy Vehicle %	0.0%	1.1%	0.9%	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.5%	1.1%	0.6%
Peak Hour Factor		0.71				0.88				0.94				0.89			0.86
Peak Hour Factor	0.38	0.71	0.64	0.86	0.00	0.25	0.88	0.75	0.00	0.90	0.94	0.54	0.00	0.42	0.90	0.90	0.86

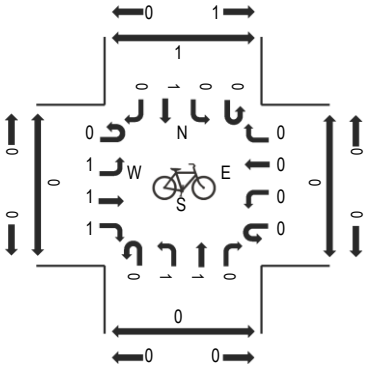
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 10 N COUNTY ROAD & BRAZILIAN AVENUE Noon
Date: Saturday, January 11, 2025
Peak Hour: 01:30 PM - 02:30 PM
Peak 15-Minutes: 01:45 PM - 02:00 PM

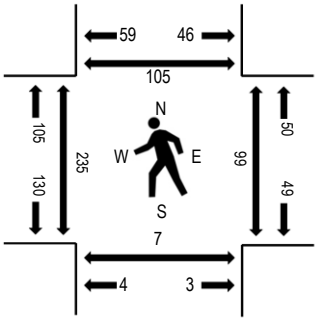
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BRAZILIAN AVENUE Eastbound				BRAZILIAN AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
1:00 PM	0	0	0	14	0	1	0	6	8	1	95	9	0	0	127	16	277	1,093	49	23	0	31
1:15 PM	0	0	0	19	0	0	0	8	8	0	101	5	0	0	102	14	257	1,082	53	21	9	31
1:30 PM	0	0	0	15	0	0	0	11	6	1	90	8	0	0	107	12	250	1,108	75	32	4	40
1:45 PM	0	0	0	19	0	0	0	12	10	0	109	11	0	0	141	7	309	1,081	53	22	1	29
2:00 PM	0	0	0	16	0	0	0	14	12	0	116	4	0	0	96	8	266	1,069	52	27	1	22
2:15 PM	0	0	0	8	0	4	0	13	6	0	121	12	0	1	108	10	283		55	18	1	14
2:30 PM	0	0	0	13	0	0	0	10	4	0	95	12	0	0	80	9	223		45	17	0	38
2:45 PM	0	0	0	38	0	0	0	15	5	0	113	8	0	0	103	15	297		53	21	0	22

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	57	0	4	0	50	34	1	435	35	0	1	452	37	1,106
Mediums	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
Total	0	0	0	58	0	4	0	50	34	1	436	35	0	1	452	37	1,108

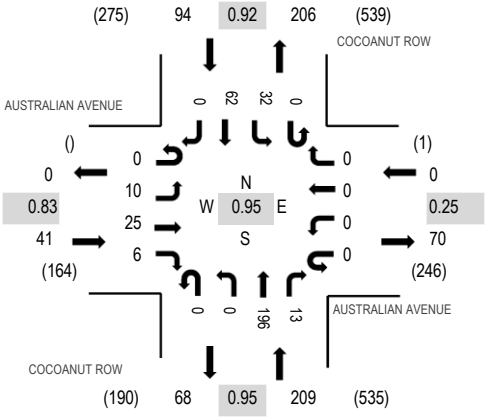
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %			1.7%				0.0%				0.2%				0.0%		0.2%
Heavy Vehicle %	0.0%	0.0%	0.0%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%
Peak Hour Factor			0.49				0.82				0.92				0.89		0.90
Peak Hour Factor	0.00	0.00	0.00	0.49	0.00	0.25	0.00	0.87	0.75	0.50	0.92	0.81	0.00	0.25	0.85	0.77	0.90

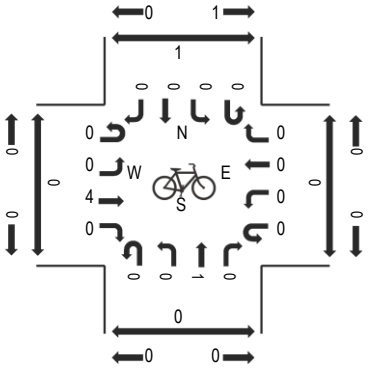
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 11 COCOANUT ROW & AUSTRALIAN AVENUE Noon
Date: Saturday, January 11, 2025
Peak Hour: 01:45 PM - 02:45 PM
Peak 15-Minutes: 02:00 PM - 02:15 PM

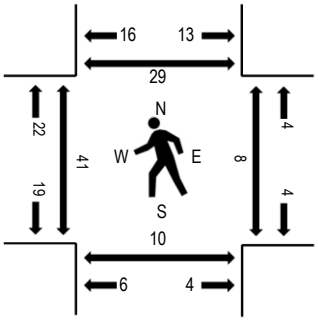
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	AUSTRALIAN AVENUE Eastbound				AUSTRALIAN AVENUE Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	6	13	1	0	0	0	1	0	0	46	6	0	8	11	0	92	303	7	2	0	10
12:15 PM	0	2	2	0	0	0	0	0	0	0	23	3	0	8	17	0	55	288	8	0	1	2
12:30 PM	0	7	9	2	0	0	0	0	0	0	40	5	0	11	11	0	85	315	1	0	0	0
12:45 PM	0	7	3	0	0	0	0	0	0	0	40	3	0	7	11	0	71	313	1	2	0	5
1:00 PM	0	4	8	4	0	0	0	0	0	0	39	3	0	8	11	0	77	328	10	3	0	8
1:15 PM	0	5	9	2	0	0	0	0	0	0	33	2	0	9	22	0	82	342	3	3	0	3
1:30 PM	0	4	9	3	0	0	0	0	0	0	43	4	0	8	12	0	83	343	5	1	0	7
1:45 PM	0	0	6	3	0	0	0	0	0	0	53	2	0	8	14	0	86	344	22	1	1	13
2:00 PM	0	4	10	1	0	0	0	0	0	0	45	8	0	3	20	0	91	344	9	2	1	9
2:15 PM	0	4	5	0	0	0	0	0	0	0	47	2	0	10	15	0	83		10	3	3	4
2:30 PM	0	2	4	2	0	0	0	0	0	0	51	1	0	11	13	0	84		0	2	5	3
2:45 PM	0	1	19	3	0	0	0	0	0	0	32	4	0	15	12	0	86		2	0	0	4

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Lights	0	9	25	6	0	0	0	0	0	0	195	13	0	32	62	0	342
Mediums	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	10	25	6	0	0	0	0	0	0	196	13	0	32	62	0	344

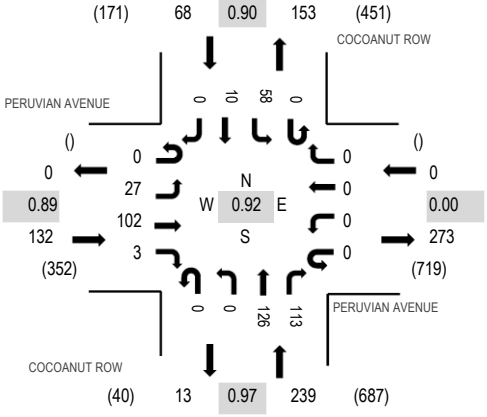
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		2.4%				0.0%				0.5%				0.0%			0.6%
Heavy Vehicle %	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%
Peak Hour Factor		0.83				0.25				0.95				0.92			0.95
Peak Hour Factor	0.00	0.82	0.50	0.75	0.00	0.00	0.00	0.25	0.00	0.00	0.92	0.71	0.00	0.65	0.77	0.00	0.95

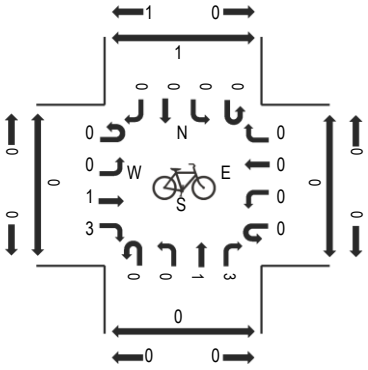
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 12 COCOANUT ROW & PERUVIAN AVENUE Noon
Date: Saturday, January 11, 2025
Peak Hour: 01:00 PM - 02:00 PM
Peak 15-Minutes: 01:45 PM - 02:00 PM

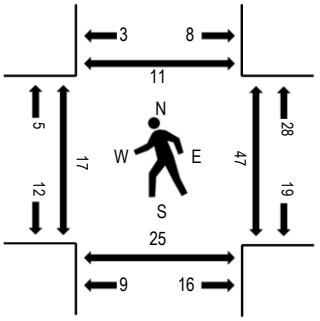
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PERUVIAN AVENUE Eastbound				PERUVIAN AVENUE Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	2	22	0	0	0	0	0	0	0	38	12	0	7	0	0	81	352	1	5	1	2
12:15 PM	0	2	20	0	0	0	0	0	1	0	17	19	0	11	4	0	74	377	5	5	1	4
12:30 PM	0	7	27	0	0	0	0	0	0	0	31	24	0	11	1	0	101	407	0	1	4	0
12:45 PM	0	5	21	1	0	0	0	0	0	0	34	25	0	10	0	0	96	416	2	6	1	1
1:00 PM	0	6	22	1	0	0	0	0	0	0	28	34	0	15	0	0	106	439	6	13	13	3
1:15 PM	0	8	20	1	0	0	0	0	0	0	23	32	0	18	2	0	104	439	3	9	6	2
1:30 PM	0	4	32	1	0	0	0	0	0	0	37	21	0	11	4	0	110	432	5	5	3	0
1:45 PM	0	9	28	0	0	0	0	0	0	0	38	26	0	14	4	0	119	418	3	20	3	6
2:00 PM	0	3	16	1	0	0	0	0	0	0	44	23	0	16	3	0	106	419	14	7	9	2
2:15 PM	0	4	16	0	0	0	0	0	0	0	39	27	0	7	4	0	97		11	15	2	4
2:30 PM	0	0	16	1	0	0	0	0	0	0	39	24	1	9	6	0	96		0	9	4	2
2:45 PM	0	4	51	1	0	0	0	0	0	0	28	23	0	9	4	0	120		3	6	3	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	26	102	3	0	0	0	0	0	0	126	113	0	56	10	0	436
Mediums	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	3
Total	0	27	102	3	0	0	0	0	0	0	126	113	0	58	10	0	439

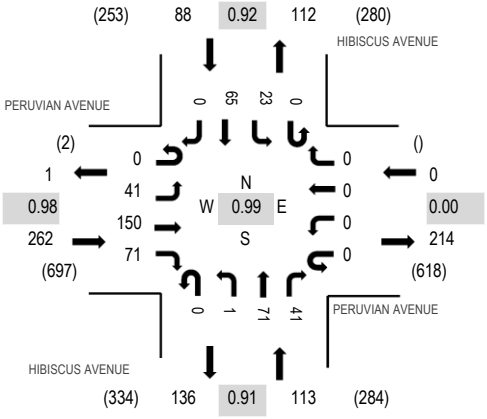
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.8%				0.0%				0.0%				2.9%			0.7%
Heavy Vehicle %	0.0%	3.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.4%	0.0%	0.0%	0.7%
Peak Hour Factor		0.89				0.00				0.97				0.90			0.92
Peak Hour Factor	0.00	0.75	0.80	1.00	0.00	0.00	0.00	0.00	0.25	0.00	0.91	0.85	0.25	0.82	0.71	0.00	0.92

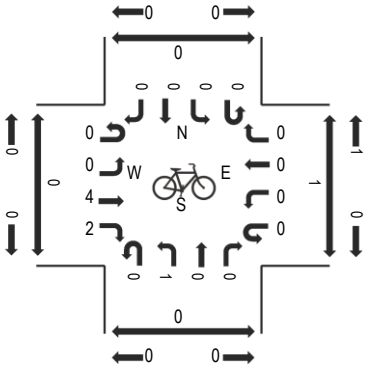
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 13 HIBISCUS AVENUE & PERUVIAN AVENUE Noon
Date: Saturday, January 11, 2025
Peak Hour: 01:00 PM - 02:00 PM
Peak 15-Minutes: 01:00 PM - 01:15 PM

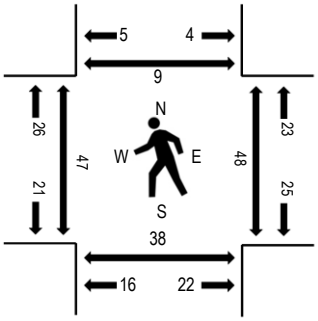
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PERUVIAN AVENUE Eastbound				PERUVIAN AVENUE Westbound				HIBISCUS AVENUE Northbound				HIBISCUS AVENUE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	9	24	9	0	0	0	0	0	1	6	9	1	4	16	0	79	361	3	5	0	2
12:15 PM	0	7	26	11	0	0	0	0	1	0	12	4	0	4	20	0	85	399	15	12	6	1
12:30 PM	0	5	34	14	0	0	0	0	0	0	12	6	0	11	11	0	93	426	12	7	9	3
12:45 PM	0	7	36	14	0	0	0	0	0	0	10	12	0	12	13	0	104	450	18	8	10	3
1:00 PM	0	11	32	23	0	0	0	0	0	1	16	14	0	3	17	0	117	463	8	5	7	5
1:15 PM	0	11	38	14	0	0	0	0	0	0	19	8	0	7	15	0	112	442	13	17	15	0
1:30 PM	0	9	40	18	0	0	0	0	0	0	18	10	0	7	15	0	117	424	16	15	10	0
1:45 PM	0	10	40	16	0	0	0	0	0	0	18	9	0	6	18	0	117	396	10	11	6	4
2:00 PM	0	11	33	12	0	0	0	0	0	0	10	16	0	4	10	0	96	410	19	15	12	3
2:15 PM	0	20	26	9	0	0	0	0	1	0	10	11	0	6	11	0	94		23	7	17	5
2:30 PM	0	8	34	8	0	0	0	0	2	0	15	4	0	6	12	0	89		9	6	12	7
2:45 PM	0	11	55	12	0	0	0	0	0	0	14	15	0	12	12	0	131		7	9	12	5

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	41	148	71	0	0	0	0	0	1	71	41	0	23	65	0	461
Mediums	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	41	150	71	0	0	0	0	0	1	71	41	0	23	65	0	463

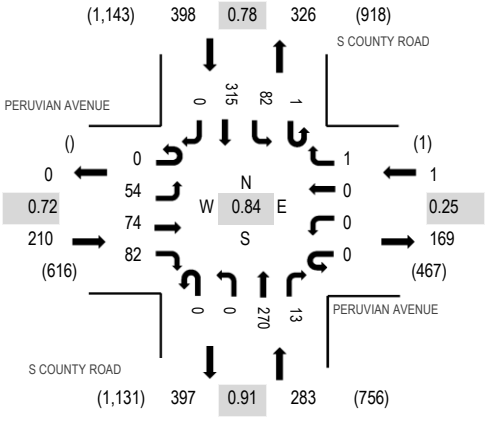
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.8%				0.0%				0.0%				0.0%			0.4%
Heavy Vehicle %	0.0%	0.0%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%
Peak Hour Factor		0.98				0.00				0.91				0.92			0.99
Peak Hour Factor	0.00	0.63	0.94	0.77	0.00	0.00	0.00	0.00	0.38	0.25	0.93	0.72	0.25	0.69	0.90	0.00	0.99

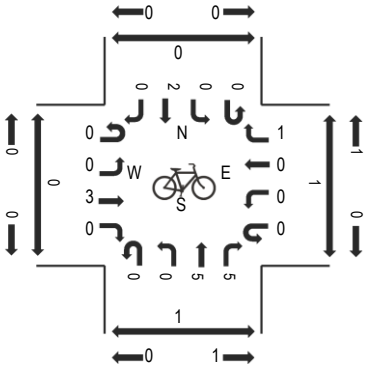
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 14 S COUNTY ROAD & PERUVIAN AVENUE Noon
Date: Saturday, January 11, 2025
Peak Hour: 01:15 PM - 02:15 PM
Peak 15-Minutes: 01:45 PM - 02:00 PM

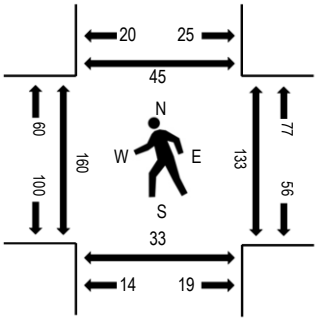
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PERUVIAN AVENUE Eastbound				PERUVIAN AVENUE Westbound				S COUNTY ROAD Northbound				S COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	17	8	17	0	0	0	0	0	0	60	3	1	19	74	0	199	788	16	9	0	7
12:15 PM	0	4	16	10	0	0	0	0	0	0	68	2	0	27	72	0	199	799	20	29	5	8
12:30 PM	0	10	21	13	0	0	0	0	0	0	45	3	0	20	69	0	181	818	39	17	1	8
12:45 PM	0	17	21	26	0	0	0	0	0	0	48	0	0	22	75	0	209	823	53	15	5	13
1:00 PM	0	15	16	18	0	0	0	0	0	0	52	4	0	18	87	0	210	880	49	25	5	3
1:15 PM	0	10	14	21	0	0	0	0	0	0	69	6	0	22	76	0	218	892	31	37	6	11
1:30 PM	0	16	17	21	0	0	0	0	0	0	52	0	0	11	69	0	186	878	38	26	8	8
1:45 PM	0	13	21	22	0	0	0	1	0	0	72	4	1	29	103	0	266	879	50	32	9	14
2:00 PM	0	15	22	18	0	0	0	0	0	0	77	3	0	20	67	0	222	848	41	38	10	12
2:15 PM	0	19	10	17	0	0	0	0	0	0	67	3	0	15	73	0	204		53	38	2	12
2:30 PM	0	24	16	10	0	0	0	0	0	0	63	2	0	11	61	0	187		33	44	9	7
2:45 PM	0	32	20	29	0	0	0	0	0	0	50	3	0	18	83	0	235		54	29	4	7

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	52	74	82	0	0	0	1	0	0	269	13	1	82	315	0	889
Mediums	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3
Total	0	54	74	82	0	0	0	1	0	0	270	13	1	82	315	0	892

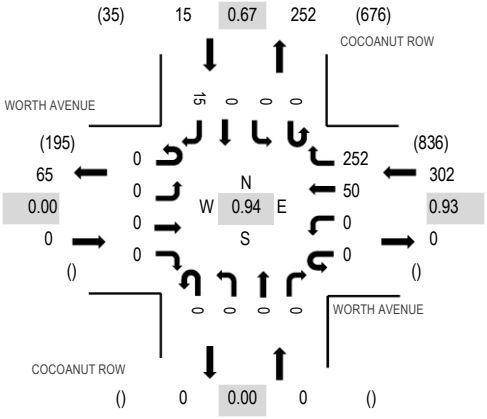
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.0%				0.0%				0.4%				0.0%			0.3%
Heavy Vehicle %	0.0%	3.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%
Peak Hour Factor		0.72				0.25				0.91				0.78			0.84
Peak Hour Factor	0.00	0.70	0.84	0.83	0.00	0.00	0.00	0.25	0.00	0.00	0.91	0.58	0.25	0.81	0.81	0.00	0.84

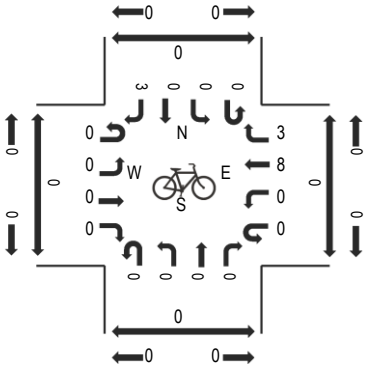
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 15 COCOANUT ROW & WORTH AVENUE Noon
Date: Saturday, January 11, 2025
Peak Hour: 01:45 PM - 02:45 PM
Peak 15-Minutes: 01:45 PM - 02:00 PM

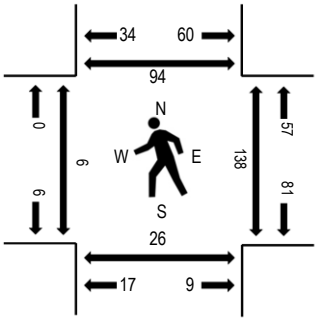
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WORTH AVENUE Eastbound				WORTH AVENUE Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	0	0	0	0	0	13	51	0	0	0	0	0	0	0	1	65	259	0	20	2	10
12:15 PM	0	0	0	0	0	0	14	40	0	0	0	0	0	0	0	4	58	274	0	10	6	15
12:30 PM	0	0	0	0	0	0	13	50	0	0	0	0	0	0	0	2	65	293	0	19	2	4
12:45 PM	0	0	0	0	0	0	11	59	0	0	0	0	0	0	0	1	71	295	0	23	4	13
1:00 PM	0	0	0	0	0	0	18	61	0	0	0	0	0	0	0	1	80	308	0	14	4	22
1:15 PM	0	0	0	0	0	0	17	57	0	0	0	0	1	0	0	2	77	309	2	30	2	9
1:30 PM	0	0	0	0	0	0	8	55	0	0	0	0	0	0	0	4	67	304	1	20	6	22
1:45 PM	0	0	0	0	0	0	15	66	0	0	0	0	0	0	0	3	84	317	3	39	4	15
2:00 PM	0	0	0	0	0	0	14	64	0	0	0	0	0	0	0	3	81	304	0	20	1	19
2:15 PM	0	0	0	0	0	0	11	58	0	0	0	0	0	0	0	3	72		3	37	6	39
2:30 PM	0	0	0	0	0	0	10	64	0	0	0	0	0	0	0	6	80		0	42	15	21
2:45 PM	0	0	0	0	0	0	17	50	0	0	0	0	0	0	0	4	71		6	34	5	28

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	49	252	0	0	0	0	0	0	0	15	316
Mediums	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	50	252	0	0	0	0	0	0	0	15	317

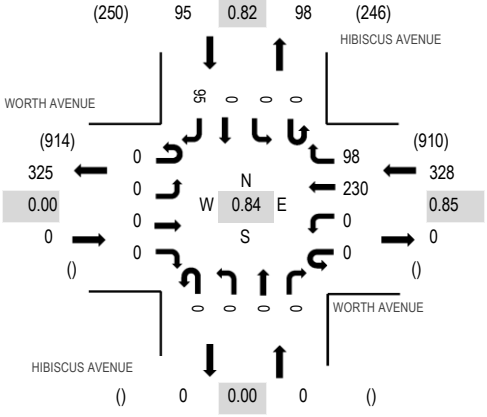
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.3%				0.0%				0.0%			0.3%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%
Peak Hour Factor		0.00				0.93				0.00				0.67			0.94
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.00	0.82	0.95	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.67	0.94

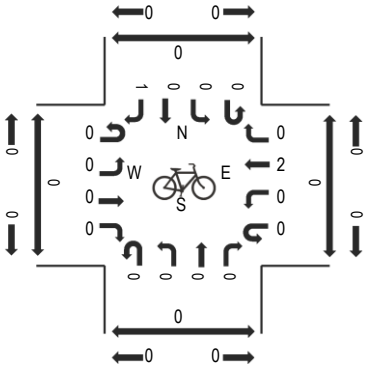
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 16 HIBISCUS AVENUE & WORTH AVENUE Noon
Date: Saturday, January 11, 2025
Peak Hour: 12:15 PM - 01:15 PM
Peak 15-Minutes: 01:00 PM - 01:15 PM

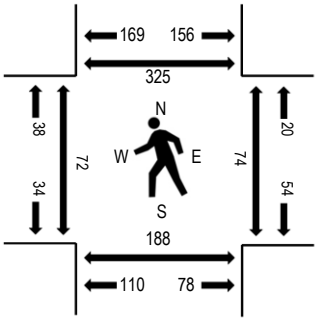
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WORTH AVENUE Eastbound				WORTH AVENUE Westbound				HIBISCUS AVENUE Northbound				HIBISCUS AVENUE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	0	0	0	0	0	52	18	0	0	0	0	0	0	0	17	87	384	15	25	50	62
12:15 PM	0	0	0	0	0	0	56	19	0	0	0	0	0	0	0	25	100	423	16	9	36	64
12:30 PM	0	0	0	0	0	0	60	18	0	0	0	0	0	0	0	22	100	414	15	12	35	79
12:45 PM	0	0	0	0	0	0	52	26	0	0	0	0	0	0	0	19	97	405	26	34	49	90
1:00 PM	0	0	0	0	0	0	62	35	0	0	0	0	0	0	0	29	126	418	15	19	68	92
1:15 PM	0	0	0	0	0	0	52	20	0	0	0	0	0	0	0	19	91	389	32	35	55	142
1:30 PM	0	0	0	0	0	0	51	18	0	0	0	0	0	0	0	22	91	392	25	37	63	93
1:45 PM	0	0	0	0	0	0	59	26	0	0	0	0	0	0	0	25	110	379	27	26	59	113
2:00 PM	0	0	0	0	0	0	56	23	0	0	0	0	0	0	0	18	97	358	28	23	62	135
2:15 PM	0	0	0	0	0	0	60	18	0	0	0	0	0	0	0	16	94		21	25	75	106
2:30 PM	0	0	0	0	0	0	47	12	0	0	0	0	0	0	0	19	78		36	24	69	114
2:45 PM	0	0	0	0	0	0	57	13	0	0	0	0	0	0	0	19	89		18	32	83	164

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	228	98	0	0	0	0	0	0	0	95	421
Mediums	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	230	98	0	0	0	0	0	0	0	95	423

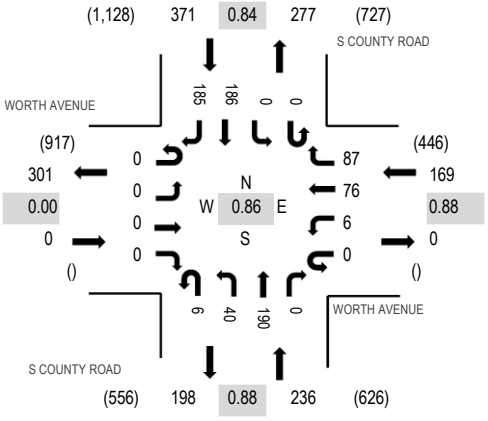
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.6%				0.0%				0.0%			0.5%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%
Peak Hour Factor		0.00				0.85				0.00				0.82			0.84
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.00	0.93	0.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.82	0.84

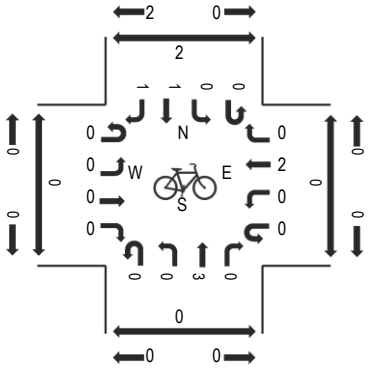
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 17 S COUNTY ROAD & WORTH AVENUE Noon
Date: Saturday, January 11, 2025
Peak Hour: 01:45 PM - 02:45 PM
Peak 15-Minutes: 01:45 PM - 02:00 PM

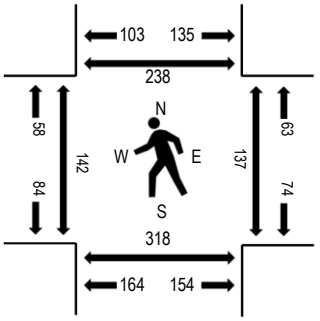
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WORTH AVENUE Eastbound				WORTH AVENUE Westbound				S COUNTY ROAD Northbound				S COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	0	0	0	0	2	12	17	0	6	45	0	0	0	40	48	170	699	19	31	33	39
12:15 PM	0	0	0	0	0	3	10	16	0	15	53	0	0	0	37	51	185	711	36	34	38	41
12:30 PM	0	0	0	0	0	4	21	21	0	9	28	0	0	0	34	47	164	721	24	28	29	50
12:45 PM	0	0	0	0	0	2	16	13	0	14	34	0	0	0	46	55	180	718	49	34	60	35
1:00 PM	0	0	0	0	0	3	20	22	0	11	29	0	0	0	36	61	182	763	47	23	63	46
1:15 PM	0	0	0	0	0	1	12	20	0	9	54	0	0	0	49	50	195	770	35	39	72	42
1:30 PM	0	0	0	0	0	2	11	12	0	3	41	0	0	0	40	52	161	774	27	36	67	52
1:45 PM	0	0	0	0	0	1	21	24	0	6	50	0	0	0	63	60	225	776	39	26	59	47
2:00 PM	0	0	0	0	0	0	15	23	0	12	55	0	0	0	38	46	189	738	34	25	108	44
2:15 PM	0	0	0	0	0	3	23	22	0	11	44	0	0	0	43	53	199		38	31	79	67
2:30 PM	0	0	0	0	0	2	17	18	6	11	41	0	0	0	42	26	163		31	55	72	80
2:45 PM	0	0	0	0	0	2	18	17	0	12	27	0	1	0	57	53	187		40	61	74	90

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	6	76	87	6	40	190	0	0	0	185	185	775
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	6	76	87	6	40	190	0	0	0	186	185	776

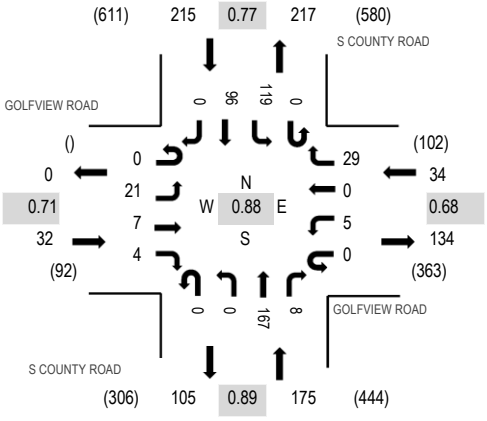
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				0.0%				0.3%			0.1%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.1%
Peak Hour Factor		0.00				0.88				0.88				0.84			0.86
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.75	0.83	0.91	0.25	0.82	0.91	0.00	0.25	0.00	0.75	0.91	0.86

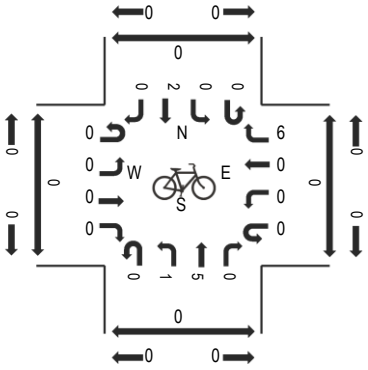
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 18 S COUNTY ROAD & GOLFVIEW ROAD Noon
Date: Saturday, January 11, 2025
Peak Hour: 01:15 PM - 02:15 PM
Peak 15-Minutes: 01:45 PM - 02:00 PM

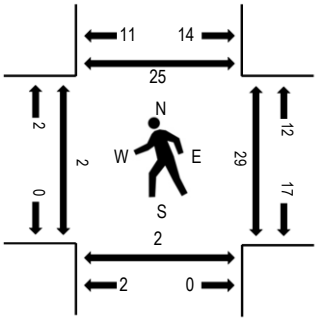
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	GOLFVIEW ROAD Eastbound				GOLFVIEW ROAD Westbound				S COUNTY ROAD Northbound				S COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	5	3	0	0	0	0	8	0	0	33	1	0	26	26	0	102	396	0	14	0	12
12:15 PM	0	5	1	2	0	1	0	10	0	0	48	0	0	21	21	0	109	386	2	6	2	14
12:30 PM	0	3	1	0	0	2	0	3	0	0	28	1	0	23	19	0	80	396	1	1	0	11
12:45 PM	0	9	3	1	0	1	0	10	0	0	27	1	0	26	27	0	105	413	0	6	0	10
1:00 PM	0	6	0	0	0	0	0	5	0	0	31	2	0	29	19	0	92	438	0	8	2	13
1:15 PM	0	4	1	0	0	2	0	6	0	0	49	0	0	31	26	0	119	456	0	9	0	6
1:30 PM	0	4	1	1	0	2	0	9	0	0	31	5	0	23	21	0	97	441	0	6	0	5
1:45 PM	0	4	3	1	0	0	0	5	0	0	45	1	0	39	32	0	130	449	0	10	0	7
2:00 PM	0	9	2	2	0	1	0	9	0	0	42	2	0	26	17	0	110	415	2	4	2	7
2:15 PM	0	4	1	0	0	0	0	15	0	0	33	4	0	19	28	0	104		2	14	0	8
2:30 PM	0	8	2	1	0	0	0	7	0	0	35	3	0	29	20	0	105		1	9	0	15
2:45 PM	0	4	0	1	0	0	0	6	0	0	20	2	0	31	32	0	96		1	3	2	4

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	21	7	4	0	5	0	29	0	0	166	8	0	119	96	0	455
Mediums	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	21	7	4	0	5	0	29	0	0	167	8	0	119	96	0	456

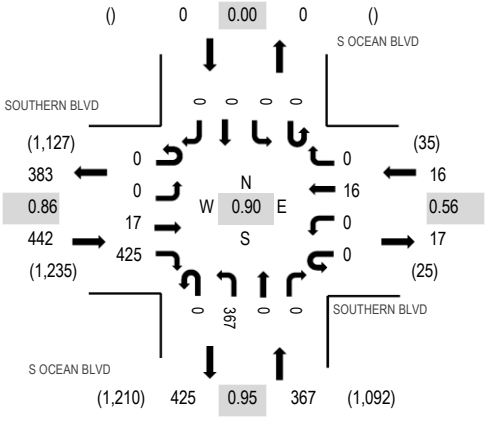
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				0.6%				0.0%			0.2%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%
Peak Hour Factor		0.71				0.68				0.89				0.77			0.88
Peak Hour Factor	0.00	0.69	0.67	0.50	0.00	0.63	0.00	0.63	0.00	0.00	0.85	0.60	0.00	0.78	0.77	0.00	0.88

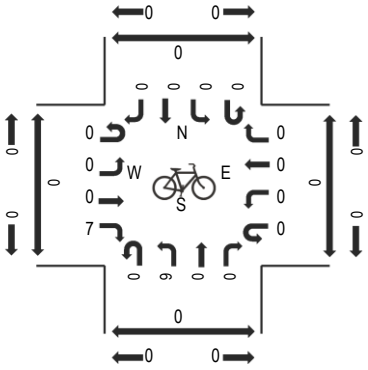
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 19 S OCEAN BLVD & SOUTHERN BLVD Noon
Date: Saturday, January 11, 2025
Peak Hour: 01:45 PM - 02:45 PM
Peak 15-Minutes: 02:30 PM - 02:45 PM

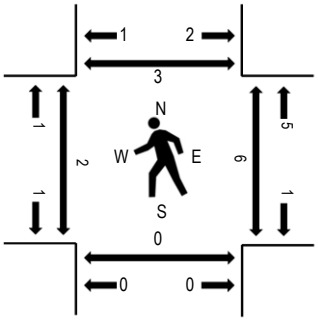
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SOUTHERN BLVD Eastbound				SOUTHERN BLVD Westbound				S OCEAN BLVD Northbound				S OCEAN BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	0	1	127	0	0	6	0	0	73	0	0	0	0	0	0	207	798	0	1	0	1
12:15 PM	0	0	0	105	0	0	1	0	0	110	0	0	0	0	0	0	216	766	0	0	0	0
12:30 PM	0	0	2	100	0	0	2	0	0	99	0	0	0	0	0	0	203	750	0	0	0	0
12:45 PM	0	0	2	94	0	0	2	0	0	74	0	0	0	0	0	0	172	735	0	1	0	0
1:00 PM	0	0	0	82	0	0	2	0	0	91	0	0	0	0	0	0	175	752	0	0	0	0
1:15 PM	0	0	1	99	0	0	0	0	0	100	0	0	0	0	0	0	200	776	0	1	0	0
1:30 PM	0	0	2	86	0	0	3	0	0	97	0	0	0	0	0	0	188	784	0	0	0	1
1:45 PM	0	0	1	96	0	0	1	0	0	91	0	0	0	0	0	0	189	825	2	0	0	1
2:00 PM	0	0	4	100	0	0	3	0	0	92	0	0	0	0	0	0	199	812	0	0	0	0
2:15 PM	0	0	9	103	0	0	4	0	0	92	0	0	0	0	0	0	208		0	3	0	0
2:30 PM	0	0	3	126	0	0	8	0	0	92	0	0	0	0	0	0	229		0	3	0	2
2:45 PM	0	0	0	92	0	0	3	0	0	81	0	0	0	0	0	0	176		0	0	0	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	17	425	0	0	16	0	0	367	0	0	0	0	0	0	825
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	17	425	0	0	16	0	0	367	0	0	0	0	0	0	825

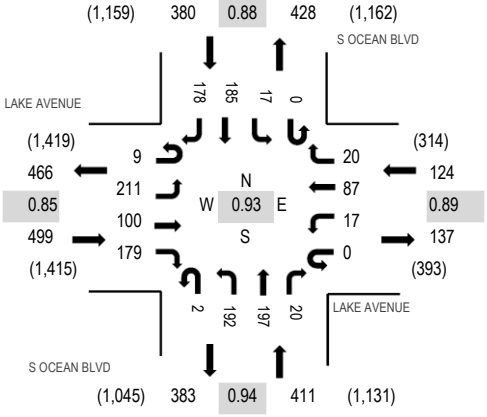
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %			0.0%				0.0%				0.0%				0.0%		0.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor			0.86				0.56				0.95				0.00		0.90
Peak Hour Factor	0.00	0.00	0.47	0.84	0.00	0.00	0.56	0.00	0.00	0.95	0.00	0.00	0.00	0.00	0.00	0.00	0.90

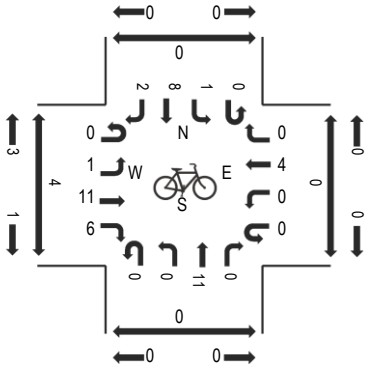
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 20 S OCEAN BLVD & LAKE AVENUE Noon
Date: Saturday, January 11, 2025
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:45 PM - 03:00 PM

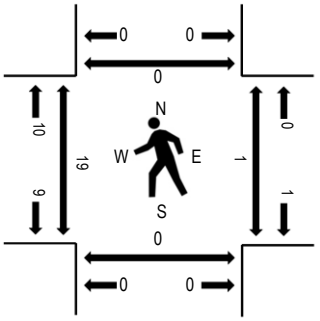
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LAKE AVENUE Eastbound				LAKE AVENUE Westbound				S OCEAN BLVD Northbound				S OCEAN BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	7	53	35	51	0	3	14	7	1	38	40	2	0	2	35	71	359	1,356	6	3	0	0
12:15 PM	7	48	23	41	0	7	21	6	0	51	52	3	0	6	47	70	382	1,298	7	2	0	0
12:30 PM	7	26	15	38	0	3	12	5	1	44	38	7	0	5	43	65	309	1,240	3	0	0	0
12:45 PM	5	42	17	43	0	2	12	6	0	51	37	1	0	2	35	53	306	1,253	1	0	0	0
1:00 PM	2	42	17	43	0	2	15	6	0	42	46	4	0	6	32	44	301	1,249	4	0	0	0
1:15 PM	3	51	27	43	0	4	22	2	1	52	32	5	0	4	22	56	324	1,312	0	1	0	0
1:30 PM	4	41	29	46	0	5	14	5	0	32	50	2	1	8	31	54	322	1,311	3	0	0	0
1:45 PM	2	47	25	36	0	2	13	2	0	32	49	7	0	4	45	38	302	1,335	9	0	0	0
2:00 PM	1	54	39	40	0	4	23	8	0	50	40	6	0	4	54	41	364	1,414	4	0	0	0
2:15 PM	2	30	20	36	0	5	17	6	1	48	56	4	0	2	46	50	323		4	1	0	0
2:30 PM	4	60	18	48	0	6	23	2	1	38	54	5	0	4	46	37	346		8	0	0	0
2:45 PM	2	67	23	55	0	2	24	4	0	56	47	5	0	7	39	50	381		3	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	9	208	96	178	0	17	85	20	2	189	197	19	0	17	184	176	1,397
Mediums	0	3	4	1	0	0	2	0	0	3	0	1	0	0	1	2	17
Total	9	211	100	179	0	17	87	20	2	192	197	20	0	17	185	178	1,414

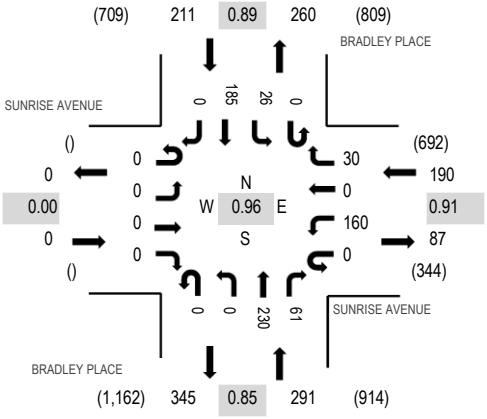
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.6%				1.6%				1.0%				0.8%			1.2%
Heavy Vehicle %	0.0%	1.4%	4.0%	0.6%	0.0%	0.0%	2.3%	0.0%	0.0%	1.6%	0.0%	5.0%	0.0%	0.0%	0.5%	1.1%	1.2%
Peak Hour Factor		0.85				0.89				0.94				0.88			0.93
Peak Hour Factor	0.93	0.79	0.77	0.81	0.00	0.71	0.91	0.86	0.50	0.86	0.89	0.79	0.25	0.69	0.88	0.91	0.93

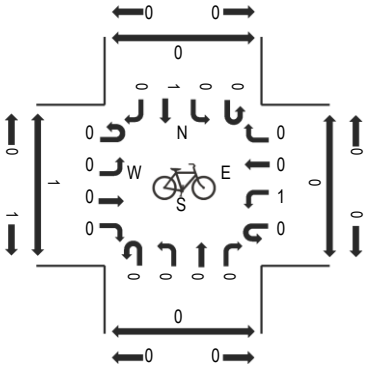
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 BRADLEY PLACE & SUNRISE AVENUE PM
Date: Saturday, January 11, 2025
Peak Hour: 05:45 PM - 06:45 PM
Peak 15-Minutes: 06:00 PM - 06:15 PM

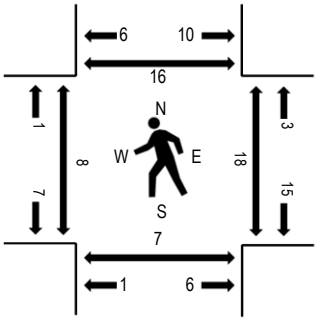
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE AVENUE Eastbound				SUNRISE AVENUE Westbound				BRADLEY PLACE Northbound				BRADLEY PLACE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	0	0	43	0	14	0	0	29	13	0	7	42	0	148	568	6	2	5	1
4:15 PM	0	0	0	0	0	32	0	10	0	0	31	19	0	6	32	0	130	594	2	5	0	2
4:30 PM	0	0	0	0	0	41	0	15	0	0	51	19	0	3	31	0	160	591	1	2	0	2
4:45 PM	0	0	0	0	0	41	0	12	0	0	31	18	0	4	24	0	130	601	1	2	0	3
5:00 PM	0	0	0	0	0	33	0	14	0	0	52	19	0	4	52	0	174	645	3	4	3	2
5:15 PM	0	0	0	0	0	27	0	8	0	0	26	16	0	11	39	0	127	652	2	1	0	3
5:30 PM	0	0	0	0	0	31	0	18	0	0	47	23	0	5	46	0	170	690	3	4	1	1
5:45 PM	0	0	0	0	0	36	0	9	0	0	53	15	0	10	51	0	174	692	0	10	2	0
6:00 PM	0	0	0	0	0	37	0	9	0	0	68	18	0	5	44	0	181	642	2	3	0	3
6:15 PM	0	0	0	0	0	48	0	4	0	0	48	11	0	4	50	0	165	612	2	3	3	7
6:30 PM	0	0	0	0	0	39	0	8	0	0	61	17	0	7	40	0	172	554	4	2	2	6
6:45 PM	0	0	0	0	0	32	0	7	0	0	34	16	0	1	34	0	124	485	0	5	2	3
7:00 PM	0	0	0	0	0	33	0	10	0	0	37	19	0	3	49	0	151	460	5	0	4	2
7:15 PM	0	0	0	0	0	18	0	9	0	0	25	16	0	4	35	0	107		6	7	2	2
7:30 PM	0	0	0	0	0	24	0	4	0	0	29	14	0	3	29	0	103		3	0	2	0
7:45 PM	0	0	0	0	0	18	0	8	0	0	28	11	0	3	31	0	99		0	4	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	160	0	30	0	0	230	58	0	26	185	0	689
Mediums	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
Total	0	0	0	0	0	160	0	30	0	0	230	61	0	26	185	0	692

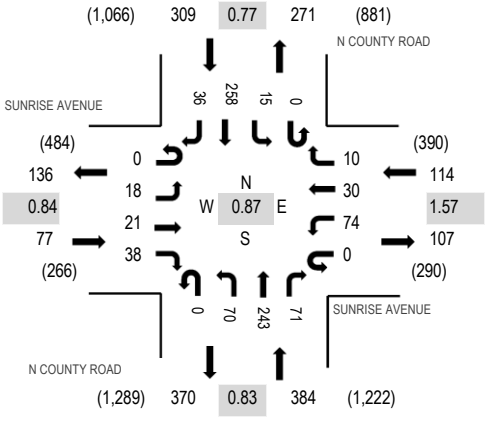
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				1.0%				0.0%			0.4%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.9%	0.0%	0.0%	0.0%	0.0%	0.4%
Peak Hour Factor		0.00				0.91				0.85				0.89			0.96
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.83	0.00	0.72	0.00	0.00	0.85	0.83	0.00	0.70	0.94	0.00	0.96

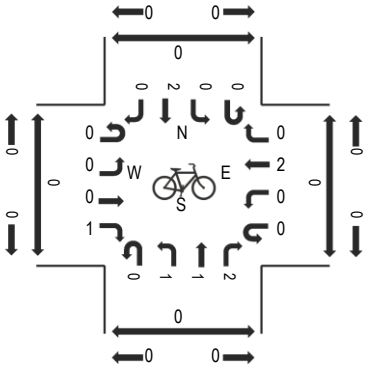
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 N COUNTY ROAD & SUNRISE AVENUE PM
Date: Saturday, January 11, 2025
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:00 PM - 03:15 PM

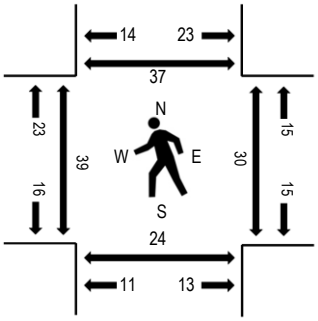
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE AVENUE Eastbound				SUNRISE AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	6	7	10	0	24	9	3	0	16	71	29	0	6	67	5	253	884	14	7	11	8
3:15 PM	0	2	5	11	0	22	5	5	0	12	58	12	0	3	73	8	216	821	5	6	6	5
3:30 PM	0	6	4	8	0	13	5	2	0	23	59	11	0	2	69	14	216	793	7	8	2	5
3:45 PM	0	4	5	9	0	15	11	0	0	19	55	19	0	4	49	9	199	777	13	9	5	19
4:00 PM	0	3	3	6	0	11	8	6	0	14	51	21	0	2	54	11	190	777	2	7	4	3
4:15 PM	0	4	5	10	0	16	7	2	0	15	43	20	1	2	53	10	188	772	3	6	1	12
4:30 PM	0	4	2	12	0	10	10	1	0	14	57	16	0	6	59	9	200	856	4	8	6	9
4:45 PM	0	6	2	8	0	17	5	2	0	24	51	24	0	0	50	10	199	843	5	6	2	11
6:00 PM	0	4	7	10	0	7	7	2	0	13	52	12	0	1	57	13	185	803	7	0	2	3
6:15 PM	0	5	1	16	0	47	14	7	0	11	57	12	0	1	83	18	272	753	18	1	7	113
6:30 PM	0	1	1	9	0	26	12	5	0	12	51	3	0	4	51	12	187	608	8	1	5	12
6:45 PM	0	3	1	8	0	11	7	1	0	11	34	9	0	1	62	11	159	514	3	0	3	2
7:00 PM	0	3	1	13	0	2	4	1	0	12	42	7	0	0	45	5	135	480	3	0	2	1
7:15 PM	0	5	0	6	0	8	3	0	0	11	32	4	0	1	54	3	127		6	3	2	1
7:30 PM	0	0	1	12	0	5	1	0	0	14	26	6	0	0	26	2	93		1	5	3	0
7:45 PM	0	5	2	10	0	7	4	0	0	9	43	5	0	0	38	2	125		3	1	4	4

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	18	21	37	0	73	30	10	0	68	241	70	0	15	258	36	877
Mediums	0	0	0	1	0	1	0	0	0	2	2	1	0	0	0	0	7
Total	0	18	21	38	0	74	30	10	0	70	243	71	0	15	258	36	884

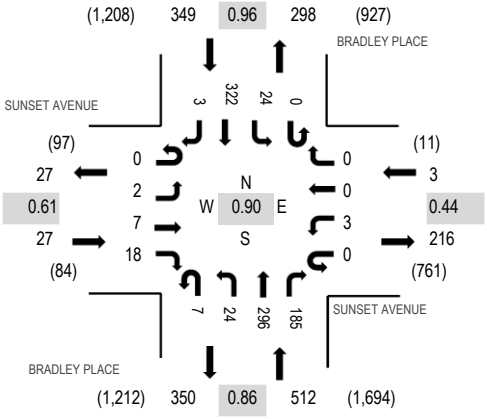
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.3%				0.9%				1.3%				0.0%			0.8%
Heavy Vehicle %	0.0%	0.0%	0.0%	2.6%	0.0%	1.4%	0.0%	0.0%	0.0%	2.9%	0.8%	1.4%	0.0%	0.0%	0.0%	0.0%	0.8%
Peak Hour Factor		0.84				1.57				0.83				0.77			0.87
Peak Hour Factor	0.00	0.79	0.75	0.72	0.00	1.43	0.71	2.00	0.00	0.77	0.86	0.84	0.25	0.63	0.88	0.75	0.87

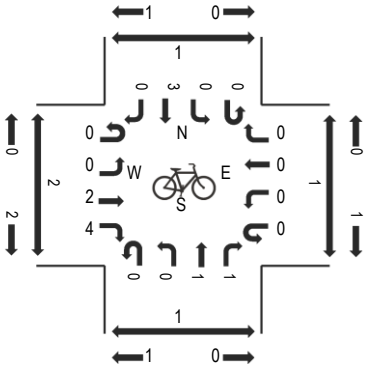
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 BRADLEY PLACE & SUNSET AVENUE PM
Date: Saturday, January 11, 2025
Peak Hour: 05:30 PM - 06:30 PM
Peak 15-Minutes: 06:00 PM - 06:15 PM

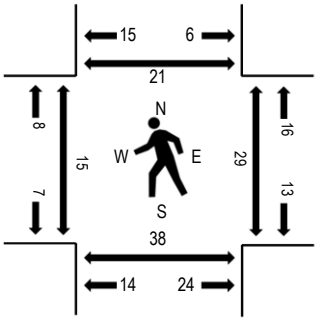
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNSET AVENUE Eastbound				SUNSET AVENUE Westbound				BRADLEY PLACE Northbound				BRADLEY PLACE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	3	0	4	0	0	0	0	5	5	43	46	0	0	82	3	191	744	5	9	5	11
4:15 PM	0	1	1	7	0	0	0	0	0	6	48	39	0	2	62	1	167	787	3	3	8	5
4:30 PM	0	0	3	3	0	0	0	0	2	5	69	62	0	3	66	1	214	772	5	9	15	5
4:45 PM	1	0	1	2	0	1	0	0	1	8	49	43	0	2	63	1	172	766	3	2	3	8
5:00 PM	1	1	0	4	0	3	0	1	1	7	72	54	0	4	84	2	234	821	8	7	7	5
5:15 PM	0	0	0	3	0	0	1	0	0	3	40	36	0	2	66	1	152	835	10	6	5	11
5:30 PM	0	1	2	3	0	0	0	0	0	5	71	49	0	6	70	1	208	891	4	3	6	7
5:45 PM	0	0	0	6	0	2	0	0	3	4	74	47	0	5	86	0	227	876	5	11	6	5
6:00 PM	0	1	3	7	0	1	0	0	3	9	87	50	0	4	81	2	248	820	6	7	14	6
6:15 PM	0	0	2	2	0	0	0	0	1	6	64	39	0	9	85	0	208	758	0	8	12	3
6:30 PM	0	0	0	2	0	0	0	0	1	0	70	32	0	10	78	0	193	696	10	9	6	12
6:45 PM	0	1	0	1	0	1	0	0	0	2	53	39	0	0	74	0	171	642	4	4	5	2
7:00 PM	0	0	1	4	0	1	0	0	1	2	52	38	0	5	81	1	186	612	2	8	5	2
7:15 PM	0	2	2	2	0	0	0	0	1	6	41	35	0	3	54	0	146		3	12	6	3
7:30 PM	0	0	0	1	0	0	0	0	4	5	44	31	0	8	45	1	139		1	8	5	3
7:45 PM	0	1	1	4	0	0	0	0	4	6	38	33	0	9	44	1	141		2	5	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	2	7	18	0	3	0	0	7	24	292	185	0	23	322	3	886
Mediums	0	0	0	0	0	0	0	0	0	0	4	0	0	1	0	0	5
Total	0	2	7	18	0	3	0	0	7	24	296	185	0	24	322	3	891

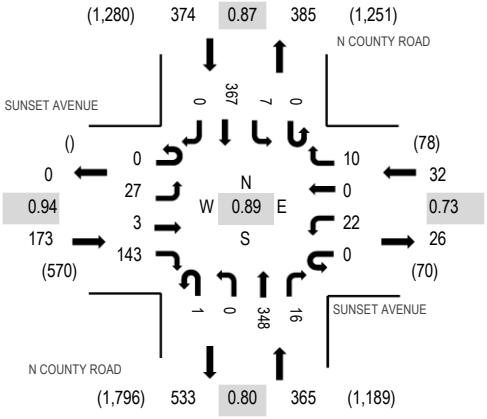
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				0.8%				0.3%			0.6%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	0.0%	0.0%	4.2%	0.0%	0.0%	0.6%
Peak Hour Factor		0.61				0.44				0.86				0.96			0.90
Peak Hour Factor	0.50	0.33	0.58	0.68	0.00	0.42	0.25	0.25	0.63	0.81	0.85	0.80	0.00	0.70	0.96	0.50	0.90

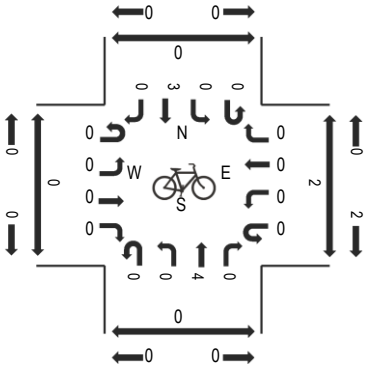
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 N COUNTY ROAD & SUNSET AVENUE PM
Date: Saturday, January 11, 2025
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:00 PM - 03:15 PM

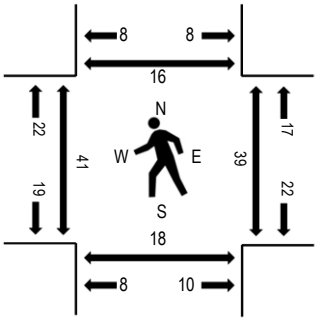
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNSET AVENUE Eastbound				SUNSET AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	4	1	38	0	7	0	3	0	0	110	4	0	2	96	0	265	944	12	16	9	5
3:15 PM	0	6	0	37	0	4	0	0	1	0	79	2	0	1	107	0	237	877	10	11	3	6
3:30 PM	0	9	0	32	0	3	0	4	0	0	81	6	0	3	89	0	227	833	11	6	3	1
3:45 PM	0	8	2	36	0	8	0	3	0	0	78	4	0	1	75	0	215	829	8	6	3	4
4:00 PM	0	4	0	32	0	4	0	3	0	0	82	2	0	3	68	0	198	840	5	6	3	1
4:15 PM	0	5	1	24	0	2	0	1	0	0	76	4	1	1	78	0	193	827	5	5	3	1
4:30 PM	0	3	0	43	0	2	0	2	0	0	86	4	0	2	81	0	223	860	5	7	9	2
4:45 PM	0	5	0	31	0	8	0	1	0	0	100	5	0	2	74	0	226	828	3	10	3	5
6:00 PM	0	4	0	36	0	2	0	1	0	0	72	1	0	1	68	0	185	769	6	0	0	5
6:15 PM	0	3	2	14	0	4	0	0	0	0	78	2	0	1	122	0	226	733	4	3	0	1
6:30 PM	0	4	0	30	0	5	0	0	0	0	61	3	0	2	86	0	191	662	5	0	0	2
6:45 PM	0	7	0	27	0	2	0	0	0	0	49	0	0	0	82	0	167	591	13	1	0	5
7:00 PM	0	5	0	20	0	2	0	0	0	0	58	1	0	0	63	0	149	564	6	2	0	2
7:15 PM	0	6	0	27	0	2	0	0	0	0	46	3	0	1	70	0	155		8	5	6	2
7:30 PM	0	6	1	26	0	1	0	0	0	0	38	1	0	0	47	0	120		4	0	0	0
7:45 PM	0	6	0	25	0	2	0	2	0	0	51	1	0	0	53	0	140		5	4	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	27	2	143	0	22	0	9	1	0	345	16	0	7	365	0	937
Mediums	0	0	1	0	0	0	0	1	0	0	3	0	0	0	2	0	7
Total	0	27	3	143	0	22	0	10	1	0	348	16	0	7	367	0	944

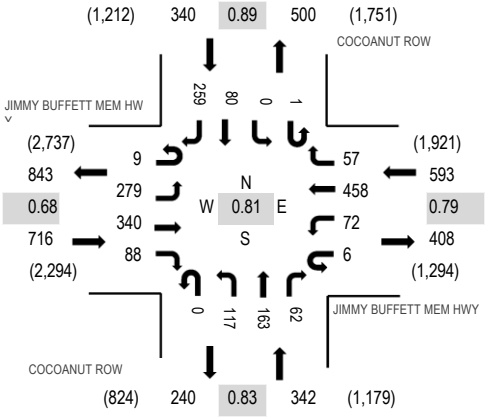
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.6%				3.1%				0.8%				0.5%			0.7%
Heavy Vehicle %	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.5%	0.0%	0.7%
Peak Hour Factor		0.94				0.73				0.80				0.87			0.89
Peak Hour Factor	0.00	0.75	0.38	0.94	0.00	0.69	0.00	0.69	0.25	0.00	0.79	0.67	0.25	0.67	0.86	0.00	0.89

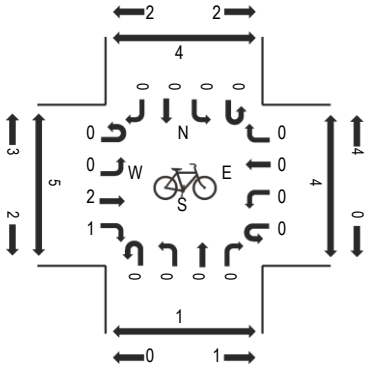
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 COCOANUT ROW & JIMMY BUFFETT MEM HWY PM
Date: Saturday, January 11, 2025
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:00 PM - 03:15 PM

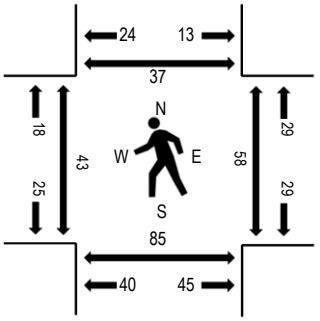
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	JIMMY BUFFETT MEM HWY Eastbound				JIMMY BUFFETT MEM HWY Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
3:00 PM	2	103	127	31	0	22	143	22	0	37	22	16	0	0	20	73	618	1,991	3	18	29	6
3:15 PM	3	36	70	21	0	21	130	11	0	17	47	14	0	0	19	67	456	1,845	16	7	9	13
3:30 PM	4	74	76	13	3	20	94	15	0	35	37	10	0	0	27	69	477	1,770	16	19	31	6
3:45 PM	0	66	67	23	3	9	91	9	0	28	57	22	1	0	14	50	440	1,771	8	14	16	12
4:00 PM	0	61	80	20	3	18	104	13	0	37	22	20	1	1	20	72	472	1,744	3	9	14	4
4:15 PM	7	39	52	18	2	6	89	16	1	29	44	14	0	0	22	42	381	1,754	7	10	10	3
4:30 PM	2	82	99	27	0	16	91	8	0	23	46	14	0	0	19	51	478	1,827	15	6	12	8
4:45 PM	4	66	76	17	2	16	81	13	0	23	33	16	0	0	22	44	413	1,735	6	5	6	10
6:00 PM	7	80	67	12	6	11	89	18	0	35	56	11	0	0	23	67	482	1,691	14	3	4	6
6:15 PM	3	54	53	17	5	28	96	15	0	44	36	11	0	0	28	64	454	1,523	4	7	10	2
6:30 PM	1	42	54	13	0	11	98	13	0	21	49	5	0	0	19	60	386	1,375	2	2	3	1
6:45 PM	3	45	51	17	8	14	81	24	0	15	25	12	1	0	26	47	369	1,289	4	2	0	0
7:00 PM	3	56	41	10	0	7	54	10	0	16	29	6	0	0	24	58	314	1,180	9	0	1	6
7:15 PM	2	41	52	17	3	9	65	15	0	7	32	4	0	0	18	41	306		1	3	2	0
7:30 PM	3	40	50	10	6	9	64	17	0	14	26	12	0	1	12	36	300		2	6	2	3
7:45 PM	1	38	38	7	4	7	47	16	0	15	29	5	0	2	13	38	260		2	10	7	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	9	279	336	88	4	71	457	57	0	117	163	62	1	0	80	258	1,982
Mediums	0	0	4	0	2	1	1	0	0	0	0	0	0	0	0	1	9
Total	9	279	340	88	6	72	458	57	0	117	163	62	1	0	80	259	1,991

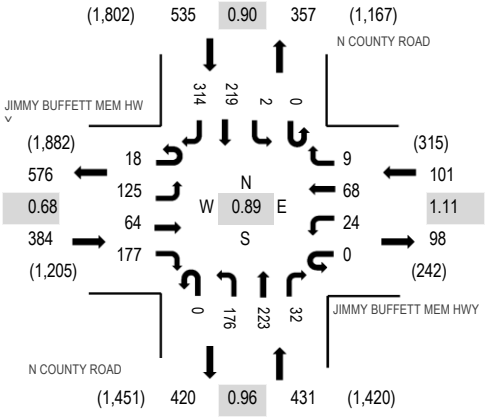
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.6%				0.7%				0.0%				0.3%			0.5%
Heavy Vehicle %	0.0%	0.0%	1.2%	0.0%	33.3%	1.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.5%
Peak Hour Factor		0.68				0.79				0.83				0.89			0.81
Peak Hour Factor	0.71	0.86	0.67	0.71	0.59	0.82	0.80	0.73	0.25	0.87	0.97	0.80	0.50	0.38	0.87	0.89	0.81

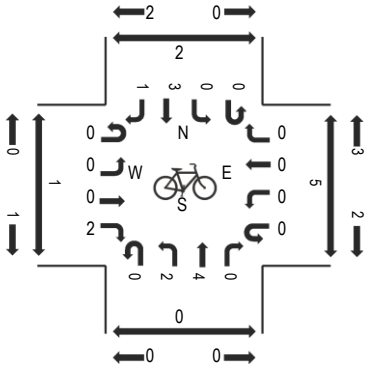
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 N COUNTY ROAD & JIMMY BUFFETT MEM HWY PM
Date: Saturday, January 11, 2025
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:00 PM - 03:15 PM

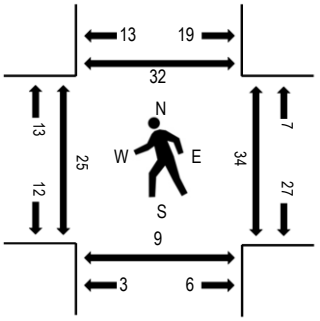
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	JIMMY BUFFETT MEM HWY Eastbound				JIMMY BUFFETT MEM HWY Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	3	48	20	71	0	3	16	3	0	44	58	4	0	0	46	92	408	1,451	9	12	4	10
3:15 PM	7	20	11	24	0	7	27	2	0	47	57	8	0	1	55	92	358	1,335	0	5	1	11
3:30 PM	4	35	18	42	0	6	12	4	0	44	48	11	0	0	58	67	349	1,258	9	12	3	6
3:45 PM	4	22	15	40	0	8	13	0	0	41	60	9	0	1	60	63	336	1,275	7	5	1	5
4:00 PM	8	47	14	34	0	3	11	0	0	29	35	4	0	0	42	65	292	1,291	0	8	3	10
4:15 PM	3	17	5	24	0	4	7	4	0	46	61	4	0	1	50	55	281	1,285	7	2	8	11
4:30 PM	9	44	24	44	0	5	16	1	0	46	44	5	0	0	73	55	366	1,339	3	8	1	5
4:45 PM	5	28	13	42	0	6	11	8	0	55	62	10	0	0	61	51	352	1,260	3	5	8	3
6:00 PM	11	26	10	26	0	8	21	1	0	33	44	4	0	0	46	56	286	1,165	7	1	2	0
6:15 PM	6	23	4	26	0	8	24	2	0	52	56	1	0	0	56	77	335	1,089	0	5	3	2
6:30 PM	9	21	7	29	0	2	11	1	0	35	39	4	0	1	62	66	287	985	7	0	4	3
6:45 PM	8	15	6	34	0	3	21	2	0	27	32	1	0	0	48	60	257	881	5	3	1	2
7:00 PM	4	27	1	22	0	3	7	2	0	25	29	3	0	0	49	38	210	835	0	6	0	9
7:15 PM	8	12	4	27	0	2	8	2	0	31	35	5	0	0	50	47	231		2	0	5	0
7:30 PM	5	14	2	31	0	1	6	0	0	27	25	4	0	0	31	37	183		2	0	5	2
7:45 PM	6	12	2	22	0	1	1	1	1	32	38	5	0	0	55	35	211		0	2	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	18	124	63	174	0	23	65	9	0	175	221	32	0	2	217	314	1,437
Mediums	0	1	1	3	0	1	3	0	0	1	2	0	0	0	2	0	14
Total	18	125	64	177	0	24	68	9	0	176	223	32	0	2	219	314	1,451

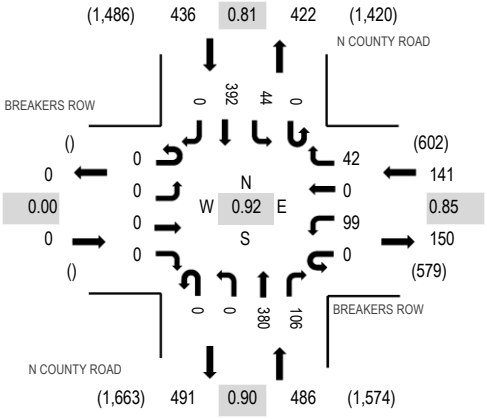
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.3%				4.0%				0.7%				0.4%			1.0%
Heavy Vehicle %	0.0%	0.8%	1.6%	1.7%	0.0%	4.2%	4.4%	0.0%	0.0%	0.6%	0.9%	0.0%	0.0%	0.0%	0.9%	0.0%	1.0%
Peak Hour Factor		0.68				1.11				0.96				0.90			0.89
Peak Hour Factor	0.77	0.72	0.80	0.62	0.00	1.13	0.80	0.44	0.25	0.85	0.93	0.73	0.00	0.50	0.81	0.85	0.89

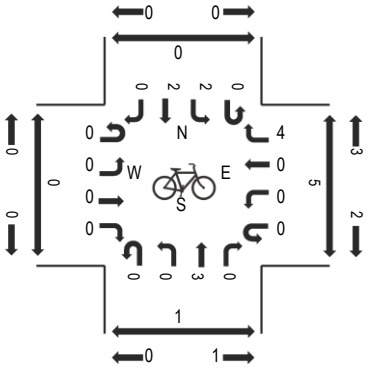
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 7 N COUNTY ROAD & BREAKERS ROW PM
Date: Saturday, January 11, 2025
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:00 PM - 03:15 PM

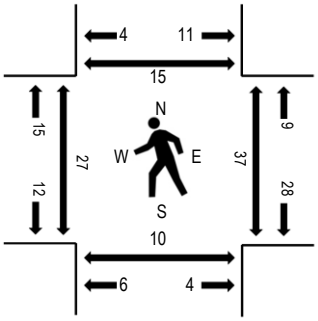
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BREAKERS ROW Eastbound				BREAKERS ROW Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	0	0	0	0	26	0	17	0	0	87	26	0	15	119	0	290	1,063	7	8	1	3
3:15 PM	0	0	0	0	0	32	0	10	0	0	102	33	0	9	81	0	267	969	0	7	2	0
3:30 PM	0	0	0	0	0	21	0	8	0	0	92	22	0	11	93	0	247	954	9	15	4	2
3:45 PM	0	0	0	0	0	20	0	7	0	0	99	25	0	9	99	0	259	985	11	7	3	10
4:00 PM	0	0	0	0	0	24	0	10	0	0	55	21	0	10	76	0	196	1,022	2	4	4	4
4:15 PM	0	0	0	0	0	32	0	15	0	0	94	36	0	9	66	0	252	1,042	4	1	4	0
4:30 PM	0	0	0	0	0	33	0	21	0	0	77	26	1	15	105	0	278	1,026	1	8	0	5
4:45 PM	0	0	0	0	0	28	0	13	0	0	110	40	0	16	89	0	296	984	4	0	0	6
6:00 PM	0	0	0	0	0	26	0	16	0	0	68	17	0	13	76	0	216	879	2	0	0	0
6:15 PM	0	0	0	0	0	24	0	18	0	0	97	23	0	11	63	0	236	827	0	0	0	2
6:30 PM	0	0	0	0	0	28	0	18	0	0	65	22	0	15	88	0	236	775	1	0	4	1
6:45 PM	0	0	0	0	0	24	0	18	0	0	42	17	0	14	76	0	191	701	0	3	0	5
7:00 PM	0	0	0	0	0	13	0	15	0	0	44	17	0	16	59	0	164	698	1	3	0	1
7:15 PM	0	0	0	0	0	11	0	10	1	0	58	17	0	16	71	0	184		0	0	0	4
7:30 PM	0	0	0	0	0	18	0	10	0	0	54	13	0	11	56	0	162		2	0	2	0
7:45 PM	0	0	0	0	0	21	0	15	0	0	54	20	0	14	64	0	188		0	0	0	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	99	0	42	0	0	378	106	0	44	386	0	1,055
Mediums	0	0	0	0	0	0	0	0	0	0	2	0	0	0	6	0	8
Total	0	0	0	0	0	99	0	42	0	0	380	106	0	44	392	0	1,063

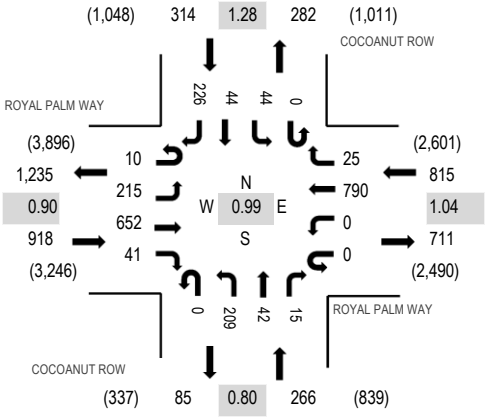
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				0.4%				1.4%			0.8%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	1.5%	0.0%	0.8%
Peak Hour Factor		0.00				0.85				0.90				0.81			0.92
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.90	0.00	0.97	0.25	0.00	0.93	0.77	0.25	0.95	0.82	0.00	0.92

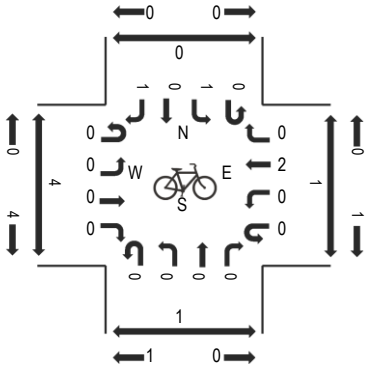
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 8 COCOANUT ROW & ROYAL PALM WAY PM
Date: Saturday, January 11, 2025
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

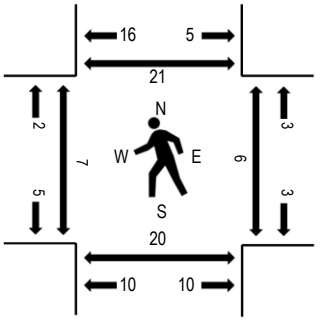
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ROYAL PALM WAY Eastbound				ROYAL PALM WAY Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	1	45	135	8	0	0	152	3	0	34	12	1	0	8	14	42	455	2,121	6	6	8	3
3:15 PM	1	52	208	6	0	0	201	6	0	47	13	3	0	11	13	62	623	2,076	18	1	8	2
3:30 PM	3	37	131	4	0	1	125	8	0	40	15	4	0	11	13	44	436	2,055	3	4	5	4
3:45 PM	3	75	193	12	0	0	178	12	0	42	17	2	0	3	13	57	607	2,186	5	5	2	10
4:00 PM	0	28	117	10	0	1	124	5	0	46	16	1	0	10	15	37	410	2,164	1	1	1	7
4:15 PM	4	51	186	14	0	1	189	10	0	50	15	4	0	5	8	65	602	2,300	4	1	3	5
4:30 PM	0	63	172	12	0	0	191	5	0	46	12	3	0	11	12	40	567	2,313	0	1	12	1
4:45 PM	4	58	195	12	0	0	161	6	0	69	11	7	0	11	7	44	585	2,233	5	3	2	12
6:00 PM	2	50	135	8	0	0	198	8	0	44	10	1	0	4	13	73	546	2,041	2	1	6	6
6:15 PM	4	44	150	9	0	0	240	6	0	50	9	4	0	18	12	69	615	1,872	0	1	0	2
6:30 PM	1	58	130	12	0	0	160	4	0	42	10	3	0	9	11	47	487	1,610	0	1	1	1
6:45 PM	0	35	112	13	0	0	138	5	0	23	6	4	0	9	9	39	393	1,476	0	0	0	0
7:00 PM	1	37	115	13	0	0	122	6	0	23	5	4	0	8	10	33	377	1,408	0	3	2	6
7:15 PM	1	42	119	10	0	0	98	0	0	21	3	0	0	9	12	38	353		0	0	1	1
7:30 PM	3	41	106	8	0	0	123	1	0	29	9	2	0	5	6	20	353		0	0	0	2
7:45 PM	4	32	104	7	0	0	105	8	0	18	7	2	0	5	8	25	325		0	0	1	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Lights	10	215	650	41	0	0	786	25	0	208	42	15	0	44	44	225	2,305
Mediums	0	0	2	0	0	0	3	0	0	1	0	0	0	0	0	1	7
Total	10	215	652	41	0	0	790	25	0	209	42	15	0	44	44	226	2,313

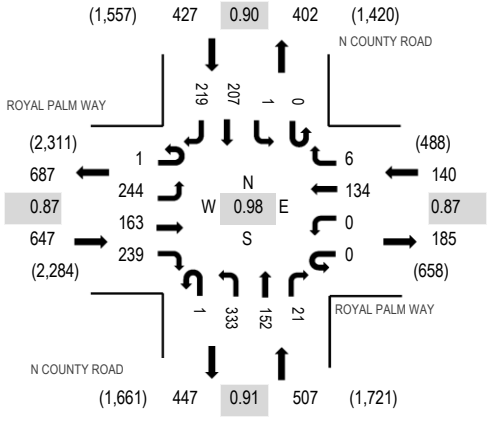
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.2%				0.5%				0.4%				0.3%			0.3%
Heavy Vehicle %	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.3%
Peak Hour Factor		0.90				1.04				0.80				1.28			0.99
Peak Hour Factor	0.69	0.88	0.88	0.86	0.00	0.75	1.03	0.73	0.00	0.76	0.93	0.54	0.00	0.61	0.90	1.32	0.99

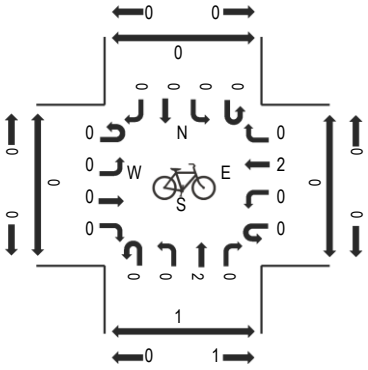
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 9 N COUNTY ROAD & ROYAL PALM WAY PM
Date: Saturday, January 11, 2025
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

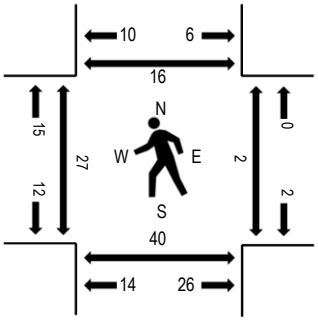
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ROYAL PALM WAY Eastbound				ROYAL PALM WAY Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	38	39	50	0	1	35	5	0	72	35	4	0	1	66	50	396	1,716	7	9	17	2
3:15 PM	0	89	64	59	0	0	34	4	0	86	47	8	0	1	54	54	500	1,702	3	15	13	6
3:30 PM	0	60	38	52	0	1	28	3	0	81	38	4	0	2	56	43	406	1,615	4	9	9	5
3:45 PM	1	68	55	56	0	0	28	3	0	73	43	5	0	1	40	41	414	1,650	13	8	8	5
4:00 PM	0	40	35	45	0	0	32	2	0	86	37	4	0	0	52	49	382	1,676	12	8	9	3
4:15 PM	0	60	46	73	0	0	30	2	0	69	46	5	0	2	42	38	413	1,671	12	3	13	8
4:30 PM	1	51	58	62	0	0	41	1	0	69	32	7	0	0	57	62	441	1,721	6	0	7	12
4:45 PM	0	86	42	64	0	0	30	1	0	72	47	1	0	0	50	47	440	1,648	3	0	10	3
6:00 PM	0	44	32	52	0	0	35	1	0	90	30	8	0	0	37	48	377	1,504	4	0	15	0
6:15 PM	0	63	31	61	0	0	28	3	1	102	43	5	0	1	63	62	463	1,403	14	2	8	1
6:30 PM	0	42	30	56	0	0	24	0	0	70	26	4	0	1	64	51	368	1,233	1	1	9	1
6:45 PM	0	33	19	46	0	0	22	2	0	50	24	7	0	0	43	50	296	1,146	0	4	4	5
7:00 PM	0	36	23	41	0	0	19	1	4	44	21	4	0	0	40	43	276	1,154	2	2	6	0
7:15 PM	1	43	21	42	0	0	24	2	1	44	31	3	0	1	46	34	293		9	0	3	4
7:30 PM	1	37	22	59	0	0	21	2	1	35	22	1	0	0	32	48	281		1	1	8	3
7:45 PM	0	48	18	51	0	0	21	2	0	49	26	4	0	1	41	43	304		0	2	6	3

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Lights	1	243	162	239	0	0	133	6	1	331	152	21	0	1	207	218	1,715
Mediums	0	1	1	0	0	0	1	0	0	1	0	0	0	0	0	1	5
Total	1	244	163	239	0	0	134	6	1	333	152	21	0	1	207	219	1,721

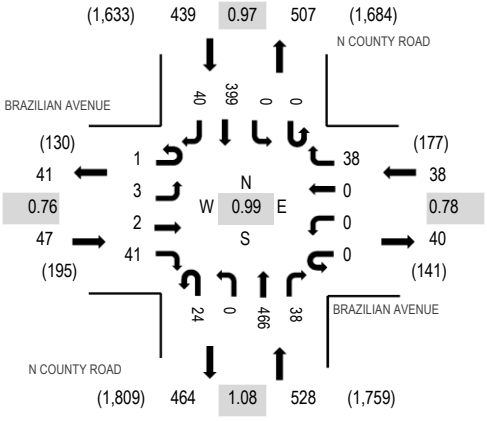
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.3%				0.7%				0.4%				0.2%			0.3%
Heavy Vehicle %	0.0%	0.4%	0.6%	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.3%
Peak Hour Factor		0.87				0.87				0.91				0.90			0.98
Peak Hour Factor	0.50	0.72	0.77	0.86	0.00	0.50	0.83	0.75	0.38	1.16	0.88	0.75	0.00	0.63	0.82	0.88	0.98

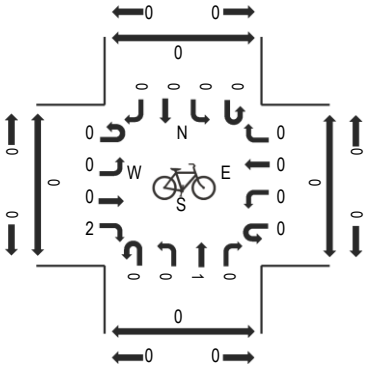
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 10 N COUNTY ROAD & BRAZILIAN AVENUE PM
Date: Saturday, January 11, 2025
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

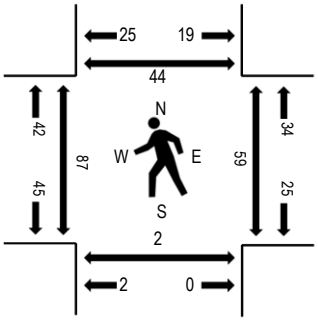
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BRAZILIAN AVENUE Eastbound				BRAZILIAN AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	1	0	13	0	0	0	12	5	0	100	7	0	1	107	8	254	1,051	62	15	4	21
3:15 PM	0	0	0	21	0	0	0	14	7	0	124	6	0	0	103	9	284	1,045	36	23	7	21
3:30 PM	0	0	0	16	1	0	0	15	7	0	108	5	0	0	98	8	258	1,017	27	17	1	20
3:45 PM	0	0	1	24	0	0	1	9	9	0	100	12	1	0	89	9	255	1,002	48	10	3	16
4:00 PM	0	0	0	11	0	0	0	12	3	1	118	6	0	0	88	9	248	1,014	25	17	1	13
4:15 PM	0	0	0	18	0	0	0	18	7	1	96	7	0	0	104	5	256	1,023	29	16	0	20
4:30 PM	1	0	0	9	0	0	0	10	6	0	92	7	0	0	105	13	243	1,052	29	7	2	11
4:45 PM	0	2	0	18	0	0	0	11	3	0	112	7	0	0	102	12	267	1,049	24	25	0	15
6:00 PM	0	1	2	10	0	0	0	3	10	0	134	9	0	0	78	10	257	976	21	13	0	13
6:15 PM	0	0	0	4	0	0	0	14	5	0	128	15	0	0	114	5	285	890	13	14	0	5
6:30 PM	0	0	0	8	0	0	0	5	4	0	89	13	0	0	112	9	240	785	4	5	0	3
6:45 PM	0	0	0	5	0	2	0	5	9	0	73	13	0	1	84	2	194	720	2	5	0	0
7:00 PM	0	0	0	7	0	1	0	10	8	0	55	9	0	0	73	8	171	723	4	9	0	9
7:15 PM	0	0	0	10	0	2	0	7	7	0	71	2	0	0	71	10	180		11	7	0	7
7:30 PM	0	0	0	5	0	3	0	9	9	0	51	6	0	1	86	5	175		6	7	0	4
7:45 PM	0	0	0	8	0	5	0	8	7	0	66	10	0	0	89	4	197		11	4	0	8

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Lights	1	3	2	41	0	0	0	38	24	0	464	38	0	0	399	40	1,050
Mediums	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	1	3	2	41	0	0	0	38	24	0	466	38	0	0	399	40	1,052

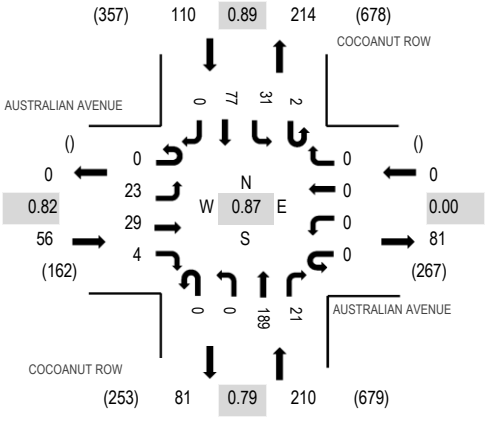
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				0.4%				0.0%			0.2%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%
Peak Hour Factor		0.76				0.78				1.08				0.97			0.99
Peak Hour Factor	0.25	0.38	0.25	0.77	0.25	0.55	0.25	0.75	0.92	0.50	1.04	0.83	0.25	0.50	1.00	0.77	0.99

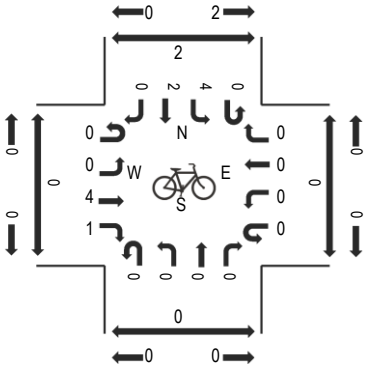
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 11 COCOANUT ROW & AUSTRALIAN AVENUE PM
Date: Saturday, January 11, 2025
Peak Hour: 03:45 PM - 04:45 PM
Peak 15-Minutes: 03:45 PM - 04:00 PM

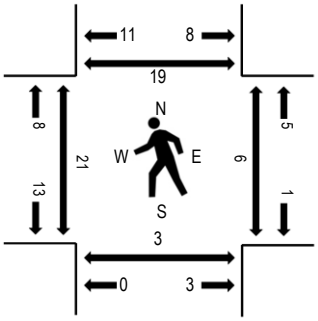
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	AUSTRALIAN AVENUE Eastbound				AUSTRALIAN AVENUE Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	4	7	1	0	0	0	0	0	0	36	4	0	5	18	0	75	332	8	0	0	4
3:15 PM	0	5	6	0	0	0	0	0	0	0	49	6	0	4	13	0	83	340	9	3	0	6
3:30 PM	0	1	6	3	0	0	0	0	0	0	38	0	0	10	8	0	66	358	0	9	1	1
3:45 PM	0	10	8	0	0	0	0	0	0	0	56	3	0	8	23	0	108	376	9	1	0	9
4:00 PM	0	7	8	1	0	0	0	0	0	0	35	4	0	6	22	0	83	372	4	0	0	3
4:15 PM	0	4	8	3	0	0	0	0	0	0	52	8	0	10	16	0	101	363	8	5	3	5
4:30 PM	0	2	5	0	0	0	0	0	0	0	46	6	2	7	16	0	84	344	0	0	0	2
4:45 PM	0	7	5	1	0	0	0	0	0	0	71	3	0	5	12	0	104	327	0	4	0	4
6:00 PM	0	1	4	0	0	0	0	0	0	0	47	2	0	9	11	0	74	284	12	1	0	4
6:15 PM	0	3	9	0	0	0	0	0	0	0	41	5	0	10	14	0	82	266	0	0	0	2
6:30 PM	0	2	2	3	0	0	0	0	0	0	36	2	0	5	17	0	67	235	0	0	0	1
6:45 PM	0	2	5	2	0	0	0	0	0	0	26	3	0	7	16	0	61	226	0	0	0	0
7:00 PM	0	1	3	1	0	0	0	0	0	0	20	5	0	8	18	0	56	210	0	7	0	0
7:15 PM	0	2	5	1	0	0	0	0	0	0	17	3	0	9	14	0	51		0	0	0	0
7:30 PM	0	3	5	0	0	0	0	0	0	0	30	1	0	10	9	0	58		0	0	0	1
7:45 PM	0	1	3	2	0	0	0	0	0	0	21	3	0	7	8	0	45		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	23	29	4	0	0	0	0	0	0	188	21	2	31	77	0	375
Mediums	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	23	29	4	0	0	0	0	0	0	189	21	2	31	77	0	376

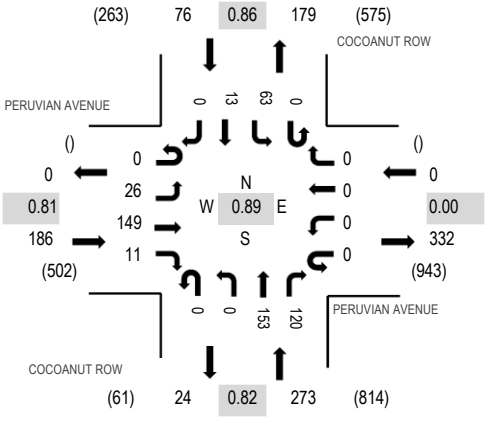
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				0.5%				0.0%			0.3%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%
Peak Hour Factor		0.82				0.00				0.79				0.89			0.87
Peak Hour Factor	0.00	0.58	0.94	0.58	0.00	0.00	0.00	0.00	0.00	0.00	0.76	0.66	0.25	0.85	0.84	0.00	0.87

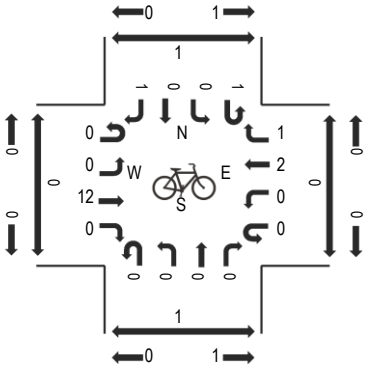
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 12 COCOANUT ROW & PERUVIAN AVENUE PM
Date: Saturday, January 11, 2025
Peak Hour: 03:45 PM - 04:45 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

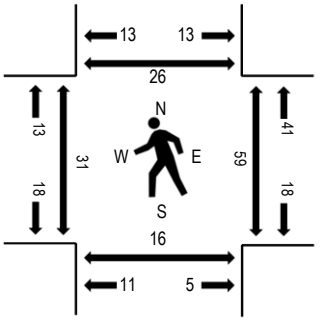
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PERUVIAN AVENUE Eastbound				PERUVIAN AVENUE Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	2	21	2	0	0	0	0	0	0	40	18	0	15	2	0	100	472	4	20	0	14
3:15 PM	0	3	29	2	0	0	0	0	0	0	42	27	0	8	5	0	116	486	3	14	0	3
3:30 PM	0	3	40	0	0	0	0	0	0	0	33	24	0	4	3	0	107	521	6	13	0	7
3:45 PM	0	9	46	6	0	0	0	0	0	0	39	26	0	21	2	0	149	535	3	14	6	10
4:00 PM	0	6	40	2	0	0	0	0	0	0	26	21	0	16	3	0	114	519	7	14	5	8
4:15 PM	0	6	38	2	0	0	0	0	0	0	48	40	0	13	4	0	151	506	13	21	4	6
4:30 PM	0	5	25	1	0	0	0	0	0	0	40	33	0	13	4	0	121	438	8	10	1	2
4:45 PM	0	11	32	3	0	0	0	0	0	0	54	20	0	12	1	0	133	404	6	8	3	1
6:00 PM	0	5	28	1	0	0	0	0	0	0	36	16	0	13	2	0	101	335	5	7	9	5
6:15 PM	0	2	15	1	0	0	0	0	0	0	28	17	0	18	2	0	83	310	0	7	5	2
6:30 PM	0	2	21	1	0	0	0	0	0	0	32	9	1	20	1	0	87	288	3	5	3	2
6:45 PM	0	6	14	0	0	0	0	0	0	0	17	13	0	14	0	0	64	263	1	4	0	0
7:00 PM	0	2	23	0	0	0	0	0	0	0	15	13	0	21	2	0	76	253	0	4	0	1
7:15 PM	0	1	13	1	0	0	0	0	0	0	17	11	0	15	3	0	61		1	3	4	1
7:30 PM	0	1	10	0	0	0	0	0	1	0	23	15	0	11	1	0	62		0	2	2	0
7:45 PM	0	5	15	1	0	0	0	0	1	0	15	4	0	12	1	0	54		1	2	3	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	26	147	11	0	0	0	0	0	0	152	120	0	63	13	0	532
Mediums	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	3
Total	0	26	149	11	0	0	0	0	0	0	153	120	0	63	13	0	535

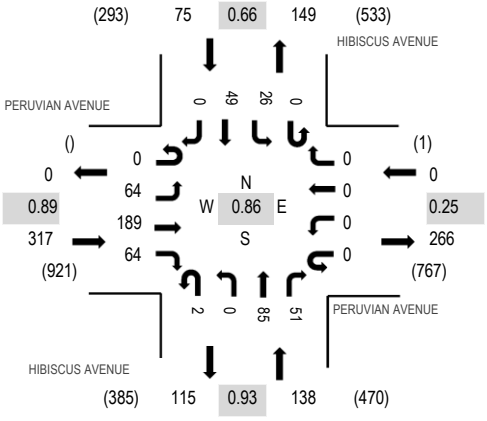
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.1%				0.0%				0.4%				0.0%			0.6%
Heavy Vehicle %	0.0%	0.0%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%
Peak Hour Factor		0.81				0.00				0.82				0.86			0.89
Peak Hour Factor	0.00	0.64	0.89	0.46	0.00	0.00	0.00	0.00	0.50	0.00	0.82	0.75	0.25	0.87	0.65	0.00	0.89

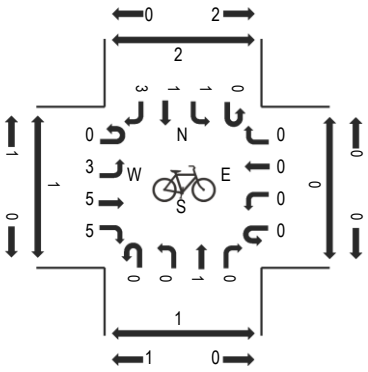
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 13 HIBISCUS AVENUE & PERUVIAN AVENUE PM
Date: Saturday, January 11, 2025
Peak Hour: 03:30 PM - 04:30 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

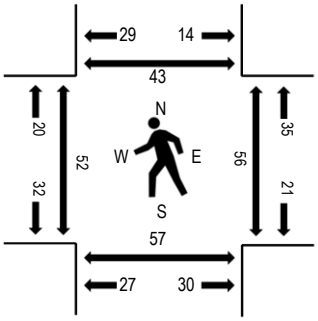
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PERUVIAN AVENUE Eastbound				PERUVIAN AVENUE Westbound				HIBISCUS AVENUE Northbound				HIBISCUS AVENUE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	12	35	4	0	0	0	0	0	0	21	15	0	7	11	0	105	501	22	17	16	15
3:15 PM	0	11	35	17	0	0	0	0	1	0	25	14	0	6	19	0	128	504	19	11	25	8
3:30 PM	0	15	43	13	0	0	0	0	0	0	22	14	0	6	8	0	121	530	10	10	13	8
3:45 PM	0	19	54	11	0	0	0	0	1	0	23	13	0	12	14	0	147	529	10	20	14	7
4:00 PM	0	16	40	15	0	0	0	0	0	0	19	9	0	2	7	0	108	510	22	12	16	17
4:15 PM	0	14	52	25	0	0	0	0	1	0	21	15	0	6	20	0	154	505	10	14	14	11
4:30 PM	0	18	36	24	0	0	0	0	0	0	21	7	0	3	11	0	120	451	18	23	21	10
4:45 PM	0	14	36	17	0	0	0	0	0	0	15	13	0	8	25	0	128	438	7	2	6	3
6:00 PM	0	13	26	8	0	0	0	0	0	0	31	11	0	6	8	0	103	381	9	7	13	16
6:15 PM	0	16	26	8	0	0	0	0	0	0	27	6	0	3	14	0	100	372	13	10	7	21
6:30 PM	0	23	26	4	0	0	0	1	1	0	19	11	0	7	15	0	107	346	8	2	11	13
6:45 PM	0	11	18	9	0	0	0	0	0	0	6	10	0	6	11	0	71	296	6	5	7	2
7:00 PM	0	21	26	8	0	0	0	0	0	0	8	5	0	3	23	0	94	293	1	1	4	5
7:15 PM	0	7	24	7	0	0	0	0	0	0	11	12	0	4	9	0	74		1	5	10	2
7:30 PM	0	16	14	3	0	0	0	0	1	0	5	7	0	7	4	0	57		6	5	7	4
7:45 PM	0	16	12	3	0	0	0	0	0	0	16	13	0	3	5	0	68		12	1	5	6

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	63	189	62	0	0	0	0	2	0	85	51	0	26	48	0	526
Mediums	0	1	0	2	0	0	0	0	0	0	0	0	0	0	1	0	4
Total	0	64	189	64	0	0	0	0	2	0	85	51	0	26	49	0	530

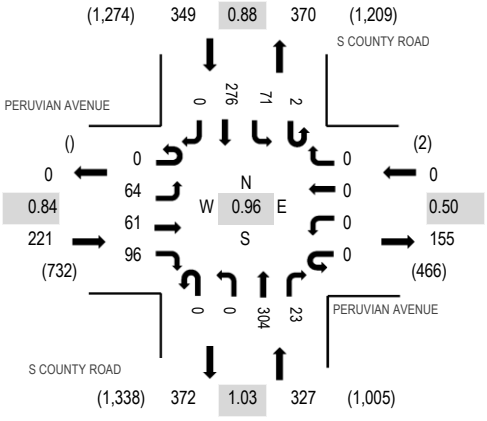
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.9%				0.0%				0.0%				1.3%			0.8%
Heavy Vehicle %	0.0%	1.6%	0.0%	3.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	0.8%
Peak Hour Factor		0.89				0.25				0.93				0.66			0.86
Peak Hour Factor	0.00	0.77	0.88	0.81	0.00	0.00	0.00	0.25	0.50	0.00	1.12	0.93	0.00	0.65	0.64	0.00	0.86

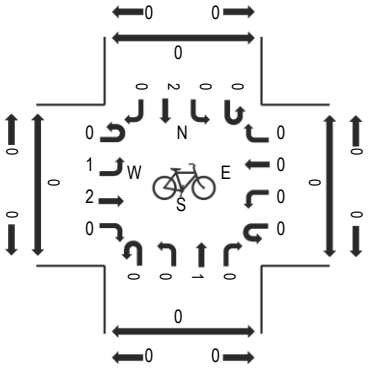
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 14 S COUNTY ROAD & PERUVIAN AVENUE PM
Date: Saturday, January 11, 2025
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

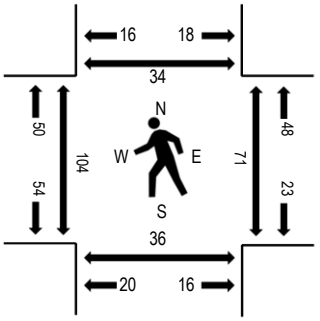
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PERUVIAN AVENUE Eastbound				PERUVIAN AVENUE Westbound				S COUNTY ROAD Northbound				S COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	14	23	16	0	0	0	0	0	0	65	3	0	15	73	0	209	895	50	36	12	10
3:15 PM	0	15	19	18	0	0	0	0	0	0	85	7	0	17	74	0	235	887	53	30	5	9
3:30 PM	0	17	20	23	0	0	0	0	0	0	61	3	0	10	71	0	205	880	47	25	7	24
3:45 PM	0	21	25	29	0	0	0	0	0	0	73	5	0	23	70	0	246	872	23	20	8	10
4:00 PM	0	16	11	19	0	0	0	0	0	0	74	0	0	12	69	0	201	860	30	30	13	16
4:15 PM	0	19	20	33	0	0	0	0	0	0	50	4	1	17	84	0	228	897	30	11	17	11
4:30 PM	0	14	9	26	0	0	0	0	0	0	58	6	1	13	70	0	197	871	25	25	14	7
4:45 PM	0	17	19	25	0	0	0	0	0	0	77	9	0	19	68	0	234	846	29	20	0	5
6:00 PM	0	14	13	12	0	0	0	0	0	0	119	4	0	22	54	0	238	756	20	15	5	11
6:15 PM	0	17	9	10	0	0	0	0	0	0	80	2	3	8	73	0	202	645	13	6	4	2
6:30 PM	0	17	4	17	0	0	0	0	0	0	50	3	0	16	65	0	172	575	7	13	6	3
6:45 PM	0	20	2	11	0	0	0	0	0	0	44	3	1	6	57	0	144	523	18	10	3	0
7:00 PM	0	10	6	17	0	0	0	0	0	0	30	0	1	9	54	0	127	502	2	4	1	6
7:15 PM	0	14	5	13	0	0	0	0	0	0	36	1	0	10	53	0	132		9	22	3	10
7:30 PM	0	10	4	14	0	0	0	1	0	0	20	1	2	15	53	0	120		13	14	2	6
7:45 PM	0	9	4	12	0	0	0	1	0	0	32	0	0	10	55	0	123		7	14	4	10

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Lights	0	64	61	96	0	0	0	0	0	0	303	23	2	71	276	0	896
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	64	61	96	0	0	0	0	0	0	304	23	2	71	276	0	897

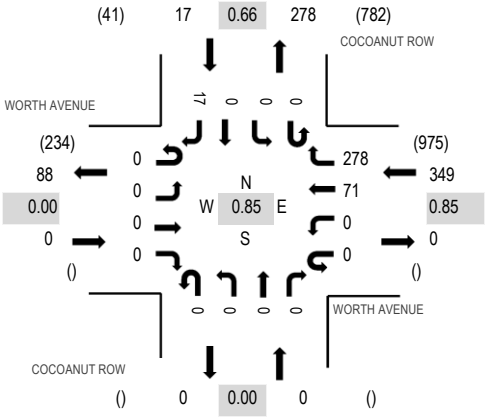
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				0.3%				0.0%			0.1%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%
Peak Hour Factor		0.84				0.50				1.03				0.88			0.96
Peak Hour Factor	0.00	0.87	0.87	0.81	0.00	0.00	0.00	0.50	0.00	0.00	1.08	0.64	0.42	0.93	0.88	0.00	0.96

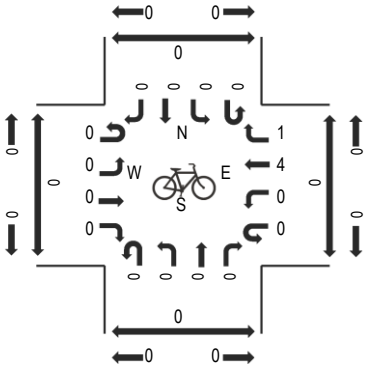
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 15 COCOANUT ROW & WORTH AVENUE PM
Date: Saturday, January 11, 2025
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

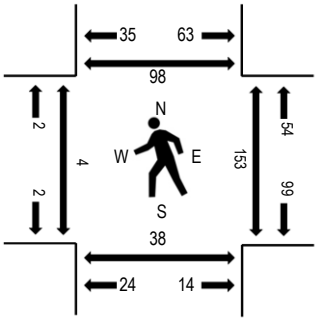
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WORTH AVENUE Eastbound				WORTH AVENUE Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	0	0	0	0	0	15	50	0	0	0	0	0	0	0	0	65	301	0	55	5	11
3:15 PM	0	0	0	0	0	0	13	64	0	0	0	0	0	0	0	3	80	308	3	53	4	12
3:30 PM	0	0	0	0	0	0	10	56	0	0	0	0	0	0	0	1	67	336	0	53	2	33
3:45 PM	0	0	0	0	0	0	20	61	0	0	0	0	0	0	0	8	89	359	0	40	1	20
4:00 PM	0	0	0	0	0	0	17	50	0	0	0	0	0	0	0	5	72	366	2	31	19	29
4:15 PM	0	0	0	0	0	0	17	86	0	0	0	0	0	0	0	5	108	355	0	47	3	19
4:30 PM	0	0	0	0	0	0	18	69	0	0	0	0	0	0	0	3	90	303	0	42	7	24
4:45 PM	0	0	0	0	0	0	19	73	0	0	0	0	0	0	0	4	96	264	2	33	9	26
6:00 PM	0	0	0	0	0	0	10	48	0	0	0	0	0	0	0	3	61	202	0	7	3	10
6:15 PM	0	0	0	0	0	0	14	41	0	0	0	0	0	0	0	1	56	177	0	8	5	14
6:30 PM	0	0	0	0	0	0	10	40	0	0	0	0	0	0	0	1	51	156	0	4	3	12
6:45 PM	0	0	0	0	0	0	4	29	0	0	0	0	0	0	0	1	34	155	0	1	0	3
7:00 PM	0	0	0	0	0	0	6	28	0	0	0	0	0	0	0	2	36	147	1	10	0	2
7:15 PM	0	0	0	0	0	0	7	27	0	0	0	0	0	0	0	1	35		0	0	2	6
7:30 PM	0	0	0	0	0	0	8	41	0	0	0	0	0	0	0	1	50		1	5	5	0
7:45 PM	0	0	0	0	0	0	5	19	0	0	0	0	0	0	0	2	26		0	1	1	11

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	70	277	0	0	0	0	0	0	0	17	364
Mediums	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	71	278	0	0	0	0	0	0	0	17	366

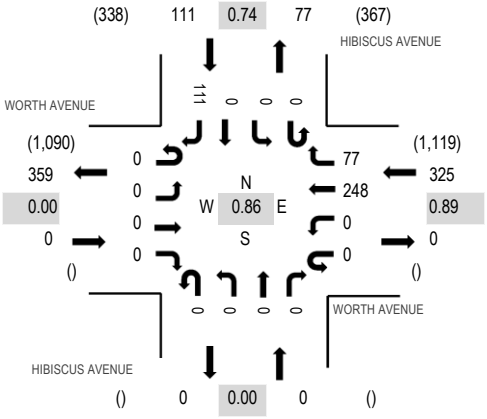
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.6%				0.0%				0.0%			0.5%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%
Peak Hour Factor		0.00				0.85				0.00				0.66			0.85
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.00	0.90	0.81	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.66	0.85

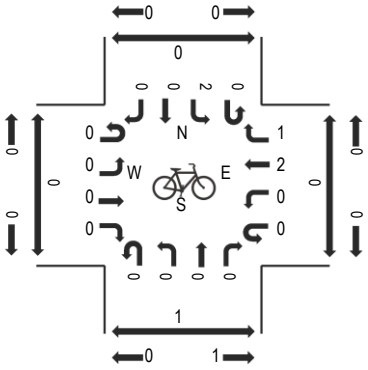
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 16 HIBISCUS AVENUE & WORTH AVENUE PM
Date: Saturday, January 11, 2025
Peak Hour: 03:45 PM - 04:45 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

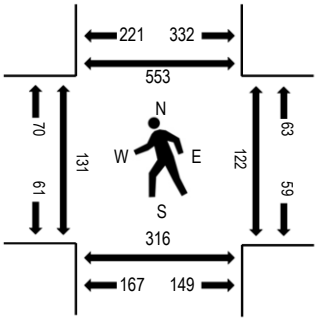
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WORTH AVENUE Eastbound				WORTH AVENUE Westbound				HIBISCUS AVENUE Northbound				HIBISCUS AVENUE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	0	0	0	0	0	53	27	0	0	0	0	0	0	0	14	94	414	44	27	98	96
3:15 PM	0	0	0	0	0	0	57	38	0	0	0	0	0	0	0	23	118	407	26	34	85	124
3:30 PM	0	0	0	0	0	0	43	30	0	0	0	0	0	0	0	17	90	416	45	26	116	143
3:45 PM	0	0	0	0	0	0	66	23	0	0	0	0	0	0	0	23	112	436	38	39	79	154
4:00 PM	0	0	0	0	0	0	54	16	0	0	0	0	0	0	0	17	87	432	23	21	83	149
4:15 PM	0	0	0	0	0	0	57	28	0	0	0	0	0	0	0	42	127	427	31	32	84	132
4:30 PM	0	0	0	0	0	0	71	10	0	0	0	0	0	0	0	29	110	388	39	30	70	118
4:45 PM	0	0	0	0	0	0	54	18	0	0	0	0	0	0	0	36	108	365	30	26	91	106
6:00 PM	0	0	0	0	0	0	42	27	0	0	0	0	0	0	0	13	82	336	8	13	25	60
6:15 PM	0	0	0	0	0	0	44	22	0	0	0	0	0	0	0	22	88	339	7	8	17	73
6:30 PM	0	0	0	0	0	0	40	26	0	0	0	0	0	0	0	21	87	318	2	5	18	33
6:45 PM	0	0	0	0	0	0	41	18	0	0	0	0	0	0	0	20	79	300	3	2	15	30
7:00 PM	0	0	0	0	0	0	38	18	0	0	0	0	0	0	0	29	85	275	9	4	23	25
7:15 PM	0	0	0	0	0	0	28	23	0	0	0	0	1	0	0	15	67		0	1	14	28
7:30 PM	0	0	0	0	0	0	41	19	0	0	0	0	0	0	0	9	69		1	2	10	22
7:45 PM	0	0	0	0	0	0	24	23	0	0	0	0	0	0	0	7	54		2	10	9	42

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	247	77	0	0	0	0	0	0	0	108	432
Mediums	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	4
Total	0	0	0	0	0	0	248	77	0	0	0	0	0	0	0	111	436

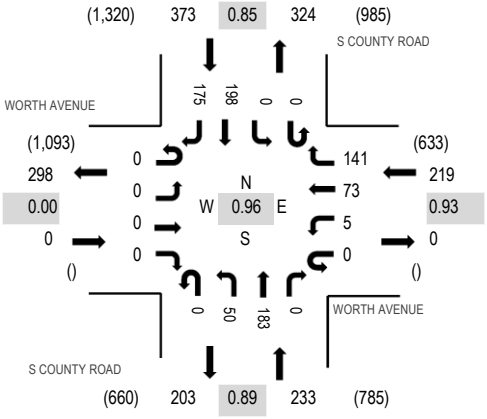
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.3%				0.0%				2.7%			0.9%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.7%	0.9%
Peak Hour Factor		0.00				0.89				0.00				0.74			0.86
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.00	0.87	0.78	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.74	0.86

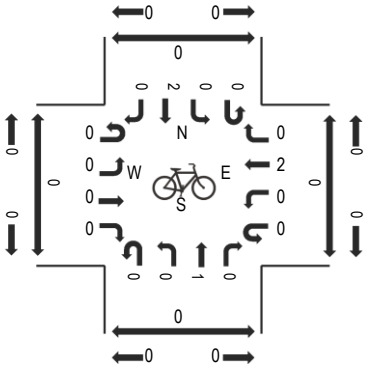
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 17 S COUNTY ROAD & WORTH AVENUE PM
Date: Saturday, January 11, 2025
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

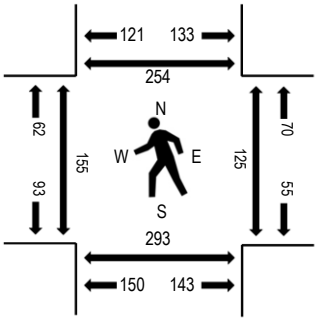
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WORTH AVENUE Eastbound				WORTH AVENUE Westbound				S COUNTY ROAD Northbound				S COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	0	0	0	0	2	16	19	0	16	45	0	0	0	46	42	186	797	41	37	105	77
3:15 PM	0	0	0	0	0	1	30	31	0	11	56	0	0	0	39	52	220	794	33	37	127	65
3:30 PM	0	0	0	0	0	2	16	25	0	9	41	0	0	0	51	43	187	777	69	40	70	81
3:45 PM	0	0	0	0	0	2	15	28	0	13	47	0	1	0	40	58	204	783	40	35	72	70
4:00 PM	0	0	0	0	0	3	21	19	0	7	51	0	0	0	37	45	183	794	35	59	64	87
4:15 PM	0	0	0	0	0	1	19	24	0	14	29	0	0	0	64	52	203	825	52	33	105	70
4:30 PM	0	0	0	0	0	2	12	18	0	18	45	0	0	0	49	49	193	804	29	36	72	70
4:45 PM	0	0	0	0	0	2	21	40	0	11	50	0	0	0	53	38	215	769	39	33	68	56
6:00 PM	0	0	0	0	0	0	21	59	0	7	59	0	0	0	32	36	214	689	35	23	48	58
6:15 PM	0	0	0	0	0	4	15	37	0	5	41	0	0	0	36	44	182	595	19	8	31	26
6:30 PM	0	0	0	0	0	2	17	17	0	9	35	0	0	0	39	39	158	534	24	10	41	37
6:45 PM	0	0	0	0	0	1	11	14	0	12	31	0	0	0	32	34	135	478	18	2	12	20
7:00 PM	0	0	0	0	0	0	10	9	0	6	25	0	0	0	29	41	120	458	15	5	7	16
7:15 PM	0	0	0	0	0	3	12	10	0	7	26	0	0	0	28	35	121		14	6	8	10
7:30 PM	0	0	0	0	0	0	6	6	0	10	14	0	0	0	23	43	102		4	13	8	13
7:45 PM	0	0	0	0	0	1	8	1	0	3	32	0	0	0	36	34	115		10	5	11	15

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound U-Turn	Left	Thru	Right	Westbound U-Turn	Left	Thru	Right	Northbound U-Turn	Left	Thru	Right	Southbound U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Lights	0	0	0	0	0	5	73	140	0	50	183	0	0	0	198	175	824
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	5	73	141	0	50	183	0	0	0	198	175	825

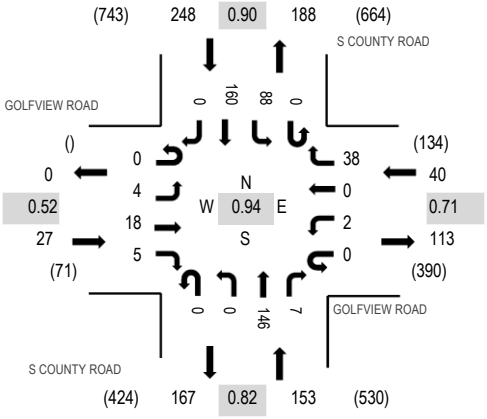
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		0.0%				0.5%				0.0%				0.0%			0.1%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%
Peak Hour Factor		0.00				0.93				0.89				0.85			0.96
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.67	0.68	0.96	0.00	0.72	0.87	0.00	0.25	0.00	0.79	0.88	0.96

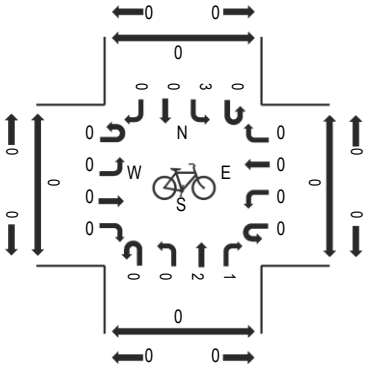
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 18 S COUNTY ROAD & GOLFVIEW ROAD PM
Date: Saturday, January 11, 2025
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

Peak Hour - Motorized Vehicles



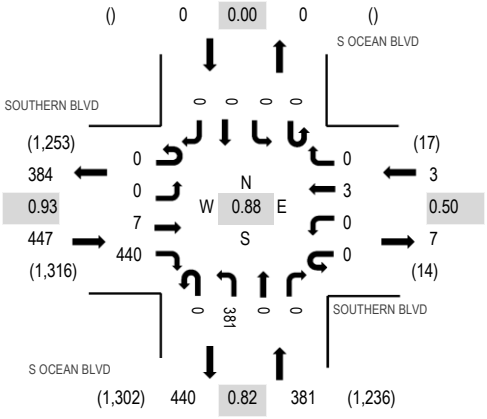
Peak Hour - Bicycles


0 0 0
0 0 0 3 0
N
W E
S
0 0 0

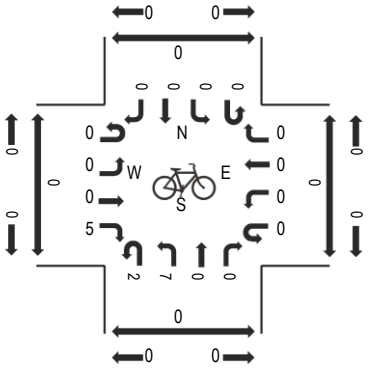
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 19 S OCEAN BLVD & SOUTHERN BLVD PM
Date: Saturday, January 11, 2025
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:45 PM - 04:00 PM

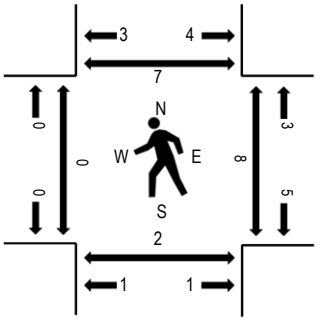
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SOUTHERN BLVD Eastbound				SOUTHERN BLVD Westbound				S OCEAN BLVD Northbound				S OCEAN BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	0	3	117	0	0	0	0	0	83	0	0	0	0	0	0	203	831	0	5	0	1
3:15 PM	0	0	2	104	0	0	1	0	0	96	0	0	0	0	0	0	203	830	0	0	0	3
3:30 PM	0	0	1	110	0	0	1	0	0	77	0	0	0	0	0	0	189	820	0	0	0	2
3:45 PM	0	0	1	109	0	0	1	0	0	125	0	0	0	0	0	0	236	821	0	3	2	1
4:00 PM	0	0	1	104	0	0	4	0	0	93	0	0	0	0	0	0	202	780	0	2	0	1
4:15 PM	0	0	1	103	0	0	1	0	0	88	0	0	0	0	0	0	193	715	0	0	0	1
4:30 PM	0	0	1	84	0	0	2	0	0	103	0	0	0	0	0	0	190	674	0	0	0	0
4:45 PM	0	0	1	88	0	0	1	0	0	105	0	0	0	0	0	0	195	602	0	0	0	0
6:00 PM	0	0	0	64	0	0	1	0	0	72	0	0	0	0	0	0	137	535	0	0	0	0
6:15 PM	0	0	2	57	0	0	1	0	0	92	0	0	0	0	0	0	152	517	0	0	0	0
6:30 PM	0	0	0	62	0	0	0	0	0	56	0	0	0	0	0	0	118	483	0	0	0	0
6:45 PM	0	0	0	77	0	0	1	0	0	50	0	0	0	0	0	0	128	456	0	0	0	0
7:00 PM	0	0	0	54	0	0	1	0	0	64	0	0	0	0	0	0	119	423	0	0	0	0
7:15 PM	0	0	0	68	0	0	1	0	0	49	0	0	0	0	0	0	118		0	0	0	0
7:30 PM	0	0	1	50	0	0	0	0	0	40	0	0	0	0	0	0	91		0	0	0	0
7:45 PM	0	0	0	51	0	0	1	0	0	43	0	0	0	0	0	0	95		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	7	438	0	0	3	0	0	380	0	0	0	0	0	0	828
Mediums	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	3
Total	0	0	7	440	0	0	3	0	0	381	0	0	0	0	0	0	831

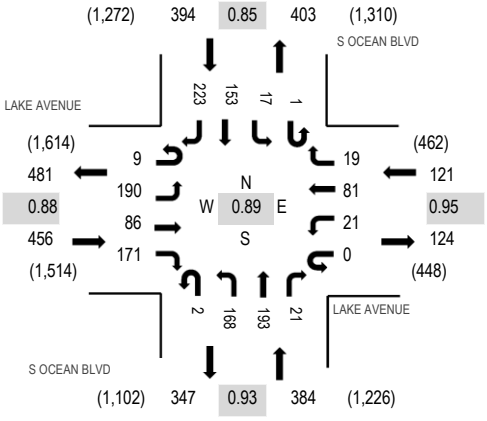
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.4%				0.0%				0.3%				0.0%			0.4%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%
Peak Hour Factor		0.93				0.50				0.82				0.00			0.88
Peak Hour Factor	0.00	0.00	0.58	0.94	0.00	0.00	0.50	0.00	0.00	0.82	0.00	0.00	0.00	0.00	0.00	0.00	0.88

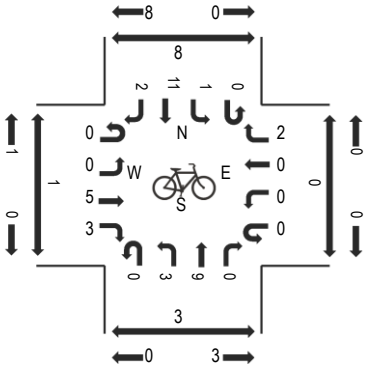
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 20 S OCEAN BLVD & LAKE AVENUE PM
Date: Saturday, January 11, 2025
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:00 PM - 03:15 PM

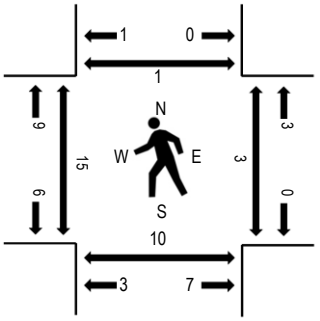
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LAKE AVENUE Eastbound				LAKE AVENUE Westbound				S OCEAN BLVD Northbound				S OCEAN BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	3	51	32	44	0	9	28	6	0	49	44	6	0	4	42	63	381	1,355	2	3	1	0
3:15 PM	2	45	19	52	0	4	23	4	1	48	50	4	0	7	53	57	369	1,331	5	0	1	0
3:30 PM	1	44	15	34	0	3	13	4	0	30	44	6	1	3	32	55	285	1,285	5	0	5	1
3:45 PM	3	50	20	41	0	5	17	5	1	41	55	5	0	3	26	48	320	1,308	3	0	3	0
4:00 PM	0	59	21	30	0	5	25	2	0	47	44	6	0	5	51	62	357	1,291	0	2	2	0
4:15 PM	3	41	19	39	0	3	28	8	1	26	54	9	1	2	38	51	323	1,218	3	4	1	2
4:30 PM	3	49	23	35	0	2	13	3	1	33	52	5	0	2	40	47	308	1,139	3	0	0	0
4:45 PM	4	48	27	42	0	4	25	4	0	30	33	6	0	9	42	29	303	1,094	3	0	6	0
6:00 PM	4	48	27	41	0	1	22	5	0	24	44	1	0	1	30	36	284	1,018	1	0	5	4
6:15 PM	2	25	28	23	0	4	24	5	1	39	27	1	0	2	20	43	244	975	0	0	5	0
6:30 PM	2	29	13	21	0	3	27	1	3	49	37	4	0	3	30	41	263	946	2	0	2	0
6:45 PM	3	36	16	21	0	4	21	3	0	32	30	1	0	1	20	39	227	863	0	0	2	0
7:00 PM	1	39	21	29	0	3	24	2	0	21	27	1	0	6	29	38	241	810	0	1	3	0
7:15 PM	3	22	16	23	0	3	23	0	1	26	28	6	0	2	33	29	215		0	0	4	0
7:30 PM	1	31	15	23	0	1	11	3	0	19	18	2	0	2	22	32	180		0	0	7	0
7:45 PM	1	22	17	12	0	2	26	1	1	23	26	3	0	1	18	21	174		0	0	4	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	9	189	84	170	0	21	79	19	2	166	193	21	1	17	152	221	1,344
Mediums	0	0	2	1	0	0	2	0	0	2	0	0	0	0	1	2	10
Total	9	190	86	171	0	21	81	19	2	168	193	21	1	17	153	223	1,355

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.9%				1.7%				0.5%				0.8%			0.8%
Heavy Vehicle %	0.0%	0.5%	2.3%	0.6%	0.0%	0.0%	2.5%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	0.7%	0.9%	0.8%
Peak Hour Factor		0.88				0.95				0.93				0.85			0.89
Peak Hour Factor	0.88	0.84	0.97	0.82	0.00	0.58	0.98	0.63	0.33	0.86	0.93	0.72	0.50	0.50	0.84	0.88	0.89

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 21
Station ID: 21
JIMMY BUFFETT MEM HWY EAST OF BRIDGE

Start Time	09-Jan-25 Thu	EB Morning	EB Afternoon	Hour Totals Morning	Hour Totals Afternoon	WB Morning	WB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		28	419			68	454				
12:15		15	455			48	487				
12:30		10	412			41	472				
12:45		4	489	57	1775	26	464	183	1877	240	3652
01:00		4	347			13	463				
01:15		2	362			17	514				
01:30		0	333			15	546				
01:45		10	362	16	1404	10	557	55	2080	71	3484
02:00		6	454			2	565				
02:15		2	349			8	579				
02:30		2	392			4	811				
02:45		4	424	14	1619	2	794	16	2749	30	4368
03:00		0	344			12	881				
03:15		6	413			2	638				
03:30		4	366			12	947				
03:45		26	351	36	1474	2	599	28	3065	64	4539
04:00		8	371			6	974				
04:15		14	324			5	695				
04:30		18	311			4	1071				
04:45		35	383	75	1389	6	1064	21	3804	96	5193
05:00		43	381			2	1134				
05:15		38	312			17	559				
05:30		44	353			24	939				
05:45		57	270	182	1316	33	518	76	3150	258	4466
06:00		69	277			34	507				
06:15		124	254			30	435				
06:30		139	257			38	335				
06:45		298	269	630	1057	97	314	199	1591	829	2648
07:00		289	172			122	406				
07:15		381	183			145	344				
07:30		520	160			197	217				
07:45		664	142	1854	657	246	203	710	1170	2564	1827
08:00		556	138			268	241				
08:15		621	112			186	236				
08:30		954	108			363	196				
08:45		960	86	3091	444	251	245	1068	918	4159	1362
09:00		570	108			302	216				
09:15		638	105			283	222				
09:30		554	72			342	219				
09:45		602	66	2364	351	382	175	1309	832	3673	1183
10:00		580	104			366	245				
10:15		546	88			373	232				
10:30		445	58			402	150				
10:45		426	46	1997	296	395	145	1536	772	3533	1068
11:00		325	46			390	157				
11:15		430	36			395	116				
11:30		398	30			452	148				
11:45		447	66	1600	178	424	99	1661	520	3261	698
Total		11916	11960			6862	22528			18778	34488
Percent		49.9%	50.1%			23.3%	76.7%			35.3%	64.7%

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 21
Station ID: 21
JIMMY BUFFETT MEM HWY EAST OF BRIDGE

Start	10-Jan-25	EB		Hour Totals		WB		Hour Totals		Combined Totals	
Time	Fri	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		47	384			83	409				
12:15		36	633			88	562				
12:30		18	481			70	535				
12:45		14	8	115	1506	46	102	287	1608	402	3114
01:00		36	631			48	766				
01:15		22	386			82	459				
01:30		14	357			26	534				
01:45		4	438	76	1812	20	549	176	2308	252	4120
02:00		6	334			16	667				
02:15		2	393			18	606				
02:30		0	374			4	721				
02:45		2	298	10	1399	10	565	48	2559	58	3958
03:00		4	529			2	901				
03:15		6	439			6	865				
03:30		6	362			4	945				
03:45		10	422	26	1752	2	870	14	3581	40	5333
04:00		4	419			6	986				
04:15		16	318			13	604				
04:30		26	335			11	905				
04:45		34	401	80	1473	15	541	45	3036	125	4509
05:00		33	326			11	640				
05:15		36	325			10	470				
05:30		68	391			29	581				
05:45		61	312	198	1354	31	451	81	2142	279	3496
06:00		100	334			28	450				
06:15		112	288			36	442				
06:30		183	301			76	366				
06:45		237	237	632	1160	100	366	240	1624	872	2784
07:00		227	195			141	339				
07:15		428	205			128	266				
07:30		571	154			247	246				
07:45		801	184	2027	738	219	230	735	1081	2762	1819
08:00		553	156			228	248				
08:15		576	150			202	247				
08:30		489	90			191	257				
08:45		930	122	2548	518	292	209	913	961	3461	1479
09:00		938	129			285	270				
09:15		361	85			284	226				
09:30		918	104			348	270				
09:45		622	110	2839	428	397	236	1314	1002	4153	1430
10:00		530	96			411	177				
10:15		472	114			387	264				
10:30		456	92			430	195				
10:45		425	88	1883	390	410	224	1638	860	3521	1250
11:00		396	74			392	246				
11:15		461	54			438	224				
11:30		356	54			479	184				
11:45		219	50	1432	232	342	121	1651	775	3083	1007
Total		11866	12762			7142	21537			19008	34299
Percent		48.2%	51.8%			24.9%	75.1%			35.7%	64.3%

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 21
Station ID: 21
JIMMY BUFFETT MEM HWY EAST OF BRIDGE

Start Time	11-Jan-25 Sat	EB Morning	EB Afternoon	Hour Totals Morning	Hour Totals Afternoon	WB Morning	WB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		52	256			172	316				
12:15		68	255			137	349				
12:30		44	288			90	305				
12:45		44	332	208	1131	83	306	482	1276	690	2407
01:00		26	242			57	322				
01:15		42	264			85	309				
01:30		20	275			61	394				
01:45		14	359	102	1140	48	292	251	1317	353	2457
02:00		16	306			28	354				
02:15		10	283			48	341				
02:30		6	332			22	384				
02:45		10	250	42	1171	16	358	114	1437	156	2608
03:00		4	454			12	539				
03:15		10	294			16	472				
03:30		28	303			10	430				
03:45		14	305	56	1356	8	360	46	1801	102	3157
04:00		10	324			14	437				
04:15		12	226			2	358				
04:30		34	385			14	361				
04:45		12	348	68	1283	14	313	44	1469	112	2752
05:00		32	240			8	438				
05:15		35	285			16	403				
05:30		34	247			16	355				
05:45		60	302	161	1074	17	379	57	1575	218	2649
06:00		58	318			24	413				
06:15		81	216			34	425				
06:30		102	218			40	381				
06:45		154	244	395	996	64	340	162	1559	557	2555
07:00		117	188			113	251				
07:15		150	207			98	226				
07:30		174	197			109	242				
07:45		248	167	689	759	125	207	445	926	1134	1685
08:00		202	166			155	219				
08:15		208	142			142	188				
08:30		288	124			149	197				
08:45		290	144	988	576	180	239	626	843	1614	1419
09:00		252	136			206	254				
09:15		256	89			197	243				
09:30		326	98			198	281				
09:45		321	98	1155	421	205	253	806	1031	1961	1452
10:00		256	98			269	228				
10:15		264	98			272	187				
10:30		276	104			269	242				
10:45		266	110	1062	410	239	218	1049	875	2111	1285
11:00		216	105			273	285				
11:15		301	64			240	232				
11:30		290	79			280	171				
11:45		315	56	1122	304	333	150	1126	838	2248	1142
Total		6048	10621			5208	14947			11256	25568
Percent		36.3%	63.7%			25.8%	74.2%			30.6%	69.4%
Grand Total		29830	35343			19212	59012			49042	94355
Percent		45.8%	54.2%			24.6%	75.4%			34.2%	65.8%
ADT		ADT 47,799		AADT 47,799							

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 22
Station ID: 22
BRADLEY PLACE NORTH OF
JIMMY BUFFETT MEM HWY

Start Time	09-Jan-25 Thu	NB Morning	NB Afternoon	Hour Totals Morning	Hour Totals Afternoon	SB Morning	SB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		7	146			3	134				
12:15		2	120			4	167				
12:30		2	162			4	130				
12:45		0	98	11	526	6	139	17	570	28	1096
01:00		1	139			0	144				
01:15		1	121			2	133				
01:30		0	113			1	134				
01:45		2	122	4	495	1	150	4	561	8	1056
02:00		3	138			1	158				
02:15		1	59			0	85				
02:30		2	171			2	200				
02:45		3	135	9	503	1	221	4	664	13	1167
03:00		0	118			1	211				
03:15		2	28			0	41				
03:30		3	130			6	202				
03:45		11	120	16	396	1	112	8	566	24	962
04:00		2	153			1	202				
04:15		1	96			1	119				
04:30		2	108			3	173				
04:45		2	102	7	459	2	200	7	694	14	1153
05:00		4	127			2	193				
05:15		1	79			4	125				
05:30		5	112			4	185				
05:45		9	102	19	420	10	95	20	598	39	1018
06:00		10	113			6	130				
06:15		11	121			10	113				
06:30		24	85			9	91				
06:45		43	93	88	412	12	109	37	443	125	855
07:00		47	69			25	102				
07:15		65	88			46	85				
07:30		66	57			46	65				
07:45		99	52	277	266	51	55	168	307	445	573
08:00		125	53			44	39				
08:15		86	46			69	44				
08:30		175	38			65	41				
08:45		205	57	591	194	85	38	263	162	854	356
09:00		198	43			89	33				
09:15		135	31			94	41				
09:30		175	32			90	38				
09:45		120	44	628	150	120	45	393	157	1021	307
10:00		193	30			96	46				
10:15		129	24			111	21				
10:30		106	17			109	24				
10:45		117	13	545	84	131	23	447	114	992	198
11:00		180	15			129	23				
11:15		154	7			126	23				
11:30		104	3			136	10				
11:45		129	5	567	30	133	3	524	59	1091	89
Total		2762	3935			1892	4895			4654	8830
Percent		41.2%	58.8%			27.9%	72.1%			34.5%	65.5%

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 22
Station ID: 22
BRADLEY PLACE NORTH OF
JIMMY BUFFETT MEM HWY

Start Time	10-Jan-25 Fri	NB Morning	NB Afternoon	Hour Totals Morning	Hour Totals Afternoon	SB Morning	SB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		8	159			3	146				
12:15		2	131			4	182				
12:30		2	177			5	142				
12:45		0	107	12	574	4	152	16	622	28	1196
01:00		1	152			0	157				
01:15		1	132			2	145				
01:30		0	123			1	146				
01:45		1	133	3	540	1	164	4	612	7	1152
02:00		0	150			1	172				
02:15		1	64			0	93				
02:30		2	186			2	218				
02:45		1	147	4	547	1	241	4	724	8	1271
03:00		0	129			1	230				
03:15		2	31			2	45				
03:30		3	142			5	220				
03:45		3	131	8	433	1	122	9	617	17	1050
04:00		2	167			1	220				
04:15		1	105			0	130				
04:30		2	118			3	189				
04:45		0	111	5	501	2	218	6	757	11	1258
05:00		4	138			2	210				
05:15		2	86			4	136				
05:30		5	122			4	202				
05:45		10	111	21	457	11	104	21	652	42	1109
06:00		11	123			7	142				
06:15		12	132			11	123				
06:30		26	93			10	99				
06:45		47	101	96	449	13	119	41	483	137	932
07:00		51	75			27	111				
07:15		71	96			50	93				
07:30		72	62			50	71				
07:45		108	57	302	290	56	60	183	335	485	625
08:00		136	58			48	43				
08:15		94	50			75	48				
08:30		191	41			71	45				
08:45		223	62	644	211	93	41	287	177	931	388
09:00		216	47			97	36				
09:15		147	34			102	45				
09:30		191	35			98	41				
09:45		131	48	685	164	131	49	428	171	1113	335
10:00		210	33			105	50				
10:15		141	26			121	23				
10:30		116	19			119	26				
10:45		128	14	595	92	143	25	488	124	1083	216
11:00		196	16			141	25				
11:15		168	8			137	25				
11:30		113	3			148	11				
11:45		141	5	618	32	145	3	571	64	1189	96
Total		2993	4290			2058	5338			5051	9628
Percent		41.1%	58.9%			27.8%	72.2%			34.4%	65.6%

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 22
Station ID: 22
BRADLEY PLACE NORTH OF
JIMMY BUFFETT MEM HWY

Start Time	11-Jan-25 Sat	NB Morning	NB Afternoon	Hour Totals Morning	Hour Totals Afternoon	SB Morning	SB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		5	104			2	95				
12:15		2	85			2	118				
12:30		2	115			2	92				
12:45		0	70	9	374	5	98	11	403	20	777
01:00		1	98			2	102				
01:15		1	86			2	94				
01:30		0	80			1	95				
01:45		2	86	4	350	0	107	5	398	9	748
02:00		2	98			1	112				
02:15		1	42			0	60				
02:30		2	122			2	142				
02:45		2	96	7	358	2	157	5	471	12	829
03:00		2	84			1	150				
03:15		2	20			2	30				
03:30		2	92			2	143				
03:45		6	85	12	281	1	79	6	402	18	683
04:00		2	109			1	143				
04:15		1	69			1	85				
04:30		2	77			2	123				
04:45		2	72	7	327	2	142	6	493	13	820
05:00		2	90			2	137				
05:15		1	56			2	89				
05:30		4	79			2	131				
05:45		6	72	13	297	7	67	13	424	26	721
06:00		7	80			5	92				
06:15		8	86			7	80				
06:30		18	60			6	65				
06:45		30	66	63	292	8	78	26	315	89	607
07:00		34	50			18	72				
07:15		46	62			33	60				
07:30		46	40			33	46				
07:45		70	37	196	189	37	39	121	217	317	406
08:00		89	38			31	27				
08:15		61	33			50	31				
08:30		124	27			46	30				
08:45		146	40	420	138	60	27	187	115	607	253
09:00		141	30			63	24				
09:15		96	22			66	30				
09:30		124	23			64	27				
09:45		85	31	446	106	85	32	278	113	724	219
10:00		137	21			69	33				
10:15		91	18			78	14				
10:30		75	12			78	18				
10:45		83	9	386	60	93	17	318	82	704	142
11:00		128	11			91	17				
11:15		110	5			90	17				
11:30		74	3			97	7				
11:45		91	4	403	23	94	2	372	43	775	66
Total		1966	2795			1348	3476			3314	6271
Percent		41.3%	58.7%			27.9%	72.1%			34.6%	65.4%
Grand Total		7721	11020			5298	13709			13019	24729
Percent		41.2%	58.8%			27.9%	72.1%			34.5%	65.5%
ADT		ADT 12,583		AADT 12,583							

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 23
Station ID: 23
N COUNTY ROAD NORTH OF
JIMMY BUFFETT MEM HWY

Start Time	09-Jan-25 Thu	NB Morning	NB Afternoon	Hour Totals Morning	Hour Totals Afternoon	SB Morning	SB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		8	151			12	194				
12:15		1	111			3	239				
12:30		1	120			5	213				
12:45		1	135	11	517	3	188	23	834	34	1351
01:00		0	84			0	203				
01:15		2	129			0	203				
01:30		1	121			5	189				
01:45		3	113	6	447	2	242	7	837	13	1284
02:00		2	81			2	259				
02:15		2	131			1	249				
02:30		0	111			1	257				
02:45		2	116	6	439	0	258	4	1023	10	1462
03:00		3	90			2	280				
03:15		0	85			1	151				
03:30		2	111			1	234				
03:45		0	103	5	389	3	191	7	856	12	1245
04:00		1	107			2	255				
04:15		1	77			2	165				
04:30		3	100			5	253				
04:45		4	110	9	394	3	190	12	863	21	1257
05:00		6	104			4	193				
05:15		2	80			7	128				
05:30		8	92			6	231				
05:45		15	50	31	326	17	185	34	737	65	1063
06:00		17	66			10	158				
06:15		19	59			17	134				
06:30		40	48			15	127				
06:45		71	51	147	224	20	158	62	577	209	801
07:00		78	49			42	185				
07:15		109	46			76	148				
07:30		110	31			76	91				
07:45		165	46	462	172	127	82	321	506	783	678
08:00		176	36			116	84				
08:15		140	36			111	81				
08:30		189	37			90	77				
08:45		210	36	715	145	135	102	452	344	1167	489
09:00		157	38			145	76				
09:15		128	26			127	88				
09:30		132	24			148	63				
09:45		97	25	514	113	181	62	601	289	1115	402
10:00		154	18			173	60				
10:15		108	13			138	56				
10:30		118	13			145	49				
10:45		133	20	513	64	148	28	604	193	1117	257
11:00		122	7			182	29				
11:15		109	5			196	31				
11:30		125	8			212	20				
11:45		148	11	504	31	168	12	758	92	1262	123
Total		2923	3261			2885	7151			5808	10412
Percent		47.3%	52.7%			28.7%	71.3%			35.8%	64.2%

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 23
Station ID: 23
N COUNTY ROAD NORTH OF
JIMMY BUFFETT MEM HWY

Start Time	10-Jan-25 Fri	NB Morning	NB Afternoon	Hour Totals Morning	Hour Totals Afternoon	SB Morning	SB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		3	149			13	183				
12:15		8	136			12	174				
12:30		12	143			7	189				
12:45		2	101	25	529	10	168	42	714	67	1243
01:00		6	112			5	264				
01:15		1	128			9	209				
01:30		2	111			4	226				
01:45		3	103	12	454	2	206	20	905	32	1359
02:00		1	115			4	198				
02:15		0	110			0	219				
02:30		0	103			1	211				
02:45		3	93	4	421	2	233	7	861	11	1282
03:00		2	100			2	212				
03:15		0	106			1	248				
03:30		1	93			0	230				
03:45		1	88	4	387	2	233	5	923	9	1310
04:00		1	93			2	239				
04:15		2	81			4	206				
04:30		1	72			2	198				
04:45		4	96	8	342	2	173	10	816	18	1158
05:00		5	85			3	182				
05:15		3	80			4	123				
05:30		5	96			10	136				
05:45		13	90	26	351	3	155	20	596	46	947
06:00		20	72			12	155				
06:15		25	67			12	141				
06:30		47	76			16	145				
06:45		72	61	164	276	38	117	78	558	242	834
07:00		65	45			51	134				
07:15		120	42			83	103				
07:30		141	33			86	92				
07:45		180	42	506	162	95	87	315	416	821	578
08:00		170	40			117	92				
08:15		143	38			58	105				
08:30		139	34			69	77				
08:45		184	46	636	158	142	82	386	356	1022	514
09:00		205	39			109	58				
09:15		142	38			123	58				
09:30		154	39			144	78				
09:45		146	36	647	152	149	70	525	264	1172	416
10:00		132	28			146	44				
10:15		126	20			148	52				
10:30		131	25			136	44				
10:45		128	28	517	101	176	50	606	190	1123	291
11:00		122	17			173	41				
11:15		132	13			146	27				
11:30		120	9			228	31				
11:45		108	16	482	55	219	23	766	122	1248	177
Total		3031	3388			2780	6721			5811	10109
Percent		47.2%	52.8%			29.3%	70.7%			36.5%	63.5%

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 23
Station ID: 23
N COUNTY ROAD NORTH OF
JIMMY BUFFETT MEM HWY

Start Time	11-Jan-25 Sat	NB		Hour Totals		SB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		12	78			25	140				
12:15		9	74			11	135				
12:30		14	83			7	106				
12:45		4	90	39	325	13	116	56	497	95	822
01:00		5	68			10	117				
01:15		1	73			7	135				
01:30		5	65			9	104				
01:45		4	100	15	306	8	126	34	482	49	788
02:00		4	96			4	145				
02:15		2	74			11	136				
02:30		2	78			6	136				
02:45		1	78	9	326	2	166	23	583	32	909
03:00		1	74			3	161				
03:15		4	65			5	169				
03:30		1	85			3	131				
03:45		3	80	9	304	6	133	17	594	26	898
04:00		1	76			0	113				
04:15		2	77			1	110				
04:30		4	85			4	146				
04:45		1	84	8	322	4	122	9	491	17	813
05:00		1	94			0	112				
05:15		6	127			8	128				
05:30		7	104			6	106				
05:45		15	60	29	385	9	114	23	460	52	845
06:00		12	71			6	114				
06:15		19	66			8	177				
06:30		32	55			15	140				
06:45		43	47	106	239	17	121	46	552	152	791
07:00		31	55			27	85				
07:15		35	47			53	100				
07:30		52	37			37	78				
07:45		72	47	190	186	58	99	175	362	365	548
08:00		81	36			68	84				
08:15		67	32			60	62				
08:30		87	44			59	86				
08:45		75	56	310	168	85	59	272	291	582	459
09:00		75	36			85	88				
09:15		60	38			79	84				
09:30		79	41			103	88				
09:45		88	27	302	142	101	72	368	332	670	474
10:00		82	32			120	69				
10:15		98	32			106	50				
10:30		71	24			116	47				
10:45		96	30	347	118	99	48	441	214	788	332
11:00		96	29			125	57				
11:15		107	15			122	39				
11:30		68	17			133	28				
11:45		108	14	379	75	159	14	539	138	918	213
Total		1743	2896			2003	4996			3746	7892
Percent		37.6%	62.4%			28.6%	71.4%			32.2%	67.8%
Grand Total		7697	9545			7668	18868			15365	28413
Percent		44.6%	55.4%			28.9%	71.1%			35.1%	64.9%
ADT		ADT 14,593		AADT 14,593							

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 24
Station ID: 24
ROYAL PALMS WAY EAST OF BRIDGE

Start Time	09-Jan-25 Thu	EB Morning	EB Afternoon	Hour Totals Morning	Hour Totals Afternoon	WB Morning	WB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		24	215			65	253				
12:15		16	268			49	220				
12:30		11	254			43	209				
12:45		4	261	55	998	27	221	184	903	239	1901
01:00		4	266			14	233				
01:15		2	283			18	274				
01:30		0	269			16	245				
01:45		10	267	16	1085	10	297	58	1049	74	2134
02:00		6	226			2	291				
02:15		2	237			8	284				
02:30		2	196			4	255				
02:45		4	220	14	879	1	329	15	1159	29	2038
03:00		0	222			13	445				
03:15		6	174			2	394				
03:30		4	188			13	277				
03:45		7	235	17	819	4	451	32	1567	49	2386
04:00		8	204			6	471				
04:15		15	163			5	441				
04:30		19	155			4	445				
04:45		37	98	79	620	6	301	21	1658	100	2278
05:00		45	189			2	323				
05:15		40	146			18	395				
05:30		46	141			25	282				
05:45		60	108	191	584	35	155	80	1155	271	1739
06:00		72	111			36	152				
06:15		130	102			31	131				
06:30		146	103			40	101				
06:45		313	108	661	424	102	94	209	478	870	902
07:00		303	69			128	122				
07:15		400	73			152	103				
07:30		403	64			169	65				
07:45		430	57	1536	263	181	61	630	351	2166	614
08:00		390	55			175	72				
08:15		439	45			113	71				
08:30		429	43			159	59				
08:45		300	34	1558	177	131	74	578	276	2136	453
09:00		317	43			134	65				
09:15		436	42			138	67				
09:30		392	29			159	66				
09:45		364	26	1509	140	180	53	611	251	2120	391
10:00		236	42			193	74				
10:15		293	35			186	70				
10:30		296	23			203	45				
10:45		281	18	1106	118	155	44	737	233	1843	351
11:00		267	18			204	47				
11:15		232	14			235	35				
11:30		289	12			228	44				
11:45		254	26	1042	70	257	30	924	156	1966	226
Total		7784	6177			4079	9236			11863	15413
Percent		55.8%	44.2%			30.6%	69.4%			43.5%	56.5%

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 24
Station ID: 24
ROYAL PALMS WAY EAST OF BRIDGE

Start Time	10-Jan-25 Fri	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		22	237			61	278				
12:15		18	295			57	242				
12:30		12	279			45	230				
12:45		4	287	56	1098	36	243	199	993	255	2091
01:00		6	293			26	256				
01:15		1	311			21	301				
01:30		3	296			14	270				
01:45		9	294	19	1194	12	327	73	1154	92	2348
02:00		7	249			4	320				
02:15		4	261			9	312				
02:30		7	216			8	281				
02:45		2	242	20	968	3	362	24	1275	44	2243
03:00		2	244			10	490				
03:15		7	191			2	433				
03:30		4	207			14	305				
03:45		17	259	30	901	4	496	30	1724	60	2625
04:00		22	224			9	518				
04:15		13	179			7	485				
04:30		23	171			7	490				
04:45		41	108	99	682	9	331	32	1824	131	2506
05:00		50	208			11	355				
05:15		44	161			20	435				
05:30		51	155			28	310				
05:45		66	119	211	643	39	171	98	1271	309	1914
06:00		79	122			40	167				
06:15		143	112			34	144				
06:30		161	113			44	111				
06:45		344	119	727	466	112	103	230	525	957	991
07:00		333	76			141	134				
07:15		440	80			167	113				
07:30		443	70			186	72				
07:45		473	63	1689	289	199	67	693	386	2382	675
08:00		429	61			193	79				
08:15		483	50			124	78				
08:30		472	47			175	65				
08:45		330	37	1714	195	144	81	636	303	2350	498
09:00		349	47			147	72				
09:15		480	46			152	74				
09:30		431	32			175	73				
09:45		400	29	1660	154	198	58	672	277	2332	431
10:00		260	46			212	81				
10:15		322	39			205	77				
10:30		326	25			223	50				
10:45		309	20	1217	130	171	48	811	256	2028	386
11:00		294	20			224	52				
11:15		255	23			259	46				
11:30		318	19			251	48				
11:45		279	29	1146	91	283	49	1017	195	2163	286
Total		8588	6811			4515	10183			13103	16994
Percent		55.8%	44.2%			30.7%	69.3%			43.5%	56.5%

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 24
Station ID: 24
ROYAL PALMS WAY EAST OF BRIDGE

Start Time	11-Jan-25 Sat	EB Morning	EB Afternoon	Hour Totals Morning	Hour Totals Afternoon	WB Morning	WB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		25	204			40	240				
12:15		18	254			49	209				
12:30		15	241			39	198				
12:45		12	247	70	946	31	210	159	857	229	1803
01:00		8	252			22	220				
01:15		6	268			18	259				
01:30		8	255			13	233				
01:45		9	253	31	1028	10	282	63	994	94	2022
02:00		6	214			3	275				
02:15		3	225			8	269				
02:30		6	186			7	242				
02:45		4	209	19	834	8	312	26	1098	45	1932
03:00		2	210			4	422				
03:15		6	165			4	374				
03:30		5	178			13	263				
03:45		14	222	27	775	7	427	28	1486	55	2261
04:00		18	194			8	446				
04:15		11	154			6	418				
04:30		20	147			6	422				
04:45		36	93	85	588	8	285	28	1571	113	2159
05:00		43	179			10	306				
05:15		38	139			17	375				
05:30		44	134			24	267				
05:45		57	102	182	554	34	147	85	1095	267	1649
06:00		68	105			34	143				
06:15		123	96			30	124				
06:30		139	97			38	95				
06:45		297	102	627	400	96	89	198	451	825	851
07:00		287	65			122	116				
07:15		378	69			143	97				
07:30		382	61			160	62				
07:45		407	54	1454	249	171	58	596	333	2050	582
08:00		370	53			166	68				
08:15		416	43			107	67				
08:30		406	40			150	56				
08:45		284	32	1476	168	124	70	547	261	2023	429
09:00		300	40			126	62				
09:15		414	39			131	64				
09:30		371	28			150	63				
09:45		345	25	1430	132	170	50	577	239	2007	371
10:00		224	39			182	70				
10:15		277	34			177	66				
10:30		281	22			193	43				
10:45		266	17	1048	112	147	41	699	220	1747	332
11:00		253	17			194	45				
11:15		220	13			222	34				
11:30		274	11			217	41				
11:45		241	25	988	66	244	29	877	149	1865	215
Total		7437	5852			3883	8754			11320	14606
Percent		56.0%	44.0%			30.7%	69.3%			43.7%	56.3%
Grand Total		23809	18840			12477	28173			36286	47013
Percent		55.8%	44.2%			30.7%	69.3%			43.6%	56.4%
ADT		ADT 27,766		AADT 27,766							

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 25
Station ID: 25
COCOANUT ROW NORTH OF
AUSTRALIN AVENUE

Start Time	09-Jan-25 Thu	NB Morning	NB Afternoon	Hour Totals Morning	Hour Totals Afternoon	SB Morning	SB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		5	58			2	35				
12:15		1	63			0	36				
12:30		1	45			1	39				
12:45		2	47	9	213	1	27	4	137	13	350
01:00		1	42			3	27				
01:15		0	60			0	29				
01:30		2	55			0	19				
01:45		0	57	3	214	1	15	4	90	7	304
02:00		0	48			0	18				
02:15		0	49			0	21				
02:30		1	49			1	14				
02:45		1	56	2	202	0	19	1	72	3	274
03:00		0	46			1	25				
03:15		2	44			0	17				
03:30		1	54			0	12				
03:45		1	54	4	198	1	15	2	69	6	267
04:00		0	14			0	2				
04:15		0	14			0	8				
04:30		0	31			0	19				
04:45		2	50	2	109	0	12	0	41	2	150
05:00		0	66			2	19				
05:15		1	53			0	18				
05:30		2	56			3	22				
05:45		1	38	4	213	1	18	6	77	10	290
06:00		1	50			0	26				
06:15		5	39			6	25				
06:30		5	31			6	30				
06:45		4	27	15	147	4	23	16	104	31	251
07:00		5	24			4	20				
07:15		14	25			13	26				
07:30		12	29			7	8				
07:45		14	20	45	98	17	13	41	67	86	165
08:00		18	24			19	10				
08:15		11	18			12	10				
08:30		19	17			12	9				
08:45		23	25	71	84	21	8	64	37	135	121
09:00		19	30			28	10				
09:15		24	15			34	13				
09:30		27	18			16	6				
09:45		32	23	102	86	31	8	109	37	211	123
10:00		29	22			21	12				
10:15		38	26			21	9				
10:30		31	18			35	6				
10:45		41	18	139	84	29	1	106	28	245	112
11:00		38	7			20	3				
11:15		35	7			18	2				
11:30		40	9			34	2				
11:45		54	3	167	26	26	2	98	9	265	35
Total		563	1674			451	768			1014	2442
Percent		25.2%	74.8%			37.0%	63.0%			29.3%	70.7%

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 25
Station ID: 25
COCOANUT ROW NORTH OF
AUSTRALIN AVENUE

Start Time	10-Jan-25 Fri	NB Morning	NB Afternoon	Hour Totals Morning	Hour Totals Afternoon	SB Morning	SB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		4	62			2	38				
12:15		2	46			0	24				
12:30		4	45			3	33				
12:45		1	54	11	207	2	33	7	128	18	335
01:00		2	57			2	22				
01:15		4	44			0	35				
01:30		3	59			0	23				
01:45		0	47	9	207	0	24	2	104	11	311
02:00		1	62			1	25				
02:15		0	66			0	21				
02:30		0	37			0	23				
02:45		0	69	1	234	0	19	1	88	2	322
03:00		1	20			0	13				
03:15		3	10			0	9				
03:30		0	5			0	9				
03:45		1	25	5	60	1	17	1	48	6	108
04:00		0	25			0	17				
04:15		0	30			2	16				
04:30		0	59			0	19				
04:45		2	41	2	155	0	18	2	70	4	225
05:00		2	60			3	26				
05:15		0	53			1	14				
05:30		0	63			2	10				
05:45		1	53	3	229	3	26	9	76	12	305
06:00		1	61			4	27				
06:15		1	36			2	25				
06:30		4	38			3	19				
06:45		2	22	8	157	1	21	10	92	18	249
07:00		4	30			6	24				
07:15		11	27			6	14				
07:30		11	23			11	17				
07:45		8	36	34	116	13	25	36	80	70	196
08:00		19	23			18	20				
08:15		14	29			9	22				
08:30		12	30			10	22				
08:45		17	40	62	122	16	9	53	73	115	195
09:00		32	27			26	17				
09:15		26	32			20	19				
09:30		31	23			12	10				
09:45		31	30	120	112	27	19	85	65	205	177
10:00		26	21			32	14				
10:15		41	25			23	17				
10:30		40	36			28	23				
10:45		38	24	145	106	24	18	107	72	252	178
11:00		37	28			18	29				
11:15		50	25			25	8				
11:30		52	10			32	16				
11:45		47	15	186	78	27	10	102	63	288	141
Total		586	1783			415	959			1001	2742
Percent		24.7%	75.3%			30.2%	69.8%			26.7%	73.3%

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 25
Station ID: 25
COCOANUT ROW NORTH OF
AUSTRALIN AVENUE

Start Time	11-Jan-25 Sat	NB Morning	NB Afternoon	Hour Totals Morning	Hour Totals Afternoon	SB Morning	SB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		16	55			13	18				
12:15		8	25			9	27				
12:30		8	47			7	22				
12:45		7	46	39	173	4	19	33	86	72	259
01:00		4	40			3	20				
01:15		1	41			0	31				
01:30		1	46			0	20				
01:45		0	51	6	178	2	22	5	93	11	271
02:00		2	52			1	23				
02:15		2	54			1	24				
02:30		1	56			1	22				
02:45		2	34	7	196	0	27	3	96	10	292
03:00		2	42			1	21				
03:15		1	54			1	19				
03:30		0	40			0	19				
03:45		1	68	4	204	2	29	4	88	8	292
04:00		1	41			1	31				
04:15		0	54			1	27				
04:30		0	48			0	29				
04:45		2	74	3	217	0	20	2	107	5	324
05:00		1	46			2	18				
05:15		0	52			1	14				
05:30		0	44			4	12				
05:45		1	41	2	183	1	25	8	69	10	252
06:00		2	50			4	21				
06:15		0	45			5	25				
06:30		3	39			0	23				
06:45		4	28	9	162	7	22	16	91	25	253
07:00		4	21			5	24				
07:15		7	19			8	26				
07:30		5	34			10	17				
07:45		6	21	22	95	10	17	33	84	55	179
08:00		9	31			9	14				
08:15		12	29			7	12				
08:30		13	36			7	10				
08:45		19	28	53	124	11	10	34	46	87	170
09:00		24	21			18	14				
09:15		12	40			12	14				
09:30		10	35			12	13				
09:45		29	24	75	120	14	4	56	45	131	165
10:00		27	31			22	5				
10:15		25	36			18	10				
10:30		23	26			16	12				
10:45		39	19	114	112	23	5	79	32	193	144
11:00		40	31			20	10				
11:15		23	15			13	4				
11:30		38	17			18	5				
11:45		30	18	131	81	31	3	82	22	213	103
Total		465	1845			355	859			820	2704
Percent		20.1%	79.9%			29.2%	70.8%			23.3%	76.7%
Grand Total		1614	5302			1221	2586			2835	7888
Percent		23.3%	76.7%			32.1%	67.9%			26.4%	73.6%
ADT		ADT 3,574		AADT 3,574							

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 26
Station ID: 26
N COUNTY ROAD NORTH OF
PERUVIAN AVENUE

Start Time	09-Jan-25 Thu	NB Morning	NB Afternoon	Hour Totals Morning	Hour Totals Afternoon	SB Morning	SB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		6	102			6	96				
12:15		5	77			1	144				
12:30		4	83			2	130				
12:45		6	88	21	350	5	121	14	491	35	841
01:00		3	72			1	110				
01:15		1	81			0	145				
01:30		3	76			0	89				
01:45		0	88	7	317	1	102	2	446	9	763
02:00		0	110			0	122				
02:15		0	119			1	101				
02:30		0	110			1	84				
02:45		0	115	0	454	0	133	2	440	2	894
03:00		0	134			0	102				
03:15		0	136			2	92				
03:30		3	119			3	92				
03:45		1	93	4	482	1	72	6	358	10	840
04:00		2	87			0	72				
04:15		0	82			1	63				
04:30		2	71			4	64				
04:45		1	95	5	335	4	73	9	272	14	607
05:00		0	135			7	84				
05:15		5	83			11	74				
05:30		4	85			16	62				
05:45		6	79	15	382	16	84	50	304	65	686
06:00		4	123			10	80				
06:15		2	98			8	81				
06:30		8	59			27	75				
06:45		15	57	29	337	29	69	74	305	103	642
07:00		16	41			40	65				
07:15		25	45			59	64				
07:30		25	39			60	38				
07:45		31	38	97	163	110	37	269	204	366	367
08:00		38	47			102	49				
08:15		30	43			115	31				
08:30		50	31			97	32				
08:45		54	58	172	179	104	34	418	146	590	325
09:00		42	57			106	31				
09:15		51	44			100	30				
09:30		70	35			98	27				
09:45		66	47	229	183	83	22	387	110	616	293
10:00		50	28			97	29				
10:15		58	43			103	22				
10:30		93	18			101	28				
10:45		84	33	285	122	95	31	396	110	681	232
11:00		63	34			80	33				
11:15		73	38			114	13				
11:30		91	25			104	17				
11:45		93	18	320	115	96	14	394	77	714	192
Total		1184	3419			2021	3263			3205	6682
Percent		25.7%	74.3%			38.2%	61.8%			32.4%	67.6%

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 26
Station ID: 26
N COUNTY ROAD NORTH OF
PERUVIAN AVENUE

Start Time	10-Jan-25 Fri	NB Morning	NB Afternoon	Hour Totals Morning	Hour Totals Afternoon	SB Morning	SB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		31	76			8	124				
12:15		13	113			8	97				
12:30		15	88			12	123				
12:45		9	87	68	364	8	133	36	477	104	841
01:00		8	105			4	103				
01:15		4	93			5	132				
01:30		6	89			5	105				
01:45		2	108	20	395	0	112	14	452	34	847
02:00		1	99			2	97				
02:15		2	111			0	95				
02:30		0	113			1	75				
02:45		1	120	4	443	0	109	3	376	7	819
03:00		0	109			2	83				
03:15		0	98			3	96				
03:30		0	90			1	70				
03:45		2	92	2	389	5	94	11	343	13	732
04:00		3	113			1	91				
04:15		7	78			3	90				
04:30		3	85			3	81				
04:45		3	95	16	371	5	75	12	337	28	708
05:00		0	92			6	88				
05:15		3	92			3	85				
05:30		5	85			17	85				
05:45		6	70	14	339	21	71	47	329	61	668
06:00		3	120			4	90				
06:15		8	106			12	100				
06:30		9	102			27	73				
06:45		10	57	30	385	33	72	76	335	106	720
07:00		18	53			34	61				
07:15		27	43			53	69				
07:30		36	36			77	62				
07:45		51	38	132	170	103	46	267	238	399	408
08:00		46	51			107	50				
08:15		45	57			119	64				
08:30		60	54			91	54				
08:45		48	52	199	214	78	41	395	209	594	423
09:00		43	57			119	38				
09:15		55	59			113	28				
09:30		67	55			82	29				
09:45		74	36	239	207	120	46	434	141	673	348
10:00		67	29			124	45				
10:15		86	51			117	28				
10:30		88	42			99	44				
10:45		84	33	325	155	97	29	437	146	762	301
11:00		93	35			101	31				
11:15		99	40			108	29				
11:30		91	24			118	25				
11:45		96	13	379	112	93	24	420	109	799	221
Total		1428	3544			2152	3492			3580	7036
Percent		28.7%	71.3%			38.1%	61.9%			33.7%	66.3%

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 26
Station ID: 26
N COUNTY ROAD NORTH OF
PERUVIAN AVENUE

Start Time	11-Jan-25 Sat	NB Morning	NB Afternoon	Hour Totals Morning	Hour Totals Afternoon	SB Morning	SB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		35	82			23	91				
12:15		20	70			17	109				
12:30		12	51			17	88				
12:45		9	56	76	259	22	116	79	404	155	663
01:00		23	61			14	103				
01:15		11	73			9	101				
01:30		11	70			9	77				
01:45		20	77	65	281	7	139	39	420	104	701
02:00		20	79			12	91				
02:15		8	87			2	87				
02:30		1	89			0	76				
02:45		2	73	31	328	2	103	16	357	47	685
03:00		4	76			1	95				
03:15		2	103			1	87				
03:30		0	72			3	94				
03:45		2	86	8	337	1	92	6	368	14	705
04:00		1	94			1	76				
04:15		0	67			1	103				
04:30		2	74			5	90				
04:45		4	89	7	324	3	93	10	362	17	686
05:00		1	99			7	84				
05:15		2	102			8	82				
05:30		1	84			6	75				
05:45		9	79	13	364	14	76	35	317	48	681
06:00		2	123			11	88				
06:15		1	97			10	81				
06:30		7	63			18	81				
06:45		8	61	18	344	26	74	65	324	83	668
07:00		12	42			21	63				
07:15		12	51			32	64				
07:30		27	35			45	70				
07:45		25	47	76	175	46	65	144	262	220	437
08:00		29	48			49	58				
08:15		39	36			30	41				
08:30		41	41			39	38				
08:45		38	68	147	193	65	46	183	183	330	376
09:00		46	55			41	30				
09:15		49	50			66	46				
09:30		46	51			63	45				
09:45		45	53	186	209	71	37	241	158	427	367
10:00		41	37			66	32				
10:15		55	46			70	33				
10:30		61	36			60	41				
10:45		51	30	208	149	65	34	261	140	469	289
11:00		57	39			68	43				
11:15		66	38			71	35				
11:30		56	44			68	34				
11:45		59	30	238	151	104	23	311	135	549	286
Total		1073	3114			1390	3430			2463	6544
Percent		25.6%	74.4%			28.8%	71.2%			27.3%	72.7%
Grand Total		3685	10077			5563	10185			9248	20262
Percent		26.8%	73.2%			35.3%	64.7%			31.3%	68.7%
ADT		ADT 9,837		AADT 9,837							

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 27
Station ID: 27
SOUTHERN BLVD EAST OF BRIDGE

Start	09-Jan-25	EB		Hour Totals		WB		Hour Totals		Combined Totals	
Time	Thu	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		7	80			2	101				
12:15		14	75			7	103				
12:30		2	113			10	122				
12:45		5	97	28	365	3	96	22	422	50	787
01:00		3	110			8	71				
01:15		7	69			6	40				
01:30		5	95			9	129				
01:45		0	88	15	362	0	93	23	333	38	695
02:00		6	82			2	107				
02:15		3	103			0	113				
02:30		2	86			3	105				
02:45		7	97	18	368	1	113	6	438	24	806
03:00		2	101			0	119				
03:15		2	103			3	106				
03:30		3	84			7	85				
03:45		3	95	10	383	5	83	15	393	25	776
04:00		6	77			3	82				
04:15		9	8			6	9				
04:30		10	159			8	92				
04:45		17	104	42	348	5	124	22	307	64	655
05:00		11	93			7	117				
05:15		14	70			9	109				
05:30		23	73			8	104				
05:45		28	75	76	311	9	87	33	417	109	728
06:00		36	99			7	86				
06:15		34	54			15	96				
06:30		44	66			25	69				
06:45		33	48	147	267	31	62	78	313	225	580
07:00		38	36			57	63				
07:15		43	41			67	58				
07:30		50	34			65	50				
07:45		59	21	190	132	87	51	276	222	466	354
08:00		55	29			89	38				
08:15		77	12			95	40				
08:30		54	10			78	48				
08:45		63	12	249	63	98	43	360	169	609	232
09:00		46	16			67	46				
09:15		85	14			75	45				
09:30		83	12			64	52				
09:45		61	13	275	55	68	39	274	182	549	237
10:00		81	9			56	27				
10:15		63	9			92	31				
10:30		77	10			67	21				
10:45		77	6	298	34	78	18	293	97	591	131
11:00		83	7			73	13				
11:15		93	2			84	14				
11:30		78	7			91	12				
11:45		97	8	351	24	88	7	336	46	687	70
Total		1699	2712			1738	3339			3437	6051
Percent		38.5%	61.5%			34.2%	65.8%			36.2%	63.8%

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 27
Station ID: 27
SOUTHERN BLVD EAST OF BRIDGE

Start	10-Jan-25	EB		Hour Totals		WB		Hour Totals		Combined Totals	
Time	Fri	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		6	83			2	107				
12:15		12	91			6	90				
12:30		2	88			9	91				
12:45		4	67	24	329	3	107	20	395	44	724
01:00		3	86			7	100				
01:15		6	89			5	105				
01:30		4	78			8	86				
01:45		0	121	13	374	0	116	20	407	33	781
02:00		5	131			2	84				
02:15		3	91			0	88				
02:30		2	111			3	111				
02:45		6	132	16	465	1	113	6	396	22	861
03:00		0	99			0	112				
03:15		2	34			3	79				
03:30		3	150			6	117				
03:45		3	77	8	360	4	116	13	424	21	784
04:00		5	104			3	110				
04:15		8	89			5	108				
04:30		9	98			7	108				
04:45		15	100	37	391	4	126	19	452	56	843
05:00		10	90			6	121				
05:15		12	81			8	97				
05:30		20	93			7	97				
05:45		24	88	66	352	8	82	29	397	95	749
06:00		31	99			6	95				
06:15		30	80			13	71				
06:30		38	69			22	85				
06:45		21	60	120	308	27	107	68	358	188	666
07:00		36	59			57	81				
07:15		50	55			70	71				
07:30		55	50			74	62				
07:45		64	43	205	207	61	59	262	273	467	480
08:00		54	33			97	55				
08:15		75	29			76	56				
08:30		62	30			59	49				
08:45		52	36	243	128	80	41	312	201	555	329
09:00		55	27			44	49				
09:15		58	32			80	47				
09:30		70	55			67	55				
09:45		56	27	239	141	78	53	269	204	508	345
10:00		67	18			82	24				
10:15		70	12			50	28				
10:30		88	10			80	19				
10:45		77	5	302	45	89	16	301	87	603	132
11:00		69	6			72	18				
11:15		74	4			100	13				
11:30		80	6			130	11				
11:45		94	7	317	23	114	7	416	49	733	72
Total		1590	3123			1735	3643			3325	6766
Percent		33.7%	66.3%			32.3%	67.7%			33.0%	67.0%

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 27
Station ID: 27
SOUTHERN BLVD EAST OF BRIDGE

Start Time	11-Jan-25 Sat	EB Morning	EB Afternoon	Hour Totals Morning	Hour Totals Afternoon	WB Morning	WB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		5	73			5	128				
12:15		11	110			5	106				
12:30		2	99			8	100				
12:45		4	74	22	356	3	95	21	429	43	785
01:00		3	93			6	82				
01:15		5	101			9	99				
01:30		4	97			7	86				
01:45		0	89	12	380	9	96	31	363	43	743
02:00		4	92			2	99				
02:15		3	94			5	103				
02:30		2	90			4	126				
02:45		3	82	12	358	5	93	16	421	28	779
03:00		3	84			4	118				
03:15		2	93			6	104				
03:30		3	78			5	109				
03:45		3	124	11	379	4	110	19	441	30	820
04:00		4	93			3	104				
04:15		7	89			4	103				
04:30		8	101			6	84				
04:45		13	105	32	388	9	89	22	380	54	768
05:00		9	106			11	96				
05:15		11	87			15	73				
05:30		18	79			10	95				
05:45		22	72	60	344	9	66	45	330	105	674
06:00		28	73			11	64				
06:15		27	92			12	57				
06:30		34	58			20	62				
06:45		19	50	108	273	24	77	67	260	175	533
07:00		22	64			37	54				
07:15		20	49			48	68				
07:30		30	40			41	50				
07:45		29	43	101	196	24	51	150	223	251	419
08:00		31	30			57	46				
08:15		31	21			35	53				
08:30		42	22			54	44				
08:45		42	24	146	97	49	34	195	177	341	274
09:00		46	36			63	63				
09:15		45	15			55	54				
09:30		56	28			53	57				
09:45		66	24	213	103	74	58	245	232	458	335
10:00		68	22			53	29				
10:15		74	14			68	34				
10:30		65	12			84	23				
10:45		63	6	270	54	67	19	272	105	542	159
11:00		70	7			82	22				
11:15		66	5			82	16				
11:30		89	7			92	13				
11:45		71	8	296	27	84	8	340	59	636	86
Total		1283	2955			1423	3420			2706	6375
Percent		30.3%	69.7%			29.4%	70.6%			29.8%	70.2%
Grand Total		4572	8790			4896	10402			9468	19192
Percent		34.2%	65.8%			32.0%	68.0%			33.0%	67.0%
ADT		ADT 9,553		AADT 9,553							

Weekday Manual Turning Movement Count Hours to Process- 01/09/25												
INTERSECTION LOCATION	**INTERSECTION CONTROL**	**DISTRICT**	**MORNING**		**MIDDAY**			**AFTERNOON**			**EVENING**	
Bradley Place and Sunrise Avenue	Signalized	One	9:00	10:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00
Bradley Place and Sunset Avenue	Unsignalized	One	9:00	10:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00
Bradley Place/Cocoanut Row and Royal Poinciana Way	Signalized	One	8:00	9:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00
County Road and Royal Poinciana Way	Signalized	One	8:00	9:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00
County Road and Sunset Avenue	Signalized	One	9:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00
County Road and Sunrise Avenue	Signalized	One	9:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00
County Road and Breakers Row	Signalized	Two	9:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00
Cocoanut Row and Royal Palm Way	Signalized	Three	7:00	8:00	11:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00
County Road and Royal Palm Way	Signalized	Three	7:00	8:00	11:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00
County Road and Brazilian Avenue	Unsignalized	Three	9:00	10:00	11:00	12:00	2:00	3:00	4:00	5:00	6:00	7:00
Cocoanut Row and Australian Avenue	Unsignalized	Three	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00
Cocoanut Row and Peruvian Avenue	Unsignalized	Four	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00
Hibiscus Avenue and Peruvian Avenue	Unsignalized	Four	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00
County Road and Peruvian Avenue	Signalized	Four	9:00	10:00	11:00	12:00	2:00	3:00	4:00	5:00	6:00	7:00
Cocoanut Row and Worth Avenue	Unsignalized	Four	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00
Hibiscus Avenue and Worth Avenue	Unsignalized	Four	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00
County Road and Worth Avenue	Signalized	Four	9:00	10:00	11:00	12:00	2:00	3:00	4:00	5:00	6:00	7:00
County Road and Golfview Road	Signalized	Four	9:00	10:00	11:00	12:00	2:00	3:00	4:00	5:00	6:00	7:00
South Ocean Boulevard and Southern Boulevard	Roundabout	Five	8:00	10:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00
South Ocean Boulevard and Lake Avenue	Signalized	Five	8:00	10:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00

Weekend Manual Turning Movement Count Hours to Process- 01/11/25												
INTERSECTION LOCATION	INTERSECTION CONTROL	DISTRICT	MORNING		MIDDAY			AFTERNOON			EVENING	
Bradley Place and Sunrise Avenue	Signalized	One	9:00	11:00	12:00		2:00		4:00	5:00	6:00	7:00
Bradley Place and Sunset Avenue	Unsignalized	One	9:00	11:00	12:00		2:00		4:00	5:00	6:00	7:00
Bradley Place/Cocoanut Row and Royal Poinciana Way	Signalized	One	10:00	11:00		1:00	2:00	3:00	4:00		6:00	7:00
County Road and Royal Poinciana Way	Signalized	One	10:00	11:00		1:00	2:00	3:00	4:00		6:00	7:00
County Road and Sunset Avenue	Signalized	One	10:00	11:00	12:00		2:00	3:00	4:00		6:00	7:00
County Road and Sunrise Avenue	Signalized	One	10:00	11:00	12:00		2:00	3:00	4:00		6:00	7:00
County Road and Breakers Row	Signalized	Two	10:00	11:00	12:00		2:00	3:00	4:00		6:00	7:00
Cocoanut Row and Royal Palm Way	Signalized	Three	7:00	8:00		1:00	2:00	3:00	4:00		6:00	7:00
County Road and Royal Palm Way	Signalized	Three	7:00	8:00		1:00	2:00	3:00	4:00		6:00	7:00
County Road and Brazilian Avenue	Unsignalized	Three	7:00	8:00		1:00	2:00	3:00	4:00		6:00	7:00
Cocoanut Row and Australian Avenue	Unsignalized	Three		11:00	12:00	1:00	2:00	3:00	4:00		6:00	7:00
Cocoanut Row and Peruvian Avenue	Unsignalized	Four		11:00	12:00	1:00	2:00	3:00	4:00		6:00	7:00
Hibiscus Avenue and Peruvian Avenue	Unsignalized	Four		11:00	12:00	1:00	2:00	3:00	4:00		6:00	7:00
County Road and Peruvian Avenue	Signalized	Four		11:00	12:00	1:00	2:00	3:00	4:00		6:00	7:00
Cocoanut Row and Worth Avenue	Unsignalized	Four		11:00	12:00	1:00	2:00	3:00	4:00		6:00	7:00
Hibiscus Avenue and Worth Avenue	Unsignalized	Four		11:00	12:00	1:00	2:00	3:00	4:00		6:00	7:00
County Road and Worth Avenue	Signalized	Four		11:00	12:00	1:00	2:00	3:00	4:00		6:00	7:00
County Road and Golfview Road	Signalized	Four		11:00	12:00	1:00	2:00	3:00	4:00		6:00	7:00
South Ocean Boulevard and Southern Boulevard	Roundabout	Five		11:00	12:00	1:00	2:00	3:00	4:00		6:00	7:00
South Ocean Boulevard and Lake Avenue	Signalized	Five		11:00	12:00	1:00	2:00	3:00	4:00		6:00	7:00

Weekday Tube Counts- Average of 01/09/25 and 01/10/25												
Road Segment Traffic Count Location	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**
Royal Poinciana Way just east of the Flagler Memorial Bridge	3:00	4:00	2:00	5:00	9:00	8:00	1:00	10:00	12:00	11:00	6:00	7:00
Royal Palm Way just east of the Royal Park Bridge	3:00	4:00	7:00	8:00	1:00	9:00	2:00	11:00	12:00	10:00	5:00	6:00
Southern Blvd. just east of the Southern Blvd. Bridge	2:00	3:00	12:00	4:00	5:00	1:00	11:00	6:00	10:00	8:00	9:00	7:00
Bradley Place between Royal Poinciana Way and Sunset Avenue	2:00	4:00	12:00	11:00	1:00	9:00	5:00	10:00	3:00	6:00	8:00	7:00
North County Road between Royal Poinciana Way and Sunset Avenue	2:00	1:00	12:00	3:00	11:00	4:00	9:00	10:00	8:00	5:00	6:00	7:00
South County Road between Peruvian Avenue and Chilean Avenue	2:00	12:00	1:00	3:00	11:00	10:00	6:00	5:00	4:00	9:00	8:00	7:00
Cocoanut Row between Australian Avenue and Brazilian Avenue	12:00	1:00	2:00	5:00	11:00	6:00	10:00	9:00	3:00	4:00	7:00	8:00

Weekend Tube Count- 01/11/25												
Road Segment Traffic Count Location	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**
Royal Poinciana Way just east of the Flagler Memorial Bridge	3:00	4:00	5:00	2:00	6:00	1:00	12:00	11:00	10:00	9:00	7:00	8:00
Royal Palm Way just east of the Royal Park Bridge	3:00	4:00	7:00	8:00	1:00	9:00	2:00	11:00	12:00	10:00	5:00	6:00
Southern Blvd. just east of the Southern Blvd. Bridge	3:00	12:00	2:00	4:00	1:00	5:00	11:00	10:00	6:00	9:00	7:00	8:00
Bradley Place between Royal Poinciana Way and Sunset Avenue	2:00	4:00	12:00	11:00	1:00	9:00	5:00	10:00	3:00	6:00	8:00	7:00
North County Road between Royal Poinciana Way and Sunset Avenue	2:00	1:00	12:00	3:00	11:00	4:00	9:00	10:00	8:00	5:00	6:00	7:00
South County Road between Peruvian Avenue and Chilean Avenue	3:00	1:00	4:00	2:00	5:00	6:00	12:00	11:00	10:00	7:00	9:00	8:00
Cocoanut Row between Australian Avenue and Brazilian Avenue	4:00	3:00	2:00	1:00	12:00	6:00	5:00	11:00	10:00	7:00	8:00	9:00

2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 9300 EAST- A1A TO US1

MOCF: 0.90

WEEK	DATES	SF	PSCF
1	01/01/2023 - 01/07/2023	0.97	1.08
* 2	01/08/2023 - 01/14/2023	0.94	1.04
* 3	01/15/2023 - 01/21/2023	0.90	1.00
* 4	01/22/2023 - 01/28/2023	0.89	0.99
* 5	01/29/2023 - 02/04/2023	0.89	0.99
* 6	02/05/2023 - 02/11/2023	0.88	0.98
* 7	02/12/2023 - 02/18/2023	0.88	0.98
* 8	02/19/2023 - 02/25/2023	0.88	0.98
* 9	02/26/2023 - 03/04/2023	0.88	0.98
*10	03/05/2023 - 03/11/2023	0.88	0.98
*11	03/12/2023 - 03/18/2023	0.89	0.99
*12	03/19/2023 - 03/25/2023	0.90	1.00
*13	03/26/2023 - 04/01/2023	0.92	1.02
*14	04/02/2023 - 04/08/2023	0.93	1.03
15	04/09/2023 - 04/15/2023	0.95	1.06
16	04/16/2023 - 04/22/2023	0.96	1.07
17	04/23/2023 - 04/29/2023	0.97	1.08
18	04/30/2023 - 05/06/2023	0.99	1.10
19	05/07/2023 - 05/13/2023	1.00	1.11
20	05/14/2023 - 05/20/2023	1.02	1.13
21	05/21/2023 - 05/27/2023	1.04	1.16
22	05/28/2023 - 06/03/2023	1.07	1.19
23	06/04/2023 - 06/10/2023	1.10	1.22
24	06/11/2023 - 06/17/2023	1.13	1.26
25	06/18/2023 - 06/24/2023	1.15	1.28
26	06/25/2023 - 07/01/2023	1.17	1.30
27	07/02/2023 - 07/08/2023	1.18	1.31
28	07/09/2023 - 07/15/2023	1.20	1.33
29	07/16/2023 - 07/22/2023	1.19	1.32
30	07/23/2023 - 07/29/2023	1.18	1.31
31	07/30/2023 - 08/05/2023	1.16	1.29
32	08/06/2023 - 08/12/2023	1.15	1.28
33	08/13/2023 - 08/19/2023	1.14	1.27
34	08/20/2023 - 08/26/2023	1.13	1.26
35	08/27/2023 - 09/02/2023	1.13	1.26
36	09/03/2023 - 09/09/2023	1.12	1.24
37	09/10/2023 - 09/16/2023	1.12	1.24
38	09/17/2023 - 09/23/2023	1.10	1.22
39	09/24/2023 - 09/30/2023	1.08	1.20
40	10/01/2023 - 10/07/2023	1.06	1.18
41	10/08/2023 - 10/14/2023	1.04	1.16
42	10/15/2023 - 10/21/2023	1.02	1.13
43	10/22/2023 - 10/28/2023	1.01	1.12
44	10/29/2023 - 11/04/2023	1.00	1.11
45	11/05/2023 - 11/11/2023	1.00	1.11
46	11/12/2023 - 11/18/2023	0.99	1.10
47	11/19/2023 - 11/25/2023	0.99	1.10
48	11/26/2023 - 12/02/2023	0.98	1.09
49	12/03/2023 - 12/09/2023	0.98	1.09
50	12/10/2023 - 12/16/2023	0.97	1.08
51	12/17/2023 - 12/23/2023	0.95	1.06
52	12/24/2023 - 12/30/2023	0.92	1.02
53	12/31/2023 - 12/31/2023	0.90	1.00

* PEAK SEASON

09-MAR-2024 18:41:41 830UPD 4_9300_PKSEASON.TXT

TURNING MOVEMENT COUNTS (AM PEAK) 10:00AM													
1. S County Road & Golfview Rd	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	8	9	6	4	0	52	0	170	13	59	218	0
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	8	9	6	4	0	54	0	177	14	61	227	0
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	10	11	7	5	0	63	0	205	16	71	263	0
	125 Worth Avenue									9		7	
	2030 FUTURE TRAFFIC	10	11	7	5	0	63	0	205	25	71	270	0

TURNING MOVEMENT COUNTS (MID PEAK) 2:00 PM													
1. S County Road & Golfview Rd	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	21	3	9	6	0	27	0	282	12	111	162	0
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	22	3	9	6	0	28	0	293	12	115	168	0
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	25	4	11	7	0	33	0	340	14	134	195	0
	125 Worth Avenue									8		37	
	2030 FUTURE TRAFFIC	25	4	11	7	0	33	0	340	22	134	232	0

TURNING MOVEMENT COUNTS (PM PEAK) 3:00 PM													
1. S County Road & Golfview Rd	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	18	10	5	4	0	41	0	310	14	63	160	0
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	19	10	5	4	0	43	0	322	15	66	166	0
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	22	12	6	5	0	49	0	374	17	76	193	0
	125 Worth Avenue									8		37	
	2030 FUTURE TRAFFIC	22	12	6	5	0	49	0	374	25	76	230	0

TURNING MOVEMENT COUNTS (EVENING PEAK) 6:00 PM													
1. S County Road & Golfview Rd	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	5	3	5	3	0	20	0	114	3	105	86	0
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	5	3	5	3	0	21	0	119	3	109	89	0
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	6	4	6	4	0	24	0	137	4	127	104	0
	125 Worth Avenue									8		37	
	2030 FUTURE TRAFFIC	6	4	6	4	0	24	0	137	12	127	141	0

TURNING MOVEMENT COUNTS (AM PEAK) 10:00 AM													
2. S County Rd & Worth Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	0	0	0	15	39	77	26	211	0	0	271	77
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	0	0	0	16	41	80	27	219	0	0	282	80
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	0	0	0	18	47	93	31	254	0	0	327	93
	125 Worth Avenue				7	2	14						
	2030 FUTURE TRAFFIC	0	0	0	25	49	107	31	254	0	0	327	93

TURNING MOVEMENT COUNTS (MID PEAK) 2:00 PM													
2. S County Rd & Worth Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	0	0	0	19	88	109	51	305	0	0	246	150
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	0	0	0	20	92	113	53	317	0	0	256	156
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	0	0	0	23	106	131	61	368	0	0	297	181
	125 Worth Avenue				37	13	75						
	2030 FUTURE TRAFFIC	0	0	0	60	119	206	61	368	0	0	297	181

TURNING MOVEMENT COUNTS (PM PEAK) 3:00 PM													
2. S County Rd & Worth Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	0	0	0	12	108	119	89	303	0	0	210	124
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	0	0	0	12	112	124	93	315	0	0	218	129
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	0	0	0	14	130	143	107	365	0	0	253	149
	125 Worth Avenue				37	13	75						
	2030 FUTURE TRAFFIC	0	0	0	51	143	218	107	365	0	0	253	149

TURNING MOVEMENT COUNTS (EVENING PEAK) 6:00 PM													
2. S County Rd & Worth Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	0	0	0	6	47	142	37	138	0	0	157	109
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	0	0	0	6	49	148	38	144	0	0	163	113
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	0	0	0	7	57	171	45	166	0	0	189	131
	125 Worth Avenue				37	13	75						
	2030 FUTURE TRAFFIC	0	0	0	44	70	246	45	166	0	0	189	131

TURNING MOVEMENT COUNTS (AM PEAK) 10:00 AM													
3. S County Rd & Peruvian Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	32	48	51	0	0	0	0	272	22	81	302	0
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	33	50	53	0	0	0	0	283	23	84	314	0
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	39	58	61	0	0	0	0	328	27	98	364	0
	West Palm Beach Committed Trips								18			36	
	2030 FUTURE TRAFFIC	39	58	61	0	0	0	0	346	27	98	400	0

TURNING MOVEMENT COUNTS (MID PEAK) 12:15 PM													
3. S County Rd & Peruvian Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	65	81	105	0	0	0	0	349	22	116	365	0
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	68	84	109	0	0	0	0	363	23	121	380	0
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	78	98	127	0	0	0	0	421	27	140	440	0
	West Palm Beach Committed Trips								40			28	
	2030 FUTURE TRAFFIC	78	98	127	0	0	0	0	461	27	140	468	0

TURNING MOVEMENT COUNTS (PM PEAK) 3:00 PM													
3. S County Rd & Peruvian Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	62	76	68	0	0	0	0	419	26	86	260	0
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	64	79	71	0	0	0	0	436	27	89	270	0
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	69	85	76	0	0	0	0	469	29	96	291	0
	West Palm Beach Committed Trips								40		28		
	2030 FUTURE TRAFFIC	69	85	76	0	0	0	0	509	29	124	291	0

TURNING MOVEMENT COUNTS (EVENING PEAK) 6:00 PM													
3. S County Rd & Peruvian Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	56	19	47	0	0	0	0	290	5	58	226	0
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	58	20	49	0	0	0	0	302	5	60	235	0
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	68	23	57	0	0	0	0	350	6	70	272	0
	West Palm Beach Committed Trips								40		28		
	2030 FUTURE TRAFFIC	68	23	57	0	0	0	0	390	6	98	272	0

TURNING MOVEMENT COUNTS (AM PEAK) 10:00 AM													
6. S County Rd & Brazilian Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	0	1	68	0	1	37	36	393	34	0	443	32
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	0	1	71	0	1	38	37	409	35	0	461	33
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	0	1	82	0	1	45	43	474	41	0	534	39
	Palm House								6			5	
	West Palm Beach Commited Trips								18			36	
	2030 FUTURE TRAFFIC	0	1	82	0	1	45	43	498	41	0	575	39

TURNING MOVEMENT COUNTS (MID PEAK) 12:15 PM													
6. S County Rd & Brazilian Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	0	1	110	4	0	48	41	550	59	0	563	55
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	0	1	114	4	0	50	43	572	61	0	586	57
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	0	1	133	5	0	58	49	663	71	0	679	66
	Palm House								5			6	
	West Palm Beach Commited Trips								40			28	
	2030 FUTURE TRAFFIC	0	1	133	5	0	58	49	708	71	0	713	66

TURNING MOVEMENT COUNTS (PM PEAK) 3:00 PM													
6. S County Rd & Brazilian Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	0	2	75	2	0	35	30	511	108	1	390	45
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	0	2	78	2	0	36	31	531	112	1	406	47
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	0	2	90	2	0	42	36	616	130	1	470	54
	Palm House								9			6	
	West Palm Beach Commited Trips								40			28	
	2030 FUTURE TRAFFIC	0	2	90	2	0	42	36	665	130	1	504	54

TURNING MOVEMENT COUNTS (EVENING PEAK) 6:00 PM													
6. S County Rd & Brazilian Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	0	1	30	1	1	29	42	416	44	0	371	22
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	0	1	30	1	1	29	42	416	44	0	371	22
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	0	1	35	1	1	34	49	482	51	0	430	26
	Palm House								9			6	
	West Palm Beach Commited Trips								40			28	
	2030 FUTURE TRAFFIC	0	1	35	1	1	34	49	531	51	0	464	26

TURNING MOVEMENT COUNTS (AM PEAK) 7:45 AM													
7. S County Rd & Royal Palm Way	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	438	247	287	0	85	7	103	92	10	2	164	106
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	456	257	298	0	88	7	107	96	10	2	171	110
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	528	298	346	0	102	8	124	111	12	2	198	128
	BREAKERS PUD	4		3				1	1			4	7
	Palm House		20		5	15	1			6	2		
	Society of the Four Arts	0	0	0	0	1	0	2	0	0	0	0	1
	West Palm Beach Commited Trips	36	32	36		16		18					18
	2030 FUTURE TRAFFIC	568	350	385	5	134	9	145	112	18	4	202	154

TURNING MOVEMENT COUNTS (MID PEAK) 2:00 PM													
7. S County Rd & Royal Palm Way	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	280	219	258	1	244	23	272	263	31	1	260	195
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	291	228	268	1	254	24	283	274	32	1	270	203
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	338	264	311	1	294	28	328	317	37	1	313	235
	BREAKERS PUD	6		2				4	4			3	5
	Palm House		19		6	20	1			5	1		
	Society of the Four Arts	1	1	2	0	1	0	2	0	0	0	0	1
	West Palm Beach Commited Trips	28	23	28		34		40					40
	2030 FUTURE TRAFFIC	373	307	343	7	349	29	374	321	42	2	316	281

TURNING MOVEMENT COUNTS (PM PEAK) 3:00 PM													
7. S County Rd & Royal Palm Way	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	280	180	208	0	216	13	270	273	23	4	222	237
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	291	187	216	0	225	14	281	284	24	4	231	246
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	338	217	251	0	260	16	326	329	28	5	268	286
	BREAKERS PUD												
	Palm House		26		6	20	1			9	2		
	Society of the Four Arts	3	3	4	0	1	0	2	0	0	0	0	1
	West Palm Beach Commited Trips	28	23	28		34		40					40
	2030 FUTURE TRAFFIC	369	269	283	6	315	17	368	329	37	7	268	327

TURNING MOVEMENT COUNTS (EVENING PEAK) 6:00 PM													
7. S County Rd & Royal Palm Way	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	183	95	223	1	131	9	310	122	13	7	181	182
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	190	99	232	1	136	9	322	127	14	7	188	189
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	221	115	269	1	158	11	374	147	16	8	218	219
	BREAKERS PUD												
	Palm House		26		6	20	1			9	2		
	Society of the Four Arts	3	3	4	0	1	0	2	0	0	0	0	1
	West Palm Beach Commited Trips	28	23	28		34		40					40
	2030 FUTURE TRAFFIC	252	167	301	7	213	12	416	147	25	10	218	260

TURNING MOVEMENT COUNTS (AM PEAK) 8:30 AM													
9.County Rd & Royal Poinciana W													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	356	75	197	3	36	7	83	328	39	2	232	210
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	370	78	205	3	37	7	86	341	41	2	241	218
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	429	90	238	4	43	8	100	395	47	2	280	253
	184 Sunset Ave LOW RISE	2							3			9	7
	BREAKERS PUD		10		13	29	2			4			
	Palm Beach Synagogue	0	0	0	0	0	0	0	0	0	0	0	0
	West Palm Beach Commited Trips	39	13	24				29					32
	2030 FUTURE TRAFFIC	470	113	262	17	72	10	129	398	51	2	289	292

TURNING MOVEMENT COUNTS (MID PEAK) 2:00 PM													
9.County Rd & Royal Poinciana W													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	197	68	167	24	92	11	212	326	41	0	336	458
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	205	71	174	25	96	11	220	339	43	0	349	476
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	238	82	201	29	111	13	256	393	49	0	405	552
	184 Sunset Ave LOW RISE	6							8			5	3
	BREAKERS PUD		27		10	21	2			10			
	Palm Beach Synagogue	0	0	0	0	0	0	1	0	0	0	1	1
	West Palm Beach Commited Trips	28	12	36				32					54
	2030 FUTURE TRAFFIC	272	121	237	39	132	15	289	401	59	0	411	610

TURNING MOVEMENT COUNTS (PM PEAK) 3:00 PM													
9.County Rd & Royal Poinciana W													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	181	50	156	24	85	18	229	317	35	0	302	408
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	188	52	162	25	88	19	238	330	36	0	314	424
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	218	60	188	29	102	22	276	382	42	0	364	492
	184 Sunset Ave LOW RISE	6							8			5	3
	BREAKERS PUD		27		10	21	2			10			
	Palm Beach Synagogue	0	0	0	0	0	0	1	0	0	0	1	1
	West Palm Beach Commited Trips	28	12	36				32					54
	2030 FUTURE TRAFFIC	218	60	188	29	102	22	276	382	42	0	364	492

TURNING MOVEMENT COUNTS (EVENING PEAK) 6:00 PM													
9.County Rd & Royal Poinciana W													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	128	28	121	2	62	9	121	153	20	0	222	248
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	133	29	126	2	64	9	126	159	21	0	231	258
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	154	34	146	2	75	11	146	184	24	0	268	299
	184 Sunset Ave LOW RISE	6							8			5	3
	BREAKERS PUD		27		10	21	2			10			
	Palm Beach Synagogue	0	0	0	0	0	0	1	0	0	0	1	1
	West Palm Beach Commited Trips	28	12	36				32					54
	2030 FUTURE TRAFFIC	154	34	146	2	75	11	146	184	24	0	268	299

TURNING MOVEMENT COUNTS (AM PEAK) 11:00 AM													
10.S County Rd & Breakers Row													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	0	0	0	67	0	41	0	501	95	31	412	0
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	0	0	0	70	0	43	0	521	99	32	428	0
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	0	0	0	81	0	49	0	604	115	37	497	0
	BREAKERS PUD								5			13	
	2030 FUTURE TRAFFIC	0	0	0	81	0	49	0	609	115	37	510	0

TURNING MOVEMENT COUNTS (MID PEAK) 12:00 PM													
10.S County Rd & Breakers Row													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	0	0	0	75	0	46	0	504	89	56	490	0
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	0	0	0	78	0	48	0	524	93	58	510	0
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	0	0	0	90	0	55	0	608	107	68	591	0
	BREAKERS PUD								10			10	
	2030 FUTURE TRAFFIC	0	0	0	90	0	55	0	618	107	68	601	0

TURNING MOVEMENT COUNTS (PM PEAK) 3:00 PM													
10.S County Rd & Breakers Row													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	0	0	0	78	0	59	0	499	98	46	447	0
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	0	0	0	81	0	61	0	519	102	48	465	0
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	0	0	0	94	0	71	0	602	118	55	539	0
	2030 FUTURE TRAFFIC	0	0	0	94	0	71	0	602	118	55	539	0

TURNING MOVEMENT COUNTS (EVENING PEAK) 6:00 PM													
10.S County Rd & Breakers Row													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	0	0	0	76	0	40	0	267	57	39	314	0
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	0	0	0	79	0	42	0	278	59	41	327	0
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	0	0	0	92	0	48	0	322	69	47	379	0
	2030 FUTURE TRAFFIC	0	0	0	92	0	48	0	322	69	47	379	0

TURNING MOVEMENT COUNTS (AM PEAK) 11:00 AM													
11. N County Rd & Sunset Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	40	6	132	15	0	9	0	549	23	6	490	0
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	42	6	137	16	0	9	0	571	24	6	510	0
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	48	7	159	18	0	11	0	662	28	7	591	0
	184 Sunset Ave LOW RISE		2									16	
	BREAKERS PUD								2				
	Palm Beach Synagogue	0	0	1	0	0	0	0	0	0	0	0	0
	2030 FUTURE TRAFFIC	48	9	160	18	0	11	0	664	28	7	607	0

TURNING MOVEMENT COUNTS (MID PEAK) 2:00 PM													
11. N County Rd & Sunset Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	38	6	158	18	0	12	0	491	17	13	635	0
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	40	6	164	19	0	12	0	511	18	14	660	0
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	46	7	190	22	0	14	0	592	20	16	766	0
	184 Sunset Ave LOW RISE		5									8	
	BREAKERS PUD								2				
	Palm Beach Synagogue	1	0	2	0	0	0	0	0	0	0	0	0
	2030 FUTURE TRAFFIC	47	12	192	22	0	14	0	594	20	16	774	0

TURNING MOVEMENT COUNTS (PM PEAK) 3:30 PM													
11 N County Rd & Sunset Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	43	9	102	20	0	16	0	485	19	4	598	0
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	45	9	106	21	0	17	0	504	20	4	622	0
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	52	11	123	24	0	19	0	585	23	5	721	0
	184 Sunset Ave LOW RISE												
	Palm Beach Synagogue	1	0	2	0	0	0	0	0	0	0	0	0
	2030 FUTURE TRAFFIC	53	11	125	24	0	19	0	585	23	5	721	0

TURNING MOVEMENT COUNTS (EVENING PEAK) 6:00 PM													
11 N County Rd & Sunset Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	23	4	119	14	0	1	2	242	5	4	334	0
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	24	4	124	15	0	1	2	252	5	4	347	0
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	28	5	143	17	0	1	2	292	6	5	403	0
	184 Sunset Ave LOW RISE												
	Palm Beach Synagogue	1	0	2	0	0	0	0	0	0	0	0	0
	2030 FUTURE TRAFFIC	29	5	145	17	0	1	2	292	6	5	403	0

TURNING MOVEMENT COUNTS (AM PEAK) 11:00 AM													
12. N County Rd & Sunrise Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	37	22	41	82	37	26	84	396	107	28	381	58
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	38	23	43	85	38	27	87	412	111	29	396	60
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	45	27	49	99	45	31	101	477	129	34	459	70
	184 Sunset Ave LOW RISE							7					
	165 Bradley Place			1				1					
	BREAKERS PUD							2					
	2030 FUTURE TRAFFIC	45	27	50	99	45	31	111	477	129	34	459	70

TURNING MOVEMENT COUNTS (MID PEAK) 2:00 PM													
12. N County Rd & Sunrise Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	28	24	74	116	46	24	113	333	102	17	463	75
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	29	25	77	121	48	25	118	346	106	18	482	78
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	34	29	89	140	55	29	136	401	123	20	558	90
	184 Sunset Ave LOW RISE							3					
	165 Bradley Place			1				1					
	BREAKERS PUD							2					
	2030 FUTURE TRAFFIC	34	29	90	140	55	29	142	401	123	20	558	90

TURNING MOVEMENT COUNTS (PM PEAK) 3:00 PM													
12. N County Rd & Sunrise Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	29	19	63	108	70	13	115	342	91	12	430	44
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	30	20	66	112	73	14	120	356	95	12	447	46
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	35	23	76	130	84	16	139	412	110	14	518	53
	184 Sunset Ave LOW RISE												
	165 Bradley Place												
	2030 FUTURE TRAFFIC	35	23	76	130	84	16	139	412	110	14	518	53

TURNING MOVEMENT COUNTS (EVENING PEAK) 6:00 PM													
12. N County Rd & Sunrise Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	9	14	38	61	31	15	54	180	43	9	243	29
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	9	15	40	63	32	16	56	187	45	9	253	30
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	11	17	46	74	37	18	65	217	52	11	293	35
	184 Sunset Ave LOW RISE												
	165 Bradley Place												
	2030 FUTURE TRAFFIC	11	17	46	74	37	18	65	217	52	11	293	35

TURNING MOVEMENT COUNTS (AM PEAK) 10:00 AM													
13. Bradley Pl & Sunset Ave	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	5	4	18	0	0	0	33	382	229	23	394	4
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	5	4	19	0	0	0	34	397	238	24	410	4
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	6	5	22	0	0	0	40	461	276	28	475	5
	165 Bradley Place								3			3	
	184 Sunset Ave LOW RISE									2		7	
	West Palm Beach Commited Trips								35	12		42	
	Palm Beach Synagogue	0	0	0	0	0	0	0	0	1	1	0	0
	2030 FUTURE TRAFFIC	6	5	22	0	0	0	40	499	291	29	527	5

TURNING MOVEMENT COUNTS (MID PEAK) 2:00 PM													
13. Bradley Pl & Sunset Ave	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	4	6	31	0	0	0	23	366	198	14	567	10
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	4	6	32	0	0	0	24	381	206	15	590	10
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	5	7	37	0	0	0	28	441	239	17	684	12
	165 Bradley Place								2			2	
	184 Sunset Ave LOW RISE									5		3	
	West Palm Beach Commited Trips								38	13		62	
	Palm Beach Synagogue	0	0	0	0	0	0	0	0	2	1	0	0
	2030 FUTURE TRAFFIC	5	7	37	0	0	0	28	481	259	18	751	12

TURNING MOVEMENT COUNTS (PM PEAK) 3:15 PM													
13. Bradley Pl & Sunset Ave	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	6	2	36	0	0	0	27	277	184	3	480	10
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	6	2	37	0	0	0	28	288	191	3	499	10
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	7	2	43	0	0	0	33	334	222	4	579	12
	165 Bradley Place								2			2	
	West Palm Beach Committed Trips								38	13		62	
	Palm Beach Synagogue	0	0	0	0	0	0	0	0	2	1	0	0
	2030 FUTURE TRAFFIC	7	2	43	0	0	0	33	374	237	5	643	12

TURNING MOVEMENT COUNTS (EVENING PEAK) 6:00 PM													
13. Bradley Pl & Sunset Ave	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	2	4	24	0	0	0	16	242	160	24	324	8
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	2	4	25	0	0	0	17	252	166	25	337	8
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	2	5	29	0	0	0	19	292	193	29	391	10
	165 Bradley Place								2			2	
	West Palm Beach Committed Trips								38	13		62	
	Palm Beach Synagogue	0	0	0	0	0	0	0	0	2	1	0	0
	2030 FUTURE TRAFFIC	2	5	29	0	0	0	19	332	208	30	455	10

TURNING MOVEMENT COUNTS (AM PEAK) 9:30 AM													
14. Bradley Pl & Sunrise Ave	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	0	0	0	116	0	56	0	346	73	44	280	0
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	0	0	0	121	0	58	0	360	76	46	291	0
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	0	0	0	140	0	68	0	417	88	53	338	0
	Alef School 165 Bradley Place						1		3		1	3	
	184 Sunset Ave LOW RISE				7								
	West Palm Beach Committed Trips				14				28	7		28	
	2030 FUTURE TRAFFIC	0	0	0	161	0	69	0	448	95	54	369	0

TURNING MOVEMENT COUNTS (MID PEAK) 2:00 PM													
14. Bradley Pl & Sunrise Ave	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	0	0	0	199	0	58	0	237	96	39	384	0
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	0	0	0	207	0	60	0	246	100	41	399	0
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	0	0	0	240	0	70	0	286	116	47	463	0
	Alef School 165 Bradley Place						1		2		1	2	
	184 Sunset Ave LOW RISE				3								
	West Palm Beach Committed Trips				20				30	8		42	
	2030 FUTURE TRAFFIC	0	0	0	263	0	71	0	318	124	48	507	0

TURNING MOVEMENT COUNTS (PM PEAK) 3:00 PM													
14. Bradley Pl & Sunrise Ave	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	0	0	0	168	0	37	0	202	73	17	329	0
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	0	0	0	175	0	38	0	210	76	18	342	0
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	0	0	0	203	0	45	0	244	88	20	397	0
	165 Bradley Place						1		2		1	2	
	184 Sunset Ave LOW RISE												
	West Palm Beach Committed Trips				20				30	8		42	
	2030 FUTURE TRAFFIC	0	0	0	203	0	46	0	246	88	21	399	0

TURNING MOVEMENT COUNTS (EVENING PEAK) 6:00 PM													
14. Bradley Pl & Sunrise Ave	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	0	0	0	144	0	24	0	173	65	21	189	0
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	0	0	0	150	0	25	0	180	68	22	197	0
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	0	0	0	174	0	29	0	209	78	25	228	0
	165 Bradley Place						1		2		1	2	
	184 Sunset Ave LOW RISE												
	West Palm Beach Committed Trips				20				30	8		42	
	2030 FUTURE TRAFFIC	0	0	0	174	0	30	0	211	78	26	230	0

TURNING MOVEMENT COUNTS (AM PEAK) 8:30 AM

15. Cocoanut Rw & Royal Poinciana													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	486	751	188	51	221	74	63	206	58	0	96	230
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	505	781	196	53	230	77	66	214	60	0	100	239
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	586	905	227	61	266	89	76	248	70	0	116	277
	Royal Poinciana Playhouse			1	2		1	1	1	2		1	
	Alef School 165 Bradley Place	1					1		1		1	1	1
	184 Sunset Ave LOW RISE	2	2			7							7
	BREAKERS PUD		8	6	2	26		18	8	1		3	
	Palm Beach Synagogue	0	0	0	0	0	0	0	0	0	0	0	0
	West Palm Beach Commited Trips	46	77	31		70		28					42
	2030 FUTURE TRAFFIC	635	992	265	65	369	91	123	258	73	1	121	327

TURNING MOVEMENT COUNTS (MID PEAK) 2:00 PM

15. Cocoanut Rw & Royal Poinciana													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	331	338	118	87	644	61	205	180	74	1	122	463
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	344	352	123	90	670	63	213	187	77	1	127	482
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	399	408	142	105	776	74	247	217	89	1	147	558
	Royal Poinciana Playhouse	5	7	12	24	0	0	2	2	2	0	12	0
	184 Sunset Ave LOW RISE	5	6			3							3
	Alef School 165 Bradley Place	1							1			1	1
	BREAKERS PUD		23	18	4	19		11	4	4		7	
	Palm Beach Synagogue	1	0	0	0	1	1	0	1	0	0	0	0
	West Palm Beach Commited Trips	50	84	34		103		41					62
	2030 FUTURE TRAFFIC	461	528	206	133	902	75	301	225	95	1	167	624

TURNING MOVEMENT COUNTS (PM PEAK) 3:00 PM

15. Cocoanut Rw & Royal Poinciana													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	284	343	95	42	686	34	346	156	83	0	45	459
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	295	357	99	44	713	35	360	162	86	0	47	477
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	342	414	115	51	827	41	417	188	100	0	54	553
	Royal Poinciana Playhouse	5	7	12	24	0	0	2	2	2	0	12	0
	184 Sunset Ave LOW RISE	5	6			3							3
	Alef School 165 Bradley Place	1							1			1	1
	BREAKERS PUD		23	18	4	19		11	4	4		7	
	Palm Beach Synagogue	1	0	0	0	1	1	0	1	0	0	0	0
	West Palm Beach Commited Trips	50	84	34		103		41					62
	2030 FUTURE TRAFFIC	404	534	179	79	953	42	471	196	106	0	74	619

TURNING MOVEMENT COUNTS (EVENING PEAK) 6:00 PM

15. Cocoanut Rw & Royal Poinciana													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	219	237	64	51	389	61	136	153	35	0	81	262
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	228	246	67	53	405	63	141	159	36	0	84	272
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	264	286	77	61	469	74	164	184	42	0	98	316
	Royal Poinciana Playhouse	5	7	12	24	0	0	2	2	2	0	12	0
	184 Sunset Ave LOW RISE	5	6			3							3
	Alef School 165 Bradley Place	1							1			1	1
	BREAKERS PUD		23	18	4	19		11	4	4		7	
	Palm Beach Synagogue	1	0	0	0	1	1	0	1	0	0	0	0
	West Palm Beach Commited Trips	50	84	34		103		41					62
	2030 FUTURE TRAFFIC	326	406	141	89	595	75	218	192	48	0	118	382

TURNING MOVEMENT COUNTS (AM PEAK) 7:30 AM													
16.Cocoanut Rw & Royal Palm Way	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	327	1076	32	0	290	12	68	24	9	47	31	260
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	340	1119	33	0	302	12	71	25	9	49	32	270
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	394	1297	39	0	350	14	82	29	11	57	37	313
	Royal Poinciana Playhouse	1											1
	BREAKERS PUD	7	2			7	1				4		21
	Palm House		20			15							
	Society of the Four Arts	0	0	0	0	5	0	1	0	0	1	0	0
	West Palm Beach Commited Trips	52	104	52		52		26					26
	2030 FUTURE TRAFFIC	454	1423	91	0	429	15	109	29	11	62	37	361

TURNING MOVEMENT COUNTS (MID PEAK) 2:00 PM													
16.Cocoanut Rw & Royal Palm Way	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	239	719	35	0	758	29	265	77	15	37	45	288
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	249	748	36	0	788	30	276	80	16	38	47	300
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	288	867	42	0	914	35	319	93	18	45	54	347
	Royal Poinciana Playhouse	6	0	0	0	0	3				1	0	2
	BREAKERS PUD	21	6			5	4				2		13
	Palm House		19			20							
	Society of the Four Arts	0	3	1	0	4	0	1	0	0	5	1	0
	West Palm Beach Commited Trips	40	79	40		114		57					57
	2030 FUTURE TRAFFIC	355	974	83	0	1057	42	377	93	18	53	55	419

TURNING MOVEMENT COUNTS (PM PEAK) 3:00PM													
16.Cocoanut Rw & Royal Palm Way	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	246	682	30	0	899	25	286	39	8	16	20	395
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	256	709	31	0	935	26	297	41	8	17	21	411
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	297	822	36	0	1084	30	345	47	10	19	24	476
	Royal Poinciana Playhouse	6	0	0	0	0	3				1	0	2
	BREAKERS PUD	21	6			5	4				2		13
	Palm House		26			20							
	Society of the Four Arts	0	3	1	0	4	0	1	0	0	5	1	0
	West Palm Beach Commited Trips	40	79	40		114		57					57
	2030 FUTURE TRAFFIC	364	936	77	0	1227	37	403	47	10	27	25	548

TURNING MOVEMENT COUNTS (EVENING PEAK) 6:00PM													
16.Cocoanut Rw & Royal Palm Way	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	185	482	46	0	794	31	153	41	16	29	53	233
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	192	501	48	0	826	32	159	43	17	30	55	242
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	223	581	55	0	957	37	184	49	19	35	64	281
	Royal Poinciana Playhouse	6	0	0	0	0	3				1	0	2
	BREAKERS PUD	21	6			5	4				2		13
	Palm House		26			20							
	Society of the Four Arts	0	3	1	0	4	0	1	0	0	5	1	0
	West Palm Beach Commited Trips	40	79	40		114		57					57
	2030 FUTURE TRAFFIC	290	695	96	0	1100	44	242	49	19	43	65	353

TURNING MOVEMENT COUNTS (AM PEAK) 8:00 AM													
17. S Ocean Blvd & Southern Bl													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	0	6	362	0	4	0	252	0	0	0	0	0
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	0	6	376	0	4	0	262	0	0	0	0	0
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	1.5%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	0	7	436	0	5	0	304	0	0	0	0	0
	Palm House		3			3							
	West Palm Beach Commited Trips		36			34							
	2030 FUTURE TRAFFIC	0	46	436	0	42	0	304	0	0	0	0	0

TURNING MOVEMENT COUNTS (MID PEAK) 2:00 PM													
17. S Ocean Blvd & Southern Bl													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	0	23	436	368	0	0	0	20	0	0	0	0
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	0	24	453	383	0	0	0	21	0	0	0	0
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	0	25	477	402	0	0	0	22	0	0	0	0
	Palm House		3			3							
	West Palm Beach Commited Trips		47		53								
	2030 FUTURE TRAFFIC	0	75	477	455	3	0	0	22	0	0	0	0

TURNING MOVEMENT COUNTS (PM PEAK) 4:30 PM													
17. S Ocean Blvd & Southern Bl													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	0	0	443	0	9	0	425	0	0	0	0	0
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	0	0	461	0	9	0	442	0	0	0	0	0
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	0	0	534	0	11	0	512	0	0	0	0	0
	Palm House		4			3							
	West Palm Beach Commited Trips		47		53								
	2030 FUTURE TRAFFIC	0	51	534	53	14	0	512	0	0	0	0	0

TURNING MOVEMENT COUNTS (EVENING PEAK) 6:00 PM													
17. S Ocean Blvd & Southern Bl													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	0	2	313	0	3	0	267	0	0	0	0	0
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	0	2	326	0	3	0	278	0	0	0	0	0
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	0	2	377	0	4	0	322	0	0	0	0	0
	Palm House		4			3							
	West Palm Beach Commited Trips		47		53								
	2030 FUTURE TRAFFIC	0	53	377	53	7	0	322	0	0	0	0	0

TURNING MOVEMENT COUNTS (AM PEAK) 8:15 AM													
18. S Ocean Blvd & Lake Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	339	39	192	1	28	4	117	160	5	0	93	151
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	353	41	200	1	29	4	122	166	5	0	97	157
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	409	47	231	1	34	5	141	193	6	0	112	182
	2030 FUTURE TRAFFIC	409	47	231	1	34	5	141	193	6	0	112	182

TURNING MOVEMENT COUNTS (MID PEAK) 12:30 PM													
18. S Ocean Blvd & Lake Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2023	233	85	180	10	68	24	199	198	13	20	146	256
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	242	88	187	10	71	25	207	206	14	21	152	266
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	281	102	217	12	82	29	240	239	16	24	176	309
	2030 FUTURE TRAFFIC	281	102	217	12	82	29	240	239	16	24	176	309

TURNING MOVEMENT COUNTS (PM PEAK) 4:00 PM													
18. S Ocean Blvd & Lake Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2023	226	73	169	20	66	9	279	159	14	11	189	428
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	235	76	176	21	69	9	290	165	15	11	197	445
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	272	88	204	24	80	11	336	192	17	13	228	516
	2030 FUTURE TRAFFIC	272	88	204	24	80	11	336	192	17	13	228	516

TURNING MOVEMENT COUNTS (EVENING PEAK) 6:00 PM													
18. S Ocean Blvd & Lake Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2023	119	42	95	10	57	10	164	122	8	12	140	174
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	124	44	99	10	59	10	171	127	8	12	146	181
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	143	51	115	12	69	12	198	147	10	14	169	210
	2030 FUTURE TRAFFIC	143	51	115	12	69	12	198	147	10	14	169	210

TURNING MOVEMENT COUNTS (AM PEAK) 11:00 AM													
20. Cocoanut Row & Australian Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	26	30	4	0	0	0	0	137	21	32	64	0
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	27	31	4	0	0	0	0	142	22	33	67	0
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	31	36	5	0	0	0	0	165	25	39	77	0
	West Palm Beach Committed Trips								26			52	
	2030 FUTURE TRAFFIC	31	36	5	0	0	0	0	191	25	39	129	0

TURNING MOVEMENT COUNTS (MID PEAK) 12:00 PM													
20. Cocoanut Row & Australian Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	29	44	14	0	0	0	0	174	25	57	78	0
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	30	46	15	0	0	0	0	181	26	59	81	0
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	35	53	17	0	0	0	0	210	30	69	94	0
	West Palm Beach Committed Trips								57			40	
	2030 FUTURE TRAFFIC	35	53	17	0	0	0	0	267	30	69	134	0

TURNING MOVEMENT COUNTS (PM PEAK) 3:00 PM													
20. Cocoanut Row & Australian Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	28	43	10	0	0	0	0	199	16	31	35	0
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	29	45	10	0	0	0	0	207	17	32	36	0
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	34	52	12	0	0	0	0	240	19	37	42	0
	West Palm Beach Committed Trips								57			40	
	2030 FUTURE TRAFFIC	34	52	12	0	0	0	0	297	19	37	82	0

TURNING MOVEMENT COUNTS (EVENING PEAK) 6:00 PM													
20. Cocoanut Row & Australian Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	61	80	29	0	0	0	0	68	28	15	36	0
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	63	83	30	0	0	0	0	71	29	16	37	0
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	74	96	35	0	0	0	0	82	34	18	43	0
	West Palm Beach Committed Trips								57			40	
	2030 FUTURE TRAFFIC	74	96	35	0	0	0	0	139	34	18	83	0

TURNING MOVEMENT COUNTS (AM PEAK) 11:00 AM													
21. Hibiscus Avenue and Worth Avenue													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	0	0	0	0	121	59	0	0	0	0	0	86
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	0	0	0	0	126	61	0	0	0	0	0	89
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	0	0	0	0	146	71	0	0	0	0	0	104
	2030 FUTURE TRAFFIC	0	0	0	0	146	71	0	0	0	0	0	104

TURNING MOVEMENT COUNTS (MID PEAK) 12:15 PM													
21. Hibiscus Avenue and Worth Avenue													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	0	0	0	0	201	86	0	0	0	0	0	104
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	0	0	0	0	209	89	0	0	0	0	0	108
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	0	0	0	0	242	104	0	0	0	0	0	125
	2030 FUTURE TRAFFIC	0	0	0	0	242	104	0	0	0	0	0	125

TURNING MOVEMENT COUNTS (PM PEAK) 1:00 PM to 2:00 PM													
21. Hibiscus Avenue and Worth Avenue													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	0	0	0	0	257	99	0	0	0	0	0	62
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	0	0	0	0	267	103	0	0	0	0	0	64
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	0	0	0	0	310	119	0	0	0	0	0	75
	2030 FUTURE TRAFFIC	0	0	0	0	310	119	0	0	0	0	0	75

TURNING MOVEMENT COUNTS (EVENING PEAK) 1:00 PM to 2:00 PM													
21. Hibiscus Avenue and Worth Avenue													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	0	0	0	0	141	56	0	0	0	0	0	63
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	0	0	0	0	147	58	0	0	0	0	0	66
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	0	0	0	0	170	68	0	0	0	0	0	76
	2030 FUTURE TRAFFIC	0	0	0	0	170	68	0	0	0	0	0	76

TURNING MOVEMENT COUNTS (AM PEAK) 11:00 AM													
22. Cocoanut Row & Peruvian Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	38	108	5	0	0	0	0	77	34	60	6	0
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	40	112	5	0	0	0	0	80	35	62	6	0
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	46	130	6	0	0	0	0	93	41	72	7	0
	West Palm Beach Committed Trips								26			52	
	2030 FUTURE TRAFFIC	46	130	6	0	0	0	0	119	41	72	59	0

TURNING MOVEMENT COUNTS (MID PEAK) 12:15 PM													
22. Cocoanut Row & Peruvian Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	37	140	3	0	0	0	0	111	95	82	19	0
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	38	146	3	0	0	0	0	115	99	85	20	0
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	45	169	4	0	0	0	0	134	115	99	23	0
	West Palm Beach Committed Trips								57			40	
	2030 FUTURE TRAFFIC	45	169	4	0	0	0	0	191	115	99	63	0

TURNING MOVEMENT COUNTS (PM PEAK) 4:15 PM													
22. Cocoanut Row & Peruvian Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	30	132	9	0	0	0	0	136	53	41	11	0
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	31	137	9	0	0	0	0	141	55	43	11	0
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	36	159	11	0	0	0	0	164	64	49	13	0
	West Palm Beach Committed Trips								57			40	
	2030 FUTURE TRAFFIC	36	159	11	0	0	0	0	221	64	49	53	0

TURNING MOVEMENT COUNTS (EVENING PEAK) 6:00 PM													
22. Cocoanut Row & Peruvian Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	61	80	29	0	0	0	0	68	28	15	35	1
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	63	83	30	0	0	0	0	71	29	16	36	1
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	74	96	35	0	0	0	0	82	34	18	42	1
	West Palm Beach Committed Trips								57			40	
	2030 FUTURE TRAFFIC	74	96	35	0	0	0	0	139	34	18	82	1

TURNING MOVEMENT COUNTS (AM PEAK) 11:00 AM													
23. Cocoanut Row & Worth Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	0	0	0	0	29	110	0	0	0	0	0	7
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	0	0	0	0	30	114	0	0	0	0	0	7
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	0	0	0	0	35	133	0	0	0	0	0	8
	2030 FUTURE TRAFFIC	0	0	0	0	35	133	0	0	0	0	0	8

TURNING MOVEMENT COUNTS (MID PEAK) 1:15 PM													
23. Cocoanut Row & Worth Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	0	0	0	0	46	222	0	0	0	0	0	19
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	0	0	0	0	48	231	0	0	0	0	0	20
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	0	0	0	0	55	268	0	0	0	0	0	23
	2030 FUTURE TRAFFIC	0	0	0	0	55	268	0	0	0	0	0	23

TURNING MOVEMENT COUNTS (PM PEAK) 3:30 PM													
23. Cocoanut Row & Worth Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	0	0	0	0	118	177	0	0	0	0	0	22
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	0	0	0	0	123	184	0	0	0	0	0	23
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	0	0	0	0	142	213	0	0	0	0	0	27
	2030 FUTURE TRAFFIC	0	0	0	0	142	213	0	0	0	0	0	27

TURNING MOVEMENT COUNTS (EVENING PEAK) 6:00 PM													
23. Cocoanut Row & Worth Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	0	0	0	0	22	139	0	0	0	0	0	10
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	0	0	0	0	23	145	0	0	0	0	0	10
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	0	0	0	0	27	168	0	0	0	0	0	12
	2030 FUTURE TRAFFIC	0	0	0	0	27	168	0	0	0	0	0	12

TURNING MOVEMENT COUNTS (AM PEAK) 11:00 AM													
24. Hibiscus Ave & Peruvian Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	40	102	53	0	0	0	0	33	28	27	63	0
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	42	106	55	0	0	0	0	34	29	28	66	0
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	48	123	64	0	0	0	0	40	34	33	76	0
	2030 FUTURE TRAFFIC	48	123	64	0	0	0	0	40	34	33	76	0

TURNING MOVEMENT COUNTS (MID PEAK) 12:15 PM													
24. Hibiscus Ave & Peruvian Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	44	181	90	0	0	1	0	39	43	36	60	0
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	46	188	94	0	0	1	0	41	45	37	62	0
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	53	218	109	0	0	1	0	47	52	43	72	0
	2030 FUTURE TRAFFIC	53	218	109	0	0	1	0	47	52	43	72	0

TURNING MOVEMENT COUNTS (PM PEAK) 3:00 PM													
24. Hibiscus Ave & Peruvian Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	58	139	29	0	0	0	0	99	42	24	33	1
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	60	145	30	0	0	0	0	103	44	25	34	1
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	70	168	35	0	0	0	0	119	51	29	40	1
	2030 FUTURE TRAFFIC	70	168	35	0	0	0	0	119	51	29	40	1

TURNING MOVEMENT COUNTS (EVENING PEAK) 6:00 PM													
24. Hibiscus Ave & Peruvian Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2025	61	80	29	0	0	0	2	68	28	15	35	1
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	63	83	30	0	0	0	2	71	29	16	36	1
	ANNUAL GROWTH RATE	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	GROWTH ADJUSTED VOLUMES	74	96	35	0	0	0	2	82	34	18	42	1
	2030 FUTURE TRAFFIC	74	96	35	0	0	0	2	82	34	18	42	1

APPENDIX E

Signal Timing Sheets

Synchro Output Reports- Existing Conditions (2025)

Sunrise & County

Phase

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	7	0	10	0	7	0	10	0	0	0	0	0	0	0	0
Ped Clearance	0	13	0	15	0	13	0	15	0	0	0	0	0	0	0	0
Min Green	0	20	0	10	0	20	7	10	0	0	0	0	0	0	0	0
Passage	5	3	5	3	5	2	3	3	0	0	0	0	0	0	0	0
Max1	35	40	35	25	0	40	20	30	0	0	0	0	0	0	0	0
Max2	40	40	40	40	40	40	40	40	0	0	0	0	0	0	0	0
Yellow	3.5	3.5	3	3.5	3	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	1	2.5	1	2.5	1	2.5	2.5	2.5	0	0	0	0	0	0	0	0

TB Coor, Day Plan

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	11	15	19											
Minute																
Action	100	1	2	3	100											

Coordination, Pattern 1-16 [2.1]/Coordination, Alt Tables+[2.6]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	90	90	110													
Offset Time	67	58	88													
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	3	3	3	1	1	1
Ph Opt Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ph Time Alt	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0

Coordination, Splits

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		42		48		42	17	31								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON				ON										

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		41		49		41	17	32								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON				ON										

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		56		54		56	18	36								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON				ON										

Sunset & County

Phase

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	10	0	10	0	10	0	10	0	0	0	0	0	0	0	0
Ped Clearance	0	10	0	16	0	10	0	16	0	0	0	0	0	0	0	0
Min Green	5	10	5	15	5	10	5	15	0	0	0	0	0	0	0	0
Passage	5	5	5	5	5	5	5	5	0	0	0	0	0	0	0	0
Max1	35	60	35	25	35	60	35	25	0	0	0	0	0	0	0	0
Max2	40	40	40	40	40	40	40	40	0	0	0	0	0	0	0	0
Yellow	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0

TB Coor, Day Plan

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	11	15	19											
Minute																
Action	100	1	2	3	100											

Coordination, Pattern 1-16 [2.1]/Coordination, Alt Tables+[2.6]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	90	90	110													
Offset Time	83	63	97													
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	3	3	3	1	1	1
Ph Opt Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ph Time Alt	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0

Coordination, Splits

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		60		30		60		30								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON				ON										

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		56		34		56		34								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON				ON										

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		72		38		72		38								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON				ON										

Royal Poinciana & County

Phase

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	7	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clearance	16	0	16	16	0	0	0	16	0	0	0	0	0	0	0	0
Min Green	20	5	15	10	0	0	0	0	0	0	0	0	0	0	0	0
Passage	3	3	3	3	5	5	5	5	0	0	0	0	0	0	0	0
Max1	40	20	25	20	35	60	35	25	0	0	0	0	0	0	0	0
Max2	0	0	0	0	40	40	40	40	0	0	0	0	0	0	0	0
Yellow	3	3	3	3	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0

TB Coor, Day Plan

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	11	15	19											
Minute																
Action	100	1	2	3	100											

Coordination, Pattern 1-16 [2.1]/Coordination, Alt Tables+[2.6]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	90	90	110													
Offset Time	27	63	87													
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	3	3	3	1	1	1
Ph Opt Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ph Time Alt	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0

Coordination, Splits

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	27	9	27	27												
Mode	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph			ON													

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	27	9	27	27												
Mode	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph	ON															

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	47	9	27	27												
Mode	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph	ON															

Breakers Row / Pine Walk & County

Phase

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	7	0	0	0	0	0	10	0	0	0	0	0	0	0	0
Ped Clearance	0	16	0	0	0	0	0	16	0	0	0	0	0	0	0	0
Min Green	0	15	0	15	0	15	0	15	0	0	0	0	0	0	0	0
Passage	5	5	5	5	5	5	5	5	0	0	0	0	0	0	0	0
Max1	35	35	35	30	35	35	35	30	0	0	0	0	0	0	0	0
Max2	40	40	40	40	40	40	40	40	0	0	0	0	0	0	0	0
Yellow	3	3.6	3	3.4	3	3.6	3	3.4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	1	2	1	2	1	2	1	2	0	0	0	0	0	0	0	0

Barton & County Road

Phase

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	10	0	10	0	10	0	10	0	0	0	0	0	0	0	0
Ped Clearance	0	16	0	16	0	16	0	16	0	0	0	0	0	0	0	0
Min Green	5	5	5	5	5	5	5	5	0	0	0	0	0	0	0	0
Passage	5	5	5	5	5	5	5	5	0	0	0	0	0	0	0	0
Max1	35	35	35	35	35	35	35	30	0	0	0	0	0	0	0	0
Max2	40	40	40	40	40	40	40	40	0	0	0	0	0	0	0	0
Yellow	3	3	3	3	3	3	3	3	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0

Royal Palm Way & County Road

Phase

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Ped Clearance	0	23	7	15	0	23	0	12	0	0	0	0	0	0	0	0
Min Green	0	15	0	20	15	15	10	10	0	0	0	0	0	0	0	0
Passage	0	3	0	3	3	4	3	3	0	0	0	0	0	0	0	0
Max1	0	50	0	50	45	50	50	30	0	0	0	0	0	0	0	0
Max2	0	15	0	25	15	30	15	30	0	0	0	0	0	0	0	0
Yellow	3	3.6	3	3.5	3	3.6	3	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	0	1	0	1	1	1	1	1	0	0	0	0	0	0	0	0

TB Coor, Day Plan

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	11	15	19											
Minute																
Action	100	1	2	3	100											

Coordination, Pattern 1-16 [2.1]/Coordination, Alt Tables+[2.6]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	100	100	100													
Offset Time	52	38	92													
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	3	3	3	1	1	1
Ph Opt Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ph Time Alt	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0

Coordination, Splits

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		54		46	19	35	23	23								
Mode	NON	NON	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph				ON				ON								

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		55		45	17	38	21	24								
Mode	NON	NON	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph				ON				ON								

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		56		44	19	37	21	23								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON				ON										

Worth / Peruvian & County

Phase

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	10	0	10	0	10	0	10	0	0	0	0	0	0	0	0
Ped Clearance	0	16	0	16	0	16	0	16	0	0	0	0	0	0	0	0
Min Green	5	5	5	5	5	5	5	5	0	0	0	0	0	0	0	0
Passage	5	5	5	5	5	5	5	5	0	0	0	0	0	0	0	0
Max1	35	35	35	35	35	35	35	35	0	0	0	0	0	0	0	0
Max2	40	40	40	40	40	40	40	40	0	0	0	0	0	0	0	0
Yellow	3	3	3	3	3	3	3	3	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0

TB Coor, Day Plan

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	11	15	19											
Minute																
Action	100	1	2	3	100											

Coordination, Pattern 1-16 [2.1]/Coordination, Alt Tables+[2.6]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	70	70	70													
Offset Time	64	61	48													
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	3	3	3	1	1	1
Ph Opt Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ph Time Alt	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0

Coordination, Splits

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		40		30	10	30										
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON				ON										

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		40		30	10	31										
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON				ON										

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		40		30	10	30										
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON				ON										

Hammon & County

Phase

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	8	0	0	0	8	0	8	0	0	0	0	0	0	0	0
Ped Clearance	0	13	0	0	0	13	0	13	0	0	0	0	0	0	0	0
Min Green	0	5	0	0	0	5	0	7	0	0	0	0	0	0	0	0
Passage	5	5	5	5	5	5	5	5	0	0	0	0	0	0	0	0
Max1	0	25	0	0	0	25	0	20	0	0	0	0	0	0	0	0
Max2	40	40	40	40	40	40	40	40	0	0	0	0	0	0	0	0
Yellow	3	3.6	3	3	3	3.6	3	3.4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0

TB Coor, Day Plan

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	11	15	19											
Minute																
Action	100	1	2	3	100											

Coordination, Pattern 1-16 [2.1]/Coordination, Alt Tables+[2.6]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	70	70	70													
Offset Time	68	0	52													
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	3	3	3	1	1	1
Ph Opt Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ph Time Alt	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0

Coordination, Splits

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		43				43		27								
Mode	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		39				39		31								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON				ON										

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		44				44		26								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON				ON										

Royal Palm Way & Cocoanut Row

Phase

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	10	0	10	0	10	0	10	0	0	0	0	0	0	0	0
Ped Clearance	16	16	16	16	0	16	0	16	0	0	0	0	0	0	0	0
Min Green	5	15	5	5	5	15	5	5	0	0	0	0	0	0	0	0
Passage	5	7	5	5	5	7	5	5	0	0	0	0	0	0	0	0
Max1	30	45	15	25	0	45	15	30	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	3	3.5	3	3.5	3	3.5	3	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0

TB Coor, Day Plan

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	11	15	19											
Minute																
Action	100	1	2	3	100											

Coordination, Pattern 1-16 [2.1]/Coordination, Alt Tables+[2.6]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	100	100	100													
Offset Time	0	0	0													
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	3	3	3	1	1	1
Ph Opt Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ph Time Alt	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0

Coordination, Splits

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	30	31	9	30		61	9	30								
Mode	NON	NON	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph						ON										

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	22	36	9	33		58	12	30								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON				ON										

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	40	9	31		60	10	30								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON				ON										

Seabreeze / Clark & Cocoanut Row

Phase

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	0	20	0	10	0	20	0	10	0	0	0	0	0	0	0	0
Passage	0	5	0	5	0	5	0	5	0	0	0	0	0	0	0	0
Max1	0	3	0	20	0	30	0	20	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	3	3.4	3	3.4	3	3.4	3	3.4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	0	1.5	1	1	1	1.5	1	1	0	0	0	0	0	0	0	0

Pendleton & Cocoanut Row

Phase

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
Ped Clearance	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Min Green	0	15	0	0	0	15	0	9	0	0	0	0	0	0	0	0
Passage	0	5	0	0	0	5	0	5	0	0	0	0	0	0	0	0
Max1	0	30	0	0	0	30	0	30	0	0	0	0	0	0	0	0
Max2	0	35	0	0	0	35	0	35	0	0	0	0	0	0	0	0
Yellow	3	3.4	3	3	3	3.4	3	3.4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	1	1.5	1	1	1	1.5	1	1.5	0	0	0	0	0	0	0	0

Royal Poinciana & Cocoanut Row

Phase

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	10	10	10	0	10	0	10	0	0	0	0	0	0	0	0
Ped Clearance	0	16	16	16	0	16	0	16	0	0	0	0	0	0	0	0
Min Green	15	20	15	5	15	20	0	15	0	0	0	0	0	0	0	0
Passage	5	5	5	5	5	5	5	5	0	0	0	0	0	0	0	0
Max1	35	30	30	0	20	30	0	40	0	0	0	0	0	0	0	0
Max2	15	20	60	0	15	20	0	60	0	0	0	0	0	0	0	0
Yellow	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0

TB Coor, Day Plan

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	11	15	19											
Minute																
Action	100	1	2	3	100											

Coordination, Pattern 1-16 [2.1]/Coordination, Alt Tables+[2.6]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	90	90	110													
Offset Time	0	0	0													
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	3	3	3	1	1	1
Ph Opt Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ph Time Alt	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0

Coordination, Splits

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	30	30	10	20	30		40								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON				ON										

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	19	31	30	10	19	31		40								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON				ON										

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	38	40	12	21	37		52								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON				ON										

Bradley & Sunrise

Phase

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	0	0	13	0	14	0	0	0	0	0	0	0	0	0	0
Min Green	0	12	0	10	5	12	0	0	0	0	0	0	0	0	0	0
Passage	0	2.5	0	2.5	5	2.5	0	0	0	0	0	0	0	0	0	0
Max1	0	30	0	22	10	30	0	0	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	3	3.4	3	3.4	3	3.4	3	3.4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	0	2.5	1	2.5	1	2.5	1	2.5	0	0	0	0	0	0	0	0

TB Coor, Day Plan

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	11	15	19											
Minute																
Action	100	1	2	3	100											

Coordination, Pattern 1-16 [2.1]/Coordination, Alt Tables+[2.6]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	90	90	90													
Offset Time	62	72	0													
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	3	3	3	1	1	1
Ph Opt Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ph Time Alt	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0

Coordination, Splits

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		61		29	12	49										
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON				ON										

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		55		35	13	42										
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON				ON										

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		58		32	12	46										
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON				ON										



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	121	58	360	76	46	291
Future Volume (veh/h)	121	58	360	76	46	291
Number	7	14	6	16	5	2
Initial Q, veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Lanes Open During Work Zone						
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	132	63	391	83	50	316
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Opposing Right Turn Influence	Yes				Yes	
Cap, veh/h	157	75	939	199	607	1370
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.14	0.14	0.63	0.63	0.04	0.73
Unsig. Movement Delay						
Ln Grp Delay, s/veh	43.9	0.0	0.0	9.6	5.7	4.3
Ln Grp LOS	D			A	A	A
Approach Vol, veh/h	196		474			366
Approach Delay, s/veh	43.9		9.6			4.5
Approach LOS	D		A			A

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Case No		4.0		12.0	1.2	8.0		
Phs Duration (G+Y+Rc), s		71.8		18.2	9.5	62.4		
Change Period (Y+Rc), s		5.9		5.9	5.9	5.9		
Max Green (Gmax), s		55.1		23.1	6.1	43.1		
Max Allow Headway (MAH), s		4.7		3.4	3.8	4.8		
Max Q Clear (g_c+I1), s		6.9		12.0	2.8	13.9		
Green Ext Time (g_e), s		1.7		0.3	0.0	2.7		
Prob of Phs Call (p_c)		1.00		0.99	0.71	1.00		
Prob of Max Out (p_x)		0.00		0.00	1.00	0.00		

Left-Turn Movement Data								
Assigned Mvmt				7	5	1		
Mvmt Sat Flow, veh/h				1154	1781	0		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		1870		9		1496		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		0		551		318		

Left Lane Group Data								
Assigned Mvmt	0	0	0	7	5	1	0	0

Lane Assignment				L+T+R	L (Pr/Pm)			
Lanes in Grp	0	0	0	1	1	0	0	0
Grp Vol (v), veh/h	0	0	0	196	50	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1714	1781	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	10.0	0.8	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	10.0	0.8	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	920	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	58.5	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	44.6	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	56.5	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	0.67	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	233	607	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.84	0.08	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	440	657	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	37.9	5.6	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	6.0	0.1	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	43.9	5.7	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.1	0.3	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	4.5	0.3	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.50	0.16	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T						
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	316	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	4.9	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	4.9	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1370	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.23	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1370	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	3.9	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.22	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment						T+R		
Lanes in Grp	0	0	0	0	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	474	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1813	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	11.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	11.9	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	0.32	0.00	0.18	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	1138	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.42	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	1138	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	8.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	9.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	4.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	4.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.34	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	14.3
HCM 7th LOS	B

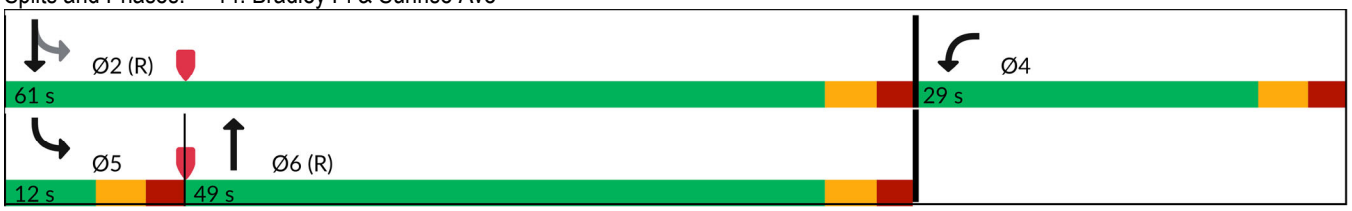


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	121	58	360	76	46	291
Future Volume (vph)	121	58	360	76	46	291
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	40	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.956		0.976			
Flt Protected	0.967				0.950	
Satd. Flow (prot)	1722	0	1818	0	1770	1863
Flt Permitted	0.967				0.386	
Satd. Flow (perm)	1722	0	1818	0	719	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	26		16			
Link Speed (mph)	30		30			30
Link Distance (ft)	295		402			207
Travel Time (s)	6.7		9.1			4.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	132	63	391	83	50	316
Shared Lane Traffic (%)						
Lane Group Flow (vph)	195	0	474	0	50	316
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases					2	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	4		6		5	2
Switch Phase						
Minimum Initial (s)	10.0		12.0		5.0	12.0
Minimum Split (s)	25.9		30.0		10.9	26.9
Total Split (s)	29.0		49.0		12.0	61.0
Total Split (%)	32.2%		54.4%		13.3%	67.8%
Maximum Green (s)	23.1		43.1		6.1	55.1
Yellow Time (s)	3.4		3.4		3.4	3.4
All-Red Time (s)	2.5		2.5		2.5	2.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.9		5.9		5.9	5.9
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.5		2.5		3.0	2.5
Recall Mode	None		C-Max		None	C-Max
Walk Time (s)	7.0		7.0			
Flash Don't Walk (s)	13.0		14.0			
Pedestrian Calls (#/hr)	0		0			
Act Effct Green (s)	14.2		56.4		64.0	64.0
Actuated g/C Ratio	0.16		0.63		0.71	0.71
v/c Ratio	0.67		0.41		0.09	0.24
Control Delay (s/veh)	38.5		4.9		5.0	5.6
Queue Delay	0.0		0.0		0.0	0.0
Total Delay (s/veh)	38.5		4.9		5.0	5.6
LOS	D		A		A	A
Approach Delay (s/veh)	38.5		4.9			5.5
Approach LOS	D		A			A

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 62 (69%), Referenced to phase 2:SBTL and 6:NBT, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay (s/veh): 11.4		Intersection LOS: B	
Intersection Capacity Utilization 52.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 14: Bradley Pl & Sunrise Ave





Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	195	474	50	316
v/c Ratio	0.67	0.41	0.09	0.24
Control Delay (s/veh)	38.5	4.9	5.0	5.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	38.5	4.9	5.0	5.6
Queue Length 50th (ft)	94	22	7	52
Queue Length 95th (ft)	166	m107	21	105
Internal Link Dist (ft)	215	322		127
Turn Bay Length (ft)			40	
Base Capacity (vph)	461	1145	587	1324
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.42	0.41	0.09	0.24

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	4	19	0	0	0	34	397	238	24	410	4
Future Vol, veh/h	5	4	19	0	0	0	34	397	238	24	410	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	4	21	0	0	0	37	432	259	26	446	4

Major/Minor	Minor2				Major1			Major2		
Conflicting Flow All	1005	1264	448		450	0	0	690	0	0
Stage 1	500	500	-		-	-	-	-	-	-
Stage 2	505	764	-		-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22		4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-		-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-		-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318		2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	268	169	611		1110	-	-	904	-	-
Stage 1	609	543	-		-	-	-	-	-	-
Stage 2	606	413	-		-	-	-	-	-	-
Platoon blocked, %						-	-		-	-
Mov Cap-1 Maneuver	251	0	611		1110	-	-	904	-	-
Mov Cap-2 Maneuver	251	0	-		-	-	-	-	-	-
Stage 1	589	0	-		-	-	-	-	-	-
Stage 2	588	0	-		-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	13.18	0.42	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	1110	-	-	470	904	-	-
HCM Lane V/C Ratio	0.033	-	-	0.065	0.029	-	-
HCM Control Delay (s/veh)	8.4	-	-	13.2	9.1	-	-
HCM Lane LOS	A	-	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	505	781	196	53	230	77	66	214	60	100	239
Future Volume (vph)	505	781	196	53	230	77	66	214	60	100	239
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.97		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		1.00	1.00
Satd. Flow (prot)	3433	3433		1770	3539	1583	1770	1802		1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.69	1.00		1.00	1.00
Satd. Flow (perm)	3433	3433		1770	3539	1583	1279	1802		1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	549	849	213	58	250	84	72	233	65	109	260
RTOR Reduction (vph)	0	0	0	0	0	60	0	0	0	0	138
Lane Group Flow (vph)	549	1062	0	58	250	24	72	298	0	109	122
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		NA	pm+ov
Protected Phases	1	6		5	2		4	8		3	1
Permitted Phases						2	8				3
Actuated Green, G (s)	16.6	25.6		16.5	25.5	25.5	34.9	34.9		25.5	42.1
Effective Green, g (s)	16.6	25.6		16.5	25.5	25.5	34.9	34.9		25.5	42.1
Actuated g/C Ratio	0.18	0.28		0.18	0.28	0.28	0.39	0.39		0.28	0.47
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5
Vehicle Extension (s)	5.0	5.0		5.0	5.0	5.0	3.0	5.0		5.0	5.0
Lane Grp Cap (vph)	633	976		324	1002	448	519	698		527	740
v/s Ratio Prot	c0.16	c0.31		0.03	0.07		0.01	c0.17		0.06	0.03
v/s Ratio Perm						0.02	0.05				0.05
v/c Ratio	0.87	1.09		0.18	0.25	0.05	0.14	0.43		0.21	0.16
Uniform Delay, d1	35.6	32.2		31.0	24.9	23.5	17.9	20.2		24.6	13.8
Progression Factor	1.00	1.00		1.17	0.75	0.80	1.00	1.00		1.13	1.27
Incremental Delay, d2	14.9	55.8		1.2	0.6	0.2	0.1	0.9		0.9	0.5
Delay (s)	50.5	88.0		37.5	19.2	18.9	18.0	21.1		28.6	18.0
Level of Service	D	F		D	B	B	B	C		C	B
Approach Delay (s/veh)		75.2			21.9			20.5		21.1	
Approach LOS		E			C			C		C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	52.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	66.1%	ICU Level of Service	C
Analysis Period (min)	15		

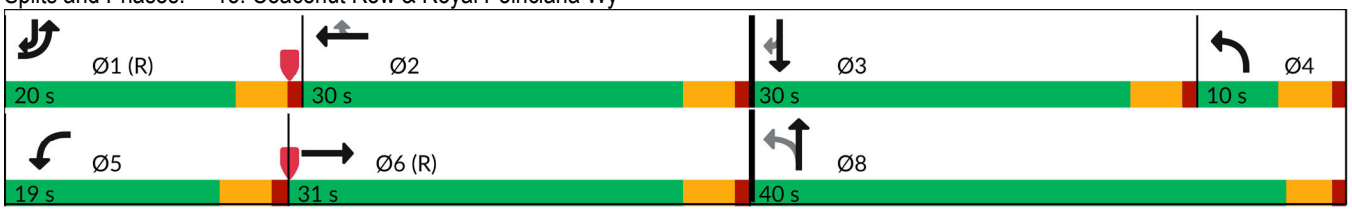
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	505	781	196	53	230	77	66	214	60	100	239
Future Volume (vph)	505	781	196	53	230	77	66	214	60	100	239
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		0	110		150	0		0		0
Storage Lanes	2		0	1		1	1		0		1
Taper Length (ft)	25			25			25				
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.970				0.850		0.967			0.850
Flt Protected	0.950			0.950			0.950				
Satd. Flow (prot)	3433	3433	0	1770	3539	1583	1770	1801	0	1863	1583
Flt Permitted	0.950			0.950			0.687				
Satd. Flow (perm)	3433	3433	0	1770	3539	1583	1280	1801	0	1863	1583
Right Turn on Red						Yes					Yes
Satd. Flow (RTOR)						127					260
Link Speed (mph)		30			30			30		30	
Link Distance (ft)		280			490			291		269	
Travel Time (s)		6.4			11.1			6.6		6.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	549	849	213	58	250	84	72	233	65	109	260
Shared Lane Traffic (%)											
Lane Group Flow (vph)	549	1062	0	58	250	84	72	298	0	109	260
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		70			100			12		12	
Link Offset(ft)		0			0			0		0	
Crosswalk Width(ft)		16			16			16		16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		60	15		9	15		9		9
Number of Detectors	1	2		1	2	1	0	2		2	1
Detector Template	Left	Thru		Left	Thru	Right		Thru		Thru	Right
Leading Detector (ft)	20	100		20	100	20	0	100		100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel											
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94			94			94		94	
Detector 2 Size(ft)		6			6			6		6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex		Cl+Ex	
Detector 2 Channel											
Detector 2 Extend (s)		0.0			0.0			0.0		0.0	
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		NA	pm+ov
Protected Phases	1	6		5	2		4	8		3	1
Permitted Phases						2	8				3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Detector Phase	1	6		5	2	2	4	8		3	1
Switch Phase											
Minimum Initial (s)	15.0	20.0		15.0	20.0	20.0	5.0	15.0		15.0	15.0
Minimum Split (s)	19.5	30.5		19.5	30.5	30.5	30.5	30.0		30.5	19.5
Total Split (s)	20.0	31.0		19.0	30.0	30.0	10.0	40.0		30.0	20.0
Total Split (%)	22.2%	34.4%		21.1%	33.3%	33.3%	11.1%	44.4%		33.3%	22.2%
Maximum Green (s)	15.5	26.5		14.5	25.5	25.5	5.5	36.0		25.5	15.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.0		3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag			Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes			Yes	Yes
Vehicle Extension (s)	5.0	5.0		5.0	5.0	5.0	3.0	5.0		5.0	5.0
Recall Mode	C-Max	C-Max		Max	Max	Max	None	None		Max	C-Max
Walk Time (s)		10.0			10.0	10.0	10.0	10.0		10.0	
Flash Don't Walk (s)		16.0			16.0	16.0	16.0	16.0		16.0	
Pedestrian Calls (#/hr)		0			0	0	0	0		0	
Act Effct Green (s)	17.5	26.5		16.5	25.5	25.5	34.6	34.0		25.5	43.9
Actuated g/C Ratio	0.19	0.29		0.18	0.28	0.28	0.38	0.38		0.28	0.49
v/c Ratio	0.82	1.05		0.18	0.25	0.16	0.14	0.44		0.21	0.29
Control Delay (s/veh)	47.9	75.2		40.1	19.4	2.0	18.5	22.7		29.1	2.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	47.9	75.2		40.1	19.4	2.0	18.5	22.7		29.1	2.3
LOS	D	E		D	B	A	B	C		C	A
Approach Delay (s/veh)		65.9			18.8			21.9		10.2	
Approach LOS		E			B			C		B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 1:EBL and 6:EBT, Start of Green, Master Intersection			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.05			
Intersection Signal Delay (s/veh): 45.7		Intersection LOS: D	
Intersection Capacity Utilization 66.1%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 15: Coaconut Row & Royal Poinciana Wy





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	549	1062	58	250	84	72	298	109	260
v/c Ratio	0.82	1.05	0.18	0.25	0.16	0.14	0.44	0.21	0.29
Control Delay (s/veh)	47.9	75.2	40.1	19.4	2.0	18.5	22.7	29.1	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	47.9	75.2	40.1	19.4	2.0	18.5	22.7	29.1	2.3
Queue Length 50th (ft)	160	~350	32	43	1	25	119	48	0
Queue Length 95th (ft)	#257	#475	70	61	8	53	188	88	17
Internal Link Dist (ft)		200		410			211	189	
Turn Bay Length (ft)	240		110		150				
Base Capacity (vph)	667	1010	324	1002	539	521	720	527	905
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.82	1.05	0.18	0.25	0.16	0.14	0.41	0.21	0.29

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	31	4	0	0	0	0	142	22	33	67	0
Future Vol, veh/h	27	31	4	0	0	0	0	142	22	33	67	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	29	34	4	0	0	0	0	154	24	36	73	0
Number of Lanes	0	1	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	8	8.2	8
HCM LOS	A	A	A

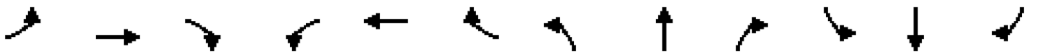
Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	0%	44%	33%
Vol Thru, %	87%	50%	67%
Vol Right, %	13%	6%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	164	62	100
LT Vol	0	27	33
Through Vol	142	31	67
RT Vol	22	4	0
Lane Flow Rate	178	67	109
Geometry Grp	1	1	1
Degree of Util (X)	0.201	0.086	0.128
Departure Headway (Hd)	4.055	4.608	4.254
Convergence, Y/N	Yes	Yes	Yes
Cap	873	782	830
Service Time	2.134	2.608	2.345
HCM Lane V/C Ratio	0.204	0.086	0.131
HCM Control Delay, s/veh	8.2	8	8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.7	0.3	0.4

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	108	5	0	0	0	0	77	34	60	6	0
Future Vol, veh/h	38	108	5	0	0	0	0	77	34	60	6	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	117	5	0	0	0	0	84	37	65	7	0
Number of Lanes	0	2	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	2
HCM Control Delay, s/veh	8.5	8	8.2
HCM LOS	A	A	A

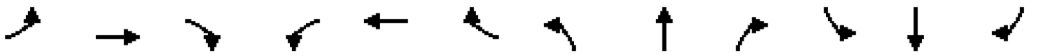
Lane	NBLn1	EBLn1	EBLn2	SBLn1
Vol Left, %	0%	41%	0%	91%
Vol Thru, %	69%	59%	92%	9%
Vol Right, %	31%	0%	8%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	111	92	59	66
LT Vol	0	38	0	60
Through Vol	77	54	54	6
RT Vol	34	0	5	0
Lane Flow Rate	121	100	64	72
Geometry Grp	2	5	5	2
Degree of Util (X)	0.142	0.144	0.087	0.093
Departure Headway (Hd)	4.251	5.177	4.91	4.663
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	847	695	732	771
Service Time	2.262	2.894	2.627	2.675
HCM Lane V/C Ratio	0.143	0.144	0.087	0.093
HCM Control Delay, s/veh	8	8.8	8.1	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.5	0.3	0.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	340	1119	33	0	302	12	71	25	9	49	32	270
Future Volume (vph)	340	1119	33	0	302	12	71	25	9	49	32	270
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00			0.99		1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3524			3519		1770	1787		1770	1863	1583
Flt Permitted	0.95	1.00			1.00		0.73	1.00		0.59	1.00	1.00
Satd. Flow (perm)	1770	3524			3519		1368	1787		1099	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	370	1216	36	0	328	13	77	27	10	53	35	293
RTOR Reduction (vph)	0	1	0	0	2	0	0	9	0	0	0	257
Lane Group Flow (vph)	370	1251	0	0	339	0	77	28	0	53	35	36
Turn Type	Prot	NA			NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6			2		7	4		3	8	
Permitted Phases							4			8		8
Actuated Green, G (s)	26.0	71.6			41.1		13.0	9.4		18.8	12.3	12.3
Effective Green, g (s)	26.0	71.6			41.1		13.0	9.4		18.8	12.3	12.3
Actuated g/C Ratio	0.26	0.72			0.41		0.13	0.09		0.19	0.12	0.12
Clearance Time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.0	4.0
Vehicle Extension (s)	5.0	7.0			7.0		5.0	5.0		5.0	5.0	5.0
Lane Grp Cap (vph)	460	2523			1446		192	167		250	229	194
v/s Ratio Prot	c0.21	c0.35			0.10		c0.01	0.02		c0.01	0.02	
v/s Ratio Perm							c0.04			0.03		0.02
v/c Ratio	0.80	0.50			0.23		0.40	0.17		0.21	0.15	0.19
Uniform Delay, d1	34.6	6.3			19.2		39.6	41.7		34.0	39.2	39.4
Progression Factor	1.00	1.00			1.10		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	11.1	0.7			0.4		2.9	1.0		0.9	0.7	1.0
Delay (s)	45.8	7.0			21.4		42.4	42.7		34.9	39.8	40.3
Level of Service	D	A			C		D	D		C	D	D
Approach Delay (s/veh)		15.8			21.4			42.5			39.5	
Approach LOS		B			C			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	21.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	52.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

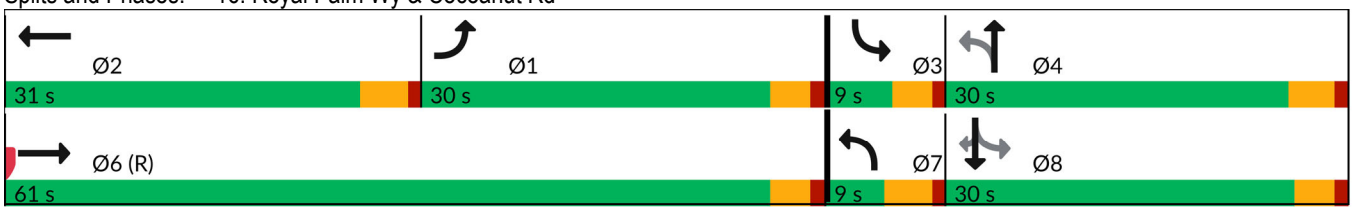


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	340	1119	33	0	302	12	71	25	9	49	32	270
Future Volume (vph)	340	1119	33	0	302	12	71	25	9	49	32	270
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		0	0		0	225		0
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.994			0.959				0.850
Flt Protected	0.950						0.950			0.950		
Satd. Flow (prot)	1770	3525	0	0	3518	0	1770	1786	0	1770	1863	1583
Flt Permitted	0.950						0.734			0.590		
Satd. Flow (perm)	1770	3525	0	0	3518	0	1367	1786	0	1099	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			4			10				293
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		354			401			476			251	
Travel Time (s)		8.0			9.1			10.8			5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	370	1216	36	0	328	13	77	27	10	53	35	293
Shared Lane Traffic (%)												
Lane Group Flow (vph)	370	1252	0	0	341	0	77	37	0	53	35	293
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2		1	2	1
Detector Template	Left	Thru			Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100			100		20	100		20	100	20
Trailing Detector (ft)	0	0			0		0	0		0	0	0
Detector 1 Position(ft)	0	0			0		0	0		0	0	0
Detector 1 Size(ft)	20	6			6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA			NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6			2		7	4		3	8	
Permitted Phases							4			8		8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6			2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0			15.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	30.5			30.5		9.5	30.5		9.5	30.5	30.5
Total Split (s)	30.0	61.0			31.0		9.0	30.0		9.0	30.0	30.0
Total Split (%)	30.0%	61.0%			31.0%		9.0%	30.0%		9.0%	30.0%	30.0%
Maximum Green (s)	26.0	57.0			26.5		4.5	25.5		5.0	26.0	26.0
Yellow Time (s)	3.0	3.0			3.5		3.5	3.5		3.0	3.0	3.0
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.0	4.0
Lead/Lag	Lag				Lead		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes				Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	5.0	7.0			7.0		5.0	5.0		5.0	5.0	5.0
Recall Mode	None	C-Max			Max		None	None		None	None	None
Walk Time (s)		10.0			10.0			10.0			10.0	10.0
Flash Don't Walk (s)		16.0			16.0			16.0			16.0	16.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	26.0	73.4			42.9		13.0	11.0		16.2	11.4	11.4
Actuated g/C Ratio	0.26	0.73			0.43		0.13	0.11		0.16	0.11	0.11
v/c Ratio	0.80	0.48			0.23		0.39	0.18		0.23	0.16	0.67
Control Delay (s/veh)	49.6	7.2			21.7		40.4	32.0		33.5	39.5	12.5
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	49.6	7.2			21.7		40.4	32.0		33.5	39.5	12.5
LOS	D	A			C		D	C		C	D	B
Approach Delay (s/veh)		16.8			21.7			37.7			17.9	
Approach LOS		B			C			D			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 6:EBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay (s/veh): 18.7		Intersection LOS: B	
Intersection Capacity Utilization 52.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 16: Royal Palm Wy & Cocoanut Rd





Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	370	1252	341	77	37	53	35	293
v/c Ratio	0.80	0.48	0.23	0.39	0.18	0.23	0.16	0.67
Control Delay (s/veh)	49.6	7.2	21.7	40.4	32.0	33.5	39.5	12.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	49.6	7.2	21.7	40.4	32.0	33.5	39.5	12.5
Queue Length 50th (ft)	221	143	73	43	16	29	21	0
Queue Length 95th (ft)	#365	267	118	75	42	55	46	70
Internal Link Dist (ft)		274	321		396		171	
Turn Bay Length (ft)	150					225		
Base Capacity (vph)	460	2587	1510	195	462	228	484	628
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.48	0.23	0.39	0.08	0.23	0.07	0.47

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑	↱		↱
Traffic Vol, veh/h	0	0	30	114	0	7
Future Vol, veh/h	0	0	30	114	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	33	124	0	8

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	33
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	1041
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	1041
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s/v	0	8.48
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1041
HCM Lane V/C Ratio	-	-	0.007
HCM Control Delay (s/veh)	-	-	8.5
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	72	0	1	38	37	409	35	0	461	33
Future Vol, veh/h	0	0	72	0	1	38	37	409	35	0	461	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	78	0	1	41	40	445	38	0	501	36

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	519	-	1062	222	537	0	0	483	0	0
Stage 1	-	-	-	-	525	-	-	-	-	-	-	-
Stage 2	-	-	-	-	537	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.23	-	6.53	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	-	-	-	-	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.319	-	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	0	0	556	0	223	782	1029	-	-	1078	-	-
Stage 1	0	0	-	0	528	-	-	-	-	-	-	-
Stage 2	0	0	-	0	522	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	556	-	213	782	1029	-	-	1078	-	-
Mov Cap-2 Maneuver	-	-	-	-	213	-	-	-	-	-	-	-
Stage 1	-	-	-	-	505	-	-	-	-	-	-	-
Stage 2	-	-	-	-	522	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	12.53	9.86	0.95	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	299	-	-	556	782	1078	-	-
HCM Lane V/C Ratio	0.039	-	-	0.141	0.053	-	-	-
HCM Control Delay (s/veh)	8.6	0.3	-	12.5	9.9	0	-	-
HCM Lane LOS	A	A	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.2	0	-	-



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	70	43	521	99	32	428
Future Volume (vph)	70	43	521	99	32	428
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4		5.6			5.6
Lane Util. Factor	1.00		0.95			0.95
Frt	0.95		0.98			1.00
Flt Protected	0.97		1.00			1.00
Satd. Flow (prot)	1714		3454			3527
Flt Permitted	0.97		1.00			0.88
Satd. Flow (perm)	1714		3454			3120
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	76	47	566	108	35	465
RTOR Reduction (vph)	39	0	12	0	0	0
Lane Group Flow (vph)	84	0	662	0	0	500
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Actuated Green, G (s)	12.0		53.0			53.0
Effective Green, g (s)	12.0		53.0			53.0
Actuated g/C Ratio	0.16		0.70			0.70
Clearance Time (s)	5.4		5.6			5.6
Vehicle Extension (s)	5.0		5.0			5.0
Lane Grp Cap (vph)	270		2408			2175
v/s Ratio Prot	c0.05		c0.19			
v/s Ratio Perm						0.16
v/c Ratio	0.31		0.27			0.23
Uniform Delay, d1	28.3		4.3			4.1
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	1.4		0.3			0.2
Delay (s)	29.7		4.6			4.4
Level of Service	C		A			A
Approach Delay (s/veh)	29.7		4.6			4.4
Approach LOS	C		A			A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	6.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.28		
Actuated Cycle Length (s)	76.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	56.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

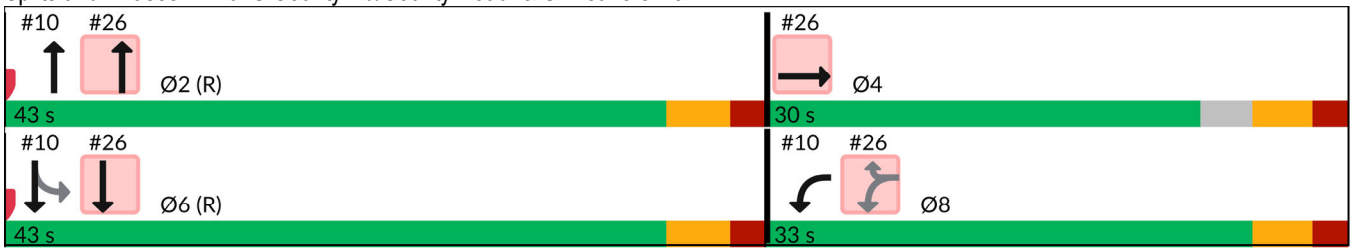


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Lane Configurations							
Traffic Volume (vph)	70	43	521	99	32	428	
Future Volume (vph)	70	43	521	99	32	428	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95	
Frt	0.948		0.976				
Flt Protected	0.970					0.997	
Satd. Flow (prot)	1713	0	3454	0	0	3529	
Flt Permitted	0.970					0.882	
Satd. Flow (perm)	1713	0	3454	0	0	3122	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)	46		41				
Link Speed (mph)	30		30			30	
Link Distance (ft)	374		229			1138	
Travel Time (s)	8.5		5.2			25.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	76	47	566	108	35	465	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	123	0	674	0	0	500	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	12		0			0	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9		9	15		
Number of Detectors	1		2		1	2	
Detector Template	Left		Thru		Left	Thru	
Leading Detector (ft)	20		100		20	100	
Trailing Detector (ft)	0		0		0	0	
Detector 1 Position(ft)	0		0		0	0	
Detector 1 Size(ft)	20		6		20	6	
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0		0.0	0.0	
Detector 1 Delay (s)	0.0		0.0		0.0	0.0	
Detector 2 Position(ft)			94			94	
Detector 2 Size(ft)			6			6	
Detector 2 Type			Cl+Ex			Cl+Ex	
Detector 2 Channel							
Detector 2 Extend (s)			0.0			0.0	
Turn Type	Prot		NA		Perm	NA	
Protected Phases	8		2			6	4
Permitted Phases					6		
Detector Phase	8		2		6	6	
Switch Phase							
Minimum Initial (s)	15.0		15.0		15.0	15.0	15.0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Minimum Split (s)	31.4		28.6		22.6	22.6	22.5
Total Split (s)	33.0		43.0		43.0	43.0	30.0
Total Split (%)	43.4%		56.6%		56.6%	56.6%	39%
Maximum Green (s)	27.6		37.4		37.4	37.4	24.6
Yellow Time (s)	3.4		3.6		3.6	3.6	3.4
All-Red Time (s)	2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0	
Total Lost Time (s)	5.4		5.6			5.6	
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	5.0		5.0		5.0	5.0	5.0
Recall Mode	None		C-Max		C-Max	C-Max	None
Walk Time (s)	10.0		7.0				
Flash Don't Walk (s)	16.0		16.0				
Pedestrian Calls (#/hr)	0		0				
Act Effct Green (s)	15.0		55.2			55.2	
Actuated g/C Ratio	0.20		0.73			0.73	
v/c Ratio	0.33		0.27			0.22	
Control Delay (s/veh)	19.8		4.9			5.0	
Queue Delay	0.0		0.3			0.0	
Total Delay (s/veh)	19.8		5.2			5.0	
LOS	B		A			A	
Approach Delay (s/veh)	19.8		5.2			5.0	
Approach LOS	B		A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 76			
Actuated Cycle Length: 76			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.33			
Intersection Signal Delay (s/veh): 6.5		Intersection LOS: A	
Intersection Capacity Utilization 56.7%		ICU Level of Service B	
Analysis Period (min) 15			

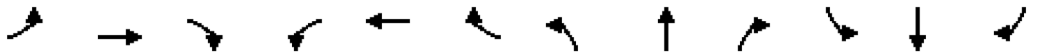
Splits and Phases: 10: S County Rd/County Road & S Breakers Row





Lane Group	WBL	NBT	SBT
Lane Group Flow (vph)	123	674	500
v/c Ratio	0.33	0.27	0.22
Control Delay (s/veh)	19.8	4.9	5.0
Queue Delay	0.0	0.3	0.0
Total Delay (s/veh)	19.8	5.2	5.0
Queue Length 50th (ft)	31	56	43
Queue Length 95th (ft)	76	80	63
Internal Link Dist (ft)	294	149	1058
Turn Bay Length (ft)			
Base Capacity (vph)	651	2520	2267
Starvation Cap Reductn	0	1184	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.19	0.50	0.22

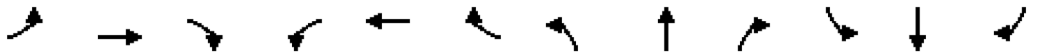
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	9	6	4	0	54	0	177	14	61	227	0
Future Volume (vph)	8	9	6	4	0	54	0	177	14	61	227	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.4			4.4			4.6			4.6	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.96			0.87			0.99			1.00	
Flt Protected		0.98			1.00			1.00			0.99	
Satd. Flow (prot)		1765			1622			1845			1843	
Flt Permitted		0.88			0.98			1.00			0.91	
Satd. Flow (perm)		1576			1595			1845			1688	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	9	10	7	4	0	59	0	192	15	66	247	0
RTOR Reduction (vph)	0	6	0	0	0	0	0	2	0	0	0	0
Lane Group Flow (vph)	0	20	0	0	63	0	0	205	0	0	313	0
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		8			8			6			2	
Permitted Phases	8			8						2		
Actuated Green, G (s)		7.1			7.1			53.9			53.9	
Effective Green, g (s)		7.1			7.1			53.9			53.9	
Actuated g/C Ratio		0.10			0.10			0.77			0.77	
Clearance Time (s)		4.4			4.4			4.6			4.6	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		159			161			1420			1299	
v/s Ratio Prot								0.11				
v/s Ratio Perm		0.01			c0.04						c0.19	
v/c Ratio		0.12			0.39			0.14			0.24	
Uniform Delay, d1		28.6			29.4			2.1			2.3	
Progression Factor		1.00			1.00			1.00			0.16	
Incremental Delay, d2		0.4			1.6			0.2			0.4	
Delay (s)		29.0			31.0			2.3			0.8	
Level of Service		C			C			A			A	
Approach Delay (s/veh)		29.0			31.0			2.3			0.8	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	5.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.26		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	42.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

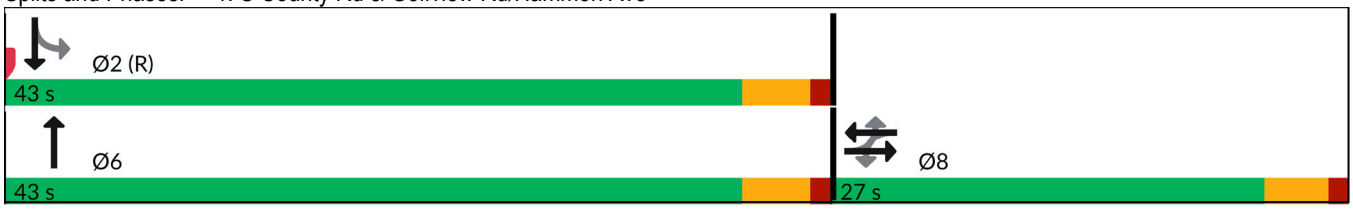


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	9	6	4	0	54	0	177	14	61	227	0
Future Volume (vph)	8	9	6	4	0	54	0	177	14	61	227	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.964			0.874			0.990				
Flt Protected		0.983			0.997						0.990	
Satd. Flow (prot)	0	1765	0	0	1623	0	0	1844	0	0	1844	0
Flt Permitted		0.878			0.980						0.906	
Satd. Flow (perm)	0	1577	0	0	1595	0	0	1844	0	0	1688	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		7						9				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1221			780			420			121	
Travel Time (s)		27.8			17.7			9.5			2.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	9	10	7	4	0	59	0	192	15	66	247	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	0	63	0	0	207	0	0	313	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0			0		1	0	
Detector Template	Left			Left						Left		
Leading Detector (ft)	20	0		20	0			0		20	0	
Trailing Detector (ft)	0	0		0	0			0		0	0	
Detector 1 Position(ft)	0	0		0	0			0		0	0	
Detector 1 Size(ft)	20	6		20	6			6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		8			8			6			2	
Permitted Phases	8			8						2		
Detector Phase	8	8		8	8			6		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0			5.0		5.0	5.0	
Minimum Split (s)	25.4	25.4		25.4	25.4			25.6		25.6	25.6	
Total Split (s)	27.0	27.0		27.0	27.0			43.0		43.0	43.0	
Total Split (%)	38.6%	38.6%		38.6%	38.6%			61.4%		61.4%	61.4%	
Maximum Green (s)	22.6	22.6		22.6	22.6			38.4		38.4	38.4	
Yellow Time (s)	3.4	3.4		3.4	3.4			3.6		3.6	3.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	1.0	1.0		1.0	1.0			1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.4			4.4			4.6			4.6	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Recall Mode	None	None		None	None			Max		C-Max	C-Max	
Walk Time (s)	8.0	8.0		8.0	8.0			8.0		8.0	8.0	
Flash Don't Walk (s)	13.0	13.0		13.0	13.0			13.0		13.0	13.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)		8.5			8.5			55.7			55.7	
Actuated g/C Ratio		0.12			0.12			0.80			0.80	
v/c Ratio		0.13			0.32			0.14			0.23	
Control Delay (s/veh)		22.9			32.1			2.7			0.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		22.9			32.1			2.7			0.8	
LOS		C			C			A			A	
Approach Delay (s/veh)		22.9			32.1			2.7			0.8	
Approach LOS		C			C			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 68 (97%), Referenced to phase 2:SBTL, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.32			
Intersection Signal Delay (s/veh): 5.7		Intersection LOS: A	
Intersection Capacity Utilization 42.7%		ICU Level of Service A	
Analysis Period (min) 15			

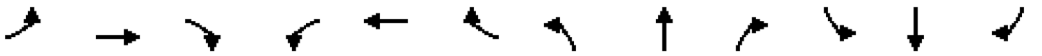
Splits and Phases: 1: S County Rd & Golfview Rd/Hammon Ave





Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	26	63	207	313
v/c Ratio	0.13	0.32	0.14	0.23
Control Delay (s/veh)	22.9	32.1	2.7	0.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.9	32.1	2.7	0.8
Queue Length 50th (ft)	8	26	17	1
Queue Length 95th (ft)	27	57	40	8
Internal Link Dist (ft)	1141	700	340	41
Turn Bay Length (ft)				
Base Capacity (vph)	513	514	1468	1342
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.05	0.12	0.14	0.23

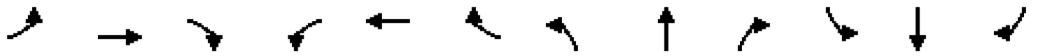
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	50	53	0	0	0	0	283	23	84	314	0
Future Volume (vph)	33	50	53	0	0	0	0	283	23	84	314	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0			4.0	
Lane Util. Factor		1.00	1.00					0.95			0.95	
Frt		1.00	0.85					0.99			1.00	
Flt Protected		0.98	1.00					1.00			0.99	
Satd. Flow (prot)		1826	1583					3499			3502	
Flt Permitted		0.98	1.00					1.00			0.82	
Satd. Flow (perm)		1826	1583					3499			2888	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	36	54	58	0	0	0	0	308	25	91	341	0
RTOR Reduction (vph)	0	0	49	0	0	0	0	5	0	0	0	0
Lane Group Flow (vph)	0	90	9	0	0	0	0	328	0	0	432	0
Turn Type	Perm	NA	Perm					NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4		4							6		
Actuated Green, G (s)		11.4	11.4					50.6			44.2	
Effective Green, g (s)		11.4	11.4					50.6			44.2	
Actuated g/C Ratio		0.16	0.16					0.72			0.63	
Clearance Time (s)		4.0	4.0					4.0			4.0	
Vehicle Extension (s)		5.0	5.0					5.0			5.0	
Lane Grp Cap (vph)		297	257					2529			1823	
v/s Ratio Prot								c0.09				
v/s Ratio Perm		0.05	0.01								c0.15	
v/c Ratio		0.30	0.04					0.13			0.24	
Uniform Delay, d1		25.8	24.7					3.0			5.6	
Progression Factor		1.00	1.00					0.75			1.00	
Incremental Delay, d2		1.2	0.1					0.0			0.3	
Delay (s)		27.0	24.8					2.3			5.9	
Level of Service		C	C					A			A	
Approach Delay (s/veh)		26.1			0.0			2.3			5.9	
Approach LOS		C			A			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	7.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.25		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	34.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



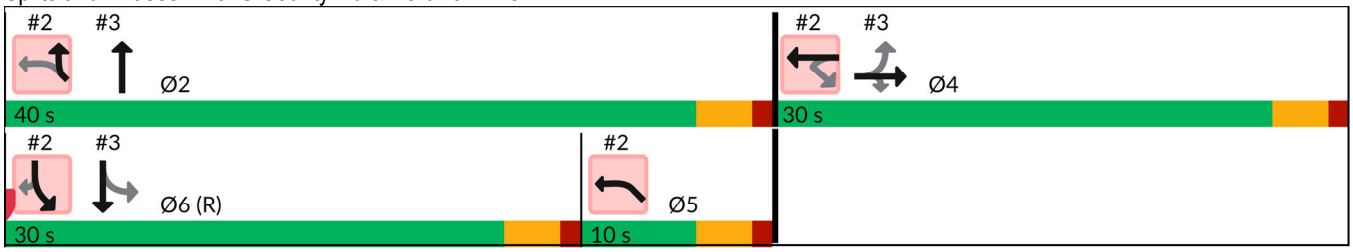
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	50	53	0	0	0	0	283	23	84	314	0
Future Volume (vph)	33	50	53	0	0	0	0	283	23	84	314	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Frt			0.850					0.989				
Flt Protected		0.980									0.990	
Satd. Flow (prot)	0	1825	1583	0	0	0	0	3500	0	0	3504	0
Flt Permitted		0.980									0.816	
Satd. Flow (perm)	0	1825	1583	0	0	0	0	3500	0	0	2888	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			78					18				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		756			55			306			163	
Travel Time (s)		17.2			1.3			7.0			3.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	36	54	58	0	0	0	0	308	25	91	341	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	90	58	0	0	0	0	333	0	0	432	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2		1	2	
Detector Template	Left	Thru	Right					Thru		Left	Thru	
Leading Detector (ft)	20	100	20					100		20	100	
Trailing Detector (ft)	0	0	0					0		0	0	
Detector 1 Position(ft)	0	0	0					0		0	0	
Detector 1 Size(ft)	20	6	20					6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4		4							6		
Detector Phase	4	4	4					2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0					5.0		5.0	5.0	

Lane Group	Ø5
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	5
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	30.0	30.0	30.0					30.0		30.0	30.0	
Total Split (s)	30.0	30.0	30.0					40.0		30.0	30.0	
Total Split (%)	42.9%	42.9%	42.9%					57.1%		42.9%	42.9%	
Maximum Green (s)	26.0	26.0	26.0					36.0		26.0	26.0	
Yellow Time (s)	3.0	3.0	3.0					3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0					1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0					0.0			0.0	
Total Lost Time (s)		4.0	4.0					4.0			4.0	
Lead/Lag										Lead	Lead	
Lead-Lag Optimize?										Yes	Yes	
Vehicle Extension (s)	5.0	5.0	5.0					5.0		5.0	5.0	
Recall Mode	None	None	None					None		C-Max	C-Max	
Walk Time (s)	10.0	10.0	10.0					10.0		10.0	10.0	
Flash Don't Walk (s)	16.0	16.0	16.0					16.0		16.0	16.0	
Pedestrian Calls (#/hr)	0	0	0					0		0	0	
Act Effct Green (s)		11.4	11.4					50.6			46.6	
Actuated g/C Ratio		0.16	0.16					0.72			0.67	
v/c Ratio		0.30	0.18					0.13			0.22	
Control Delay (s/veh)		27.2	5.4					2.6			6.6	
Queue Delay		0.0	0.0					0.0			0.0	
Total Delay (s/veh)		27.2	5.4					2.6			6.6	
LOS		C	A					A			A	
Approach Delay (s/veh)		18.6						2.6			6.6	
Approach LOS		B						A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 64 (91%), Referenced to phase 6:SBL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.30			
Intersection Signal Delay (s/veh): 7.1		Intersection LOS: A	
Intersection Capacity Utilization 34.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: S County Rd & Peruvian Ave



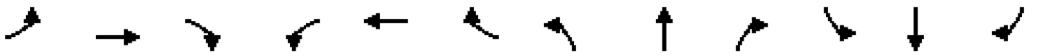
Lane Group	Ø5
Minimum Split (s)	9.5
Total Split (s)	10.0
Total Split (%)	14%
Maximum Green (s)	6.0
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	5.0
Recall Mode	None
Walk Time (s)	
Flash Don't Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary



Lane Group	EBT	EBR	NBT	SBT
Lane Group Flow (vph)	90	58	333	432
v/c Ratio	0.30	0.18	0.13	0.22
Control Delay (s/veh)	27.2	5.4	2.6	6.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	27.2	5.4	2.6	6.6
Queue Length 50th (ft)	35	0	15	23
Queue Length 95th (ft)	67	19	29	80
Internal Link Dist (ft)	676		226	83
Turn Bay Length (ft)				
Base Capacity (vph)	677	637	2533	1921
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.13	0.09	0.13	0.22

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	456	257	298	0	88	7	107	96	10	0	171	110
Future Volume (veh/h)	456	257	298	0	88	7	107	96	10	0	171	110
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	496	279	324	0	96	8	116	104	11	0	186	120
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	0	2	2
Opposing Right Turn Influence	Yes			No			Yes			No		
Cap, veh/h	621	776	658	0	332	27	579	821	87	0	580	491
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.27	0.41	0.41	0.00	0.10	0.10	0.14	0.49	0.49	0.00	0.31	0.31
Unsig. Movement Delay												
Ln Grp Delay, s/veh	37.4	21.4	24.1	0.0	42.6	42.6	15.5	0.0	13.9	0.0	27.9	7.0
Ln Grp LOS	D	C	C		D	D	B		B		C	A
Approach Vol, veh/h		1099			104			231			306	
Approach Delay, s/veh		29.4			42.6			14.7			19.7	
Approach LOS		C			D			B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6	8	7
Case No		4.0		3.0	1.2	7.0	8.0	1.4
Phs Duration (G+Y+Rc), s		54.0		46.0	18.4	35.6	14.5	31.5
Change Period (Y+Rc), s		4.6		4.5	4.0	4.6	* 4.5	4.5
Max Green (Gmax), s		49.4		41.5	15.0	30.4	* 19	19.0
Max Allow Headway (MAH), s		5.3		4.6	3.8	5.8	5.3	3.8
Max Q Clear (g_c+I1), s		5.4		17.0	5.7	9.6	4.7	19.3
Green Ext Time (g_e), s		0.7		2.9	0.2	2.0	0.4	0.0
Prob of Phs Call (p_c)		1.00		1.00	0.96	1.00	1.00	1.00
Prob of Max Out (p_x)		0.00		0.00	0.00	0.00	0.00	1.00

Left-Turn Movement Data								
Assigned Mvmt					5	1	3	7
Mvmt Sat Flow, veh/h					1781	0	0	1781

Through Movement Data								
Assigned Mvmt		2		4		6	8	
Mvmt Sat Flow, veh/h		1663		1870		1870	3418	

Right-Turn Movement Data								
Assigned Mvmt		12		14		16	18	
Mvmt Sat Flow, veh/h		176		1585		1585	274	

Left Lane Group Data								
Assigned Mvmt	0	0	0	0	5	1	3	7

Lane Assignment					L (Pr/Pm)			L (Pr/Pm)
Lanes in Grp	0	0	0	0	1	0	0	1
Grp Vol (v), veh/h	0	0	0	0	116	0	0	496
Grp Sat Flow (s), veh/h/ln	0	0	0	0	1781	0	0	1781
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	3.7	0.0	0.0	17.3
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	3.7	0.0	0.0	17.3
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	1073	0	0	1290
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	33.0	0.0	0.0	8.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	23.4	0.0	0.0	5.3
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	1.2	0.0	0.0	5.3
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	31.0	10.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	579	0	0	621
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.20	0.00	0.00	0.80
Avail Cap (c_a), veh/h	0	0	0	0	590	0	0	621
Upstream Filter (I)	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	15.3	0.0	0.0	30.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.2	0.0	0.0	7.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	15.5	0.0	0.0	37.4
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	1.5	0.0	0.0	9.7
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	1.5	0.0	0.0	10.9
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.17	0.00	0.00	1.54
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	8	0
Lane Assignment				T		T	T	
Lanes in Grp	0	0	0	1	0	1	1	0
Grp Vol (v), veh/h	0	0	0	279	0	186	51	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1870	0	1870	1777	0
Q Serve Time (g_s), s	0.0	0.0	0.0	10.3	0.0	7.6	2.6	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	10.3	0.0	7.6	2.6	0.0
Lane Grp Cap (c), veh/h	0	0	0	776	0	580	178	0
V/C Ratio (X)	0.00	0.00	0.00	0.36	0.00	0.32	0.29	0.00
Avail Cap (c_a), veh/h	0	0	0	776	0	580	329	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	20.1	0.0	26.4	41.7	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.3	0.0	1.5	0.9	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	21.4	0.0	27.9	42.6	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.4	0.0	3.4	1.2	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.3	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	4.7	0.0	3.6	1.2	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.19	0.00	1.05	0.03	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

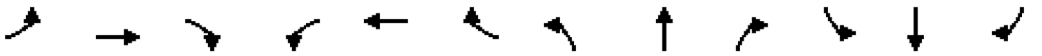
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	18	0
Lane Assignment		T+R		R		R	T+R	
Lanes in Grp	0	1	0	1	0	1	1	0
Grp Vol (v), veh/h	0	115	0	324	0	120	53	0
Grp Sat Flow (s), veh/h/ln	0	1839	0	1585	0	1585	1821	0
Q Serve Time (g_s), s	0.0	3.4	0.0	15.0	0.0	2.7	2.7	0.0
Cycle Q Clear Time (g_c), s	0.0	3.4	0.0	15.0	0.0	2.7	2.7	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.10	0.00	1.00	0.00	1.00	0.15	0.00
Lane Grp Cap (c), veh/h	0	908	0	658	0	491	182	0
V/C Ratio (X)	0.00	0.13	0.00	0.49	0.00	0.24	0.29	0.00
Avail Cap (c_a), veh/h	0	908	0	658	0	491	337	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d1), s/veh	0.0	13.7	0.0	21.5	0.0	5.9	41.7	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	2.6	0.0	1.2	0.9	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	13.9	0.0	24.1	0.0	7.0	42.6	0.0
1st-Term Q (Q1), veh/ln	0.0	1.4	0.0	14.3	0.0	4.4	1.2	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.5	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.4	0.0	14.7	0.0	4.6	1.3	0.0
%ile Storage Ratio (RQ%)	0.00	0.17	0.00	0.60	0.00	1.34	0.03	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	26.6
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th Edition computational engine requires equal clearance times for the phases crossing the barrier.

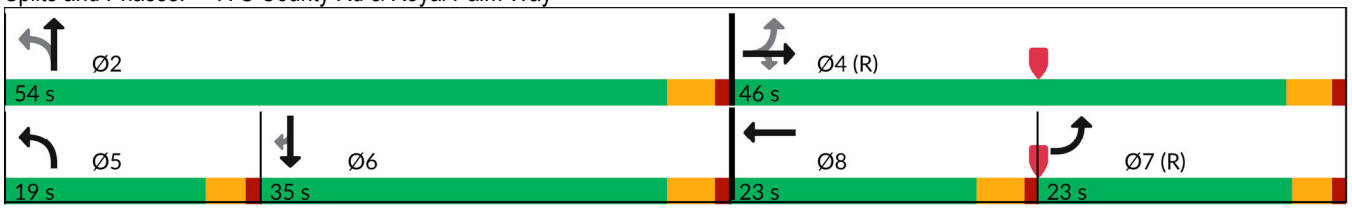


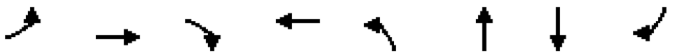
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	456	257	298	0	88	7	107	96	10	0	171	110
Future Volume (vph)	456	257	298	0	88	7	107	96	10	0	171	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	0		0	0		0	0		0
Storage Lanes	1		1	0		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.988			0.986				0.850
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1770	1863	1583	0	3497	0	1770	1837	0	0	1863	1583
Flt Permitted	0.686						0.502					
Satd. Flow (perm)	1278	1863	1583	0	3497	0	935	1837	0	0	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			324		8			8				120
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		693			1009			293			161	
Travel Time (s)		15.8			22.9			6.7			3.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	496	279	324	0	96	8	116	104	11	0	186	120
Shared Lane Traffic (%)												
Lane Group Flow (vph)	496	279	324	0	104	0	116	115	0	0	186	120
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1		2		1	2			2	1
Detector Template	Left	Thru	Right		Thru		Left	Thru			Thru	Right
Leading Detector (ft)	20	100	20		100		20	100			100	20
Trailing Detector (ft)	0	0	0		0		0	0			0	0
Detector 1 Position(ft)	0	0	0		0		0	0			0	0
Detector 1 Size(ft)	20	6	20		6		20	6			6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0		0.0	0.0			0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0		0.0	0.0			0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0		0.0	0.0			0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm		NA		pm+pt	NA			NA	Perm
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4		4				2					6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4		8		5	2			6	6
Switch Phase												
Minimum Initial (s)	10.0	20.0	20.0		10.0		15.0	15.0			15.0	15.0
Minimum Split (s)	14.5	26.5	26.5		23.6		19.5	34.6			34.6	34.6
Total Split (s)	23.0	46.0	46.0		23.0		19.0	54.0			35.0	35.0
Total Split (%)	23.0%	46.0%	46.0%		23.0%		19.0%	54.0%			35.0%	35.0%
Maximum Green (s)	19.0	41.5	41.5		18.5		15.0	49.4			30.4	30.4
Yellow Time (s)	3.0	3.5	3.5		3.5		3.0	3.6			3.6	3.6
All-Red Time (s)	1.0	1.0	1.0		1.0		1.0	1.0			1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)	4.0	4.5	4.5		4.5		4.0	4.6			4.6	4.6
Lead/Lag	Lag				Lead		Lead				Lag	Lag
Lead-Lag Optimize?	Yes				Yes		Yes				Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0			4.0	4.0
Recall Mode	C-Max	C-Max	C-Max		None		None	Max			Max	Max
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	7.0
Flash Don't Walk (s)		15.0	15.0		12.0			23.0			23.0	23.0
Pedestrian Calls (#/hr)		0	0		0			0			0	0
Act Effct Green (s)	42.0	41.5	41.5		10.1		50.0	49.4			30.4	30.4
Actuated g/C Ratio	0.42	0.42	0.42		0.10		0.50	0.49			0.30	0.30
v/c Ratio	0.72	0.36	0.38		0.29		0.20	0.13			0.33	0.21
Control Delay (s/veh)	26.8	15.9	2.6		40.7		14.4	13.2			28.9	5.9
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Delay (s/veh)	26.8	15.9	2.6		40.7		14.4	13.2			28.9	5.9
LOS	C	B	A		D		B	B			C	A
Approach Delay (s/veh)		16.9			40.7			13.8			19.9	
Approach LOS		B			D			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 52 (52%), Referenced to phase 4:EBTL and 7:EBL, Start of Green			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay (s/veh): 18.4		Intersection LOS: B	
Intersection Capacity Utilization 67.8%		ICU Level of Service C	
Analysis Period (min) 15			

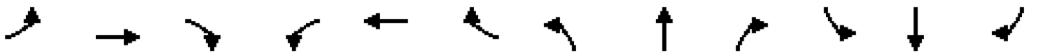
Splits and Phases: 7: S County Rd & Royal Palm Way





Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	496	279	324	104	116	115	186	120
v/c Ratio	0.72	0.36	0.38	0.29	0.20	0.13	0.33	0.21
Control Delay (s/veh)	26.8	15.9	2.6	40.7	14.4	13.2	28.9	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	26.8	15.9	2.6	40.7	14.4	13.2	28.9	5.9
Queue Length 50th (ft)	255	123	34	30	38	35	91	0
Queue Length 95th (ft)	345	82	12	56	69	66	151	40
Internal Link Dist (ft)		613		929		213	81	
Turn Bay Length (ft)	180							
Base Capacity (vph)	686	773	846	653	592	911	566	564
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.36	0.38	0.16	0.20	0.13	0.33	0.21

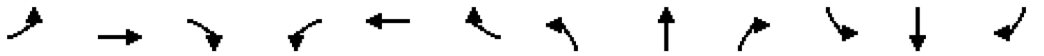
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	370	78	205	0	0	0	0	427	41	0	243	0
Future Volume (vph)	370	78	205	0	0	0	0	427	41	0	243	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0					4.0			4.0	
Lane Util. Factor	0.95	0.95	1.00					0.95			0.95	
Frt	1.00	1.00	0.85					0.99			1.00	
Flt Protected	0.95	0.97	1.00					1.00			1.00	
Satd. Flow (prot)	1681	1714	1583					3492			3539	
Flt Permitted	0.95	0.97	1.00					1.00			1.00	
Satd. Flow (perm)	1681	1714	1583					3492			3539	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	402	85	223	0	0	0	0	464	45	0	264	0
RTOR Reduction (vph)	0	0	172	0	0	0	0	6	0	0	0	0
Lane Group Flow (vph)	241	246	51	0	0	0	0	503	0	0	264	0
Turn Type	Split	NA	Perm					NA			NA	
Protected Phases	3	3						1 2			1 4	
Permitted Phases			3									
Actuated Green, G (s)	20.6	20.6	20.6					47.1			52.4	
Effective Green, g (s)	20.6	20.6	20.6					47.1			52.4	
Actuated g/C Ratio	0.23	0.23	0.23					0.52			0.58	
Clearance Time (s)	4.0	4.0	4.0									
Vehicle Extension (s)	3.0	3.0	3.0									
Lane Grp Cap (vph)	384	392	362					1827			2060	
v/s Ratio Prot	0.14	c0.14						c0.14			c0.07	
v/s Ratio Perm			0.03									
v/c Ratio	0.63	0.63	0.14					0.28			0.13	
Uniform Delay, d1	31.2	31.2	27.6					11.9			8.5	
Progression Factor	0.72	0.72	0.13					1.00			0.47	
Incremental Delay, d2	7.3	7.2	0.8					0.4			0.0	
Delay (s)	29.7	29.6	4.3					12.3			4.0	
Level of Service	C	C	A					B			A	
Approach Delay (s/veh)		21.7			0.0			12.3			4.0	
Approach LOS		C			A			B			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	15.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	36.0%	ICU Level of Service	A
Analysis Period (min)	15		

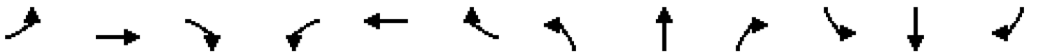
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	3	37	7	86	341	0	0	243	218
Future Volume (vph)	0	0	0	3	37	7	86	341	0	0	243	218
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0		4.0			4.0	
Lane Util. Factor					1.00	1.00		0.95			0.95	
Frt					1.00	0.85		1.00			0.93	
Flt Protected					1.00	1.00		0.99			1.00	
Satd. Flow (prot)					1856	1583		3504			3288	
Flt Permitted					1.00	1.00		0.77			1.00	
Satd. Flow (perm)					1856	1583		2727			3288	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	3	40	8	93	371	0	0	264	237
RTOR Reduction (vph)	0	0	0	0	0	7	0	0	0	0	137	0
Lane Group Flow (vph)	0	0	0	0	43	1	0	464	0	0	364	0
Turn Type				Perm	NA	Perm	custom	NA			NA	
Protected Phases					4			1 2 3			1	
Permitted Phases				4		4	2 3					
Actuated Green, G (s)					10.3	10.3		71.7			38.1	
Effective Green, g (s)					10.3	10.3		71.7			38.1	
Actuated g/C Ratio					0.11	0.11		0.80			0.42	
Clearance Time (s)					4.0	4.0					4.0	
Vehicle Extension (s)					3.0	3.0					3.0	
Lane Grp Cap (vph)					212	181		2172			1391	
v/s Ratio Prot											c0.11	
v/s Ratio Perm					0.02	0.00		c0.17				
v/c Ratio					0.20	0.01		0.21			0.26	
Uniform Delay, d1					36.1	35.3		2.2			16.8	
Progression Factor					1.00	1.00		0.20			0.64	
Incremental Delay, d2					0.5	0.0		0.2			0.5	
Delay (s)					36.6	35.3		0.7			11.2	
Level of Service					D	D		A			B	
Approach Delay (s/veh)		0.0			36.4			0.7			11.2	
Approach LOS		A			D			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	7.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.26		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	51.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



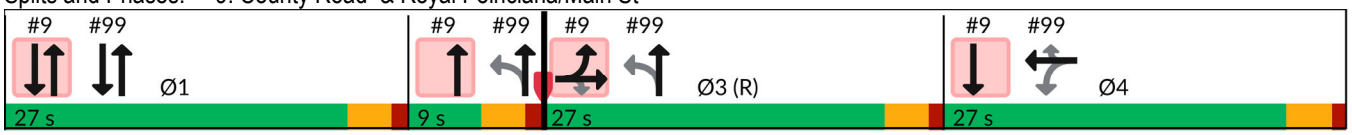
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	370	78	205	0	0	0	0	427	41	0	243	0
Future Volume (vph)	370	78	205	0	0	0	0	427	41	0	243	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	410		0	0		0	0		0	0		0
Storage Lanes	1		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850					0.987				
Flt Protected	0.950	0.968										
Satd. Flow (prot)	1681	1713	1583	0	0	0	0	3493	0	0	3539	0
Flt Permitted	0.950	0.968										
Satd. Flow (perm)	1681	1713	1583	0	0	0	0	3493	0	0	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			223					13				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		453			352			1138			135	
Travel Time (s)		10.3			8.0			25.9			3.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	402	85	223	0	0	0	0	464	45	0	264	0
Shared Lane Traffic (%)	40%											
Lane Group Flow (vph)	241	246	223	0	0	0	0	509	0	0	264	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2			2	
Detector Template	Left	Thru	Right					Thru			Thru	
Leading Detector (ft)	20	100	20					100			100	
Trailing Detector (ft)	0	0	0					0			0	
Detector 1 Position(ft)	0	0	0					0			0	
Detector 1 Size(ft)	20	6	20					6			6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0			0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0			0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0			0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Split	NA	Perm					NA			NA	
Protected Phases	3	3						1 2			1 4	
Permitted Phases			3									

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	1	2	4
Permitted Phases			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	3	3					1 2			1 4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0									
Minimum Split (s)	27.0	27.0	27.0									
Total Split (s)	27.0	27.0	27.0									
Total Split (%)	30.0%	30.0%	30.0%									
Maximum Green (s)	23.0	23.0	23.0									
Yellow Time (s)	3.0	3.0	3.0									
All-Red Time (s)	1.0	1.0	1.0									
Lost Time Adjust (s)	0.0	0.0	0.0									
Total Lost Time (s)	4.0	4.0	4.0									
Lead/Lag	Lead	Lead	Lead									
Lead-Lag Optimize?	Yes	Yes	Yes									
Vehicle Extension (s)	3.0	3.0	3.0									
Recall Mode	C-Min	C-Min	C-Min									
Walk Time (s)	7.0	7.0	7.0									
Flash Don't Walk (s)	16.0	16.0	16.0									
Pedestrian Calls (#/hr)	0	0	0									
Act Effct Green (s)	20.6	20.6	20.6					47.1			52.4	
Actuated g/C Ratio	0.23	0.23	0.23					0.52			0.58	
v/c Ratio	0.63	0.63	0.42					0.28			0.13	
Control Delay (s/veh)	29.6	29.5	2.8					12.7			4.4	
Queue Delay	0.0	0.0	0.0					0.0			0.4	
Total Delay (s/veh)	29.6	29.5	2.8					12.7			4.8	
LOS	C	C	A					B			A	
Approach Delay (s/veh)		21.2						12.7			4.8	
Approach LOS		C						B			A	

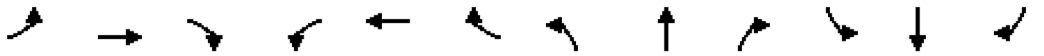
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 27 (30%), Referenced to phase 3:EBTL, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay (s/veh): 15.3		Intersection LOS: B	
Intersection Capacity Utilization 36.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 9: County Road & Royal Poinciana/Main St



Lane Group	Ø1	Ø2	Ø4
Detector Phase			
Switch Phase			
Minimum Initial (s)	20.0	5.0	10.0
Minimum Split (s)	27.0	27.0	27.0
Total Split (s)	27.0	9.0	27.0
Total Split (%)	30%	10%	30%
Maximum Green (s)	23.0	5.0	23.0
Yellow Time (s)	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	Max	Max	None
Walk Time (s)	7.0		7.0
Flash Don't Walk (s)	16.0		16.0
Pedestrian Calls (#/hr)	0		0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay (s/veh)			
Queue Delay			
Total Delay (s/veh)			
LOS			
Approach Delay (s/veh)			
Approach LOS			

Intersection Summary



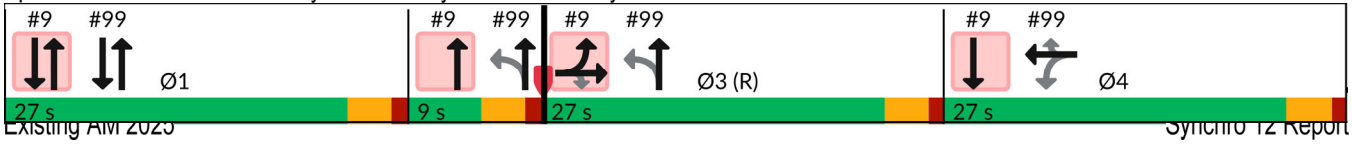
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	3	37	7	86	341	0	0	243	218
Future Volume (vph)	0	0	0	3	37	7	86	341	0	0	243	218
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.929	
Flt Protected					0.997			0.990				
Satd. Flow (prot)	0	0	0	0	1857	1583	0	3504	0	0	3288	0
Flt Permitted					0.997			0.770				
Satd. Flow (perm)	0	0	0	0	1857	1583	0	2725	0	0	3288	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						109					237	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		401			408			135			263	
Travel Time (s)		9.1			9.3			3.1			6.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	3	40	8	93	371	0	0	264	237
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	43	8	0	464	0	0	501	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
Leading Detector (ft)				20	100	20	20	100			100	
Trailing Detector (ft)				0	0	0	0	0			0	
Detector 1 Position(ft)				0	0	0	0	0			0	
Detector 1 Size(ft)				20	6	20	20	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	custom	NA			NA	
Protected Phases					4			1 2 3			1	
Permitted Phases				4		4	2 3					
Detector Phase				4	4	4	2 3	1 2 3			1	
Switch Phase												
Minimum Initial (s)				10.0	10.0	10.0					20.0	

Lane Group	Ø2	Ø3
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	3
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	5.0	15.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)				27.0	27.0	27.0					27.0	
Total Split (s)				27.0	27.0	27.0					27.0	
Total Split (%)				30.0%	30.0%	30.0%					30.0%	
Maximum Green (s)				23.0	23.0	23.0					23.0	
Yellow Time (s)				3.0	3.0	3.0					3.0	
All-Red Time (s)				1.0	1.0	1.0					1.0	
Lost Time Adjust (s)					0.0	0.0					0.0	
Total Lost Time (s)					4.0	4.0					4.0	
Lead/Lag				Lag	Lag	Lag					Lead	
Lead-Lag Optimize?				Yes	Yes	Yes					Yes	
Vehicle Extension (s)				3.0	3.0	3.0					3.0	
Recall Mode				None	None	None					Max	
Walk Time (s)				7.0	7.0	7.0					7.0	
Flash Don't Walk (s)				16.0	16.0	16.0					16.0	
Pedestrian Calls (#/hr)				0	0	0					0	
Act Effct Green (s)					10.3	10.3		71.7			38.1	
Actuated g/C Ratio					0.11	0.11		0.80			0.42	
v/c Ratio					0.20	0.03		0.21			0.33	
Control Delay (s/veh)					38.5	0.1		0.7			6.6	
Queue Delay					0.0	0.0		0.4			0.3	
Total Delay (s/veh)					38.5	0.1		1.0			6.9	
LOS					D	A		A			A	
Approach Delay (s/veh)					32.5			1.0			6.9	
Approach LOS					C			A			A	
Queue Length 50th (ft)					23	0		3			25	
Queue Length 95th (ft)					53	0		5			45	
Internal Link Dist (ft)		321			328			55			183	
Turn Bay Length (ft)												
Base Capacity (vph)					474	485		2244			1529	
Starvation Cap Reductn					0	0		1208			492	
Spillback Cap Reductn					0	0		0			0	
Storage Cap Reductn					0	0		0			0	
Reduced v/c Ratio					0.09	0.02		0.45			0.48	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 27 (30%), Referenced to phase 3:EBTL, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay (s/veh): 5.5		Intersection LOS: A	
Intersection Capacity Utilization 51.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 99: County Road & Royal Poinciana Way/Main Street



Lane Group	Ø2	Ø3
Minimum Split (s)	27.0	27.0
Total Split (s)	9.0	27.0
Total Split (%)	10%	30%
Maximum Green (s)	5.0	23.0
Yellow Time (s)	3.0	3.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	C-Min
Walk Time (s)		7.0
Flash Don't Walk (s)		16.0
Pedestrian Calls (#/hr)		0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay (s/veh)		
Queue Delay		
Total Delay (s/veh)		
LOS		
Approach Delay (s/veh)		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary



Lane Group	EBL	EBT	EBR	NBT	SBT
Lane Group Flow (vph)	241	246	223	509	264
v/c Ratio	0.63	0.63	0.42	0.28	0.13
Control Delay (s/veh)	29.6	29.5	2.8	12.7	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.4
Total Delay (s/veh)	29.6	29.5	2.8	12.7	4.8
Queue Length 50th (ft)	95	97	0	82	16
Queue Length 95th (ft)	m144	m146	m0	120	18
Internal Link Dist (ft)		373		1058	55
Turn Bay Length (ft)	410				
Base Capacity (vph)	429	437	570	1835	2061
Starvation Cap Reductn	0	0	0	0	1342
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.56	0.56	0.39	0.28	0.37

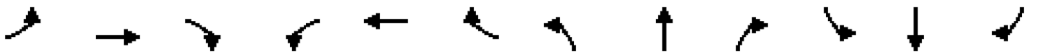
Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	43	8	464	501
v/c Ratio	0.20	0.03	0.21	0.33
Control Delay (s/veh)	38.5	0.1	0.7	6.6
Queue Delay	0.0	0.0	0.4	0.3
Total Delay (s/veh)	38.5	0.1	1.0	6.9
Queue Length 50th (ft)	23	0	3	25
Queue Length 95th (ft)	53	0	5	45
Internal Link Dist (ft)	328		55	183
Turn Bay Length (ft)				
Base Capacity (vph)	474	485	2244	1529
Starvation Cap Reductn	0	0	1208	492
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.09	0.02	0.45	0.48

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	23	43	85	38	27	87	412	111	29	396	60
Future Volume (veh/h)	38	23	43	85	38	27	87	412	111	29	396	60
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	41	25	47	92	41	29	95	448	121	32	430	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	98	51	67	310	251	178	282	1290	351	133	1716	256
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.11	0.11	0.11	0.07	0.25	0.25	0.62	0.62	0.62	0.62	0.62	0.62
Unsig. Movement Delay												
Ln Grp Delay, s/veh	40.7	0.0	0.0	35.2	0.0	26.8	9.2	0.0	9.2	8.1	0.0	8.3
Ln Grp LOS	D			D		C	A		A	A		A
Approach Vol, veh/h		113			162			664			527	
Approach Delay, s/veh		40.7			31.5			9.2			8.2	
Approach LOS		D			C			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6	8	7
Case No		8.0		4.0		8.0	8.4	1.4
Phs Duration (G+Y+Rc), s		61.8		28.2		61.8	15.9	12.3
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0
Max Green (Gmax), s		36.0		42.0		36.0	25.0	11.0
Max Allow Headway (MAH), s		5.5		5.4		4.4	5.4	3.8
Max Q Clear (g_c+I1), s		12.1		4.8		8.4	8.8	2.0
Green Ext Time (g_e), s		4.7		0.4		2.2	0.5	0.1
Prob of Phs Call (p_c)		1.00		1.00		1.00	0.99	0.90
Prob of Max Out (p_x)		0.00		0.00		0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt		5				1	3	7
Mvmt Sat Flow, veh/h		372				143	396	1781

Through Movement Data								
Assigned Mvmt		2		4		6	8	
Mvmt Sat Flow, veh/h		2081		1019		2768	460	

Right-Turn Movement Data								
Assigned Mvmt		12		14		16	18	
Mvmt Sat Flow, veh/h		565		721		413	610	

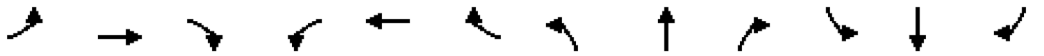
Left Lane Group Data								
Assigned Mvmt	0	5	0	0	0	1	3	7

Lane Assignment		L+T				L+T	L+T+RL (Pr/Pm)	
Lanes in Grp	0	1	0	0	0	1	1	1
Grp Vol (v), veh/h	0	322	0	0	0	271	113	92
Grp Sat Flow (s), veh/h/ln	0	1417	0	0	0	1696	1466	1781
Q Serve Time (g_s), s	0.0	3.8	0.0	0.0	0.0	0.0	4.0	0.0
Cycle Q Clear Time (g_c), s	0.0	10.1	0.0	0.0	0.0	5.8	6.8	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	917	0	0	0	856	1352	1328
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	1180
Perm LT Eff Green (g_p), s	0.0	55.8	0.0	0.0	0.0	55.8	9.9	7.9
Perm LT Serve Time (g_u), s	0.0	49.4	0.0	0.0	0.0	46.5	7.1	1.1
Perm LT Q Serve Time (g_ps), s	0.0	3.8	0.0	0.0	0.0	0.0	4.0	0.0
Time to First Blk (g_f), s	0.0	4.8	0.0	0.0	0.0	14.5	2.1	0.0
Serve Time pre Blk (g_fs), s	0.0	4.8	0.0	0.0	0.0	5.8	2.1	0.0
Prop LT Inside Lane (P_L)	0.00	0.30	0.00	0.00	0.00	0.12	0.36	1.00
Lane Grp Cap (c), veh/h	0	931	0	0	0	1096	216	310
V/C Ratio (X)	0.00	0.35	0.00	0.00	0.00	0.25	0.52	0.30
Avail Cap (c_a), veh/h	0	931	0	0	0	1096	473	403
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d1), s/veh	0.0	8.2	0.0	0.0	0.0	7.6	38.7	34.6
Incr Delay (d2), s/veh	0.0	1.0	0.0	0.0	0.0	0.5	2.0	0.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	9.2	0.0	0.0	0.0	8.1	40.7	35.2
1st-Term Q (Q1), veh/ln	0.0	2.8	0.0	0.0	0.0	2.1	2.4	1.8
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.2	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.0	0.0	0.0	0.0	2.3	2.5	1.9
%ile Storage Ratio (RQ%)	0.00	1.70	0.00	0.00	0.00	0.17	0.10	0.22
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	8	0
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	18	0
Lane Assignment		T+R		T+R		T+R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	342	0	70	0	256	0	0
Grp Sat Flow (s), veh/h/ln	0	1600	0	1741	0	1628	0	0
Q Serve Time (g_s), s	0.0	9.3	0.0	2.8	0.0	6.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	9.3	0.0	2.8	0.0	6.4	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.35	0.00	0.41	0.00	0.25	0.42	0.00
Lane Grp Cap (c), veh/h	0	992	0	429	0	1009	0	0
V/C Ratio (X)	0.00	0.35	0.00	0.16	0.00	0.25	0.00	0.00
Avail Cap (c_a), veh/h	0	992	0	812	0	1009	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	8.3	0.0	26.6	0.0	7.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.0	0.0	0.2	0.0	0.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	9.2	0.0	26.8	0.0	8.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.9	0.0	1.2	0.0	2.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	3.1	0.0	1.2	0.0	2.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.77	0.00	0.04	0.00	0.17	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	13.7
HCM 7th LOS	B

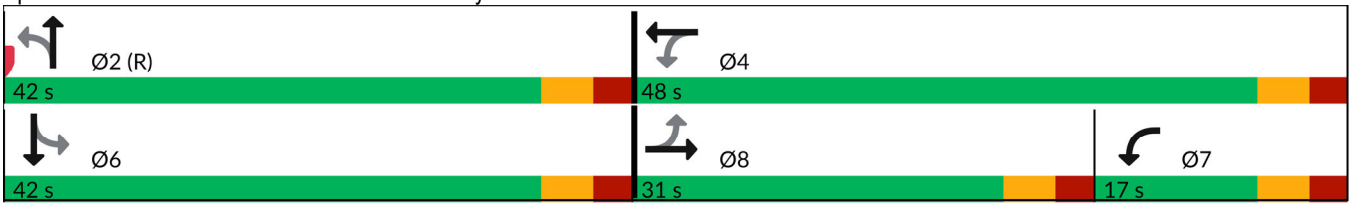


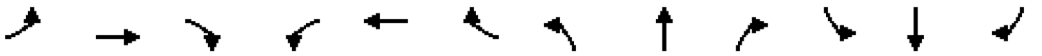
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	23	43	85	38	27	87	412	111	29	396	60
Future Volume (vph)	38	23	43	85	38	27	87	412	111	29	396	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	210		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.944			0.938			0.973			0.981	
Flt Protected		0.982		0.950				0.993			0.997	
Satd. Flow (prot)	0	1727	0	1770	1747	0	0	3420	0	0	3462	0
Flt Permitted		0.851		0.673				0.787			0.887	
Satd. Flow (perm)	0	1496	0	1254	1747	0	0	2710	0	0	3080	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		39			29			35			20	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		716			834			109			368	
Travel Time (s)		16.3			19.0			2.5			8.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	41	25	47	92	41	29	95	448	121	32	430	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	113	0	92	70	0	0	664	0	0	527	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2			6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	8	8		7	4		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		7.0	10.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	31.0	31.0		13.0	31.0		26.0	26.0		28.0	28.0	
Total Split (s)	31.0	31.0		17.0	48.0		42.0	42.0		42.0	42.0	
Total Split (%)	34.4%	34.4%		18.9%	53.3%		46.7%	46.7%		46.7%	46.7%	
Maximum Green (s)	25.0	25.0		11.0	42.0		36.0	36.0		36.0	36.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)		6.0		6.0	6.0			6.0			6.0	
Lead/Lag	Lead	Lead		Lag								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		2.0	2.0	
Recall Mode	None	None		None	None		C-Max	C-Max		Max	Max	
Walk Time (s)	10.0	10.0			10.0		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)	15.0	15.0			15.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	0	0			0		0	0		0	0	
Act Effct Green (s)		11.3		21.1	21.7			60.7			60.7	
Actuated g/C Ratio		0.13		0.23	0.24			0.67			0.67	
v/c Ratio		0.51		0.28	0.16			0.36			0.25	
Control Delay (s/veh)		25.1		28.2	16.7			7.9			8.2	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)		25.1		28.2	16.7			7.9			8.2	
LOS		C		C	B			A			A	
Approach Delay (s/veh)		25.1			23.3			7.9			8.2	
Approach LOS		C			C			A			A	

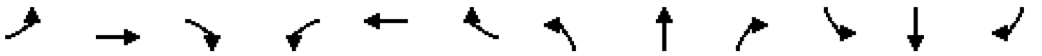
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 67 (74%), Referenced to phase 2:NBTL, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay (s/veh): 11.0		Intersection LOS: B	
Intersection Capacity Utilization 61.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 12: Sunrise Ave & S County Rd





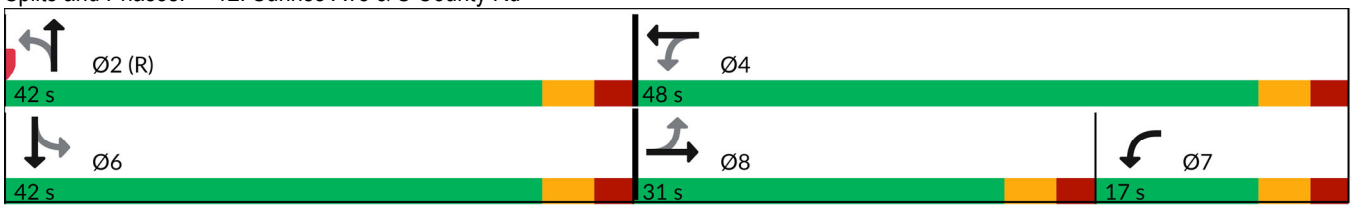
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	23	43	85	38	27	87	412	111	29	396	60
Future Volume (vph)	38	23	43	85	38	27	87	412	111	29	396	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	210		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.944			0.938			0.973			0.981	
Flt Protected		0.982		0.950				0.993			0.997	
Satd. Flow (prot)	0	1727	0	1770	1747	0	0	3420	0	0	3462	0
Flt Permitted		0.851		0.673				0.787			0.887	
Satd. Flow (perm)	0	1496	0	1254	1747	0	0	2710	0	0	3080	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		39			29			35			20	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		716			834			109			368	
Travel Time (s)		16.3			19.0			2.5			8.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	41	25	47	92	41	29	95	448	121	32	430	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	113	0	92	70	0	0	664	0	0	527	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2			6		

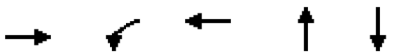


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	8	8		7	4		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		7.0	10.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	31.0	31.0		13.0	31.0		26.0	26.0		28.0	28.0	
Total Split (s)	31.0	31.0		17.0	48.0		42.0	42.0		42.0	42.0	
Total Split (%)	34.4%	34.4%		18.9%	53.3%		46.7%	46.7%		46.7%	46.7%	
Maximum Green (s)	25.0	25.0		11.0	42.0		36.0	36.0		36.0	36.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)		6.0		6.0	6.0			6.0			6.0	
Lead/Lag	Lead	Lead		Lag								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		2.0	2.0	
Recall Mode	None	None		None	None		C-Max	C-Max		Max	Max	
Walk Time (s)	10.0	10.0			10.0		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)	15.0	15.0			15.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	0	0			0		0	0		0	0	
Act Effct Green (s)		11.3		21.1	21.7			60.7			60.7	
Actuated g/C Ratio		0.13		0.23	0.24			0.67			0.67	
v/c Ratio		0.51		0.28	0.16			0.36			0.25	
Control Delay (s/veh)		25.1		28.2	16.7			7.9			8.2	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)		25.1		28.2	16.7			7.9			8.2	
LOS		C		C	B			A			A	
Approach Delay (s/veh)		25.1			23.3			7.9			8.2	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		30		41	18			77			64	
Queue Length 95th (ft)		67		75	47			120			105	
Internal Link Dist (ft)		636			754			29			288	
Turn Bay Length (ft)				210								
Base Capacity (vph)		443		413	830			1838			2083	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.26		0.22	0.08			0.36			0.25	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 67 (74%), Referenced to phase 2:NBTL, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay (s/veh): 11.0		Intersection LOS: B	
Intersection Capacity Utilization 61.7%		ICU Level of Service B	
Analysis Period (min) 15			

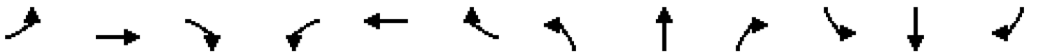
Splits and Phases: 12: Sunrise Ave & S County Rd





Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	113	92	70	664	527
v/c Ratio	0.51	0.28	0.16	0.36	0.25
Control Delay (s/veh)	25.1	28.2	16.7	7.9	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.1	28.2	16.7	7.9	8.2
Queue Length 50th (ft)	30	41	18	77	64
Queue Length 95th (ft)	67	75	47	120	105
Internal Link Dist (ft)	636		754	29	288
Turn Bay Length (ft)		210			
Base Capacity (vph)	443	413	830	1838	2083
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.26	0.22	0.08	0.36	0.25

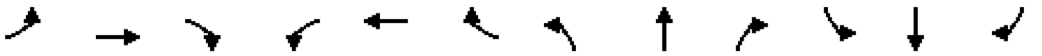
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	6	137	16	0	9	0	571	24	6	510	0
Future Volume (vph)	42	6	137	16	0	9	0	571	24	6	510	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5		4.5		4.5			4.5	
Lane Util. Factor	1.00	1.00	1.00	1.00		1.00		0.95			0.95	
Frt	1.00	1.00	0.85	1.00		0.85		0.99			1.00	
Flt Protected	0.95	1.00	1.00	0.95		1.00		1.00			1.00	
Satd. Flow (prot)	1770	1863	1583	1770		1583		3518			3537	
Flt Permitted	0.95	1.00	1.00	0.75		1.00		1.00			0.95	
Satd. Flow (perm)	1770	1863	1583	1403		1583		3518			3357	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	46	7	149	17	0	10	0	621	26	7	554	0
RTOR Reduction (vph)	0	0	124	0	0	8	0	2	0	0	0	0
Lane Group Flow (vph)	46	7	25	17	0	2	0	645	0	0	561	0
Turn Type	Perm	NA	Perm	Perm		Perm		NA		Perm	NA	
Protected Phases		8						6			2	
Permitted Phases	8		8	4		4				2		
Actuated Green, G (s)	15.0	15.0	15.0	15.0		15.0		66.0			66.0	
Effective Green, g (s)	15.0	15.0	15.0	15.0		15.0		66.0			66.0	
Actuated g/C Ratio	0.17	0.17	0.17	0.17		0.17		0.73			0.73	
Clearance Time (s)	4.5	4.5	4.5	4.5		4.5		4.5			4.5	
Vehicle Extension (s)	5.0	5.0	5.0	5.0		5.0		5.0			5.0	
Lane Grp Cap (vph)	295	310	263	233		263		2579			2461	
v/s Ratio Prot		0.00						c0.18				
v/s Ratio Perm	c0.03		0.02	0.01		0.00					0.17	
v/c Ratio	0.16	0.02	0.09	0.07		0.01		0.25			0.23	
Uniform Delay, d1	32.1	31.4	31.7	31.6		31.3		3.9			3.8	
Progression Factor	1.14	1.16	2.15	1.00		1.00		0.91			1.38	
Incremental Delay, d2	0.4	0.0	0.3	0.3		0.0		0.2			0.2	
Delay (s)	37.0	36.5	68.6	31.9		31.3		3.8			5.5	
Level of Service	D	D	E	C		C		A			A	
Approach Delay (s/veh)		60.3			31.7			3.8			5.5	
Approach LOS		E			C			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	12.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.23		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	52.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

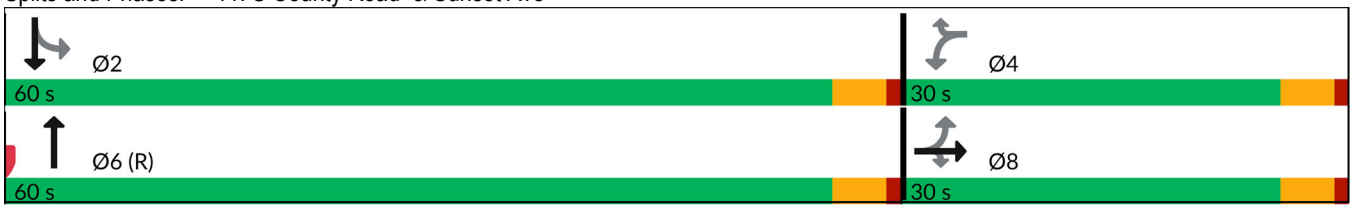


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	6	137	16	0	9	0	571	24	6	510	0
Future Volume (vph)	42	6	137	16	0	9	0	571	24	6	510	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	70		100	0		0	0		0	0		0
Storage Lanes	1		1	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Frt			0.850			0.850		0.994				
Flt Protected	0.950			0.950							0.999	
Satd. Flow (prot)	1770	1863	1583	1770	0	1583	0	3518	0	0	3536	0
Flt Permitted	0.950			0.753							0.949	
Satd. Flow (perm)	1770	1863	1583	1403	0	1583	0	3518	0	0	3359	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			149			18		9				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		735			781			263			276	
Travel Time (s)		16.7			17.8			6.0			6.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	46	7	149	17	0	10	0	621	26	7	554	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	46	7	149	17	0	10	0	647	0	0	561	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1		1		2		1	2	
Detector Template	Left	Thru	Right	Left		Right		Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20		20		100		20	100	
Trailing Detector (ft)	0	0	0	0		0		0		0	0	
Detector 1 Position(ft)	0	0	0	0		0		0		0	0	
Detector 1 Size(ft)	20	6	20	20		20		6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm	Perm		Perm		NA		Perm	NA	
Protected Phases		8						6			2	
Permitted Phases	8		8	4		4				2		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	8	8	8	4		4		6		2	2	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0		15.0		10.0		10.0	10.0	
Minimum Split (s)	30.5	30.5	30.5	30.5		30.5		25.5		25.5	25.5	
Total Split (s)	30.0	30.0	30.0	30.0		30.0		60.0		60.0	60.0	
Total Split (%)	33.3%	33.3%	33.3%	33.3%		33.3%		66.7%		66.7%	66.7%	
Maximum Green (s)	25.5	25.5	25.5	25.5		25.5		55.5		55.5	55.5	
Yellow Time (s)	3.5	3.5	3.5	3.5		3.5		3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0		1.0		1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0			0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5		4.5		4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0	5.0	5.0		5.0		5.0		5.0	5.0	
Recall Mode	None	None	None	None		None		C-Max		Max	Max	
Walk Time (s)	10.0	10.0	10.0	10.0		10.0		10.0		10.0	10.0	
Flash Don't Walk (s)	16.0	16.0	16.0	16.0		16.0		10.0		10.0	10.0	
Pedestrian Calls (#/hr)	0	0	0	0		0		0		0	0	
Act Effct Green (s)	15.0	15.0	15.0	15.0		15.0		66.0			66.0	
Actuated g/C Ratio	0.17	0.17	0.17	0.17		0.17		0.73			0.73	
v/c Ratio	0.16	0.02	0.38	0.07		0.04		0.25			0.23	
Control Delay (s/veh)	38.0	36.8	15.7	32.7		9.8		3.8			5.6	
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.8			0.0	
Total Delay (s/veh)	38.0	36.8	15.7	32.7		9.8		4.6			5.6	
LOS	D	D	B	C		A		A			A	
Approach Delay (s/veh)		21.5			24.2			4.6			5.6	
Approach LOS		C			C			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 83 (92%), Referenced to phase 6:NBT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.38			
Intersection Signal Delay (s/veh): 7.7		Intersection LOS: A	
Intersection Capacity Utilization 52.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 11: S County Road & Sunset Ave





Lane Group	EBL	EBT	EBR	WBL	WBR	NBT	SBT
Lane Group Flow (vph)	46	7	149	17	10	647	561
v/c Ratio	0.16	0.02	0.38	0.07	0.04	0.25	0.23
Control Delay (s/veh)	38.0	36.8	15.7	32.7	9.8	3.8	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.8	0.0
Total Delay (s/veh)	38.0	36.8	15.7	32.7	9.8	4.6	5.6
Queue Length 50th (ft)	25	3	31	8	0	44	80
Queue Length 95th (ft)	m43	m8	m61	27	10	64	110
Internal Link Dist (ft)		655				183	196
Turn Bay Length (ft)	70		100				
Base Capacity (vph)	501	527	555	397	461	2582	2463
Starvation Cap Reductn	0	0	0	0	0	1539	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.01	0.27	0.04	0.02	0.62	0.23

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Traffic Volume (vph)	0	0	0	16	41	80	282	80	27	219
Future Volume (vph)	0	0	0	16	41	80	282	80	27	219
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		4.0	4.0	4.0	4.0
Lane Util. Factor					0.95		1.00	1.00	1.00	1.00
Frpb, ped/bikes					1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes					1.00		1.00	1.00	1.00	1.00
Frt					0.91		1.00	0.85	1.00	0.85
Flt Protected					0.99		0.95	1.00	0.95	1.00
Satd. Flow (prot)					3211		1770	1583	1770	1583
Flt Permitted					0.99		0.95	1.00	0.56	1.00
Satd. Flow (perm)					3211		1770	1583	1039	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	17	45	87	307	87	29	238
RTOR Reduction (vph)	0	0	0	0	73	0	0	32	0	0
Lane Group Flow (vph)	0	0	0	0	76	0	307	55	29	238
Confl. Peds. (#/hr)	219									
Turn Type				Perm	NA		Prot	Perm	pm+pt	Prot
Protected Phases					4		6		5	2
Permitted Phases				4				6	2	
Actuated Green, G (s)					11.4		44.2	44.2	50.6	50.6
Effective Green, g (s)					11.4		44.2	44.2	50.6	50.6
Actuated g/C Ratio					0.16		0.63	0.63	0.72	0.72
Clearance Time (s)					4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)					5.0		5.0	5.0	5.0	5.0
Lane Grp Cap (vph)					522		1117	999	776	1144
v/s Ratio Prot							c0.17		0.00	c0.15
v/s Ratio Perm					0.02			0.03	0.03	
v/c Ratio					0.15		0.27	0.05	0.04	0.21
Uniform Delay, d1					25.1		5.8	4.9	3.1	3.2
Progression Factor					1.00		0.44	0.09	0.74	0.79
Incremental Delay, d2					0.3		0.6	0.1	0.0	0.2
Delay (s)					25.4		3.1	0.6	2.4	2.7
Level of Service					C		A	A	A	A
Approach Delay (s/veh)		0.0			25.4		2.6		2.6	
Approach LOS		A			C		A		A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	6.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.26		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	34.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

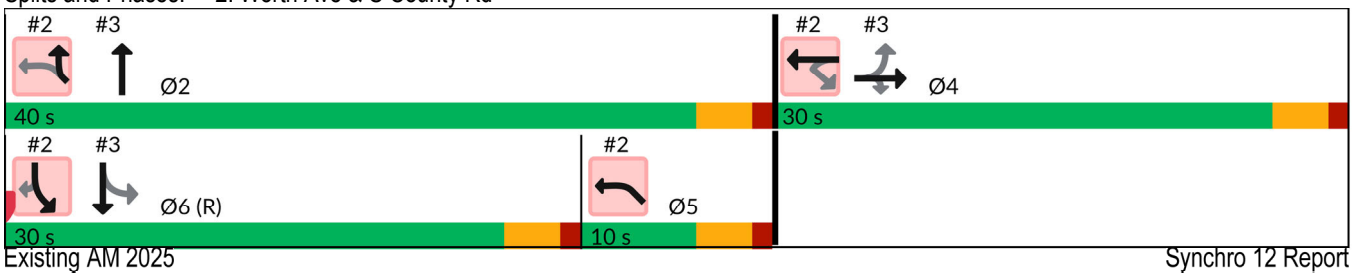


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Traffic Volume (vph)	0	0	0	16	41	80	282	80	27	219
Future Volume (vph)	0	0	0	16	41	80	282	80	27	219
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0	0	150	0
Storage Lanes	0		0	0		0	1	1	1	1
Taper Length (ft)	25			25			25		25	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor										
Frt					0.912			0.850		0.850
Flt Protected					0.994		0.950		0.950	
Satd. Flow (prot)	0	0	0	0	3208	0	1770	1583	1770	1583
Flt Permitted					0.994		0.950		0.558	
Satd. Flow (perm)	0	0	0	0	3208	0	1770	1583	1039	1583
Right Turn on Red			Yes			Yes		Yes		
Satd. Flow (RTOR)					87			87		
Link Speed (mph)		30			30		30		30	
Link Distance (ft)		762			1065		306		341	
Travel Time (s)		17.3			24.2		7.0		7.8	
Confl. Peds. (#/hr)	219									
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	17	45	87	307	87	29	238
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	0	0	149	0	307	87	29	238
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Right
Median Width(ft)		0			0		12		12	
Link Offset(ft)		0			0		0		0	
Crosswalk Width(ft)		16			16		16		16	
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15	9	15	9
Number of Detectors				1	2		2	1	1	2
Detector Template				Left	Thru		Thru	Right	Left	Thru
Leading Detector (ft)				20	100		100	20	20	100
Trailing Detector (ft)				0	0		0	0	0	0
Detector 1 Position(ft)				0	0		0	0	0	0
Detector 1 Size(ft)				20	6		6	20	20	6
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel										
Detector 1 Extend (s)				0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)					94		94			94
Detector 2 Size(ft)					6		6			6
Detector 2 Type					Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel										
Detector 2 Extend (s)					0.0		0.0			0.0
Turn Type				Perm	NA		Prot	Perm	pm+pt	Prot

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Protected Phases					4		6		5	2
Permitted Phases				4				6	2	
Detector Phase				4	4		6	6	5	2
Switch Phase										
Minimum Initial (s)				5.0	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)				30.0	30.0		30.0	30.0	9.5	30.0
Total Split (s)				30.0	30.0		30.0	30.0	10.0	40.0
Total Split (%)				42.9%	42.9%		42.9%	42.9%	14.3%	57.1%
Maximum Green (s)				26.0	26.0		26.0	26.0	6.0	36.0
Yellow Time (s)				3.0	3.0		3.0	3.0	3.0	3.0
All-Red Time (s)				1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)					0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)					4.0		4.0	4.0	4.0	4.0
Lead/Lag							Lead	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	
Vehicle Extension (s)				5.0	5.0		5.0	5.0	5.0	5.0
Recall Mode				None	None		C-Max	C-Max	None	None
Walk Time (s)				10.0	10.0		10.0	10.0		10.0
Flash Don't Walk (s)				16.0	16.0		16.0	16.0		16.0
Pedestrian Calls (#/hr)				0	0		0	0		0
Act Effct Green (s)					11.4		46.6	46.6	54.2	50.6
Actuated g/C Ratio					0.16		0.67	0.67	0.77	0.72
v/c Ratio					0.25		0.26	0.08	0.03	0.21
Control Delay (s/veh)					12.2		3.5	0.4	2.6	3.5
Queue Delay					0.0		0.3	0.0	0.0	0.0
Total Delay (s/veh)					12.2		3.8	0.4	2.6	3.5
LOS					B		A	A	A	A
Approach Delay (s/veh)					12.2		3.0		3.4	
Approach LOS					B		A		A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 64 (91%), Referenced to phase 6:SBL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.30			
Intersection Signal Delay (s/veh): 4.8		Intersection LOS: A	
Intersection Capacity Utilization 34.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Worth Ave & S County Rd





Lane Group	WBT	SBL	SBR	NWL	NWR
Lane Group Flow (vph)	149	307	87	29	238
v/c Ratio	0.25	0.26	0.08	0.03	0.21
Control Delay (s/veh)	12.2	3.5	0.4	2.6	3.5
Queue Delay	0.0	0.3	0.0	0.0	0.0
Total Delay (s/veh)	12.2	3.8	0.4	2.6	3.5
Queue Length 50th (ft)	12	17	0	1	18
Queue Length 95th (ft)	32	40	1	8	40
Internal Link Dist (ft)	985	226		261	
Turn Bay Length (ft)				150	
Base Capacity (vph)	1246	1177	1082	866	1143
Starvation Cap Reductn	0	378	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.12	0.38	0.08	0.03	0.21

Intersection Summary

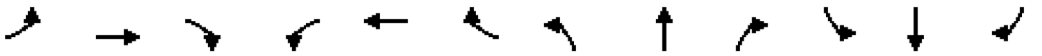
Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	126	61	0	89
Future Vol, veh/h	0	0	126	61	0	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	137	66	0	97

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	102
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	934
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	934
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s/v	0	9.3
HCM LOS		A

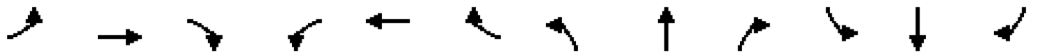
Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	934
HCM Lane V/C Ratio	-	-	0.104
HCM Control Delay (s/veh)	-	-	9.3
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	353	41	200	1	29	4	122	166	5	0	97	157
Future Volume (vph)	353	41	200	1	29	4	122	166	5	0	97	157
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95		0.97	1.00	1.00		0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	0.96	1.00	0.95	1.00		0.95	1.00	1.00		1.00	1.00
Satd. Flow (prot)	1610	3258	1583	1770	3480		3433	1863	1583		3539	1583
Flt Permitted	0.95	0.96	1.00	0.95	1.00		0.95	1.00	1.00		1.00	1.00
Satd. Flow (perm)	1610	3258	1583	1770	3480		3433	1863	1583		3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	384	45	217	1	32	4	133	180	5	0	105	171
RTOR Reduction (vph)	0	0	183	0	4	0	0	0	2	0	0	76
Lane Group Flow (vph)	192	237	34	1	32	0	133	180	3	0	105	95
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	3		4	4		1	6		5	2	
Permitted Phases			3						6			2
Actuated Green, G (s)	21.0	21.0	21.0	5.1	5.1		9.6	89.9	89.9		74.3	74.3
Effective Green, g (s)	21.0	21.0	21.0	5.1	5.1		9.6	89.9	89.9		74.3	74.3
Actuated g/C Ratio	0.16	0.16	0.16	0.04	0.04		0.07	0.67	0.67		0.55	0.55
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	4.0	4.0		4.0	4.0
Lane Grp Cap (vph)	252	510	248	67	132		245	1249	1062		1962	877
v/s Ratio Prot	c0.12	0.07		0.00	c0.01		c0.04	c0.10			0.03	
v/s Ratio Perm			0.02						0.00			0.06
v/c Ratio	0.76	0.46	0.14	0.01	0.24		0.54	0.14	0.00		0.05	0.11
Uniform Delay, d1	54.1	51.4	48.7	62.0	62.6		60.1	8.0	7.3		13.7	14.1
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	11.6	0.2	0.1	0.0	0.4		1.3	0.2	0.0		0.1	0.2
Delay (s)	65.7	51.6	48.8	62.1	62.9		61.4	8.3	7.3		13.8	14.4
Level of Service	E	D	D	E	E		E	A	A		B	B
Approach Delay (s/veh)		54.8			62.9			30.5			14.2	
Approach LOS		D			E			C			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	40.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.30		
Actuated Cycle Length (s)	134.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	49.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

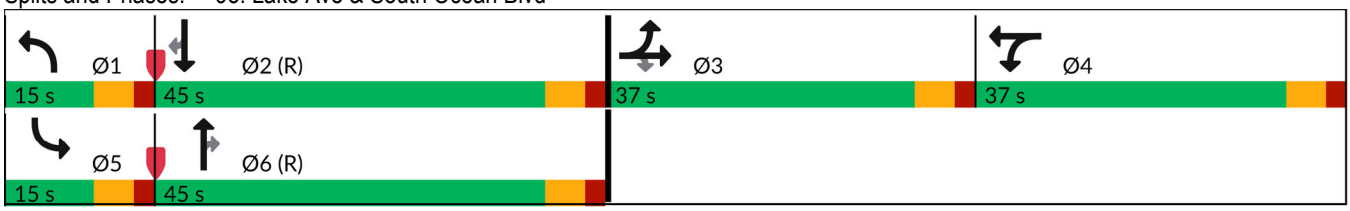


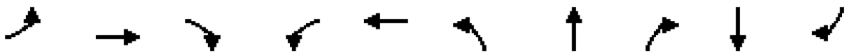
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	353	41	200	1	29	4	122	166	5	0	97	157
Future Volume (vph)	353	41	200	1	29	4	122	166	5	0	97	157
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		230	0		0	275		90	180		245
Storage Lanes	1		1	1		0	2		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95	0.95	0.97	1.00	1.00	1.00	0.95	1.00
Frt			0.850		0.983				0.850			0.850
Flt Protected	0.950	0.961		0.950			0.950					
Satd. Flow (prot)	1610	3258	1583	1770	3479	0	3433	1863	1583	1863	3539	1583
Flt Permitted	0.950	0.961		0.950			0.950					
Satd. Flow (perm)	1610	3258	1583	1770	3479	0	3433	1863	1583	1863	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			217		4				122			171
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		706			244			532			608	
Travel Time (s)		16.0			5.5			12.1			13.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	384	45	217	1	32	4	133	180	5	0	105	171
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	192	237	217	1	36	0	133	180	5	0	105	171
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	3		4	4		1	6		5	2	
Permitted Phases			3						6			2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	3	3	4	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		4.0	20.0	20.0	4.0	20.0	20.0
Minimum Split (s)	37.0	37.0	37.0	37.0	37.0		11.0	37.0	37.0	11.0	37.0	37.0
Total Split (s)	37.0	37.0	37.0	37.0	37.0		15.0	45.0	45.0	15.0	45.0	45.0
Total Split (%)	27.6%	27.6%	27.6%	27.6%	27.6%		11.2%	33.6%	33.6%	11.2%	33.6%	33.6%
Maximum Green (s)	31.0	31.0	31.0	31.0	31.0		9.0	39.0	39.0	9.0	39.0	39.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	4.0	4.0	2.0	4.0	4.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0	7.0		7.0	7.0
Flash Don't Walk (s)	24.0	24.0	24.0	24.0	24.0			24.0	24.0		24.0	24.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0	0		0	0
Act Effct Green (s)	21.0	21.0	21.0	6.3	6.3		9.6	91.1	91.1		75.5	75.5
Actuated g/C Ratio	0.16	0.16	0.16	0.05	0.05		0.07	0.68	0.68		0.56	0.56
v/c Ratio	0.76	0.46	0.50	0.01	0.22		0.54	0.14	0.00		0.05	0.18
Control Delay (s/veh)	72.4	53.2	9.8	61.0	59.1		68.1	9.6	0.0		16.1	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	72.4	53.2	9.8	61.0	59.1		68.1	9.6	0.0		16.1	3.3
LOS	E	D	A	E	E		E	A	A		B	A
Approach Delay (s/veh)		44.3			59.1			33.9			8.2	
Approach LOS		D			E			C			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 134			
Actuated Cycle Length: 134			
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay (s/veh): 34.3		Intersection LOS: C	
Intersection Capacity Utilization 49.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 95: Lake Ave & South Ocean Blvd





Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	192	237	217	1	36	133	180	5	105	171
v/c Ratio	0.76	0.46	0.50	0.01	0.22	0.54	0.14	0.00	0.05	0.18
Control Delay (s/veh)	72.4	53.2	9.8	61.0	59.1	68.1	9.6	0.0	16.1	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	72.4	53.2	9.8	61.0	59.1	68.1	9.6	0.0	16.1	3.3
Queue Length 50th (ft)	178	103	0	1	14	58	55	0	21	0
Queue Length 95th (ft)	253	138	67	8	33	91	104	0	44	41
Internal Link Dist (ft)		626			164		452		528	
Turn Bay Length (ft)	170		230			275		90		245
Base Capacity (vph)	372	753	533	409	807	260	1266	1115	1993	966
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.31	0.41	0.00	0.04	0.51	0.14	0.00	0.05	0.18

Intersection Summary

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	42	106	55	0	0	0	0	34	29	28	66	0
Future Vol, veh/h	42	106	55	0	0	0	0	34	29	28	66	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	46	115	60	0	0	0	0	37	32	30	72	0
Number of Lanes	0	2	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	2
HCM Control Delay, s/veh	8.4	7.7	8.3
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	EBLn2	SBLn1
Vol Left, %	0%	44%	0%	30%
Vol Thru, %	54%	56%	49%	70%
Vol Right, %	46%	0%	51%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	95	108	94
LT Vol	0	42	0	28
Through Vol	34	53	53	66
RT Vol	29	0	55	0
Lane Flow Rate	68	103	117	102
Geometry Grp	2	5	5	2
Degree of Util (X)	0.082	0.148	0.15	0.13
Departure Headway (Hd)	4.301	5.165	4.585	4.594
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	835	698	787	783
Service Time	2.318	2.865	2.285	2.61
HCM Lane V/C Ratio	0.081	0.148	0.149	0.13
HCM Control Delay, s/veh	7.7	8.8	8.1	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.5	0.5	0.4



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	207	60	246	100	41	399
Future Volume (veh/h)	207	60	246	100	41	399
Number	7	14	6	16	5	2
Initial Q, veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Lanes Open During Work Zone						
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	225	65	267	109	45	434
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Opposing Right Turn Influence	Yes				Yes	
Cap, veh/h	256	74	725	296	610	1268
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.19	0.19	0.57	0.57	0.04	0.68
Unsig. Movement Delay						
Ln Grp Delay, s/veh	42.1	0.0	0.0	11.3	7.1	6.8
Ln Grp LOS	D			B	A	A
Approach Vol, veh/h	291		376			479
Approach Delay, s/veh	42.1		11.3			6.8
Approach LOS	D		B			A

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Case No		4.0		12.0	1.2	8.0		
Phs Duration (G+Y+Rc), s		66.9		23.1	9.3	57.6		
Change Period (Y+Rc), s		5.9		5.9	5.9	5.9		
Max Green (Gmax), s		49.1		29.1	7.1	36.1		
Max Allow Headway (MAH), s		4.7		3.4	3.8	4.8		
Max Q Clear (g_c+I1), s		10.8		16.7	2.9	12.3		
Green Ext Time (g_e), s		2.4		0.5	0.0	2.0		
Prob of Phs Call (p_c)		1.00		1.00	0.68	1.00		
Prob of Max Out (p_x)		0.00		0.00	0.54	0.00		

Left-Turn Movement Data								
Assigned Mvmt				7	5	1		
Mvmt Sat Flow, veh/h				1340	1781	0		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		1870		6		1262		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		0		387		515		

Left Lane Group Data								
Assigned Mvmt	0	0	0	7	5	1	0	0

Lane Assignment				L+T+R	L (Pr/Pm)			
Lanes in Grp	0	0	0	1	1	0	0	0
Grp Vol (v), veh/h	0	0	0	291	45	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1734	1781	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	14.7	0.9	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	14.7	0.9	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	1007	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	53.7	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	41.5	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	51.7	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	0.77	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	331	610	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.88	0.07	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	561	684	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	35.4	7.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	6.7	0.1	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	42.1	7.1	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	6.1	0.3	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	6.7	0.3	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.73	0.19	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T						
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	434	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	8.8	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	8.8	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1268	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.34	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1268	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	6.1	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	6.8	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.44	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment						T+R		
Lanes in Grp	0	0	0	0	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	376	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1778	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	10.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	10.3	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	0.22	0.00	0.29	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	1022	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.37	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	1022	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	10.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	11.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	3.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	17.3
HCM 7th LOS	B

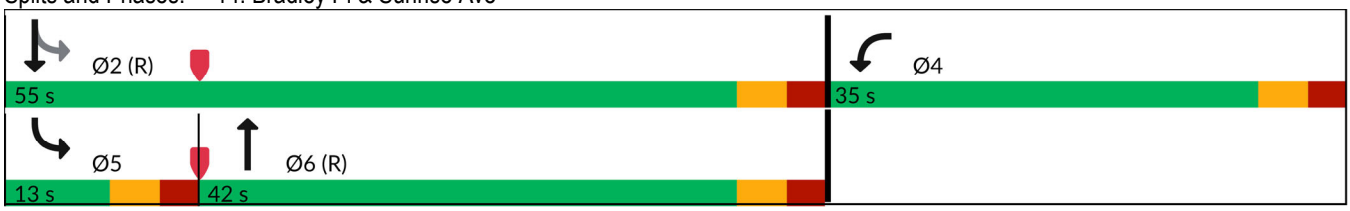


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	207	60	246	100	41	399
Future Volume (vph)	207	60	246	100	41	399
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	40	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.970		0.961			
Flt Protected	0.963				0.950	
Satd. Flow (prot)	1740	0	1790	0	1770	1863
Flt Permitted	0.963				0.432	
Satd. Flow (perm)	1740	0	1790	0	805	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	17		27			
Link Speed (mph)	30		30			30
Link Distance (ft)	295		402			207
Travel Time (s)	6.7		9.1			4.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	225	65	267	109	45	434
Shared Lane Traffic (%)						
Lane Group Flow (vph)	290	0	376	0	45	434
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases					2	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	4		6		5	2
Switch Phase						
Minimum Initial (s)	10.0		12.0		5.0	12.0
Minimum Split (s)	25.9		30.0		10.9	26.9
Total Split (s)	35.0		42.0		13.0	55.0
Total Split (%)	38.9%		46.7%		14.4%	61.1%
Maximum Green (s)	29.1		36.1		7.1	49.1
Yellow Time (s)	3.4		3.4		3.4	3.4
All-Red Time (s)	2.5		2.5		2.5	2.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.9		5.9		5.9	5.9
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.5		2.5		3.0	2.5
Recall Mode	None		C-Max		None	C-Max
Walk Time (s)	7.0		7.0			
Flash Don't Walk (s)	13.0		14.0			
Pedestrian Calls (#/hr)	0		0			
Act Effct Green (s)	19.1		51.4		59.1	59.1
Actuated g/C Ratio	0.21		0.57		0.66	0.66
v/c Ratio	0.76		0.36		0.08	0.35
Control Delay (s/veh)	45.0		4.7		7.2	8.9
Queue Delay	0.0		0.0		0.0	0.0
Total Delay (s/veh)	45.0		4.7		7.2	8.9
LOS	D		A		A	A
Approach Delay (s/veh)	45.0		4.7			8.7
Approach LOS	D		A			A

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 72 (80%), Referenced to phase 2:SBTL and 6:NBT, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay (s/veh): 16.6		Intersection LOS: B	
Intersection Capacity Utilization 53.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 14: Bradley Pl & Sunrise Ave





Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	290	376	45	434
v/c Ratio	0.76	0.36	0.08	0.35
Control Delay (s/veh)	45.0	4.7	7.2	8.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	45.0	4.7	7.2	8.9
Queue Length 50th (ft)	150	56	8	98
Queue Length 95th (ft)	244	104	25	190
Internal Link Dist (ft)	215	322		127
Turn Bay Length (ft)			40	
Base Capacity (vph)	574	1033	605	1223
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.51	0.36	0.07	0.35

Intersection Summary

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	6	32	0	0	0	24	381	206	15	590	10
Future Vol, veh/h	4	6	32	0	0	0	24	381	206	15	590	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	7	35	0	0	0	26	414	224	16	641	11

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1146	1370	647	652	0	0	638	0	0
Stage 1	679	679	-	-	-	-	-	-	-
Stage 2	466	690	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	220	146	471	934	-	-	946	-	-
Stage 1	504	451	-	-	-	-	-	-	-
Stage 2	631	446	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	211	0	471	934	-	-	946	-	-
Mov Cap-2 Maneuver	211	0	-	-	-	-	-	-	-
Stage 1	489	0	-	-	-	-	-	-	-
Stage 2	621	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	14.76	0.35	0.22
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	934	-	-	414	946	-	-
HCM Lane V/C Ratio	0.028	-	-	0.11	0.017	-	-
HCM Control Delay (s/veh)	9	-	-	14.8	8.9	-	-
HCM Lane LOS	A	-	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	344	352	123	90	670	63	213	187	77	128	482
Future Volume (vph)	344	352	123	90	670	63	213	187	77	128	482
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00
Frt	1.00	0.96		1.00	1.00	0.85	1.00	0.96		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		1.00	1.00
Satd. Flow (prot)	3433	3402		1770	3539	1583	1770	1781		1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.65	1.00		1.00	1.00
Satd. Flow (perm)	3433	3402		1770	3539	1583	1208	1781		1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	374	383	134	98	728	68	232	203	84	139	524
RTOR Reduction (vph)	0	0	0	0	0	48	0	0	0	0	55
Lane Group Flow (vph)	374	517	0	98	728	20	232	287	0	139	469
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		NA	pm+ov
Protected Phases	1	6		5	2		4	8		3	1
Permitted Phases						2	8				3
Actuated Green, G (s)	14.5	26.5		14.5	26.5	26.5	36.0	36.0		25.5	40.0
Effective Green, g (s)	14.5	26.5		14.5	26.5	26.5	36.0	36.0		25.5	40.0
Actuated g/C Ratio	0.16	0.29		0.16	0.29	0.29	0.40	0.40		0.28	0.44
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5
Vehicle Extension (s)	5.0	5.0		5.0	5.0	5.0	3.0	5.0		5.0	5.0
Lane Grp Cap (vph)	553	1001		285	1042	466	517	712		527	703
v/s Ratio Prot	c0.11	0.15		0.06	c0.21		0.03	c0.16		0.07	c0.11
v/s Ratio Perm						0.01	0.15				0.19
v/c Ratio	0.68	0.52		0.34	0.70	0.04	0.45	0.40		0.26	0.67
Uniform Delay, d1	35.5	26.4		33.5	28.2	22.7	20.6	19.3		25.0	19.7
Progression Factor	1.00	1.00		1.05	0.83	1.57	1.00	1.00		1.03	0.70
Incremental Delay, d2	4.3	1.9		2.9	3.5	0.2	0.6	0.8		1.1	3.0
Delay (s)	39.8	28.3		38.3	26.9	35.8	21.2	20.1		27.0	16.9
Level of Service	D	C		D	C	D	C	C		C	B
Approach Delay (s/veh)		33.1			28.9			20.6		19.0	
Approach LOS		C			C			C		B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	26.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	71.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	344	352	123	90	670	63	213	187	77	128	482
Future Volume (vph)	344	352	123	90	670	63	213	187	77	128	482
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		0	110		150	0		0		0
Storage Lanes	3		0	1		2	1		0		1
Taper Length (ft)	25			25			25				
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.961				0.850		0.956			0.850
Flt Protected	0.950			0.950			0.950				
Satd. Flow (prot)	3433	3401	0	1770	3539	1583	1770	1781	0	1863	1583
Flt Permitted	0.950			0.950			0.649				
Satd. Flow (perm)	3433	3401	0	1770	3539	1583	1209	1781	0	1863	1583
Right Turn on Red						Yes					Yes
Satd. Flow (RTOR)						127					99
Link Speed (mph)		30			30			30		30	
Link Distance (ft)		280			506			291		254	
Travel Time (s)		6.4			11.5			6.6		5.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	374	383	134	98	728	68	232	203	84	139	524
Shared Lane Traffic (%)											
Lane Group Flow (vph)	374	517	0	98	728	68	232	287	0	139	524
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		70			100			12		12	
Link Offset(ft)		0			0			0		0	
Crosswalk Width(ft)		16			16			16		16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		60	15		9	15		9		9
Number of Detectors	1	2		1	2	1	0	2		2	1
Detector Template	Left	Thru		Left	Thru	Right		Thru		Thru	Right
Leading Detector (ft)	20	100		20	100	20	0	100		100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel											
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94			94			94		94	
Detector 2 Size(ft)		6			6			6		6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex		Cl+Ex	
Detector 2 Channel											
Detector 2 Extend (s)		0.0			0.0			0.0		0.0	
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		NA	pm+ov
Protected Phases	1	6		5	2		4	8		3	1
Permitted Phases						2	8				3

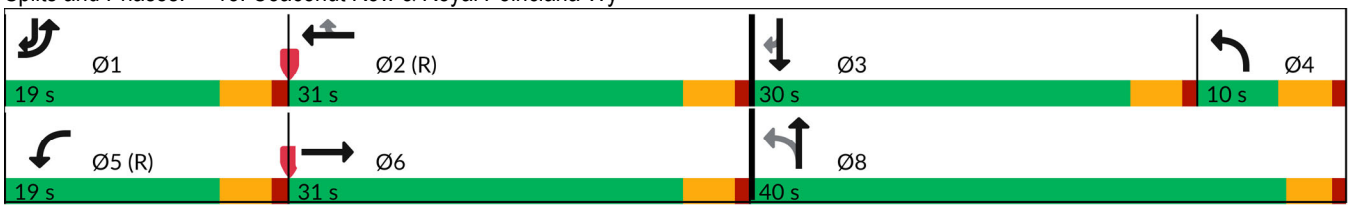


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Detector Phase	1	6		5	2	2	4	8		3	1
Switch Phase											
Minimum Initial (s)	15.0	20.0		15.0	20.0	20.0	5.0	15.0		15.0	15.0
Minimum Split (s)	19.5	30.5		19.5	30.5	30.5	30.5	30.0		30.5	19.5
Total Split (s)	19.0	31.0		19.0	31.0	31.0	10.0	40.0		30.0	19.0
Total Split (%)	21.1%	34.4%		21.1%	34.4%	34.4%	11.1%	44.4%		33.3%	21.1%
Maximum Green (s)	14.5	26.5		14.5	26.5	26.5	5.5	36.0		25.5	14.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.0		3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag			Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes			Yes	Yes
Vehicle Extension (s)	5.0	5.0		5.0	5.0	5.0	3.0	5.0		5.0	5.0
Recall Mode	None	Max		C-Max	C-Max	C-Max	None	None		Max	None
Walk Time (s)		10.0			10.0	10.0	10.0	10.0		10.0	
Flash Don't Walk (s)		16.0			16.0	16.0	16.0	16.0		16.0	
Pedestrian Calls (#/hr)		0			0	0	0	0		0	
Act Effct Green (s)	14.5	26.5		14.5	26.5	26.5	35.5	36.0		25.5	40.0
Actuated g/C Ratio	0.16	0.29		0.16	0.29	0.29	0.39	0.40		0.28	0.44
v/c Ratio	0.68	0.52		0.34	0.70	0.12	0.45	0.40		0.26	0.69
Control Delay (s/veh)	42.4	28.6		38.9	27.3	1.2	24.1	21.5		27.5	11.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	42.4	28.6		38.9	27.3	1.2	24.1	21.5		27.5	11.7
LOS	D	C		D	C	A	C	C		C	B
Approach Delay (s/veh)		34.4			26.6			22.6		15.0	
Approach LOS		C			C			C		B	
Queue Length 50th (ft)	104	127		35	215	2	90	114		56	67
Queue Length 95th (ft)	151	178		m98	271	m2	147	182		109	140
Internal Link Dist (ft)		200			426			211		174	
Turn Bay Length (ft)	240			110		150					
Base Capacity (vph)	553	1001		285	1042	555	511	712		527	758
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0
Reduced v/c Ratio	0.68	0.52		0.34	0.70	0.12	0.45	0.40		0.26	0.69

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:WBT and 5:WBL, Start of Green, Master Intersection			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay (s/veh): 25.7		Intersection LOS: C	
Intersection Capacity Utilization 71.4%		ICU Level of Service C	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Coaconut Row & Royal Poinciana Wy





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	374	517	98	728	68	232	287	139	524
v/c Ratio	0.68	0.52	0.34	0.70	0.12	0.45	0.40	0.26	0.69
Control Delay (s/veh)	42.4	28.6	38.9	27.3	1.2	24.1	21.5	27.5	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.4	28.6	38.9	27.3	1.2	24.1	21.5	27.5	11.7
Queue Length 50th (ft)	104	127	35	215	2	90	114	56	67
Queue Length 95th (ft)	151	178	m98	271	m2	147	182	109	140
Internal Link Dist (ft)		200		426			211	174	
Turn Bay Length (ft)	240		110		150				
Base Capacity (vph)	553	1001	285	1042	555	511	712	527	758
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.52	0.34	0.70	0.12	0.45	0.40	0.26	0.69

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	46	15	0	0	0	0	181	26	59	81	0
Future Vol, veh/h	30	46	15	0	0	0	0	181	26	59	81	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	50	16	0	0	0	0	197	28	64	88	0
Number of Lanes	0	1	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	8.5	8.8	8.6
HCM LOS	A	A	A

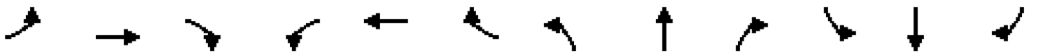
Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	0%	33%	42%
Vol Thru, %	87%	51%	58%
Vol Right, %	13%	16%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	207	91	140
LT Vol	0	30	59
Through Vol	181	46	81
RT Vol	26	15	0
Lane Flow Rate	225	99	152
Geometry Grp	1	1	1
Degree of Util (X)	0.267	0.13	0.19
Departure Headway (Hd)	4.269	4.735	4.495
Convergence, Y/N	Yes	Yes	Yes
Cap	844	758	800
Service Time	2.284	2.759	2.512
HCM Lane V/C Ratio	0.267	0.131	0.19
HCM Control Delay, s/veh	8.8	8.5	8.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1.1	0.4	0.7

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	146	3	0	0	0	0	115	99	85	20	0
Future Vol, veh/h	38	146	3	0	0	0	0	115	99	85	20	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	159	3	0	0	0	0	125	108	92	22	0
Number of Lanes	0	2	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	2
HCM Control Delay, s/veh	9.2	9	8.8
HCM LOS	A	A	A

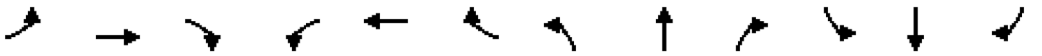
Lane	NBLn1	EBLn1	EBLn2	SBLn1
Vol Left, %	0%	34%	0%	81%
Vol Thru, %	54%	66%	96%	19%
Vol Right, %	46%	0%	4%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	214	111	76	105
LT Vol	0	38	0	85
Through Vol	115	73	73	20
RT Vol	99	0	3	0
Lane Flow Rate	233	121	83	114
Geometry Grp	2	5	5	2
Degree of Util (X)	0.28	0.184	0.121	0.155
Departure Headway (Hd)	4.327	5.485	5.285	4.882
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	830	653	677	734
Service Time	2.354	3.231	3.03	2.917
HCM Lane V/C Ratio	0.281	0.185	0.123	0.155
HCM Control Delay, s/veh	9	9.5	8.8	8.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.1	0.7	0.4	0.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	249	748	36	0	788	30	276	80	16	38	47	300
Future Volume (vph)	249	748	36	0	788	30	276	80	16	38	47	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99			0.99		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3515			3520		1770	1817		1770	1863	1583
Flt Permitted	0.95	1.00			1.00		0.54	1.00		0.69	1.00	1.00
Satd. Flow (perm)	1770	3515			3520		1011	1817		1285	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	271	813	39	0	857	33	300	87	17	41	51	326
RTOR Reduction (vph)	0	2	0	0	2	0	0	8	0	0	0	280
Lane Group Flow (vph)	271	850	0	0	888	0	300	96	0	41	51	46
Turn Type	Prot	NA			NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6			2		7	4		3	8	
Permitted Phases							4			8		8
Actuated Green, G (s)	18.0	66.0			43.5		25.5	18.5		17.0	14.0	14.0
Effective Green, g (s)	18.0	66.0			43.5		25.5	18.5		17.0	14.0	14.0
Actuated g/C Ratio	0.18	0.66			0.44		0.26	0.19		0.17	0.14	0.14
Clearance Time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.0	4.0
Vehicle Extension (s)	5.0	7.0			7.0		5.0	5.0		5.0	5.0	5.0
Lane Grp Cap (vph)	318	2319			1531		314	336		233	260	221
v/s Ratio Prot	c0.15	0.24			c0.25		c0.07	0.05		0.01	0.03	
v/s Ratio Perm							c0.17			0.02		0.03
v/c Ratio	0.85	0.37			0.58		0.96	0.29		0.18	0.20	0.21
Uniform Delay, d1	39.7	7.6			21.3		36.3	35.1		35.3	38.0	38.1
Progression Factor	1.00	1.00			0.97		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	20.9	0.4			1.5		39.4	1.0		0.8	0.8	1.0
Delay (s)	60.6	8.1			22.2		75.7	36.0		36.0	38.8	39.1
Level of Service	E	A			C		E	D		D	D	D
Approach Delay (s/veh)		20.7			22.2			65.5			38.7	
Approach LOS		C			C			E			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	30.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	69.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

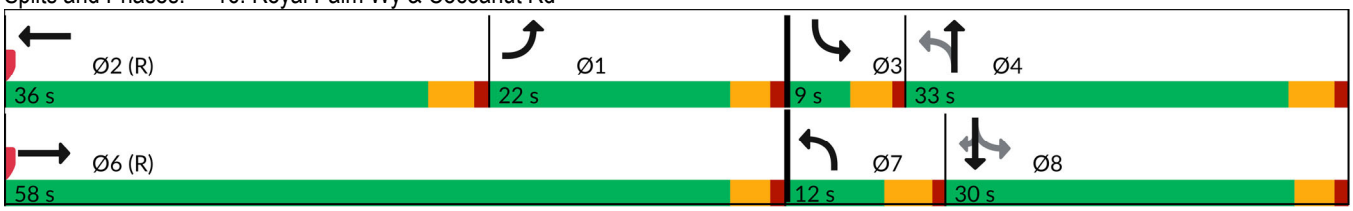


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	249	748	36	0	788	30	276	80	16	38	47	300
Future Volume (vph)	249	748	36	0	788	30	276	80	16	38	47	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		0	0		0	225		0
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993			0.994			0.975				0.850
Flt Protected	0.950						0.950			0.950		
Satd. Flow (prot)	1770	3514	0	0	3518	0	1770	1816	0	1770	1863	1583
Flt Permitted	0.950						0.543			0.690		
Satd. Flow (perm)	1770	3514	0	0	3518	0	1011	1816	0	1285	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			4			10				326
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		354			401			476			251	
Travel Time (s)		8.0			9.1			10.8			5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	271	813	39	0	857	33	300	87	17	41	51	326
Shared Lane Traffic (%)												
Lane Group Flow (vph)	271	852	0	0	890	0	300	104	0	41	51	326
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2		1	2	1
Detector Template	Left	Thru			Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100			100		20	100		20	100	20
Trailing Detector (ft)	0	0			0		0	0		0	0	0
Detector 1 Position(ft)	0	0			0		0	0		0	0	0
Detector 1 Size(ft)	20	6			6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA			NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6			2		7	4		3	8	
Permitted Phases							4			8		8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6			2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0			15.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	30.5			30.5		9.5	30.5		9.5	30.5	30.5
Total Split (s)	22.0	58.0			36.0		12.0	33.0		9.0	30.0	30.0
Total Split (%)	22.0%	58.0%			36.0%		12.0%	33.0%		9.0%	30.0%	30.0%
Maximum Green (s)	18.0	54.0			31.5		7.5	28.5		5.0	26.0	26.0
Yellow Time (s)	3.0	3.0			3.5		3.5	3.5		3.0	3.0	3.0
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.0	4.0
Lead/Lag	Lag				Lead		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes				Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	5.0	7.0			7.0		5.0	5.0		5.0	5.0	5.0
Recall Mode	None	C-Max			C-Max		None	None		None	None	None
Walk Time (s)		10.0			10.0			10.0			10.0	10.0
Flash Don't Walk (s)		16.0			16.0			16.0			16.0	16.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	18.0	67.6			45.1		23.0	18.5		17.4	12.4	12.4
Actuated g/C Ratio	0.18	0.68			0.45		0.23	0.19		0.17	0.12	0.12
v/c Ratio	0.85	0.36			0.56		1.04	0.30		0.17	0.22	0.68
Control Delay (s/veh)	65.0	8.0			22.0		100.1	34.2		28.9	39.5	11.9
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	65.0	8.0			22.0		100.1	34.2		28.9	39.5	11.9
LOS	E	A			C		F	C		C	D	B
Approach Delay (s/veh)		21.7			22.0			83.1			16.9	
Approach LOS		C			C			F			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay (s/veh): 29.9		Intersection LOS: C	
Intersection Capacity Utilization 69.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 16: Royal Palm Wy & Cocoanut Rd





Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	271	852	890	300	104	41	51	326
v/c Ratio	0.85	0.36	0.56	1.04	0.30	0.17	0.22	0.68
Control Delay (s/veh)	65.0	8.0	22.0	100.1	34.2	28.9	39.5	11.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	65.0	8.0	22.0	100.1	34.2	28.9	39.5	11.9
Queue Length 50th (ft)	169	102	211	~203	55	21	30	0
Queue Length 95th (ft)	#308	182	294	#287	95	42	59	72
Internal Link Dist (ft)		274	321		396		171	
Turn Bay Length (ft)	150					225		
Base Capacity (vph)	318	2379	1590	289	524	247	484	652
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.85	0.36	0.56	1.04	0.20	0.17	0.11	0.50

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑	↱		↱
Traffic Vol, veh/h	0	0	48	231	0	19
Future Vol, veh/h	0	0	48	231	0	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	52	251	0	21

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	52
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	1015
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	1015
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s/v	0	8.62
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1015
HCM Lane V/C Ratio	-	-	0.02
HCM Control Delay (s/veh)	-	-	8.6
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1	110	4	0	48	43	572	61	0	586	57
Future Vol, veh/h	0	1	110	4	0	48	43	572	61	0	586	57
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	120	4	0	52	47	622	66	0	637	62

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	1449	668	1353	-	311	699	0	0	688	0	0
Stage 1	-	668	-	715	-	-	-	-	-	-	-	-
Stage 2	-	782	-	638	-	-	-	-	-	-	-	-
Critical Hdwy	-	6.53	6.23	7.33	-	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	-	5.53	-	6.53	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.53	-	6.13	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.019	3.319	3.519	-	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	0	130	457	117	0	686	896	-	-	904	-	-
Stage 1	0	456	-	389	0	-	-	-	-	-	-	-
Stage 2	0	404	-	464	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	122	457	80	-	686	896	-	-	904	-	-
Mov Cap-2 Maneuver	-	122	-	80	-	-	-	-	-	-	-	-
Stage 1	-	456	-	363	-	-	-	-	-	-	-	-
Stage 2	-	378	-	342	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	15.64	10.68	1.03	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	252	-	-	457	686	904	-	-
HCM Lane V/C Ratio	0.052	-	-	0.261	0.076	-	-	-
HCM Control Delay (s/veh)	9.2	0.5	-	15.6	10.7	0	-	-
HCM Lane LOS	A	A	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1	0.2	0	-	-



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	78	48	524	93	58	510
Future Volume (vph)	78	48	524	93	58	510
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4		5.6			5.6
Lane Util. Factor	1.00		0.95			0.95
Frt	0.95		0.98			1.00
Flt Protected	0.97		1.00			0.99
Satd. Flow (prot)	1714		3459			3521
Flt Permitted	0.97		1.00			0.83
Satd. Flow (perm)	1714		3459			2927
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	85	52	570	101	63	554
RTOR Reduction (vph)	39	0	11	0	0	0
Lane Group Flow (vph)	98	0	660	0	0	617
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Actuated Green, G (s)	12.2		52.8			52.8
Effective Green, g (s)	12.2		52.8			52.8
Actuated g/C Ratio	0.16		0.69			0.69
Clearance Time (s)	5.4		5.6			5.6
Vehicle Extension (s)	5.0		5.0			5.0
Lane Grp Cap (vph)	275		2403			2033
v/s Ratio Prot	c0.06		0.19			
v/s Ratio Perm						c0.21
v/c Ratio	0.36		0.27			0.30
Uniform Delay, d1	28.4		4.4			4.5
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	1.7		0.3			0.4
Delay (s)	30.1		4.7			4.9
Level of Service	C		A			A
Approach Delay (s/veh)	30.1		4.7			4.9
Approach LOS	C		A			A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	7.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.31		
Actuated Cycle Length (s)	76.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	59.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

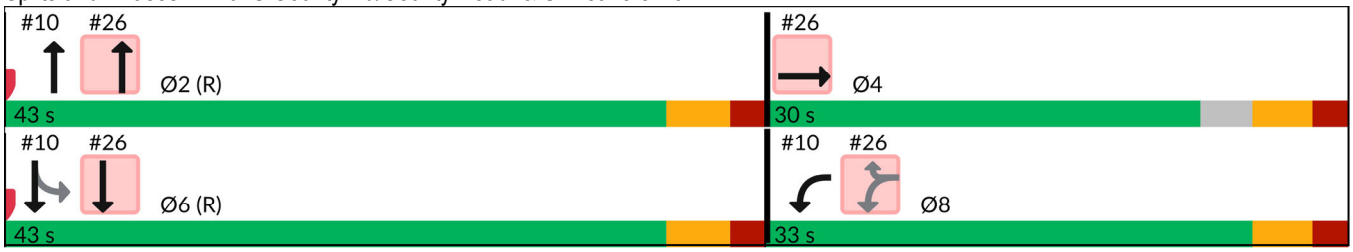


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Lane Configurations							
Traffic Volume (vph)	78	48	524	93	58	510	
Future Volume (vph)	78	48	524	93	58	510	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95	
Frt	0.949		0.977				
Flt Protected	0.970					0.995	
Satd. Flow (prot)	1715	0	3458	0	0	3522	
Flt Permitted	0.970					0.827	
Satd. Flow (perm)	1715	0	3458	0	0	2927	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)	46		37				
Link Speed (mph)	30		30			30	
Link Distance (ft)	374		229			1138	
Travel Time (s)	8.5		5.2			25.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	85	52	570	101	63	554	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	137	0	671	0	0	617	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	12		0			0	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9		9	15		
Number of Detectors	1		2		1	2	
Detector Template	Left		Thru		Left	Thru	
Leading Detector (ft)	20		100		20	100	
Trailing Detector (ft)	0		0		0	0	
Detector 1 Position(ft)	0		0		0	0	
Detector 1 Size(ft)	20		6		20	6	
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0		0.0	0.0	
Detector 1 Delay (s)	0.0		0.0		0.0	0.0	
Detector 2 Position(ft)			94			94	
Detector 2 Size(ft)			6			6	
Detector 2 Type			Cl+Ex			Cl+Ex	
Detector 2 Channel							
Detector 2 Extend (s)			0.0			0.0	
Turn Type	Prot		NA		Perm	NA	
Protected Phases	8		2			6	4
Permitted Phases					6		
Detector Phase	8		2		6	6	
Switch Phase							
Minimum Initial (s)	15.0		15.0		15.0	15.0	15.0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Minimum Split (s)	31.4		28.6		22.6	22.6	22.5
Total Split (s)	33.0		43.0		43.0	43.0	30.0
Total Split (%)	43.4%		56.6%		56.6%	56.6%	39%
Maximum Green (s)	27.6		37.4		37.4	37.4	24.6
Yellow Time (s)	3.4		3.6		3.6	3.6	3.4
All-Red Time (s)	2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0	
Total Lost Time (s)	5.4		5.6			5.6	
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	5.0		5.0		5.0	5.0	5.0
Recall Mode	None		C-Max		C-Max	C-Max	None
Walk Time (s)	10.0		7.0				
Flash Don't Walk (s)	16.0		16.0				
Pedestrian Calls (#/hr)	0		0				
Act Effct Green (s)	15.2		55.0			55.0	
Actuated g/C Ratio	0.20		0.72			0.72	
v/c Ratio	0.36		0.27			0.29	
Control Delay (s/veh)	20.7		5.0			5.5	
Queue Delay	0.0		0.3			0.0	
Total Delay (s/veh)	20.7		5.3			5.5	
LOS	C		A			A	
Approach Delay (s/veh)	20.7		5.3			5.5	
Approach LOS	C		A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 76			
Actuated Cycle Length: 76			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.36			
Intersection Signal Delay (s/veh): 6.9		Intersection LOS: A	
Intersection Capacity Utilization 59.6%		ICU Level of Service B	
Analysis Period (min) 15			

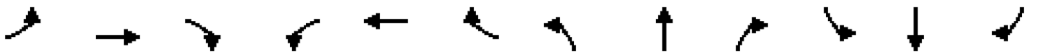
Splits and Phases: 10: S County Rd/County Road & S Breakers Row





Lane Group	WBL	NBT	SBT
Lane Group Flow (vph)	137	671	617
v/c Ratio	0.36	0.27	0.29
Control Delay (s/veh)	20.7	5.0	5.5
Queue Delay	0.0	0.3	0.0
Total Delay (s/veh)	20.7	5.3	5.5
Queue Length 50th (ft)	37	56	57
Queue Length 95th (ft)	84	83	84
Internal Link Dist (ft)	294	149	1058
Turn Bay Length (ft)			
Base Capacity (vph)	652	2514	2119
Starvation Cap Reductn	0	1178	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.21	0.50	0.29

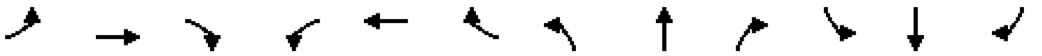
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	3	9	6	0	28	0	293	12	115	168	0
Future Volume (vph)	22	3	9	6	0	28	0	293	12	115	168	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.4			4.4			4.6			4.6	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.96			0.89			0.99			1.00	
Flt Protected		0.97			0.99			1.00			0.98	
Satd. Flow (prot)		1738			1643			1853			1826	
Flt Permitted		0.78			0.92			1.00			0.76	
Satd. Flow (perm)		1403			1534			1853			1420	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	24	3	10	7	0	30	0	318	13	125	183	0
RTOR Reduction (vph)	0	9	0	0	0	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	28	0	0	37	0	0	330	0	0	308	0
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		8			8			6			2	
Permitted Phases	8			8						2		
Actuated Green, G (s)		4.9			4.9			56.1			56.1	
Effective Green, g (s)		4.9			4.9			56.1			56.1	
Actuated g/C Ratio		0.07			0.07			0.80			0.80	
Clearance Time (s)		4.4			4.4			4.6			4.6	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		98			107			1485			1138	
v/s Ratio Prot								0.18				
v/s Ratio Perm		0.02			c0.02						c0.22	
v/c Ratio		0.28			0.35			0.22			0.27	
Uniform Delay, d1		30.9			31.0			1.7			1.8	
Progression Factor		1.00			1.00			1.00			0.18	
Incremental Delay, d2		1.6			1.9			0.3			0.6	
Delay (s)		32.5			33.0			2.0			0.9	
Level of Service		C			C			A			A	
Approach Delay (s/veh)		32.5			33.0			2.0			0.9	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	4.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.28		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	48.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

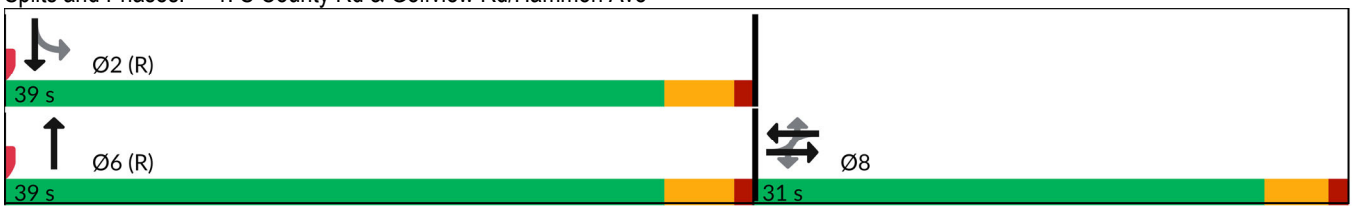


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	3	9	6	0	28	0	293	12	115	168	0
Future Volume (vph)	22	3	9	6	0	28	0	293	12	115	168	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		40	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.964			0.891			0.995				
Flt Protected		0.969			0.991						0.980	
Satd. Flow (prot)	0	1740	0	0	1645	0	0	1853	0	0	1825	0
Flt Permitted		0.782			0.925						0.762	
Satd. Flow (perm)	0	1404	0	0	1535	0	0	1853	0	0	1419	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		10						4				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1221			780			420			87	
Travel Time (s)		27.8			17.7			9.5			2.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	24	3	10	7	0	30	0	318	13	125	183	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	37	0	0	37	0	0	331	0	0	308	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0			0		1	0	
Detector Template	Left			Left						Left		
Leading Detector (ft)	20	0		20	0			0		20	0	
Trailing Detector (ft)	0	0		0	0			0		0	0	
Detector 1 Position(ft)	0	0		0	0			0		0	0	
Detector 1 Size(ft)	20	6		20	6			6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		8			8			6			2	
Permitted Phases	8			8						2		
Detector Phase	8	8		8	8			6		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0			5.0		5.0	5.0	
Minimum Split (s)	25.4	25.4		25.4	25.4			25.6		25.6	25.6	
Total Split (s)	31.0	31.0		31.0	31.0			39.0		39.0	39.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	44.3%	44.3%		44.3%	44.3%			55.7%		55.7%	55.7%	
Maximum Green (s)	26.6	26.6		26.6	26.6			34.4		34.4	34.4	
Yellow Time (s)	3.4	3.4		3.4	3.4			3.6		3.6	3.6	
All-Red Time (s)	1.0	1.0		1.0	1.0			1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.4			4.4			4.6			4.6	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Recall Mode	None	None		None	None			C-Max		C-Max	C-Max	
Walk Time (s)	8.0	8.0		8.0	8.0			8.0		8.0	8.0	
Flash Don't Walk (s)	13.0	13.0		13.0	13.0			13.0		13.0	13.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)		7.7			7.7			59.7			59.7	
Actuated g/C Ratio		0.11			0.11			0.85			0.85	
v/c Ratio		0.23			0.22			0.21			0.25	
Control Delay (s/veh)		25.9			31.4			2.4			0.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		25.9			31.4			2.4			0.9	
LOS		C			C			A			A	
Approach Delay (s/veh)		25.9			31.4			2.4			0.9	
Approach LOS		C			C			A			A	

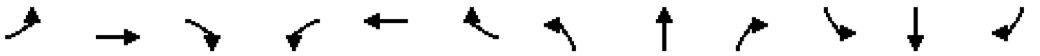
Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.25			
Intersection Signal Delay (s/veh): 4.5		Intersection LOS: A	
Intersection Capacity Utilization 48.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: S County Rd & Golfview Rd/Hammon Ave



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	37	37	331	308
v/c Ratio	0.23	0.22	0.21	0.25
Control Delay (s/veh)	25.9	31.4	2.4	0.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.9	31.4	2.4	0.9
Queue Length 50th (ft)	11	15	28	6
Queue Length 95th (ft)	36	40	57	10
Internal Link Dist (ft)	1141	700	340	7
Turn Bay Length (ft)				
Base Capacity (vph)	539	583	1581	1210
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.07	0.06	0.21	0.25

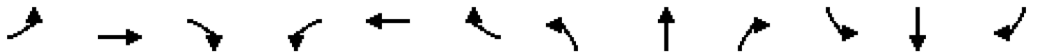
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	84	109	0	0	0	0	363	23	121	380	0
Future Volume (vph)	68	84	109	0	0	0	0	363	23	121	380	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0			4.0	
Lane Util. Factor		1.00	1.00					0.95			0.95	
Frt		1.00	0.85					0.99			1.00	
Flt Protected		0.98	1.00					1.00			0.99	
Satd. Flow (prot)		1822	1583					3508			3497	
Flt Permitted		0.98	1.00					1.00			0.76	
Satd. Flow (perm)		1822	1583					3508			2677	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	74	91	118	0	0	0	0	395	25	132	413	0
RTOR Reduction (vph)	0	0	91	0	0	0	0	5	0	0	0	0
Lane Group Flow (vph)	0	165	27	0	0	0	0	415	0	0	545	0
Turn Type	Perm	NA	Perm					NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4		4							6		
Actuated Green, G (s)		16.0	16.0					46.0			38.4	
Effective Green, g (s)		16.0	16.0					46.0			38.4	
Actuated g/C Ratio		0.23	0.23					0.66			0.55	
Clearance Time (s)		4.0	4.0					4.0			4.0	
Vehicle Extension (s)		5.0	5.0					5.0			5.0	
Lane Grp Cap (vph)		416	361					2305			1468	
v/s Ratio Prot								c0.12				
v/s Ratio Perm		0.09	0.02								c0.20	
v/c Ratio		0.40	0.07					0.18			0.37	
Uniform Delay, d1		22.9	21.2					4.7			9.0	
Progression Factor		1.00	1.00					0.68			1.00	
Incremental Delay, d2		1.3	0.2					0.2			0.7	
Delay (s)		24.2	21.4					3.3			9.7	
Level of Service		C	C					A			A	
Approach Delay (s/veh)		23.0			0.0			3.3			9.7	
Approach LOS		C			A			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	10.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	43.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



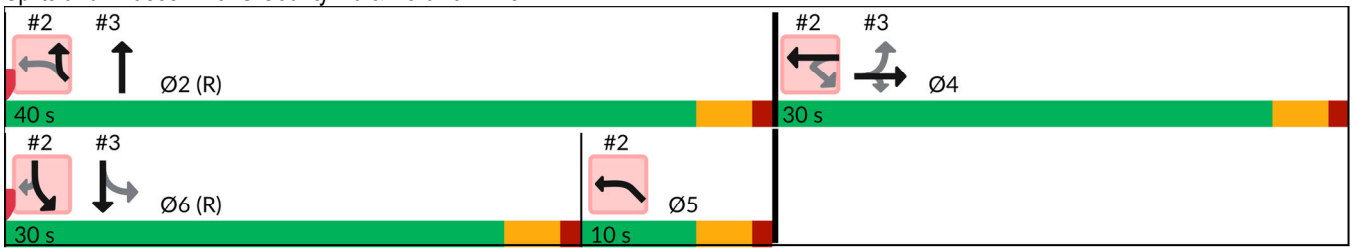
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	84	109	0	0	0	0	363	23	121	380	0
Future Volume (vph)	68	84	109	0	0	0	0	363	23	121	380	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Frt			0.850					0.991				
Flt Protected		0.978									0.988	
Satd. Flow (prot)	0	1822	1583	0	0	0	0	3507	0	0	3497	0
Flt Permitted		0.978									0.756	
Satd. Flow (perm)	0	1822	1583	0	0	0	0	3507	0	0	2676	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			118					14				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		756			55			277			163	
Travel Time (s)		17.2			1.3			6.3			3.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	74	91	118	0	0	0	0	395	25	132	413	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	165	118	0	0	0	0	420	0	0	545	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2		1	2	
Detector Template	Left	Thru	Right					Thru		Left	Thru	
Leading Detector (ft)	20	100	20					100		20	100	
Trailing Detector (ft)	0	0	0					0		0	0	
Detector 1 Position(ft)	0	0	0					0		0	0	
Detector 1 Size(ft)	20	6	20					6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4		4							6		
Detector Phase	4	4	4					2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0					5.0		5.0	5.0	

Lane Group	Ø5
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	5
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	30.0	30.0	30.0					30.0		30.0	30.0	
Total Split (s)	30.0	30.0	30.0					40.0		30.0	30.0	
Total Split (%)	42.9%	42.9%	42.9%					57.1%		42.9%	42.9%	
Maximum Green (s)	26.0	26.0	26.0					36.0		26.0	26.0	
Yellow Time (s)	3.0	3.0	3.0					3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0					1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0					0.0			0.0	
Total Lost Time (s)		4.0	4.0					4.0			4.0	
Lead/Lag										Lead	Lead	
Lead-Lag Optimize?										Yes	Yes	
Vehicle Extension (s)	5.0	5.0	5.0					5.0		5.0	5.0	
Recall Mode	None	None	None					C-Max		C-Max	C-Max	
Walk Time (s)	10.0	10.0	10.0					10.0		10.0	10.0	
Flash Don't Walk (s)	16.0	16.0	16.0					16.0		16.0	16.0	
Pedestrian Calls (#/hr)	0	0	0					0		0	0	
Act Effct Green (s)		16.0	16.0					46.0			40.0	
Actuated g/C Ratio		0.23	0.23					0.66			0.57	
v/c Ratio		0.40	0.26					0.18			0.36	
Control Delay (s/veh)		24.1	5.4					3.9			11.5	
Queue Delay		0.0	0.0					0.0			0.0	
Total Delay (s/veh)		24.1	5.4					3.9			11.5	
LOS		C	A					A			B	
Approach Delay (s/veh)		16.3						3.9			11.5	
Approach LOS		B						A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 61 (87%), Referenced to phase 2:NWL and 6:SBL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.40			
Intersection Signal Delay (s/veh): 10.0		Intersection LOS: B	
Intersection Capacity Utilization 43.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: S County Rd & Peruvian Ave



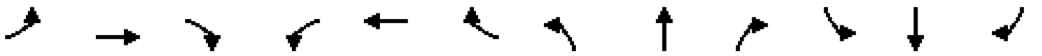
Lane Group	Ø5
Minimum Split (s)	9.5
Total Split (s)	10.0
Total Split (%)	14%
Maximum Green (s)	6.0
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	5.0
Recall Mode	None
Walk Time (s)	
Flash Don't Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary



Lane Group	EBT	EBR	NBT	SBT
Lane Group Flow (vph)	165	118	420	545
v/c Ratio	0.40	0.26	0.18	0.36
Control Delay (s/veh)	24.1	5.4	3.9	11.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.1	5.4	3.9	11.5
Queue Length 50th (ft)	61	0	22	68
Queue Length 95th (ft)	93	30	37	135
Internal Link Dist (ft)	676		197	83
Turn Bay Length (ft)				
Base Capacity (vph)	676	662	2308	1528
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.24	0.18	0.18	0.36

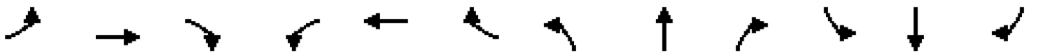
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	291	228	268	1	254	24	283	274	32	1	270	203
Future Volume (vph)	291	228	268	1	254	24	283	274	32	1	270	203
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.5	4.5		4.5		4.0	4.6			4.6	4.6
Lane Util. Factor	1.00	1.00	1.00		0.95		1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85		0.99		1.00	0.98			1.00	0.85
Flt Protected	0.95	1.00	1.00		1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1770	1863	1583		3493		1770	1833			1862	1583
Flt Permitted	0.49	1.00	1.00		0.95		0.39	1.00			1.00	1.00
Satd. Flow (perm)	910	1863	1583		3334		722	1833			1861	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	316	248	291	1	276	26	308	298	35	1	293	221
RTOR Reduction (vph)	0	0	173	0	7	0	0	4	0	0	0	147
Lane Group Flow (vph)	316	248	118	0	296	0	308	329	0	0	294	74
Turn Type	pm+pt	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Actuated Green, G (s)	41.0	40.5	40.5		19.5		50.4	50.4			33.4	33.4
Effective Green, g (s)	41.0	40.5	40.5		19.5		50.4	50.4			33.4	33.4
Actuated g/C Ratio	0.41	0.41	0.41		0.20		0.50	0.50			0.33	0.33
Clearance Time (s)	4.0	4.5	4.5		4.5		4.0	4.6			4.6	4.6
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0			4.0	4.0
Lane Grp Cap (vph)	519	754	641		650		500	923			621	528
v/s Ratio Prot	c0.10	0.13					c0.08	0.18				
v/s Ratio Perm	c0.15		0.07		0.09		c0.23				0.16	0.05
v/c Ratio	0.61	0.33	0.18		0.46		0.62	0.36			0.47	0.14
Uniform Delay, d1	26.2	20.4	19.1		35.6		16.0	15.0			26.3	23.3
Progression Factor	0.80	0.72	1.70		1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	5.0	1.1	0.6		2.3		2.3	1.1			2.6	0.6
Delay (s)	25.9	15.8	33.1		37.8		18.2	16.1			28.9	23.8
Level of Service	C	B	C		D		B	B			C	C
Approach Delay (s/veh)		25.4			37.8			17.1			26.7	
Approach LOS		C			D			B			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	25.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.1
Intersection Capacity Utilization	70.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

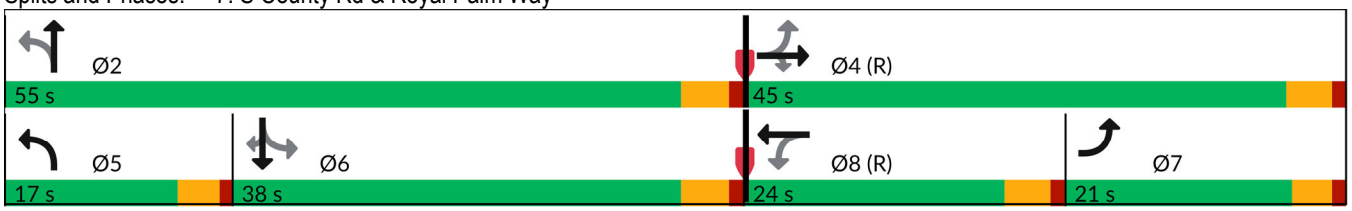


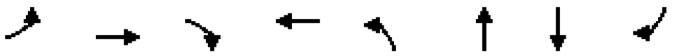
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	291	228	268	1	254	24	283	274	32	1	270	203
Future Volume (vph)	291	228	268	1	254	24	283	274	32	1	270	203
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	0		0	0		0	0		0
Storage Lanes	1		1	0		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.987			0.984				0.850
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1770	1863	1583	0	3493	0	1770	1833	0	0	1863	1583
Flt Permitted	0.489				0.954		0.388				0.999	
Satd. Flow (perm)	911	1863	1583	0	3333	0	723	1833	0	0	1861	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			291		9			9				221
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		693			1009			293			161	
Travel Time (s)		15.8			22.9			6.7			3.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	316	248	291	1	276	26	308	298	35	1	293	221
Shared Lane Traffic (%)												
Lane Group Flow (vph)	316	248	291	0	303	0	308	333	0	0	294	221
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	10.0	20.0	20.0	10.0	10.0		15.0	15.0		15.0	15.0	15.0
Minimum Split (s)	14.5	26.5	26.5	23.6	23.6		19.5	34.6		34.6	34.6	34.6
Total Split (s)	21.0	45.0	45.0	24.0	24.0		17.0	55.0		38.0	38.0	38.0
Total Split (%)	21.0%	45.0%	45.0%	24.0%	24.0%		17.0%	55.0%		38.0%	38.0%	38.0%
Maximum Green (s)	17.0	40.5	40.5	19.5	19.5		13.0	50.4		33.4	33.4	33.4
Yellow Time (s)	3.0	3.5	3.5	3.5	3.5		3.0	3.6		3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)	4.0	4.5	4.5		4.5		4.0	4.6			4.6	4.6
Lead/Lag	Lag			Lead	Lead		Lead			Lag	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes		Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		4.0	4.0	4.0
Recall Mode	Max	C-Max	C-Max	C-Max	C-Max		None	Max		Max	Max	Max
Walk Time (s)		7.0	7.0	7.0	7.0			7.0		7.0	7.0	7.0
Flash Don't Walk (s)		15.0	15.0	12.0	12.0			23.0		23.0	23.0	23.0
Pedestrian Calls (#/hr)		0	0	0	0			0		0	0	0
Act Effct Green (s)	41.0	40.5	40.5		19.5		51.0	50.4			33.4	33.4
Actuated g/C Ratio	0.41	0.41	0.41		0.20		0.51	0.50			0.33	0.33
v/c Ratio	0.61	0.33	0.36		0.46		0.61	0.36			0.47	0.33
Control Delay (s/veh)	26.7	16.1	5.3		37.1		20.5	16.0			29.5	4.8
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Delay (s/veh)	26.7	16.1	5.3		37.1		20.5	16.0			29.5	4.8
LOS	C	B	A		D		C	B			C	A
Approach Delay (s/veh)		16.4			37.1			18.1			18.9	
Approach LOS		B			D			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 38 (38%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay (s/veh): 20.1		Intersection LOS: C	
Intersection Capacity Utilization 70.8%		ICU Level of Service C	
Analysis Period (min) 15			

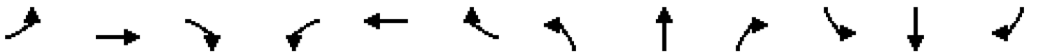
Splits and Phases: 7: S County Rd & Royal Palm Way





Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	316	248	291	303	308	333	294	221
v/c Ratio	0.61	0.33	0.36	0.46	0.61	0.36	0.47	0.33
Control Delay (s/veh)	26.7	16.1	5.3	37.1	20.5	16.0	29.5	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	26.7	16.1	5.3	37.1	20.5	16.0	29.5	4.8
Queue Length 50th (ft)	148	111	47	87	112	120	147	0
Queue Length 95th (ft)	225	164	63	130	171	183	226	50
Internal Link Dist (ft)		613		929		213	81	
Turn Bay Length (ft)	180							
Base Capacity (vph)	519	754	814	657	504	928	621	675
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.33	0.36	0.46	0.61	0.36	0.47	0.33

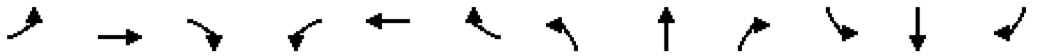
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	71	174	0	0	0	0	559	43	0	349	0
Future Volume (vph)	205	71	174	0	0	0	0	559	43	0	349	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0					4.0			4.0	
Lane Util. Factor	0.95	0.95	1.00					0.95			0.95	
Frt	1.00	1.00	0.85					0.99			1.00	
Flt Protected	0.95	0.98	1.00					1.00			1.00	
Satd. Flow (prot)	1681	1727	1583					3501			3539	
Flt Permitted	0.95	0.98	1.00					1.00			1.00	
Satd. Flow (perm)	1681	1727	1583					3501			3539	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	223	77	189	0	0	0	0	608	47	0	379	0
RTOR Reduction (vph)	0	0	150	0	0	0	0	5	0	0	0	0
Lane Group Flow (vph)	147	153	39	0	0	0	0	650	0	0	379	0
Turn Type	Split	NA	Perm					NA			NA	
Protected Phases	3	3						1 2			1 4	
Permitted Phases			3									
Actuated Green, G (s)	18.8	18.8	18.8					45.9			54.2	
Effective Green, g (s)	18.8	18.8	18.8					45.9			54.2	
Actuated g/C Ratio	0.21	0.21	0.21					0.51			0.60	
Clearance Time (s)	4.0	4.0	4.0									
Vehicle Extension (s)	3.0	3.0	3.0									
Lane Grp Cap (vph)	351	360	330					1785			2131	
v/s Ratio Prot	0.09	c0.09						c0.19			c0.11	
v/s Ratio Perm			0.02									
v/c Ratio	0.42	0.43	0.12					0.36			0.18	
Uniform Delay, d1	30.9	30.9	28.9					13.3			8.0	
Progression Factor	1.00	1.00	1.00					1.00			0.38	
Incremental Delay, d2	0.8	0.8	0.2					0.6			0.0	
Delay (s)	31.7	31.7	29.0					13.8			3.1	
Level of Service	C	C	C					B			A	
Approach Delay (s/veh)		30.7			0.0			13.8			3.1	
Approach LOS		C			A			B			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	16.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	36.0%	ICU Level of Service	A
Analysis Period (min)	15		

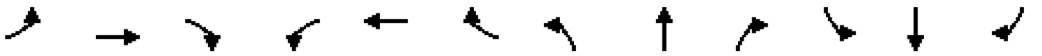
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	25	96	11	220	339	0	0	349	476
Future Volume (vph)	0	0	0	25	96	11	220	339	0	0	349	476
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0		4.0			4.0	
Lane Util. Factor					1.00	1.00		0.95			0.95	
Frt					1.00	0.85		1.00			0.91	
Flt Protected					0.99	1.00		0.98			1.00	
Satd. Flow (prot)					1844	1583		3471			3233	
Flt Permitted					0.99	1.00		0.53			1.00	
Satd. Flow (perm)					1844	1583		1862			3233	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	27	104	12	239	368	0	0	379	517
RTOR Reduction (vph)	0	0	0	0	0	10	0	0	0	0	218	0
Lane Group Flow (vph)	0	0	0	0	131	2	0	607	0	0	678	0
Turn Type				Perm	NA	Perm	custom	NA			NA	
Protected Phases					4			1 2 3			1	
Permitted Phases				4		4	2 3					
Actuated Green, G (s)					13.3	13.3		68.7			36.9	
Effective Green, g (s)					13.3	13.3		68.7			36.9	
Actuated g/C Ratio					0.15	0.15		0.76			0.41	
Clearance Time (s)					4.0	4.0					4.0	
Vehicle Extension (s)					3.0	3.0					3.0	
Lane Grp Cap (vph)					272	233		1421			1325	
v/s Ratio Prot											c0.21	
v/s Ratio Perm					0.07	0.00		c0.33				
v/c Ratio					0.48	0.01		0.43			0.51	
Uniform Delay, d1					35.2	32.7		3.7			19.8	
Progression Factor					1.00	1.00		0.26			0.66	
Incremental Delay, d2					1.3	0.0		0.2			1.4	
Delay (s)					36.5	32.7		1.2			14.5	
Level of Service					D	C		A			B	
Approach Delay (s/veh)		0.0			36.2			1.2			14.5	
Approach LOS		A			D			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	11.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	60.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



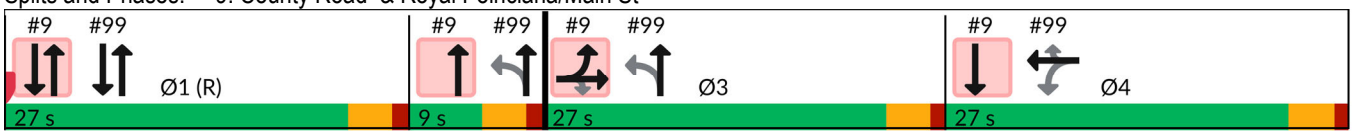
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	71	174	0	0	0	0	559	43	0	349	0
Future Volume (vph)	205	71	174	0	0	0	0	559	43	0	349	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	410		0	0		0	0		0	0		0
Storage Lanes	1		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850					0.989				
Flt Protected	0.950	0.976										
Satd. Flow (prot)	1681	1727	1583	0	0	0	0	3500	0	0	3539	0
Flt Permitted	0.950	0.976										
Satd. Flow (perm)	1681	1727	1583	0	0	0	0	3500	0	0	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			189					10				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		453			352			1138			135	
Travel Time (s)		10.3			8.0			25.9			3.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	223	77	189	0	0	0	0	608	47	0	379	0
Shared Lane Traffic (%)	34%											
Lane Group Flow (vph)	147	153	189	0	0	0	0	655	0	0	379	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2			2	
Detector Template	Left	Thru	Right					Thru			Thru	
Leading Detector (ft)	20	100	20					100			100	
Trailing Detector (ft)	0	0	0					0			0	
Detector 1 Position(ft)	0	0	0					0			0	
Detector 1 Size(ft)	20	6	20					6			6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0			0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0			0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0			0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Split	NA	Perm					NA			NA	
Protected Phases	3	3						1 2			1 4	
Permitted Phases			3									

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	1	2	4
Permitted Phases			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	3	3					1 2			1 4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0									
Minimum Split (s)	27.0	27.0	27.0									
Total Split (s)	27.0	27.0	27.0									
Total Split (%)	30.0%	30.0%	30.0%									
Maximum Green (s)	23.0	23.0	23.0									
Yellow Time (s)	3.0	3.0	3.0									
All-Red Time (s)	1.0	1.0	1.0									
Lost Time Adjust (s)	0.0	0.0	0.0									
Total Lost Time (s)	4.0	4.0	4.0									
Lead/Lag	Lead	Lead	Lead									
Lead-Lag Optimize?	Yes	Yes	Yes									
Vehicle Extension (s)	3.0	3.0	3.0									
Recall Mode	Min	Min	Min									
Walk Time (s)	7.0	7.0	7.0									
Flash Don't Walk (s)	16.0	16.0	16.0									
Pedestrian Calls (#/hr)	0	0	0									
Act Effct Green (s)	18.8	18.8	18.8					45.9			54.2	
Actuated g/C Ratio	0.21	0.21	0.21					0.51			0.60	
v/c Ratio	0.42	0.43	0.39					0.37			0.18	
Control Delay (s/veh)	33.8	33.9	6.9					15.2			3.4	
Queue Delay	0.0	0.0	0.0					0.0			0.7	
Total Delay (s/veh)	33.8	33.9	6.9					15.2			4.1	
LOS	C	C	A					B			A	
Approach Delay (s/veh)		23.4						15.2			4.1	
Approach LOS		C						B			A	

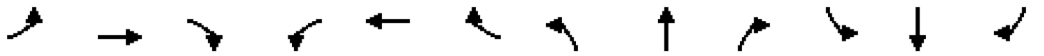
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 63 (70%), Referenced to phase 1:NBSB, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay (s/veh): 15.1		Intersection LOS: B	
Intersection Capacity Utilization 36.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 9: County Road & Royal Poinciana/Main St



Lane Group	Ø1	Ø2	Ø4
Detector Phase			
Switch Phase			
Minimum Initial (s)	20.0	5.0	10.0
Minimum Split (s)	27.0	27.0	27.0
Total Split (s)	27.0	9.0	27.0
Total Split (%)	30%	10%	30%
Maximum Green (s)	23.0	5.0	23.0
Yellow Time (s)	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	C-Max	Max	None
Walk Time (s)	7.0		7.0
Flash Don't Walk (s)	16.0		16.0
Pedestrian Calls (#/hr)	0		0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay (s/veh)			
Queue Delay			
Total Delay (s/veh)			
LOS			
Approach Delay (s/veh)			
Approach LOS			

Intersection Summary



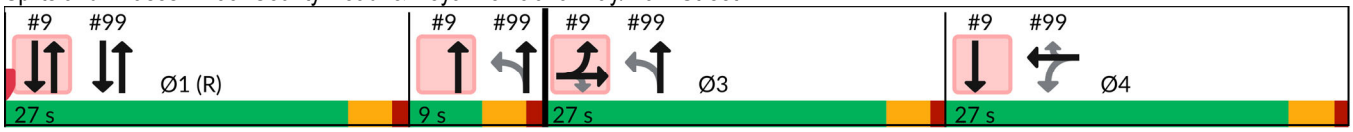
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	25	96	11	220	339	0	0	349	476
Future Volume (vph)	0	0	0	25	96	11	220	339	0	0	349	476
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.913	
Flt Protected					0.990			0.981				
Satd. Flow (prot)	0	0	0	0	1844	1583	0	3472	0	0	3231	0
Flt Permitted					0.990			0.526				
Satd. Flow (perm)	0	0	0	0	1844	1583	0	1862	0	0	3231	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						109					370	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		401			408			135			263	
Travel Time (s)		9.1			9.3			3.1			6.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	27	104	12	239	368	0	0	379	517
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	131	12	0	607	0	0	896	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
Leading Detector (ft)				20	100	20	20	100			100	
Trailing Detector (ft)				0	0	0	0	0			0	
Detector 1 Position(ft)				0	0	0	0	0			0	
Detector 1 Size(ft)				20	6	20	20	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	custom	NA			NA	
Protected Phases					4			1 2 3			1	
Permitted Phases				4		4	2 3					
Detector Phase				4	4	4	2 3	1 2 3			1	
Switch Phase												
Minimum Initial (s)				10.0	10.0	10.0					20.0	

Lane Group	Ø2	Ø3
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	3
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	5.0	15.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)				27.0	27.0	27.0					27.0	
Total Split (s)				27.0	27.0	27.0					27.0	
Total Split (%)				30.0%	30.0%	30.0%					30.0%	
Maximum Green (s)				23.0	23.0	23.0					23.0	
Yellow Time (s)				3.0	3.0	3.0					3.0	
All-Red Time (s)				1.0	1.0	1.0					1.0	
Lost Time Adjust (s)					0.0	0.0					0.0	
Total Lost Time (s)					4.0	4.0					4.0	
Lead/Lag				Lag	Lag	Lag					Lead	
Lead-Lag Optimize?				Yes	Yes	Yes					Yes	
Vehicle Extension (s)				3.0	3.0	3.0					3.0	
Recall Mode				None	None	None					C-Max	
Walk Time (s)				7.0	7.0	7.0					7.0	
Flash Don't Walk (s)				16.0	16.0	16.0					16.0	
Pedestrian Calls (#/hr)				0	0	0					0	
Act Effct Green (s)					13.3	13.3		68.7			36.9	
Actuated g/C Ratio					0.15	0.15		0.76			0.41	
v/c Ratio					0.48	0.04		0.43			0.58	
Control Delay (s/veh)					40.3	0.2		2.0			10.0	
Queue Delay					0.0	0.0		0.1			0.5	
Total Delay (s/veh)					40.3	0.2		2.2			10.5	
LOS					D	A		A			B	
Approach Delay (s/veh)					37.0			2.2			10.5	
Approach LOS					D			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 63 (70%), Referenced to phase 1:NBSB, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay (s/veh): 9.7		Intersection LOS: A	
Intersection Capacity Utilization 60.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 99: County Road & Royal Poinciana Way/Main Street



Lane Group	Ø2	Ø3
Minimum Split (s)	27.0	27.0
Total Split (s)	9.0	27.0
Total Split (%)	10%	30%
Maximum Green (s)	5.0	23.0
Yellow Time (s)	3.0	3.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	Min
Walk Time (s)		7.0
Flash Don't Walk (s)		16.0
Pedestrian Calls (#/hr)		0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay (s/veh)		
Queue Delay		
Total Delay (s/veh)		
LOS		
Approach Delay (s/veh)		
Approach LOS		

Intersection Summary



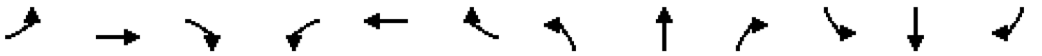
Lane Group	EBL	EBT	EBR	NBT	SBT
Lane Group Flow (vph)	147	153	189	655	379
v/c Ratio	0.42	0.43	0.39	0.37	0.18
Control Delay (s/veh)	33.8	33.9	6.9	15.2	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.7
Total Delay (s/veh)	33.8	33.9	6.9	15.2	4.1
Queue Length 50th (ft)	76	80	0	107	17
Queue Length 95th (ft)	128	132	50	186	23
Internal Link Dist (ft)		373		1058	55
Turn Bay Length (ft)	410				
Base Capacity (vph)	429	441	545	1789	2131
Starvation Cap Reductn	0	0	0	0	1389
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.34	0.35	0.35	0.37	0.51

Intersection Summary



Lane Group	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	131	12	607	896
v/c Ratio	0.48	0.04	0.43	0.58
Control Delay (s/veh)	40.3	0.2	2.0	10.0
Queue Delay	0.0	0.0	0.1	0.5
Total Delay (s/veh)	40.3	0.2	2.2	10.5
Queue Length 50th (ft)	70	0	10	74
Queue Length 95th (ft)	116	0	24	177
Internal Link Dist (ft)	328		55	183
Turn Bay Length (ft)				
Base Capacity (vph)	471	485	1507	1542
Starvation Cap Reductn	0	0	225	260
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.28	0.02	0.47	0.70

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	25	77	121	48	25	118	346	106	18	482	78
Future Volume (veh/h)	29	25	77	121	48	25	118	346	106	18	482	78
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	27	84	132	52	27	128	376	115	20	524	85
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	78	47	108	308	300	156	195	620	209	62	1136	181
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.12	0.12	0.12	0.07	0.26	0.26	0.39	0.39	0.39	0.39	0.39	0.39
Unsig. Movement Delay												
Ln Grp Delay, s/veh	41.1	0.0	0.0	36.4	0.0	26.1	37.1	0.0	24.9	22.4	0.0	23.1
Ln Grp LOS	D			D		C	D		C	C		C
Approach Vol, veh/h		143			211			619			629	
Approach Delay, s/veh		41.1			32.6			30.3			22.7	
Approach LOS		D			C			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6	8	7
Case No		8.0		4.0		8.0	8.4	1.4
Phs Duration (G+Y+Rc), s		41.0		29.3		41.0	16.5	12.7
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0
Max Green (Gmax), s		35.0		43.0		35.0	26.0	11.0
Max Allow Headway (MAH), s		5.7		5.4		4.3	5.5	3.8
Max Q Clear (g_c+I1), s		30.3		5.1		14.3	9.9	2.0
Green Ext Time (g_e), s		1.8		0.4		2.6	0.7	0.2
Prob of Phs Call (p_c)		1.00		1.00		1.00	1.00	0.96
Prob of Max Out (p_x)		0.00		0.00		0.00	0.00	0.01

Left-Turn Movement Data								
Assigned Mvmt		5				1	3	7
Mvmt Sat Flow, veh/h		351				50	245	1781

Through Movement Data								
Assigned Mvmt		2		4		6	8	
Mvmt Sat Flow, veh/h		1594		1160		2921	405	

Right-Turn Movement Data								
Assigned Mvmt		12		14		16	18	
Mvmt Sat Flow, veh/h		536		602		464	925	

Left Lane Group Data								
Assigned Mvmt	0	5	0	0	0	1	3	7

Lane Assignment		L+T				L+T	L+T+R	L (Pr/Pm)
Lanes in Grp	0	1	0	0	0	1	1	1
Grp Vol (v), veh/h	0	275	0	0	0	333	143	132
Grp Sat Flow (s), veh/h/ln	0	877	0	0	0	1817	1575	1781
Q Serve Time (g_s), s	0.0	16.0	0.0	0.0	0.0	0.0	4.8	0.0
Cycle Q Clear Time (g_c), s	0.0	28.3	0.0	0.0	0.0	11.9	7.9	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	825	0	0	0	920	1341	1282
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	981
Perm LT Eff Green (g_p), s	0.0	35.0	0.0	0.0	0.0	35.0	10.5	8.5
Perm LT Serve Time (g_u), s	0.0	22.7	0.0	0.0	0.0	20.0	7.4	0.6
Perm LT Q Serve Time (g_ps), s	0.0	16.0	0.0	0.0	0.0	0.0	4.8	0.6
Time to First Blk (g_f), s	0.0	2.3	0.0	0.0	0.0	18.5	3.0	0.0
Serve Time pre Blk (g_fs), s	0.0	2.3	0.0	0.0	0.0	11.9	3.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.47	0.00	0.00	0.00	0.06	0.22	1.00
Lane Grp Cap (c), veh/h	0	400	0	0	0	749	233	308
V/C Ratio (X)	0.00	0.69	0.00	0.00	0.00	0.44	0.61	0.43
Avail Cap (c_a), veh/h	0	400	0	0	0	749	501	393
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d1), s/veh	0.0	27.8	0.0	0.0	0.0	20.4	38.5	35.5
Incr Delay (d2), s/veh	0.0	9.3	0.0	0.0	0.0	1.9	2.6	0.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	37.1	0.0	0.0	0.0	22.4	41.1	36.4
1st-Term Q (Q1), veh/ln	0.0	5.3	0.0	0.0	0.0	5.0	3.0	2.7
2nd-Term Q (Q2), veh/ln	0.0	1.0	0.0	0.0	0.0	0.4	0.2	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
%ile Back of Q (50%), veh/ln	0.0	6.4	0.0	0.0	0.0	5.4	3.2	2.8
%ile Storage Ratio (RQ%)	0.00	3.59	0.00	0.00	0.00	0.41	0.13	0.33
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	8	0
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	18	0
Lane Assignment		T+R		T+R		T+R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	344	0	79	0	296	0	0
Grp Sat Flow (s), veh/h/ln	0	1605	0	1762	0	1618	0	0
Q Serve Time (g_s), s	0.0	15.0	0.0	3.1	0.0	12.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	15.0	0.0	3.1	0.0	12.3	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.33	0.00	0.34	0.00	0.29	0.59	0.00
Lane Grp Cap (c), veh/h	0	624	0	456	0	629	0	0
V/C Ratio (X)	0.00	0.55	0.00	0.17	0.00	0.47	0.00	0.00
Avail Cap (c_a), veh/h	0	624	0	842	0	629	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	21.4	0.0	25.9	0.0	20.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.5	0.0	0.2	0.0	2.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	24.9	0.0	26.1	0.0	23.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.4	0.0	1.3	0.0	4.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	0.0	0.0	0.4	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	6.0	0.0	1.3	0.0	4.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	3.40	0.00	0.04	0.00	0.38	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

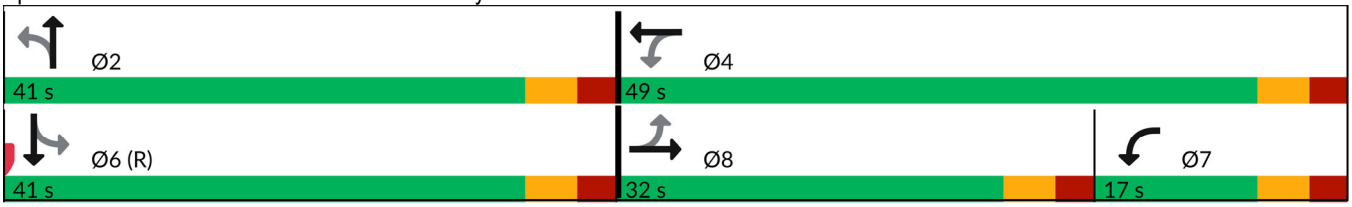
Intersection Summary	
HCM 7th Control Delay, s/veh	28.6
HCM 7th LOS	C

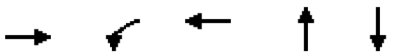
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	25	77	121	48	25	118	346	106	18	482	78
Future Volume (vph)	29	25	77	121	48	25	118	346	106	18	482	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	210		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.921			0.949			0.972			0.980	
Flt Protected		0.989		0.950				0.990			0.998	
Satd. Flow (prot)	0	1697	0	1770	1768	0	0	3406	0	0	3461	0
Flt Permitted		0.900		0.602				0.689			0.926	
Satd. Flow (perm)	0	1544	0	1121	1768	0	0	2370	0	0	3212	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		80			27			36			23	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		716			834			109			368	
Travel Time (s)		16.3			19.0			2.5			8.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	32	27	84	132	52	27	128	376	115	20	524	85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	143	0	132	79	0	0	619	0	0	629	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2			6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	8	8		7	4		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		7.0	10.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	31.0	31.0		13.0	31.0		26.0	26.0		28.0	28.0	
Total Split (s)	32.0	32.0		17.0	49.0		41.0	41.0		41.0	41.0	
Total Split (%)	35.6%	35.6%		18.9%	54.4%		45.6%	45.6%		45.6%	45.6%	
Maximum Green (s)	26.0	26.0		11.0	43.0		35.0	35.0		35.0	35.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)		6.0		6.0	6.0			6.0			6.0	
Lead/Lag	Lead	Lead		Lag								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		2.0	2.0	
Recall Mode	None	None		None	None		Max	Max		C-Max	C-Max	
Walk Time (s)	10.0	10.0			10.0		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)	15.0	15.0			15.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	0	0			0		0	0		0	0	
Act Effct Green (s)		11.3		24.8	24.8			53.2			53.2	
Actuated g/C Ratio		0.13		0.28	0.28			0.59			0.59	
v/c Ratio		0.54		0.36	0.16			0.44			0.33	
Control Delay (s/veh)		30.7		29.5	17.3			10.0			9.9	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)		30.7		29.5	17.3			10.0			9.9	
LOS		C		C	B			A			A	
Approach Delay (s/veh)		30.7			24.9			10.0			9.9	
Approach LOS		C			C			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 58 (64%), Referenced to phase 6:SBTL, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay (s/veh): 13.8		Intersection LOS: B	
Intersection Capacity Utilization 62.6%		ICU Level of Service B	
Analysis Period (min) 15			

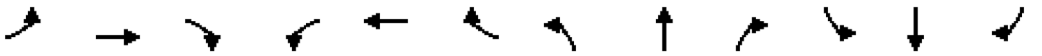
Splits and Phases: 12: Sunrise Ave & S County Rd





Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	143	132	79	619	629
v/c Ratio	0.54	0.36	0.16	0.44	0.33
Control Delay (s/veh)	30.7	29.5	17.3	10.0	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	30.7	29.5	17.3	10.0	9.9
Queue Length 50th (ft)	40	60	23	65	79
Queue Length 95th (ft)	81	97	51	96	136
Internal Link Dist (ft)	636		754	29	288
Turn Bay Length (ft)		210			
Base Capacity (vph)	502	431	858	1414	1906
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.28	0.31	0.09	0.44	0.33

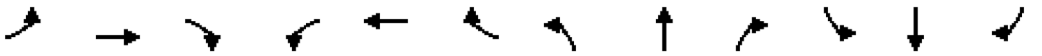
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	6	164	19	0	12	0	511	18	14	660	0
Future Volume (vph)	40	6	164	19	0	12	0	511	18	14	660	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5		4.5		4.5			4.5	
Lane Util. Factor	1.00	1.00	1.00	1.00		1.00		0.95			0.95	
Frt	1.00	1.00	0.85	1.00		0.85		0.99			1.00	
Flt Protected	0.95	1.00	1.00	0.95		1.00		1.00			1.00	
Satd. Flow (prot)	1770	1863	1583	1770		1583		3521			3536	
Flt Permitted	0.95	1.00	1.00	0.75		1.00		1.00			0.94	
Satd. Flow (perm)	1770	1863	1583	1403		1583		3521			3330	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	43	7	178	21	0	13	0	555	20	15	717	0
RTOR Reduction (vph)	0	0	148	0	0	11	0	2	0	0	0	0
Lane Group Flow (vph)	43	7	30	21	0	2	0	573	0	0	732	0
Turn Type	Perm	NA	Perm	Perm		Perm		NA		Perm	NA	
Protected Phases		8						6			2	
Permitted Phases	8		8	4		4				2		
Actuated Green, G (s)	15.0	15.0	15.0	15.0		15.0		66.0			66.0	
Effective Green, g (s)	15.0	15.0	15.0	15.0		15.0		66.0			66.0	
Actuated g/C Ratio	0.17	0.17	0.17	0.17		0.17		0.73			0.73	
Clearance Time (s)	4.5	4.5	4.5	4.5		4.5		4.5			4.5	
Vehicle Extension (s)	5.0	5.0	5.0	5.0		5.0		5.0			5.0	
Lane Grp Cap (vph)	295	310	263	233		263		2582			2442	
v/s Ratio Prot		0.00						0.16				
v/s Ratio Perm	c0.02		0.02	0.01		0.00					c0.22	
v/c Ratio	0.15	0.02	0.11	0.09		0.01		0.22			0.30	
Uniform Delay, d1	32.0	31.4	31.8	31.7		31.3		3.8			4.1	
Progression Factor	0.80	0.77	1.53	1.00		1.00		0.57			0.58	
Incremental Delay, d2	0.4	0.1	0.4	0.4		0.0		0.2			0.3	
Delay (s)	26.2	24.2	49.0	32.1		31.3		2.4			2.7	
Level of Service	C	C	D	C		C		A			A	
Approach Delay (s/veh)		44.0			31.8			2.4			2.7	
Approach LOS		D			C			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	9.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.27		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	50.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

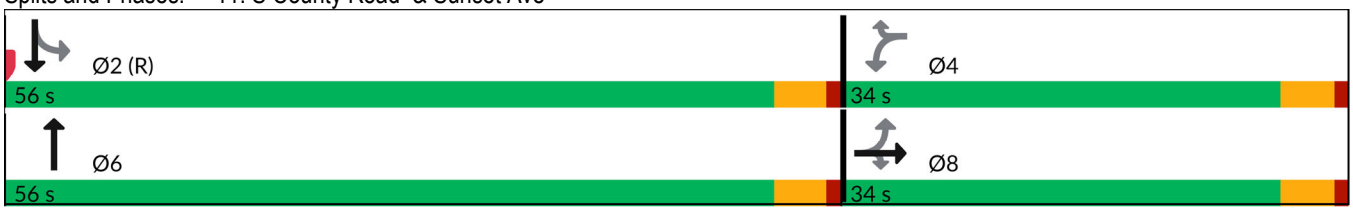


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	6	164	19	0	12	0	511	18	14	660	0
Future Volume (vph)	40	6	164	19	0	12	0	511	18	14	660	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	70		100	0		0	0		0	0		0
Storage Lanes	1		1	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Frt			0.850			0.850		0.995				
Flt Protected	0.950			0.950							0.999	
Satd. Flow (prot)	1770	1863	1583	1770	0	1583	0	3522	0	0	3536	0
Flt Permitted	0.950			0.753							0.941	
Satd. Flow (perm)	1770	1863	1583	1403	0	1583	0	3522	0	0	3330	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			178			18		7				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		735			781			263			276	
Travel Time (s)		16.7			17.8			6.0			6.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	43	7	178	21	0	13	0	555	20	15	717	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	43	7	178	21	0	13	0	575	0	0	732	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1		1		2		1	2	
Detector Template	Left	Thru	Right	Left		Right		Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20		20		100		20	100	
Trailing Detector (ft)	0	0	0	0		0		0		0	0	
Detector 1 Position(ft)	0	0	0	0		0		0		0	0	
Detector 1 Size(ft)	20	6	20	20		20		6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm	Perm		Perm		NA		Perm	NA	
Protected Phases		8						6			2	
Permitted Phases	8		8	4		4				2		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	8	8	8	4		4		6		2	2	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0		15.0		10.0		10.0	10.0	
Minimum Split (s)	30.5	30.5	30.5	30.5		30.5		25.5		25.5	25.5	
Total Split (s)	34.0	34.0	34.0	34.0		34.0		56.0		56.0	56.0	
Total Split (%)	37.8%	37.8%	37.8%	37.8%		37.8%		62.2%		62.2%	62.2%	
Maximum Green (s)	29.5	29.5	29.5	29.5		29.5		51.5		51.5	51.5	
Yellow Time (s)	3.5	3.5	3.5	3.5		3.5		3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0		1.0		1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0			0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5		4.5		4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0	5.0	5.0		5.0		5.0		5.0	5.0	
Recall Mode	None	None	None	None		None		Max		C-Max	C-Max	
Walk Time (s)	10.0	10.0	10.0	10.0		10.0		10.0		10.0	10.0	
Flash Don't Walk (s)	16.0	16.0	16.0	16.0		16.0		10.0		10.0	10.0	
Pedestrian Calls (#/hr)	0	0	0	0		0		0		0	0	
Act Effct Green (s)	15.0	15.0	15.0	15.0		15.0		66.0			66.0	
Actuated g/C Ratio	0.17	0.17	0.17	0.17		0.17		0.73			0.73	
v/c Ratio	0.15	0.02	0.43	0.09		0.05		0.22			0.30	
Control Delay (s/veh)	27.1	24.3	11.6	33.0		12.4		2.4			2.7	
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.3			0.2	
Total Delay (s/veh)	27.1	24.3	11.6	33.0		12.4		2.7			2.9	
LOS	C	C	B	C		B		A			A	
Approach Delay (s/veh)		14.9			25.1			2.7			2.9	
Approach LOS		B			C			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 63 (70%), Referenced to phase 2:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.43			
Intersection Signal Delay (s/veh): 5.0		Intersection LOS: A	
Intersection Capacity Utilization 50.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 11: S County Road & Sunset Ave





Lane Group	EBL	EBT	EBR	WBL	WBR	NBT	SBT
Lane Group Flow (vph)	43	7	178	21	13	575	732
v/c Ratio	0.15	0.02	0.43	0.09	0.05	0.22	0.30
Control Delay (s/veh)	27.1	24.3	11.6	33.0	12.4	2.4	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.3	0.2
Total Delay (s/veh)	27.1	24.3	11.6	33.0	12.4	2.7	2.9
Queue Length 50th (ft)	25	4	29	10	0	19	20
Queue Length 95th (ft)	m47	m9	m87	31	14	40	44
Internal Link Dist (ft)		655				183	196
Turn Bay Length (ft)	70		100				
Base Capacity (vph)	580	610	638	459	530	2584	2442
Starvation Cap Reductn	0	0	0	0	0	1335	814
Spillback Cap Reductn	0	0	4	0	0	0	88
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.01	0.28	0.05	0.02	0.46	0.45

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Traffic Volume (vph)	0	0	0	20	92	113	256	156	53	317
Future Volume (vph)	0	0	0	20	92	113	256	156	53	317
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		4.0	4.0	4.0	4.0
Lane Util. Factor					0.95		1.00	1.00	1.00	1.00
Frt					0.92		1.00	0.85	1.00	0.85
Flt Protected					1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)					3258		1770	1583	1770	1583
Flt Permitted					1.00		0.95	1.00	0.56	1.00
Satd. Flow (perm)					3258		1770	1583	1051	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	22	100	123	278	170	58	345
RTOR Reduction (vph)	0	0	0	0	95	0	0	77	0	0
Lane Group Flow (vph)	0	0	0	0	150	0	278	93	58	345
Turn Type				Perm	NA		Prot	Perm	pm+pt	Prot
Protected Phases					4		6		5	2
Permitted Phases				4				6	2	
Actuated Green, G (s)					16.0		38.4	38.4	46.0	46.0
Effective Green, g (s)					16.0		38.4	38.4	46.0	46.0
Actuated g/C Ratio					0.23		0.55	0.55	0.66	0.66
Clearance Time (s)					4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)					5.0		5.0	5.0	5.0	5.0
Lane Grp Cap (vph)					744		970	868	727	1040
v/s Ratio Prot							0.16		0.00	c0.22
v/s Ratio Perm					0.05			0.06	0.05	
v/c Ratio					0.20		0.29	0.11	0.08	0.33
Uniform Delay, d1					21.8		8.5	7.6	5.0	5.3
Progression Factor					1.00		0.42	0.08	0.84	0.86
Incremental Delay, d2					0.3		0.7	0.2	0.1	0.9
Delay (s)					22.1		4.3	0.8	4.3	5.4
Level of Service					C		A	A	A	A
Approach Delay (s/veh)		0.0			22.1		2.9		5.2	
Approach LOS		A			C		A		A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	8.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	35.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

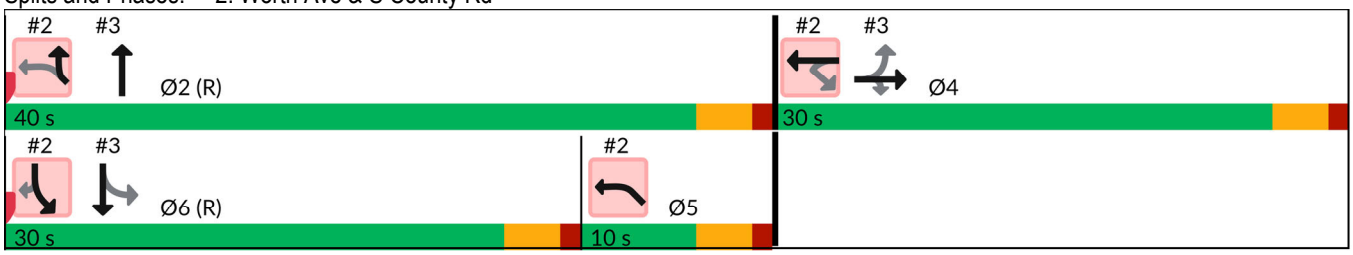


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Traffic Volume (vph)	0	0	0	20	92	113	256	156	53	317
Future Volume (vph)	0	0	0	20	92	113	256	156	53	317
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0	0	150	0
Storage Lanes	0		0	0		0	1	1	1	1
Taper Length (ft)	25			25			25		25	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt					0.925			0.850		0.850
Flt Protected					0.996		0.950		0.950	
Satd. Flow (prot)	0	0	0	0	3261	0	1770	1583	1770	1583
Flt Permitted					0.996		0.950		0.564	
Satd. Flow (perm)	0	0	0	0	3261	0	1770	1583	1051	1583
Right Turn on Red			Yes			Yes		Yes		
Satd. Flow (RTOR)					123			170		
Link Speed (mph)		30			30		30		30	
Link Distance (ft)		756			1065		277		366	
Travel Time (s)		17.2			24.2		6.3		8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	22	100	123	278	170	58	345
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	0	0	245	0	278	170	58	345
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Right
Median Width(ft)		0			0		12		12	
Link Offset(ft)		0			0		0		0	
Crosswalk Width(ft)		16			16		16		16	
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15	9	15	9
Number of Detectors				1	2		2	1	1	2
Detector Template				Left	Thru		Thru	Right	Left	Thru
Leading Detector (ft)				20	100		100	20	20	100
Trailing Detector (ft)				0	0		0	0	0	0
Detector 1 Position(ft)				0	0		0	0	0	0
Detector 1 Size(ft)				20	6		6	20	20	6
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel										
Detector 1 Extend (s)				0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)					94		94			94
Detector 2 Size(ft)					6		6			6
Detector 2 Type					Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel										
Detector 2 Extend (s)					0.0		0.0			0.0
Turn Type				Perm	NA		Prot	Perm	pm+pt	Prot
Protected Phases					4		6		5	2
Permitted Phases				4				6	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Detector Phase				4	4		6	6	5	2
Switch Phase										
Minimum Initial (s)				5.0	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)				30.0	30.0		30.0	30.0	9.5	30.0
Total Split (s)				30.0	30.0		30.0	30.0	10.0	40.0
Total Split (%)				42.9%	42.9%		42.9%	42.9%	14.3%	57.1%
Maximum Green (s)				26.0	26.0		26.0	26.0	6.0	36.0
Yellow Time (s)				3.0	3.0		3.0	3.0	3.0	3.0
All-Red Time (s)				1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)					0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)					4.0		4.0	4.0	4.0	4.0
Lead/Lag							Lead	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	
Vehicle Extension (s)				5.0	5.0		5.0	5.0	5.0	5.0
Recall Mode				None	None		C-Max	C-Max	None	C-Max
Walk Time (s)				10.0	10.0		10.0	10.0		10.0
Flash Don't Walk (s)				16.0	16.0		16.0	16.0		16.0
Pedestrian Calls (#/hr)				0	0		0	0		0
Act Effct Green (s)					16.0		40.0	40.0	46.0	46.0
Actuated g/C Ratio					0.23		0.57	0.57	0.66	0.66
v/c Ratio					0.29		0.28	0.17	0.08	0.33
Control Delay (s/veh)					10.8		5.2	0.6	5.5	6.7
Queue Delay					0.0		0.2	0.0	0.0	0.0
Total Delay (s/veh)					10.8		5.3	0.6	5.5	6.7
LOS					B		A	A	A	A
Approach Delay (s/veh)					10.8		3.5		6.5	
Approach LOS					B		A		A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 61 (87%), Referenced to phase 2:NWL and 6:SBL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.40			
Intersection Signal Delay (s/veh): 6.2		Intersection LOS: A	
Intersection Capacity Utilization 35.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Worth Ave & S County Rd





Lane Group	WBT	SBL	SBR	NWL	NWR
Lane Group Flow (vph)	245	278	170	58	345
v/c Ratio	0.29	0.28	0.17	0.08	0.33
Control Delay (s/veh)	10.8	5.2	0.6	5.5	6.7
Queue Delay	0.0	0.2	0.0	0.0	0.0
Total Delay (s/veh)	10.8	5.3	0.6	5.5	6.7
Queue Length 50th (ft)	22	22	0	6	38
Queue Length 95th (ft)	41	49	0	23	92
Internal Link Dist (ft)	985	197		286	
Turn Bay Length (ft)				150	
Base Capacity (vph)	1288	1010	977	751	1040
Starvation Cap Reductn	0	231	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.19	0.36	0.17	0.08	0.33

Intersection Summary

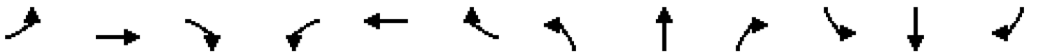
Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	201	86	0	104
Future Vol, veh/h	0	0	201	86	0	104
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	218	93	0	113

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	156
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	862
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	862
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s/v	0	9.81
HCM LOS		A

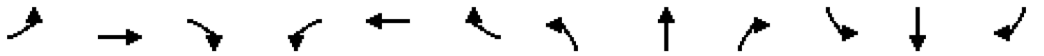
Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	862
HCM Lane V/C Ratio	-	-	0.131
HCM Control Delay (s/veh)	-	-	9.8
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	242	88	187	10	71	25	207	206	14	21	152	266
Future Volume (vph)	242	88	187	10	71	25	207	206	14	21	152	266
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95		0.97	1.00	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.96		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	0.97	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1610	3295	1583	1770	3401		3433	1863	1583	1770	3539	1583
Flt Permitted	0.95	0.97	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1610	3295	1583	1770	3401		3433	1863	1583	1770	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	263	96	203	11	77	27	225	224	15	23	165	289
RTOR Reduction (vph)	0	0	179	0	25	0	0	0	6	0	0	138
Lane Group Flow (vph)	131	228	24	11	79	0	225	224	9	23	165	151
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	3		4	4		1	6		5	2	
Permitted Phases			3						6			2
Actuated Green, G (s)	15.9	15.9	15.9	7.7	7.7		16.6	82.0	82.0	4.4	69.8	69.8
Effective Green, g (s)	15.9	15.9	15.9	7.7	7.7		16.6	82.0	82.0	4.4	69.8	69.8
Actuated g/C Ratio	0.12	0.12	0.12	0.06	0.06		0.12	0.61	0.61	0.03	0.52	0.52
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		4.0	2.0	2.0	2.0	4.0	4.0
Lane Grp Cap (vph)	191	390	187	101	195		425	1140	968	58	1843	824
v/s Ratio Prot	c0.08	0.07		0.01	c0.02		c0.07	c0.12		0.01	0.05	
v/s Ratio Perm			0.02						0.01			0.10
v/c Ratio	0.69	0.58	0.13	0.11	0.40		0.53	0.20	0.01	0.40	0.09	0.18
Uniform Delay, d1	56.7	55.9	52.9	59.9	60.9		55.0	11.5	10.1	63.5	16.1	17.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.9	1.4	0.1	0.2	0.5		1.6	0.4	0.0	1.6	0.1	0.5
Delay (s)	64.5	57.4	53.0	60.1	61.4		56.6	11.9	10.2	65.1	16.2	17.5
Level of Service	E	E	D	E	E		E	B	B	E	B	B
Approach Delay (s/veh)		57.4			61.3			33.5			19.3	
Approach LOS		E			E			C			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	39.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	134.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	50.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

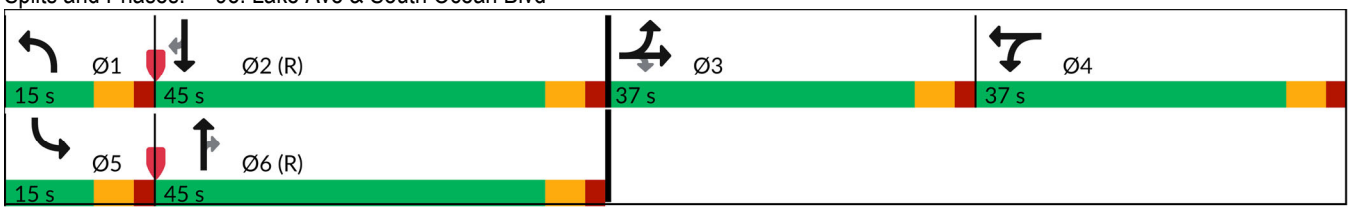


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	242	88	187	10	71	25	207	206	14	21	152	266
Future Volume (vph)	242	88	187	10	71	25	207	206	14	21	152	266
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		230	0		0	275		90	180		245
Storage Lanes	1		1	1		0	2		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95	0.95	0.97	1.00	1.00	1.00	0.95	1.00
Frt			0.850		0.961				0.850			0.850
Flt Protected	0.950	0.972		0.950			0.950			0.950		
Satd. Flow (prot)	1610	3295	1583	1770	3401	0	3433	1863	1583	1770	3539	1583
Flt Permitted	0.950	0.972		0.950			0.950			0.950		
Satd. Flow (perm)	1610	3295	1583	1770	3401	0	3433	1863	1583	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			203		27				122			289
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		706			244			532			608	
Travel Time (s)		16.0			5.5			12.1			13.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	263	96	203	11	77	27	225	224	15	23	165	289
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	131	228	203	11	104	0	225	224	15	23	165	289
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	3		4	4		1	6		5	2	
Permitted Phases			3						6			2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	3	3	4	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		4.0	20.0	20.0	4.0	20.0	20.0
Minimum Split (s)	37.0	37.0	37.0	37.0	37.0		11.0	37.0	37.0	11.0	37.0	37.0
Total Split (s)	37.0	37.0	37.0	37.0	37.0		15.0	45.0	45.0	15.0	45.0	45.0
Total Split (%)	27.6%	27.6%	27.6%	27.6%	27.6%		11.2%	33.6%	33.6%	11.2%	33.6%	33.6%
Maximum Green (s)	31.0	31.0	31.0	31.0	31.0		9.0	39.0	39.0	9.0	39.0	39.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		4.0	2.0	2.0	2.0	4.0	4.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0	7.0		7.0	7.0
Flash Don't Walk (s)	24.0	24.0	24.0	24.0	24.0			24.0	24.0		24.0	24.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0	0		0	0
Act Effct Green (s)	15.9	15.9	15.9	7.7	7.7		16.6	84.3	84.3	6.3	69.7	69.7
Actuated g/C Ratio	0.12	0.12	0.12	0.06	0.06		0.12	0.63	0.63	0.05	0.52	0.52
v/c Ratio	0.69	0.58	0.55	0.11	0.47		0.53	0.19	0.01	0.28	0.09	0.30
Control Delay (s/veh)	73.9	61.1	12.5	61.1	51.8		59.7	13.4	0.0	69.3	18.0	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	73.9	61.1	12.5	61.1	51.8		59.7	13.4	0.0	69.3	18.0	3.2
LOS	E	E	B	E	D		E	B	A	E	B	A
Approach Delay (s/veh)		46.5			52.7			35.4			11.5	
Approach LOS		D			D			D			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 134			
Actuated Cycle Length: 134			
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay (s/veh): 33.5		Intersection LOS: C	
Intersection Capacity Utilization 50.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 95: Lake Ave & South Ocean Blvd





Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	131	228	203	11	104	225	224	15	23	165	289
v/c Ratio	0.69	0.58	0.55	0.11	0.47	0.53	0.19	0.01	0.28	0.09	0.30
Control Delay (s/veh)	73.9	61.1	12.5	61.1	51.8	59.7	13.4	0.0	69.3	18.0	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	73.9	61.1	12.5	61.1	51.8	59.7	13.4	0.0	69.3	18.0	3.2
Queue Length 50th (ft)	123	105	0	9	34	95	83	0	20	36	0
Queue Length 95th (ft)	189	142	69	29	65	137	160	0	50	68	53
Internal Link Dist (ft)		626			164		452			528	
Turn Bay Length (ft)	170		230			275		90	180		245
Base Capacity (vph)	372	762	522	409	807	424	1172	1041	118	1841	962
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.30	0.39	0.03	0.13	0.53	0.19	0.01	0.19	0.09	0.30

Intersection Summary

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	46	188	94	0	0	0	0	41	45	37	62	0
Future Vol, veh/h	46	188	94	0	0	0	0	41	45	37	62	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	50	204	102	0	0	0	0	45	49	40	67	0
Number of Lanes	0	2	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	2
HCM Control Delay, s/veh	9.2	8.2	8.8
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	EBLn2	SBLn1
Vol Left, %	0%	33%	0%	37%
Vol Thru, %	48%	67%	50%	63%
Vol Right, %	52%	0%	50%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	86	140	188	99
LT Vol	0	46	0	37
Through Vol	41	94	94	62
RT Vol	45	0	94	0
Lane Flow Rate	93	152	204	108
Geometry Grp	2	5	5	2
Degree of Util (X)	0.119	0.219	0.265	0.147
Departure Headway (Hd)	4.568	5.179	4.663	4.932
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	784	694	770	727
Service Time	2.598	2.909	2.393	2.961
HCM Lane V/C Ratio	0.119	0.219	0.265	0.149
HCM Control Delay, s/veh	8.2	9.4	9.1	8.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.8	1.1	0.5



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	175	38	210	76	18	342
Future Volume (veh/h)	175	38	210	76	18	342
Number	7	14	6	16	5	2
Initial Q, veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Lanes Open During Work Zone						
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	190	41	228	83	20	372
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Opposing Right Turn Influence	Yes				Yes	
Cap, veh/h	222	48	819	298	703	1334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.16	0.16	0.63	0.63	0.02	0.71
Unsig. Movement Delay						
Ln Grp Delay, s/veh	42.7	0.0	0.0	8.3	5.4	5.1
Ln Grp LOS	D			A	A	A
Approach Vol, veh/h	232		311			392
Approach Delay, s/veh	42.7		8.3			5.2
Approach LOS	D		A			A

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Case No		4.0		12.0	1.2	8.0		
Phs Duration (G+Y+Rc), s		70.1		19.9	7.9	62.2		
Change Period (Y+Rc), s		5.9		5.9	5.9	5.9		
Max Green (Gmax), s		52.1		26.1	6.1	40.1		
Max Allow Headway (MAH), s		4.7		3.4	3.8	4.8		
Max Q Clear (g_c+I1), s		8.4		13.7	2.3	9.1		
Green Ext Time (g_e), s		2.0		0.4	0.0	1.6		
Prob of Phs Call (p_c)		1.00		1.00	0.39	1.00		
Prob of Max Out (p_x)		0.00		0.00	1.00	0.00		

Left-Turn Movement Data								
Assigned Mvmt				7	5	1		
Mvmt Sat Flow, veh/h				1428	1781	0		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		1870		8		1308		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		0		308		476		

Left Lane Group Data								
Assigned Mvmt	0	0	0	7	5	1	0	0

Lane Assignment				L+T+R	L (Pr/Pm)			
Lanes in Grp	0	0	0	1	1	0	0	0
Grp Vol (v), veh/h	0	0	0	232	20	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1744	1781	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	11.7	0.3	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	11.7	0.3	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	1068	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	58.3	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	49.2	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	56.3	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	0.82	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	272	703	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.85	0.03	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	506	785	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	37.0	5.4	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	5.7	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	42.7	5.4	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.9	0.1	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	5.3	0.1	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.58	0.07	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T						
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	372	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	6.4	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	6.4	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1334	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.28	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1334	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	4.6	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	5.1	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.30	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment						T+R		
Lanes in Grp	0	0	0	0	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	311	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1785	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	0.18	0.00	0.27	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	1117	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.28	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	1117	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	7.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.20	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	15.5
HCM 7th LOS	B

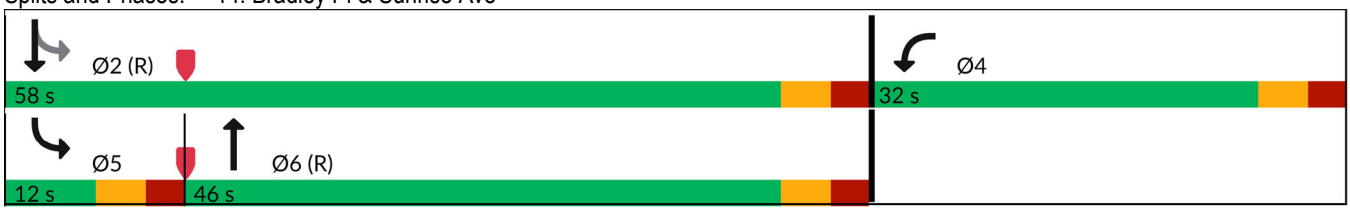


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	175	38	210	76	18	342
Future Volume (vph)	175	38	210	76	18	342
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	40	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.976		0.964			
Flt Protected	0.960				0.950	
Satd. Flow (prot)	1745	0	1796	0	1770	1863
Flt Permitted	0.960				0.498	
Satd. Flow (perm)	1745	0	1796	0	928	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	12		26			
Link Speed (mph)	30		30			30
Link Distance (ft)	295		402			207
Travel Time (s)	6.7		9.1			4.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	190	41	228	83	20	372
Shared Lane Traffic (%)						
Lane Group Flow (vph)	231	0	311	0	20	372
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases					2	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	4		6		5	2
Switch Phase						
Minimum Initial (s)	10.0		12.0		5.0	12.0
Minimum Split (s)	25.9		30.0		10.9	26.9
Total Split (s)	32.0		46.0		12.0	58.0
Total Split (%)	35.6%		51.1%		13.3%	64.4%
Maximum Green (s)	26.1		40.1		6.1	52.1
Yellow Time (s)	3.4		3.4		3.4	3.4
All-Red Time (s)	2.5		2.5		2.5	2.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.9		5.9		5.9	5.9
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.5		2.5		3.0	2.5
Recall Mode	None		C-Max		None	C-Max
Walk Time (s)	7.0		7.0			
Flash Don't Walk (s)	13.0		14.0			
Pedestrian Calls (#/hr)	0		0			
Act Effct Green (s)	16.2		57.1		62.0	62.0
Actuated g/C Ratio	0.18		0.63		0.69	0.69
v/c Ratio	0.71		0.27		0.03	0.29
Control Delay (s/veh)	44.6		9.6		5.8	6.9
Queue Delay	0.0		0.0		0.0	0.0
Total Delay (s/veh)	44.6		9.6		5.8	6.9
LOS	D		A		A	A
Approach Delay (s/veh)	44.6		9.6			6.8
Approach LOS	D		A			A

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay (s/veh): 17.1		Intersection LOS: B	
Intersection Capacity Utilization 39.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 14: Bradley Pl & Sunrise Ave





Lane Group	WBL	NBT	SBL	SBT
Protected Phases	4	6	5	2
Permitted Phases			2	
Minimum Initial (s)	10.0	12.0	5.0	12.0
Minimum Split (s)	25.9	30.0	10.9	26.9
Total Split (s)	32.0	46.0	12.0	58.0
Total Split (%)	35.6%	51.1%	13.3%	64.4%
Maximum Green (s)	26.1	40.1	6.1	52.1
Yellow Time (s)	3.4	3.4	3.4	3.4
All-Red Time (s)	2.5	2.5	2.5	2.5
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Vehicle Extension (s)	2.5	2.5	3.0	2.5
Minimum Gap (s)	0.2	0.2	3.0	0.2
Time Before Reduce (s)	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	None	C-Max
Walk Time (s)	7.0	7.0		
Flash Don't Walk (s)	13.0	14.0		
Pedestrian Calls (#/hr)	0	0		
90th %ile Green (s)	22.5	43.2	6.6	55.7
90th %ile Term Code	Gap	Coord	Gap	Coord
70th %ile Green (s)	18.8	47.4	6.1	59.4
70th %ile Term Code	Gap	Coord	Gap	Coord
50th %ile Green (s)	16.2	62.0	0.0	62.0
50th %ile Term Code	Gap	Coord	Skip	Coord
30th %ile Green (s)	13.6	64.6	0.0	64.6
30th %ile Term Code	Gap	Coord	Skip	Coord
10th %ile Green (s)	10.0	68.2	0.0	68.2
10th %ile Term Code	Min	Coord	Skip	Coord

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Control Type: Actuated-Coordinated

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	2	37	0	0	0	28	288	191	3	499	10
Future Vol, veh/h	6	2	37	0	0	0	28	288	191	3	499	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	2	40	0	0	0	30	313	208	3	542	11

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	928	1136	548	553	0	0	521	0	0
Stage 1	554	554	-	-	-	-	-	-	-
Stage 2	374	582	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	297	202	536	1017	-	-	1046	-	-
Stage 1	575	514	-	-	-	-	-	-	-
Stage 2	696	499	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	288	0	536	1017	-	-	1046	-	-
Mov Cap-2 Maneuver	288	0	-	-	-	-	-	-	-
Stage 1	558	0	-	-	-	-	-	-	-
Stage 2	694	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	13.38	0.48	0.05
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	1017	-	-	479	1046	-	-
HCM Lane V/C Ratio	0.03	-	-	0.102	0.003	-	-
HCM Control Delay (s/veh)	8.6	-	-	13.4	8.5	-	-
HCM Lane LOS	A	-	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	295	357	99	44	713	35	360	162	86	45	459
Future Volume (vph)	295	357	99	44	713	35	360	162	86	45	459
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.95		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		1.00	1.00
Satd. Flow (prot)	3433	3424		1770	3539	1583	1770	1766		1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.73	1.00		1.00	1.00
Satd. Flow (perm)	3433	3424		1770	3539	1583	1351	1766		1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	321	388	108	48	775	38	391	176	93	49	499
RTOR Reduction (vph)	0	0	0	0	0	26	0	0	0	0	39
Lane Group Flow (vph)	321	496	0	48	775	12	391	269	0	49	460
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		NA	pm+ov
Protected Phases	1	6		5	2		4	8		3	1
Permitted Phases						2	8				3
Actuated Green, G (s)	16.7	32.5		18.2	34.0	34.0	46.3	46.3		35.5	52.2
Effective Green, g (s)	16.7	32.5		18.2	34.0	34.0	46.3	46.3		35.5	52.2
Actuated g/C Ratio	0.15	0.30		0.17	0.31	0.31	0.42	0.42		0.32	0.47
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5
Vehicle Extension (s)	5.0	5.0		5.0	5.0	5.0	3.0	5.0		5.0	5.0
Lane Grp Cap (vph)	521	1011		292	1093	489	590	743		601	751
v/s Ratio Prot	c0.09	0.14		0.03	c0.22		c0.03	0.15		0.03	0.09
v/s Ratio Perm						0.01	c0.24				0.20
v/c Ratio	0.62	0.49		0.16	0.71	0.02	0.66	0.36		0.08	0.61
Uniform Delay, d1	43.7	31.9		39.4	33.6	26.5	26.0	21.8		25.9	21.4
Progression Factor	1.00	1.00		1.24	0.80	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	3.1	1.7		1.1	3.7	0.1	2.8	0.6		0.3	2.1
Delay (s)	46.8	33.6		49.9	30.7	26.5	28.8	22.4		26.2	23.5
Level of Service	D	C		D	C	C	C	C		C	C
Approach Delay (s/veh)		38.8			31.6			26.2		23.8	
Approach LOS		D			C			C		C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	30.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	78.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



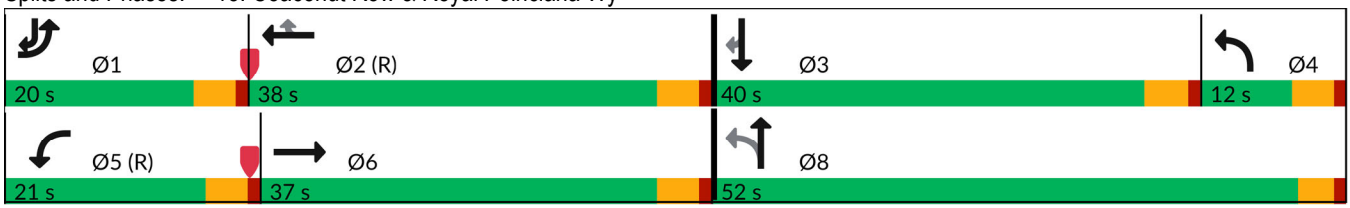
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	295	357	99	44	713	35	360	162	86	45	459
Future Volume (vph)	295	357	99	44	713	35	360	162	86	45	459
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		0	110		150	0		0		0
Storage Lanes	3		0	1		2	1		0		1
Taper Length (ft)	25			25			25				
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.967				0.850		0.948			0.850
Flt Protected	0.950			0.950			0.950				
Satd. Flow (prot)	3433	3422	0	1770	3539	1583	1770	1766	0	1863	1583
Flt Permitted	0.950			0.950			0.725				
Satd. Flow (perm)	3433	3422	0	1770	3539	1583	1350	1766	0	1863	1583
Right Turn on Red						Yes					Yes
Satd. Flow (RTOR)						104					75
Link Speed (mph)		30			30			30		30	
Link Distance (ft)		280			506			291		254	
Travel Time (s)		6.4			11.5			6.6		5.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	321	388	108	48	775	38	391	176	93	49	499
Shared Lane Traffic (%)											
Lane Group Flow (vph)	321	496	0	48	775	38	391	269	0	49	499
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		70			100			12		12	
Link Offset(ft)		0			0			0		0	
Crosswalk Width(ft)		16			16			16		16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		60	15		9	15		9		9
Number of Detectors	1	2		1	2	1	0	2		2	1
Detector Template	Left	Thru		Left	Thru	Right		Thru		Thru	Right
Leading Detector (ft)	20	100		20	100	20	0	100		100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel											
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94			94			94		94	
Detector 2 Size(ft)		6			6			6		6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex		Cl+Ex	
Detector 2 Channel											
Detector 2 Extend (s)		0.0			0.0			0.0		0.0	
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		NA	pm+ov
Protected Phases	1	6		5	2		4	8		3	1
Permitted Phases						2	8				3



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Detector Phase	1	6		5	2	2	4	8		3	1
Switch Phase											
Minimum Initial (s)	15.0	20.0		15.0	20.0	20.0	5.0	15.0		15.0	15.0
Minimum Split (s)	19.5	30.5		19.5	30.5	30.5	30.5	30.0		30.5	19.5
Total Split (s)	20.0	37.0		21.0	38.0	38.0	12.0	52.0		40.0	20.0
Total Split (%)	18.2%	33.6%		19.1%	34.5%	34.5%	10.9%	47.3%		36.4%	18.2%
Maximum Green (s)	15.5	32.5		16.5	33.5	33.5	7.5	48.0		35.5	15.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.0		3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag			Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes			Yes	Yes
Vehicle Extension (s)	5.0	5.0		5.0	5.0	5.0	3.0	5.0		5.0	5.0
Recall Mode	None	Max		C-Max	C-Max	C-Max	None	None		Max	None
Walk Time (s)		10.0			10.0	10.0	10.0	10.0		10.0	
Flash Don't Walk (s)		16.0			16.0	16.0	16.0	16.0		16.0	
Pedestrian Calls (#/hr)		0			0	0	0	0		0	
Act Effct Green (s)	16.7	32.5		18.2	34.0	34.0	45.8	46.3		35.5	52.2
Actuated g/C Ratio	0.15	0.30		0.17	0.31	0.31	0.42	0.42		0.32	0.47
v/c Ratio	0.61	0.49		0.16	0.71	0.07	0.67	0.36		0.08	0.63
Control Delay (s/veh)	49.2	33.9		50.8	31.1	0.3	33.3	23.5		26.5	15.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	49.2	33.9		50.8	31.1	0.3	33.3	23.5		26.5	15.2
LOS	D	C		D	C	A	C	C		C	B
Approach Delay (s/veh)		39.9			30.9			29.3		16.3	
Approach LOS		D			C			C		B	
Queue Length 50th (ft)	109	151		28	277	0	204	128		24	153
Queue Length 95th (ft)	159	203		70	342	0	292	191		53	234
Internal Link Dist (ft)		200			426			211		174	
Turn Bay Length (ft)	240			110		150					
Base Capacity (vph)	525	1011		293	1093	561	611	770		601	792
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0
Reduced v/c Ratio	0.61	0.49		0.16	0.71	0.07	0.64	0.35		0.08	0.63

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 2:WBT and 5:WBL, Start of Green, Master Intersection			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay (s/veh): 30.3		Intersection LOS: C	
Intersection Capacity Utilization 78.9%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 15: Coaconut Row & Royal Poinciana Wy





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	321	496	48	775	38	391	269	49	499
v/c Ratio	0.61	0.49	0.16	0.71	0.07	0.67	0.36	0.08	0.63
Control Delay (s/veh)	49.2	33.9	50.8	31.1	0.3	33.3	23.5	26.5	15.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	49.2	33.9	50.8	31.1	0.3	33.3	23.5	26.5	15.2
Queue Length 50th (ft)	109	151	28	277	0	204	128	24	153
Queue Length 95th (ft)	159	203	70	342	0	292	191	53	234
Internal Link Dist (ft)		200		426			211	174	
Turn Bay Length (ft)	240		110		150				
Base Capacity (vph)	525	1011	293	1093	561	611	770	601	792
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.49	0.16	0.71	0.07	0.64	0.35	0.08	0.63

Intersection Summary

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	45	10	0	0	0	0	207	17	32	36	0
Future Vol, veh/h	29	45	10	0	0	0	0	207	17	32	36	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	49	11	0	0	0	0	225	18	35	39	0
Number of Lanes	0	1	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	8.3	8.8	8
HCM LOS	A	A	A

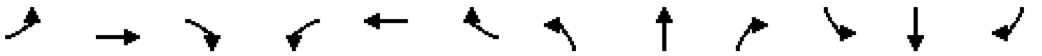
Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	0%	35%	47%
Vol Thru, %	92%	54%	53%
Vol Right, %	8%	12%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	224	84	68
LT Vol	0	29	32
Through Vol	207	45	36
RT Vol	17	10	0
Lane Flow Rate	243	91	74
Geometry Grp	1	1	1
Degree of Util (X)	0.278	0.118	0.092
Departure Headway (Hd)	4.105	4.633	4.496
Convergence, Y/N	Yes	Yes	Yes
Cap	859	778	800
Service Time	2.202	2.637	2.507
HCM Lane V/C Ratio	0.283	0.117	0.093
HCM Control Delay, s/veh	8.8	8.3	8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1.1	0.4	0.3

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	137	9	0	0	0	0	141	55	43	11	0
Future Vol, veh/h	31	137	9	0	0	0	0	141	55	43	11	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	34	149	10	0	0	0	0	153	60	47	12	0
Number of Lanes	0	2	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	2
HCM Control Delay, s/veh	8.8	8.8	8.3
HCM LOS	A	A	A

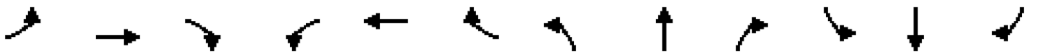
Lane	NBLn1	EBLn1	EBLn2	SBLn1
Vol Left, %	0%	31%	0%	80%
Vol Thru, %	72%	69%	88%	20%
Vol Right, %	28%	0%	12%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	196	100	78	54
LT Vol	0	31	0	43
Through Vol	141	69	69	11
RT Vol	55	0	9	0
Lane Flow Rate	213	108	84	59
Geometry Grp	2	5	5	2
Degree of Util (X)	0.256	0.159	0.119	0.079
Departure Headway (Hd)	4.327	5.304	5.066	4.817
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	831	677	708	744
Service Time	2.345	3.034	2.796	2.842
HCM Lane V/C Ratio	0.256	0.16	0.119	0.079
HCM Control Delay, s/veh	8.8	9	8.5	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1	0.6	0.4	0.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	256	709	31	0	935	26	297	41	8	17	21	411
Future Volume (vph)	256	709	31	0	935	26	297	41	8	17	21	411
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.5	4.5
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99			1.00		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3517			3525		1770	1816		1770	1863	1583
Flt Permitted	0.95	1.00			1.00		0.62	1.00		0.72	1.00	1.00
Satd. Flow (perm)	1770	3517			3525		1146	1816		1345	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	278	771	34	0	1016	28	323	45	9	18	23	447
RTOR Reduction (vph)	0	3	0	0	2	0	0	7	0	0	0	272
Lane Group Flow (vph)	278	802	0	0	1042	0	323	47	0	18	23	175
Turn Type	Prot	NA			NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6			2		7	4		3	8	
Permitted Phases							4			8		8
Actuated Green, G (s)	16.0	62.1			41.6		28.9	23.4		21.4	19.4	19.4
Effective Green, g (s)	16.0	62.1			41.6		28.9	23.4		21.4	19.4	19.4
Actuated g/C Ratio	0.16	0.62			0.42		0.29	0.23		0.21	0.19	0.19
Clearance Time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.5	4.5
Vehicle Extension (s)	5.0	7.0			7.0		5.0	5.0		5.0	5.0	5.0
Lane Grp Cap (vph)	283	2184			1466		365	424		296	361	307
v/s Ratio Prot	c0.16	0.23			c0.30		c0.05	0.03		0.00	0.01	
v/s Ratio Perm							c0.21			0.01		0.11
v/c Ratio	0.98	0.37			0.71		0.88	0.11		0.06	0.06	0.57
Uniform Delay, d1	41.9	9.3			24.2		34.3	30.1		31.2	32.9	36.5
Progression Factor	1.00	1.00			0.97		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	48.7	0.5			2.8		23.0	0.2		0.2	0.2	3.9
Delay (s)	90.5	9.8			26.4		57.3	30.4		31.4	33.0	40.4
Level of Service	F	A			C		E	C		C	C	D
Approach Delay (s/veh)		30.5			26.4			53.5			39.8	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	33.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.5
Intersection Capacity Utilization	79.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

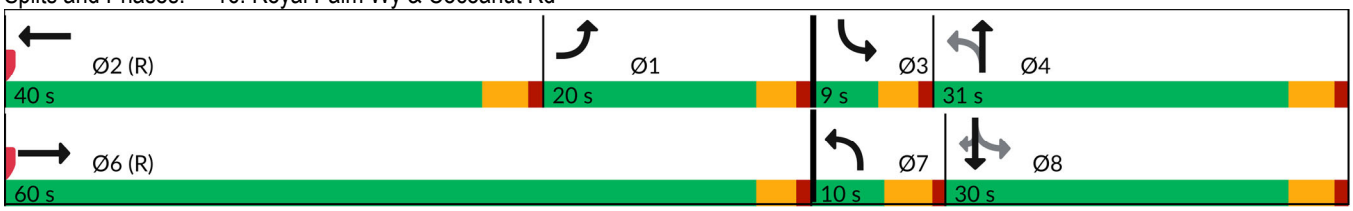


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	256	709	31	0	935	26	297	41	8	17	21	411
Future Volume (vph)	256	709	31	0	935	26	297	41	8	17	21	411
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		0	0		0	225		0
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994			0.996			0.975				0.850
Flt Protected	0.950						0.950			0.950		
Satd. Flow (prot)	1770	3518	0	0	3525	0	1770	1816	0	1770	1863	1583
Flt Permitted	0.950						0.615			0.722		
Satd. Flow (perm)	1770	3518	0	0	3525	0	1146	1816	0	1345	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			3			9				338
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		354			401			476			251	
Travel Time (s)		8.0			9.1			10.8			5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	278	771	34	0	1016	28	323	45	9	18	23	447
Shared Lane Traffic (%)												
Lane Group Flow (vph)	278	805	0	0	1044	0	323	54	0	18	23	447
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2		1	2	1
Detector Template	Left	Thru			Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100			100		20	100		20	100	20
Trailing Detector (ft)	0	0			0		0	0		0	0	0
Detector 1 Position(ft)	0	0			0		0	0		0	0	0
Detector 1 Size(ft)	20	6			6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA			NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6			2		7	4		3	8	
Permitted Phases							4			8		8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6			2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0			15.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	30.5			30.5		9.5	30.5		9.5	30.5	30.5
Total Split (s)	20.0	60.0			40.0		10.0	31.0		9.0	30.0	30.0
Total Split (%)	20.0%	60.0%			40.0%		10.0%	31.0%		9.0%	30.0%	30.0%
Maximum Green (s)	16.0	56.0			35.5		5.5	26.5		5.0	25.5	25.5
Yellow Time (s)	3.0	3.0			3.5		3.5	3.5		3.0	3.5	3.5
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.5	4.5
Lead/Lag	Lag				Lead		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes				Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	5.0	7.0			7.0		5.0	5.0		5.0	5.0	5.0
Recall Mode	None	C-Max			C-Max		None	None		None	None	None
Walk Time (s)		10.0			10.0			10.0			10.0	10.0
Flash Don't Walk (s)		16.0			16.0			16.0			16.0	16.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	16.0	64.5			44.0		25.6	23.4		22.5	17.0	17.0
Actuated g/C Ratio	0.16	0.65			0.44		0.26	0.23		0.23	0.17	0.17
v/c Ratio	0.98	0.35			0.67		0.98	0.13		0.06	0.07	0.81
Control Delay (s/veh)	92.7	9.7			25.9		81.8	25.6		23.2	31.2	22.0
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	92.7	9.7			25.9		81.8	25.6		23.2	31.2	22.0
LOS	F	A			C		F	C		C	C	C
Approach Delay (s/veh)		31.0			25.9			73.7			22.5	
Approach LOS		C			C			E			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay (s/veh): 33.2		Intersection LOS: C	
Intersection Capacity Utilization 79.8%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 16: Royal Palm Wy & Cocoanut Rd





Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	278	805	1044	323	54	18	23	447
v/c Ratio	0.98	0.35	0.67	0.98	0.13	0.06	0.07	0.81
Control Delay (s/veh)	92.7	9.7	25.9	81.8	25.6	23.2	31.2	22.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	92.7	9.7	25.9	81.8	25.6	23.2	31.2	22.0
Queue Length 50th (ft)	179	113	239	182	21	8	12	62
Queue Length 95th (ft)	#343	186	383	#286	52	22	31	169
Internal Link Dist (ft)		274	321		396		171	
Turn Bay Length (ft)	150					225		
Base Capacity (vph)	283	2270	1551	328	491	324	475	655
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.98	0.35	0.67	0.98	0.11	0.06	0.05	0.68

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑	↱		↱
Traffic Vol, veh/h	0	0	123	184	0	23
Future Vol, veh/h	0	0	123	184	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	134	200	0	25

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	134
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	915
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	915
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s/v	0	9.04
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	915
HCM Lane V/C Ratio	-	-	0.027
HCM Control Delay (s/veh)	-	-	9
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	2	78	2	0	36	31	531	112	0	407	47
Future Vol, veh/h	0	2	78	2	0	36	31	531	112	0	407	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2	85	2	0	39	34	577	122	0	442	51

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	1234	468	1088	-	289	493	0	0	699	0	0
Stage 1	-	468	-	645	-	-	-	-	-	-	-	-
Stage 2	-	766	-	443	-	-	-	-	-	-	-	-
Critical Hdwy	-	6.53	6.23	7.33	-	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	-	5.53	-	6.53	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.53	-	6.13	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.019	3.319	3.519	-	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	0	176	594	181	0	709	1068	-	-	896	-	-
Stage 1	0	560	-	428	0	-	-	-	-	-	-	-
Stage 2	0	411	-	592	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	169	594	147	-	709	1068	-	-	896	-	-
Mov Cap-2 Maneuver	-	169	-	147	-	-	-	-	-	-	-	-
Stage 1	-	560	-	411	-	-	-	-	-	-	-	-
Stage 2	-	395	-	506	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	12.06	10.38	0.63	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	199	-	-	594	709	896	-	-
HCM Lane V/C Ratio	0.032	-	-	0.143	0.055	-	-	-
HCM Control Delay (s/veh)	8.5	0.3	-	12.1	10.4	0	-	-
HCM Lane LOS	A	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.2	0	-	-



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	81	61	519	102	48	465
Future Volume (vph)	81	61	519	102	48	465
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4		5.6			5.6
Lane Util. Factor	1.00		0.95			0.95
Frt	0.94		0.98			1.00
Flt Protected	0.97		1.00			1.00
Satd. Flow (prot)	1706		3452			3523
Flt Permitted	0.97		1.00			0.84
Satd. Flow (perm)	1706		3452			2985
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	88	66	564	111	52	505
RTOR Reduction (vph)	45	0	15	0	0	0
Lane Group Flow (vph)	109	0	660	0	0	557
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Actuated Green, G (s)	15.3		49.7			49.7
Effective Green, g (s)	15.3		49.7			49.7
Actuated g/C Ratio	0.20		0.65			0.65
Clearance Time (s)	5.4		5.6			5.6
Vehicle Extension (s)	5.0		5.0			5.0
Lane Grp Cap (vph)	343		2257			1952
v/s Ratio Prot	c0.06		c0.19			
v/s Ratio Perm						0.19
v/c Ratio	0.32		0.29			0.29
Uniform Delay, d1	25.9		5.6			5.6
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	1.1		0.3			0.4
Delay (s)	27.0		6.0			6.0
Level of Service	C		A			A
Approach Delay (s/veh)	27.0		6.0			6.0
Approach LOS	C		A			A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	8.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.30		
Actuated Cycle Length (s)	76.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	58.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

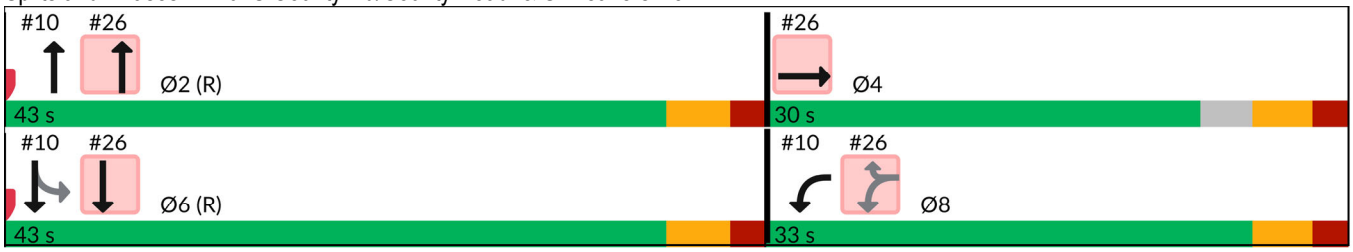


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Lane Configurations							
Traffic Volume (vph)	81	61	519	102	48	465	
Future Volume (vph)	81	61	519	102	48	465	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95	
Frt	0.942		0.975				
Flt Protected	0.972					0.995	
Satd. Flow (prot)	1706	0	3451	0	0	3522	
Flt Permitted	0.972					0.843	
Satd. Flow (perm)	1706	0	3451	0	0	2984	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)	56		42				
Link Speed (mph)	30		30			30	
Link Distance (ft)	374		229			1138	
Travel Time (s)	8.5		5.2			25.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	88	66	564	111	52	505	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	154	0	675	0	0	557	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	12		0			0	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9		9	15		
Number of Detectors	1		2		1	2	
Detector Template	Left		Thru		Left	Thru	
Leading Detector (ft)	20		100		20	100	
Trailing Detector (ft)	0		0		0	0	
Detector 1 Position(ft)	0		0		0	0	
Detector 1 Size(ft)	20		6		20	6	
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0		0.0	0.0	
Detector 1 Delay (s)	0.0		0.0		0.0	0.0	
Detector 2 Position(ft)			94			94	
Detector 2 Size(ft)			6			6	
Detector 2 Type			Cl+Ex			Cl+Ex	
Detector 2 Channel							
Detector 2 Extend (s)			0.0			0.0	
Turn Type	Prot		NA		Perm	NA	
Protected Phases	8		2			6	4
Permitted Phases					6		
Detector Phase	8		2		6	6	
Switch Phase							
Minimum Initial (s)	15.0		15.0		15.0	15.0	15.0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Minimum Split (s)	31.4		28.6		22.6	22.6	22.5
Total Split (s)	33.0		43.0		43.0	43.0	30.0
Total Split (%)	43.4%		56.6%		56.6%	56.6%	39%
Maximum Green (s)	27.6		37.4		37.4	37.4	24.6
Yellow Time (s)	3.4		3.6		3.6	3.6	3.4
All-Red Time (s)	2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0	
Total Lost Time (s)	5.4		5.6			5.6	
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	5.0		5.0		5.0	5.0	5.0
Recall Mode	None		C-Max		C-Max	C-Max	None
Walk Time (s)	10.0		7.0				
Flash Don't Walk (s)	16.0		16.0				
Pedestrian Calls (#/hr)	0		0				
Act Effct Green (s)	15.3		49.7			49.7	
Actuated g/C Ratio	0.20		0.65			0.65	
v/c Ratio	0.40		0.30			0.29	
Control Delay (s/veh)	20.2		5.7			6.1	
Queue Delay	0.0		0.7			0.0	
Total Delay (s/veh)	20.2		6.4			6.1	
LOS	C		A			A	
Approach Delay (s/veh)	20.2		6.4			6.1	
Approach LOS	C		A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 76			
Actuated Cycle Length: 76			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.40			
Intersection Signal Delay (s/veh): 7.8		Intersection LOS: A	
Intersection Capacity Utilization 58.2%		ICU Level of Service B	
Analysis Period (min) 15			

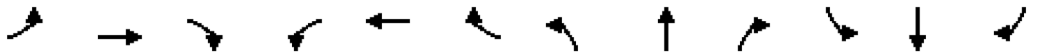
Splits and Phases: 10: S County Rd/County Road & S Breakers Row





Lane Group	WBL	NBT	SBT
Lane Group Flow (vph)	154	675	557
v/c Ratio	0.40	0.30	0.29
Control Delay (s/veh)	20.2	5.7	6.1
Queue Delay	0.0	0.7	0.0
Total Delay (s/veh)	20.2	6.4	6.1
Queue Length 50th (ft)	40	56	50
Queue Length 95th (ft)	89	86	77
Internal Link Dist (ft)	294	149	1058
Turn Bay Length (ft)			
Base Capacity (vph)	655	2270	1950
Starvation Cap Reductn	0	1164	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.24	0.61	0.29

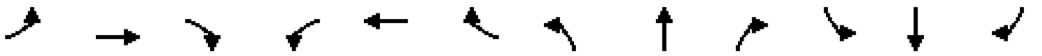
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	3	5	3	0	20	0	114	3	105	86	0
Future Volume (vph)	5	3	5	3	0	20	0	114	3	105	86	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.4			4.4			4.6			4.6	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.95			0.88			1.00			1.00	
Flt Protected		0.98			0.99			1.00			0.97	
Satd. Flow (prot)		1733			1632			1857			1813	
Flt Permitted		0.89			0.95			1.00			0.80	
Satd. Flow (perm)		1578			1567			1857			1488	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	3	5	3	0	22	0	124	3	114	93	0
RTOR Reduction (vph)	0	5	0	0	0	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	8	0	0	25	0	0	126	0	0	207	0
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		8			8			6			2	
Permitted Phases	8			8						2		
Actuated Green, G (s)		3.1			3.1			57.9			57.9	
Effective Green, g (s)		3.1			3.1			57.9			57.9	
Actuated g/C Ratio		0.04			0.04			0.83			0.83	
Clearance Time (s)		4.4			4.4			4.6			4.6	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		69			69			1536			1230	
v/s Ratio Prot								0.07				
v/s Ratio Perm		0.01			c0.02						c0.14	
v/c Ratio		0.12			0.36			0.08			0.17	
Uniform Delay, d1		32.1			32.5			1.1			1.2	
Progression Factor		1.00			1.00			1.00			0.10	
Incremental Delay, d2		0.8			3.2			0.1			0.3	
Delay (s)		32.9			35.7			1.2			0.4	
Level of Service		C			D			A			A	
Approach Delay (s/veh)		32.9			35.7			1.2			0.4	
Approach LOS		C			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	4.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.18		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	30.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

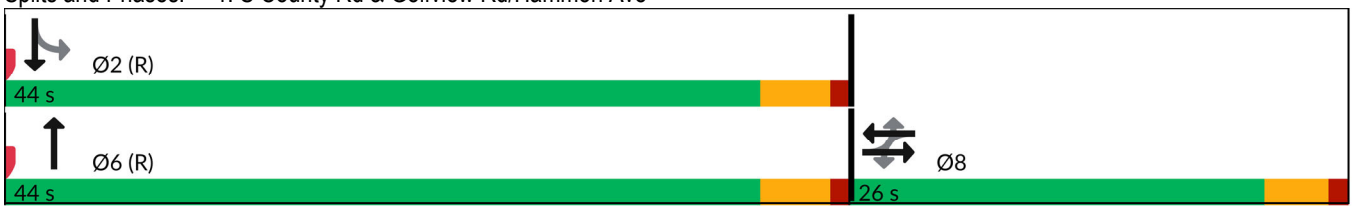


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	3	5	3	0	20	0	114	3	105	86	0
Future Volume (vph)	5	3	5	3	0	20	0	114	3	105	86	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		40	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.948			0.881			0.997				
Flt Protected		0.981			0.994						0.973	
Satd. Flow (prot)	0	1732	0	0	1631	0	0	1857	0	0	1812	0
Flt Permitted		0.893			0.955						0.799	
Satd. Flow (perm)	0	1577	0	0	1567	0	0	1857	0	0	1488	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		5						3				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1221			780			420			87	
Travel Time (s)		27.8			17.7			9.5			2.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	3	5	3	0	22	0	124	3	114	93	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	0	0	25	0	0	127	0	0	207	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0			0		1	0	
Detector Template	Left			Left						Left		
Leading Detector (ft)	20	0		20	0			0		20	0	
Trailing Detector (ft)	0	0		0	0			0		0	0	
Detector 1 Position(ft)	0	0		0	0			0		0	0	
Detector 1 Size(ft)	20	6		20	6			6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		8			8			6			2	
Permitted Phases	8			8						2		
Detector Phase	8	8		8	8			6		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0			5.0		5.0	5.0	
Minimum Split (s)	25.5	25.5		25.5	25.5			25.6		25.6	25.6	
Total Split (s)	26.0	26.0		26.0	26.0			44.0		44.0	44.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	37.1%	37.1%		37.1%	37.1%			62.9%		62.9%	62.9%	
Maximum Green (s)	21.6	21.6		21.6	21.6			39.4		39.4	39.4	
Yellow Time (s)	3.4	3.4		3.4	3.4			3.6		3.6	3.6	
All-Red Time (s)	1.0	1.0		1.0	1.0			1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.4			4.4			4.6			4.6	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Recall Mode	None	None		None	None			C-Max		C-Max	C-Max	
Walk Time (s)	8.0	8.0		8.0	8.0			8.0		8.0	8.0	
Flash Don't Walk (s)	13.0	13.0		13.0	13.0			13.0		13.0	13.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)		7.3			7.3			63.3			63.3	
Actuated g/C Ratio		0.10			0.10			0.90			0.90	
v/c Ratio		0.08			0.15			0.08			0.15	
Control Delay (s/veh)		24.1			30.6			1.5			0.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		24.1			30.6			1.5			0.4	
LOS		C			C			A			A	
Approach Delay (s/veh)		24.1			30.6			1.5			0.4	
Approach LOS		C			C			A			A	

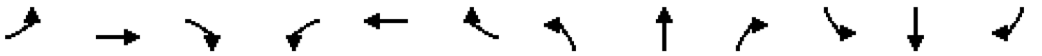
Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 52 (74%), Referenced to phase 2:SBTL and 6:NBT, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.15			
Intersection Signal Delay (s/veh): 3.6		Intersection LOS: A	
Intersection Capacity Utilization 30.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: S County Rd & Golfview Rd/Hammon Ave



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	13	25	127	207
v/c Ratio	0.08	0.15	0.08	0.15
Control Delay (s/veh)	24.1	30.6	1.5	0.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.1	30.6	1.5	0.4
Queue Length 50th (ft)	3	10	0	0
Queue Length 95th (ft)	18	31	21	5
Internal Link Dist (ft)	1141	700	340	7
Turn Bay Length (ft)				
Base Capacity (vph)	490	483	1678	1345
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.03	0.05	0.08	0.15

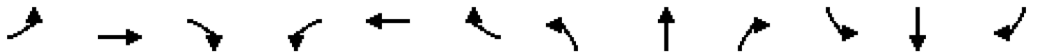
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	79	71	0	0	0	0	436	27	89	270	0
Future Volume (vph)	64	79	71	0	0	0	0	436	27	89	270	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0			4.0	
Lane Util. Factor		1.00	1.00					0.95			0.95	
Frt		1.00	0.85					0.99			1.00	
Flt Protected		0.98	1.00					1.00			0.99	
Satd. Flow (prot)		1822	1583					3509			3496	
Flt Permitted		0.98	1.00					1.00			0.75	
Satd. Flow (perm)		1822	1583					3509			2665	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	70	86	77	0	0	0	0	474	29	97	293	0
RTOR Reduction (vph)	0	0	60	0	0	0	0	4	0	0	0	0
Lane Group Flow (vph)	0	156	17	0	0	0	0	499	0	0	390	0
Turn Type	Perm	NA	Perm					NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4		4							6		
Actuated Green, G (s)		15.5	15.5					46.5			37.7	
Effective Green, g (s)		15.5	15.5					46.5			37.7	
Actuated g/C Ratio		0.22	0.22					0.66			0.54	
Clearance Time (s)		4.0	4.0					4.0			4.0	
Vehicle Extension (s)		5.0	5.0					5.0			5.0	
Lane Grp Cap (vph)		403	350					2330			1435	
v/s Ratio Prot								c0.14				
v/s Ratio Perm		0.09	0.01								c0.15	
v/c Ratio		0.39	0.05					0.21			0.27	
Uniform Delay, d1		23.2	21.4					4.6			8.7	
Progression Factor		1.00	1.00					0.74			1.00	
Incremental Delay, d2		1.3	0.1					0.2			0.5	
Delay (s)		24.5	21.6					3.6			9.2	
Level of Service		C	C					A			A	
Approach Delay (s/veh)		23.5			0.0			3.6			9.2	
Approach LOS		C			A			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	9.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.31		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	40.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



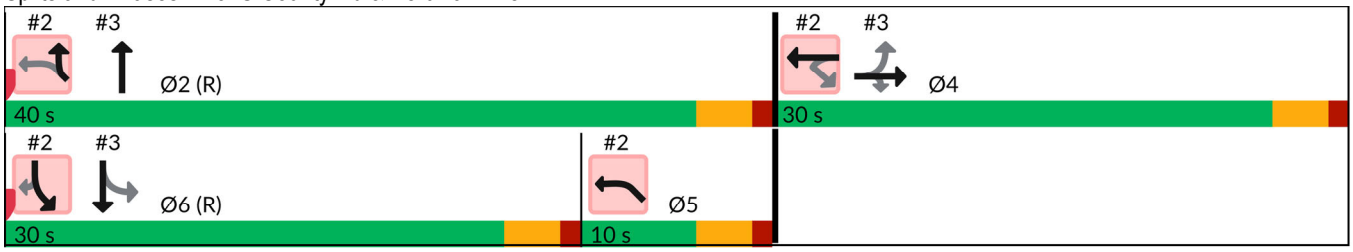
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	79	71	0	0	0	0	436	27	89	270	0
Future Volume (vph)	64	79	71	0	0	0	0	436	27	89	270	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Frt			0.850					0.991				
Flt Protected		0.978									0.988	
Satd. Flow (prot)	0	1822	1583	0	0	0	0	3507	0	0	3497	0
Flt Permitted		0.978									0.753	
Satd. Flow (perm)	0	1822	1583	0	0	0	0	3507	0	0	2665	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			78					13				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		756			55			277			163	
Travel Time (s)		17.2			1.3			6.3			3.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	70	86	77	0	0	0	0	474	29	97	293	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	156	77	0	0	0	0	503	0	0	390	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2		1	2	
Detector Template	Left	Thru	Right					Thru		Left	Thru	
Leading Detector (ft)	20	100	20					100		20	100	
Trailing Detector (ft)	0	0	0					0		0	0	
Detector 1 Position(ft)	0	0	0					0		0	0	
Detector 1 Size(ft)	20	6	20					6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4		4							6		
Detector Phase	4	4	4					2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0					5.0		5.0	5.0	

Lane Group	Ø5
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	5
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	30.0	30.0	30.0					30.0		30.0	30.0	
Total Split (s)	30.0	30.0	30.0					40.0		30.0	30.0	
Total Split (%)	42.9%	42.9%	42.9%					57.1%		42.9%	42.9%	
Maximum Green (s)	26.0	26.0	26.0					36.0		26.0	26.0	
Yellow Time (s)	3.0	3.0	3.0					3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0					1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0					0.0			0.0	
Total Lost Time (s)		4.0	4.0					4.0			4.0	
Lead/Lag										Lead	Lead	
Lead-Lag Optimize?										Yes	Yes	
Vehicle Extension (s)	5.0	5.0	5.0					5.0		5.0	5.0	
Recall Mode	None	None	None					C-Max		C-Max	C-Max	
Walk Time (s)	10.0	10.0	10.0					10.0		10.0	10.0	
Flash Don't Walk (s)	16.0	16.0	16.0					16.0		16.0	16.0	
Pedestrian Calls (#/hr)	0	0	0					0		0	0	
Act Effct Green (s)		15.5	15.5					46.5			38.5	
Actuated g/C Ratio		0.22	0.22					0.66			0.55	
v/c Ratio		0.39	0.19					0.22			0.27	
Control Delay (s/veh)		24.4	6.0					4.2			10.9	
Queue Delay		0.0	0.0					0.2			0.0	
Total Delay (s/veh)		24.4	6.0					4.4			10.9	
LOS		C	A					A			B	
Approach Delay (s/veh)		18.3						4.4			10.9	
Approach LOS		B						A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 48 (69%), Referenced to phase 2:NWL and 6:SBL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.39			
Intersection Signal Delay (s/veh): 9.5		Intersection LOS: A	
Intersection Capacity Utilization 40.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: S County Rd & Peruvian Ave



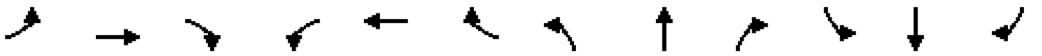
Lane Group	Ø5
Minimum Split (s)	9.5
Total Split (s)	10.0
Total Split (%)	14%
Maximum Green (s)	6.0
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	5.0
Recall Mode	None
Walk Time (s)	
Flash Don't Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary



Lane Group	EBT	EBR	NBT	SBT
Lane Group Flow (vph)	156	77	503	390
v/c Ratio	0.39	0.19	0.22	0.27
Control Delay (s/veh)	24.4	6.0	4.2	10.9
Queue Delay	0.0	0.0	0.2	0.0
Total Delay (s/veh)	24.4	6.0	4.4	10.9
Queue Length 50th (ft)	58	0	28	44
Queue Length 95th (ft)	91	26	49	91
Internal Link Dist (ft)	676		197	83
Turn Bay Length (ft)				
Base Capacity (vph)	676	637	2331	1464
Starvation Cap Reductn	0	0	1018	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.23	0.12	0.38	0.27

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	291	187	216	0	225	14	281	284	24	4	231	246
Future Volume (veh/h)	291	187	216	0	225	14	281	284	24	4	231	246
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	316	203	235	0	245	15	305	309	26	4	251	267
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			No			Yes			Yes		
Cap, veh/h	528	739	626	0	340	21	531	875	74	39	602	514
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.25	0.40	0.40	0.00	0.10	0.10	0.15	0.51	0.51	0.32	0.32	0.32
Unsig. Movement Delay												
Ln Grp Delay, s/veh	35.6	21.4	23.2	0.0	48.9	49.0	18.2	0.0	15.5	28.3	0.0	10.5
Ln Grp LOS	D	C	C		D	D	B		B	C		B
Approach Vol, veh/h		754			260			640			522	
Approach Delay, s/veh		27.9			49.0			16.8			19.2	
Approach LOS		C			D			B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6	8	7
Case No		4.0		3.0	1.2	7.3	8.0	1.4
Phs Duration (G+Y+Rc), s		56.0		44.0	19.0	37.0	14.5	29.5
Change Period (Y+Rc), s		4.6		4.5	4.0	4.6	* 4.5	4.5
Max Green (Gmax), s		51.4		39.5	15.0	32.4	* 19	17.0
Max Allow Headway (MAH), s		5.3		4.6	3.8	5.6	5.3	3.8
Max Q Clear (g_c+I1), s		12.8		12.5	12.5	12.7	9.0	12.5
Green Ext Time (g_e), s		2.2		2.0	0.2	3.5	0.9	0.4
Prob of Phs Call (p_c)		1.00		1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)		0.00		0.00	1.00	0.00	0.17	0.00

Left-Turn Movement Data								
Assigned Mvmt					5	1	3	7
Mvmt Sat Flow, veh/h					1781	7	0	1781

Through Movement Data								
Assigned Mvmt		2		4		6	8	
Mvmt Sat Flow, veh/h		1701		1870		1859	3496	

Right-Turn Movement Data								
Assigned Mvmt		12		14		16	18	
Mvmt Sat Flow, veh/h		143		1585		1585	207	

Left Lane Group Data								
Assigned Mvmt	0	0	0	0	5	1	3	7

Lane Assignment					L (Pr/Pm)	L+T	L (Pr/Pm)	
Lanes in Grp	0	0	0	0	1	1	0	1
Grp Vol (v), veh/h	0	0	0	0	305	255	0	316
Grp Sat Flow (s), veh/h/ln	0	0	0	0	1781	1865	0	1781
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	10.5	0.0	0.0	10.5
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	10.5	10.7	0.0	10.5
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	883	1062	0	1119
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	34.4	32.4	0.0	8.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	21.7	32.4	0.0	1.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	6.7	0.0	0.0	1.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	25.0	10.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	10.7	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	0.00	1.00	0.02	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	531	641	0	528
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.57	0.40	0.00	0.60
Avail Cap (c_a), veh/h	0	0	0	0	531	641	0	528
Upstream Filter (I)	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	16.7	26.5	0.0	30.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	1.5	1.8	0.0	4.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	18.2	28.3	0.0	35.6
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	4.1	4.7	0.0	6.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.2	0.3	0.0	0.7
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	4.3	5.0	0.0	6.7
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.50	1.46	0.00	0.94
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	8	0
Lane Assignment				T			T	
Lanes in Grp	0	0	0	1	0	0	1	0
Grp Vol (v), veh/h	0	0	0	203	0	0	127	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1870	0	0	1777	0
Q Serve Time (g_s), s	0.0	0.0	0.0	7.4	0.0	0.0	6.9	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	7.4	0.0	0.0	6.9	0.0
Lane Grp Cap (c), veh/h	0	0	0	739	0	0	178	0
V/C Ratio (X)	0.00	0.00	0.00	0.27	0.00	0.00	0.72	0.00
Avail Cap (c_a), veh/h	0	0	0	739	0	0	329	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	20.5	0.0	0.0	43.6	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.9	0.0	0.0	5.3	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	21.4	0.0	0.0	48.9	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	3.2	0.0	0.0	3.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	3.4	0.0	0.0	3.3	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.14	0.00	0.00	0.09	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

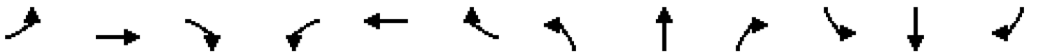
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	18	0
Lane Assignment		T+R		R		R	T+R	
Lanes in Grp	0	1	0	1	0	1	1	0
Grp Vol (v), veh/h	0	335	0	235	0	267	133	0
Grp Sat Flow (s), veh/h/ln	0	1845	0	1585	0	1585	1833	0
Q Serve Time (g_s), s	0.0	10.8	0.0	10.5	0.0	6.8	7.0	0.0
Cycle Q Clear Time (g_c), s	0.0	10.8	0.0	10.5	0.0	6.8	7.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.08	0.00	1.00	0.00	1.00	0.11	0.00
Lane Grp Cap (c), veh/h	0	948	0	626	0	514	183	0
V/C Ratio (X)	0.00	0.35	0.00	0.38	0.00	0.52	0.72	0.00
Avail Cap (c_a), veh/h	0	948	0	626	0	514	339	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d1), s/veh	0.0	14.4	0.0	21.5	0.0	6.7	43.7	0.0
Incr Delay (d2), s/veh	0.0	1.0	0.0	1.7	0.0	3.7	5.3	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	15.5	0.0	23.2	0.0	10.5	49.0	0.0
1st-Term Q (Q1), veh/ln	0.0	4.3	0.0	10.5	0.0	9.9	3.2	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.3	0.0	0.5	0.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	4.6	0.0	10.8	0.0	10.4	3.4	0.0
%ile Storage Ratio (RQ%)	0.00	0.53	0.00	0.44	0.00	3.04	0.09	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	25.1
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th Edition computational engine requires equal clearance times for the phases crossing the barrier.

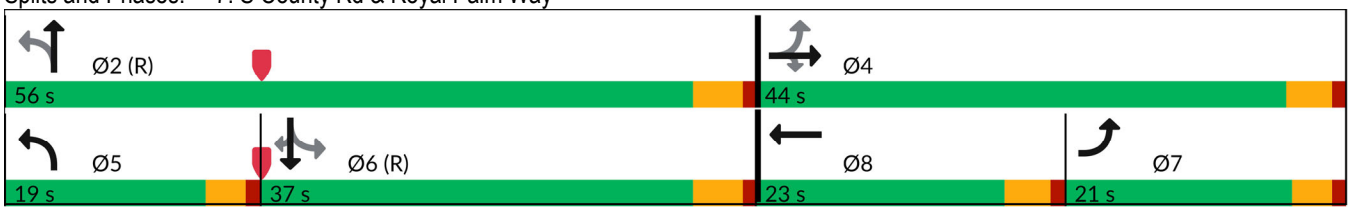


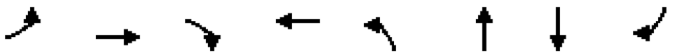
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	291	187	216	0	225	14	281	284	24	4	231	246
Future Volume (vph)	291	187	216	0	225	14	281	284	24	4	231	246
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	0		0	0		0	0		0
Storage Lanes	1		1	0		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.991			0.988				0.850
Flt Protected	0.950						0.950				0.999	
Satd. Flow (prot)	1770	1863	1583	0	3507	0	1770	1840	0	0	1861	1583
Flt Permitted	0.499						0.427				0.995	
Satd. Flow (perm)	930	1863	1583	0	3507	0	795	1840	0	0	1853	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			235		5			6				267
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		693			1009			293			161	
Travel Time (s)		15.8			22.9			6.7			3.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	316	203	235	0	245	15	305	309	26	4	251	267
Shared Lane Traffic (%)												
Lane Group Flow (vph)	316	203	235	0	260	0	305	335	0	0	255	267
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1		2		1	2		1	2	1
Detector Template	Left	Thru	Right		Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20		100		20	100		20	100	20
Trailing Detector (ft)	0	0	0		0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0		0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20		6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm		NA		pm+pt	NA		Perm	NA	Perm
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4		4				2			6		6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4		8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	10.0	20.0	20.0		10.0		15.0	15.0		15.0	15.0	15.0
Minimum Split (s)	14.5	26.5	26.5		23.6		19.5	34.6		34.6	34.6	34.6
Total Split (s)	21.0	44.0	44.0		23.0		19.0	56.0		37.0	37.0	37.0
Total Split (%)	21.0%	44.0%	44.0%		23.0%		19.0%	56.0%		37.0%	37.0%	37.0%
Maximum Green (s)	17.0	39.5	39.5		18.5		15.0	51.4		32.4	32.4	32.4
Yellow Time (s)	3.0	3.5	3.5		3.5		3.0	3.6		3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0		1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)	4.0	4.5	4.5		4.5		4.0	4.6			4.6	4.6
Lead/Lag	Lag				Lead		Lead			Lag	Lag	Lag
Lead-Lag Optimize?	Yes				Yes		Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0		4.0	4.0	4.0
Recall Mode	Max	Max	Max		None		None	C-Max		C-Max	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0			7.0		7.0	7.0	7.0
Flash Don't Walk (s)		15.0	15.0		12.0			23.0		23.0	23.0	23.0
Pedestrian Calls (#/hr)		0	0		0			0		0	0	0
Act Effct Green (s)	40.0	39.5	39.5		12.7		52.0	51.4			32.4	32.4
Actuated g/C Ratio	0.40	0.40	0.40		0.13		0.52	0.51			0.32	0.32
v/c Ratio	0.56	0.28	0.31		0.58		0.55	0.35			0.43	0.39
Control Delay (s/veh)	22.3	13.7	2.0		45.2		18.0	15.5			29.2	4.9
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Delay (s/veh)	22.3	13.7	2.0		45.2		18.0	15.5			29.2	4.9
LOS	C	B	A		D		B	B			C	A
Approach Delay (s/veh)		13.6			45.2			16.7			16.8	
Approach LOS		B			D			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 92 (92%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay (s/veh): 19.1		Intersection LOS: B	
Intersection Capacity Utilization 68.1%		ICU Level of Service C	
Analysis Period (min) 15			

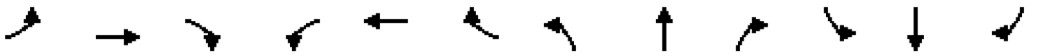
Splits and Phases: 7: S County Rd & Royal Palm Way





Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	316	203	235	260	305	335	255	267
v/c Ratio	0.56	0.28	0.31	0.58	0.55	0.35	0.43	0.39
Control Delay (s/veh)	22.3	13.7	2.0	45.2	18.0	15.5	29.2	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.3	13.7	2.0	45.2	18.0	15.5	29.2	4.9
Queue Length 50th (ft)	111	34	0	81	107	119	127	0
Queue Length 95th (ft)	130	52	11	118	165	181	199	55
Internal Link Dist (ft)		613		929		213	81	
Turn Bay Length (ft)	180							
Base Capacity (vph)	563	735	767	652	559	948	600	693
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.28	0.31	0.40	0.55	0.35	0.43	0.39

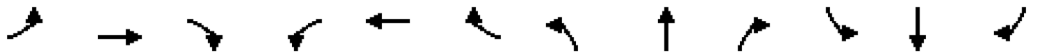
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	188	52	162	0	0	0	0	538	36	0	302	0
Future Volume (vph)	188	52	162	0	0	0	0	538	36	0	302	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0					4.0			4.0	
Lane Util. Factor	0.95	0.95	1.00					0.95			0.95	
Frt	1.00	1.00	0.85					0.99			1.00	
Flt Protected	0.95	0.97	1.00					1.00			1.00	
Satd. Flow (prot)	1681	1721	1583					3506			3539	
Flt Permitted	0.95	0.97	1.00					1.00			1.00	
Satd. Flow (perm)	1681	1721	1583					3506			3539	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	204	57	176	0	0	0	0	585	39	0	328	0
RTOR Reduction (vph)	0	0	146	0	0	0	0	3	0	0	0	0
Lane Group Flow (vph)	129	132	30	0	0	0	0	621	0	0	328	0
Turn Type	Split	NA	Perm					NA			NA	
Protected Phases	3	3						1 2			1 4	
Permitted Phases			3									
Actuated Green, G (s)	18.7	18.7	18.7					65.5			74.3	
Effective Green, g (s)	18.7	18.7	18.7					65.5			74.3	
Actuated g/C Ratio	0.17	0.17	0.17					0.60			0.68	
Clearance Time (s)	4.0	4.0	4.0									
Vehicle Extension (s)	3.0	3.0	3.0									
Lane Grp Cap (vph)	285	292	269					2087			2390	
v/s Ratio Prot	c0.08	0.08						c0.18			c0.09	
v/s Ratio Perm			0.02									
v/c Ratio	0.45	0.45	0.11					0.30			0.14	
Uniform Delay, d1	41.0	41.0	38.6					10.9			6.4	
Progression Factor	1.00	1.00	1.00					1.00			0.42	
Incremental Delay, d2	1.1	1.1	0.2					0.4			0.0	
Delay (s)	42.2	42.2	38.8					11.3			2.7	
Level of Service	D	D	D					B			A	
Approach Delay (s/veh)		40.8			0.0			11.3			2.7	
Approach LOS		D			A			B			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	18.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	35.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	25	88	19	238	330	0	0	314	424
Future Volume (vph)	0	0	0	25	88	19	238	330	0	0	314	424
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0		4.0			4.0	
Lane Util. Factor					1.00	1.00		0.95			0.95	
Frt					1.00	0.85		1.00			0.91	
Flt Protected					0.99	1.00		0.98			1.00	
Satd. Flow (prot)					1843	1583		3467			3234	
Flt Permitted					0.99	1.00		0.54			1.00	
Satd. Flow (perm)					1843	1583		1923			3234	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	27	96	21	259	359	0	0	341	461
RTOR Reduction (vph)	0	0	0	0	0	18	0	0	0	0	177	0
Lane Group Flow (vph)	0	0	0	0	123	3	0	618	0	0	625	0
Turn Type				Perm	NA	Perm	custom	NA			NA	
Protected Phases					4			1 2 3			1	
Permitted Phases				4		4	2 3					
Actuated Green, G (s)					13.8	13.8		88.2			56.5	
Effective Green, g (s)					13.8	13.8		88.2			56.5	
Actuated g/C Ratio					0.13	0.13		0.80			0.51	
Clearance Time (s)					4.0	4.0					4.0	
Vehicle Extension (s)					3.0	3.0					3.0	
Lane Grp Cap (vph)					231	198		1541			1661	
v/s Ratio Prot											0.19	
v/s Ratio Perm					0.07	0.00		c0.32				
v/c Ratio					0.53	0.01		0.40			0.38	
Uniform Delay, d1					45.1	42.1		3.2			16.1	
Progression Factor					1.00	1.00		0.30			0.74	
Incremental Delay, d2					2.4	0.0		0.2			0.6	
Delay (s)					47.4	42.2		1.1			12.6	
Level of Service					D	D		A			B	
Approach Delay (s/veh)		0.0			46.7			1.1			12.6	
Approach LOS		A			D			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	11.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	57.3%	ICU Level of Service	B
Analysis Period (min)	15		

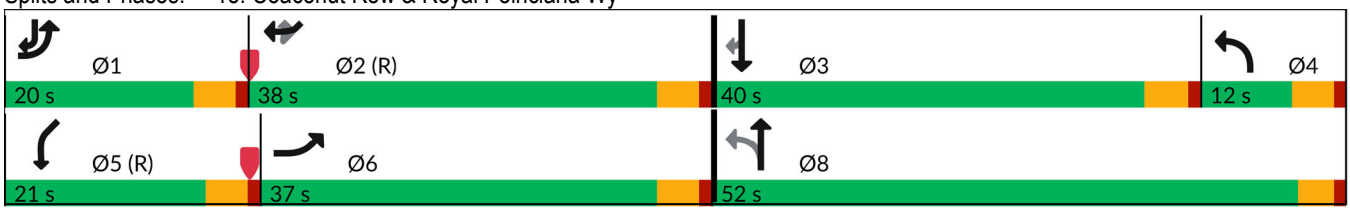
c Critical Lane Group

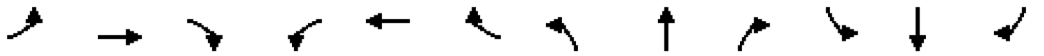
Lane Group	EBL2	EBL	EBT	EBR	NBL	NBT	NBR	SBT	SBR	SWL	SWR	SWR2
Lane Configurations												
Traffic Volume (vph)	295	357	0	99	360	162	86	45	459	44	713	35
Future Volume (vph)	295	357	0	99	360	162	86	45	459	44	713	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		240		0	0		0		0	110	150	
Storage Lanes		3		0	1		0		1	1	2	
Taper Length (ft)		25			25					25		
Lane Util. Factor	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00
Frt			0.850			0.948			0.850		0.850	0.850
Flt Protected	0.950	0.950			0.950					0.950		
Satd. Flow (prot)	3433	3433	0	0	1770	1766	0	1863	1583	1770	2787	1583
Flt Permitted	0.950	0.950			0.725					0.950		
Satd. Flow (perm)	3433	3433	0	0	1350	1766	0	1863	1583	1770	2787	1583
Right Turn on Red									Yes			Yes
Satd. Flow (RTOR)									75			104
Link Speed (mph)			30			30		30		30		
Link Distance (ft)			280			291		254		506		
Travel Time (s)			6.4			6.6		5.8		11.5		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	321	388	0	108	391	176	93	49	499	48	775	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	321	388	108	0	391	269	0	49	499	48	775	38
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left	Right	Left	Right	Left	Right	Right
Median Width(ft)			70			12		12		100		
Link Offset(ft)			0			0		0		0		
Crosswalk Width(ft)			16			16		16		16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	15		60	15		9		9	15	9	9
Number of Detectors	1	1			0	2		2	1	1	1	1
Detector Template	Left	Left				Thru		Thru	Right	Left	Right	Right
Leading Detector (ft)	20	20			0	100		100	20	20	20	20
Trailing Detector (ft)	0	0			0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0			0	0		0	0	0	0	0
Detector 1 Size(ft)	20	20			20	6		6	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)						94		94				
Detector 2 Size(ft)						6		6				
Detector 2 Type						Cl+Ex		Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)						0.0		0.0				
Turn Type	Prot	Prot			pm+pt	NA		NA	pm+ov	Prot	Prot	Perm
Protected Phases	1	6			4	8		3	1	5	2	
Permitted Phases					8				3			2

Lane Group	EBL2	EBL	EBT	EBR	NBL	NBT	NBR	SBT	SBR	SWL	SWR	SWR2
Detector Phase	1	6			4	8		3	1	5	2	2
Switch Phase												
Minimum Initial (s)	15.0	20.0			5.0	15.0		15.0	15.0	15.0	20.0	20.0
Minimum Split (s)	19.5	30.5			30.5	30.0		30.5	19.5	19.5	30.5	30.5
Total Split (s)	20.0	37.0			12.0	52.0		40.0	20.0	21.0	38.0	38.0
Total Split (%)	18.2%	33.6%			10.9%	47.3%		36.4%	18.2%	19.1%	34.5%	34.5%
Maximum Green (s)	15.5	32.5			7.5	48.0		35.5	15.5	16.5	33.5	33.5
Yellow Time (s)	3.5	3.5			3.5	3.0		3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0			1.0	1.0		1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5			4.5	4.0		4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag			Lag			Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes			Yes			Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	5.0	5.0			3.0	5.0		5.0	5.0	5.0	5.0	5.0
Recall Mode	None	Max			None	None		Max	None	C-Max	C-Max	C-Max
Walk Time (s)		10.0			10.0	10.0		10.0			10.0	10.0
Flash Don't Walk (s)		16.0			16.0	16.0		16.0			16.0	16.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effct Green (s)	16.7	32.5	0.0		45.8	46.3		35.5	52.2	18.2	34.0	34.0
Actuated g/C Ratio	0.15	0.30	0.00		0.42	0.42		0.32	0.47	0.17	0.31	0.31
v/c Ratio	0.61	0.38	no cap		0.67	0.36		0.08	0.63	0.16	0.90	0.07
Control Delay (s/veh)	49.2	32.2			33.3	23.5		26.5	15.2	50.8	44.7	0.3
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	49.2	32.2	Error		33.3	23.5		26.5	15.2	50.8	44.7	0.3
LOS	D	C	F		C	C		C	B	D	D	A
Approach Delay (s/veh)			Error			29.3		16.3		43.1		
Approach LOS			F			C		B		D		

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 2:SWR and 5:SWL, Start of Green, Master Intersection			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: Err			
Intersection Signal Delay (s/veh): Err		Intersection LOS: F	
Intersection Capacity Utilization Err%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 15: Coaconut Row & Royal Poinciana Wy





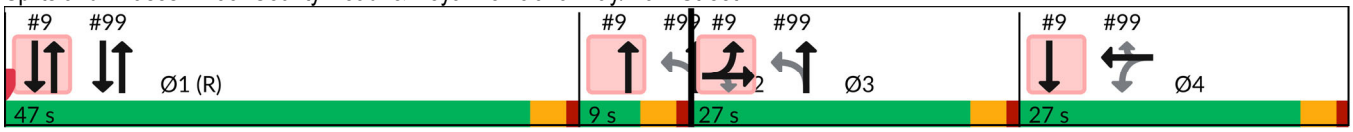
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	25	88	19	238	330	0	0	314	424
Future Volume (vph)	0	0	0	25	88	19	238	330	0	0	314	424
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.914	
Flt Protected					0.989			0.979				
Satd. Flow (prot)	0	0	0	0	1842	1583	0	3465	0	0	3235	0
Flt Permitted					0.989			0.543				
Satd. Flow (perm)	0	0	0	0	1842	1583	0	1922	0	0	3235	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						89					364	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		401			408			135			263	
Travel Time (s)		9.1			9.3			3.1			6.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	27	96	21	259	359	0	0	341	461
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	123	21	0	618	0	0	802	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
Leading Detector (ft)				20	100	20	20	100			100	
Trailing Detector (ft)				0	0	0	0	0			0	
Detector 1 Position(ft)				0	0	0	0	0			0	
Detector 1 Size(ft)				20	6	20	20	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	custom	NA			NA	
Protected Phases					4			1 2 3			1	
Permitted Phases				4		4	2 3					
Detector Phase				4	4	4	2 3	1 2 3			1	
Switch Phase												
Minimum Initial (s)				10.0	10.0	10.0					20.0	

Lane Group	Ø2	Ø3
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	3
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	5.0	15.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)				27.0	27.0	27.0					27.0	
Total Split (s)				27.0	27.0	27.0					47.0	
Total Split (%)				24.5%	24.5%	24.5%					42.7%	
Maximum Green (s)				23.0	23.0	23.0					43.0	
Yellow Time (s)				3.0	3.0	3.0					3.0	
All-Red Time (s)				1.0	1.0	1.0					1.0	
Lost Time Adjust (s)					0.0	0.0					0.0	
Total Lost Time (s)					4.0	4.0					4.0	
Lead/Lag				Lag	Lag	Lag					Lead	
Lead-Lag Optimize?				Yes	Yes	Yes					Yes	
Vehicle Extension (s)				3.0	3.0	3.0					3.0	
Recall Mode				None	None	None					C-Max	
Walk Time (s)				7.0	7.0	7.0					7.0	
Flash Don't Walk (s)				16.0	16.0	16.0					16.0	
Pedestrian Calls (#/hr)				0	0	0					0	
Act Effct Green (s)					13.8	13.8		88.2			56.5	
Actuated g/C Ratio					0.13	0.13		0.80			0.51	
v/c Ratio					0.53	0.08		0.40			0.44	
Control Delay (s/veh)					53.0	0.5		1.8			7.8	
Queue Delay					0.0	0.0		0.1			0.4	
Total Delay (s/veh)					53.0	0.5		2.0			8.2	
LOS					D	A		A			A	
Approach Delay (s/veh)					45.3			2.0			8.2	
Approach LOS					D			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 87 (79%), Referenced to phase 1:NBSB, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.53			
Intersection Signal Delay (s/veh): 9.2		Intersection LOS: A	
Intersection Capacity Utilization 57.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 99: County Road & Royal Poinciana Way/Main Street



Lane Group	Ø2	Ø3
Minimum Split (s)	27.0	27.0
Total Split (s)	9.0	27.0
Total Split (%)	8%	25%
Maximum Green (s)	5.0	23.0
Yellow Time (s)	3.0	3.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	Min
Walk Time (s)		7.0
Flash Don't Walk (s)		16.0
Pedestrian Calls (#/hr)		0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay (s/veh)		
Queue Delay		
Total Delay (s/veh)		
LOS		
Approach Delay (s/veh)		
Approach LOS		

Intersection Summary



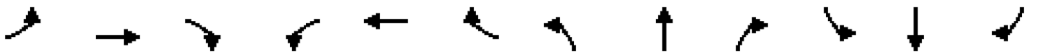
Lane Group	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	123	21	618	802
v/c Ratio	0.53	0.08	0.40	0.44
Control Delay (s/veh)	53.0	0.5	1.8	7.8
Queue Delay	0.0	0.0	0.1	0.4
Total Delay (s/veh)	53.0	0.5	2.0	8.2
Queue Length 50th (ft)	83	0	12	65
Queue Length 95th (ft)	135	0	28	87
Internal Link Dist (ft)	328		55	183
Turn Bay Length (ft)				
Base Capacity (vph)	385	401	1616	1839
Starvation Cap Reductn	0	0	281	521
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.32	0.05	0.46	0.61

Intersection Summary



Lane Group	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	123	21	618	802
v/c Ratio	0.53	0.08	0.40	0.44
Control Delay (s/veh)	53.0	0.5	1.8	7.8
Queue Delay	0.0	0.0	0.1	0.4
Total Delay (s/veh)	53.0	0.5	2.0	8.2
Queue Length 50th (ft)	83	0	12	65
Queue Length 95th (ft)	135	0	28	87
Internal Link Dist (ft)	328		55	183
Turn Bay Length (ft)				
Base Capacity (vph)	385	401	1616	1839
Starvation Cap Reductn	0	0	281	521
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.32	0.05	0.46	0.61

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	20	66	112	73	14	120	356	95	12	447	46
Future Volume (veh/h)	30	20	66	112	73	14	120	356	95	12	447	46
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	22	72	122	79	15	130	387	103	13	486	50
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	70	41	91	261	352	67	248	779	221	49	1422	144
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.11	0.11	0.11	0.06	0.23	0.23	0.45	0.45	0.45	0.45	0.45	0.45
Unsig. Movement Delay												
Ln Grp Delay, s/veh	50.9	0.0	0.0	46.1	0.0	34.6	29.9	0.0	22.9	20.4	0.0	20.7
Ln Grp LOS	D			D		C	C		C	C		C
Approach Vol, veh/h		127			216			620			549	
Approach Delay, s/veh		50.9			41.1			26.0			20.5	
Approach LOS		D			D			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6	8	7
Case No		8.0		4.0		8.0	8.4	1.4
Phs Duration (G+Y+Rc), s		56.0		31.3		56.0	18.5	12.8
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0
Max Green (Gmax), s		50.0		48.0		50.0	30.0	12.0
Max Allow Headway (MAH), s		5.6		5.3		4.3	5.5	3.8
Max Q Clear (g_c+I1), s		29.8		6.6		13.2	11.9	2.0
Green Ext Time (g_e), s		4.3		0.5		2.3	0.6	0.2
Prob of Phs Call (p_c)		1.00		1.00		1.00	1.00	0.98
Prob of Max Out (p_x)		0.00		0.00		0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt		5				1	3	7
Mvmt Sat Flow, veh/h		441				34	252	1781

Through Movement Data								
Assigned Mvmt		2		4		6	8	
Mvmt Sat Flow, veh/h		1715		1528		3129	360	

Right-Turn Movement Data								
Assigned Mvmt		12		14		16	18	
Mvmt Sat Flow, veh/h		486		290		317	801	

Left Lane Group Data								
Assigned Mvmt	0	5	0	0	0	1	3	7

Lane Assignment		L+T				L+T	L+T+R	L (Pr/Pm)
Lanes in Grp	0	1	0	0	0	1	1	1
Grp Vol (v), veh/h	0	278	0	0	0	289	127	122
Grp Sat Flow (s), veh/h/ln	0	1027	0	0	0	1835	1412	1781
Q Serve Time (g_s), s	0.0	16.6	0.0	0.0	0.0	0.0	5.3	0.0
Cycle Q Clear Time (g_c), s	0.0	27.8	0.0	0.0	0.0	11.0	9.9	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	882	0	0	0	921	1323	1302
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	864
Perm LT Eff Green (g_p), s	0.0	50.0	0.0	0.0	0.0	50.0	12.5	10.5
Perm LT Serve Time (g_u), s	0.0	38.8	0.0	0.0	0.0	33.9	7.9	0.6
Perm LT Q Serve Time (g_ps), s	0.0	16.6	0.0	0.0	0.0	0.0	5.3	0.6
Time to First Blk (g_f), s	0.0	2.3	0.0	0.0	0.0	29.0	3.3	0.0
Serve Time pre Blk (g_fs), s	0.0	2.3	0.0	0.0	0.0	11.0	3.3	0.0
Prop LT Inside Lane (P_L)	0.00	0.47	0.00	0.00	0.00	0.04	0.26	1.00
Lane Grp Cap (c), veh/h	0	515	0	0	0	868	201	261
V/C Ratio (X)	0.00	0.54	0.00	0.00	0.00	0.33	0.63	0.47
Avail Cap (c_a), veh/h	0	515	0	0	0	868	447	344
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d1), s/veh	0.0	25.9	0.0	0.0	0.0	19.4	47.6	44.8
Incr Delay (d2), s/veh	0.0	4.0	0.0	0.0	0.0	1.0	3.2	1.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	29.9	0.0	0.0	0.0	20.4	50.9	46.1
1st-Term Q (Q1), veh/ln	0.0	5.7	0.0	0.0	0.0	4.7	3.4	3.1
2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	0.0	0.0	0.2	0.2	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
%ile Back of Q (50%), veh/ln	0.0	6.3	0.0	0.0	0.0	5.0	3.6	3.2
%ile Storage Ratio (RQ%)	0.00	3.56	0.00	0.00	0.00	0.38	0.14	0.39
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	8	0
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	18	0
Lane Assignment		T+R		T+R		T+R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	342	0	94	0	260	0	0
Grp Sat Flow (s), veh/h/ln	0	1615	0	1818	0	1645	0	0
Q Serve Time (g_s), s	0.0	16.1	0.0	4.6	0.0	11.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	16.1	0.0	4.6	0.0	11.2	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.30	0.00	0.16	0.00	0.19	0.57	0.00
Lane Grp Cap (c), veh/h	0	734	0	418	0	748	0	0
V/C Ratio (X)	0.00	0.47	0.00	0.22	0.00	0.35	0.00	0.00
Avail Cap (c_a), veh/h	0	734	0	793	0	748	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	20.8	0.0	34.4	0.0	19.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.1	0.0	0.3	0.0	1.3	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	22.9	0.0	34.6	0.0	20.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	6.0	0.0	2.0	0.0	4.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	0.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	6.4	0.0	2.1	0.0	4.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	3.62	0.00	0.07	0.00	0.34	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

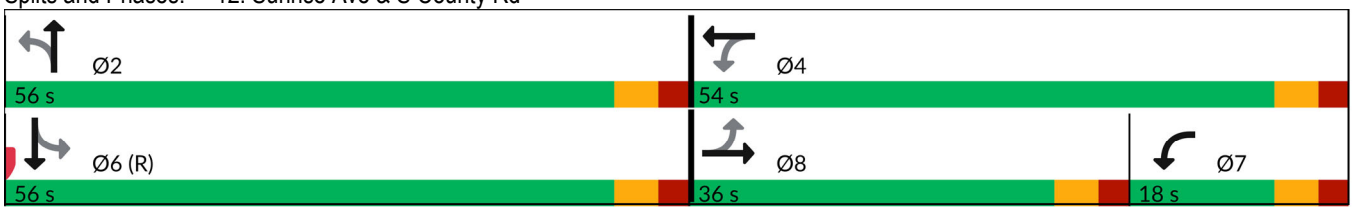
Intersection Summary	
HCM 7th Control Delay, s/veh	28.3
HCM 7th LOS	C

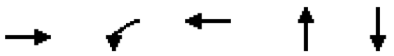
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	20	66	112	73	14	120	356	95	12	447	46
Future Volume (vph)	30	20	66	112	73	14	120	356	95	12	447	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	210		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.923			0.976			0.975			0.986	
Flt Protected		0.987		0.950				0.990			0.999	
Satd. Flow (prot)	0	1697	0	1770	1818	0	0	3416	0	0	3486	0
Flt Permitted		0.881		0.587				0.709			0.936	
Satd. Flow (perm)	0	1515	0	1093	1818	0	0	2447	0	0	3266	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		59			11			28			13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		716			834			109			368	
Travel Time (s)		16.3			19.0			2.5			8.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	22	72	122	79	15	130	387	103	13	486	50
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	127	0	122	94	0	0	620	0	0	549	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2			6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	8	8		7	4		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		7.0	10.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	31.0	31.0		13.0	31.0		26.0	26.0		28.0	28.0	
Total Split (s)	36.0	36.0		18.0	54.0		56.0	56.0		56.0	56.0	
Total Split (%)	32.7%	32.7%		16.4%	49.1%		50.9%	50.9%		50.9%	50.9%	
Maximum Green (s)	30.0	30.0		12.0	48.0		50.0	50.0		50.0	50.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)		6.0		6.0	6.0			6.0			6.0	
Lead/Lag	Lead	Lead		Lag								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		2.0	2.0	
Recall Mode	None	None		None	None		Max	Max		C-Max	C-Max	
Walk Time (s)	10.0	10.0			10.0		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)	15.0	15.0			15.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	0	0			0		0	0		0	0	
Act Effct Green (s)		11.9		25.4	25.4			72.6			72.6	
Actuated g/C Ratio		0.11		0.23	0.23			0.66			0.66	
v/c Ratio		0.59		0.41	0.22			0.38			0.25	
Control Delay (s/veh)		36.7		40.8	30.8			8.2			8.1	
Queue Delay		0.0		0.0	0.0			0.2			0.0	
Total Delay (s/veh)		36.7		40.8	30.8			8.4			8.1	
LOS		D		D	C			A			A	
Approach Delay (s/veh)		36.7			36.4			8.4			8.1	
Approach LOS		D			D			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 88 (80%), Referenced to phase 6:SBTL, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay (s/veh): 14.7		Intersection LOS: B	
Intersection Capacity Utilization 61.8%		ICU Level of Service B	
Analysis Period (min) 15			

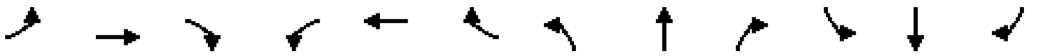
Splits and Phases: 12: Sunrise Ave & S County Rd





Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	127	122	94	620	549
v/c Ratio	0.59	0.41	0.22	0.38	0.25
Control Delay (s/veh)	36.7	40.8	30.8	8.2	8.1
Queue Delay	0.0	0.0	0.0	0.2	0.0
Total Delay (s/veh)	36.7	40.8	30.8	8.4	8.1
Queue Length 50th (ft)	46	74	49	77	68
Queue Length 95th (ft)	104	116	87	94	115
Internal Link Dist (ft)	636		754	29	288
Turn Bay Length (ft)		210			
Base Capacity (vph)	456	371	799	1624	2160
Starvation Cap Reductn	0	0	0	348	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.28	0.33	0.12	0.49	0.25

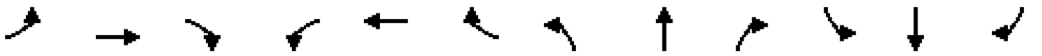
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	9	106	21	0	17	0	504	20	4	622	0
Future Volume (vph)	45	9	106	21	0	17	0	504	20	4	622	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5		4.5		4.5			4.5	
Lane Util. Factor	1.00	1.00	1.00	1.00		1.00		0.95			0.95	
Frt	1.00	1.00	0.85	1.00		0.85		0.99			1.00	
Flt Protected	0.95	1.00	1.00	0.95		1.00		1.00			1.00	
Satd. Flow (prot)	1770	1863	1583	1770		1583		3519			3538	
Flt Permitted	0.95	1.00	1.00	0.75		1.00		1.00			0.95	
Satd. Flow (perm)	1770	1863	1583	1399		1583		3519			3372	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	49	10	115	23	0	18	0	548	22	4	676	0
RTOR Reduction (vph)	0	0	99	0	0	16	0	2	0	0	0	0
Lane Group Flow (vph)	49	10	16	23	0	2	0	568	0	0	680	0
Turn Type	Perm	NA	Perm	Perm		Perm		NA		Perm	NA	
Protected Phases		8						6			2	
Permitted Phases	8		8	4		4				2		
Actuated Green, G (s)	15.0	15.0	15.0	15.0		15.0		86.0			86.0	
Effective Green, g (s)	15.0	15.0	15.0	15.0		15.0		86.0			86.0	
Actuated g/C Ratio	0.14	0.14	0.14	0.14		0.14		0.78			0.78	
Clearance Time (s)	4.5	4.5	4.5	4.5		4.5		4.5			4.5	
Vehicle Extension (s)	5.0	5.0	5.0	5.0		5.0		5.0			5.0	
Lane Grp Cap (vph)	241	254	215	190		215		2751			2636	
v/s Ratio Prot		0.01						0.16				
v/s Ratio Perm	c0.03		0.01	0.02		0.00					c0.20	
v/c Ratio	0.20	0.04	0.07	0.12		0.01		0.21			0.26	
Uniform Delay, d1	42.2	41.2	41.4	41.7		41.1		3.1			3.3	
Progression Factor	1.18	1.22	2.26	1.00		1.00		0.40			0.71	
Incremental Delay, d2	0.8	0.1	0.3	0.6		0.0		0.2			0.2	
Delay (s)	50.4	50.5	93.8	42.3		41.1		1.4			2.6	
Level of Service	D	D	F	D		D		A			A	
Approach Delay (s/veh)		79.1			41.8			1.4			2.6	
Approach LOS		E			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	12.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.25		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	50.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

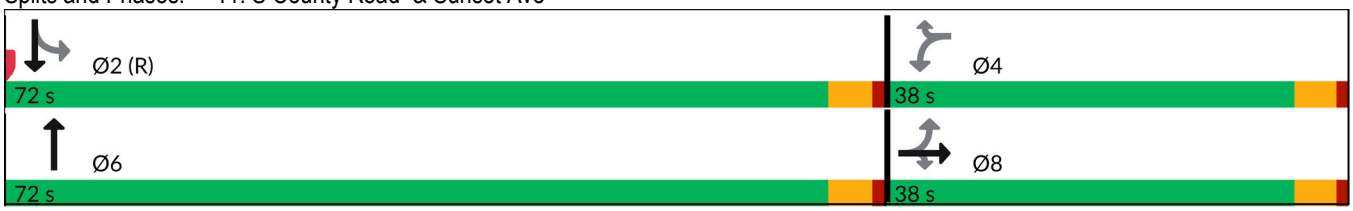


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	9	106	21	0	17	0	504	20	4	622	0
Future Volume (vph)	45	9	106	21	0	17	0	504	20	4	622	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	70		100	0		0	0		0	0		0
Storage Lanes	1		1	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Frt			0.850			0.850		0.994				
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	1863	1583	1770	0	1583	0	3518	0	0	3539	0
Flt Permitted	0.950			0.751							0.953	
Satd. Flow (perm)	1770	1863	1583	1399	0	1583	0	3518	0	0	3373	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			115			18		7				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		735			781			263			276	
Travel Time (s)		16.7			17.8			6.0			6.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	49	10	115	23	0	18	0	548	22	4	676	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	10	115	23	0	18	0	570	0	0	680	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1		1		2		1	2	
Detector Template	Left	Thru	Right	Left		Right		Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20		20		100		20	100	
Trailing Detector (ft)	0	0	0	0		0		0		0	0	
Detector 1 Position(ft)	0	0	0	0		0		0		0	0	
Detector 1 Size(ft)	20	6	20	20		20		6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm	Perm		Perm		NA		Perm	NA	
Protected Phases		8						6			2	
Permitted Phases	8		8	4		4				2		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	8	8	8	4		4		6		2	2	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0		15.0		10.0		10.0	10.0	
Minimum Split (s)	25.5	25.5	25.5	30.5		30.5		25.5		25.5	25.5	
Total Split (s)	38.0	38.0	38.0	38.0		38.0		72.0		72.0	72.0	
Total Split (%)	34.5%	34.5%	34.5%	34.5%		34.5%		65.5%		65.5%	65.5%	
Maximum Green (s)	33.5	33.5	33.5	33.5		33.5		67.5		67.5	67.5	
Yellow Time (s)	3.5	3.5	3.5	3.5		3.5		3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0		1.0		1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0			0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5		4.5		4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0	5.0	5.0		5.0		5.0		5.0	5.0	
Recall Mode	None	None	None	None		None		Max		C-Max	C-Max	
Walk Time (s)	10.0	10.0	10.0	10.0		10.0		10.0		10.0	10.0	
Flash Don't Walk (s)	16.0	16.0	16.0	16.0		16.0		10.0		10.0	10.0	
Pedestrian Calls (#/hr)	0	0	0	0		0		0		0	0	
Act Effct Green (s)	15.0	15.0	15.0	15.0		15.0		86.0			86.0	
Actuated g/C Ratio	0.14	0.14	0.14	0.14		0.14		0.78			0.78	
v/c Ratio	0.20	0.04	0.37	0.12		0.08		0.21			0.26	
Control Delay (s/veh)	52.0	51.0	21.6	43.6		18.5		1.4			2.6	
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.4			0.2	
Total Delay (s/veh)	52.0	51.0	21.6	43.6		18.5		1.8			2.8	
LOS	D	D	C	D		B		A			A	
Approach Delay (s/veh)		31.9			32.6			1.8			2.8	
Approach LOS		C			C			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 97 (88%), Referenced to phase 2:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.37			
Intersection Signal Delay (s/veh): 6.7		Intersection LOS: A	
Intersection Capacity Utilization 50.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 11: S County Road & Sunset Ave





Lane Group	EBL	EBT	EBR	WBL	WBR	NBT	SBT
Lane Group Flow (vph)	49	10	115	23	18	570	680
v/c Ratio	0.20	0.04	0.37	0.12	0.08	0.21	0.26
Control Delay (s/veh)	52.0	51.0	21.6	43.6	18.5	1.4	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.4	0.2
Total Delay (s/veh)	52.0	51.0	21.6	43.6	18.5	1.8	2.8
Queue Length 50th (ft)	33	7	24	15	0	15	82
Queue Length 95th (ft)	m64	m15	m78	39	22	22	29
Internal Link Dist (ft)		655				183	196
Turn Bay Length (ft)	70		100				
Base Capacity (vph)	539	567	562	426	494	2751	2637
Starvation Cap Reductn	0	0	0	0	0	1551	1103
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.02	0.20	0.05	0.04	0.48	0.44

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Traffic Volume (vph)	0	0	0	12	112	124	218	129	93	315
Future Volume (vph)	0	0	0	12	112	124	218	129	93	315
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		4.0	4.0	4.0	4.0
Lane Util. Factor					0.95		1.00	1.00	1.00	1.00
Frt					0.93		1.00	0.85	1.00	0.85
Flt Protected					1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)					3266		1770	1583	1770	1583
Flt Permitted					1.00		0.95	1.00	0.60	1.00
Satd. Flow (perm)					3266		1770	1583	1114	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	13	122	135	237	140	101	342
RTOR Reduction (vph)	0	0	0	0	105	0	0	65	0	0
Lane Group Flow (vph)	0	0	0	0	165	0	237	75	101	342
Turn Type				Perm	NA		Prot	Perm	pm+pt	Prot
Protected Phases					4		6		5	2
Permitted Phases				4				6	2	
Actuated Green, G (s)					15.5		37.7	37.7	46.5	46.5
Effective Green, g (s)					15.5		37.7	37.7	46.5	46.5
Actuated g/C Ratio					0.22		0.54	0.54	0.66	0.66
Clearance Time (s)					4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)					5.0		5.0	5.0	5.0	5.0
Lane Grp Cap (vph)					723		953	852	784	1051
v/s Ratio Prot							0.13		0.01	c0.22
v/s Ratio Perm					0.05			0.05	0.08	
v/c Ratio					0.23		0.25	0.09	0.13	0.33
Uniform Delay, d1					22.3		8.6	7.8	4.7	5.0
Progression Factor					1.00		0.43	0.09	0.95	0.97
Incremental Delay, d2					0.3		0.6	0.2	0.2	0.8
Delay (s)					22.7		4.3	0.9	4.6	5.7
Level of Service					C		A	A	A	A
Approach Delay (s/veh)		0.0			22.7		3.1		5.5	
Approach LOS		A			C		A		A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	8.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	34.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

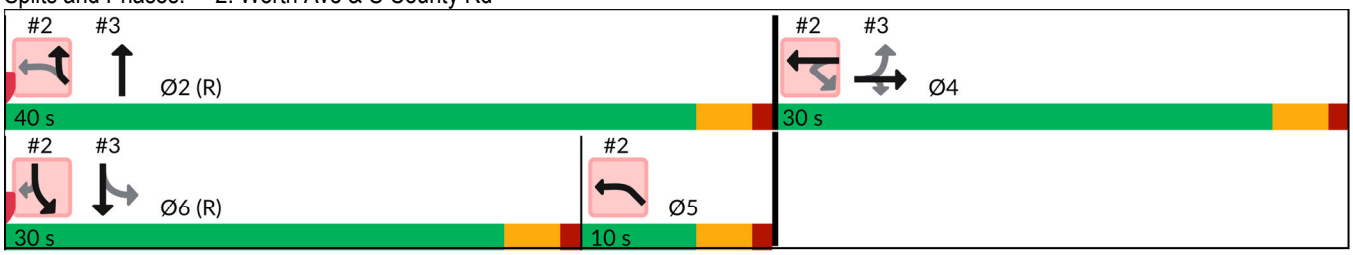


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Traffic Volume (vph)	0	0	0	12	112	124	218	129	93	315
Future Volume (vph)	0	0	0	12	112	124	218	129	93	315
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0	0	150	0
Storage Lanes	0		0	0		0	1	1	1	1
Taper Length (ft)	25			25			25		25	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt					0.925			0.850		0.850
Flt Protected					0.998		0.950		0.950	
Satd. Flow (prot)	0	0	0	0	3267	0	1770	1583	1770	1583
Flt Permitted					0.998		0.950		0.598	
Satd. Flow (perm)	0	0	0	0	3267	0	1770	1583	1114	1583
Right Turn on Red			Yes			Yes		Yes		
Satd. Flow (RTOR)					135			140		
Link Speed (mph)		30			30		30		30	
Link Distance (ft)		756			1065		277		366	
Travel Time (s)		17.2			24.2		6.3		8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	13	122	135	237	140	101	342
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	0	0	270	0	237	140	101	342
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Right
Median Width(ft)		0			0		12		12	
Link Offset(ft)		0			0		0		0	
Crosswalk Width(ft)		16			16		16		16	
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15	9	15	9
Number of Detectors				1	2		2	1	1	2
Detector Template				Left	Thru		Thru	Right	Left	Thru
Leading Detector (ft)				20	100		100	20	20	100
Trailing Detector (ft)				0	0		0	0	0	0
Detector 1 Position(ft)				0	0		0	0	0	0
Detector 1 Size(ft)				20	6		6	20	20	6
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel										
Detector 1 Extend (s)				0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)					94		94			94
Detector 2 Size(ft)					6		6			6
Detector 2 Type					Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel										
Detector 2 Extend (s)					0.0		0.0			0.0
Turn Type				Perm	NA		Prot	Perm	pm+pt	Prot
Protected Phases					4		6		5	2
Permitted Phases				4				6	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Detector Phase				4	4		6	6	5	2
Switch Phase										
Minimum Initial (s)				5.0	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)				30.0	30.0		30.0	30.0	9.5	30.0
Total Split (s)				30.0	30.0		30.0	30.0	10.0	40.0
Total Split (%)				42.9%	42.9%		42.9%	42.9%	14.3%	57.1%
Maximum Green (s)				26.0	26.0		26.0	26.0	6.0	36.0
Yellow Time (s)				3.0	3.0		3.0	3.0	3.0	3.0
All-Red Time (s)				1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)					0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)					4.0		4.0	4.0	4.0	4.0
Lead/Lag							Lead	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	
Vehicle Extension (s)				5.0	5.0		5.0	5.0	5.0	5.0
Recall Mode				None	None		C-Max	C-Max	None	C-Max
Walk Time (s)				10.0	10.0		10.0	10.0		10.0
Flash Don't Walk (s)				16.0	16.0		16.0	16.0		16.0
Pedestrian Calls (#/hr)				0	0		0	0		0
Act Effct Green (s)					15.5		38.5	38.5	46.5	46.5
Actuated g/C Ratio					0.22		0.55	0.55	0.66	0.66
v/c Ratio					0.33		0.24	0.15	0.13	0.33
Control Delay (s/veh)					11.2		5.2	0.6	6.1	7.1
Queue Delay					0.0		0.2	0.0	0.0	0.0
Total Delay (s/veh)					11.2		5.5	0.6	6.1	7.1
LOS					B		A	A	A	A
Approach Delay (s/veh)					11.2		3.7		6.9	
Approach LOS					B		A		A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 48 (69%), Referenced to phase 2:NWL and 6:SBL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.39			
Intersection Signal Delay (s/veh): 6.8		Intersection LOS: A	
Intersection Capacity Utilization 34.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Worth Ave & S County Rd





Lane Group	WBT	SBL	SBR	NWL	NWR
Lane Group Flow (vph)	270	237	140	101	342
v/c Ratio	0.33	0.24	0.15	0.13	0.33
Control Delay (s/veh)	11.2	5.2	0.6	6.1	7.1
Queue Delay	0.0	0.2	0.0	0.0	0.0
Total Delay (s/veh)	11.2	5.5	0.6	6.1	7.1
Queue Length 50th (ft)	25	18	0	12	48
Queue Length 95th (ft)	46	43	0	38	139
Internal Link Dist (ft)	985	197		286	
Turn Bay Length (ft)				150	
Base Capacity (vph)	1298	972	932	795	1050
Starvation Cap Reductn	0	284	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.21	0.34	0.15	0.13	0.33

Intersection Summary

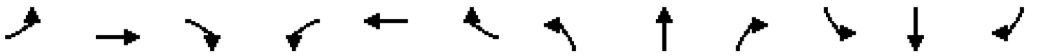
Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	267	103	0	64
Future Vol, veh/h	0	0	267	103	0	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	290	112	0	70

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	201
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	806
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	806
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s/v	0	9.89
HCM LOS		A

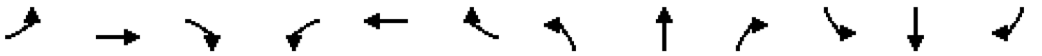
Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	806
HCM Lane V/C Ratio	-	-	0.086
HCM Control Delay (s/veh)	-	-	9.9
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	235	76	176	21	69	9	290	165	15	11	197	445
Future Volume (vph)	235	76	176	21	69	9	290	165	15	11	197	445
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95		0.97	1.00	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	0.97	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1610	3290	1583	1770	3477		3433	1863	1583	1770	3539	1583
Flt Permitted	0.95	0.97	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1610	3290	1583	1770	3477		3433	1863	1583	1770	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	255	83	191	23	75	10	315	179	16	12	214	484
RTOR Reduction (vph)	0	0	169	0	9	0	0	0	6	0	0	253
Lane Group Flow (vph)	127	211	22	23	76	0	315	179	10	12	214	231
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	3		4	4		1	6		5	2	
Permitted Phases			3						6			2
Actuated Green, G (s)	15.6	15.6	15.6	7.5	7.5		22.9	84.3	84.3	2.6	64.0	64.0
Effective Green, g (s)	15.6	15.6	15.6	7.5	7.5		22.9	84.3	84.3	2.6	64.0	64.0
Actuated g/C Ratio	0.12	0.12	0.12	0.06	0.06		0.17	0.63	0.63	0.02	0.48	0.48
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	4.0	4.0	2.0	4.0	4.0
Lane Grp Cap (vph)	187	383	184	99	194		586	1172	995	34	1690	756
v/s Ratio Prot	c0.08	0.06		0.01	c0.02		c0.09	0.10		0.01	0.06	
v/s Ratio Perm			0.01						0.01			c0.15
v/c Ratio	0.68	0.55	0.12	0.23	0.39		0.54	0.15	0.01	0.35	0.13	0.31
Uniform Delay, d1	56.8	55.9	53.1	60.5	61.0		50.7	10.2	9.3	64.9	19.5	21.4
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.5	1.0	0.1	0.4	0.5		0.5	0.3	0.0	2.3	0.2	1.0
Delay (s)	64.3	56.9	53.2	60.9	61.5		51.2	10.5	9.3	67.2	19.6	22.5
Level of Service	E	E	D	E	E		D	B	A	E	B	C
Approach Delay (s/veh)		57.3			61.4			35.6			22.4	
Approach LOS		E			E			D			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	38.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	134.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	55.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

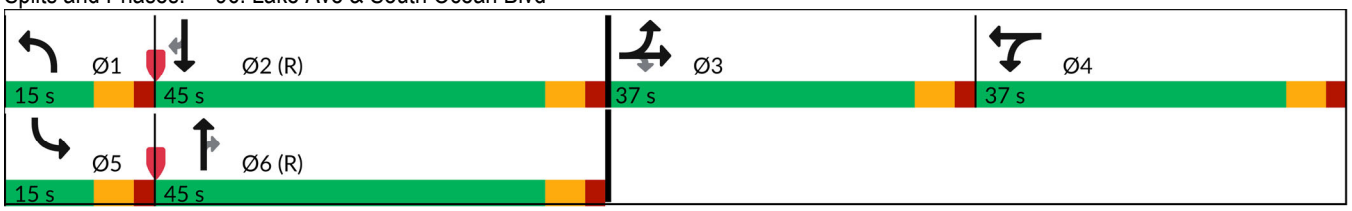


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	235	76	176	21	69	9	290	165	15	11	197	445
Future Volume (vph)	235	76	176	21	69	9	290	165	15	11	197	445
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		230	0		0	275		90	180		245
Storage Lanes	1		1	1		0	2		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95	0.95	0.97	1.00	1.00	1.00	0.95	1.00
Frt			0.850		0.982				0.850			0.850
Flt Protected	0.950	0.971		0.950			0.950			0.950		
Satd. Flow (prot)	1610	3292	1583	1770	3476	0	3433	1863	1583	1770	3539	1583
Flt Permitted	0.950	0.971		0.950			0.950			0.950		
Satd. Flow (perm)	1610	3292	1583	1770	3476	0	3433	1863	1583	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			191		10				122			484
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		706			244			532			608	
Travel Time (s)		16.0			5.5			12.1			13.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	255	83	191	23	75	10	315	179	16	12	214	484
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	127	211	191	23	85	0	315	179	16	12	214	484
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	3		4	4		1	6		5	2	
Permitted Phases			3						6			2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	3	3	4	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		4.0	20.0	20.0	4.0	20.0	20.0
Minimum Split (s)	37.0	37.0	37.0	37.0	37.0		11.0	37.0	37.0	11.0	37.0	37.0
Total Split (s)	37.0	37.0	37.0	37.0	37.0		15.0	45.0	45.0	15.0	45.0	45.0
Total Split (%)	27.6%	27.6%	27.6%	27.6%	27.6%		11.2%	33.6%	33.6%	11.2%	33.6%	33.6%
Maximum Green (s)	31.0	31.0	31.0	31.0	31.0		9.0	39.0	39.0	9.0	39.0	39.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	4.0	4.0	2.0	4.0	4.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0	7.0		7.0	7.0
Flash Don't Walk (s)	24.0	24.0	24.0	24.0	24.0			24.0	24.0		24.0	24.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0	0		0	0
Act Effct Green (s)	15.6	15.6	15.6	7.5	7.5		22.9	87.9	87.9	5.5	64.0	64.0
Actuated g/C Ratio	0.12	0.12	0.12	0.06	0.06		0.17	0.66	0.66	0.04	0.48	0.48
v/c Ratio	0.68	0.55	0.54	0.23	0.42		0.54	0.15	0.01	0.16	0.13	0.48
Control Delay (s/veh)	73.9	60.5	12.7	65.4	59.7		55.4	11.5	0.0	66.5	20.4	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	73.9	60.5	12.7	65.4	59.7		55.4	11.5	0.0	66.5	20.4	3.7
LOS	E	E	B	E	E		E	B	A	E	C	A
Approach Delay (s/veh)		46.5			60.9			38.2			9.8	
Approach LOS		D			E			D			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 134			
Actuated Cycle Length: 134			
Offset: 58 (43%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay (s/veh): 31.0		Intersection LOS: C	
Intersection Capacity Utilization 55.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 96: Lake Ave & South Ocean Blvd





Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	127	211	191	23	85	315	179	16	12	214	484
v/c Ratio	0.68	0.55	0.54	0.23	0.42	0.54	0.15	0.01	0.16	0.13	0.48
Control Delay (s/veh)	73.9	60.5	12.7	65.4	59.7	55.4	11.5	0.0	66.5	20.4	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	73.9	60.5	12.7	65.4	59.7	55.4	11.5	0.0	66.5	20.4	3.7
Queue Length 50th (ft)	118	97	0	20	33	132	47	0	10	51	0
Queue Length 95th (ft)	184	133	67	49	62	182	123	0	33	87	65
Internal Link Dist (ft)		626			164		452			528	
Turn Bay Length (ft)	170		230			275		90	180		245
Base Capacity (vph)	372	761	513	409	811	586	1221	1079	118	1690	1008
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.28	0.37	0.06	0.10	0.54	0.15	0.01	0.10	0.13	0.48

Intersection Summary

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	60	145	30	0	0	0	0	103	44	25	35	0
Future Vol, veh/h	60	145	30	0	0	0	0	103	44	25	35	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	65	158	33	0	0	0	0	112	48	27	38	0
Number of Lanes	0	2	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	2
HCM Control Delay, s/veh	9	8.6	8.3
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	EBLn2	SBLn1
Vol Left, %	0%	45%	0%	42%
Vol Thru, %	70%	55%	71%	58%
Vol Right, %	30%	0%	29%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	147	133	103	60
LT Vol	0	60	0	25
Through Vol	103	73	73	35
RT Vol	44	0	30	0
Lane Flow Rate	160	144	111	65
Geometry Grp	2	5	5	2
Degree of Util (X)	0.198	0.211	0.15	0.087
Departure Headway (Hd)	4.462	5.283	4.85	4.829
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	805	680	740	743
Service Time	2.48	3.009	2.576	2.854
HCM Lane V/C Ratio	0.199	0.212	0.15	0.087
HCM Control Delay, s/veh	8.6	9.4	8.4	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.8	0.5	0.3



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	150	25	180	68	22	197
Future Volume (veh/h)	150	25	180	68	22	197
Number	7	14	6	16	5	2
Initial Q, veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Lanes Open During Work Zone						
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	163	27	196	74	24	214
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Opposing Right Turn Influence	Yes				Yes	
Cap, veh/h	196	32	837	316	773	1380
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.13	0.13	0.65	0.65	0.03	0.74
Unsig. Movement Delay						
Ln Grp Delay, s/veh	43.9	0.0	0.0	7.1	4.6	3.7
Ln Grp LOS	D			A	A	A
Approach Vol, veh/h	191		270			238
Approach Delay, s/veh	43.9		7.1			3.8
Approach LOS	D		A			A

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Case No		4.0		12.0	1.2	8.0		
Phs Duration (G+Y+Rc), s		72.3		17.7	8.2	64.1		
Change Period (Y+Rc), s		5.9		5.9	5.9	5.9		
Max Green (Gmax), s		52.1		26.1	6.1	40.1		
Max Allow Headway (MAH), s		4.7		3.3	3.8	4.8		
Max Q Clear (g_c+I1), s		5.0		11.6	2.4	7.7		
Green Ext Time (g_e), s		1.1		0.3	0.0	1.4		
Prob of Phs Call (p_c)		1.00		0.99	0.45	1.00		
Prob of Max Out (p_x)		0.00		0.00	1.00	0.00		

Left-Turn Movement Data								
Assigned Mvmt				7	5	1		
Mvmt Sat Flow, veh/h				1494	1781	0		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		1870		9		1294		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		0		248		489		

Left Lane Group Data								
Assigned Mvmt	0	0	0	7	5	1	0	0

Lane Assignment				L+T+R	L (Pr/Pm)			
Lanes in Grp	0	0	0	1	1	0	0	0
Grp Vol (v), veh/h	0	0	0	191	24	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1751	1781	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	9.6	0.4	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	9.6	0.4	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	1109	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	60.2	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	52.6	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	58.2	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	0.85	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	230	773	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.83	0.03	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	508	849	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	38.1	4.6	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	5.8	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	43.9	4.6	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.0	0.1	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	4.4	0.1	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.48	0.08	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T						
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	214	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1380	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.16	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1380	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.13	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment						T+R		
Lanes in Grp	0	0	0	0	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	270	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1782	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	5.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	5.7	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	0.14	0.00	0.27	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	1153	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.23	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	1153	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	6.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.15	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	16.0
HCM 7th LOS	B

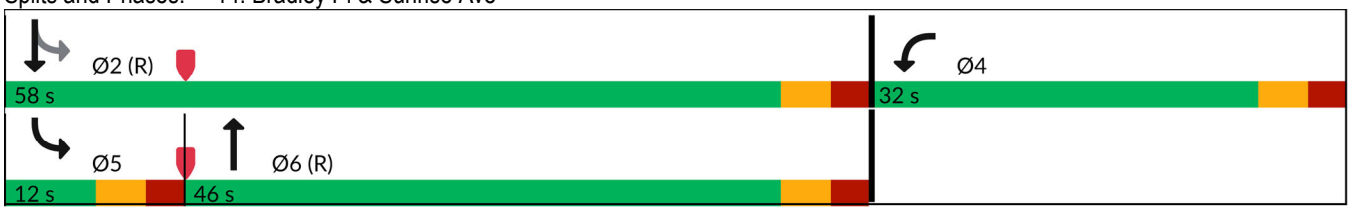


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	150	25	180	68	22	197
Future Volume (vph)	150	25	180	68	22	197
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	40	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.981		0.963			
Flt Protected	0.959				0.950	
Satd. Flow (prot)	1752	0	1794	0	1770	1863
Flt Permitted	0.959				0.534	
Satd. Flow (perm)	1752	0	1794	0	995	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	9		27			
Link Speed (mph)	30		30			30
Link Distance (ft)	295		402			207
Travel Time (s)	6.7		9.1			4.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	163	27	196	74	24	214
Shared Lane Traffic (%)						
Lane Group Flow (vph)	190	0	270	0	24	214
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases					2	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	4		6		5	2
Switch Phase						
Minimum Initial (s)	10.0		12.0		5.0	12.0
Minimum Split (s)	25.9		30.0		10.9	26.9
Total Split (s)	32.0		46.0		12.0	58.0
Total Split (%)	35.6%		51.1%		13.3%	64.4%
Maximum Green (s)	26.1		40.1		6.1	52.1
Yellow Time (s)	3.4		3.4		3.4	3.4
All-Red Time (s)	2.5		2.5		2.5	2.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.9		5.9		5.9	5.9
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.5		2.5		3.0	2.5
Recall Mode	None		C-Max		None	C-Max
Walk Time (s)	7.0		7.0			
Flash Don't Walk (s)	13.0		14.0			
Pedestrian Calls (#/hr)	0		0			
Act Effct Green (s)	14.5		58.8		63.7	63.7
Actuated g/C Ratio	0.16		0.65		0.71	0.71
v/c Ratio	0.66		0.23		0.03	0.16
Control Delay (s/veh)	44.1		8.2		5.0	5.3
Queue Delay	0.0		0.0		0.0	0.0
Total Delay (s/veh)	44.1		8.2		5.0	5.3
LOS	D		A		A	A
Approach Delay (s/veh)	44.1		8.2			5.2
Approach LOS	D		A			A

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay (s/veh): 17.0		Intersection LOS: B	
Intersection Capacity Utilization 37.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 14: Bradley Pl & Sunrise Ave





Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	190	270	24	214
v/c Ratio	0.66	0.23	0.03	0.16
Control Delay (s/veh)	44.1	8.2	5.0	5.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	44.1	8.2	5.0	5.3
Queue Length 50th (ft)	98	39	3	34
Queue Length 95th (ft)	156	125	13	71
Internal Link Dist (ft)	215	322		127
Turn Bay Length (ft)			40	
Base Capacity (vph)	514	1181	757	1318
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.37	0.23	0.03	0.16

Intersection Summary

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	4	25	0	0	0	17	252	166	25	337	8
Future Vol, veh/h	2	4	25	0	0	0	17	252	166	25	337	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	4	27	0	0	0	18	274	180	27	366	9

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	736	916	371	375	0	0	454	0	0
Stage 1	425	425	-	-	-	-	-	-	-
Stage 2	311	491	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	386	272	675	1183	-	-	1106	-	-
Stage 1	659	586	-	-	-	-	-	-	-
Stage 2	743	548	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	371	0	675	1183	-	-	1106	-	-
Mov Cap-2 Maneuver	371	0	-	-	-	-	-	-	-
Stage 1	649	0	-	-	-	-	-	-	-
Stage 2	725	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.97	0.32	0.56
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	1183	-	-	636	1106	-	-
HCM Lane V/C Ratio	0.016	-	-	0.053	0.025	-	-
HCM Control Delay (s/veh)	8.1	-	-	11	8.3	-	-
HCM Lane LOS	A	-	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	228	246	67	53	405	63	141	159	36	84	272
Future Volume (vph)	228	246	67	53	405	63	141	159	36	84	272
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.97		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		1.00	1.00
Satd. Flow (prot)	3433	3425		1770	3539	1583	1770	1811		1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.70	1.00		1.00	1.00
Satd. Flow (perm)	3433	3425		1770	3539	1583	1300	1811		1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	248	267	73	58	440	68	153	173	39	91	296
RTOR Reduction (vph)	0	0	0	0	0	46	0	0	0	0	131
Lane Group Flow (vph)	248	340	0	58	440	22	153	212	0	91	165
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		NA	pm+ov
Protected Phases	1	6		5	2		4	8		3	1
Permitted Phases						2	8				3
Actuated Green, G (s)	16.2	32.5		18.5	34.8	34.8	46.0	46.0		35.5	51.7
Effective Green, g (s)	16.2	32.5		18.5	34.8	34.8	46.0	46.0		35.5	51.7
Actuated g/C Ratio	0.15	0.30		0.17	0.32	0.32	0.42	0.42		0.32	0.47
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5
Vehicle Extension (s)	5.0	5.0		5.0	5.0	5.0	3.0	5.0		5.0	5.0
Lane Grp Cap (vph)	505	1011		297	1119	500	567	757		601	744
v/s Ratio Prot	c0.07	0.10		0.03	c0.12		0.01	c0.12		0.05	0.03
v/s Ratio Perm						0.01	0.10				0.07
v/c Ratio	0.49	0.34		0.20	0.39	0.04	0.27	0.28		0.15	0.22
Uniform Delay, d1	43.1	30.3		39.3	29.4	26.1	21.1	21.1		26.5	17.2
Progression Factor	1.00	1.00		0.94	0.92	1.27	1.00	1.00		1.00	1.00
Incremental Delay, d2	1.6	0.9		1.5	1.0	0.2	0.3	0.4		0.5	0.3
Delay (s)	44.7	31.2		38.5	28.0	33.2	21.4	21.5		27.1	17.6
Level of Service	D	C		D	C	C	C	C		C	B
Approach Delay (s/veh)		36.9			29.7			21.4		19.8	
Approach LOS		D			C			C		B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	28.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	54.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



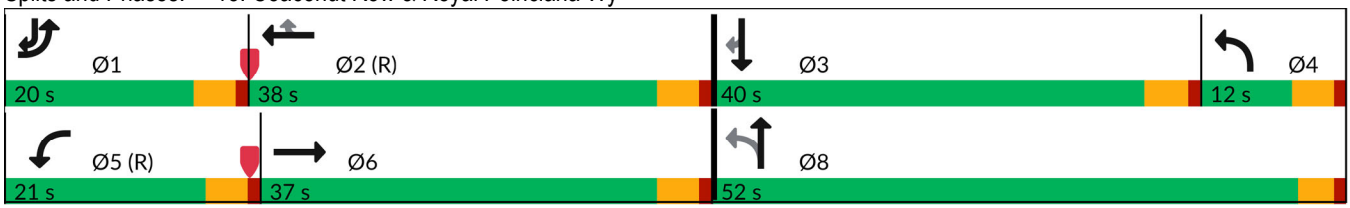
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	228	246	67	53	405	63	141	159	36	84	272
Future Volume (vph)	228	246	67	53	405	63	141	159	36	84	272
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		0	110		150	0		0		0
Storage Lanes	3		0	1		2	1		0		1
Taper Length (ft)	25			25			25				
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968				0.850		0.972			0.850
Flt Protected	0.950			0.950			0.950				
Satd. Flow (prot)	3433	3426	0	1770	3539	1583	1770	1811	0	1863	1583
Flt Permitted	0.950			0.950			0.698				
Satd. Flow (perm)	3433	3426	0	1770	3539	1583	1300	1811	0	1863	1583
Right Turn on Red						Yes					Yes
Satd. Flow (RTOR)						104					247
Link Speed (mph)		30			30			30		30	
Link Distance (ft)		280			506			291		254	
Travel Time (s)		6.4			11.5			6.6		5.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	248	267	73	58	440	68	153	173	39	91	296
Shared Lane Traffic (%)											
Lane Group Flow (vph)	248	340	0	58	440	68	153	212	0	91	296
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		70			100			12		12	
Link Offset(ft)		0			0			0		0	
Crosswalk Width(ft)		16			16			16		16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		60	15		9	15		9		9
Number of Detectors	1	2		1	2	1	0	2		2	1
Detector Template	Left	Thru		Left	Thru	Right		Thru		Thru	Right
Leading Detector (ft)	20	100		20	100	20	0	100		100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel											
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94			94			94		94	
Detector 2 Size(ft)		6			6			6		6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex		Cl+Ex	
Detector 2 Channel											
Detector 2 Extend (s)		0.0			0.0			0.0		0.0	
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		NA	pm+ov
Protected Phases	1	6		5	2		4	8		3	1
Permitted Phases						2	8				3



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Detector Phase	1	6		5	2	2	4	8		3	1
Switch Phase											
Minimum Initial (s)	15.0	20.0		15.0	20.0	20.0	5.0	15.0		15.0	15.0
Minimum Split (s)	19.5	30.5		19.5	30.5	30.5	30.5	30.0		30.5	19.5
Total Split (s)	20.0	37.0		21.0	38.0	38.0	12.0	52.0		40.0	20.0
Total Split (%)	18.2%	33.6%		19.1%	34.5%	34.5%	10.9%	47.3%		36.4%	18.2%
Maximum Green (s)	15.5	32.5		16.5	33.5	33.5	7.5	48.0		35.5	15.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.0		3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag			Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes			Yes	Yes
Vehicle Extension (s)	5.0	5.0		5.0	5.0	5.0	3.0	5.0		5.0	5.0
Recall Mode	None	Max		C-Max	C-Max	C-Max	None	None		Max	None
Walk Time (s)		10.0			10.0	10.0	10.0	10.0		10.0	
Flash Don't Walk (s)		16.0			16.0	16.0	16.0	16.0		16.0	
Pedestrian Calls (#/hr)		0			0	0	0	0		0	
Act Effct Green (s)	16.2	32.5		18.5	34.8	34.8	45.5	46.0		35.5	51.7
Actuated g/C Ratio	0.15	0.30		0.17	0.32	0.32	0.41	0.42		0.32	0.47
v/c Ratio	0.49	0.34		0.20	0.39	0.12	0.27	0.28		0.15	0.34
Control Delay (s/veh)	46.5	31.5		39.0	28.5	2.8	23.2	22.4		27.4	3.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	46.5	31.5		39.0	28.5	2.8	23.2	22.4		27.4	3.3
LOS	D	C		D	C	A	C	C		C	A
Approach Delay (s/veh)		37.8			26.5			22.7		9.0	
Approach LOS		D			C			C		A	
Queue Length 50th (ft)	84	98		34	144	1	68	97		46	13
Queue Length 95th (ft)	123	140		65	197	20	114	153		85	47
Internal Link Dist (ft)		200			426			211		174	
Turn Bay Length (ft)	240			110		150					
Base Capacity (vph)	511	1012		297	1119	572	593	790		601	877
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0
Reduced v/c Ratio	0.49	0.34		0.20	0.39	0.12	0.26	0.27		0.15	0.34

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 2:WBT and 5:WBL, Start of Green, Master Intersection			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.49			
Intersection Signal Delay (s/veh): 25.7		Intersection LOS: C	
Intersection Capacity Utilization 54.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 15: Coaconut Row & Royal Poinciana Wy





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	248	340	58	440	68	153	212	91	296
v/c Ratio	0.49	0.34	0.20	0.39	0.12	0.27	0.28	0.15	0.34
Control Delay (s/veh)	46.5	31.5	39.0	28.5	2.8	23.2	22.4	27.4	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	46.5	31.5	39.0	28.5	2.8	23.2	22.4	27.4	3.3
Queue Length 50th (ft)	84	98	34	144	1	68	97	46	13
Queue Length 95th (ft)	123	140	65	197	20	114	153	85	47
Internal Link Dist (ft)		200		426			211	174	
Turn Bay Length (ft)	240		110		150				
Base Capacity (vph)	511	1012	297	1119	572	593	790	601	877
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.34	0.20	0.39	0.12	0.26	0.27	0.15	0.34

Intersection Summary

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	63	83	30	0	0	0	0	71	29	16	37	0
Future Vol, veh/h	63	83	30	0	0	0	0	71	29	16	37	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	68	90	33	0	0	0	0	77	32	17	40	0
Number of Lanes	0	1	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	8.6	7.9	7.9
HCM LOS	A	A	A

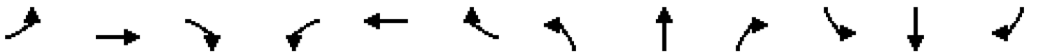
Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	0%	36%	30%
Vol Thru, %	71%	47%	70%
Vol Right, %	29%	17%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	100	176	53
LT Vol	0	63	16
Through Vol	71	83	37
RT Vol	29	30	0
Lane Flow Rate	109	191	58
Geometry Grp	1	1	1
Degree of Util (X)	0.129	0.228	0.073
Departure Headway (Hd)	4.265	4.291	4.551
Convergence, Y/N	Yes	Yes	Yes
Cap	843	842	789
Service Time	2.277	2.291	2.565
HCM Lane V/C Ratio	0.129	0.227	0.074
HCM Control Delay, s/veh	7.9	8.6	7.9
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.4	0.9	0.2

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	63	83	30	0	0	0	0	71	29	16	37	0
Future Vol, veh/h	63	83	30	0	0	0	0	71	29	16	37	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	68	90	33	0	0	0	0	77	32	17	40	0
Number of Lanes	0	2	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	2
HCM Control Delay, s/veh	8.5	8	8
HCM LOS	A	A	A

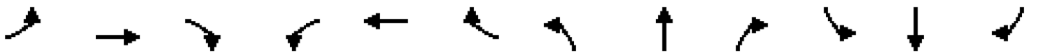
Lane	NBLn1	EBLn1	EBLn2	SBLn1
Vol Left, %	0%	60%	0%	30%
Vol Thru, %	71%	40%	58%	70%
Vol Right, %	29%	0%	42%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	100	105	72	53
LT Vol	0	63	0	16
Through Vol	71	42	42	37
RT Vol	29	0	30	0
Lane Flow Rate	109	114	78	58
Geometry Grp	2	5	5	2
Degree of Util (X)	0.13	0.165	0.1	0.073
Departure Headway (Hd)	4.301	5.228	4.631	4.587
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	837	691	779	783
Service Time	2.312	2.928	2.331	2.602
HCM Lane V/C Ratio	0.13	0.165	0.1	0.074
HCM Control Delay, s/veh	8	9	7.8	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.6	0.3	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	192	501	48	0	826	32	159	43	17	30	55	242
Future Volume (vph)	192	501	48	0	826	32	159	43	17	30	55	242
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.5	4.5
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99			0.99		1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3493			3519		1770	1785		1770	1863	1583
Flt Permitted	0.95	1.00			1.00		0.59	1.00		0.71	1.00	1.00
Satd. Flow (perm)	1770	3493			3519		1091	1785		1331	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	209	545	52	0	898	35	173	47	18	33	60	263
RTOR Reduction (vph)	0	5	0	0	2	0	0	15	0	0	0	228
Lane Group Flow (vph)	209	592	0	0	931	0	173	50	0	33	60	35
Turn Type	Prot	NA			NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6			2		7	4		3	8	
Permitted Phases							4			8		8
Actuated Green, G (s)	16.0	68.2			47.7		21.8	16.3		16.3	13.3	13.3
Effective Green, g (s)	16.0	68.2			47.7		21.8	16.3		16.3	13.3	13.3
Actuated g/C Ratio	0.16	0.68			0.48		0.22	0.16		0.16	0.13	0.13
Clearance Time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.5	4.5
Vehicle Extension (s)	5.0	7.0			7.0		5.0	5.0		5.0	5.0	5.0
Lane Grp Cap (vph)	283	2382			1678		275	290		230	247	210
v/s Ratio Prot	c0.12	0.17			c0.26		c0.03	0.03		0.00	0.03	
v/s Ratio Perm							c0.10			0.02		0.02
v/c Ratio	0.74	0.25			0.55		0.63	0.17		0.14	0.24	0.17
Uniform Delay, d1	40.0	6.1			18.6		35.0	36.0		35.7	38.8	38.4
Progression Factor	1.00	1.00			0.90		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	11.6	0.2			1.3		6.2	0.6		0.6	1.1	0.8
Delay (s)	51.6	6.3			18.0		41.3	36.6		36.3	39.9	39.2
Level of Service	D	A			B		D	D		D	D	D
Approach Delay (s/veh)		18.1			18.0			40.0			39.1	
Approach LOS		B			B			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	23.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.5
Intersection Capacity Utilization	60.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

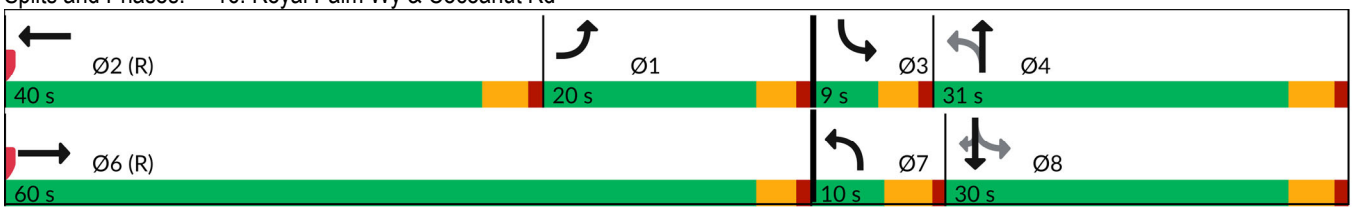


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	192	501	48	0	826	32	159	43	17	30	55	242
Future Volume (vph)	192	501	48	0	826	32	159	43	17	30	55	242
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		0	0		0	225		0
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.987			0.994			0.958				0.850
Flt Protected	0.950						0.950			0.950		
Satd. Flow (prot)	1770	3493	0	0	3518	0	1770	1785	0	1770	1863	1583
Flt Permitted	0.950						0.586			0.715		
Satd. Flow (perm)	1770	3493	0	0	3518	0	1092	1785	0	1332	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			4			18				263
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		354			401			476			251	
Travel Time (s)		8.0			9.1			10.8			5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	209	545	52	0	898	35	173	47	18	33	60	263
Shared Lane Traffic (%)												
Lane Group Flow (vph)	209	597	0	0	933	0	173	65	0	33	60	263
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2		1	2	1
Detector Template	Left	Thru			Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100			100		20	100		20	100	20
Trailing Detector (ft)	0	0			0		0	0		0	0	0
Detector 1 Position(ft)	0	0			0		0	0		0	0	0
Detector 1 Size(ft)	20	6			6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA			NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6			2		7	4		3	8	
Permitted Phases							4			8		8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6			2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0			15.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	30.5			30.5		9.5	30.5		9.5	30.5	30.5
Total Split (s)	20.0	60.0			40.0		10.0	31.0		9.0	30.0	30.0
Total Split (%)	20.0%	60.0%			40.0%		10.0%	31.0%		9.0%	30.0%	30.0%
Maximum Green (s)	16.0	56.0			35.5		5.5	26.5		5.0	25.5	25.5
Yellow Time (s)	3.0	3.0			3.5		3.5	3.5		3.0	3.5	3.5
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.5	4.5
Lead/Lag	Lag				Lead		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes				Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	5.0	7.0			7.0		5.0	5.0		5.0	5.0	5.0
Recall Mode	None	C-Max			C-Max		None	None		None	None	None
Walk Time (s)		10.0			10.0			10.0			10.0	10.0
Flash Don't Walk (s)		16.0			16.0			16.0			16.0	16.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	16.0	69.8			49.3		19.6	16.3		17.2	11.7	11.7
Actuated g/C Ratio	0.16	0.70			0.49		0.20	0.16		0.17	0.12	0.12
v/c Ratio	0.74	0.24			0.54		0.69	0.21		0.13	0.28	0.63
Control Delay (s/veh)	56.9	6.0			17.6		49.9	29.9		30.3	41.9	12.1
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	56.9	6.0			17.6		49.9	29.9		30.3	41.9	12.1
LOS	E	A			B		D	C		C	D	B
Approach Delay (s/veh)		19.2			17.6			44.4			18.8	
Approach LOS		B			B			D			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay (s/veh): 21.1		Intersection LOS: C	
Intersection Capacity Utilization 60.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 16: Royal Palm Wy & Cocoanut Rd





Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	209	597	933	173	65	33	60	263
v/c Ratio	0.74	0.24	0.54	0.69	0.21	0.13	0.28	0.63
Control Delay (s/veh)	56.9	6.0	17.6	49.9	29.9	30.3	41.9	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	56.9	6.0	17.6	49.9	29.9	30.3	41.9	12.1
Queue Length 50th (ft)	128	58	174	98	28	17	36	0
Queue Length 95th (ft)	#234	105	215	147	63	38	69	67
Internal Link Dist (ft)		274	321		396		171	
Turn Bay Length (ft)	150					225		
Base Capacity (vph)	283	2444	1737	250	486	250	475	599
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.24	0.54	0.69	0.13	0.13	0.13	0.44

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑	↱		↱
Traffic Vol, veh/h	0	0	23	145	0	10
Future Vol, veh/h	0	0	23	145	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	25	158	0	11

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	25
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	1051
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	1051
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s/v	0	8.46
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1051
HCM Lane V/C Ratio	-	-	0.01
HCM Control Delay (s/veh)	-	-	8.5
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	31	0	0	31	42	416	44	0	371	22
Future Vol, veh/h	0	0	31	0	0	31	42	416	44	0	371	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	34	0	0	34	46	452	48	0	403	24

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	415	-	-	226	427	0	0	500	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.23	-	-	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.319	-	-	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	0	0	636	0	0	778	1130	-	-	1062	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	636	-	-	778	1130	-	-	1062	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.97	9.84	0.97	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	330	-	-	636	778	1062	-	-
HCM Lane V/C Ratio	0.04	-	-	0.053	0.043	-	-	-
HCM Control Delay (s/veh)	8.3	0.3	-	11	9.8	0	-	-
HCM Lane LOS	A	A	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.1	0	-	-



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	79	42	278	59	41	327
Future Volume (vph)	79	42	278	59	41	327
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4		5.6			5.6
Lane Util. Factor	1.00		0.95			0.95
Frt	0.95		0.97			1.00
Flt Protected	0.97		1.00			0.99
Satd. Flow (prot)	1719		3446			3519
Flt Permitted	0.97		1.00			0.88
Satd. Flow (perm)	1719		3446			3118
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	86	46	302	64	45	355
RTOR Reduction (vph)	34	0	14	0	0	0
Lane Group Flow (vph)	98	0	352	0	0	400
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Actuated Green, G (s)	12.1		52.9			52.9
Effective Green, g (s)	12.1		52.9			52.9
Actuated g/C Ratio	0.16		0.70			0.70
Clearance Time (s)	5.4		5.6			5.6
Vehicle Extension (s)	5.0		5.0			5.0
Lane Grp Cap (vph)	273		2398			2170
v/s Ratio Prot	c0.06		0.10			
v/s Ratio Perm						c0.13
v/c Ratio	0.36		0.15			0.18
Uniform Delay, d1	28.5		3.9			4.0
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	1.7		0.1			0.2
Delay (s)	30.2		4.0			4.2
Level of Service	C		A			A
Approach Delay (s/veh)	30.2		4.0			4.2
Approach LOS	C		A			A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	8.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.22		
Actuated Cycle Length (s)	76.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	51.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

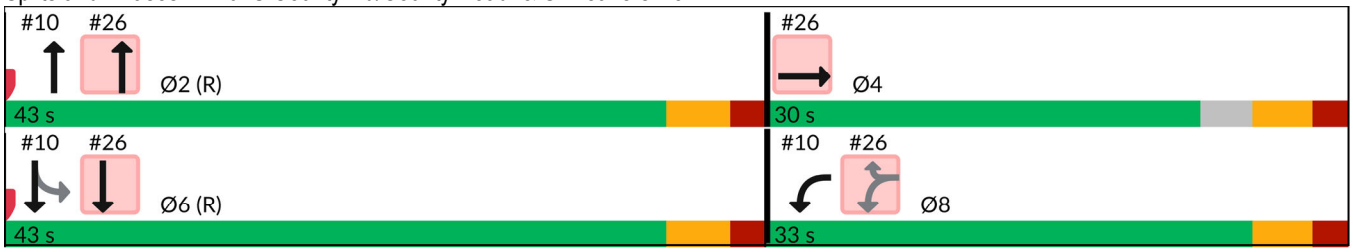


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Lane Configurations							
Traffic Volume (vph)	79	42	278	59	41	327	
Future Volume (vph)	79	42	278	59	41	327	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95	
Frt	0.953		0.974				
Flt Protected	0.968					0.994	
Satd. Flow (prot)	1718	0	3447	0	0	3518	
Flt Permitted	0.968					0.881	
Satd. Flow (perm)	1718	0	3447	0	0	3118	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)	40		46				
Link Speed (mph)	30		30			30	
Link Distance (ft)	374		229			1138	
Travel Time (s)	8.5		5.2			25.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	86	46	302	64	45	355	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	132	0	366	0	0	400	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	12		0			0	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9		9	15		
Number of Detectors	1		2		1	2	
Detector Template	Left		Thru		Left	Thru	
Leading Detector (ft)	20		100		20	100	
Trailing Detector (ft)	0		0		0	0	
Detector 1 Position(ft)	0		0		0	0	
Detector 1 Size(ft)	20		6		20	6	
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0		0.0	0.0	
Detector 1 Delay (s)	0.0		0.0		0.0	0.0	
Detector 2 Position(ft)			94			94	
Detector 2 Size(ft)			6			6	
Detector 2 Type			Cl+Ex			Cl+Ex	
Detector 2 Channel							
Detector 2 Extend (s)			0.0			0.0	
Turn Type	Prot		NA		Perm	NA	
Protected Phases	8		2			6	4
Permitted Phases					6		
Detector Phase	8		2		6	6	
Switch Phase							
Minimum Initial (s)	15.0		15.0		15.0	15.0	15.0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Minimum Split (s)	31.4		28.6		22.6	22.6	22.5
Total Split (s)	33.0		43.0		43.0	43.0	30.0
Total Split (%)	43.4%		56.6%		56.6%	56.6%	39%
Maximum Green (s)	27.6		37.4		37.4	37.4	24.6
Yellow Time (s)	3.4		3.6		3.6	3.6	3.4
All-Red Time (s)	2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0	
Total Lost Time (s)	5.4		5.6			5.6	
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	5.0		5.0		5.0	5.0	5.0
Recall Mode	None		C-Max		C-Max	C-Max	None
Walk Time (s)	10.0		7.0				
Flash Don't Walk (s)	16.0		16.0				
Pedestrian Calls (#/hr)	0		0				
Act Effct Green (s)	15.1		55.1			55.1	
Actuated g/C Ratio	0.20		0.73			0.73	
v/c Ratio	0.35		0.15			0.18	
Control Delay (s/veh)	21.4		4.2			4.9	
Queue Delay	0.0		0.0			0.0	
Total Delay (s/veh)	21.4		4.2			4.9	
LOS	C		A			A	
Approach Delay (s/veh)	21.4		4.2			4.9	
Approach LOS	C		A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 76			
Actuated Cycle Length: 76			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.35			
Intersection Signal Delay (s/veh): 7.0		Intersection LOS: A	
Intersection Capacity Utilization 51.3%		ICU Level of Service A	
Analysis Period (min) 15			

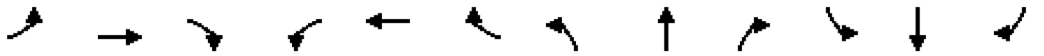
Splits and Phases: 10: S County Rd/County Road & S Breakers Row





Lane Group	WBL	NBT	SBT
Lane Group Flow (vph)	132	366	400
v/c Ratio	0.35	0.15	0.18
Control Delay (s/veh)	21.4	4.2	4.9
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	21.4	4.2	4.9
Queue Length 50th (ft)	37	25	33
Queue Length 95th (ft)	84	42	52
Internal Link Dist (ft)	294	149	1058
Turn Bay Length (ft)			
Base Capacity (vph)	649	2510	2259
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.20	0.15	0.18

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	3	5	3	0	21	0	119	3	109	89	0
Future Volume (vph)	5	3	5	3	0	21	0	119	3	109	89	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.4			4.4			4.6			4.6	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.95			0.88			1.00			1.00	
Flt Protected		0.98			0.99			1.00			0.97	
Satd. Flow (prot)		1733			1631			1857			1813	
Flt Permitted		0.87			0.96			1.00			0.80	
Satd. Flow (perm)		1528			1569			1857			1482	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	3	5	3	0	23	0	129	3	118	97	0
RTOR Reduction (vph)	0	5	0	0	0	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	8	0	0	26	0	0	131	0	0	215	0
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		8			8			6			2	
Permitted Phases	8			8						2		
Actuated Green, G (s)		3.2			3.2			57.8			57.8	
Effective Green, g (s)		3.2			3.2			57.8			57.8	
Actuated g/C Ratio		0.05			0.05			0.83			0.83	
Clearance Time (s)		4.4			4.4			4.6			4.6	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		69			71			1533			1223	
v/s Ratio Prot								0.07				
v/s Ratio Perm		0.01			c0.02						c0.15	
v/c Ratio		0.12			0.37			0.09			0.18	
Uniform Delay, d1		32.0			32.4			1.1			1.2	
Progression Factor		1.00			1.00			1.00			0.21	
Incremental Delay, d2		0.8			3.2			0.1			0.3	
Delay (s)		32.8			35.6			1.3			0.6	
Level of Service		C			D			A			A	
Approach Delay (s/veh)		32.8			35.6			1.3			0.6	
Approach LOS		C			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	4.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.19		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	34.3%	ICU Level of Service	A
Analysis Period (min)	15		

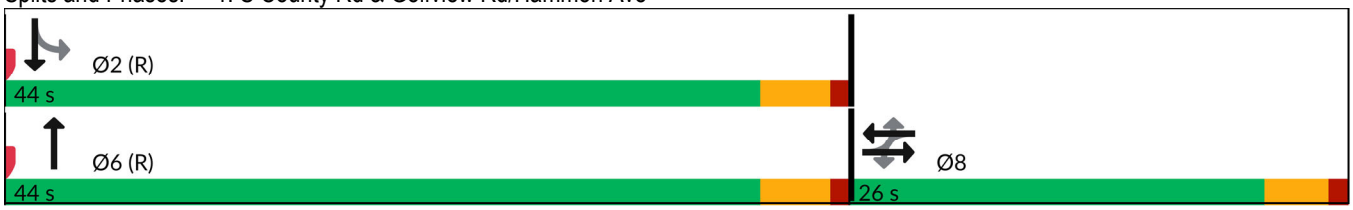
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	3	5	3	0	21	0	119	3	109	89	0
Future Volume (vph)	5	3	5	3	0	21	0	119	3	109	89	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		40	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.948			0.881			0.997				
Flt Protected		0.981			0.994						0.973	
Satd. Flow (prot)	0	1732	0	0	1631	0	0	1857	0	0	1812	0
Flt Permitted		0.865			0.956						0.795	
Satd. Flow (perm)	0	1527	0	0	1569	0	0	1857	0	0	1481	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		5						3				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1221			780			420			87	
Travel Time (s)		27.8			17.7			9.5			2.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	3	5	3	0	23	0	129	3	118	97	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	0	0	26	0	0	132	0	0	215	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0			0		1	0	
Detector Template	Left			Left						Left		
Leading Detector (ft)	20	0		20	0			0		20	0	
Trailing Detector (ft)	0	0		0	0			0		0	0	
Detector 1 Position(ft)	0	0		0	0			0		0	0	
Detector 1 Size(ft)	20	6		20	6			6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		8			8			6			2	
Permitted Phases	8			8						2		
Detector Phase	8	8		8	8			6		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0			5.0		5.0	5.0	
Minimum Split (s)	25.5	25.5		25.5	25.5			25.6		25.6	25.6	
Total Split (s)	26.0	26.0		26.0	26.0			44.0		44.0	44.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	37.1%	37.1%		37.1%	37.1%			62.9%		62.9%	62.9%	
Maximum Green (s)	21.6	21.6		21.6	21.6			39.4		39.4	39.4	
Yellow Time (s)	3.4	3.4		3.4	3.4			3.6		3.6	3.6	
All-Red Time (s)	1.0	1.0		1.0	1.0			1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.4			4.4			4.6			4.6	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Recall Mode	None	None		None	None			C-Max		C-Max	C-Max	
Walk Time (s)	8.0	8.0		8.0	8.0			8.0		8.0	8.0	
Flash Don't Walk (s)	13.0	13.0		13.0	13.0			13.0		13.0	13.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)		7.4			7.4			63.2			63.2	
Actuated g/C Ratio		0.11			0.11			0.90			0.90	
v/c Ratio		0.08			0.16			0.08			0.16	
Control Delay (s/veh)		24.1			30.6			1.5			0.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		24.1			30.6			1.5			0.6	
LOS		C			C			A			A	
Approach Delay (s/veh)		24.1			30.6			1.5			0.6	
Approach LOS		C			C			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 52 (74%), Referenced to phase 2:SBTL and 6:NBT, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.16			
Intersection Signal Delay (s/veh): 3.7		Intersection LOS: A	
Intersection Capacity Utilization 34.3%		ICU Level of Service A	
Analysis Period (min) 15			

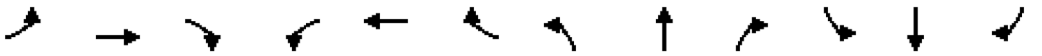
Splits and Phases: 1: S County Rd & Golfview Rd/Hammon Ave





Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	13	26	132	215
v/c Ratio	0.08	0.16	0.08	0.16
Control Delay (s/veh)	24.1	30.6	1.5	0.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.1	30.6	1.5	0.6
Queue Length 50th (ft)	3	11	0	0
Queue Length 95th (ft)	18	31	22	7
Internal Link Dist (ft)	1141	700	340	7
Turn Bay Length (ft)				
Base Capacity (vph)	474	484	1678	1338
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.03	0.05	0.08	0.16

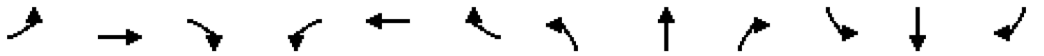
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	20	49	0	0	0	0	302	5	60	235	0
Future Volume (vph)	58	20	49	0	0	0	0	302	5	60	235	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0			4.0	
Lane Util. Factor		1.00	1.00					0.95			0.95	
Frt		1.00	0.85					1.00			1.00	
Flt Protected		0.96	1.00					1.00			0.99	
Satd. Flow (prot)		1796	1583					3531			3504	
Flt Permitted		0.96	1.00					1.00			0.84	
Satd. Flow (perm)		1796	1583					3531			2960	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	63	22	53	0	0	0	0	328	5	65	255	0
RTOR Reduction (vph)	0	0	44	0	0	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	85	9	0	0	0	0	332	0	0	320	0
Turn Type	Perm	NA	Perm					NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4		4							6		
Actuated Green, G (s)		11.9	11.9					50.1			42.5	
Effective Green, g (s)		11.9	11.9					50.1			42.5	
Actuated g/C Ratio		0.17	0.17					0.72			0.61	
Clearance Time (s)		4.0	4.0					4.0			4.0	
Vehicle Extension (s)		5.0	5.0					5.0			5.0	
Lane Grp Cap (vph)		305	269					2527			1797	
v/s Ratio Prot								c0.09				
v/s Ratio Perm		0.05	0.01								c0.11	
v/c Ratio		0.28	0.03					0.13			0.18	
Uniform Delay, d1		25.3	24.2					3.1			6.1	
Progression Factor		1.00	1.00					1.03			1.00	
Incremental Delay, d2		1.0	0.1					0.1			0.2	
Delay (s)		26.4	24.4					3.3			6.3	
Level of Service		C	C					A			A	
Approach Delay (s/veh)		25.6			0.0			3.3			6.3	
Approach LOS		C			A			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	8.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.20		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	31.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



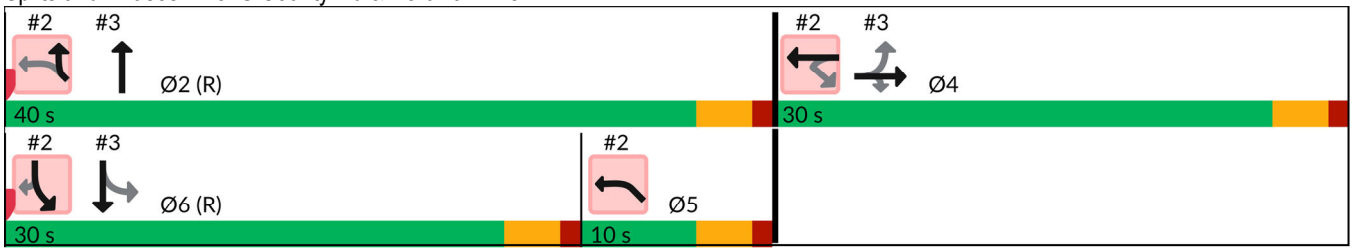
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	20	49	0	0	0	0	302	5	60	235	0
Future Volume (vph)	58	20	49	0	0	0	0	302	5	60	235	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Frt			0.850					0.998				
Flt Protected		0.964									0.990	
Satd. Flow (prot)	0	1796	1583	0	0	0	0	3532	0	0	3504	0
Flt Permitted		0.964									0.836	
Satd. Flow (perm)	0	1796	1583	0	0	0	0	3532	0	0	2959	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			78					3				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		756			55			277			163	
Travel Time (s)		17.2			1.3			6.3			3.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	63	22	53	0	0	0	0	328	5	65	255	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	85	53	0	0	0	0	333	0	0	320	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2		1	2	
Detector Template	Left	Thru	Right					Thru		Left	Thru	
Leading Detector (ft)	20	100	20					100		20	100	
Trailing Detector (ft)	0	0	0					0		0	0	
Detector 1 Position(ft)	0	0	0					0		0	0	
Detector 1 Size(ft)	20	6	20					6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4		4							6		
Detector Phase	4	4	4					2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0					5.0		5.0	5.0	

Lane Group	Ø5
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	5
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	30.0	30.0	30.0					30.0		30.0	30.0	
Total Split (s)	30.0	30.0	30.0					40.0		30.0	30.0	
Total Split (%)	42.9%	42.9%	42.9%					57.1%		42.9%	42.9%	
Maximum Green (s)	26.0	26.0	26.0					36.0		26.0	26.0	
Yellow Time (s)	3.0	3.0	3.0					3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0					1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0					0.0			0.0	
Total Lost Time (s)		4.0	4.0					4.0			4.0	
Lead/Lag										Lead	Lead	
Lead-Lag Optimize?										Yes	Yes	
Vehicle Extension (s)	5.0	5.0	5.0					5.0		5.0	5.0	
Recall Mode	None	None	None					C-Max		C-Max	C-Max	
Walk Time (s)	10.0	10.0	10.0					10.0		10.0	10.0	
Flash Don't Walk (s)	16.0	16.0	16.0					16.0		16.0	16.0	
Pedestrian Calls (#/hr)	0	0	0					0		0	0	
Act Effct Green (s)		11.9	11.9					50.1			44.1	
Actuated g/C Ratio		0.17	0.17					0.72			0.63	
v/c Ratio		0.28	0.16					0.13			0.17	
Control Delay (s/veh)		26.2	4.3					3.8			7.3	
Queue Delay		0.0	0.0					0.0			0.0	
Total Delay (s/veh)		26.2	4.3					3.8			7.3	
LOS		C	A					A			A	
Approach Delay (s/veh)		17.8						3.8			7.3	
Approach LOS		B						A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 48 (69%), Referenced to phase 2:NWL and 6:SBL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.33			
Intersection Signal Delay (s/veh): 7.7		Intersection LOS: A	
Intersection Capacity Utilization 31.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: S County Rd & Peruvian Ave



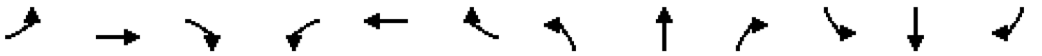
Lane Group	Ø5
Minimum Split (s)	9.5
Total Split (s)	10.0
Total Split (%)	14%
Maximum Green (s)	6.0
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	5.0
Recall Mode	None
Walk Time (s)	
Flash Don't Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary



Lane Group	EBT	EBR	NBT	SBT
Lane Group Flow (vph)	85	53	333	320
v/c Ratio	0.28	0.16	0.13	0.17
Control Delay (s/veh)	26.2	4.3	3.8	7.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	26.2	4.3	3.8	7.3
Queue Length 50th (ft)	33	0	20	31
Queue Length 95th (ft)	63	16	46	61
Internal Link Dist (ft)	676		197	83
Turn Bay Length (ft)				
Base Capacity (vph)	667	637	2530	1865
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.13	0.08	0.13	0.17

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	99	232	0	132	9	310	122	13	7	181	182
Future Volume (veh/h)	190	99	232	0	132	9	310	122	13	7	181	182
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	207	108	252	0	143	10	337	133	14	8	197	198
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			No			Yes			Yes		
Cap, veh/h	566	739	626	0	337	23	577	855	90	45	595	514
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.25	0.40	0.40	0.00	0.10	0.10	0.15	0.51	0.51	0.32	0.32	0.32
Unsig. Movement Delay												
Ln Grp Delay, s/veh	29.7	19.8	23.7	0.0	43.9	43.9	18.1	0.0	13.2	27.0	0.0	8.6
Ln Grp LOS	C	B	C		D	D	B		B	C		A
Approach Vol, veh/h		567			153			484			403	
Approach Delay, s/veh		25.1			43.9			16.6			17.9	
Approach LOS		C			D			B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6	8	7
Case No		4.0		3.0	1.2	7.3	8.0	1.4
Phs Duration (G+Y+Rc), s		56.0		44.0	19.0	37.0	14.5	29.5
Change Period (Y+Rc), s		4.6		4.5	4.0	4.6	* 4.5	4.5
Max Green (Gmax), s		51.4		39.5	15.0	32.4	* 19	17.0
Max Allow Headway (MAH), s		5.3		4.4	3.8	5.7	5.3	3.8
Max Q Clear (g_c+I1), s		6.2		13.4	13.8	10.3	6.0	4.2
Green Ext Time (g_e), s		0.9		1.5	0.1	2.7	0.6	0.5
Prob of Phs Call (p_c)		1.00		1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)		0.00		0.00	1.00	0.00	0.02	0.00

Left-Turn Movement Data								
Assigned Mvmt					5	1	3	7
Mvmt Sat Flow, veh/h					1781	23	0	1781

Through Movement Data								
Assigned Mvmt		2		4		6	8	
Mvmt Sat Flow, veh/h		1664		1870		1836	3465	

Right-Turn Movement Data								
Assigned Mvmt		12		14		16	18	
Mvmt Sat Flow, veh/h		175		1585		1585	234	

Left Lane Group Data								
Assigned Mvmt	0	0	0	0	5	1	3	7

Lane Assignment					L (Pr/Pm)	L+T	L (Pr/Pm)	
Lanes in Grp	0	0	0	0	1	1	0	1
Grp Vol (v), veh/h	0	0	0	0	337	205	0	207
Grp Sat Flow (s), veh/h/ln	0	0	0	0	1781	1859	0	1781
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	11.8	0.0	0.0	2.2
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	11.8	8.3	0.0	2.2
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	989	1260	0	1234
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	34.4	32.4	0.0	8.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	24.1	32.4	0.0	4.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	5.3	0.0	0.0	4.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	22.0	10.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	0.00	1.00	0.04	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	577	640	0	566
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.58	0.32	0.00	0.37
Avail Cap (c_a), veh/h	0	0	0	0	577	640	0	566
Upstream Filter (I)	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	16.6	25.7	0.0	27.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	1.5	1.3	0.0	1.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	18.1	27.0	0.0	29.7
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	4.6	3.7	0.0	3.8
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	4.9	3.9	0.0	4.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.56	1.14	0.00	0.57
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	8	0
Lane Assignment				T			T	
Lanes in Grp	0	0	0	1	0	0	1	0
Grp Vol (v), veh/h	0	0	0	108	0	0	75	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1870	0	0	1777	0
Q Serve Time (g_s), s	0.0	0.0	0.0	3.7	0.0	0.0	4.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	3.7	0.0	0.0	4.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	739	0	0	178	0
V/C Ratio (X)	0.00	0.00	0.00	0.15	0.00	0.00	0.42	0.00
Avail Cap (c_a), veh/h	0	0	0	739	0	0	329	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	19.4	0.0	0.0	42.3	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.0	0.0	1.6	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	19.8	0.0	0.0	43.9	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	1.6	0.0	0.0	1.7	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	1.7	0.0	0.0	1.8	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.07	0.00	0.00	0.05	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

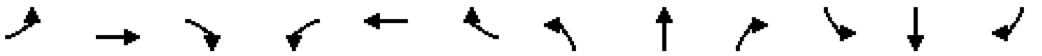
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	18	0
Lane Assignment		T+R		R		R	T+R	
Lanes in Grp	0	1	0	1	0	1	1	0
Grp Vol (v), veh/h	0	147	0	252	0	198	78	0
Grp Sat Flow (s), veh/h/ln	0	1839	0	1585	0	1585	1828	0
Q Serve Time (g_s), s	0.0	4.2	0.0	11.4	0.0	4.8	4.0	0.0
Cycle Q Clear Time (g_c), s	0.0	4.2	0.0	11.4	0.0	4.8	4.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.10	0.00	1.00	0.00	1.00	0.13	0.00
Lane Grp Cap (c), veh/h	0	945	0	626	0	514	183	0
V/C Ratio (X)	0.00	0.16	0.00	0.40	0.00	0.39	0.43	0.00
Avail Cap (c_a), veh/h	0	945	0	626	0	514	338	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d1), s/veh	0.0	12.8	0.0	21.8	0.0	6.4	42.3	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	1.9	0.0	2.2	1.6	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	13.2	0.0	23.7	0.0	8.6	43.9	0.0
1st-Term Q (Q1), veh/ln	0.0	1.7	0.0	11.2	0.0	7.3	1.8	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.3	0.0	0.3	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.8	0.0	11.6	0.0	7.6	1.9	0.0
%ile Storage Ratio (RQ%)	0.00	0.21	0.00	0.47	0.00	2.23	0.05	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	22.5
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th Edition computational engine requires equal clearance times for the phases crossing the barrier.

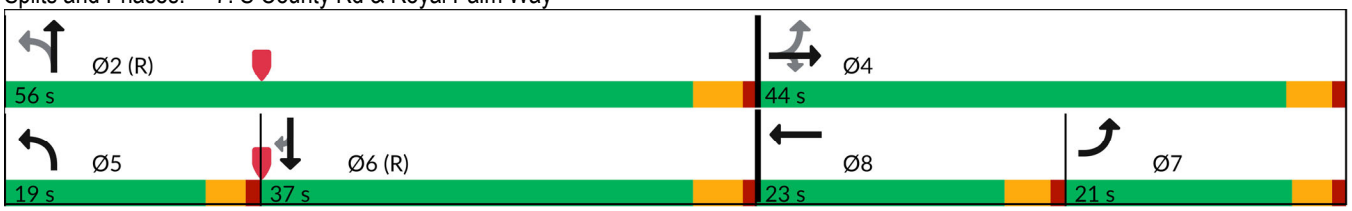


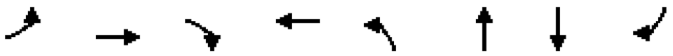
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	190	99	232	0	132	9	310	122	13	7	181	182
Future Volume (vph)	190	99	232	0	132	9	310	122	13	7	181	182
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	0		0	0		0	0		0
Storage Lanes	1		1	0		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.990			0.986				0.850
Flt Protected	0.950						0.950				0.998	
Satd. Flow (prot)	1770	1863	1583	0	3504	0	1770	1837	0	0	1859	1583
Flt Permitted	0.655						0.489				0.990	
Satd. Flow (perm)	1220	1863	1583	0	3504	0	911	1837	0	0	1844	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			252		6			8				198
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		693			1009			293			161	
Travel Time (s)		15.8			22.9			6.7			3.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	207	108	252	0	143	10	337	133	14	8	197	198
Shared Lane Traffic (%)												
Lane Group Flow (vph)	207	108	252	0	153	0	337	147	0	0	205	198
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1		2		1	2		1	2	1
Detector Template	Left	Thru	Right		Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20		100		20	100		20	100	20
Trailing Detector (ft)	0	0	0		0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0		0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20		6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm		NA		pm+pt	NA			NA	Perm
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4		4				2					6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4		8		5	2			6	6
Switch Phase												
Minimum Initial (s)	10.0	20.0	20.0		10.0		15.0	15.0			15.0	15.0
Minimum Split (s)	14.5	26.5	26.5		23.6		19.5	34.6			34.6	34.6
Total Split (s)	21.0	44.0	44.0		23.0		19.0	56.0			37.0	37.0
Total Split (%)	21.0%	44.0%	44.0%		23.0%		19.0%	56.0%			37.0%	37.0%
Maximum Green (s)	17.0	39.5	39.5		18.5		15.0	51.4			32.4	32.4
Yellow Time (s)	3.0	3.5	3.5		3.5		3.0	3.6			3.6	3.6
All-Red Time (s)	1.0	1.0	1.0		1.0		1.0	1.0			1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)	4.0	4.5	4.5		4.5		4.0	4.6			4.6	4.6
Lead/Lag	Lag				Lead		Lead				Lag	Lag
Lead-Lag Optimize?	Yes				Yes		Yes				Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0			4.0	4.0
Recall Mode	Max	Max	Max		None		None	C-Max			C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	7.0
Flash Don't Walk (s)		15.0	15.0		12.0			23.0			23.0	23.0
Pedestrian Calls (#/hr)		0	0		0			0			0	0
Act Effct Green (s)	40.0	39.5	39.5		10.6		52.0	51.4			32.4	32.4
Actuated g/C Ratio	0.40	0.40	0.40		0.11		0.52	0.51			0.32	0.32
v/c Ratio	0.33	0.15	0.32		0.41		0.56	0.16			14.64	0.31
Control Delay (s/veh)	19.5	15.5	3.3		43.4		18.3	12.7			Error	5.0
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Delay (s/veh)	19.5	15.5	3.3		43.4		18.3	12.7			Error	5.0
LOS	B	B	A		D		B	B			F	A
Approach Delay (s/veh)		11.5			43.4			16.6			3196.1	
Approach LOS		B			D			B			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 92 (92%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 14.64			
Intersection Signal Delay (s/veh): 814.7		Intersection LOS: F	
Intersection Capacity Utilization 63.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 7: S County Rd & Royal Palm Way



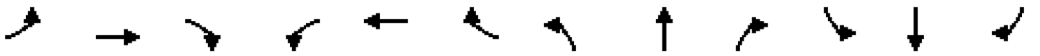


Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	207	108	252	153	337	147	205	198
v/c Ratio	0.33	0.15	0.32	0.41	0.56	0.16	14.64	0.31
Control Delay (s/veh)	19.5	15.5	3.3	43.4	18.3	12.7	Error	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	19.5	15.5	3.3	43.4	18.3	12.7	Error	5.0
Queue Length 50th (ft)	93	46	0	46	121	44	~261	0
Queue Length 95th (ft)	109	38	10	77	185	79	#405	48
Internal Link Dist (ft)		613		929		213	81	
Turn Bay Length (ft)	180							
Base Capacity (vph)	625	735	777	653	602	948	14	646
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.15	0.32	0.23	0.56	0.16	14.64	0.31

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

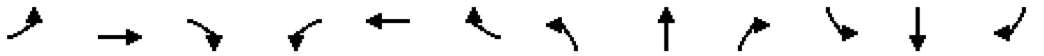
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	133	29	126	0	0	0	0	285	21	0	231	0
Future Volume (vph)	133	29	126	0	0	0	0	285	21	0	231	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0					4.0			4.0	
Lane Util. Factor	0.95	0.95	1.00					0.95			0.95	
Frt	1.00	1.00	0.85					0.99			1.00	
Flt Protected	0.95	0.97	1.00					1.00			1.00	
Satd. Flow (prot)	1681	1715	1583					3503			3539	
Flt Permitted	0.95	0.97	1.00					1.00			1.00	
Satd. Flow (perm)	1681	1715	1583					3503			3539	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	145	32	137	0	0	0	0	310	23	0	251	0
RTOR Reduction (vph)	0	0	117	0	0	0	0	3	0	0	0	0
Lane Group Flow (vph)	88	89	20	0	0	0	0	330	0	0	251	0
Turn Type	Split	NA	Perm					NA			NA	
Protected Phases	3	3						1 2			1 4	
Permitted Phases			3									
Actuated Green, G (s)	16.1	16.1	16.1					70.9			76.9	
Effective Green, g (s)	16.1	16.1	16.1					70.9			76.9	
Actuated g/C Ratio	0.15	0.15	0.15					0.64			0.70	
Clearance Time (s)	4.0	4.0	4.0									
Vehicle Extension (s)	3.0	3.0	3.0									
Lane Grp Cap (vph)	246	251	231					2257			2474	
v/s Ratio Prot	c0.05	0.05						c0.09			c0.07	
v/s Ratio Perm			0.01									
v/c Ratio	0.36	0.35	0.09					0.15			0.10	
Uniform Delay, d1	42.3	42.3	40.6					7.7			5.4	
Progression Factor	1.00	1.00	1.00					1.00			0.54	
Incremental Delay, d2	0.9	0.9	0.2					0.1			0.0	
Delay (s)	43.2	43.1	40.8					7.8			2.9	
Level of Service	D	D	D					A			A	
Approach Delay (s/veh)		42.1			0.0			7.8			2.9	
Approach LOS		D			A			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	18.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.18		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	35.8%	ICU Level of Service	A
Analysis Period (min)	15		

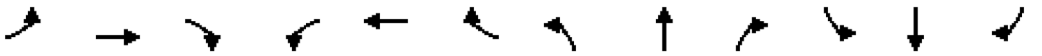
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	2	64	9	126	159	21	0	231	258
Future Volume (vph)	0	0	0	2	64	9	126	159	21	0	231	258
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0		4.0			4.0	
Lane Util. Factor					1.00	1.00		0.95			0.95	
Frt					1.00	0.85		0.99			0.92	
Flt Protected					1.00	1.00		0.98			1.00	
Satd. Flow (prot)					1860	1583		3432			3259	
Flt Permitted					1.00	1.00		0.64			1.00	
Satd. Flow (perm)					1860	1583		2251			3259	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	2	70	10	137	173	23	0	251	280
RTOR Reduction (vph)	0	0	0	0	0	9	0	3	0	0	122	0
Lane Group Flow (vph)	0	0	0	0	72	1	0	330	0	0	409	0
Turn Type				Perm	NA	Perm	custom	NA			NA	
Protected Phases					4			1 2 3			1	
Permitted Phases				4		4	2 3					
Actuated Green, G (s)					11.0	11.0		91.0			61.9	
Effective Green, g (s)					11.0	11.0		91.0			61.9	
Actuated g/C Ratio					0.10	0.10		0.83			0.56	
Clearance Time (s)					4.0	4.0					4.0	
Vehicle Extension (s)					3.0	3.0					3.0	
Lane Grp Cap (vph)					186	158		1862			1833	
v/s Ratio Prot											c0.13	
v/s Ratio Perm					0.04	0.00		c0.15				
v/c Ratio					0.39	0.01		0.18			0.22	
Uniform Delay, d1					46.3	44.6		1.9			12.0	
Progression Factor					1.00	1.00		0.10			0.87	
Incremental Delay, d2					1.3	0.0		0.0			0.3	
Delay (s)					47.7	44.6		0.2			10.7	
Level of Service					D	D		A			B	
Approach Delay (s/veh)		0.0			47.3			0.2			10.7	
Approach LOS		A			D			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	10.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.24		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	51.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



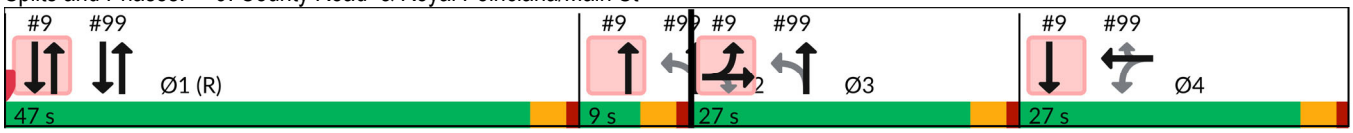
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	133	29	126	0	0	0	0	285	21	0	231	0
Future Volume (vph)	133	29	126	0	0	0	0	285	21	0	231	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	410		0	0		0	0		0	0		0
Storage Lanes	1		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850					0.990				
Flt Protected	0.950	0.969										
Satd. Flow (prot)	1681	1715	1583	0	0	0	0	3504	0	0	3539	0
Flt Permitted	0.950	0.969										
Satd. Flow (perm)	1681	1715	1583	0	0	0	0	3504	0	0	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			137					9				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		453			352			1138			135	
Travel Time (s)		10.3			8.0			25.9			3.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	145	32	137	0	0	0	0	310	23	0	251	0
Shared Lane Traffic (%)	39%											
Lane Group Flow (vph)	88	89	137	0	0	0	0	333	0	0	251	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2			2	
Detector Template	Left	Thru	Right					Thru			Thru	
Leading Detector (ft)	20	100	20					100			100	
Trailing Detector (ft)	0	0	0					0			0	
Detector 1 Position(ft)	0	0	0					0			0	
Detector 1 Size(ft)	20	6	20					6			6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0			0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0			0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0			0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Split	NA	Perm					NA			NA	
Protected Phases	3	3						1 2			1 4	
Permitted Phases			3									

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	1	2	4
Permitted Phases			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	3	3					1 2			1 4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0									
Minimum Split (s)	27.0	27.0	27.0									
Total Split (s)	27.0	27.0	27.0									
Total Split (%)	24.5%	24.5%	24.5%									
Maximum Green (s)	23.0	23.0	23.0									
Yellow Time (s)	3.0	3.0	3.0									
All-Red Time (s)	1.0	1.0	1.0									
Lost Time Adjust (s)	0.0	0.0	0.0									
Total Lost Time (s)	4.0	4.0	4.0									
Lead/Lag	Lead	Lead	Lead									
Lead-Lag Optimize?	Yes	Yes	Yes									
Vehicle Extension (s)	3.0	3.0	3.0									
Recall Mode	Min	Min	Min									
Walk Time (s)	7.0	7.0	7.0									
Flash Don't Walk (s)	16.0	16.0	16.0									
Pedestrian Calls (#/hr)	0	0	0									
Act Effct Green (s)	16.1	16.1	16.1					70.8			76.9	
Actuated g/C Ratio	0.15	0.15	0.15					0.64			0.70	
v/c Ratio	0.36	0.35	0.39					0.15			0.10	
Control Delay (s/veh)	46.2	46.0	10.3					8.1			3.1	
Queue Delay	0.0	0.0	0.0					0.0			0.6	
Total Delay (s/veh)	46.2	46.0	10.3					8.1			3.7	
LOS	D	D	B					A			A	
Approach Delay (s/veh)		30.5						8.1			3.7	
Approach LOS		C						A			A	

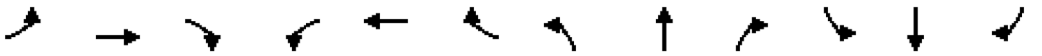
Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 87 (79%), Referenced to phase 1:NBSB, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.39			
Intersection Signal Delay (s/veh): 14.7		Intersection LOS: B	
Intersection Capacity Utilization 35.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 9: County Road & Royal Poinciana/Main St



Lane Group	Ø1	Ø2	Ø4
Detector Phase			
Switch Phase			
Minimum Initial (s)	20.0	5.0	10.0
Minimum Split (s)	27.0	27.0	27.0
Total Split (s)	47.0	9.0	27.0
Total Split (%)	43%	8%	25%
Maximum Green (s)	43.0	5.0	23.0
Yellow Time (s)	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	C-Max	Max	None
Walk Time (s)	7.0		7.0
Flash Don't Walk (s)	16.0		16.0
Pedestrian Calls (#/hr)	0		0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay (s/veh)			
Queue Delay			
Total Delay (s/veh)			
LOS			
Approach Delay (s/veh)			
Approach LOS			

Intersection Summary



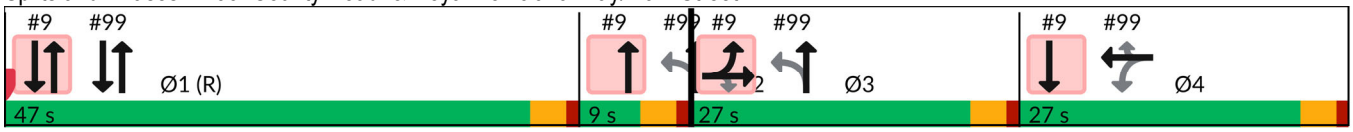
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	2	64	9	126	159	21	0	231	258
Future Volume (vph)	0	0	0	2	64	9	126	159	21	0	231	258
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Frt						0.850		0.990			0.921	
Flt Protected					0.999			0.980				
Satd. Flow (prot)	0	0	0	0	1861	1583	0	3434	0	0	3260	0
Flt Permitted					0.999			0.643				
Satd. Flow (perm)	0	0	0	0	1861	1583	0	2253	0	0	3260	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						89		18			280	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		401			408			135			263	
Travel Time (s)		9.1			9.3			3.1			6.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	2	70	10	137	173	23	0	251	280
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	72	10	0	333	0	0	531	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
Leading Detector (ft)				20	100	20	20	100			100	
Trailing Detector (ft)				0	0	0	0	0			0	
Detector 1 Position(ft)				0	0	0	0	0			0	
Detector 1 Size(ft)				20	6	20	20	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	custom	NA			NA	
Protected Phases					4			1 2 3			1	
Permitted Phases				4		4	2 3					
Detector Phase				4	4	4	2 3	1 2 3			1	
Switch Phase												
Minimum Initial (s)				10.0	10.0	10.0					20.0	

Lane Group	Ø2	Ø3
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	3
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	5.0	15.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)				27.0	27.0	27.0					27.0	
Total Split (s)				27.0	27.0	27.0					47.0	
Total Split (%)				24.5%	24.5%	24.5%					42.7%	
Maximum Green (s)				23.0	23.0	23.0					43.0	
Yellow Time (s)				3.0	3.0	3.0					3.0	
All-Red Time (s)				1.0	1.0	1.0					1.0	
Lost Time Adjust (s)					0.0	0.0					0.0	
Total Lost Time (s)					4.0	4.0					4.0	
Lead/Lag				Lag	Lag	Lag					Lead	
Lead-Lag Optimize?				Yes	Yes	Yes					Yes	
Vehicle Extension (s)				3.0	3.0	3.0					3.0	
Recall Mode				None	None	None					C-Max	
Walk Time (s)				7.0	7.0	7.0					7.0	
Flash Don't Walk (s)				16.0	16.0	16.0					16.0	
Pedestrian Calls (#/hr)				0	0	0					0	
Act Effct Green (s)					11.0	11.0		91.0			61.8	
Actuated g/C Ratio					0.10	0.10		0.83			0.56	
v/c Ratio					0.39	0.04		0.18			0.27	
Control Delay (s/veh)					52.2	0.3		0.4			5.5	
Queue Delay					0.0	0.0		0.3			0.5	
Total Delay (s/veh)					52.2	0.3		0.7			6.0	
LOS					D	A		A			A	
Approach Delay (s/veh)					45.8			0.7			6.0	
Approach LOS					D			A			A	

Intersection Summary	
Area Type:	Other
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 87 (79%), Referenced to phase 1:NBSB, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.39	
Intersection Signal Delay (s/veh): 7.6	Intersection LOS: A
Intersection Capacity Utilization 51.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 99: County Road & Royal Poinciana Way/Main Street



Lane Group	Ø2	Ø3
Minimum Split (s)	27.0	27.0
Total Split (s)	9.0	27.0
Total Split (%)	8%	25%
Maximum Green (s)	5.0	23.0
Yellow Time (s)	3.0	3.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	Min
Walk Time (s)		7.0
Flash Don't Walk (s)		16.0
Pedestrian Calls (#/hr)		0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay (s/veh)		
Queue Delay		
Total Delay (s/veh)		
LOS		
Approach Delay (s/veh)		
Approach LOS		

Intersection Summary



Lane Group	EBL	EBT	EBR	NBT	SBT
Lane Group Flow (vph)	88	89	137	333	251
v/c Ratio	0.36	0.35	0.39	0.15	0.10
Control Delay (s/veh)	46.2	46.0	10.3	8.1	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.6
Total Delay (s/veh)	46.2	46.0	10.3	8.1	3.7
Queue Length 50th (ft)	60	61	0	40	14
Queue Length 95th (ft)	107	108	52	74	18
Internal Link Dist (ft)		373		1058	55
Turn Bay Length (ft)	410				
Base Capacity (vph)	351	358	439	2259	2472
Starvation Cap Reductn	0	0	0	0	1854
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.25	0.25	0.31	0.15	0.41

Intersection Summary



Lane Group	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	72	10	333	531
v/c Ratio	0.39	0.04	0.18	0.27
Control Delay (s/veh)	52.2	0.3	0.4	5.5
Queue Delay	0.0	0.0	0.3	0.5
Total Delay (s/veh)	52.2	0.3	0.7	6.0
Queue Length 50th (ft)	49	0	0	10
Queue Length 95th (ft)	92	0	0	75
Internal Link Dist (ft)	328		55	183
Turn Bay Length (ft)				
Base Capacity (vph)	389	401	2005	1954
Starvation Cap Reductn	0	0	1136	933
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.19	0.02	0.38	0.52

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	15	40	61	31	15	54	180	43	9	243	29
Future Volume (veh/h)	9	15	40	61	31	15	54	180	43	9	243	29
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	16	43	66	34	16	59	196	47	10	264	32
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	49	44	90	268	238	112	275	913	227	61	1387	164
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.09	0.09	0.09	0.06	0.20	0.20	0.45	0.45	0.45	0.45	0.45	0.45
Unsig. Movement Delay												
Ln Grp Delay, s/veh	48.9	0.0	0.0	44.4	0.0	36.6	19.3	0.0	18.7	18.4	0.0	18.5
Ln Grp LOS	D			D		D	B		B	B		B
Approach Vol, veh/h		69			116			302			306	
Approach Delay, s/veh		48.9			41.0			19.0			18.5	
Approach LOS		D			D			B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6	8	7
Case No		8.0		4.0		8.0	8.4	1.4
Phs Duration (G+Y+Rc), s		56.0		27.8		56.0	15.7	12.1
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0
Max Green (Gmax), s		50.0		48.0		50.0	30.0	12.0
Max Allow Headway (MAH), s		5.4		5.3		4.3	5.5	3.8
Max Q Clear (g_c+I1), s		11.0		4.6		7.8	6.3	2.0
Green Ext Time (g_e), s		2.0		0.3		1.2	0.3	0.1
Prob of Phs Call (p_c)		1.00		1.00		1.00	0.97	0.87
Prob of Max Out (p_x)		0.00		0.00		0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt		5				1	3	7
Mvmt Sat Flow, veh/h		505				58	125	1781

Through Movement Data								
Assigned Mvmt		2		4		6	8	
Mvmt Sat Flow, veh/h		2010		1203		3051	492	

Right-Turn Movement Data								
Assigned Mvmt		12		14		16	18	
Mvmt Sat Flow, veh/h		500		566		362	1021	

Left Lane Group Data								
Assigned Mvmt	0	5	0	0	0	1	3	7

Lane Assignment		L+T				L+T	L+T+R	L (Pr/Pm)
Lanes in Grp	0	1	0	0	0	1	1	1
Grp Vol (v), veh/h	0	150	0	0	0	161	69	66
Grp Sat Flow (s), veh/h/ln	0	1402	0	0	0	1833	1639	1781
Q Serve Time (g_s), s	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	9.0	0.0	0.0	0.0	5.7	4.3	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1100	0	0	0	1155	1376	1344
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	1593
Perm LT Eff Green (g_p), s	0.0	50.0	0.0	0.0	0.0	50.0	9.7	7.7
Perm LT Serve Time (g_u), s	0.0	44.2	0.0	0.0	0.0	43.8	7.2	3.4
Perm LT Q Serve Time (g_ps), s	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	3.1	0.0	0.0	0.0	24.1	4.5	0.0
Serve Time pre Blk (g_fs), s	0.0	3.1	0.0	0.0	0.0	5.7	4.3	0.0
Prop LT Inside Lane (P_L)	0.00	0.39	0.00	0.00	0.00	0.06	0.14	1.00
Lane Grp Cap (c), veh/h	0	683	0	0	0	868	183	268
V/C Ratio (X)	0.00	0.22	0.00	0.00	0.00	0.19	0.38	0.25
Avail Cap (c_a), veh/h	0	683	0	0	0	868	478	364
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d1), s/veh	0.0	18.6	0.0	0.0	0.0	17.9	47.6	43.9
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.0	0.5	1.3	0.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	19.3	0.0	0.0	0.0	18.4	48.9	44.4
1st-Term Q (Q1), veh/ln	0.0	2.4	0.0	0.0	0.0	2.4	1.8	1.6
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.5	0.0	0.0	0.0	2.5	1.9	1.7
%ile Storage Ratio (RQ%)	0.00	1.43	0.00	0.00	0.00	0.19	0.07	0.20
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	8	0
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	18	0
Lane Assignment		T+R		T+R		T+R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	152	0	50	0	145	0	0
Grp Sat Flow (s), veh/h/ln	0	1612	0	1768	0	1637	0	0
Q Serve Time (g_s), s	0.0	6.2	0.0	2.6	0.0	5.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	6.2	0.0	2.6	0.0	5.8	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.31	0.00	0.32	0.00	0.22	0.62	0.00
Lane Grp Cap (c), veh/h	0	733	0	351	0	744	0	0
V/C Ratio (X)	0.00	0.21	0.00	0.14	0.00	0.19	0.00	0.00
Avail Cap (c_a), veh/h	0	733	0	772	0	744	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	18.1	0.0	36.4	0.0	18.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.2	0.0	0.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	18.7	0.0	36.6	0.0	18.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.3	0.0	1.1	0.0	2.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	2.4	0.0	1.1	0.0	2.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.37	0.00	0.04	0.00	0.18	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

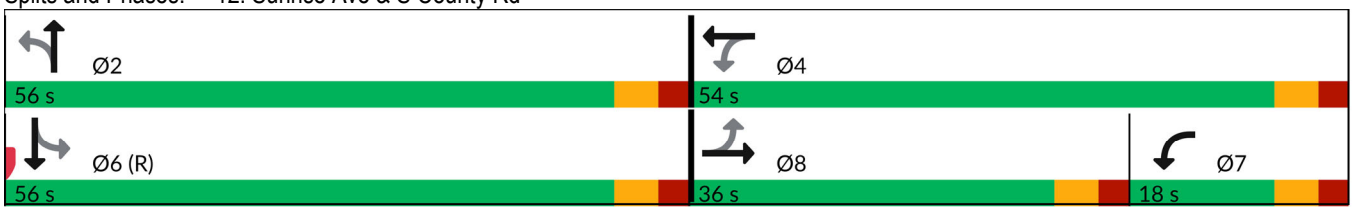
Intersection Summary	
HCM 7th Control Delay, s/veh	24.6
HCM 7th LOS	C

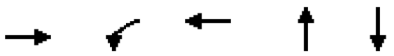
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	15	40	61	31	15	54	180	43	9	243	29
Future Volume (vph)	9	15	40	61	31	15	54	180	43	9	243	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	210		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.916			0.952			0.977			0.984	
Flt Protected		0.993		0.950				0.990			0.998	
Satd. Flow (prot)	0	1694	0	1770	1773	0	0	3423	0	0	3476	0
Flt Permitted		0.939		0.751				0.828			0.943	
Satd. Flow (perm)	0	1602	0	1399	1773	0	0	2863	0	0	3284	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		43			16			25			15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		716			834			109			368	
Travel Time (s)		16.3			19.0			2.5			8.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	10	16	43	66	34	16	59	196	47	10	264	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	69	0	66	50	0	0	302	0	0	306	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2			6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	8	8		7	4		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		7.0	10.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	31.0	31.0		13.0	31.0		26.0	26.0		28.0	28.0	
Total Split (s)	36.0	36.0		18.0	54.0		56.0	56.0		56.0	56.0	
Total Split (%)	32.7%	32.7%		16.4%	49.1%		50.9%	50.9%		50.9%	50.9%	
Maximum Green (s)	30.0	30.0		12.0	48.0		50.0	50.0		50.0	50.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)		6.0		6.0	6.0			6.0			6.0	
Lead/Lag	Lead	Lead		Lag								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		2.0	2.0	
Recall Mode	None	None		None	None		Max	Max		C-Max	C-Max	
Walk Time (s)	10.0	10.0			10.0		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)	15.0	15.0			15.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	0	0			0		0	0		0	0	
Act Effct Green (s)		10.3		20.1	20.7			81.7			81.7	
Actuated g/C Ratio		0.09		0.18	0.19			0.74			0.74	
v/c Ratio		0.37		0.24	0.14			0.14			0.13	
Control Delay (s/veh)		27.8		38.6	27.1			5.2			5.5	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)		27.8		38.6	27.1			5.2			5.5	
LOS		C		D	C			A			A	
Approach Delay (s/veh)		27.8			33.7			5.2			5.5	
Approach LOS		C			C			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 88 (80%), Referenced to phase 6:SBTL, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.37			
Intersection Signal Delay (s/veh): 11.4		Intersection LOS: B	
Intersection Capacity Utilization 58.7%		ICU Level of Service B	
Analysis Period (min) 15			

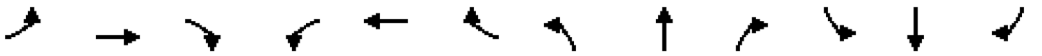
Splits and Phases: 12: Sunrise Ave & S County Rd





Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	69	66	50	302	306
v/c Ratio	0.37	0.24	0.14	0.14	0.13
Control Delay (s/veh)	27.8	38.6	27.1	5.2	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	27.8	38.6	27.1	5.2	5.5
Queue Length 50th (ft)	17	39	20	39	33
Queue Length 95th (ft)	61	76	52	55	51
Internal Link Dist (ft)	636		754	29	288
Turn Bay Length (ft)		210			
Base Capacity (vph)	468	359	782	2134	2444
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.15	0.18	0.06	0.14	0.13

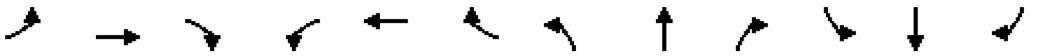
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	4	124	15	0	1	0	254	5	4	347	0
Future Volume (vph)	24	4	124	15	0	1	0	254	5	4	347	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5		4.5		4.5			4.5	
Lane Util. Factor	1.00	1.00	1.00	1.00		1.00		0.95			0.95	
Frt	1.00	1.00	0.85	1.00		0.85		1.00			1.00	
Flt Protected	0.95	1.00	1.00	0.95		1.00		1.00			1.00	
Satd. Flow (prot)	1770	1863	1583	1770		1583		3530			3537	
Flt Permitted	0.95	1.00	1.00	0.76		1.00		1.00			0.95	
Satd. Flow (perm)	1770	1863	1583	1407		1583		3530			3372	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	4	135	16	0	1	0	276	5	4	377	0
RTOR Reduction (vph)	0	0	117	0	0	1	0	1	0	0	0	0
Lane Group Flow (vph)	26	4	18	16	0	0	0	280	0	0	381	0
Turn Type	Perm	NA	Perm	Perm		Perm		NA		Perm	NA	
Protected Phases		8						6			2	
Permitted Phases	8		8	4		4				2		
Actuated Green, G (s)	15.0	15.0	15.0	15.0		15.0		86.0			86.0	
Effective Green, g (s)	15.0	15.0	15.0	15.0		15.0		86.0			86.0	
Actuated g/C Ratio	0.14	0.14	0.14	0.14		0.14		0.78			0.78	
Clearance Time (s)	4.5	4.5	4.5	4.5		4.5		4.5			4.5	
Vehicle Extension (s)	5.0	5.0	5.0	5.0		5.0		5.0			5.0	
Lane Grp Cap (vph)	241	254	215	191		215		2759			2636	
v/s Ratio Prot		0.00						0.08				
v/s Ratio Perm	c0.01		0.01	0.01		0.00					c0.11	
v/c Ratio	0.11	0.02	0.09	0.08		0.00		0.10			0.14	
Uniform Delay, d1	41.6	41.1	41.5	41.5		41.0		2.8			3.0	
Progression Factor	1.15	1.18	2.04	1.00		1.00		0.49			0.78	
Incremental Delay, d2	0.4	0.1	0.3	0.4		0.0		0.1			0.1	
Delay (s)	48.3	48.4	85.1	41.9		41.0		1.5			2.4	
Level of Service	D	D	F	D		D		A			A	
Approach Delay (s/veh)		78.4			41.8			1.5			2.4	
Approach LOS		E			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	17.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.14		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	44.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

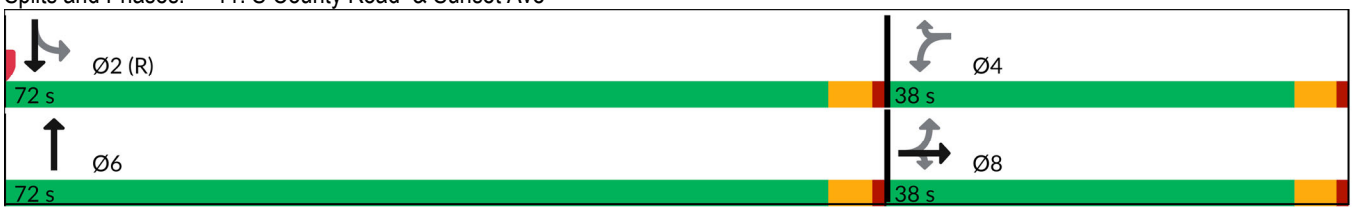


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	4	124	15	0	1	0	254	5	4	347	0
Future Volume (vph)	24	4	124	15	0	1	0	254	5	4	347	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	70		100	0		0	0		0	0		0
Storage Lanes	1		1	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Frt			0.850			0.850		0.997				
Flt Protected	0.950			0.950							0.999	
Satd. Flow (prot)	1770	1863	1583	1770	0	1583	0	3529	0	0	3536	0
Flt Permitted	0.950			0.755							0.953	
Satd. Flow (perm)	1770	1863	1583	1406	0	1583	0	3529	0	0	3373	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			135			15		3				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		735			781			263			276	
Travel Time (s)		16.7			17.8			6.0			6.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	4	135	16	0	1	0	276	5	4	377	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	26	4	135	16	0	1	0	281	0	0	381	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1		1		2		1	2	
Detector Template	Left	Thru	Right	Left		Right		Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20		20		100		20	100	
Trailing Detector (ft)	0	0	0	0		0		0		0	0	
Detector 1 Position(ft)	0	0	0	0		0		0		0	0	
Detector 1 Size(ft)	20	6	20	20		20		6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm	Perm		Perm		NA		Perm	NA	
Protected Phases		8						6			2	
Permitted Phases	8		8	4		4				2		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	8	8	8	4		4		6		2	2	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0		15.0		10.0		10.0	10.0	
Minimum Split (s)	25.5	25.5	25.5	30.5		30.5		25.5		25.5	25.5	
Total Split (s)	38.0	38.0	38.0	38.0		38.0		72.0		72.0	72.0	
Total Split (%)	34.5%	34.5%	34.5%	34.5%		34.5%		65.5%		65.5%	65.5%	
Maximum Green (s)	33.5	33.5	33.5	33.5		33.5		67.5		67.5	67.5	
Yellow Time (s)	3.5	3.5	3.5	3.5		3.5		3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0		1.0		1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0			0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5		4.5		4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0	5.0	5.0		5.0		5.0		5.0	5.0	
Recall Mode	None	None	None	None		None		Max		C-Max	C-Max	
Walk Time (s)	10.0	10.0	10.0	10.0		10.0		10.0		10.0	10.0	
Flash Don't Walk (s)	16.0	16.0	16.0	16.0		16.0		10.0		10.0	10.0	
Pedestrian Calls (#/hr)	0	0	0	0		0		0		0	0	
Act Effct Green (s)	15.0	15.0	15.0	15.0		15.0		86.0			86.0	
Actuated g/C Ratio	0.14	0.14	0.14	0.14		0.14		0.78			0.78	
v/c Ratio	0.11	0.02	0.41	0.08		0.00		0.10			0.14	
Control Delay (s/veh)	49.3	48.8	19.2	42.9		0.0		1.5			2.4	
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.3			0.0	
Total Delay (s/veh)	49.3	48.8	19.2	42.9		0.0		1.8			2.4	
LOS	D	D	B	D		A		A			A	
Approach Delay (s/veh)		24.7			40.3			1.8			2.4	
Approach LOS		C			D			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 97 (88%), Referenced to phase 2:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.41			
Intersection Signal Delay (s/veh): 7.3		Intersection LOS: A	
Intersection Capacity Utilization 44.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 11: S County Road & Sunset Ave





Lane Group	EBL	EBT	EBR	WBL	WBR	NBT	SBT
Lane Group Flow (vph)	26	4	135	16	1	281	381
v/c Ratio	0.11	0.02	0.41	0.08	0.00	0.10	0.14
Control Delay (s/veh)	49.3	48.8	19.2	42.9	0.0	1.5	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.3	0.0
Total Delay (s/veh)	49.3	48.8	19.2	42.9	0.0	1.8	2.4
Queue Length 50th (ft)	17	3	12	10	0	7	42
Queue Length 95th (ft)	m42	m9	73	31	0	12	9
Internal Link Dist (ft)		655				183	196
Turn Bay Length (ft)	70		100				
Base Capacity (vph)	539	567	575	428	492	2759	2637
Starvation Cap Reductn	0	0	0	0	0	1947	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.01	0.23	0.04	0.00	0.35	0.14

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Traffic Volume (vph)	0	0	0	6	49	148	163	113	38	144
Future Volume (vph)	0	0	0	6	49	148	163	113	38	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		4.0	4.0	4.0	4.0
Lane Util. Factor					0.95		1.00	1.00	1.00	1.00
Frt					0.89		1.00	0.85	1.00	0.85
Flt Protected					1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)					3147		1770	1583	1770	1583
Flt Permitted					1.00		0.95	1.00	0.65	1.00
Satd. Flow (perm)					3147		1770	1583	1203	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	7	53	161	177	123	41	157
RTOR Reduction (vph)	0	0	0	0	134	0	0	48	0	0
Lane Group Flow (vph)	0	0	0	0	87	0	177	75	41	157
Turn Type				Perm	NA		Prot	Perm	pm+pt	Prot
Protected Phases					4		6		5	2
Permitted Phases				4				6	2	
Actuated Green, G (s)					11.9		42.5	42.5	50.1	50.1
Effective Green, g (s)					11.9		42.5	42.5	50.1	50.1
Actuated g/C Ratio					0.17		0.61	0.61	0.72	0.72
Clearance Time (s)					4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)					5.0		5.0	5.0	5.0	5.0
Lane Grp Cap (vph)					534		1074	961	890	1132
v/s Ratio Prot							c0.10		0.00	c0.10
v/s Ratio Perm					0.03			0.05	0.03	
v/c Ratio					0.16		0.16	0.08	0.05	0.14
Uniform Delay, d1					24.8		6.0	5.7	2.9	3.1
Progression Factor					1.00		0.44	0.08	0.86	0.86
Incremental Delay, d2					0.3		0.3	0.2	0.0	0.3
Delay (s)					25.1		2.9	0.6	2.6	3.0
Level of Service					C		A	A	A	A
Approach Delay (s/veh)		0.0			25.1		2.0		2.9	
Approach LOS		A			C		A		A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	9.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.17		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	29.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

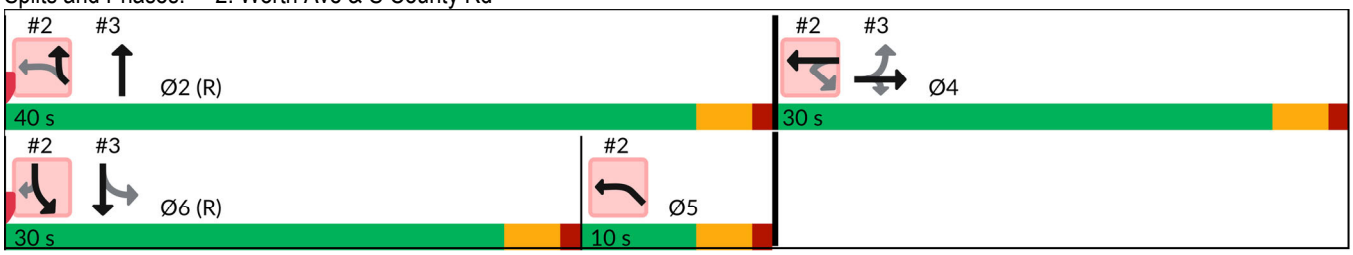


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Traffic Volume (vph)	0	0	0	6	49	148	163	113	38	144
Future Volume (vph)	0	0	0	6	49	148	163	113	38	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0	0	150	0
Storage Lanes	0		0	0		0	1	1	1	1
Taper Length (ft)	25			25			25		25	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt					0.891			0.850		0.850
Flt Protected					0.998		0.950		0.950	
Satd. Flow (prot)	0	0	0	0	3147	0	1770	1583	1770	1583
Flt Permitted					0.998		0.950		0.646	
Satd. Flow (perm)	0	0	0	0	3147	0	1770	1583	1203	1583
Right Turn on Red			Yes			Yes		Yes		
Satd. Flow (RTOR)					161			123		
Link Speed (mph)		30			30		30		30	
Link Distance (ft)		756			1065		277		366	
Travel Time (s)		17.2			24.2		6.3		8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	7	53	161	177	123	41	157
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	0	0	221	0	177	123	41	157
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Right
Median Width(ft)		0			0		12		12	
Link Offset(ft)		0			0		0		0	
Crosswalk Width(ft)		16			16		16		16	
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15	9	15	9
Number of Detectors				1	2		2	1	1	2
Detector Template				Left	Thru		Thru	Right	Left	Thru
Leading Detector (ft)				20	100		100	20	20	100
Trailing Detector (ft)				0	0		0	0	0	0
Detector 1 Position(ft)				0	0		0	0	0	0
Detector 1 Size(ft)				20	6		6	20	20	6
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel										
Detector 1 Extend (s)				0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)					94		94			94
Detector 2 Size(ft)					6		6			6
Detector 2 Type					Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel										
Detector 2 Extend (s)					0.0		0.0			0.0
Turn Type				Perm	NA		Prot	Perm	pm+pt	Prot
Protected Phases					4		6		5	2
Permitted Phases				4				6	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Detector Phase				4	4		6	6	5	2
Switch Phase										
Minimum Initial (s)				5.0	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)				30.0	30.0		30.0	30.0	9.5	30.0
Total Split (s)				30.0	30.0		30.0	30.0	10.0	40.0
Total Split (%)				42.9%	42.9%		42.9%	42.9%	14.3%	57.1%
Maximum Green (s)				26.0	26.0		26.0	26.0	6.0	36.0
Yellow Time (s)				3.0	3.0		3.0	3.0	3.0	3.0
All-Red Time (s)				1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)					0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)					4.0		4.0	4.0	4.0	4.0
Lead/Lag							Lead	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	
Vehicle Extension (s)				5.0	5.0		5.0	5.0	5.0	5.0
Recall Mode				None	None		C-Max	C-Max	None	C-Max
Walk Time (s)				10.0	10.0		10.0	10.0		10.0
Flash Don't Walk (s)				16.0	16.0		16.0	16.0		16.0
Pedestrian Calls (#/hr)				0	0		0	0		0
Act Effct Green (s)					11.9		44.1	44.1	50.1	50.1
Actuated g/C Ratio					0.17		0.63	0.63	0.72	0.72
v/c Ratio					0.33		0.16	0.12	0.05	0.14
Control Delay (s/veh)					9.0		3.6	0.4	3.5	3.6
Queue Delay					0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)					9.0		3.6	0.4	3.5	3.6
LOS					A		A	A	A	A
Approach Delay (s/veh)					9.0		2.3		3.6	
Approach LOS					A		A		A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 48 (69%), Referenced to phase 2:NWL and 6:SBL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.33			
Intersection Signal Delay (s/veh): 4.7		Intersection LOS: A	
Intersection Capacity Utilization 29.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Worth Ave & S County Rd





Lane Group	WBT	SBL	SBR	NWL	NWR
Lane Group Flow (vph)	221	177	123	41	157
v/c Ratio	0.33	0.16	0.12	0.05	0.14
Control Delay (s/veh)	9.0	3.6	0.4	3.5	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.0	3.6	0.4	3.5	3.6
Queue Length 50th (ft)	11	12	0	3	14
Queue Length 95th (ft)	35	26	0	12	31
Internal Link Dist (ft)	985	197		286	
Turn Bay Length (ft)				150	
Base Capacity (vph)	1270	1116	1043	910	1133
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.17	0.16	0.12	0.05	0.14

Intersection Summary

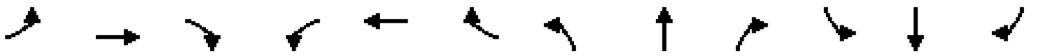
Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	147	58	0	66
Future Vol, veh/h	0	0	147	58	0	66
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	160	63	0	72

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	111
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	920
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	920
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s/v	0	9.24
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	920
HCM Lane V/C Ratio	-	-	0.078
HCM Control Delay (s/veh)	-	-	9.2
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	124	44	99	10	59	10	171	127	8	12	146	181
Future Volume (vph)	124	44	99	10	59	10	171	127	8	12	146	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95		0.97	1.00	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	0.97	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1610	3294	1583	1770	3461		3433	1863	1583	1770	3539	1583
Flt Permitted	0.95	0.97	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1610	3294	1583	1770	3461		3433	1863	1583	1770	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	135	48	108	11	64	11	186	138	9	13	159	197
RTOR Reduction (vph)	0	0	100	0	11	0	0	0	3	0	0	77
Lane Group Flow (vph)	67	116	8	11	64	0	186	138	6	13	159	120
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	3		4	4		1	6		5	2	
Permitted Phases			3						6			2
Actuated Green, G (s)	10.1	10.1	10.1	6.0	6.0		12.0	91.2	91.2	2.7	81.9	81.9
Effective Green, g (s)	10.1	10.1	10.1	6.0	6.0		12.0	91.2	91.2	2.7	81.9	81.9
Actuated g/C Ratio	0.08	0.08	0.08	0.04	0.04		0.09	0.68	0.68	0.02	0.61	0.61
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	4.0	4.0	2.0	4.0	4.0
Lane Grp Cap (vph)	121	248	119	79	154		307	1267	1077	35	2163	967
v/s Ratio Prot	c0.04	0.04		0.01	c0.02		c0.05	0.07		0.01	0.04	
v/s Ratio Perm			0.01						0.00			c0.08
v/c Ratio	0.55	0.47	0.07	0.14	0.42		0.61	0.11	0.01	0.37	0.07	0.12
Uniform Delay, d1	59.8	59.4	57.6	61.5	62.3		58.7	7.4	6.9	64.8	10.6	11.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.1	0.5	0.1	0.3	0.7		2.3	0.2	0.0	2.4	0.1	0.3
Delay (s)	62.9	59.9	57.7	61.8	63.0		61.0	7.6	6.9	67.2	10.7	11.2
Level of Service	E	E	E	E	E		E	A	A	E	B	B
Approach Delay (s/veh)		59.7			62.8			37.4			13.0	
Approach LOS		E			E			D			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	37.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.23		
Actuated Cycle Length (s)	134.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	46.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	67	116	108	11	75	186	138	9	13	159	197
v/c Ratio	0.55	0.47	0.47	0.12	0.38	0.61	0.10	0.01	0.18	0.07	0.19
Control Delay (s/veh)	75.8	64.7	13.7	62.3	57.7	67.0	8.3	0.0	66.8	12.0	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	75.8	64.7	13.7	62.3	57.7	67.0	8.3	0.0	66.8	12.0	2.4
Queue Length 50th (ft)	62	54	0	9	28	81	30	0	11	28	0
Queue Length 95th (ft)	115	85	45	30	55	119	82	0	34	53	37
Internal Link Dist (ft)		626			164		452			528	
Turn Bay Length (ft)	170		230			275		90	180		245
Base Capacity (vph)	372	762	459	409	809	309	1334	1168	118	2194	1056
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.15	0.24	0.03	0.09	0.60	0.10	0.01	0.11	0.07	0.19

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	127	211	191	23	85	315	179	16	12	214	484
v/c Ratio	0.68	0.55	0.54	0.23	0.42	0.54	0.15	0.01	0.16	0.13	0.48
Control Delay (s/veh)	73.9	60.5	12.7	65.4	59.7	55.4	11.5	0.0	66.5	20.4	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	73.9	60.5	12.7	65.4	59.7	55.4	11.5	0.0	66.5	20.4	3.7
Queue Length 50th (ft)	118	97	0	20	33	132	47	0	10	51	0
Queue Length 95th (ft)	184	133	67	49	62	182	123	0	33	87	65
Internal Link Dist (ft)		626			164		452			528	
Turn Bay Length (ft)	170		230			275		90	180		245
Base Capacity (vph)	372	761	513	409	811	586	1221	1079	118	1690	1008
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.28	0.37	0.06	0.10	0.54	0.15	0.01	0.10	0.13	0.48

Intersection Summary

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	63	83	30	0	0	0	0	73	29	16	37	0
Future Vol, veh/h	63	83	30	0	0	0	0	73	29	16	37	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	68	90	33	0	0	0	0	79	32	17	40	0
Number of Lanes	0	2	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	2
HCM Control Delay, s/veh	8.6	8	8
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	EBLn2	SBLn1
Vol Left, %	0%	60%	0%	30%
Vol Thru, %	72%	40%	58%	70%
Vol Right, %	28%	0%	42%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	102	105	72	53
LT Vol	0	63	0	16
Through Vol	73	42	42	37
RT Vol	29	0	30	0
Lane Flow Rate	111	114	78	58
Geometry Grp	2	5	5	2
Degree of Util (X)	0.133	0.165	0.1	0.073
Departure Headway (Hd)	4.304	5.234	4.637	4.59
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	836	689	777	783
Service Time	2.316	2.934	2.337	2.605
HCM Lane V/C Ratio	0.133	0.165	0.1	0.074
HCM Control Delay, s/veh	8	9	7.9	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.6	0.3	0.2

APPENDIX F

Town of Palm Beach 2024-2025 Peak Season Traffic Update Memo dated 12/05/24

Town of Palm Beach 2025 Annual Traffic Count Update Memo dated 04/22/25

Town of Palm Beach Approved but Unbuilt Development Projects

City of West Palm Beach Projects Summaries- Under Review, Approved and Under Construction

Synchro Output Reports- Future Conditions (2030)

Kimley»Horn

December 3, 2024

Mr. Jason Debrincat, P.E.
Assistant Director of Public Works
Town of Palm Beach
951 Old Okeechobee Road, Suite A
West Palm Beach, Florida 33401

RE: ***Town of Palm Beach***
Peak Season Traffic Update

Dear Mr. Debrincat:

Kimley-Horn has reviewed available data in an effort to best understand the impacts from the onset of the 2025 peak season as well as the consequences of the closure of South Ocean Boulevard at Mar-A-Lago and the impacts of areawide growth within and outside of the Town Limits.

Review of Growth through the 2024 Season

Daily and peak hour traffic volumes are collected annually at 14 locations throughout the Town during a typical peak week of traffic in season. A review of the historical data indicates growth patterns generally throughout the Town and on individual streets. In the five years prior to the 2024 season, the Town has seen an overall increase traffic at a rate of 2.7 percent growth annually, with a higher growth rate of 4.9 percent in the past three years. Although growth trends tend to be long-term in nature, the one-year growth rate between the 2023 and 2024 season was 6.31 percent. The trend of growth rates in the past five, three, and one year indicated an increasing rate of growth in recent years. These growth rate trends are consistent among daily volumes as well as during the peak hours, indicating that the growth is an overall town-wide trend and not the result of one specific traffic generator.

Initial Impacts of South Ocean Boulevard Closure

With South Ocean Boulevard closed between South County Road and the Southern Boulevard traffic circle, traffic originating or destined to Midtown Palm Beach from West Palm Beach and beyond must utilize the Royal Park or Flagler Memorial Bridge. Residents south of Southern Boulevard cannot access Midtown or north without detouring through West Palm Beach. The Florida Department of Transportation (FDOT) maintains continuous traffic counts on the Flagler Memorial Bridge. Analysis of these traffic volumes can indicate overall growth on the two bridge crossings serving midtown and the north end. Furthermore, data collected by the Town's new adaptive traffic signal system was analyzed to determine year over year growth on both bridges.

A review of the annual data by FDOT reveals a year-over-year growth in October 2023 and in October 2024 of 0.9 percent growth. This generally represents growth in season traffic since South Ocean Boulevard was not consistently closed in October. The November year-over-year growth through November 21, 2024 is 8.6 percent.

Traffic data collected form the Town's new adaptive signal control system was then analyzed to review data on the Royal Park Bridge.

A typical weekday in November was analyzed in 2023 and 2024 to determine growth patterns. The traffic on Royal Palm Way increased by 1.2 percent between 2023 and 2024 representing a combination of overall growth and diversion of traffic from the south. Data was collected between 2017 and 2020 to determine the impacts of the road closure at that time. Traffic volumes increased from 3.5 percent to 5 percent in the Midtown area and north at times that the road closure was implemented.

The FDOT annual data on the Flagler Memorial Bridge indicates that the peak traffic impacts are in February. Therefore, it is expected that traffic volumes in the Town will continue to increase into February this year, compared to the traffic currently observed in the Town.

Review of Growth in West Palm Beach

The major corridors within West Palm Beach have also seen steady annual growth. Traffic entering the downtown area primarily uses the main corridors of Southern Boulevard, Belvedere Road, Okeechobee Boulevard, Palm Beach Lakes Boulevard, Dixie Highway and Flagler Drive. West Palm Beach draws workers from all parts of the County and region, and therefore traffic impacts are not restricted to just Okeechobee Boulevard. Traffic congestion is observed on all of the main corridors into and out of West Palm Beach during the peak hours of traffic. As the east-west corridors become more congested and cause longer delays, motorists often seek using east-west corridors further and north and south of downtown (such as 45th Street and Southern Boulevard). To enter downtown, these motorists must then utilize Dixie Highway or Flagler Drive, which have seen subsequent growth and congestion. During the peak times of travel, all of the east-west and north-south corridors into downtown West Palm Beach see congestion and delay.

The overall growth rate on the main corridors into downtown West Palm Beach is 1.7 percent annually. Even without any growth in the Town, growth in West Palm Beach would impact traffic volumes on the east-west corridors that provide access to the Town. No major capacity improvements have been completed or are planned on the major roadways into downtown West Palm Beach in the near future.

The Palm Beach County Traffic Division monitors the Okeechobee Corridor and other surrounding roadways via cameras at their Traffic Control Center. There, employees adjust signal timings to optimize flow and respond to traffic congestion due to accidents and construction lane closures. Although the County is committed to moving motorists into and out of West Palm Beach, given the volumes on the entire network, and not just Okeechobee Boulevard, there is often little opportunity to reroute traffic onto other corridors within West Palm Beach. Traffic flow through West Palm Beach is also impacted by the two railroad crossings and the Flagler Memorial and Royal Park bridges. When road closures occur due to rail or bridge operations, gridlock can occur with little opportunity to provide relief to the motorists regardless of signal timing or operations.

Review of Growth in Palm Beach County

Much of the traffic impacting the Town and West Palm Beach originates in the greater Palm Beach County region. To understand the overall growth in Palm Beach County, traffic volumes from several major corridors in the County were sampled. Based on the sample of traffic volumes on the major corridors in Palm Beach County, the County is experiencing growth at an annual rate of approximately one percent, with higher growth rates approaching three percent along the corridors serving West Palm Beach. The

Palm Beach County Engineering Department is responding to the growth by providing additional capacity, such as additional turn lanes at intersections and in some cases, widening roadways. These physical capacity improvements provide relief in the areas where they are constructed. However, due to right-of-way and cost constraints, fewer capacity improvements are planned in the more developed urban areas nearest to Palm Beach. However, the County will be implementing an advanced adaptive signal control along Okeechobee Boulevard will provide more capacity along Okeechobee Boulevard and reduce congestion, which will impact the Town in a positive manner. This multi-million-dollar system is expected to be implemented in 2025.

Outlook for the Town of Palm Beach

As demonstrated here, the growth affecting the Town is also affecting West Palm Beach and the region as a whole. The Town may consider and implement traffic relief measures within the Town, but ultimately, motorists will be impacted by the growth in the surrounding area and how West Palm Beach, Palm Beach County and FDOT manage the growth.

There are three (3) fundamental ways to reduce traffic congestion: increase capacity of the transportation network, reduce demand on the network, or spread the demand throughout the day.

Increase Capacity

Increasing the capacity of the transportation network can take many forms. It can include widening roads, adding turn lanes, or adding entirely new roads or connections. Removing connections increases congestion, as has been seen with the closure of South Ocean Boulevard.

Adding lanes does not always mean adding roadway width; removing on-street parking, either entirely or during certain times of day can free up lanes for moving cars. For example, streets such as South County Road near Royal Palm Way or Coconut Avenue could have more travel lanes if the parking was removed, or if parking was only allowed during non-peak hours. Some modifications to intersection and signage would be needed to implement this solution. Ultimately, the bridges and the railroad crossings will remain the constraint, however, since the bridges cannot feasibly be widened, and the rail crossings cannot be feasibly grade-separated.

The Town's new adaptive signal system seeks to optimize traffic flow, but there are limitations to how much more efficiently a system can operate when traffic volumes are high. The County's new signal system will increase capacity on Okeechobee Boulevard once implemented.

Reversible lanes are a measure that can be implemented when additional roadway lanes cannot be added. This solution has been implemented in large cities like Atlanta and Washington. This solution would work best on the corridors with highly directional traffic (such as Royal Palm Way which has heavy eastbound traffic in the morning and westbound in the afternoon) but would have limited benefit due to the constraint of the bridges.

Reduce Demand

Reducing the demand on the transportation network similarly can take many forms. Some cities require developers to implement Transportation Demand Measures, which require employers to provide incentives for carpooling, providing incentives to using public transportation, encouraging reduced work week schedules (such as four-day work weeks), incentivizing parking for carpools and impacting parking behavior

by increasing parking prices for single-occupant vehicles. These measure help reduce the demand on the transportation system by reducing the number of cars on the roadway network.

Promoting land uses that serve town residents will generate fewer trips on the bridges, since the patrons would be primarily in Town and would not need to utilize the bridges. However, employee traffic generally is generated from West Palm Beach and Palm Beach County; therefore, even if more businesses operate to serve Town residents, the employee traffic will still impact the bridges and the streets entering the Town.

Shuttling of employees and workers into Town would further reduce demand on the streets. This may require coordination among multiple employers to effectively reduce traffic since most of the businesses in Town employ a small number of employees. Furthermore, the shuttles would have to be a more desirable option to the employees than driving personal vehicles and parking in Town.

Spread Demand

If capacity cannot be increased and the overall traffic demand cannot be reduced, another option to relieve traffic congestions is to spread the traffic throughout the day. Although some of the traffic spreading may occur naturally, as some residents or workers may choose to commute during the non-peak times of traffic, spreading is primarily accomplished by changing the typical work hours for employees and service workers in Town. If service workers are allowed to start work earlier or finish later than currently allowed, or work on some weekend days, they would not be commuting during the peak times of traffic congestion, effectively reducing demand on the transportation network during the most congested times of day.

Conclusion

Traffic volumes continue to grow in Palm Beach. However, the traffic in West Palm Beach and Palm Beach County also continue to grow, creating congestion on streets not just within the Town and the bridges serving the Town, but in surrounding West Palm Beach and Palm Beach County. West Palm Beach and Palm Beach County are attempting to manage the transportation system through capacity improvements, signalization upgrades, and through land planning measures to reduce the need for vehicles and promote walking and biking. Nonetheless, the growth of the region impacts the Town as well as the surrounding areas. Without the ability for meaningful street capacity improvements in the Town, reducing demand and spreading the trips throughout the day are the best opportunities to help reduce congestion.

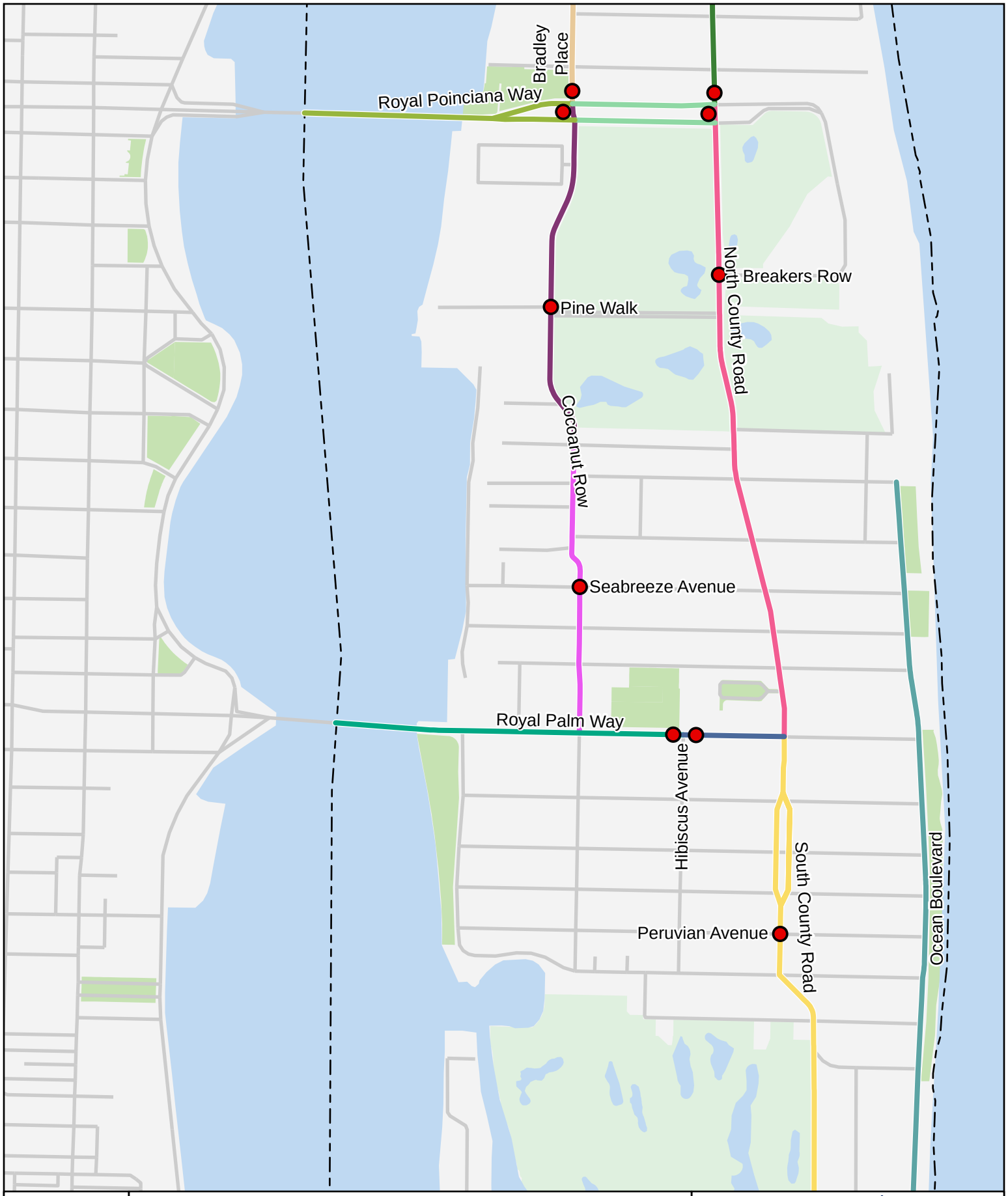
We appreciate this opportunity to work with you on this project. Please contact me at 561-840-0874 if you have any questions.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Adam B. Kerr, P.E.
Transportation Engineer
Florida Registration Number 64773

k:\wpb_tpto\0440\044063326 - 2024 annual traffic counts\2024 summary\2024 season update.docx

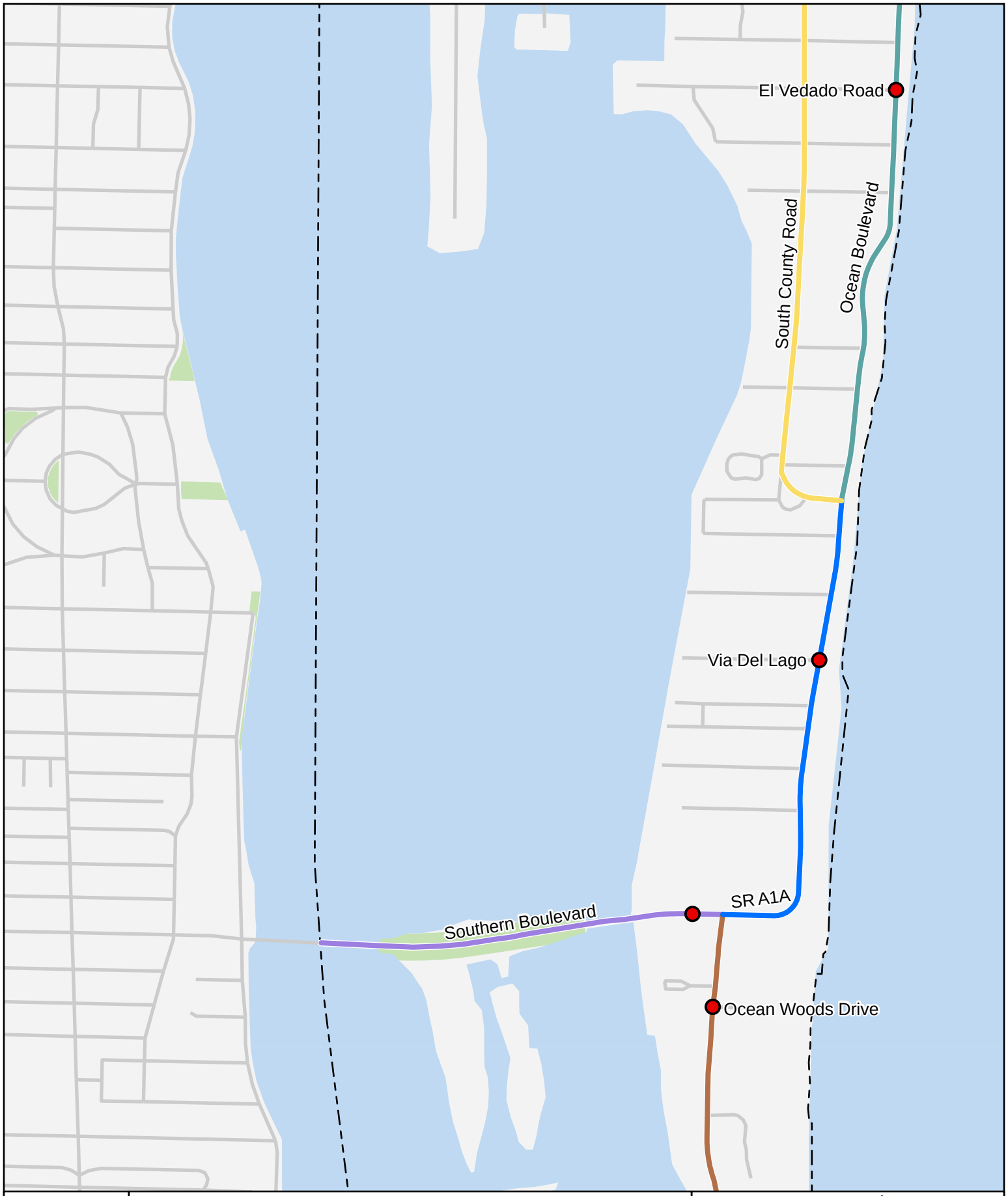


Traffic Count Locations and Link Map
Town of Palm Beach (North)

Legend

Traffic Count Location

Royal Palm Way — Roadway Link



Traffic Count Locations and Link Map
Town of Palm Beach (South)

Legend

Traffic Count Location

SR A1A — Roadway Link

Kimley»Horn

April 22, 2025

Ms. Patricia Strayer, P.E.
Town Engineer
Town of Palm Beach
P.O. Box 2029
Palm Beach, Florida 33480

RE: ***Town of Palm Beach***
2025 Annual Traffic Count Update
Kimley-Horn #044063349

Dear Ms. Strayer:

The peak season 2025 traffic count data that was collected by All Traffic Data Services, Inc. for the Town of Palm Beach has been presented in a series of tables. Tables 1, 2 and 3 provide daily, AM peak hour, and PM peak hour traffic counts for three days in March 2024, respectively, and verified at other times throughout the season. Tables 4, 5 and 6 contain traffic volumes, roadway classes, capacities, volume to capacity ratios, and levels of service for thirteen (13) links covering daily, AM peak hour, and PM peak hours, respectively. Tables 7, 8, and 9 provide daily, AM peak hour, and PM peak hour traffic count data by year from 2007 through 2011, 2015, 2017, 2018, 2019, 2020, 2022, 2023, and 2024 respectively.

The capacities and levels of service in Table 4, 5, and 6 were determined by utilizing the 2020 Quality/Level of Service Handbook, published by the Florida Department of Transportation in 2020. The actual multi-day count data summaries for each location have also been included.

We appreciate this opportunity to work with you on this project. Please contact me at 561-840-0874 if you have any questions.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Adam B. Kerr, P.E.

Transportation Engineer

Florida Registration Number 64773

ABK

k:\wpb_tpto\0440\044063326 - 2024 annual traffic counts\2024-4-24 annual traffic count update 2024.docx

TABLE 1

EXISTING 2025 DAILY PEAK SEASON COUNTS

TOWN OF PALM BEACH

(Counts collected between Tuesday, March 11 and Thursday, March 13, 2025)

Location No.	Street Segment	Facility Type	Daily Volume			
			Tue.	Wed.	Thurs.	AVG.
1	Southern Blvd*	2L ART	9,948	10,581	11,582	10,704
	(West of SR-A1A)	Undivided				
2	SR A1A	2L ART	N/A	N/A	N/A	N/A
	(North of Via Del Lago)	Undivided				
3	SR A1A	2L COLL	11,514	11,871	11,894	11,760
	(South of Via Pelicano)	Undivided				
4	Ocean Boulevard	2L COLL	9,375	9,638	9,714	9,576
	(North of El Vedado Road)	Undivided				
5	South County Road	4L ART	30,551	31,786	33,587	31,975
	(North of Peruvian)	Undivided				
6	North County Road	4L ART	14,052	13,508	15,737	14,432
	(North of Breakers Row)	Undivided				
7	North County Road	4L ART	14,125	14,197	15,201	14,508
	(North of Royal Poinciana Way)	Undivided				
8	Cocoanut Row	2L COLL	9,279	9,491	9,862	9,544
	(South of Seabreeze Avenue)	Undivided				
9	Cocoanut Row	2L COLL	8,262	8,857	9,511	8,877
	(North of Whitehall Way)	Undivided				
10	Bradley Place	2L COLL	13,112	13,070	13,442	13,208
	(North of Royal Poinciana Way)	Undivided				
11	Royal Palm Way	4L ART	36,984	38,111	40,281	38,459
	(East of Hibiscus Avenue)	Divided				
12	Royal Palm Way	4L ART	40,207	41,539	42,980	41,575
	(West of Hibiscus Avenue)	Divided				
13	Royal Poinciana Way	4L ART	50,554	45,402	51,002	48,986
	(West of Cocoanut Row)	Divided				
14	Royal Poinciana Way	4L ART	32,269	32,514	31,241	32,008
	(East of Cocoanut Row)	Divided				

TABLE 2

EXISTING 2025 DAILY PEAK SEASON COUNTS

TOWN OF PALM BEACH

(Counts collected between Tuesday, March 11 and Thursday, March 13, 2025)

Location No.	Street Segment	Facility Type	AM Peak Hour Volume			
			Tue.	Wed.	Thurs.	AVG.
1	Southern Blvd	2L ART	722	770	1,040	844
	(West of SR-A1A)	Undivided				
2	SR A1A	2L ART	N/A	N/A	N/A	N/A
	(North of Via Del Lago)	Undivided				
3	SR A1A	2L COLL	894	890	870	885
	(South of Via Pelicano)	Undivided				
4	Ocean Boulevard	2L COLL	721	752	730	734
	(North of El Vedado Road)	Undivided				
5	South County Road	4L ART	2,703	2,982	2,789	2,825
	(North of Peruvian)	Undivided				
6	North County Road	4L ART	1,170	1,183	1,225	1,193
	(North of Breakers Row)	Undivided				
7	North County Road	4L ART	1,191	1,201	1,192	1,195
	(North of Royal Poinciana Way)	Undivided				
8	Cocoanut Row	2L COLL	765	762	840	789
	(South of Seabreeze Avenue)	Undivided				
9	Cocoanut Row	2L COLL	700	775	842	772
	(North of Whitehall Way)	Undivided				
10	Bradley Place	2L COLL	1,069	1,048	1,058	1,058
	(North of Royal Poinciana Way)	Undivided				
11	Royal Palm Way	4L ART	2,815	3,158	3,139	3,037
	(East of Hibiscus Avenue)	Divided				
12	Royal Palm Way	4L ART	2,958	3,281	3,179	3,139
	(West of Hibiscus Avenue)	Divided				
13	Royal Poinciana Way	4L ART	4,386	3,918	4,332	4,212
	(West of Cocoanut Row)	Divided				
14	Royal Poinciana Way	4L ART	2,207	2,645	2,124	2,325
	(East of Cocoanut Row)	Divided				

TABLE 3

EXISTING 2025 DAILY PEAK SEASON COUNTS

TOWN OF PALM BEACH

(Counts collected between Tuesday, March 11 and Thursday, March 13, 2025)

Location No.	Street Segment	Facility Type	PM Peak Hour Volume			
			Tue.	Wed.	Thurs.	AVG.
1	Southern Blvd	2L ART	871	906	1,143	973
	(West of SR-A1A)	Undivided				
2	SR A1A	2L ART	N/A	N/A	N/A	N/A
	(North of Via Del Lago)	Undivided				
3	SR A1A	2L COLL	1,028	1,035	1,053	1,039
	(South of Via Pelicano)	Undivided				
4	Ocean Boulevard	2L COLL	809	845	843	832
	(North of El Vedado Road)	Undivided				
5	South County Road	4L ART	2,682	2,693	2,605	2,660
	(North of Peruvian)	Undivided				
6	North County Road	4L ART	1,157	1,137	1,271	1,188
	(North of Breakers Row)	Undivided				
7	North County Road	4L ART	1,276	1,271	1,317	1,288
	(North of Royal Poinciana Way)	Undivided				
8	Cocoanut Row	2L COLL	781	764	759	768
	(South of Seabreeze Avenue)	Undivided				
9	Cocoanut Row	2L COLL	723	754	865	781
	(North of Whitehall Way)	Undivided				
10	Bradley Place	2L COLL	1,100	1,080	1,018	1,066
	(North of Royal Poinciana Way)	Undivided				
11	Royal Palm Way	4L ART	3,214	3,380	3,159	3,251
	(East of Hibiscus Avenue)	Divided				
12	Royal Palm Way	4L ART	3,280	3,469	3,318	3,356
	(West of Hibiscus Avenue)	Divided				
13	Royal Poinciana Way	4L ART	4,668	4,406	4,656	4,577
	(West of Cocoanut Row)	Divided				
14	Royal Poinciana Way	4L ART	2,971	3,109	3,225	3,102
	(East of Cocoanut Row)	Divided				

TABLE 4
EXISTING 2025 DAILY PEAK SEASON COUNTS
LEVEL OF SERVICE (LOS)
(Counts collected between Tuesday, March 11 and Thursday, March 13, 2025)

Location No.	Street Segment	Facility Type	2025 Daily Volume	Roadway Class	LOS C		LOS D		LOS E		Daily LOS
					Daily Capacity	v/c ratio	Daily Capacity	v/c ratio	Daily Capacity	v/c ratio	
1	Southern Blvd	2L ART	10,704	II	7,300	1.47	14,800	1	15,600	0.69	D
	(West of SR-A1A)	Undivided									
2	SR A1A	2L ART	N/A	II	7,300	N/A	14,800	N/A	15,600	N/A	N/A
	(North of Via Del Lago)	Undivided									
3	SR A1A	2L COLL	11,760	II	7,300	1.61	14,800	1	15,600	0.75	D
	(South of Via Pelicano)	Undivided									
4	Ocean Boulevard	2L COLL	9,576	II	6,570	1.46	13,320	1	14,040	0.68	D
	(North of El Vedado Road)	Undivided									
5	South County Road	4L ART	31,975	II	10,875	2.94	24,300	1.32	25,350	1.26	F
	(North of Peruvian)	Undivided									
6	North County Road	4L ART	14,432	II	10,875	1.33	24,300	0.59	25,350	0.57	D
	(North of Breakers Row)	Undivided									
7	North County Road	4L ART	14,508	II	10,875	1.33	24,300	0.60	25,350	0.57	D
	(North of Royal Poinciana Way)	Undivided									
8	Cocoanut Row	2L COLL	9,544	II	6,570	1.45	13,320	0.72	14,040	0.68	D
	(South of Seabreeze Avenue)	Undivided									
9	Cocoanut Row	2L COLL	8,877	II	6,570	1.35	13,320	0.67	14,040	0.63	D
	(North of Whitehall Way)	Undivided									
10	Bradley Place	2L COLL	13,208	II	6,570	2.01	13,320	0.99	14,040	0.94	D
	(North of Royal Poinciana Way)	Undivided									
11	Royal Palm Way	4L ART	38,459	II	14,500	2.65	32,400	1.19	33,800	1.14	F
	(East of Hibiscus Avenue)	Divided									
12	Royal Palm Way	4L ART	41,575	II	14,500	2.87	32,400	1.28	33,800	1.23	F
	(West of Hibiscus Avenue)	Divided									
13	Royal Poinciana Way	4L ART	48,986	II	14,500	3.38	32,400	1.51	33,800	1.45	F
	(West of Cocoanut Row)	Divided									
14	Royal Poinciana Way	4L ART	32,008	II	14,500	2.21	32,400	0.99	33,800	0.95	D
	(East of Cocoanut Row)	Divided									

NOTES:

Roadway class and level of service volumes are based on the Florida Department of Transporation's 2020 Quality/Level of Service Handbook.

TABLE 5
EXISTING 2025 DAILY AM PEAK HOUR PEAK SEASON COUNTS
LEVEL OF SERVICE (LOS)
(Counts collected between Tuesday, March 11 and Thursday, March 13, 2025)

Location No.	Street Segment	Facility Type	2025 Peak Hour Volume	Roadway Class	LOS C		LOS D		LOS E		Existing Peak Hour LOS
					Peak Hour Capacity	v/c ratio	Peak Hour Capacity	v/c ratio	Peak Hour Capacity	v/c ratio	
1	Southern Blvd	2L ART	844	II	660	1.28	1,330	0.63	1,410	1	D
	(West of SR-A1A)	Undivided									
2	SR A1A	2L ART	N/A	II	660	N/A	1,330	N/A	1,410	N/A	N/A
	(North of Via Del Lago)	Undivided									
3	SR A1A	2L COLL	885	II	660	1.34	1,330	0.67	1,410	0.63	D
	(South of Via Pelicano)	Undivided									
4	Ocean Boulevard	2L COLL	734	II	594	1.24	1,197	0.61	1,269	0.58	D
	(North of El Vedado Road)	Undivided									
5	South County Road	4L ART	2,825	II	983	2.87	2,190	1.29	2,280	1.24	F
	(North of Peruvian)	Undivided									
6	North County Road	4L ART	1,193	II	983	1.21	2,190	0.54	2,280	0.52	D
	(North of Breakers Row)	Undivided									
7	North County Road	4L ART	1,195	II	983	1.22	2,190	0.55	2,280	0.52	D
	(North of Royal Poinciana Way)	Undivided									
8	Cocoanut Row	2L COLL	789	II	594	1.33	1,197	0.66	1,269	0.62	D
	(South of Seabreeze Avenue)	Undivided									
9	Cocoanut Row	2L COLL	772	II	594	1.30	1,197	0.65	1,269	0.61	D
	(North of Whitehall Way)	Undivided									
10	Bradley Place	2L COLL	1,058	II	594	1.78	1,197	0.88	1,269	0.83	D
	(North of Royal Poinciana Way)	Undivided									
11	Royal Palm Way	4L ART	3,037	II	1,310	2.32	2,920	1.04	3,040	1.00	E
	(East of Hibiscus Avenue)	Divided									
12	Royal Palm Way	4L ART	3,139	II	1,310	2.40	2,920	1.08	3,040	1.03	F
	(West of Hibiscus Avenue)	Divided									
13	Royal Poinciana Way	4L ART	4,212	II	1,310	3.22	2,920	1.44	3,040	1.39	F
	(West of Cocoanut Row)	Divided									
14	Royal Poinciana Way	4L ART	2,325	II	1,310	1.78	2,920	0.80	3,040	0.76	D
	(East of Cocoanut Row)	Divided									

NOTES:

Roadway class and level of service volumes are based on the Florida Department of Transporation's 2020 Quality/Level of Service Handbook.

TABLE 6
EXISTING 2025 PM PEAK HOUR PEAK SEASON COUNTS
LEVEL OF SERVICE (LOS)
(Counts collected between Tuesday, March 11 and Thursday, March 13, 2025)

Location No.	Street Segment	Facility Type	2025 Peak Hour Volume	Roadway Class	LOS C		LOS D		LOS E		Existing Peak Hour LOS
					Peak Hour Capacity	v/c ratio	Peak Hour Capacity	v/c ratio	Peak Hour Capacity	v/c ratio	
1	Southern Blvd (West of SR-A1A)	2L ART Undivided	973	II	660	1.47	1,330	0.73	1,410	0.69	D
2	SR A1A (North of Via Del Lago)	2L ART Undivided	N/A	II	660	N/A	1,330	N/A	1,410	N/A	N/A
3	SR A1A (South of Via Pelicano)	2L COLL Undivided	1,039	II	660	1.57	1,330	0.78	1,410	0.74	D
4	Ocean Boulevard (North of El Vedado Road)	2L COLL Undivided	832	II	594	1.40	1,197	0.70	1,269	0.66	D
5	South County Road (North of Peruvian)	4L ART Undivided	2,660	II	983	2.71	2,190	1.21	2,280	1.17	F
6	North County Road (North of Breakers Row)	4L ART Undivided	1,188	II	983	1.21	2,190	0.54	2,280	0.52	D
7	North County Road (North of Royal Poinciana Way)	4L ART Undivided	1,288	II	983	1.31	2,190	0.59	2,280	0.56	D
8	Cocoanut Row (South of Seabreeze Avenue)	2L COLL Undivided	768	II	594	1.29	1,197	0.64	1,269	0.61	D
9	Cocoanut Row (North of Whitehall Way)	2L COLL Undivided	781	II	594	1.31	1,197	0.65	1,269	0.62	D
10	Bradley Place (North of Royal Poinciana Way)	2L COLL Undivided	1,066	II	594	1.79	1,197	0.89	1,269	0.84	D
11	Royal Palm Way (East of Hibiscus Avenue)	4L ART Divided	3,251	II	1,310	2.48	2,920	1.11	3,040	1.07	F
12	Royal Palm Way (West of Hibiscus Avenue)	4L ART Divided	3,356	II	1,310	2.56	2,290	1.47	3,040	1.10	F
13	Royal Poinciana Way (West of Cocoanut Row)	4L ART Divided	4,577	II	1,310	3.49	2,920	1.57	3,040	1.51	F
14	Royal Poinciana Way (East of Cocoanut Row)	4L ART Divided	3,102	II	1,310	2.37	2,920	1.06	3,040	1.02	F

NOTE:

Roadway class and level of service volumes are based on the Florida Department of Transporation's 2020 Quality/Level of Service Handbook.

TABLE 7
EXISTING 2025 DAILY PEAK SEASON COUNTS
TOWN OF PALM BEACH
(Counts collected between Tuesday, March 11 and Thursday, March 13, 2025)

Location No.	Street Segment	Facility Type		Daily Volume													
			2025	2024	2023	2022	2020	2019	2018	2017	2015	2011	2010	2009	2008	2007
1	Southern Blvd	2L ART	10,704	16,445	15,081	13,388	11,621	12,040	12,457	13,606	15,079	13,215	12,730	13,445	13,546	14,452
	(West of SR-A1A)	Undivided														
2	SR A1A	2L ART	N/A	16,788	15,422	14,454	12,185	12,507	13,778	14,256	15,057	13,767	14,091	14,894	15,322	17,026
	(North of Via Del Lago)	Undivided														
3	SR A1A	2L COLL	11,760	11,932	11,011	10,654	8,686	8,714	10,394	9,792	10,636	10,213	9,990	10,107	10,510	12,615
	(South of Via Pelicano)	Undivided														
4	Ocean Boulevard	2L COLL	9,576	11,499	10,251	11,069	8,193	8,344	9,506	9,419	9,985	9,176	9,368	10,634	11,046	12,406
	(North of El Vedado Road)	Undivided														
5	South County Road	4L ART	31,975	10,627	10,273	10,548	11,918	11,481	9,327	9,287	9,919	11,359	9,753	9,963	9,594	10,108
	(North of Peruvian)	Undivided														
6	North County Road	4L ART	14,432	16,765	15,138	15,308	13,928	13,284	14,966	15,589	15,431	13,695	13,590	14,162	15,439	15,930
	(North of Breakers Row)	Undivided														
7	North County Road	4L ART	14,508	16,771	15,198	15,193	14,060	12,956	14,837	13,084	13,070	14,908	13,712	14,407	15,376	14,666
	(North of Royal Poinciana Way)	Undivided														
8	Cocoanut Row	2L COLL	9,544	8,922	9,477	9,469	8,636	N/A	8,849	9,010	8,639	8,079	8,296	8,262	8,613	9,054
	(South of Seabreeze Avenue)	Undivided														
9	Cocoanut Row	2L COLL	8,877	9,818	10,426	9,940	9,258	9,101	9,243	9,074	8,895	8,245	8,567	8,716	9,244	9,975
	(North of Whitehall Way)	Undivided														
10	Bradley Place	2L COLL	13,208	14,038	13,291	13,811	13,092	12,425	12,954	11,809	12,279	14,324	13,351	14,084	14,747	16,052
	(North of Royal Poinciana Way)	Undivided														
11	Royal Palm Way	4L ART	38,459	18,057	16,392	17,311	15,670	15,667	16,351	17,603	17,289	15,340	15,641	16,240	16,790	17,292
	(East of Hibiscus Avenue)	Divided														
12	Royal Palm Way	4L ART	41,575	19,976	18,527	19,405	22,142	21,970	17,342	19,043	18,821	17,076	17,374	17,992	18,782	19,210
	(West of Hibiscus Avenue)	Divided														
13	Royal Poinciana Way	4L ART	48,986	23,037	22,867	22,118	21,023	20,178	20,245	13,235	16,681	N/A				
	(West of Cocoanut Row)	Divided														
14	Royal Poinciana Way	4L ART	32,008	15,393	14,246	13,784	11,788	11,634	13,056	7,859	10,501	12,869	12,223	13,074	14,204	14,296
	(East of Cocoanut Row)	Divided														

NOTE:

Traffic count data was collected by Progressive Design & Engineering for the years 2007 to 2011.

Southern Boulevard was split in to two segments for data collection for 2024

TABLE 8
EXISTING 2025 AM PEAK HOUR PEAK SEASON COUNTS
TOWN OF PALM BEACH
(Counts collected between Tuesday, March 11 and Thursday, March 13, 2025)

Location No.	Street Segment	Facility Type	AM PEAK HOUR VOLUME													
			2025	2024	2023	2022	2020	2019	2018	2017	2015	2011	2010	2009	2008	2007
1	Southern Blvd	2L ART	844	1,180	1,260	1,203	995	1,075	1,034	1,115	1,394	1,144	1,077	1,126	1,148	1,139
	(West of SR-A1A)	Undivided														
2	SR A1A	2L ART	N/A	1,230	1,193	1,162	948	1,057	1,064	1,063	1,186	1,168	1,088	1,175	1,177	1,281
	(North of Via Del Lago)	Undivided														
3	SR A1A	2L COLL	885	821	776	809	573	583	856	738	824	860	821	806	769	917
	(South of Via Pelicano)	Undivided														
4	Ocean Boulevard	2L COLL	734	865	809	1,136	659	704	754	734	803	810	752	853	892	930
	(North of El Vedado Road)	Undivided														
5	South County Road	4L ART	2,825	821	814	834	813	826	818	785	908	1,076	887	912	788	891
	(North of Peruvian)	Undivided														
6	North County Road	4L ART	1,193	1,296	1,142	1,188	1,017	1,043	1,200	1,194	1,249	1,237	1,183	1,196	1,305	1,320
	(North of Breakers Row)	Undivided														
7	North County Road	4L ART	1,195	1,594	1,256	1,304	1,083	1,073	1,237	1,115	1,121	1,382	1,280	1,291	1,435	1,326
	(North of Royal Poinciana Way)	Undivided														
8	Cocoanut Row	2L COLL	789	702	742	793	663	N/A	715	740	690	652	680	641	691	765
	(South of Seabreeze Avenue)	Undivided														
9	Cocoanut Row	2L COLL	772	750	820	823	663	645	740	729	689	679	695	714	771	842
	(North of Whitehall Way)	Undivided														
10	Bradley Place	2L COLL	1,058	1,249	1,019	1,078	971	892	1,033	894	947	1,273	1,137	1,205	1,256	1,443
	(North of Royal Poinciana Way)	Undivided														
11	Royal Palm Way	4L ART	3,037	1,286	1,186	1,313	1,089	1,109	1,222	1,272	1,325	1,313	1,328	1,343	1,364	1,396
	(East of Hibiscus Avenue)	Divided														
12	Royal Palm Way	4L ART	3,139	1,401	1,312	1,472	1,580	1,599	1,417	1,362	1,423	1,414	1,460	1,477	1,485	1,535
	(West of Hibiscus Avenue)	Divided														
13	Royal Poinciana Way	4L ART	4,212	1,798	1,735	1,626	1,451	1,478	1,590	967	1,284	N/A				
	(West of Cocoanut Row)	Divided														
14	Royal Poinciana Way	4L ART	2,325	1,307	1,190	1,232	762	845	1,194	671	777	1,122	1,030	1,105	1,185	1,199
	(East of Cocoanut Row)	Divided														

NOTE:

Traffic count data was collected by Progressive Design & Engineering for the years 2007 to 2011.

Southern Boulevard was split in to two segments for data collection for 2024

TABLE 9
EXISTING 2025 PM PEAK HOUR PEAK SEASON COUNTS
TOWN OF PALM BEACH
(Counts collected between Tuesday, March 11 and Thursday, March 13, 2025)

Location No.	Street Segment	Facility Type	PM PEAK HOUR VOLUME													
			2025	2024	2023	2022	2020	2019	2018	2017	2015	2011	2010	2009	2008	2007
1	Southern Blvd	2L ART	973	1,428	1,323	1,181	1,025	1,041	1,128	1,166	1,349	1,149	1,212	1,204	1,220	1,324
	(West of SR-A1A)	Undivided														
2	SR A1A	2L ART	N/A	1,458	1,316	1,254	1,112	1,085	1,235	1,224	1,340	1,228	1,308	1,322	1,457	1,598
	(North of Via Del Lago)	Undivided														
3	SR A1A	2L COLL	1,039	1,099	999	934	717	724	968	847	942	904	888	896	991	1,162
	(South of Via Pelicano)	Undivided														
4	Ocean Boulevard	2L COLL	832	1,091	889	916	704	720	890	837	898	848	877	954	1,050	1,196
	(North of El Vedado Road)	Undivided														
5	South County Road	4L ART	2,660	915	901	973	932	895	892	860	948	1,094	963	937	902	943
	(North of Peruvian)	Undivided														
6	North County Road	4L ART	1,188	1,428	1,247	1,316	1,109	1,032	1,284	1,377	1,347	1,218	1,222	1,292	1,381	1,421
	(North of Breakers Row)	Undivided														
7	North County Road	4L ART	1,288	1,486	1,281	1,316	1,109	1,051	1,293	1,131	1,116	1,326	1,252	1,345	1,439	1,373
	(North of Royal Poinciana Way)	Undivided														
8	Cocoanut Row	2L COLL	768	762	796	812	635	N/A	768	748	719	729	838	768	794	790
	(South of Seabreeze Avenue)	Undivided														
9	Cocoanut Row	2L COLL	781	845	881	845	641	720	825	773	731	735	880	774	825	850
	(North of Whitehall Way)	Undivided														
10	Bradley Place	2L COLL	1,066	1,260	1,109	1,188	1,062	980	1,145	1,015	1,065	1,302	1,185	1,252	1,355	1,484
	(North of Royal Poinciana Way)	Undivided														
11	Royal Palm Way	4L ART	3,251	1,526	1,388	1,491	1,174	1,220	1,428	1,500	1,535	1,373	1,441	1,457	1,476	1,540
	(East of Hibiscus Avenue)	Divided														
12	Royal Palm Way	4L ART	3,356	1,654	1,601	1,718	1,775	1,782	1,485	1,592	1,690	1,561	1,598	1,602	1,666	1,698
	(West of Hibiscus Avenue)	Divided														
13	Royal Poinciana Way	4L ART	4,577	2,169	2,202	1,974	1,826	1,854	1,908	1,158	1,522	N/A				
	(West of Cocoanut Row)	Divided														
14	Royal Poinciana Way	4L ART	3,102	1,325	1,287	1,334	957	970	1,153	657	871	1,079	1,043	1,105	1,256	1,214
	(East of Cocoanut Row)	Divided														

NOTE:

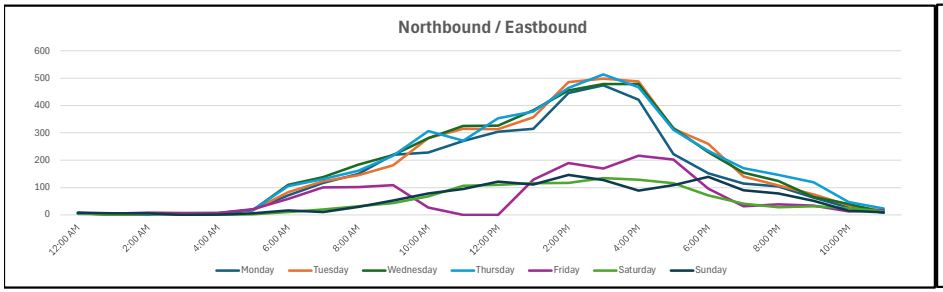
Traffic count data was collected by Progressive Design & Engineering for the years 2007 to 2011.

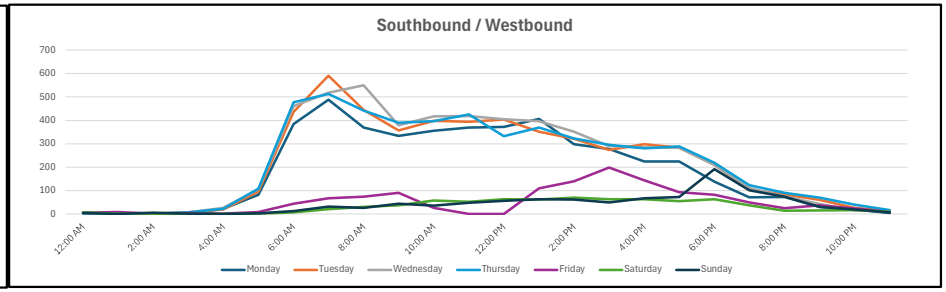
Southern Boulevard was split in to two segments for data collection for 2024

Vehicle Volume Report - Hourly

Site Description: Jimmy Buffett Mem Hwy North of Via La Selva
Site Number: 2
Start Date: 3/7/2025
End Date: 3/14/2025

Time	Monday 3/10/25			Tuesday 3/11/25			Wednesday 3/12/25			Thursday 3/13/25			Friday 3/7/25			Saturday 3/8/25			Sunday 3/9/25			3 Day Avg Tue-Thu		5 Day Avg Mon-Fri		7 Day Avg Mon-Sun	
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	NB	SB	NB	SB
12:00 AM	5	6	11	4	2	6	7	2	9	3	3	6	7	6	13	5	7	12	8	4	12	5	2	5	4	6	4
1:00 AM	2	1	3	1	2	3	1	1	2	4	3	7	4	9	13	1	1	2	5	1	6	2	2	2	3	3	3
2:00 AM	1	3	4	6	2	8	4	1	5	4	2	6	8	1	9	3	1	4	5	6	11	5	2	5	2	4	2
3:00 AM	5	3	8	5	8	13	2	7	9	5	8	13	7	5	12	0	0	0	0	2	2	4	8	5	6	3	5
4:00 AM	6	22	28	4	20	24	4	26	30	7	22	29	7	2	9	0	0	0	1	1	2	5	23	6	18	4	13
5:00 AM	18	82	100	17	96	113	17	105	122	19	109	128	21	9	30	2	2	4	5	3	8	18	103	18	80	14	58
6:00 AM	71	385	456	83	436	519	110	461	571	105	477	582	58	44	102	10	8	18	16	13	29	99	458	85	361	65	261
7:00 AM	117	488	605	123	590	713	138	518	656	131	512	643	101	68	169	20	21	41	10	31	41	131	540	122	435	91	318
8:00 AM	149	370	519	145	444	589	184	550	734	161	441	602	102	74	176	31	30	61	29	26	55	163	478	148	376	114	276
9:00 AM	220	333	553	181	357	538	219	378	597	216	390	606	108	90	198	43	38	81	52	44	96	205	375	189	310	148	233
10:00 AM	228	356	584	281	398	679	281	417	698	307	397	704	27	26	53	68	58	126	78	36	114	290	404	225	319	181	241
11:00 AM	270	369	639	314	394	708	325	418	743	271	425	696	0	0	0	106	52	158	94	48	142	303	412	236	321	197	244
12:00 PM	304	372	676	313	404	717	326	405	731	353	332	685	0	0	0	110	64	174	122	56	178	331	380	259	303	218	233
1:00 PM	315	406	721	357	351	708	382	397	779	378	370	748	128	110	238	116	62	178	111	63	174	372	373	312	327	255	251
2:00 PM	446	298	744	485	321	806	455	351	806	464	323	787	189	140	329	117	70	187	146	62	208	468	332	408	287	329	224
3:00 PM	474	278	752	499	273	772	479	290	769	514	296	810	170	199	369	134	63	197	127	50	177	497	286	427	267	342	207
4:00 PM	421	225	646	488	298	786	479	285	764	467	281	748	216	144	360	128	63	191	89	67	156	478	288	414	247	327	195
5:00 PM	222	224	446	315	284	599	317	283	600	311	289	600	202	93	295	116	55	171	109	73	182	314	285	273	235	227	186
6:00 PM	152	138	290	260	211	471	229	210	439	234	219	453	95	83	178	71	63	134	139	192	331	241	213	194	172	169	159
7:00 PM	114	71	185	140	104	244	154	111	265	171	123	294	31	50	81	41	37	78	90	101	191	155	113	122	92	106	85
8:00 PM	104	72	176	107	84	191	124	76	200	146	90	236	38	25	63	28	14	42	78	74	152	126	83	104	69	89	62
9:00 PM	63	30	93	75	60	135	65	43	108	119	70	189	34	37	71	31	15	46	51	30	81	86	58	71	48	63	41
10:00 PM	26	19	45	35	26	61	40	15	55	47	40	87	12	24	36	24	17	41	15	20	35	41	27	32	25	28	23
11:00 PM	8	4	12	15	13	28	9	14	23	23	16	39	17	9	26	12	10	22	9	8	17	16	14	14	11	13	11
6:00 AM - 9:00 AM	337	1243	1580	351	1470	1821	432	1529	1961	397	1430	1827	261	186	447	61	59	120	55	70	125	393	1476	356	1172	271	855
3:00 PM - 6:00 PM	1117	727	1844	1302	855	2157	1275	858	2133	1292	866	2158	588	436	1024	378	181	559	325	190	515	1290	860	1115	748	897	588
6:00 AM - 7:00 PM	3389	4242	7631	3844	4761	8605	3924	4963	8887	3912	4752	8664	1396	1071	2467	1070	647	1717	1122	761	1883	3893	4825	3293	3958	2665	3028
12:00 AM - 12:00 AM	3741	4555	8296	4253	5178	9431	4351	5364	9715	4460	5238	9698	1582	1248	2830	1217	751	1968	1389	1011	2400	4355	5260	3677	4317	2999	3335
Percent	*45.1%*	*54.9%*	*100.0%*	*45.1%*	*54.9%*	*100.0%*	*44.8%*	*55.2%*	*100.0%*	*46.0%*	*54.0%*	*100.0%*	*55.9%*	*44.1%*	*100.0%*	*61.8%*	*38.2%*	*100.0%*	*57.9%*	*42.1%*	*100.0%*	*45.3%*	*54.7%*	*46.0%*	*54.0%*	*47.3%*	*52.7%*
AM Peak	11:00 AM	12:00 PM		7:00 AM	8:00 AM		11:00 AM	12:00 PM		10:00 AM	11:00 AM		9:00 AM	10:00 AM		11:00 AM	12:00 PM		11:00 AM	12:00 PM							
PM Peak	3:00 PM	4:00 PM		2:00 PM	3:00 PM		2:00 PM	3:00 PM		3:00 PM	4:00 PM		3:00 PM	4:00 PM		3:00 PM	4:00 PM		6:00 PM	7:00 PM							

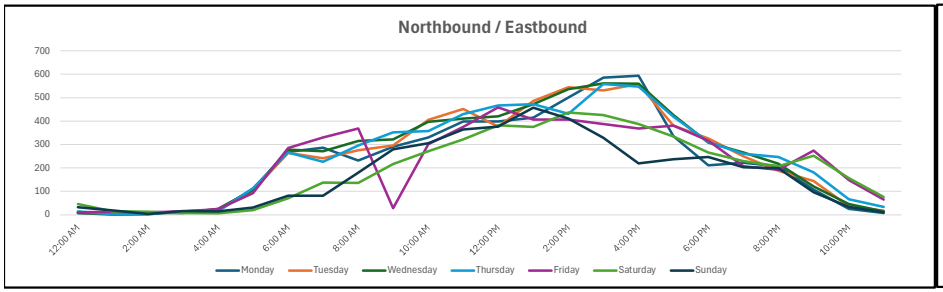


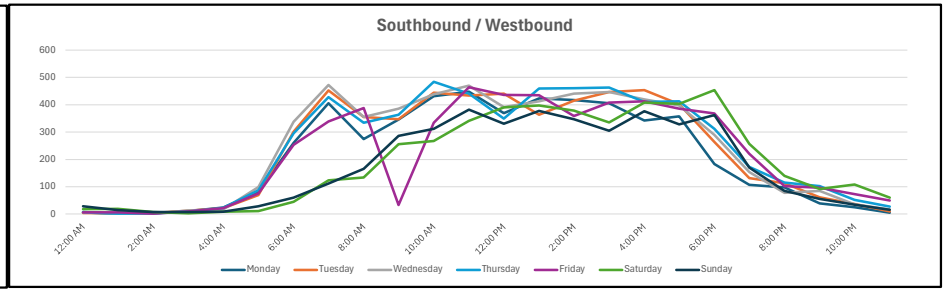


Vehicle Volume Report - Hourly

Site Description: Oceans Blvd South of Via Pelicano
Site Number: 3
Start Date: 3/7/2025
End Date: 3/13/2025

Time	Monday 3/10/25			Tuesday 3/11/25			Wednesday 3/12/25			Thursday 3/13/25			Friday 3/7/25			Saturday 3/8/25			Sunday 3/9/25			3 Day Avg Tue-Thu		5 Day Avg Mon-Fri		7 Day Avg Mon-Sun	
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	NB	SB	NB	SB
12:00 AM	8	6	14	9	4	13	8	6	14	14	7	21	11	6	17	47	18	65	33	29	62	10	6	10	6	19	11
1:00 AM	1	0	1	6	4	10	6	2	8	2	1	3	13	6	19	14	19	33	19	14	33	5	2	6	3	9	7
2:00 AM	3	3	6	6	4	10	8	2	10	5	2	7	10	2	12	13	8	21	4	7	11	6	3	6	3	7	4
3:00 AM	14	11	25	14	12	26	8	13	21	14	9	23	15	10	25	8	3	11	16	7	23	12	11	13	11	13	9
4:00 AM	19	23	42	22	21	43	25	17	42	15	22	37	24	21	45	7	9	16	15	9	24	21	20	21	21	18	17
5:00 AM	112	81	193	104	69	173	106	99	205	113	87	200	93	76	169	20	11	31	32	28	60	108	85	106	82	83	64
6:00 AM	269	261	530	265	301	566	278	338	616	266	296	562	285	253	538	71	45	116	82	60	142	270	312	273	290	217	222
7:00 AM	287	406	693	242	452	694	271	472	743	227	428	655	330	339	669	138	123	261	82	112	194	247	451	271	419	225	333
8:00 AM	232	274	506	275	355	630	315	355	670	296	334	630	368	388	756	136	134	270	180	165	345	295	348	297	341	257	286
9:00 AM	291	346	637	297	347	644	322	386	708	352	363	715	28	33	61	217	255	472	280	286	566	324	365	258	295	255	288
10:00 AM	330	431	761	405	444	849	397	438	835	358	484	842	302	334	636	271	267	538	306	311	617	387	455	358	426	338	387
11:00 AM	398	448	846	451	434	885	410	470	880	430	440	870	375	464	839	322	341	663	364	382	746	430	448	413	451	393	426
12:00 PM	399	369	768	376	441	817	420	391	811	467	349	816	459	436	895	382	390	772	377	331	708	421	394	424	397	411	387
1:00 PM	415	423	838	486	363	849	472	412	884	473	459	932	406	435	841	375	398	773	457	377	834	477	411	450	418	441	410
2:00 PM	501	417	918	544	415	959	536	441	977	432	460	892	406	359	765	437	378	815	411	347	758	504	439	484	418	467	402
3:00 PM	585	406	991	531	446	977	561	447	1008	558	463	1021	388	408	796	426	335	761	329	305	634	550	452	525	434	483	401
4:00 PM	594	342	936	558	454	1012	560	420	980	547	410	957	369	413	782	388	408	796	220	376	596	555	428	526	408	462	403
5:00 PM	336	357	693	380	402	782	426	398	824	419	412	831	381	386	767	334	403	737	238	328	566	408	404	388	391	359	384
6:00 PM	212	183	395	326	264	590	309	290	599	312	312	624	316	368	684	266	454	720	247	362	609	316	289	295	283	284	319
7:00 PM	222	107	329	249	131	380	266	154	420	260	172	432	208	220	428	229	257	486	203	170	373	258	152	241	157	234	173
8:00 PM	207	98	305	188	113	301	218	78	296	247	115	362	193	102	295	207	140	347	199	85	284	218	102	211	101	208	104
9:00 PM	108	39	147	144	61	205	122	85	207	181	102	283	274	96	370	253	91	344	97	55	152	149	83	166	77	168	76
10:00 PM	25	25	50	36	36	72	46	35	81	66	52	118	149	73	222	156	108	264	34	34	68	49	41	64	44	73	52
11:00 PM	8	5	13	17	10	27	15	17	32	34	27	61	65	49	114	76	60	136	11	16	27	22	18	28	22	32	26
6:00 AM - 9:00 AM	788	941	1729	782	1108	1890	864	1165	2029	789	1058	1847	983	980	1963	345	302	647	344	337	681	812	1110	841	1050	699	842
3:00 PM - 6:00 PM	1515	1105	2620	1469	1302	2771	1547	1265	2812	1524	1285	2809	1138	1207	2345	1148	1146	2294	787	1009	1796	1513	1284	1439	1233	1304	1188
6:00 AM - 7:00 PM	4849	4663	9512	5136	5118	10254	5277	5258	10535	5137	5210	10347	4413	4616	9029	3763	3931	7694	3573	3742	7315	5183	5195	4962	4973	4593	4648
12:00 AM - 12:00 AM	5576	5061	10637	5931	5583	11514	6105	5766	11871	6088	5806	11894	5468	5277	10745	4793	4655	9448	4236	4196	8432	6041	5718	5834	5499	5457	5192
Percent	*52.4%*	*47.6%*	*100.0%*	*51.5%*	*48.5%*	*100.0%*	*51.4%*	*48.6%*	*100.0%*	*51.2%*	*48.8%*	*100.0%*	*50.9%*	*49.1%*	*100.0%*	*50.7%*	*49.3%*	*100.0%*	*50.2%*	*49.8%*	*100.0%*	*51.4%*	*48.6%*	*51.5%*	*48.5%*	*51.2%*	*48.8%*
AM Peak	11:00 AM	12:00 PM		11:00 AM	12:00 PM		11:00 AM	12:00 PM		11:00 AM	12:00 PM		11:00 AM	12:00 PM		11:00 AM	12:00 PM		11:00 AM	12:00 PM							
PM Peak	3:00 PM	4:00 PM		4:00 PM	5:00 PM		3:00 PM	4:00 PM		3:00 PM	4:00 PM		12:00 PM	1:00 PM		2:00 PM	3:00 PM		1:00 PM	2:00 PM							

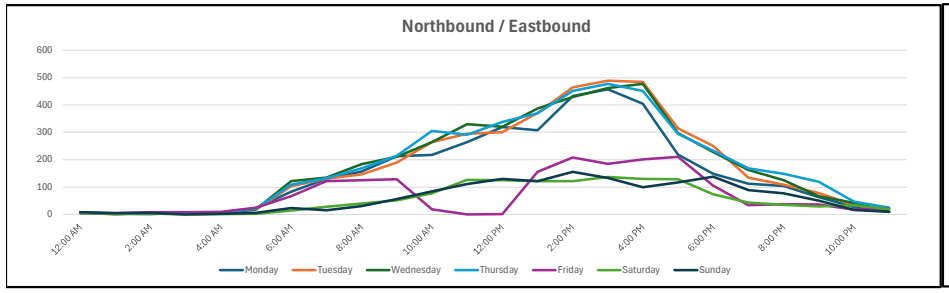


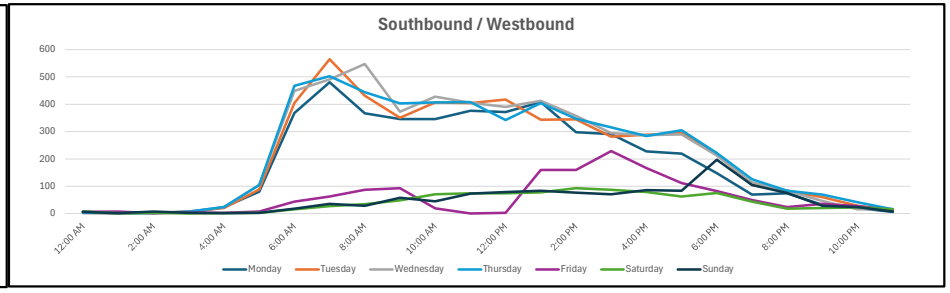


Vehicle Volume Report - Hourly

Site Description: Oceans Blvd North of El Vedado Road
Site Number: 4
Start Date: 3/7/2025
End Date: 3/14/2025

Time	Monday 3/10/25			Tuesday 3/11/25			Wednesday 3/12/25			Thursday 3/13/25			Friday 3/7/25			Saturday 3/8/25			Sunday 3/9/25			3 Day Avg Tue-Thu		5 Day Avg Mon-Fri		7 Day Avg Mon-Sun	
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	NB	SB	NB	SB
12:00 AM	4	6	10	4	3	7	7	2	9	5	3	8	7	6	13	7	8	15	8	6	14	5	3	5	4	6	5
1:00 AM	2	0	2	1	1	2	1	0	1	3	2	5	4	7	11	2	1	3	4	1	5	2	1	2	2	2	2
2:00 AM	1	4	5	7	2	9	4	1	5	5	1	6	8	1	9	3	2	5	5	8	13	5	1	5	2	5	3
3:00 AM	6	2	8	5	8	13	3	6	9	5	8	13	8	4	12	0	0	0	0	3	3	4	7	5	6	4	4
4:00 AM	6	23	29	5	20	25	3	24	27	6	24	30	9	2	11	1	1	2	2	1	3	5	23	6	19	5	14
5:00 AM	23	80	103	17	88	105	19	104	123	21	104	125	24	7	31	2	2	4	5	3	8	19	99	21	77	16	55
6:00 AM	83	368	451	103	404	507	122	449	571	108	468	576	67	44	111	14	15	29	23	18	41	111	440	97	347	74	252
7:00 AM	129	480	609	131	565	696	135	491	626	132	503	635	122	63	185	28	27	55	15	35	50	133	520	130	420	99	309
8:00 AM	157	367	524	146	431	577	183	547	730	168	444	612	125	87	212	39	34	73	30	28	58	166	474	156	375	121	277
9:00 AM	213	345	558	189	350	539	210	373	583	214	403	617	128	93	221	51	48	99	56	58	114	204	375	191	313	152	239
10:00 AM	218	345	563	264	407	671	264	428	692	305	407	712	18	19	37	77	70	147	84	45	129	278	414	214	321	176	246
11:00 AM	264	376	640	295	404	699	330	406	736	291	408	699	0	0	0	126	74	200	111	73	184	305	406	236	319	202	249
12:00 PM	319	371	690	300	417	717	321	390	711	338	342	680	1	2	3	125	74	199	129	79	208	320	383	256	304	219	239
1:00 PM	308	408	716	371	343	714	387	412	799	369	404	773	156	160	316	122	78	200	122	83	205	376	386	318	345	262	270
2:00 PM	433	298	731	465	344	809	429	357	786	452	347	799	208	159	367	121	93	214	155	77	232	449	349	397	301	323	239
3:00 PM	458	291	749	489	282	771	462	294	756	477	315	792	185	229	414	137	87	224	133	70	203	476	297	414	282	334	224
4:00 PM	404	228	632	484	288	772	477	287	764	451	284	735	201	167	368	130	79	209	100	86	186	471	286	403	251	321	203
5:00 PM	219	219	438	315	295	610	297	290	587	295	305	600	210	112	322	128	62	190	117	84	201	302	297	267	244	226	195
6:00 PM	148	148	296	250	219	469	228	213	441	232	221	453	105	82	187	74	75	149	138	197	335	237	218	193	177	168	165
7:00 PM	112	69	181	135	104	239	162	114	276	169	126	295	34	50	84	43	44	87	89	104	193	155	115	122	93	106	87
8:00 PM	104	74	178	109	83	192	125	83	208	148	84	232	37	24	61	35	18	53	77	76	153	127	83	105	70	91	63
9:00 PM	63	32	95	78	60	138	67	46	113	119	69	188	36	35	71	29	20	49	50	28	78	88	58	73	48	63	41
10:00 PM	27	20	47	34	29	63	42	16	58	47	42	89	17	27	44	34	22	56	16	23	39	41	29	33	27	31	26
11:00 PM	9	6	15	18	13	31	10	17	27	24	16	40	21	11	32	18	15	33	9	7	16	17	15	16	13	16	12
6:00 AM - 9:00 AM	369	1215	1584	380	1400	1780	440	1487	1927	408	1415	1823	314	194	508	81	76	157	68	81	149	409	1434	382	1142	294	838
3:00 PM - 6:00 PM	1081	738	1819	1288	865	2153	1236	871	2107	1223	904	2127	596	508	1104	395	228	623	350	240	590	1249	880	1085	777	881	622
6:00 AM - 7:00 PM	3353	4244	7597	3802	4749	8551	3845	4937	8782	3832	4851	8683	1526	1217	2743	1172	816	1988	1213	933	2146	3826	4846	3272	4000	2678	3107
12:00 AM - 12:00 AM	3710	4560	8270	4215	5160	9375	4288	5350	9638	4384	5330	9714	1731	1391	3122	1346	949	2295	1478	1193	2671	4296	5280	3666	4358	3022	3419
Percent	*44.9%*	*55.1%*	*100.0%*	*45.0%*	*55.0%*	*100.0%*	*44.5%*	*55.5%*	*100.0%*	*45.1%*	*54.9%*	*100.0%*	*55.4%*	*44.6%*	*100.0%*	*58.6%*	*41.4%*	*100.0%*	*55.3%*	*44.7%*	*100.0%*	*44.9%*	*55.1%*	*45.7%*	*54.3%*	*46.9%*	*53.1%*
AM Peak	11:00 AM	12:00 PM		11:00 AM	12:00 PM		11:00 AM	12:00 PM		10:00 AM	11:00 AM		9:00 AM	10:00 AM		11:00 AM	12:00 PM		11:00 AM	12:00 PM							
PM Peak	3:00 PM	4:00 PM		2:00 PM	3:00 PM		1:00 PM	2:00 PM		2:00 PM	3:00 PM		3:00 PM	4:00 PM		3:00 PM	4:00 PM		6:00 PM	7:00 PM							

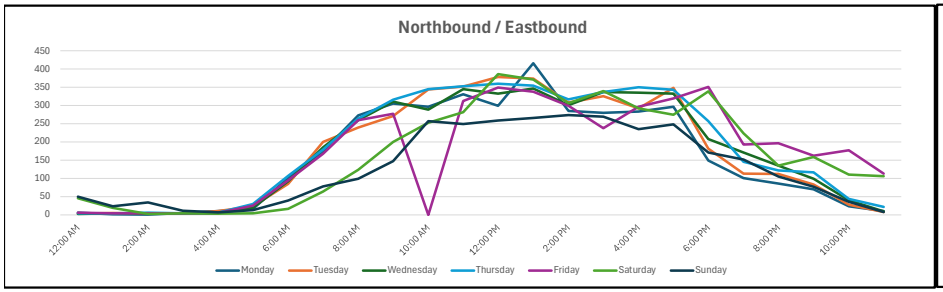


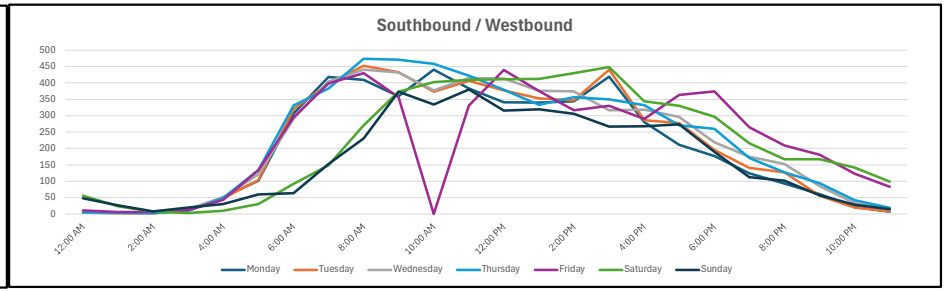


Vehicle Volume Report - Hourly

Site Description: Cocoanut Row South of Seabreeze Avenue
Site Number: 5
Start Date: 3/7/2025
End Date: 3/14/2025

Time	Monday 3/10/25			Tuesday 3/11/25			Wednesday 3/12/25			Thursday 3/13/25			Friday 3/7/25			Saturday 3/8/25			Sunday 3/9/25			3 Day Avg Tue-Thu		5 Day Avg Mon-Fri		7 Day Avg Mon-Sun	
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	NB	SB	NB	SB
12:00 AM	6	4	10	3	5	8	2	4	6	4	5	9	6	11	17	45	56	101	50	48	98	3	5	4	6	17	19
1:00 AM	2	3	5	5	3	8	4	3	7	4	4	8	4	6	10	19	23	42	24	27	51	4	3	4	4	9	10
2:00 AM	1	3	4	3	3	6	3	1	4	6	3	9	4	6	10	2	7	9	34	8	42	4	2	3	3	8	4
3:00 AM	5	11	16	3	15	18	4	15	19	4	10	14	4	12	16	4	3	7	11	20	31	4	13	4	13	5	12
4:00 AM	10	51	61	10	48	58	4	51	55	6	49	55	5	43	48	3	10	13	7	31	38	7	49	7	48	6	40
5:00 AM	16	102	118	24	104	128	20	121	141	30	134	164	25	134	159	4	31	35	13	60	73	25	120	23	119	19	98
6:00 AM	101	307	408	85	320	405	92	291	383	107	331	438	95	295	390	17	92	109	39	64	103	95	314	96	309	77	243
7:00 AM	174	418	592	200	397	597	185	404	589	179	383	562	167	398	565	64	148	212	78	152	230	188	395	181	400	150	329
8:00 AM	273	409	682	240	452	692	260	440	700	264	474	738	260	430	690	124	270	394	99	230	329	255	455	259	441	217	386
9:00 AM	305	359	664	271	433	704	311	431	742	316	470	786	277	356	633	200	373	573	147	373	520	299	445	296	410	261	399
10:00 AM	297	440	737	344	373	717	289	377	666	345	458	803	0	0	0	253	402	655	257	334	591	326	403	255	330	255	341
11:00 AM	331	383	714	352	406	758	345	415	760	353	422	775	312	331	643	282	409	691	249	380	629	350	414	339	391	318	392
12:00 PM	299	341	640	378	377	755	332	413	745	360	379	739	349	439	788	386	411	797	259	315	574	357	390	344	390	338	382
1:00 PM	416	340	756	374	353	727	347	376	723	355	333	688	338	375	713	371	412	783	266	319	585	359	354	366	355	352	358
2:00 PM	285	344	629	308	347	655	301	374	675	317	356	673	299	316	615	306	430	736	274	306	580	309	359	302	347	299	353
3:00 PM	280	419	699	326	440	766	337	317	654	337	350	687	238	330	568	340	448	788	269	267	536	333	369	304	371	304	367
4:00 PM	283	280	563	292	286	578	335	318	653	350	332	682	297	290	587	292	344	636	235	268	503	326	312	311	301	298	303
5:00 PM	297	211	508	348	278	626	332	296	628	343	270	613	319	363	682	275	330	605	248	274	522	341	281	328	284	309	289
6:00 PM	149	177	326	182	195	377	208	219	427	257	260	517	351	374	725	339	297	636	171	190	361	216	225	229	245	237	245
7:00 PM	101	124	225	113	141	254	171	175	346	145	171	316	193	265	458	224	216	440	152	113	265	143	162	145	175	157	172
8:00 PM	86	93	179	112	127	239	135	153	288	122	127	249	196	209	405	135	167	302	105	102	207	123	136	130	142	127	140
9:00 PM	70	61	131	83	56	139	99	85	184	116	94	210	162	181	343	159	167	326	77	57	134	99	78	106	95	109	100
10:00 PM	23	22	45	28	20	48	40	33	73	44	42	86	177	123	300	110	142	252	36	29	65	37	32	62	48	65	59
11:00 PM	10	7	17	8	8	16	9	14	23	22	19	41	113	83	196	106	99	205	8	15	23	13	14	32	26	39	35
6:00 AM - 9:00 AM	548	1134	1682	525	1169	1694	537	1135	1672	550	1188	1738	522	1123	1645	205	510	715	216	446	662	537	1164	536	1150	443	958
3:00 PM - 6:00 PM	860	910	1770	966	1004	1970	1004	931	1935	1030	952	1982	854	983	1837	907	1122	2029	752	809	1561	1000	962	943	956	910	959
6:00 AM - 7:00 PM	3490	4428	7918	3700	4657	8357	3674	4671	8345	3883	4818	8701	3302	4297	7599	3249	4366	7615	2591	3472	6063	3752	4715	3610	4574	3413	4387
12:00 AM - 12:00 AM	3820	4909	8729	4092	5187	9279	4165	5326	9491	4386	5476	9862	4191	5370	9561	4060	5287	9347	3108	3982	7090	4214	5330	4131	5254	3975	5077
Percent	*43.8%*	*56.2%*	*100.0%*	*44.1%*	*55.9%*	*100.0%*	*43.9%*	*56.1%*	*100.0%*	*44.5%*	*55.5%*	*100.0%*	*43.8%*	*56.2%*	*100.0%*	*43.4%*	*56.6%*	*100.0%*	*43.8%*	*56.2%*	*100.0%*	*44.2%*	*55.8%*	*44.0%*	*56.0%*	*43.9%*	*56.1%*
AM Peak	10:00 AM	11:00 AM		11:00 AM	12:00 PM		11:00 AM	12:00 PM		10:00 AM	11:00 AM		8:00 AM	9:00 AM		11:00 AM	12:00 PM		11:00 AM	12:00 PM							
PM Peak	1:00 PM	2:00 PM		3:00 PM	4:00 PM		12:00 PM	1:00 PM		12:00 PM	1:00 PM		12:00 PM	1:00 PM		12:00 PM	1:00 PM		1:00 PM	2:00 PM							

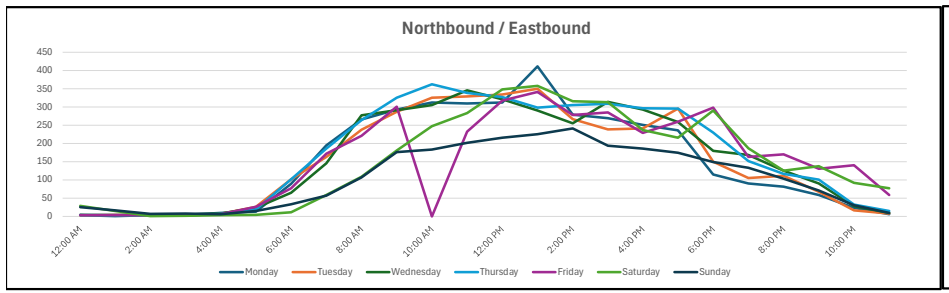


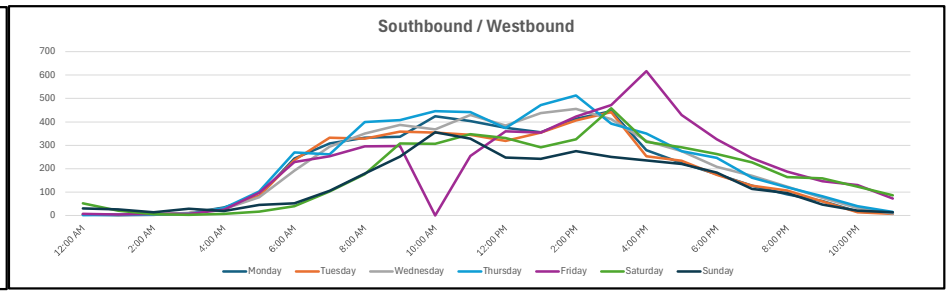


Vehicle Volume Report - Hourly

Site Description: Cocoanut Row North of Whitehall Way
Site Number: 6
Start Date: 3/7/2025
End Date: 3/14/2025

Time	Monday 3/10/25			Tuesday 3/11/25			Wednesday 3/12/25			Thursday 3/13/25			Friday 3/7/25			Saturday 3/8/25			Sunday 3/9/25			3 Day Avg Tue-Thu		5 Day Avg Mon-Fri		7 Day Avg Mon-Sun	
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	NB	SB	NB	SB
12:00 AM	3	5	8	2	6	8	4	5	9	3	2	5	3	7	10	29	53	82	25	30	55	3	4	3	5	10	15
1:00 AM	1	2	3	4	3	7	3	4	7	3	3	6	3	4	7	15	21	36	16	26	42	3	3	3	3	6	9
2:00 AM	3	3	6	3	4	7	4	4	8	3	4	7	3	7	10	1	6	7	7	14	21	3	4	3	4	3	6
3:00 AM	4	10	14	2	10	12	5	11	16	2	7	9	3	8	11	2	3	5	8	29	37	3	9	3	9	4	11
4:00 AM	9	35	44	7	30	37	8	28	36	7	32	39	6	25	31	3	7	10	6	20	26	7	30	7	30	7	25
5:00 AM	13	84	97	26	84	110	23	79	102	19	102	121	26	98	124	4	16	20	15	45	60	23	88	21	89	18	73
6:00 AM	89	244	333	102	236	338	65	192	257	102	270	372	77	228	305	11	40	51	33	52	85	90	233	87	234	68	180
7:00 AM	195	307	502	163	332	495	145	294	439	186	261	447	172	253	425	59	102	161	57	106	163	165	296	172	289	140	236
8:00 AM	266	332	598	238	328	566	277	350	627	264	399	663	221	295	516	109	176	285	107	179	286	260	359	253	341	212	294
9:00 AM	293	336	629	287	358	645	291	387	678	326	407	733	301	297	598	181	307	488	176	252	428	301	384	300	357	265	335
10:00 AM	312	424	736	325	355	680	305	368	673	362	446	808	0	0	0	247	306	553	183	355	538	331	390	261	319	248	322
11:00 AM	310	404	714	329	345	674	346	429	775	339	442	781	233	255	488	283	347	630	202	328	530	338	405	311	375	292	364
12:00 PM	312	375	687	334	318	652	321	384	705	327	374	701	318	360	678	348	331	679	216	248	464	327	359	322	362	311	341
1:00 PM	412	356	768	350	355	705	290	437	727	298	472	770	341	354	695	358	291	649	225	242	467	313	421	338	395	325	358
2:00 PM	279	413	692	267	406	673	255	455	710	305	513	818	278	422	700	316	326	642	241	275	516	276	458	277	442	277	401
3:00 PM	269	446	715	239	441	680	314	411	725	309	392	701	285	472	757	313	458	771	194	250	444	287	415	283	432	275	410
4:00 PM	251	279	530	241	253	494	293	319	612	297	350	647	229	617	846	237	315	552	186	235	421	277	307	262	364	248	338
5:00 PM	236	225	461	296	234	530	259	275	534	296	275	571	260	430	690	216	291	507	174	220	394	284	261	269	288	248	279
6:00 PM	115	176	291	150	174	324	180	208	388	230	246	476	298	325	623	290	263	553	149	183	332	187	209	195	226	202	225
7:00 PM	90	127	217	105	127	232	168	170	338	152	162	314	163	245	408	187	227	414	133	114	247	142	153	136	166	143	167
8:00 PM	82	91	173	111	107	218	125	123	248	116	120	236	170	187	357	125	164	289	103	96	199	117	117	121	126	119	127
9:00 PM	59	62	121	67	61	128	90	76	166	101	83	184	131	146	277	138	159	297	71	47	118	86	73	90	86	94	91
10:00 PM	23	17	40	17	14	31	28	31	59	32	40	72	140	130	270	92	124	216	31	21	52	26	28	48	46	52	54
11:00 PM	6	11	17	8	8	16	9	9	18	15	15	30	59	72	131	77	86	163	9	14	23	11	11	19	23	26	31
6:00 AM - 9:00 AM	550	883	1433	503	896	1399	487	836	1323	552	930	1482	470	776	1246	179	318	497	197	337	534	514	887	512	864	420	711
3:00 PM - 6:00 PM	756	950	1706	776	928	1704	866	1005	1871	902	1017	1919	774	1519	2293	766	1064	1830	554	705	1259	848	983	815	1084	771	1027
6:00 AM - 7:00 PM	3339	4317	7656	3321	4135	7456	3341	4509	7850	3641	4847	8488	3013	4308	7321	2968	3553	6521	2143	2925	5068	3434	4497	3331	4423	3109	4085
12:00 AM - 12:00 AM	3632	4764	8396	3673	4589	8262	3808	5049	8857	4094	5417	9511	3720	5237	8957	3641	4419	8060	2567	3381	5948	3858	5018	3785	5011	3591	4694
Percent	*43.3%*	*56.7%*	*100.0%*	*44.5%*	*55.5%*	*100.0%*	*43.0%*	*57.0%*	*100.0%*	*43.0%*	*57.0%*	*100.0%*	*41.5%*	*58.5%*	*100.0%*	*45.2%*	*54.8%*	*100.0%*	*43.2%*	*56.8%*	*100.0%*	*43.5%*	*56.5%*	*43.0%*	*57.0%*	*43.3%*	*56.7%*
AM Peak	10:00 AM	11:00 AM		10:00 AM	11:00 AM		11:00 AM	12:00 PM		10:00 AM	11:00 AM		9:00 AM	10:00 AM		11:00 AM	12:00 PM		10:00 AM	11:00 AM							
PM Peak	1:00 PM	2:00 PM		1:00 PM	2:00 PM		1:00 PM	2:00 PM		2:00 PM	3:00 PM		4:00 PM	5:00 PM		3:00 PM	4:00 PM		2:00 PM	3:00 PM							

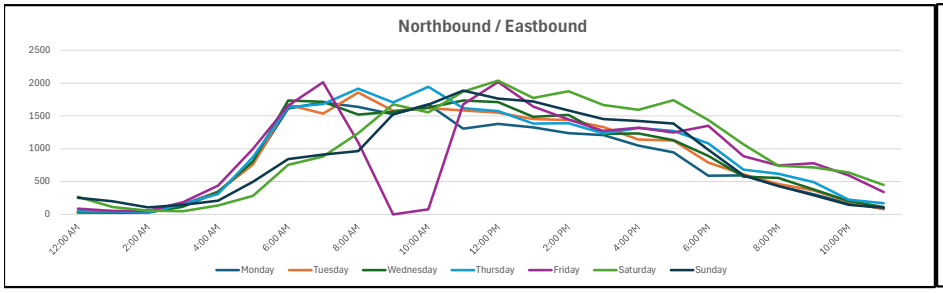


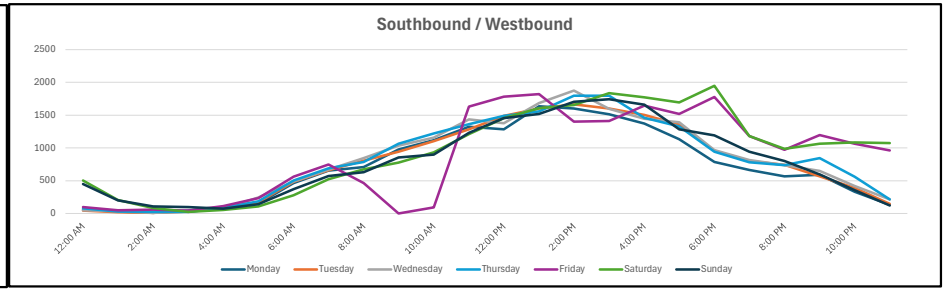


Vehicle Volume Report - Hourly

Site Description: Royal Palm Way West of Hibiscus Avenue
Site Number: 7
Start Date: 3/7/2025
End Date: 3/14/2025

Time	Monday 3/10/25			Tuesday 3/11/25			Wednesday 3/12/25			Thursday 3/13/25			Friday 3/7/25			Saturday 3/8/25			Sunday 3/9/25			3 Day Avg Tue-Thu		5 Day Avg Mon-Fri		7 Day Avg Mon-Sun	
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	EB	WB	EB	WB
12:00 AM	42	60	102	31	47	78	29	51	80	46	82	128	86	102	188	268	505	773	250	449	699	35	60	47	68	107	185
1:00 AM	26	33	59	34	20	54	30	36	66	44	31	75	54	52	106	108	206	314	197	199	396	36	29	38	34	70	82
2:00 AM	27	10	37	50	12	62	30	12	42	26	24	50	53	59	112	56	84	140	105	110	215	35	16	37	23	50	44
3:00 AM	149	45	194	128	30	158	118	32	150	155	26	181	187	47	234	49	27	76	146	96	242	134	29	147	36	133	43
4:00 AM	348	102	450	344	94	438	338	76	414	311	87	398	438	113	551	134	54	188	209	74	283	331	86	356	94	303	86
5:00 AM	779	151	930	762	170	932	806	247	1053	873	190	1063	1000	234	1234	282	108	390	496	145	641	814	202	844	198	714	178
6:00 AM	1614	466	2080	1674	483	2157	1737	488	2225	1633	502	2135	1659	565	2224	752	277	1029	844	374	1218	1681	491	1663	501	1416	451
7:00 AM	1707	653	2360	1533	662	2195	1717	669	2386	1681	692	2373	2015	749	2764	880	523	1403	909	572	1481	1644	674	1731	685	1492	646
8:00 AM	1636	710	2346	1856	805	2661	1518	845	2363	1913	785	2698	1095	466	1561	1238	675	1913	964	630	1594	1762	812	1604	722	1460	702
9:00 AM	1525	979	2504	1582	944	2526	1566	1038	2604	1708	1062	2770	0	0	0	1678	779	2457	1524	855	2379	1619	1015	1276	805	1369	808
10:00 AM	1675	1117	2792	1620	1105	2725	1626	1159	2785	1946	1221	3167	78	95	173	1555	933	2488	1673	900	2573	1731	1162	1389	939	1453	933
11:00 AM	1306	1322	2628	1583	1285	2868	1735	1435	3170	1617	1364	2981	1678	1629	3307	1874	1211	3085	1887	1232	3119	1645	1361	1584	1407	1669	1354
12:00 PM	1380	1284	2664	1549	1491	3040	1709	1379	3088	1575	1489	3064	2020	1783	3803	2037	1455	3492	1764	1454	3218	1611	1453	1647	1485	1719	1476
1:00 PM	1328	1634	2962	1450	1599	3049	1484	1686	3170	1386	1556	2942	1641	1823	3464	1774	1605	3379	1723	1521	3244	1440	1614	1458	1660	1541	1632
2:00 PM	1238	1602	2840	1439	1663	3102	1516	1874	3390	1390	1799	3189	1447	1401	2848	1877	1657	3534	1583	1705	3288	1448	1779	1406	1668	1499	1672
3:00 PM	1208	1511	2719	1333	1599	2932	1228	1597	2825	1233	1796	3029	1269	1410	2679	1667	1837	3504	1450	1744	3194	1265	1664	1254	1583	1341	1642
4:00 PM	1049	1372	2421	1141	1505	2646	1233	1445	2678	1315	1458	2773	1319	1646	2965	1594	1771	3365	1422	1661	3083	1230	1469	1211	1485	1296	1551
5:00 PM	947	1134	2081	1126	1360	2486	1130	1391	2521	1274	1330	2604	1249	1521	2770	1737	1693	3430	1383	1287	2670	1177	1360	1145	1347	1264	1388
6:00 PM	588	785	1373	792	955	1747	893	968	1861	1083	942	2025	1350	1775	3125	1438	1946	3384	982	1192	2174	923	955	941	1085	1018	1223
7:00 PM	596	664	1260	606	804	1410	577	817	1394	683	782	1465	886	1181	2067	1069	1183	2252	597	943	1540	622	801	670	850	716	911
8:00 PM	436	566	1002	462	741	1203	555	737	1292	619	739	1358	747	973	1720	741	985	1726	433	804	1237	545	739	564	751	570	792
9:00 PM	308	592	900	365	567	932	381	649	1030	491	846	1337	779	1195	1974	715	1062	1777	291	594	885	412	687	465	770	476	786
10:00 PM	164	330	494	192	394	586	206	419	625	224	564	788	597	1068	1665	637	1084	1721	148	357	505	207	459	277	555	310	602
11:00 PM	88	130	218	74	146	220	111	216	327	172	215	387	338	965	1303	445	1076	1521	100	124	224	119	192	157	334	190	410
6:00 AM - 9:00 AM	4957	1829	6786	5063	1950	7013	4972	2002	6974	5227	1979	7206	4769	1780	6549	2870	1475	4345	2717	1576	4293	5087	1977	4998	1908	4368	1799
3:00 PM - 6:00 PM	3204	4017	7221	3600	4464	8064	3591	4433	8024	3822	4584	8406	3837	4577	8414	4998	5301	10299	4255	4692	8947	3671	4494	3611	4415	3901	4581
6:00 AM - 7:00 PM	17201	14569	31770	18678	15456	34134	19092	15974	35066	19754	15996	35750	16820	14863	31683	20101	16362	36463	18108	15127	33235	19175	15809	18309	15372	18536	15478
12:00 AM - 12:00 AM	20164	17252	37416	21726	18481	40207	22273	19266	41539	23398	19582	42980	21985	20852	42837	24605	22736	47341	21080	19022	40102	22466	19110	21909	19087	22176	19599
Percent	*53.9%*	*46.1%*	*100.0%*	*54.0%*	*46.0%*	*100.0%*	*53.6%*	*46.4%*	*100.0%*	*54.4%*	*45.6%*	*100.0%*	*51.3%*	*48.7%*	*100.0%*	*52.0%*	*48.0%*	*100.0%*	*52.6%*	*47.4%*	*100.0%*	*54.0%*	*46.0%*	*53.4%*	*46.6%*	*53.1%*	*46.9%*
AM Peak	10:00 AM	11:00 AM		11:00 AM	12:00 PM		11:00 AM	12:00 PM		10:00 AM	11:00 AM		11:00 AM	12:00 PM		11:00 AM	12:00 PM		11:00 AM	12:00 PM							
PM Peak	1:00 PM	2:00 PM		2:00 PM	3:00 PM		2:00 PM	3:00 PM		2:00 PM	3:00 PM		12:00 PM	1:00 PM		2:00 PM	3:00 PM		2:00 PM	3:00 PM							

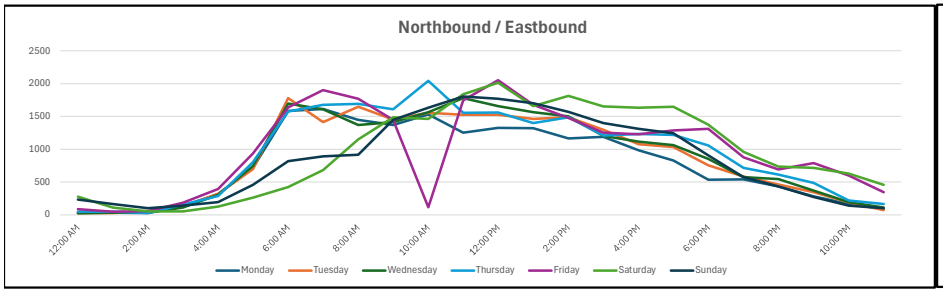


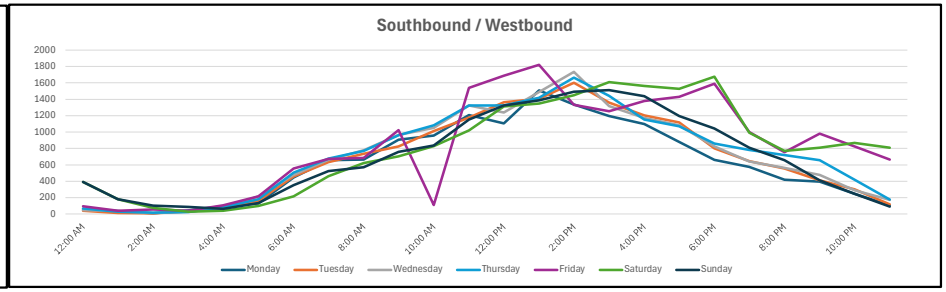


Vehicle Volume Report - Hourly

Site Description: Royal Palm Way East of Hibiscus Avenue
Site Number: 8
Start Date: 3/7/2025
End Date: 3/14/2025

Time	Monday 3/10/25			Tuesday 3/11/25			Wednesday 3/12/25			Thursday 3/13/25			Friday 3/7/25			Saturday 3/8/25			Sunday 3/9/25			3 Day Avg Tue-Thu		5 Day Avg Mon-Fri		7 Day Avg Mon-Sun	
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	EB	WB	EB	WB
12:00 AM	39	61	100	29	39	68	25	47	72	46	68	114	86	93	179	276	391	667	233	391	624	33	51	45	62	105	156
1:00 AM	32	37	69	28	14	42	31	37	68	49	29	78	49	40	89	112	183	295	166	182	348	36	27	38	31	67	75
2:00 AM	27	10	37	52	10	62	32	12	44	26	18	44	56	57	113	52	76	128	100	101	201	37	13	39	21	49	41
3:00 AM	137	43	180	125	31	156	114	30	144	154	26	180	184	42	226	53	29	82	140	86	226	131	29	143	34	130	41
4:00 AM	318	94	412	321	90	411	307	72	379	286	85	371	392	105	497	125	42	167	195	64	259	305	82	325	89	278	79
5:00 AM	715	131	846	698	159	857	747	216	963	802	178	980	936	217	1153	261	99	360	459	134	593	749	184	780	180	660	162
6:00 AM	1583	446	2029	1777	459	2236	1697	476	2173	1575	505	2080	1640	556	2196	424	215	639	820	351	1171	1683	480	1654	488	1359	430
7:00 AM	1613	656	2269	1411	633	2044	1607	661	2268	1677	675	2352	1899	674	2573	684	462	1146	892	525	1417	1565	656	1641	660	1398	612
8:00 AM	1447	666	2113	1648	734	2382	1371	777	2148	1691	770	2461	1767	685	2452	1148	621	1769	919	571	1490	1570	760	1585	726	1427	689
9:00 AM	1371	905	2276	1455	824	2279	1414	967	2381	1607	960	2567	1449	1023	2472	1484	705	2189	1445	758	2203	1492	917	1459	936	1461	877
10:00 AM	1530	959	2489	1554	1013	2567	1567	1049	2616	2042	1083	3125	117	112	229	1462	829	2291	1634	836	2470	1721	1048	1362	843	1415	840
11:00 AM	1250	1205	2455	1526	1176	2702	1779	1324	3103	1553	1325	2878	1745	1538	3283	1836	1021	2857	1804	1152	2956	1619	1275	1571	1314	1642	1249
12:00 PM	1329	1104	2433	1525	1362	2887	1656	1240	2896	1561	1325	2886	2050	1686	3736	2015	1313	3328	1771	1326	3097	1581	1309	1624	1343	1701	1337
1:00 PM	1322	1508	2830	1463	1405	2868	1565	1488	3053	1398	1418	2816	1678	1819	3497	1659	1347	3006	1700	1387	3087	1475	1437	1485	1528	1541	1482
2:00 PM	1166	1337	2503	1487	1602	3089	1502	1735	3237	1485	1662	3147	1476	1332	2808	1812	1450	3262	1570	1493	3063	1491	1666	1423	1534	1500	1516
3:00 PM	1190	1198	2388	1296	1361	2657	1206	1316	2522	1209	1442	2651	1251	1253	2504	1654	1607	3261	1398	1512	2910	1237	1373	1230	1314	1315	1384
4:00 PM	983	1098	2081	1077	1204	2281	1118	1173	2291	1233	1152	2385	1229	1380	2609	1633	1563	3196	1314	1439	2753	1143	1176	1128	1201	1227	1287
5:00 PM	830	881	1711	1031	1118	2149	1064	1081	2145	1218	1072	2290	1284	1431	2715	1645	1528	3173	1242	1194	2436	1104	1090	1085	1117	1188	1186
6:00 PM	536	660	1196	758	801	1559	851	823	1674	1058	861	1919	1311	1590	2901	1374	1676	3050	908	1045	1953	889	828	903	947	971	1065
7:00 PM	538	575	1113	586	646	1232	577	640	1217	717	779	1496	877	999	1876	959	991	1950	572	810	1382	627	688	659	728	689	777
8:00 PM	430	417	847	464	554	1018	546	561	1107	614	720	1334	692	755	1447	736	772	1508	434	656	1090	541	612	549	601	559	634
9:00 PM	283	393	676	346	412	758	368	476	844	488	657	1145	788	982	1770	714	811	1525	273	413	686	401	515	455	584	466	592
10:00 PM	164	247	411	191	301	492	195	290	485	220	418	638	599	822	1421	631	868	1499	140	246	386	202	336	274	416	306	456
11:00 PM	92	104	196	70	118	188	109	172	281	167	177	344	343	666	1009	457	809	1266	100	90	190	115	156	156	247	191	305
6:00 AM - 9:00 AM	4643	1768	6411	4836	1826	6662	4675	1914	6589	4943	1950	6893	5306	1915	7221	2256	1298	3554	2631	1447	4078	4818	1897	4881	1875	4184	1731
3:00 PM - 6:00 PM	3003	3177	6180	3404	3683	7087	3388	3570	6958	3660	3666	7326	3764	4064	7828	4932	4698	9630	3954	4145	8099	3484	3640	3444	3632	3729	3858
6:00 AM - 7:00 PM	16150	12623	28773	18008	13692	31700	18397	14110	32507	19307	14250	33557	18896	15079	33975	18830	14337	33167	17417	13589	31006	18571	14017	18152	13951	18144	13954
12:00 AM - 12:00 AM	18925	14735	33660	20918	16066	36984	21448	16663	38111	22876	17405	40281	23898	19857	43755	23206	19408	42614	20229	16762	36991	21747	16711	21613	16945	21643	17271
Percent	*56.2%*	*43.8%*	*100.0%*	*56.6%*	*43.4%*	*100.0%*	*56.3%*	*43.7%*	*100.0%*	*56.8%*	*43.2%*	*100.0%*	*54.6%*	*45.4%*	*100.0%*	*54.5%*	*45.5%*	*100.0%*	*54.7%*	*45.3%*	*100.0%*	*56.5%*	*43.5%*	*56.1%*	*43.9%*	*55.6%*	*44.4%*
AM Peak	10:00 AM	11:00 AM		11:00 AM	12:00 PM		11:00 AM	12:00 PM		10:00 AM	11:00 AM		11:00 AM	12:00 PM		11:00 AM	12:00 PM		11:00 AM	12:00 PM							
PM Peak	1:00 PM	2:00 PM		2:00 PM	3:00 PM		2:00 PM	3:00 PM		2:00 PM	3:00 PM		12:00 PM	1:00 PM		12:00 PM	1:00 PM		12:00 PM	1:00 PM							

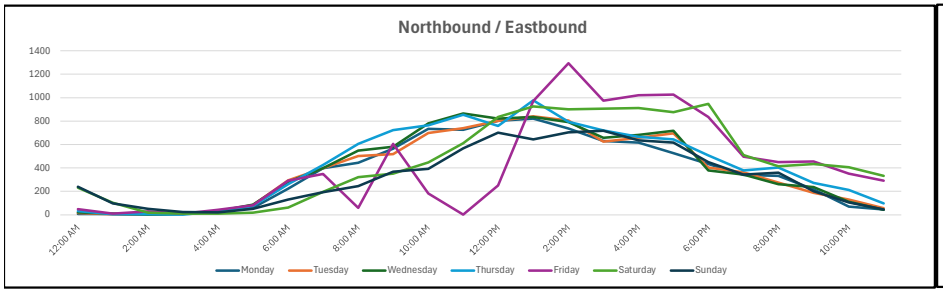


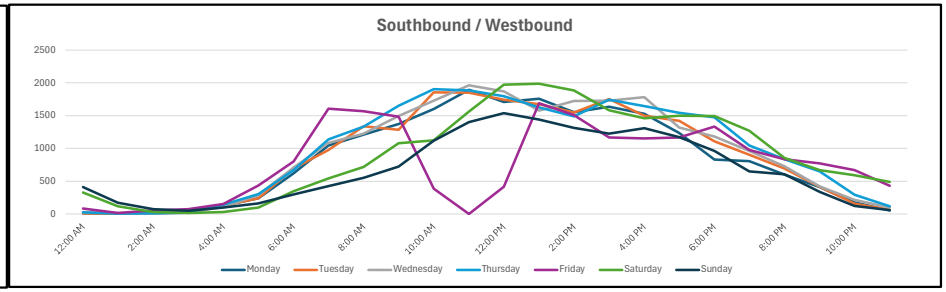


Vehicle Volume Report - Hourly

Site Description: S County Road North of Peruvian Avenue
Site Number: 9
Start Date: 3/7/2025
End Date: 3/14/2025

Time	Monday 3/10/25			Tuesday 3/11/25			Wednesday 3/12/25			Thursday 3/13/25			Friday 3/7/25			Saturday 3/8/25			Sunday 3/9/25			3 Day Avg Tue-Thu		5 Day Avg Mon-Fri		7 Day Avg Mon-Sun	
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	NB	SB	NB	SB
12:00 AM	8	9	17	16	10	26	21	30	51	32	29	61	48	87	135	231	326	557	239	412	651	23	23	25	33	85	129
1:00 AM	7	12	19	4	6	10	10	15	25	6	4	10	10	17	27	104	120	224	98	171	269	7	8	7	11	34	49
2:00 AM	0	16	16	0	14	14	2	6	8	6	8	14	28	54	82	18	32	50	53	73	126	3	9	7	20	15	29
3:00 AM	10	27	37	15	38	53	7	21	28	2	21	23	9	74	83	10	18	28	25	49	74	8	27	9	36	11	35
4:00 AM	27	127	154	26	127	153	33	109	142	29	144	173	42	154	196	10	31	41	20	97	117	29	127	31	132	27	113
5:00 AM	59	242	301	85	239	324	86	291	377	77	302	379	82	433	515	19	97	116	53	162	215	83	277	78	301	66	252
6:00 AM	224	622	846	294	694	988	280	710	990	260	669	929	290	800	1090	63	348	411	129	298	427	278	691	270	699	220	592
7:00 AM	399	1043	1442	399	978	1377	399	1082	1481	426	1140	1566	350	1605	1955	197	544	741	195	425	620	408	1067	395	1170	338	974
8:00 AM	444	1213	1657	502	1340	1842	548	1229	1777	605	1331	1936	59	1568	1627	323	718	1041	245	551	796	552	1300	432	1336	389	1136
9:00 AM	566	1373	1939	518	1286	1804	580	1493	2073	724	1648	2372	605	1486	2091	351	1078	1429	367	722	1089	607	1476	599	1457	530	1298
10:00 AM	734	1600	2334	699	1853	2552	781	1730	2511	764	1903	2667	181	384	565	448	1124	1572	392	1121	1513	748	1829	632	1494	571	1388
11:00 AM	727	1896	2623	739	1851	2590	865	1963	2828	854	1885	2739	3	3	6	610	1562	2172	567	1400	1967	819	1900	638	1520	624	1509
12:00 PM	804	1712	2516	802	1741	2543	822	1871	2693	758	1798	2556	251	415	666	836	1971	2807	700	1540	2240	794	1803	687	1507	710	1578
1:00 PM	821	1756	2577	841	1672	2513	835	1578	2413	978	1627	2605	972	1688	2660	925	1988	2913	644	1443	2087	885	1626	889	1664	859	1679
2:00 PM	736	1555	2291	806	1548	2354	790	1721	2511	795	1491	2286	1295	1508	2803	901	1882	2783	703	1316	2019	797	1587	884	1565	861	1574
3:00 PM	631	1635	2266	626	1752	2378	658	1728	2386	720	1745	2465	974	1169	2143	906	1582	2488	717	1228	1945	668	1742	722	1606	747	1548
4:00 PM	616	1528	2144	658	1498	2156	682	1784	2466	666	1647	2313	1020	1151	2171	911	1460	2371	635	1309	1944	669	1643	728	1522	741	1482
5:00 PM	527	1237	1764	695	1420	2115	719	1321	2040	644	1543	2187	1027	1167	2194	876	1498	2374	617	1174	1791	686	1428	722	1338	729	1337
6:00 PM	432	828	1260	403	1107	1510	380	1183	1563	508	1478	1986	836	1333	2169	946	1493	2439	449	964	1413	430	1256	512	1186	565	1198
7:00 PM	341	805	1146	362	905	1267	342	962	1304	380	1047	1427	496	978	1474	511	1269	1780	344	651	995	361	971	384	939	397	945
8:00 PM	332	603	935	276	693	969	263	728	991	404	838	1242	451	835	1286	414	854	1268	360	605	965	314	753	345	739	357	737
9:00 PM	219	412	631	189	416	605	236	422	658	271	651	922	457	770	1227	432	670	1102	203	338	541	232	496	274	534	287	526
10:00 PM	70	177	247	130	160	290	111	215	326	214	297	511	351	667	1018	406	591	997	106	123	229	152	224	175	303	198	319
11:00 PM	47	54	101	56	62	118	44	100	144	98	120	218	291	429	720	333	487	820	45	57	102	66	94	107	153	131	187
6:00 AM - 9:00 AM	1067	2878	3945	1195	3012	4207	1227	3021	4248	1291	3140	4431	699	3973	4672	583	1610	2193	569	1274	1843	1238	3058	1096	3205	947	2701
3:00 PM - 6:00 PM	1774	4400	6174	1979	4670	6649	2059	4833	6892	2030	4935	6965	3021	3487	6508	2693	4540	7233	1969	3711	5680	2023	4813	2173	4465	2218	4368
6:00 AM - 7:00 PM	7661	17998	25659	7982	18740	26722	8339	19393	27732	8702	19905	28607	7863	14277	22140	8293	17248	25541	6360	13491	19851	8341	19346	8109	18063	7886	17293
12:00 AM - 12:00 AM	8781	20482	29263	9141	21410	30551	9494	22292	31786	10221	23366	33587	10128	18775	28903	10781	21743	32524	7906	16229	24135	9619	22356	9553	21265	9493	20614
Percent	*30.0%*	*70.0%*	*100.0%*	*29.9%*	*70.1%*	*100.0%*	*29.9%*	*70.1%*	*100.0%*	*30.4%*	*69.6%*	*100.0%*	*35.0%*	*65.0%*	*100.0%*	*33.1%*	*66.9%*	*100.0%*	*32.8%*	*67.2%*	*100.0%*	*30.1%*	*69.9%*	*31.0%*	*69.0%*	*31.5%*	*68.5%*
AM Peak	11:00 AM	12:00 PM		11:00 AM	12:00 PM		11:00 AM	12:00 PM		11:00 AM	12:00 PM		9:00 AM	10:00 AM		11:00 AM	12:00 PM		11:00 AM	12:00 PM							
PM Peak	1:00 PM	2:00 PM		12:00 PM	1:00 PM		12:00 PM	1:00 PM		1:00 PM	2:00 PM		2:00 PM	3:00 PM		1:00 PM	2:00 PM		12:00 PM	1:00 PM							

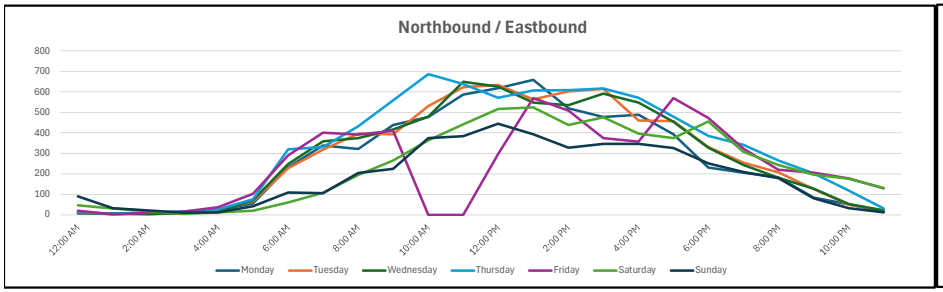


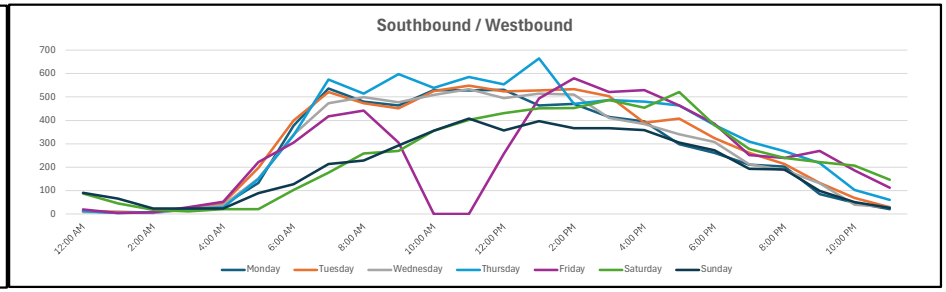


Vehicle Volume Report - Hourly

Site Description: N County Road North of Breakers Row
Site Number: 10
Start Date: 3/7/2025
End Date: 3/14/2025

Time	Monday 3/10/25			Tuesday 3/11/25			Wednesday 3/12/25			Thursday 3/13/25			Friday 3/7/25			Saturday 3/8/25			Sunday 3/9/25			3 Day Avg Tue-Thu		5 Day Avg Mon-Fri		7 Day Avg Mon-Sun	
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	NB	SB	NB	SB
12:00 AM	9	13	22	11	11	22	7	9	16	12	13	25	20	20	40	47	87	134	90	91	181	10	11	12	13	28	35
1:00 AM	4	6	10	3	10	13	7	6	13	6	5	11	3	5	8	31	45	76	33	66	99	5	7	5	6	12	20
2:00 AM	6	6	12	6	6	12	3	4	7	12	9	21	9	7	16	19	18	37	22	23	45	7	6	7	6	11	10
3:00 AM	9	22	31	11	26	37	9	20	29	16	22	38	15	29	44	4	11	15	11	23	34	12	23	12	24	11	22
4:00 AM	21	39	60	21	47	68	14	38	52	26	27	53	37	53	90	12	21	33	13	23	36	20	37	24	41	21	35
5:00 AM	56	132	188	65	197	262	71	152	223	77	150	227	103	222	325	20	21	41	41	89	130	71	166	74	171	62	138
6:00 AM	232	377	609	228	399	627	248	339	587	319	336	655	290	305	595	61	102	163	109	128	237	265	358	263	351	212	284
7:00 AM	338	536	874	318	521	839	358	473	831	330	575	905	400	417	817	108	177	285	106	214	320	335	523	349	504	280	416
8:00 AM	321	480	801	396	473	869	375	499	874	432	514	946	391	441	832	194	258	452	204	229	433	401	495	383	481	330	413
9:00 AM	439	463	902	393	451	844	416	477	893	558	597	1155	410	305	715	264	270	534	224	293	517	456	508	443	459	386	408
10:00 AM	478	529	1007	530	525	1055	479	508	987	687	538	1225	0	0	0	364	356	720	375	356	731	565	524	435	420	416	402
11:00 AM	587	527	1114	622	548	1170	649	533	1182	638	585	1223	0	0	0	442	402	844	383	407	790	636	555	499	439	474	429
12:00 PM	617	530	1147	633	524	1157	625	495	1120	571	554	1125	296	257	553	516	431	947	444	357	801	610	524	548	472	529	450
1:00 PM	658	464	1122	564	527	1091	547	514	1061	606	665	1271	569	493	1062	524	451	975	393	396	789	572	569	589	533	552	501
2:00 PM	519	471	990	602	534	1136	535	510	1045	609	471	1080	509	580	1089	438	452	890	328	367	695	582	505	555	513	506	484
3:00 PM	478	414	892	615	503	1118	591	410	1001	616	487	1103	375	521	896	476	487	963	346	367	713	607	467	535	467	500	456
4:00 PM	489	395	884	461	390	851	547	385	932	571	480	1051	357	529	886	397	454	851	347	359	706	526	418	485	436	453	427
5:00 PM	393	298	691	457	407	864	454	341	795	479	463	942	570	463	1033	374	521	895	326	305	631	463	404	471	394	436	400
6:00 PM	231	261	492	331	324	655	327	307	634	385	380	765	473	386	859	456	380	836	251	272	523	348	337	349	332	351	330
7:00 PM	206	211	417	254	261	515	243	212	455	341	309	650	323	252	575	307	278	585	209	193	402	279	261	273	249	269	245
8:00 PM	182	202	384	207	213	420	181	188	369	265	269	534	220	239	459	243	239	482	179	190	369	218	223	211	222	211	220
9:00 PM	84	85	169	126	132	258	128	131	259	203	218	421	206	270	476	197	221	418	80	99	179	152	160	149	167	146	165
10:00 PM	51	49	100	49	69	118	53	40	93	118	102	220	177	186	363	176	206	382	32	51	83	73	70	90	89	94	100
11:00 PM	15	21	36	22	29	51	21	29	50	31	60	91	129	112	241	131	147	278	13	26	39	25	39	44	50	52	61
6:00 AM - 9:00 AM	891	1393	2284	942	1393	2335	981	1311	2292	1081	1425	2506	1081	1163	2244	363	537	900	419	571	990	1001	1376	995	1337	823	1113
3:00 PM - 6:00 PM	1360	1107	2467	1533	1300	2833	1592	1136	2728	1666	1430	3096	1302	1513	2815	1247	1462	2709	1019	1031	2050	1597	1289	1491	1297	1388	1283
6:00 AM - 7:00 PM	5780	5745	11525	6150	6126	12276	6151	5791	11942	6801	6645	13446	4640	4697	9337	4614	4741	9355	3836	4050	7886	6367	6187	5904	5801	5425	5399
12:00 AM - 12:00 AM	6423	6531	12954	6925	7127	14052	6888	6620	13508	7908	7829	15737	5882	6092	11974	5801	6035	11836	4559	4924	9483	7240	7192	6805	6840	6341	6451
Percent	*49.6%*	*50.4%*	*100.0%*	*49.3%*	*50.7%*	*100.0%*	*51.0%*	*49.0%*	*100.0%*	*50.3%*	*49.7%*	*100.0%*	*49.1%*	*50.9%*	*100.0%*	*49.0%*	*51.0%*	*100.0%*	*48.1%*	*51.9%*	*100.0%*	*50.2%*	*49.8%*	*49.9%*	*50.1%*	*49.6%*	*50.4%*
AM Peak	11:00 AM	12:00 PM		11:00 AM	12:00 PM		11:00 AM	12:00 PM		10:00 AM	11:00 AM		8:00 AM	9:00 AM		11:00 AM	12:00 PM		11:00 AM	12:00 PM							
PM Peak	12:00 PM	1:00 PM		12:00 PM	1:00 PM		12:00 PM	1:00 PM		1:00 PM	2:00 PM		2:00 PM	3:00 PM		1:00 PM	2:00 PM		12:00 PM	1:00 PM							

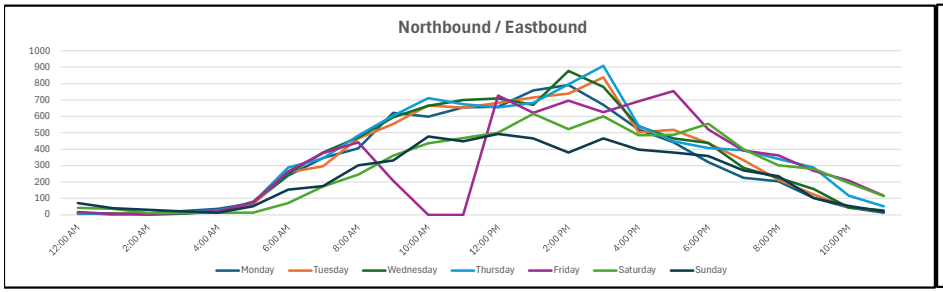


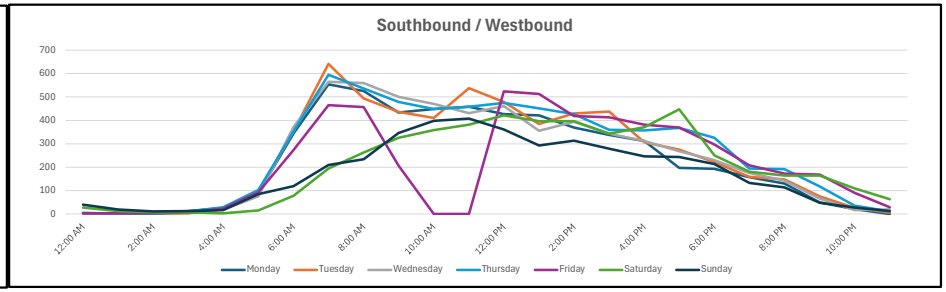


Vehicle Volume Report - Hourly

Site Description: N County Road North of Royal Poinciana Way
Site Number: 11
Start Date: 3/7/2025
End Date: 3/14/2025

Time	Monday 3/10/25			Tuesday 3/11/25			Wednesday 3/12/25			Thursday 3/13/25			Friday 3/7/25			Saturday 3/8/25			Sunday 3/9/25			3 Day Avg Tue-Thu		5 Day Avg Mon-Fri		7 Day Avg Mon-Sun	
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	NB	SB	NB	SB
12:00 AM	13	4	17	6	2	8	8	5	13	10	3	13	18	3	21	43	27	70	71	40	111	8	3	11	3	24	12
1:00 AM	4	1	5	7	2	9	7	3	10	3	2	5	5	3	8	37	12	49	40	20	60	6	2	5	2	15	6
2:00 AM	8	3	11	4	1	5	2	0	2	5	2	7	6	3	9	12	8	20	30	11	41	4	1	5	2	10	4
3:00 AM	22	12	34	7	3	10	7	7	14	14	11	25	12	8	20	12	7	19	20	12	32	9	7	12	8	13	9
4:00 AM	38	25	63	23	21	44	21	19	40	27	29	56	23	24	47	13	3	16	13	16	29	24	23	26	24	23	20
5:00 AM	71	90	161	63	92	155	79	75	154	74	102	176	73	94	167	13	15	28	53	85	138	72	90	72	91	61	79
6:00 AM	240	345	585	259	355	614	251	372	623	288	352	640	265	274	539	72	79	151	154	119	273	266	360	261	340	218	271
7:00 AM	347	554	901	297	641	938	379	564	943	344	595	939	377	465	842	174	194	368	176	209	385	340	600	349	564	299	460
8:00 AM	405	525	930	467	493	960	472	559	1031	484	536	1020	443	457	900	245	263	508	302	234	536	474	529	454	514	403	438
9:00 AM	622	433	1055	554	436	990	594	500	1094	604	479	1083	209	206	415	361	326	687	332	346	678	584	472	517	411	468	389
10:00 AM	598	449	1047	667	410	1077	664	471	1135	712	449	1161	0	0	0	436	359	795	477	398	875	681	443	528	356	508	362
11:00 AM	656	458	1114	654	537	1191	700	431	1131	674	458	1132	0	0	0	468	382	850	448	408	856	676	475	537	377	514	382
12:00 PM	659	426	1085	682	479	1161	709	461	1170	655	475	1130	727	524	1251	501	421	922	494	361	855	682	472	686	473	632	450
1:00 PM	758	421	1179	716	385	1101	671	356	1027	683	451	1134	621	512	1133	616	397	1013	466	292	758	690	397	690	425	647	402
2:00 PM	791	370	1161	740	430	1170	878	393	1271	795	426	1221	695	419	1114	522	396	918	380	314	694	804	416	780	408	686	393
3:00 PM	671	338	1009	839	437	1276	779	343	1122	908	360	1268	626	413	1039	601	343	944	465	279	744	842	380	765	378	698	359
4:00 PM	520	312	832	503	306	809	540	312	852	543	357	900	692	381	1073	485	371	856	397	246	643	529	325	560	334	526	326
5:00 PM	443	197	640	518	275	793	466	269	735	449	368	817	754	369	1123	488	447	935	380	244	624	478	304	526	296	500	310
6:00 PM	321	193	514	436	222	658	439	230	669	408	325	733	520	297	817	556	250	806	358	213	571	428	259	425	253	434	247
7:00 PM	226	157	383	333	159	492	286	175	461	394	194	588	391	208	599	400	181	581	270	132	402	338	176	326	179	329	172
8:00 PM	204	130	334	214	148	362	226	143	369	341	192	533	362	173	535	301	165	466	236	114	350	260	161	269	157	269	152
9:00 PM	104	50	154	125	75	200	158	66	224	287	117	404	269	168	437	281	164	445	104	49	153	190	86	189	95	190	98
10:00 PM	45	21	66	45	26	71	44	17	61	116	36	152	208	90	298	194	110	304	54	27	81	68	26	92	38	101	47
11:00 PM	13	1	14	25	6	31	26	20	46	53	11	64	117	29	146	114	63	177	21	12	33	35	12	47	13	53	20
6:00 AM - 9:00 AM	992	1424	2416	1023	1489	2512	1102	1495	2597	1116	1483	2599	1085	1196	2281	491	536	1027	632	562	1194	1080	1489	1064	1417	920	1169
3:00 PM - 6:00 PM	1634	847	2481	1860	1018	2878	1785	924	2709	1900	1085	2985	2072	1163	3235	1574	1161	2735	1242	769	2011	1848	1009	1850	1007	1724	995
6:00 AM - 7:00 PM	7031	5021	12052	7332	5406	12738	7542	5261	12803	7547	5631	13178	5929	4317	10246	5525	4228	9753	4829	3663	8492	7474	5433	7076	5127	6534	4790
12:00 AM - 12:00 AM	7779	5515	13294	8184	5941	14125	8406	5791	14197	8871	6330	15201	7413	5120	12533	6945	4983	11928	5741	4181	9922	8487	6021	8131	5739	7620	5409
Percent	*58.5%*	*41.5%*	*100.0%*	*57.9%*	*42.1%*	*100.0%*	*59.2%*	*40.8%*	*100.0%*	*58.4%*	*41.6%*	*100.0%*	*59.1%*	*40.9%*	*100.0%*	*58.2%*	*41.8%*	*100.0%*	*57.9%*	*42.1%*	*100.0%*	*58.5%*	*41.5%*	*58.6%*	*41.4%*	*58.5%*	*41.5%*
AM Peak	11:00 AM	12:00 PM		11:00 AM	12:00 PM		10:00 AM	11:00 AM		10:00 AM	11:00 AM		8:00 AM	9:00 AM		11:00 AM	12:00 PM		10:00 AM	11:00 AM							
PM Peak	1:00 PM	2:00 PM		3:00 PM	4:00 PM		2:00 PM	3:00 PM		3:00 PM	4:00 PM		12:00 PM	1:00 PM		1:00 PM	2:00 PM		12:00 PM	1:00 PM							

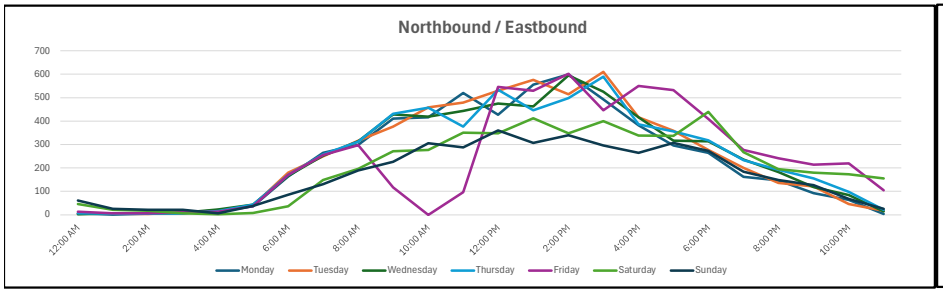


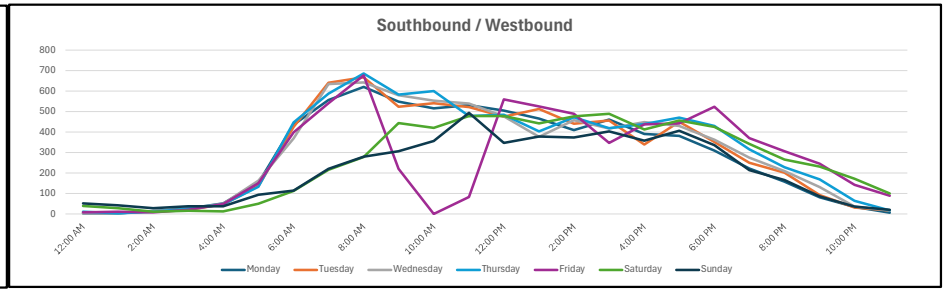


Vehicle Volume Report - Hourly

Site Description: Bradley Place North of Royal Poinciana Way
Site Number: 12
Start Date: 3/7/2025
End Date: 3/14/2025

Time	Monday 3/10/25			Tuesday 3/11/25			Wednesday 3/12/25			Thursday 3/13/25			Friday 3/7/25			Saturday 3/8/25			Sunday 3/9/25			3 Day Avg Tue-Thu		5 Day Avg Mon-Fri		7 Day Avg Mon-Sun	
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	NB	SB	NB	SB
12:00 AM	6	4	10	5	8	13	3	4	7	6	11	17	13	9	22	46	39	85	62	52	114	5	8	7	7	20	18
1:00 AM	1	3	4	5	8	13	6	4	10	5	3	8	6	11	17	22	28	50	25	43	68	5	5	5	6	10	14
2:00 AM	5	15	20	4	12	16	5	14	19	5	12	17	6	9	15	17	11	28	21	29	50	5	13	5	12	9	15
3:00 AM	7	27	34	11	20	31	9	24	33	6	26	32	10	21	31	7	16	23	21	38	59	9	23	9	24	10	25
4:00 AM	20	52	72	15	47	62	23	50	73	16	47	63	13	49	62	2	13	15	6	37	43	18	48	17	49	14	42
5:00 AM	37	152	189	39	136	175	43	162	205	43	133	176	36	150	186	8	50	58	38	95	133	42	144	40	147	35	125
6:00 AM	164	436	600	180	425	605	166	369	535	170	447	617	170	398	568	36	113	149	85	114	199	172	414	170	415	139	329
7:00 AM	265	556	821	249	641	890	253	634	887	258	588	846	255	541	796	149	216	365	130	220	350	253	621	256	592	223	485
8:00 AM	299	621	920	316	667	983	314	642	956	313	686	999	298	676	974	197	278	475	189	280	469	314	665	308	658	275	550
9:00 AM	410	549	959	376	523	899	429	580	1009	431	583	1014	117	221	338	271	443	714	227	306	533	412	562	353	491	323	458
10:00 AM	417	516	933	459	541	1000	419	553	972	458	600	1058	0	0	0	276	420	696	306	356	662	445	565	351	442	334	427
11:00 AM	520	531	1051	479	522	1001	444	539	983	376	478	854	97	84	181	350	479	829	288	494	782	433	513	383	431	365	447
12:00 PM	428	505	933	530	475	1005	475	476	951	534	484	1018	546	559	1105	348	478	826	360	347	707	513	478	503	500	460	475
1:00 PM	556	465	1021	576	513	1089	463	377	840	446	404	850	529	525	1054	412	442	854	307	378	685	495	431	514	457	470	443
2:00 PM	599	410	1009	514	441	955	595	458	1053	498	472	970	602	489	1091	348	477	825	340	373	713	536	457	562	454	499	446
3:00 PM	493	461	954	610	457	1067	525	417	942	589	419	1008	447	348	795	400	489	889	297	404	701	575	431	533	420	480	428
4:00 PM	382	390	772	417	339	756	417	448	865	386	440	826	550	437	987	339	412	751	265	358	623	407	409	430	411	394	403
5:00 PM	296	382	678	359	451	810	317	430	747	356	470	826	532	442	974	337	456	793	307	407	714	344	450	372	435	358	434
6:00 PM	265	310	575	276	351	627	314	363	677	318	430	748	409	524	933	439	425	864	273	337	610	303	381	316	396	328	391
7:00 PM	162	222	384	200	250	450	236	275	511	233	316	549	277	371	648	268	342	610	184	215	399	223	280	222	287	223	284
8:00 PM	147	158	305	136	202	338	183	209	392	192	228	420	242	307	549	195	266	461	149	166	315	170	213	180	221	178	219
9:00 PM	93	81	174	122	93	215	119	132	251	155	169	324	214	245	459	180	232	412	126	86	212	132	131	141	144	144	148
10:00 PM	64	35	99	46	31	77	84	36	120	98	64	162	219	142	361	173	172	345	68	36	104	76	44	102	62	107	74
11:00 PM	4	7	11	17	18	35	15	17	32	22	18	40	105	89	194	155	100	255	25	21	46	18	18	33	30	49	39
6:00 AM - 9:00 AM	728	1613	2341	745	1733	2478	733	1645	2378	741	1721	2462	723	1615	2338	382	607	989	404	614	1018	740	1700	734	1665	637	1364
3:00 PM - 6:00 PM	1171	1233	2404	1386	1247	2633	1259	1295	2554	1331	1329	2660	1529	1227	2756	1076	1357	2433	869	1169	2038	1325	1290	1335	1266	1232	1265
6:00 AM - 7:00 PM	5094	6132	11226	5341	6346	11687	5131	6286	11417	5133	6501	11634	4552	5244	9796	3902	5128	9030	3374	4374	7748	5202	6378	5050	6102	4647	5716
12:00 AM - 12:00 AM	5640	6888	12528	5941	7171	13112	5857	7213	13070	5914	7528	13442	5693	6647	12340	4975	6397	11372	4099	5192	9291	5904	7304	5809	7089	5446	6719
Percent	*45.0%*	*55.0%*	*100.0%*	*45.3%*	*54.7%*	*100.0%*	*44.8%*	*55.2%*	*100.0%*	*44.0%*	*56.0%*	*100.0%*	*46.1%*	*53.9%*	*100.0%*	*43.7%*	*56.3%*	*100.0%*	*44.1%*	*55.9%*	*100.0%*	*44.7%*	*55.3%*	*45.0%*	*55.0%*	*44.8%*	*55.2%*
AM Peak	11:00 AM	12:00 PM		11:00 AM	12:00 PM		9:00 AM	10:00 AM		10:00 AM	11:00 AM		8:00 AM	9:00 AM		11:00 AM	12:00 PM		11:00 AM	12:00 PM							
PM Peak	1:00 PM	2:00 PM		1:00 PM	2:00 PM		2:00 PM	3:00 PM		12:00 PM	1:00 PM		12:00 PM	1:00 PM		3:00 PM	4:00 PM		5:00 PM	6:00 PM							

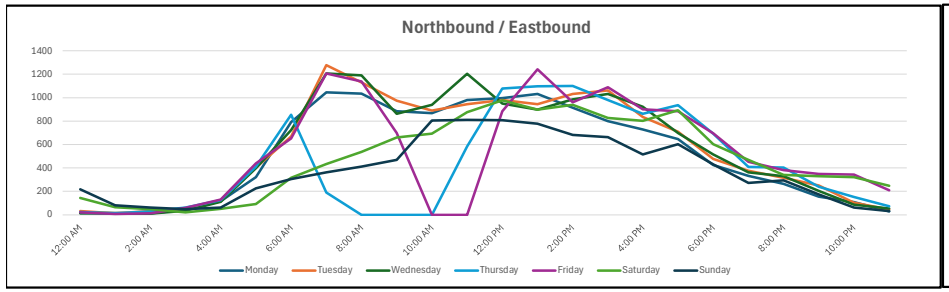


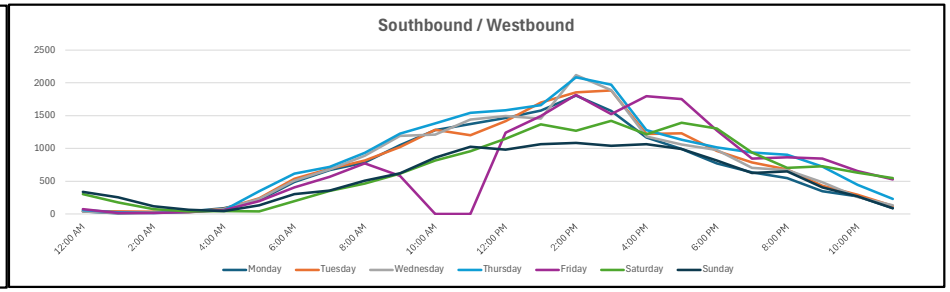


Vehicle Volume Report - Hourly

Site Description: Royal Pionciana Way East of Cocoanut Row
Site Number: 13
Start Date: 3/7/2025
End Date: 3/14/2025

Time	Monday 3/10/25			Tuesday 3/11/25			Wednesday 3/12/25			Thursday 3/13/25			Friday 3/7/25			Saturday 3/8/25			Sunday 3/9/25			3 Day Avg Tue-Thu		5 Day Avg Mon-Fri		7 Day Avg Mon-Sun	
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	EB	WB	EB	WB
12:00 AM	16	39	55	31	46	77	14	38	52	24	58	82	22	74	96	144	303	447	217	339	556	23	47	21	51	67	128
1:00 AM	10	12	22	14	40	54	16	18	34	14	26	40	8	16	24	65	178	243	80	254	334	15	28	12	22	30	78
2:00 AM	14	22	36	32	36	68	10	20	30	28	14	42	14	18	32	48	74	122	61	117	178	23	23	20	22	30	43
3:00 AM	44	38	82	52	30	82	34	28	62	62	37	99	60	33	93	22	40	62	48	62	110	49	32	50	33	46	38
4:00 AM	118	91	209	116	77	193	110	73	183	125	59	184	131	61	192	51	44	95	64	45	109	117	70	120	72	102	64
5:00 AM	323	211	534	402	239	641	399	231	630	413	349	762	440	198	638	92	41	133	227	131	358	405	273	395	246	328	200
6:00 AM	791	489	1280	668	537	1205	723	511	1234	853	617	1470	652	405	1057	317	198	515	306	306	612	748	555	737	512	616	438
7:00 AM	1045	667	1712	1278	692	1970	1206	680	1886	190	717	907	1207	566	1773	434	352	786	361	358	719	891	696	985	664	817	576
8:00 AM	1033	789	1822	1131	817	1948	1191	891	2082	0	934	934	1138	772	1910	537	463	1000	411	509	920	774	881	899	841	777	739
9:00 AM	886	1053	1939	974	1020	1994	862	1192	2054	0	1226	1226	698	580	1278	660	617	1277	468	623	1091	612	1146	684	1014	650	902
10:00 AM	867	1282	2149	890	1284	2174	940	1213	2153	0	1381	1381	0	0	0	692	815	1507	805	858	1663	610	1293	539	1032	599	976
11:00 AM	980	1374	2354	944	1201	2145	1203	1442	2645	583	1541	2124	0	0	0	877	956	1833	811	1024	1835	910	1395	742	1112	771	1077
12:00 PM	996	1467	2463	980	1414	2394	949	1495	2444	1079	1584	2663	883	1240	2123	977	1147	2124	808	982	1790	1003	1498	977	1440	953	1333
1:00 PM	1031	1578	2609	943	1699	2642	898	1455	2353	1097	1659	2756	1241	1497	2738	897	1367	2264	779	1066	1845	979	1604	1042	1578	984	1474
2:00 PM	914	1806	2720	1032	1854	2886	985	2119	3104	1100	2084	3184	960	1814	2774	938	1269	2207	683	1082	1765	1039	2019	998	1935	945	1718
3:00 PM	800	1571	2371	1062	1883	2945	1032	1892	2924	980	1972	2952	1089	1523	2612	826	1421	2247	663	1040	1703	1025	1916	993	1768	922	1615
4:00 PM	728	1167	1895	836	1221	2057	922	1184	2106	863	1278	2141	900	1797	2697	804	1218	2022	517	1062	1579	874	1228	850	1329	796	1275
5:00 PM	647	991	1638	709	1231	1940	698	1059	1757	937	1133	2070	883	1755	2638	894	1393	2287	604	990	1594	781	1141	775	1234	767	1222
6:00 PM	425	773	1198	478	965	1443	515	979	1494	692	1015	1707	696	1276	1972	604	1306	1910	431	818	1249	562	986	561	1002	549	1019
7:00 PM	332	638	970	376	785	1161	363	704	1067	410	937	1347	453	844	1297	470	940	1410	272	624	896	383	809	387	782	382	782
8:00 PM	264	547	811	317	679	996	329	668	997	404	903	1307	381	866	1247	340	704	1044	294	650	944	350	750	339	733	333	717
9:00 PM	156	347	503	250	432	682	205	486	691	240	723	963	349	845	1194	330	728	1058	175	409	584	232	547	240	567	244	567
10:00 PM	109	271	380	104	296	400	86	259	345	151	447	598	343	654	997	323	631	954	64	270	334	114	334	159	385	169	404
11:00 PM	28	88	116	47	125	172	55	132	187	73	229	302	210	530	740	247	546	793	32	90	122	58	162	83	221	99	249
6:00 AM - 9:00 AM	2869	1945	4814	3077	2046	5123	3120	2082	5202	1043	2268	3311	2997	1743	4740	1288	1013	2301	1078	1173	2251	2413	2132	2621	2017	2210	1753
3:00 PM - 6:00 PM	2175	3729	5904	2607	4335	6942	2652	4135	6787	2780	4383	7163	2872	5075	7947	2524	4032	6556	1784	3092	4876	2680	4284	2617	4331	2485	4112
6:00 AM - 7:00 PM	11143	15007	26150	11925	15818	27743	12124	16112	28236	8374	17141	25515	10347	13225	23572	9457	12522	21979	7647	10718	18365	10808	16357	10783	15461	10145	14363
12:00 AM - 12:00 AM	12557	17311	29868	13666	18603	32269	13745	18769	32514	10318	20923	31241	12758	17364	30122	11589	16751	28340	9181	13709	22890	12576	19432	12609	18594	11973	17633
Percent	*42.0%*	*58.0%*	*100.0%*	*42.4%*	*57.6%*	*100.0%*	*42.3%*	*57.7%*	*100.0%*	*33.0%*	*67.0%*	*100.0%*	*42.4%*	*57.6%*	*100.0%*	*40.9%*	*59.1%*	*100.0%*	*40.1%*	*59.9%*	*100.0%*	*39.3%*	*60.7%*	*40.4%*	*59.6%*	*40.4%*	*59.6%*
AM Peak	11:00 AM	12:00 PM		10:00 AM	11:00 AM		11:00 AM	12:00 PM		11:00 AM	12:00 PM		8:00 AM	9:00 AM		11:00 AM	12:00 PM		11:00 AM	12:00 PM							
PM Peak	2:00 PM	3:00 PM		3:00 PM	4:00 PM		2:00 PM	3:00 PM		2:00 PM	3:00 PM		2:00 PM	3:00 PM		5:00 PM	6:00 PM		1:00 PM	2:00 PM							

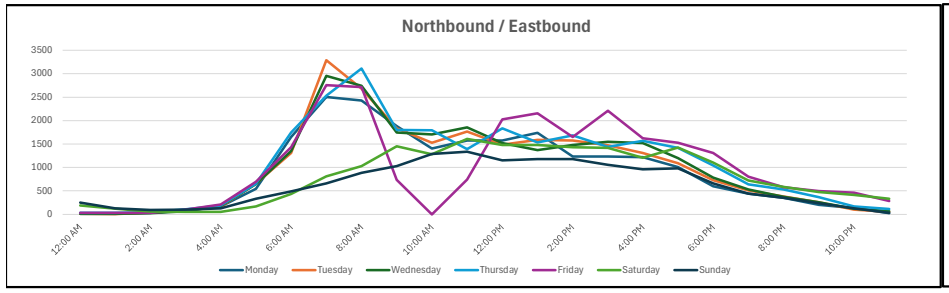


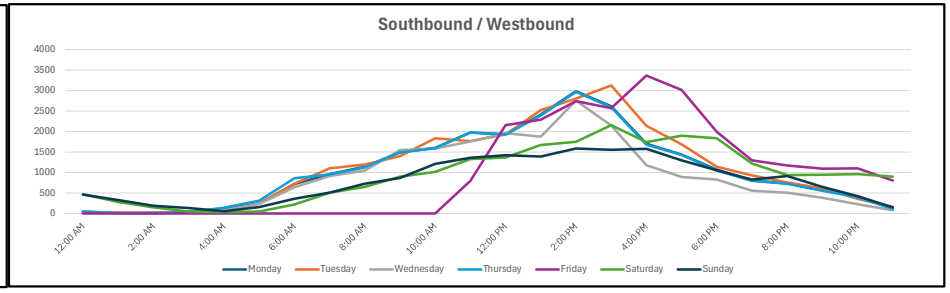


Vehicle Volume Report - Hourly

Site Description: Royal Pionciana Way West of Cocoanut Row
Site Number: 14
Start Date: 3/7/2025
End Date: 3/14/2025

Time	Monday 3/10/25			Tuesday 3/11/25			Wednesday 3/12/25			Thursday 3/13/25			Friday 3/7/25			Saturday 3/8/25			Sunday 3/9/25			3 Day Avg Tue-Thu		5 Day Avg Mon-Fri		7 Day Avg Mon-Sun	
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	EB	WB	EB	WB
12:00 AM	15	44	59	14	42	56	14	45	59	35	49	84	35	0	35	192	469	661	249	461	710	21	45	23	36	79	159
1:00 AM	12	18	30	4	26	30	14	22	36	30	11	41	28	0	28	124	283	407	128	327	455	16	20	18	15	49	98
2:00 AM	36	20	56	42	16	58	24	12	36	46	8	54	28	0	28	62	148	210	96	188	284	37	12	35	11	48	56
3:00 AM	83	44	127	88	38	126	67	28	95	105	30	135	97	0	97	51	52	103	98	133	231	87	32	88	28	84	46
4:00 AM	170	121	291	161	78	239	175	84	259	192	140	332	211	0	211	56	31	87	126	53	179	176	101	182	85	156	72
5:00 AM	544	246	790	653	248	901	649	233	882	655	316	971	695	0	695	169	52	221	337	163	500	652	266	639	209	529	180
6:00 AM	1648	721	2369	1309	726	2035	1350	645	1995	1746	860	2606	1432	0	1432	439	220	659	491	366	857	1468	744	1497	590	1202	505
7:00 AM	2503	959	3462	3288	1098	4386	2952	913	3865	2529	956	3485	2757	0	2757	811	513	1324	660	509	1169	2923	989	2806	785	2214	707
8:00 AM	2427	1139	3566	2685	1199	3884	2743	1047	3790	3115	1126	4241	2716	3	2719	1028	648	1676	890	728	1618	2848	1124	2737	903	2229	841
9:00 AM	1879	1493	3372	1838	1401	3239	1745	1545	3290	1799	1490	3289	737	0	737	1451	896	2347	1031	865	1896	1794	1479	1600	1186	1497	1099
10:00 AM	1407	1601	3008	1527	1833	3360	1709	1588	3297	1796	1599	3395	0	0	0	1279	1014	2293	1291	1213	2504	1677	1673	1288	1324	1287	1264
11:00 AM	1575	1979	3554	1768	1766	3534	1859	1758	3617	1394	1979	3373	741	802	1543	1610	1325	2935	1337	1360	2697	1674	1834	1467	1657	1469	1567
12:00 PM	1575	1932	3507	1487	1928	3415	1523	1958	3481	1834	1927	3761	2027	2153	4180	1484	1371	2855	1154	1423	2577	1615	1938	1689	1980	1583	1813
1:00 PM	1742	2411	4153	1590	2526	4116	1371	1875	3246	1535	2395	3930	2155	2290	4445	1479	1670	3149	1176	1394	2570	1499	2265	1679	2299	1578	2080
2:00 PM	1237	2985	4222	1573	2805	4378	1477	2759	4236	1686	2970	4656	1650	2741	4391	1431	1752	3183	1184	1587	2771	1579	2845	1525	2852	1463	2514
3:00 PM	1232	2621	3853	1471	3123	4594	1551	2146	3697	1442	2598	4040	2207	2569	4776	1420	2155	3575	1054	1556	2610	1488	2622	1581	2611	1482	2395
4:00 PM	1219	1707	2926	1305	2139	3444	1519	1178	2697	1570	1682	3252	1622	3368	4990	1208	1741	2949	960	1577	2537	1465	1666	1447	2015	1343	1913
5:00 PM	1009	1441	2450	1091	1691	2782	1202	893	2095	1418	1430	2848	1525	3014	4539	1427	1899	3326	979	1299	2278	1237	1338	1249	1694	1236	1667
6:00 PM	599	1067	1666	728	1142	1870	783	832	1615	1041	1052	2093	1305	1993	3298	1101	1838	2939	660	1056	1716	851	1009	891	1217	888	1283
7:00 PM	445	806	1251	509	931	1440	535	555	1090	642	798	1440	804	1295	2099	721	1221	1942	441	833	1274	562	761	587	877	585	920
8:00 PM	354	738	1092	377	756	1133	373	511	884	535	728	1263	576	1170	1746	587	938	1525	350	916	1266	428	665	443	781	450	822
9:00 PM	205	567	772	254	611	865	254	380	634	365	555	920	499	1094	1593	478	946	1424	240	654	894	291	515	315	641	328	687
10:00 PM	139	412	551	102	361	463	124	231	355	169	399	568	462	1106	1568	416	963	1379	127	427	554	132	330	199	502	220	557
11:00 PM	27	118	145	50	156	206	68	83	151	112	113	225	284	809	1093	332	898	1230	33	152	185	77	117	108	256	129	333
6:00 AM - 9:00 AM	**6578**	**2819**	**9397**	**7282**	**3023**	**10305**	**7045**	**2605**	**9650**	**7390**	**2942**	**10332**	**6905**	**3**	**6908**	**2278**	**1381**	**3659**	**2041**	**1603**	**3644**	**7239**	**2857**	**7040**	**2278**	**5646**	**2054**
3:00 PM - 6:00 PM	**3460**	**5769**	**9229**	**3867**	**6953**	**10820**	**4272**	**4217**	**8489**	**4430**	**5710**	**10140**	**5354**	**8951**	**14305**	**4055**	**5795**	**9850**	**2993**	**4432**	**7425**	**4190**	**5627**	**4277**	**6320**	**4062**	**5975**
6:00 AM - 7:00 PM	**20052**	**22056**	**42108**	**21660**	**23377**	**45037**	**21784**	**19137**	**40921**	**22905**	**22064**	**44969**	**20874**	**18933**	**39807**	**16168**	**17042**	**33210**	**12867**	**14933**	**27800**	**22116**	**21526**	**21455**	**21113**	**19473**	**19649**
12:00 AM - 12:00 AM	**22082**	**25190**	**47272**	**23914**	**26640**	**50554**	**24081**	**21321**	**45402**	**25791**	**25211**	**51002**	**24593**	**24407**	**49000**	**19356**	**23043**	**42399**	**15092**	**19240**	**34332**	**24595**	**24391**	**24092**	**24554**	**22130**	**23579**
Percent	***46.7%***	***53.3%***	***100.0%***	***47.3%***	***52.7%***	***100.0%***	***53.0%***	***47.0%***	***100.0%***	***50.6%***	***49.4%***	***100.0%***	***50.2%***	***49.8%***	***100.0%***	***45.7%***	***54.3%***	***100.0%***	***44.0%***	***56.0%***	***100.0%***	***50.2%***	***49.8%***	***49.5%***	***50.5%***	***48.4%***	***51.6%***
AM Peak	**8:00 AM**	**9:00 AM**		**7:00 AM**	**8:00 AM**		**7:00 AM**	**8:00 AM**		**8:00 AM**	**9:00 AM**		**7:00 AM**	**8:00 AM**		**11:00 AM**	**12:00 PM**		**11:00 AM**	**12:00 PM**							
PM Peak	**2:00 PM**	**3:00 PM**		**3:00 PM**	**4:00 PM**		**2:00 PM**	**3:00 PM**		**2:00 PM**	**3:00 PM**		**4:00 PM**	**5:00 PM**		**3:00 PM**	**4:00 PM**		**2:00 PM**	**3:00 PM**							

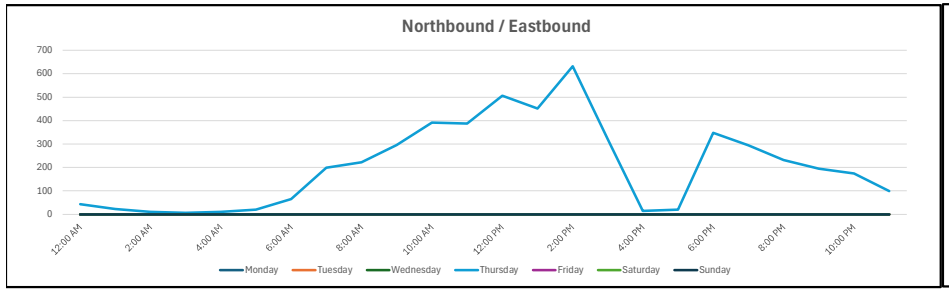


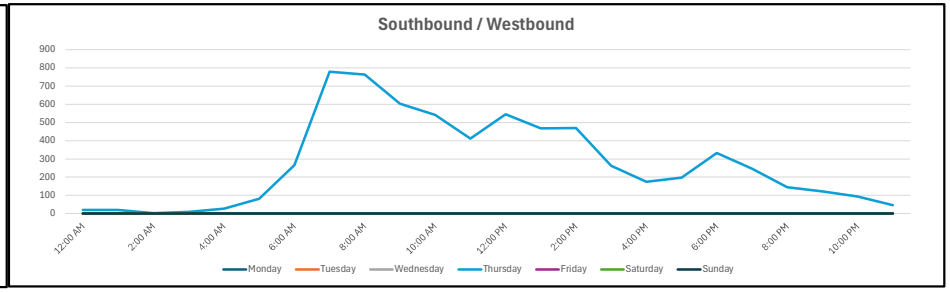


Vehicle Volume Report - Hourly

Site Description: Southern Blvd West of SR A1A(Oceans Blvd)
Site Number: 1
Start Date: 4/10/2025
End Date: 4/10/2025

Time	Monday 4/7/25			Tuesday 4/8/25			Wednesday 4/9/25			Thursday 4/10/25			Friday 4/11/25			Saturday 4/12/25			Sunday 4/13/25			3 Day Avg Tue-Thu		5 Day Avg Mon-Fri		7 Day Avg Mon-Sun	
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	EB	WB	EB	WB
12:00 AM	-	-	-	-	-	-	-	-	-	43	20	63	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 AM	-	-	-	-	-	-	-	-	-	23	20	43	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 AM	-	-	-	-	-	-	-	-	-	10	3	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 AM	-	-	-	-	-	-	-	-	-	6	10	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 AM	-	-	-	-	-	-	-	-	-	10	26	36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 AM	-	-	-	-	-	-	-	-	-	20	82	102	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM	-	-	-	-	-	-	-	-	-	65	266	331	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	-	-	-	-	-	-	-	-	-	199	778	977	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 AM	-	-	-	-	-	-	-	-	-	222	762	984	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 AM	-	-	-	-	-	-	-	-	-	296	603	899	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	-	-	-	-	-	-	-	-	-	392	542	934	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	-	-	-	-	-	-	-	-	-	388	411	799	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	-	-	-	-	-	-	-	-	-	506	546	1052	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 PM	-	-	-	-	-	-	-	-	-	451	468	919	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	-	-	-	-	-	-	-	-	-	632	469	1101	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	-	-	-	-	-	-	-	-	-	319	262	581	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	-	-	-	-	-	-	-	-	-	14	174	188	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM	-	-	-	-	-	-	-	-	-	20	196	216	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 PM	-	-	-	-	-	-	-	-	-	348	333	681	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 PM	-	-	-	-	-	-	-	-	-	295	246	541	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 PM	-	-	-	-	-	-	-	-	-	231	145	376	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 PM	-	-	-	-	-	-	-	-	-	195	122	317	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 PM	-	-	-	-	-	-	-	-	-	174	94	268	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 PM	-	-	-	-	-	-	-	-	-	99	46	145	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM - 9:00 AM	-	-	-	-	-	-	-	-	-	**486**	**1806**	**2292**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM - 6:00 PM	-	-	-	-	-	-	-	-	-	**353**	**632**	**985**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM - 7:00 PM	-	-	-	-	-	-	-	-	-	**3852**	**5810**	**9662**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 AM - 12:00 AM	-	-	-	-	-	-	-	-	-	**4958**	**6624**	**11582**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Percent	-	-	-	-	-	-	-	-	-	***42.8%***	***57.2%***	***100.0%***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AM Peak	-	-		-	-		-	-		**8:00 AM**	**9:00 AM**		-	-		-	-		-	-							
PM Peak	-	-		-	-		-	-		**2:00 PM**	**3:00 PM**		-	-		-	-		-	-							

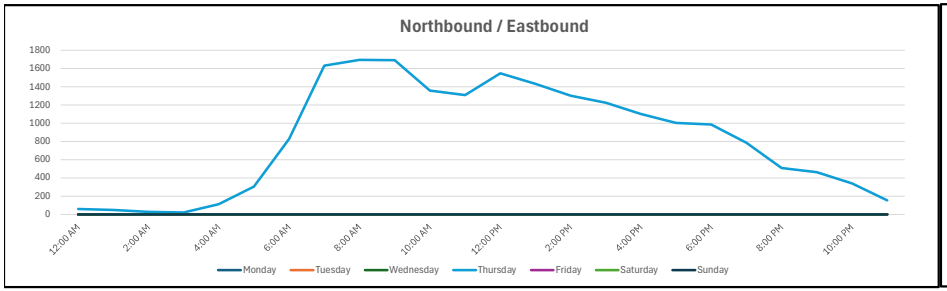


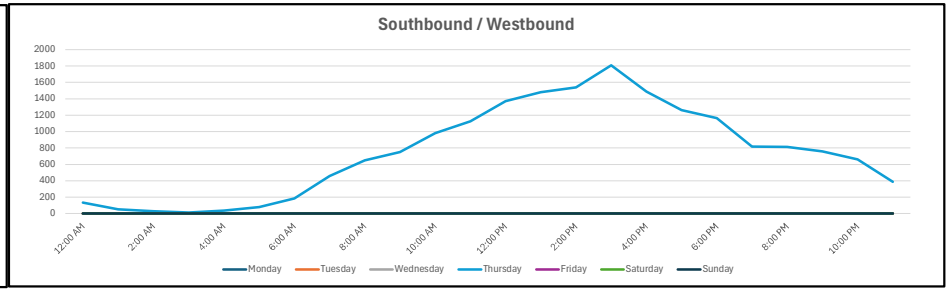


Vehicle Volume Report - Hourly

Site Description: Royal Palm Way West of Hibiscus Avenue
Site Number: 7
Start Date: 4/10/2025
End Date: 4/10/2025

Time	Monday 4/7/25			Tuesday 4/8/25			Wednesday 4/9/25			Thursday 4/10/25			Friday 4/11/25			Saturday 4/12/25			Sunday 4/13/25			3 Day Avg Tue-Thu		5 Day Avg Mon-Fri		7 Day Avg Mon-Sun	
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	EB	WB	EB	WB
12:00 AM	-	-	-	-	-	-	-	-	-	60	134	194	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 AM	-	-	-	-	-	-	-	-	-	48	54	102	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 AM	-	-	-	-	-	-	-	-	-	26	28	54	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 AM	-	-	-	-	-	-	-	-	-	20	12	32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 AM	-	-	-	-	-	-	-	-	-	111	34	145	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 AM	-	-	-	-	-	-	-	-	-	304	77	381	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM	-	-	-	-	-	-	-	-	-	829	184	1013	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	-	-	-	-	-	-	-	-	-	1632	457	2089	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 AM	-	-	-	-	-	-	-	-	-	1697	649	2346	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 AM	-	-	-	-	-	-	-	-	-	1692	751	2443	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	-	-	-	-	-	-	-	-	-	1360	982	2342	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	-	-	-	-	-	-	-	-	-	1310	1123	2433	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	-	-	-	-	-	-	-	-	-	1550	1373	2923	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 PM	-	-	-	-	-	-	-	-	-	1434	1482	2916	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	-	-	-	-	-	-	-	-	-	1303	1541	2844	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	-	-	-	-	-	-	-	-	-	1226	1810	3036	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	-	-	-	-	-	-	-	-	-	1102	1488	2590	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM	-	-	-	-	-	-	-	-	-	1004	1261	2265	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 PM	-	-	-	-	-	-	-	-	-	985	1162	2147	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 PM	-	-	-	-	-	-	-	-	-	786	817	1603	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 PM	-	-	-	-	-	-	-	-	-	510	813	1323	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 PM	-	-	-	-	-	-	-	-	-	461	759	1220	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 PM	-	-	-	-	-	-	-	-	-	340	659	999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 PM	-	-	-	-	-	-	-	-	-	154	387	541	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM - 9:00 AM	-	-	-	-	-	-	-	-	-	**4158**	**1290**	**5448**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM - 6:00 PM	-	-	-	-	-	-	-	-	-	**3332**	**4559**	**7891**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM - 7:00 PM	-	-	-	-	-	-	-	-	-	**17124**	**14263**	**31387**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 AM - 12:00 AM	-	-	-	-	-	-	-	-	-	**19944**	**18037**	**37981**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Percent	-	-	-	-	-	-	-	-	-	***52.5%***	***47.5%***	***100.0%***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AM Peak	-	-		-	-		-	-		**9:00 AM**	**10:00 AM**		-	-		-	-		-	-							
PM Peak	-	-		-	-		-	-		**3:00 PM**	**4:00 PM**		-	-		-	-		-	-							

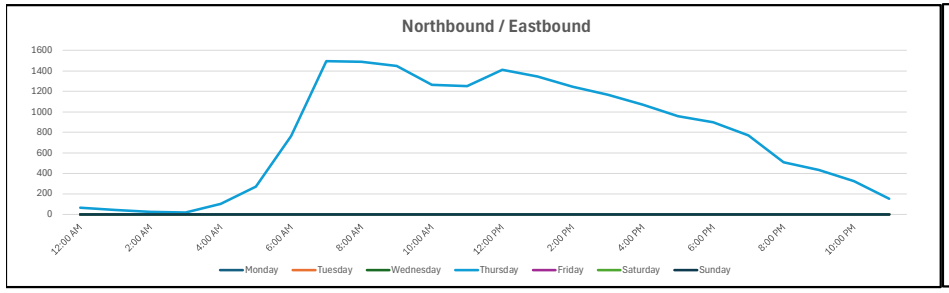


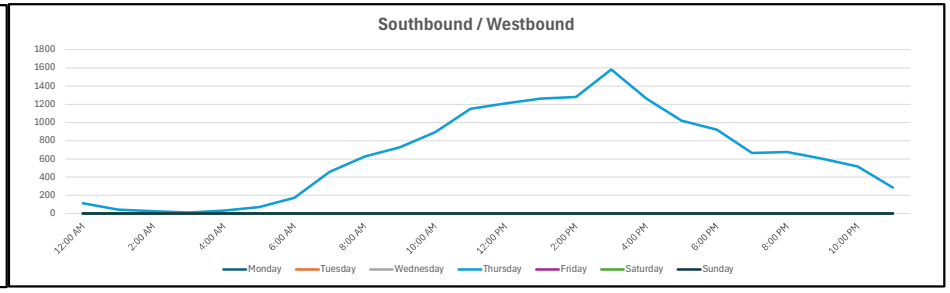


Vehicle Volume Report - Hourly

Site Description: Royal Palm Way East of Hibiscus Avenue
Site Number: 8
Start Date: 4/10/2025
End Date: 4/10/2025

Time	Monday 4/7/25			Tuesday 4/8/25			Wednesday 4/9/25			Thursday 4/10/25			Friday 4/11/25			Saturday 4/12/25			Sunday 4/13/25			3 Day Avg Tue-Thu		5 Day Avg Mon-Fri		7 Day Avg Mon-Sun	
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	EB	WB	EB	WB
12:00 AM	-	-	-	-	-	-	-	-	-	66	115	181	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 AM	-	-	-	-	-	-	-	-	-	42	43	85	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 AM	-	-	-	-	-	-	-	-	-	24	26	50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 AM	-	-	-	-	-	-	-	-	-	18	10	28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 AM	-	-	-	-	-	-	-	-	-	103	32	135	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 AM	-	-	-	-	-	-	-	-	-	272	73	345	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM	-	-	-	-	-	-	-	-	-	764	171	935	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	-	-	-	-	-	-	-	-	-	1495	457	1952	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 AM	-	-	-	-	-	-	-	-	-	1487	624	2111	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 AM	-	-	-	-	-	-	-	-	-	1449	728	2177	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	-	-	-	-	-	-	-	-	-	1264	892	2156	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	-	-	-	-	-	-	-	-	-	1250	1148	2398	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	-	-	-	-	-	-	-	-	-	1411	1209	2620	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 PM	-	-	-	-	-	-	-	-	-	1346	1263	2609	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	-	-	-	-	-	-	-	-	-	1245	1278	2523	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	-	-	-	-	-	-	-	-	-	1167	1582	2749	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	-	-	-	-	-	-	-	-	-	1071	1263	2334	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM	-	-	-	-	-	-	-	-	-	957	1018	1975	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 PM	-	-	-	-	-	-	-	-	-	900	922	1822	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 PM	-	-	-	-	-	-	-	-	-	771	663	1434	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 PM	-	-	-	-	-	-	-	-	-	509	674	1183	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 PM	-	-	-	-	-	-	-	-	-	434	603	1037	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 PM	-	-	-	-	-	-	-	-	-	324	517	841	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 PM	-	-	-	-	-	-	-	-	-	153	286	439	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM - 9:00 AM	-	-	-	-	-	-	-	-	-	3746	1252	4998	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM - 6:00 PM	-	-	-	-	-	-	-	-	-	3195	3863	7058	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM - 7:00 PM	-	-	-	-	-	-	-	-	-	15806	12555	28361	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 AM - 12:00 AM	-	-	-	-	-	-	-	-	-	18522	15597	34119	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Percent	-	-	-	-	-	-	-	-	-	*54.3%*	*45.7%*	*100.0%*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AM Peak	-	-		-	-		-	-		11:00 AM	12:00 PM		-	-		-	-		-	-							
PM Peak	-	-		-	-		-	-		3:00 PM	4:00 PM		-	-		-	-		-	-							

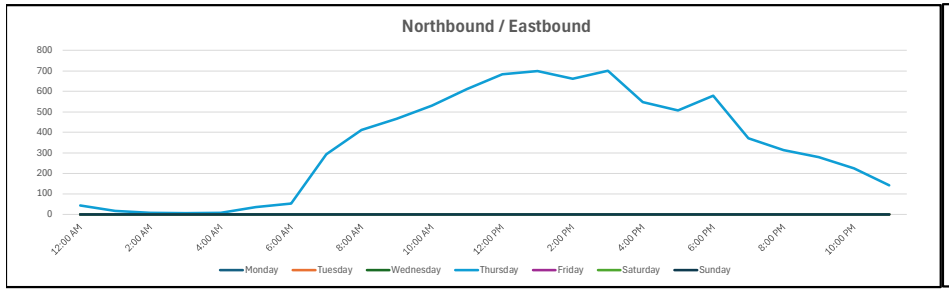


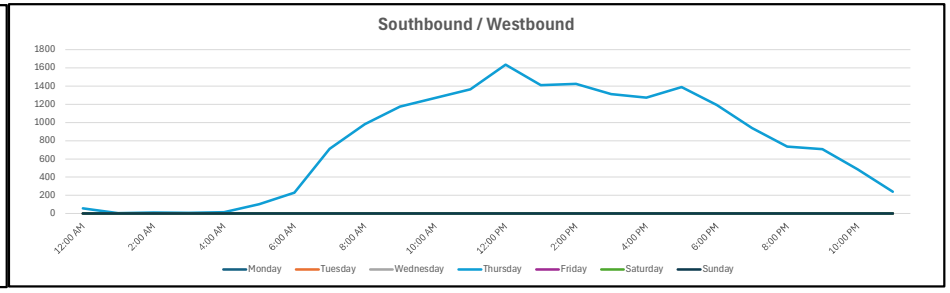


Vehicle Volume Report - Hourly

Site Description: S County Road North of Peruvian Avenue
Site Number: 9
Start Date: 4/10/2025
End Date: 4/10/2025

Time	Monday 4/7/25			Tuesday 4/8/25			Wednesday 4/9/25			Thursday 4/10/25			Friday 4/11/25			Saturday 4/12/25			Sunday 4/13/25			3 Day Avg Tue-Thu		5 Day Avg Mon-Fri		7 Day Avg Mon-Sun	
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	NB	SB	NB	SB
12:00 AM	-	-	-	-	-	-	-	-	-	44	56	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 AM	-	-	-	-	-	-	-	-	-	16	6	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 AM	-	-	-	-	-	-	-	-	-	8	12	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 AM	-	-	-	-	-	-	-	-	-	6	8	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 AM	-	-	-	-	-	-	-	-	-	8	14	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 AM	-	-	-	-	-	-	-	-	-	36	102	138	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM	-	-	-	-	-	-	-	-	-	52	229	281	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	-	-	-	-	-	-	-	-	-	293	710	1003	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 AM	-	-	-	-	-	-	-	-	-	411	982	1393	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 AM	-	-	-	-	-	-	-	-	-	466	1173	1639	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	-	-	-	-	-	-	-	-	-	531	1270	1801	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	-	-	-	-	-	-	-	-	-	612	1365	1977	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	-	-	-	-	-	-	-	-	-	683	1634	2317	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 PM	-	-	-	-	-	-	-	-	-	698	1410	2108	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	-	-	-	-	-	-	-	-	-	662	1426	2088	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	-	-	-	-	-	-	-	-	-	701	1313	2014	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	-	-	-	-	-	-	-	-	-	548	1272	1820	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM	-	-	-	-	-	-	-	-	-	507	1388	1895	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 PM	-	-	-	-	-	-	-	-	-	578	1194	1772	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 PM	-	-	-	-	-	-	-	-	-	371	939	1310	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 PM	-	-	-	-	-	-	-	-	-	313	735	1048	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 PM	-	-	-	-	-	-	-	-	-	279	707	986	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 PM	-	-	-	-	-	-	-	-	-	225	485	710	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 PM	-	-	-	-	-	-	-	-	-	142	238	380	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM - 9:00 AM	-	-	-	-	-	-	-	-	-	756	1921	2677	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM - 6:00 PM	-	-	-	-	-	-	-	-	-	1756	3973	5729	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM - 7:00 PM	-	-	-	-	-	-	-	-	-	6742	15366	22108	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 AM - 12:00 AM	-	-	-	-	-	-	-	-	-	8190	18668	26858	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Percent	-	-	-	-	-	-	-	-	-	*30.5%*	*69.5%*	*100.0%*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AM Peak	-	-		-	-		-	-		11:00 AM	12:00 PM		-	-		-	-		-	-							
PM Peak	-	-		-	-		-	-		12:00 PM	1:00 PM		-	-		-	-		-	-							

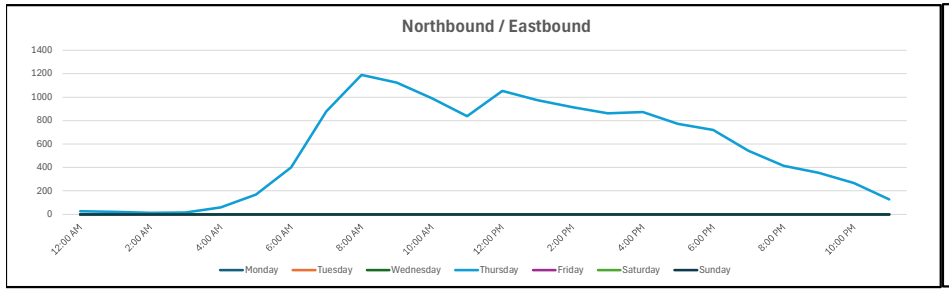


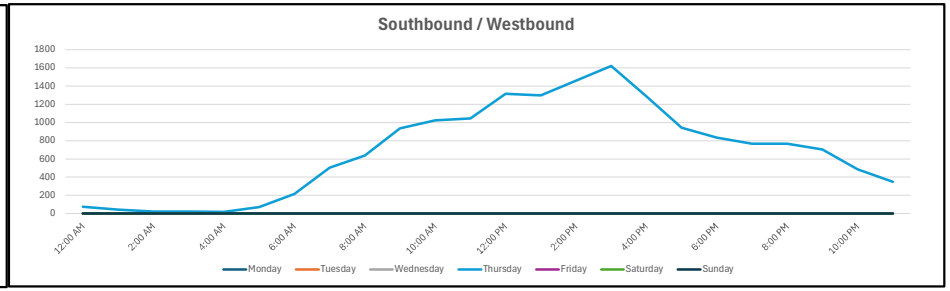


Vehicle Volume Report - Hourly

Site Description: Royal Poinciana Way East of Cocoanut Row
Site Number: 13
Start Date: 4/10/2025
End Date: 4/10/2025

Time	Monday 4/7/25			Tuesday 4/8/25			Wednesday 4/9/25			Thursday 4/10/25			Friday 4/11/25			Saturday 4/12/25			Sunday 4/13/25			3 Day Avg Tue-Thu		5 Day Avg Mon-Fri		7 Day Avg Mon-Sun	
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	EB	WB	EB	WB
12:00 AM	-	-	-	-	-	-	-	-	-	27	75	102	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 AM	-	-	-	-	-	-	-	-	-	20	44	64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 AM	-	-	-	-	-	-	-	-	-	14	22	36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 AM	-	-	-	-	-	-	-	-	-	16	22	38	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 AM	-	-	-	-	-	-	-	-	-	59	20	79	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 AM	-	-	-	-	-	-	-	-	-	169	73	242	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM	-	-	-	-	-	-	-	-	-	401	216	617	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	-	-	-	-	-	-	-	-	-	880	502	1382	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 AM	-	-	-	-	-	-	-	-	-	1191	635	1826	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 AM	-	-	-	-	-	-	-	-	-	1126	937	2063	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	-	-	-	-	-	-	-	-	-	990	1024	2014	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	-	-	-	-	-	-	-	-	-	839	1044	1883	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	-	-	-	-	-	-	-	-	-	1052	1314	2366	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 PM	-	-	-	-	-	-	-	-	-	974	1298	2272	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	-	-	-	-	-	-	-	-	-	914	1460	2374	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	-	-	-	-	-	-	-	-	-	863	1619	2482	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	-	-	-	-	-	-	-	-	-	874	1288	2162	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM	-	-	-	-	-	-	-	-	-	772	943	1715	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 PM	-	-	-	-	-	-	-	-	-	721	835	1556	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 PM	-	-	-	-	-	-	-	-	-	543	768	1311	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 PM	-	-	-	-	-	-	-	-	-	415	767	1182	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 PM	-	-	-	-	-	-	-	-	-	354	705	1059	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 PM	-	-	-	-	-	-	-	-	-	268	487	755	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 PM	-	-	-	-	-	-	-	-	-	128	348	476	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM - 9:00 AM	-	-	-	-	-	-	-	-	-	**2472**	**1353**	**3825**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM - 6:00 PM	-	-	-	-	-	-	-	-	-	**2509**	**3850**	**6359**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM - 7:00 PM	-	-	-	-	-	-	-	-	-	**11597**	**13115**	**24712**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 AM - 12:00 AM	-	-	-	-	-	-	-	-	-	**13610**	**16446**	**30056**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Percent	-	-	-	-	-	-	-	-	-	***45.3%***	***54.7%***	***100.0%***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AM Peak	-	-		-	-		-	-		**9:00 AM**	**10:00 AM**		-	-		-	-		-	-							
PM Peak	-	-		-	-		-	-		**3:00 PM**	**4:00 PM**		-	-		-	-		-	-							

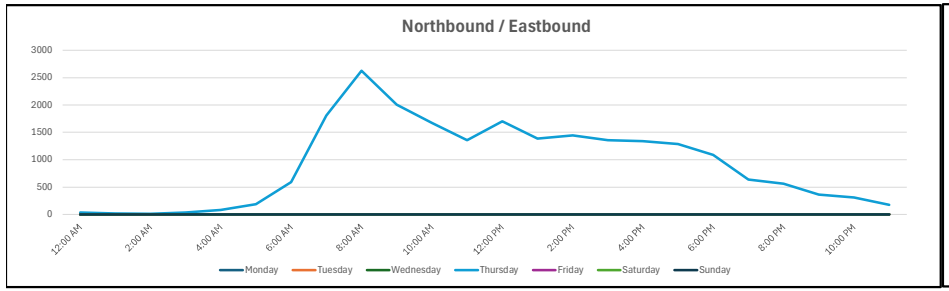


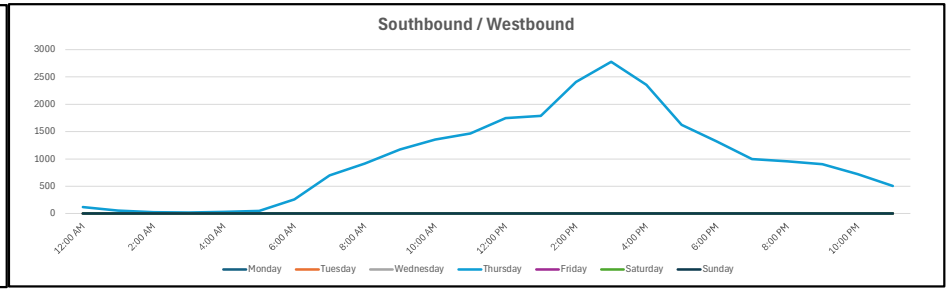


Vehicle Volume Report - Hourly

Site Description: Royal Poinciana Way West of Cocoanut Row
Site Number: 14
Start Date: 4/10/2025
End Date: 4/10/2025

Time	Monday 4/7/25			Tuesday 4/8/25			Wednesday 4/9/25			Thursday 4/10/25			Friday 4/11/25			Saturday 4/12/25			Sunday 4/13/25			3 Day Avg Tue-Thu		5 Day Avg Mon-Fri		7 Day Avg Mon-Sun	
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	EB	WB	EB	WB
12:00 AM	-	-	-	-	-	-	-	-	-	32	116	148	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 AM	-	-	-	-	-	-	-	-	-	18	56	74	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 AM	-	-	-	-	-	-	-	-	-	12	23	35	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 AM	-	-	-	-	-	-	-	-	-	36	20	56	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 AM	-	-	-	-	-	-	-	-	-	83	28	111	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 AM	-	-	-	-	-	-	-	-	-	187	49	236	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM	-	-	-	-	-	-	-	-	-	593	258	851	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	-	-	-	-	-	-	-	-	-	1810	702	2512	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 AM	-	-	-	-	-	-	-	-	-	2626	917	3543	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 AM	-	-	-	-	-	-	-	-	-	2007	1174	3181	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	-	-	-	-	-	-	-	-	-	1670	1354	3024	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	-	-	-	-	-	-	-	-	-	1360	1464	2824	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	-	-	-	-	-	-	-	-	-	1698	1744	3442	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 PM	-	-	-	-	-	-	-	-	-	1388	1785	3173	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	-	-	-	-	-	-	-	-	-	1445	2406	3851	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	-	-	-	-	-	-	-	-	-	1355	2779	4134	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	-	-	-	-	-	-	-	-	-	1338	2355	3693	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM	-	-	-	-	-	-	-	-	-	1287	1620	2907	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 PM	-	-	-	-	-	-	-	-	-	1090	1317	2407	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 PM	-	-	-	-	-	-	-	-	-	636	999	1635	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 PM	-	-	-	-	-	-	-	-	-	557	958	1515	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 PM	-	-	-	-	-	-	-	-	-	361	901	1262	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 PM	-	-	-	-	-	-	-	-	-	312	722	1034	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 PM	-	-	-	-	-	-	-	-	-	178	507	685	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM - 9:00 AM	-	-	-	-	-	-	-	-	-	**5029**	**1877**	**6906**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM - 6:00 PM	-	-	-	-	-	-	-	-	-	**3980**	**6754**	**10734**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM - 7:00 PM	-	-	-	-	-	-	-	-	-	**19667**	**19875**	**39542**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 AM - 12:00 AM	-	-	-	-	-	-	-	-	-	**22079**	**24254**	**46333**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Percent	-	-	-	-	-	-	-	-	-	***47.7%***	***52.3%***	***100.0%***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AM Peak	-	-		-	-		-	-		**8:00 AM**	**9:00 AM**		-	-		-	-		-	-							
PM Peak	-	-		-	-		-	-		**3:00 PM**	**4:00 PM**		-	-		-	-		-	-							





All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 1
Station ID: 1
JIMMY BUFFETT MEM HWY EAST OF BRIDGE

Start Time	23-Jan-25 Thu	EB Morning	EB Afternoon	Hour Totals Morning	Hour Totals Afternoon	WB Morning	WB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		30	444			72	481				
12:15		16	482			51	516				
12:30		11	437			43	500				
12:45		4	518	61	1881	28	492	194	1989	255	3870
01:00		4	368			14	491				
01:15		2	384			18	545				
01:30		0	353			16	579				
01:45		11	384	17	1489	11	590	59	2205	76	3694
02:00		6	481			2	599				
02:15		2	370			8	614				
02:30		2	416			4	860				
02:45		4	449	14	1716	2	842	16	2915	30	4631
03:00		0	365			13	934				
03:15		6	438			2	676				
03:30		4	388			13	1004				
03:45		28	372	38	1563	2	635	30	3249	68	4812
04:00		8	393			6	1032				
04:15		15	343			5	737				
04:30		19	330			4	1135				
04:45		37	406	79	1472	6	1128	21	4032	100	5504
05:00		46	404			2	1202				
05:15		40	331			18	593				
05:30		47	374			25	995				
05:45		60	286	193	1395	35	549	80	3339	273	4734
06:00		73	294			36	537				
06:15		131	269			32	461				
06:30		147	272			40	355				
06:45		316	285	667	1120	103	333	211	1686	878	2806
07:00		306	182			129	430				
07:15		404	194			154	365				
07:30		551	170			209	230				
07:45		704	151	1965	697	261	215	753	1240	2718	1937
08:00		589	146			284	255				
08:15		658	119			197	250				
08:30		1011	114			385	208				
08:45		1018	91	3276	470	266	260	1132	973	4408	1443
09:00		604	114			320	229				
09:15		676	111			300	235				
09:30		587	76			363	232				
09:45		638	70	2505	371	405	185	1388	881	3893	1252
10:00		615	110			388	260				
10:15		579	93			395	246				
10:30		472	61			426	159				
10:45		452	49	2118	313	419	154	1628	819	3746	1132
11:00		344	49			413	166				
11:15		456	38			419	123				
11:30		422	32			479	157				
11:45		474	70	1696	189	449	105	1760	551	3456	740
Total		12629	12676			7272	23879			19901	36555
Percent		49.9%	50.1%			23.3%	76.7%			35.3%	64.7%

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 1
Station ID: 1
JIMMY BUFFETT MEM HWY EAST OF BRIDGE

Start	24-Jan-25	EB		Hour Totals		WB		Hour Totals		Combined Totals	
Time	Fri	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		50	407			88	434				
12:15		38	671			93	596				
12:30		19	510			74	567				
12:45		15	8	122	1596	49	108	304	1705	426	3301
01:00		38	669			51	812				
01:15		23	409			87	487				
01:30		15	378			28	566				
01:45		4	464	80	1920	21	582	187	2447	267	4367
02:00		6	354			17	707				
02:15		2	417			19	642				
02:30		0	396			4	764				
02:45		2	316	10	1483	11	599	51	2712	61	4195
03:00		4	561			2	955				
03:15		6	465			6	917				
03:30		6	384			4	1002				
03:45		11	447	27	1857	2	922	14	3796	41	5653
04:00		4	444			6	1045				
04:15		17	337			14	640				
04:30		28	355			12	959				
04:45		36	425	85	1561	16	573	48	3217	133	4778
05:00		35	346			12	678				
05:15		38	344			11	498				
05:30		72	414			31	616				
05:45		65	331	210	1435	33	478	87	2270	297	3705
06:00		106	354			30	477				
06:15		119	305			38	469				
06:30		194	319			81	388				
06:45		251	251	670	1229	106	388	255	1722	925	2951
07:00		241	207			149	359				
07:15		454	217			136	282				
07:30		605	163			262	261				
07:45		849	195	2149	782	232	244	779	1146	2928	1928
08:00		586	165			242	263				
08:15		611	159			214	262				
08:30		518	95			202	272				
08:45		986	129	2701	548	310	222	968	1019	3669	1567
09:00		994	137			302	286				
09:15		383	90			301	240				
09:30		973	110			369	286				
09:45		659	117	3009	454	421	250	1393	1062	4402	1516
10:00		562	102			436	188				
10:15		500	121			410	280				
10:30		483	98			456	207				
10:45		450	93	1995	414	435	237	1737	912	3732	1326
11:00		420	78			416	261				
11:15		489	57			464	237				
11:30		377	57			508	195				
11:45		232	53	1518	245	363	128	1751	821	3269	1066
Total		12576	13524			7574	22829			20150	36353
Percent		48.2%	51.8%			24.9%	75.1%			35.7%	64.3%

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 2
Station ID: 2
ROYAL PALMS WAY EAST OF BRIDGE

Start Time	23-Jan-25 Thu	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		25	226			68	266				
12:15		17	281			51	231				
12:30		12	267			45	219				
12:45		4	274	58	1048	28	232	192	948	250	1996
01:00		4	279			15	245				
01:15		2	297			19	288				
01:30		0	282			17	257				
01:45		10	280	16	1138	10	312	61	1102	77	2240
02:00		6	237			2	306				
02:15		2	249			8	298				
02:30		2	206			4	268				
02:45		4	231	14	923	1	345	15	1217	29	2140
03:00		0	233			14	467				
03:15		6	183			2	414				
03:30		4	197			14	291				
03:45		7	247	17	860	4	474	34	1646	51	2506
04:00		8	214			6	495				
04:15		16	171			5	463				
04:30		20	163			4	467				
04:45		39	103	83	651	6	316	21	1741	104	2392
05:00		47	198			2	339				
05:15		42	153			19	415				
05:30		48	148			26	296				
05:45		63	113	200	612	37	163	84	1213	284	1825
06:00		76	117			38	160				
06:15		136	107			33	138				
06:30		153	108			42	106				
06:45		329	113	694	445	107	99	220	503	914	948
07:00		318	72			134	128				
07:15		420	77			160	108				
07:30		423	67			177	68				
07:45		451	60	1612	276	190	64	661	368	2273	644
08:00		409	58			184	76				
08:15		461	47			119	75				
08:30		450	45			167	62				
08:45		315	36	1635	186	138	78	608	291	2243	477
09:00		333	45			141	68				
09:15		458	44			145	70				
09:30		412	30			167	69				
09:45		382	27	1585	146	189	56	642	263	2227	409
10:00		248	44			203	78				
10:15		308	37			195	73				
10:30		311	24			213	47				
10:45		295	19	1162	124	163	46	774	244	1936	368
11:00		280	19			214	49				
11:15		244	15			247	37				
11:30		303	13			239	46				
11:45		267	27	1094	74	270	31	970	163	2064	237
Total		8170	6483			4282	9699			12452	16182
Percent		55.8%	44.2%			30.6%	69.4%			43.5%	56.5%

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 2
Station ID: 2
ROYAL PALMS WAY EAST OF BRIDGE

Start Time	24-Jan-25 Fri	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		23	249			64	292				
12:15		19	310			60	254				
12:30		13	293			47	241				
12:45		4	301	59	1153	38	255	209	1042	268	2195
01:00		6	308			27	269				
01:15		1	327			22	316				
01:30		3	311			15	283				
01:45		9	309	19	1255	13	343	77	1211	96	2466
02:00		7	261			4	336				
02:15		4	274			9	328				
02:30		7	227			8	295				
02:45		2	254	20	1016	3	380	24	1339	44	2355
03:00		2	256			10	514				
03:15		7	201			2	455				
03:30		4	217			15	320				
03:45		18	272	31	946	4	521	31	1810	62	2756
04:00		23	235			9	544				
04:15		14	188			7	509				
04:30		24	180			7	514				
04:45		43	113	104	716	9	348	32	1915	136	2631
05:00		52	218			12	373				
05:15		46	169			21	457				
05:30		54	163			29	325				
05:45		69	125	221	675	41	180	103	1335	324	2010
06:00		83	128			42	175				
06:15		150	118			36	151				
06:30		169	119			46	117				
06:45		361	125	763	490	118	108	242	551	1005	1041
07:00		350	80			148	141				
07:15		462	84			175	119				
07:30		465	73			195	76				
07:45		497	66	1774	303	209	70	727	406	2501	709
08:00		450	64			203	83				
08:15		507	52			130	82				
08:30		496	49			184	68				
08:45		346	39	1799	204	151	85	668	318	2467	522
09:00		366	49			154	76				
09:15		504	48			160	78				
09:30		453	34			184	77				
09:45		420	30	1743	161	208	61	706	292	2449	453
10:00		273	48			223	85				
10:15		338	41			215	81				
10:30		342	26			234	52				
10:45		324	21	1277	136	180	50	852	268	2129	404
11:00		309	21			235	55				
11:15		268	24			272	48				
11:30		334	20			264	50				
11:45		293	30	1204	95	297	51	1068	204	2272	299
Total		9014	7150			4739	10691			13753	17841
Percent		55.8%	44.2%			30.7%	69.3%			43.5%	56.5%

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 3
Station ID: 3
SOUTHERN BLVD EAST OF BRIDGE

Start	23-Jan-25	EB		Hour Totals		WB		Hour Totals		Combined Totals	
Time	Thu	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		7	84			2	106				
12:15		15	79			7	108				
12:30		2	119			10	128				
12:45		5	102	29	384	3	101	22	443	51	827
01:00		3	115			8	75				
01:15		7	72			6	42				
01:30		5	100			9	135				
01:45		0	92	15	379	0	98	23	350	38	729
02:00		6	86			2	112				
02:15		3	108			0	119				
02:30		2	90			3	110				
02:45		7	102	18	386	1	119	6	460	24	846
03:00		2	106			0	125				
03:15		2	108			3	111				
03:30		3	88			7	89				
03:45		3	100	10	402	5	87	15	412	25	814
04:00		6	81			3	86				
04:15		9	8			6	9				
04:30		10	167			8	97				
04:45		18	109	43	365	5	130	22	322	65	687
05:00		12	98			7	123				
05:15		15	73			9	114				
05:30		24	77			8	109				
05:45		29	79	80	327	9	91	33	437	113	764
06:00		38	104			7	90				
06:15		36	57			16	101				
06:30		46	69			26	72				
06:45		35	50	155	280	33	65	82	328	237	608
07:00		40	38			60	66				
07:15		45	43			70	61				
07:30		52	36			68	52				
07:45		62	22	199	139	91	54	289	233	488	372
08:00		58	30			93	40				
08:15		81	13			100	42				
08:30		57	10			82	50				
08:45		66	13	262	66	103	45	378	177	640	243
09:00		48	17			70	48				
09:15		89	15			79	47				
09:30		87	13			67	55				
09:45		64	14	288	59	71	41	287	191	575	250
10:00		85	9			59	28				
10:15		66	9			97	33				
10:30		81	10			70	22				
10:45		81	6	313	34	82	19	308	102	621	136
11:00		87	7			77	14				
11:15		98	2			88	15				
11:30		82	7			96	13				
11:45		102	8	369	24	92	7	353	49	722	73
Total		1781	2845			1818	3504			3599	6349
Percent		38.5%	61.5%			34.2%	65.8%			36.2%	63.8%

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 3
Station ID: 3
SOUTHERN BLVD EAST OF BRIDGE

Start	24-Jan-25	EB		Hour Totals		WB		Hour Totals		Combined Totals	
Time	Fri	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		6	87			2	112				
12:15		13	96			6	94				
12:30		2	92			9	96				
12:45		4	70	25	345	3	112	20	414	45	759
01:00		3	90			7	105				
01:15		6	93			5	110				
01:30		4	82			8	90				
01:45		0	127	13	392	0	122	20	427	33	819
02:00		5	138			2	88				
02:15		3	96			0	92				
02:30		2	117			3	117				
02:45		6	139	16	490	1	119	6	416	22	906
03:00		0	104			0	118				
03:15		2	36			3	83				
03:30		3	157			6	123				
03:45		3	81	8	378	4	122	13	446	21	824
04:00		5	109			3	115				
04:15		8	93			5	113				
04:30		9	103			7	113				
04:45		16	105	38	410	4	132	19	473	57	883
05:00		10	94			6	127				
05:15		13	85			8	102				
05:30		21	98			7	102				
05:45		25	92	69	369	8	86	29	417	98	786
06:00		33	104			6	100				
06:15		31	84			14	75				
06:30		40	72			23	89				
06:45		22	63	126	323	28	112	71	376	197	699
07:00		38	62			60	85				
07:15		52	58			73	75				
07:30		58	52			78	65				
07:45		67	45	215	217	64	62	275	287	490	504
08:00		57	35			102	58				
08:15		79	30			80	59				
08:30		65	31			62	51				
08:45		55	38	256	134	84	43	328	211	584	345
09:00		58	28			46	51				
09:15		61	34			84	49				
09:30		73	58			70	58				
09:45		59	28	251	148	82	56	282	214	533	362
10:00		70	19			86	25				
10:15		73	13			52	29				
10:30		92	10			84	20				
10:45		81	5	316	47	93	17	315	91	631	138
11:00		72	6			76	19				
11:15		78	4			105	14				
11:30		84	6			136	12				
11:45		99	7	333	23	120	7	437	52	770	75
Total		1666	3276			1815	3824			3481	7100
Percent		33.7%	66.3%			32.2%	67.8%			32.9%	67.1%

TOWN OF PALM BEACH
Committed Trips for Approved Projects

THE VINETA HOTEL

03/28/2023

TABLE 7
TRAFFIC GENERATION DIFFERENCE

	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
EXISTING DEVELOPMENT =	532	24	15	9	44	24	20
PROPOSED DEVELOPMENT =	480	18	11	7	42	24	18
DIFFERENCE =	**-52**	**-6**	**-4**	**-2**	**-2**	**0**	**-2**

SIMMONS & WHITE
ENGINEERING | PLANNING | CONSULTING | SINCE 1982

SIMMONS&WHITE
ENGINEERING | PLANNING | CONSULTING | SINCE 1982
Authorization No. 3452
2581 Metrocentre Blvd West • Suite 3 • West Palm Beach, Florida 33407 • (561) 478-7848

N
N.T.S.

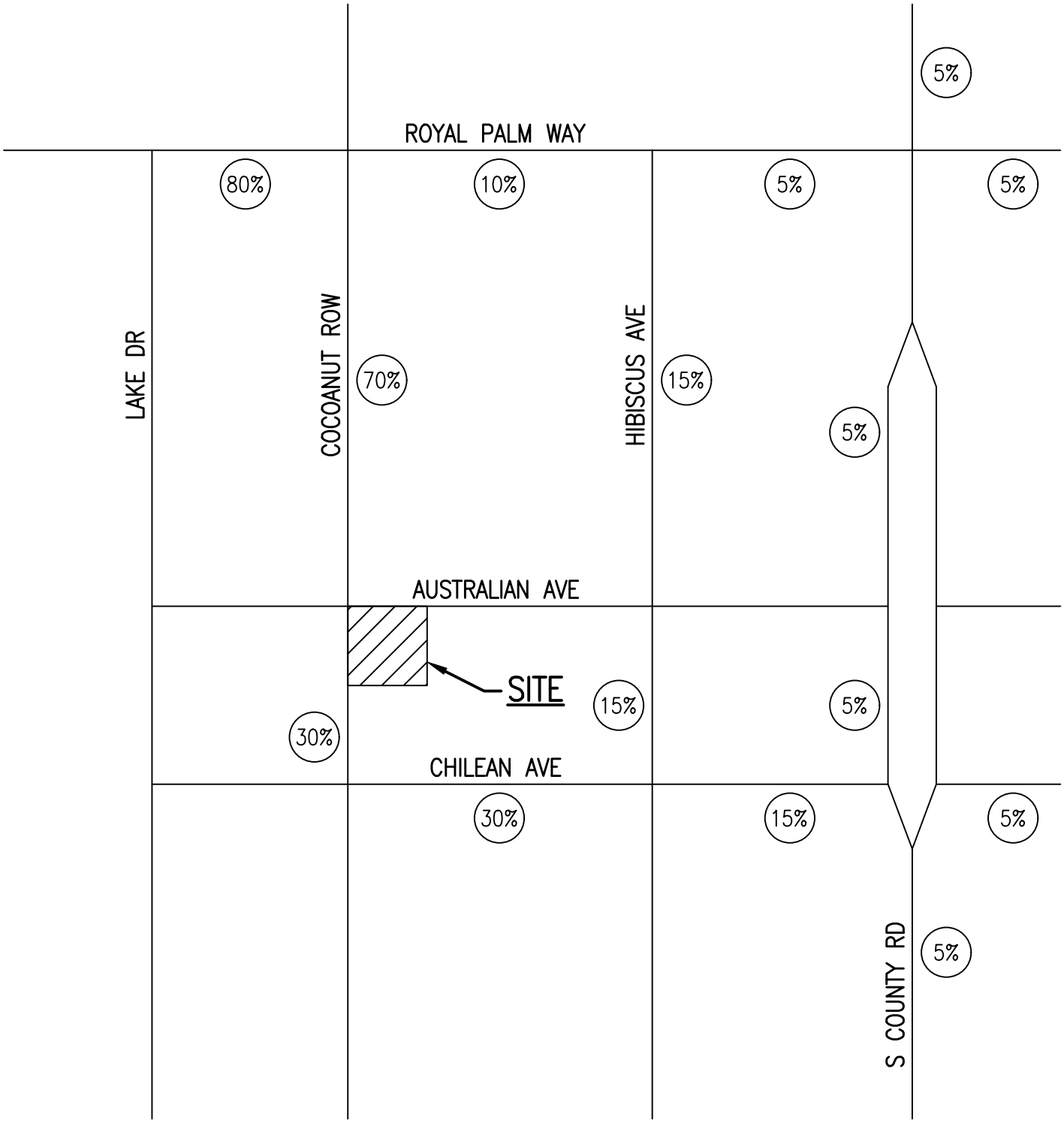


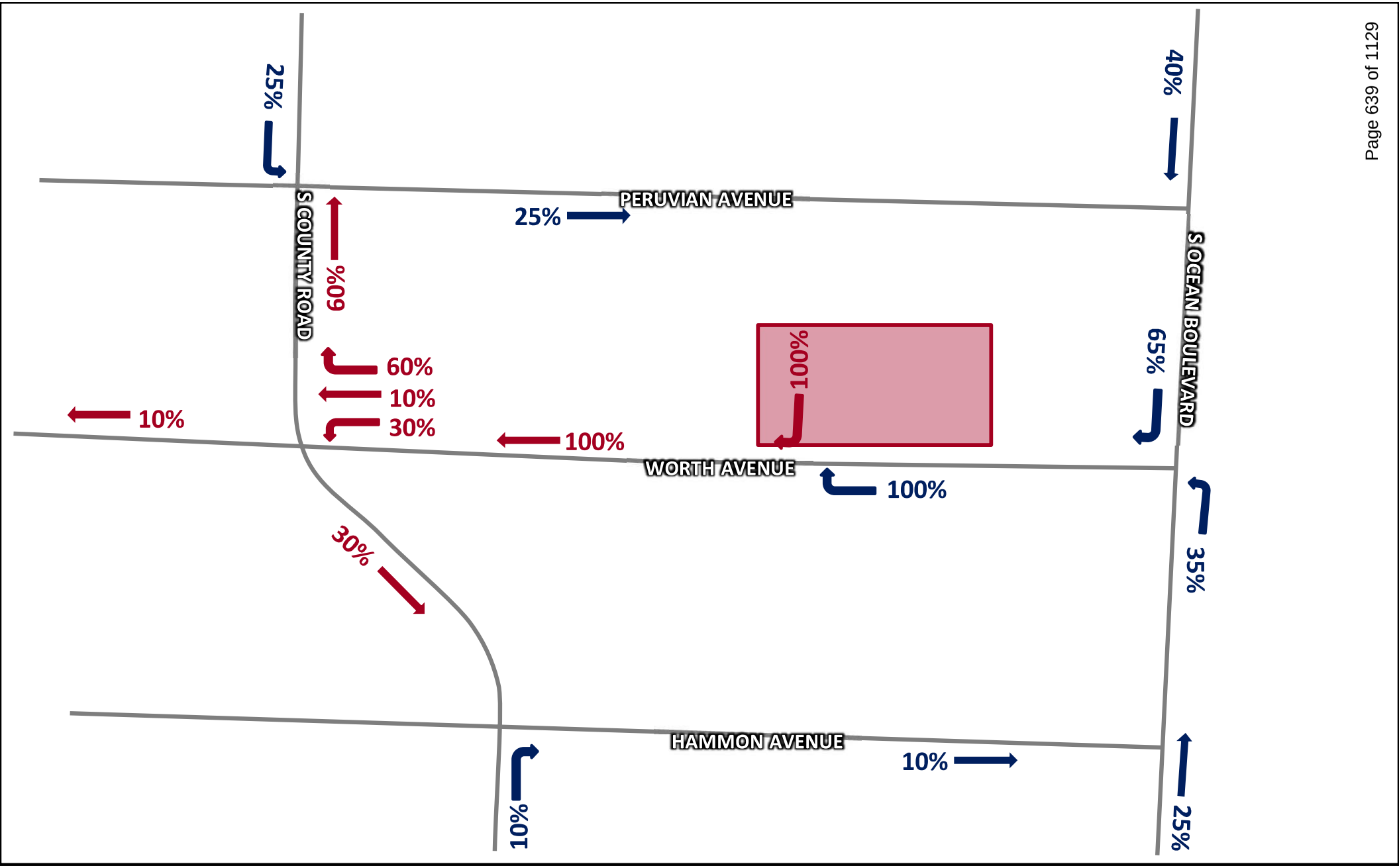
FIGURE 1
PROJECT DISTRIBUTION

LEGEND

(15%) PROJECT DISTRIBUTION

VINETA HOTEL

22-173 AL 12-20-22



LEGEND

PROJECT SITE

XX% PERCENT BY VOLUME

FIGURE 2
TRIP DISTRIBUTION
125 WORTH AVENUE

Kimley»Horn

140769004

NORTH

PROJECT SITE

XX (XX) INBOUND AM (PM)

XX (XX) OUTBOUND AM (PM)

LEGEND

XX WEEKDAY DAILY TRAFFIC

FIGURE 3

DRIVEWAY VOLUMES

125 WORTH AVENUE

Kimley»Horn

140769004

DRIVEWAY ACCESS

Access to the project site is provided at the site driveway along Worth Avenue, which connects to subterranean parking. Figure 3 illustrates project driveway volumes on an inbound and outbound basis during both the AM peak hour and PM peak hour.

Worth Avenue is a lower speed, local roadway under jurisdiction of the Town of Palm Beach. As such, the access connection, turn lane criteria and driveway design criteria of the Town of Palm Beach will apply. Based on the nature of the uses, and the built condition already existing on site, no changes are proposed to the existing site driveway design and existing site access configuration from the current condition.

ALTERNATIVE MODE ACCESS

Worth Avenue experiences high pedestrian volumes in comparison to other streets in Town and, as such, the primary considerations for modes of alternative modes of transportation besides vehicles is pedestrian related. The building immediately abuts the public sidewalk and includes a main entryway near the middle of the site that faces this sidewalk, making the entrance directly accessible to pedestrians and encouraging pedestrian activity on the public sidewalk. In addition, a buffer of palm trees and parallel parking spaces is provided between the sidewalk and the travel lanes on Worth Avenue, providing protection and comfort for pedestrians in comparison to sitations where there is no buffer between the sidewalk and travel lanes.

There are no bicycle lanes on Worth Avenue, and no PalmTran service is provided south of Royal Palm Way. Therefore, these modes of travel are not anticipated to be used by visitors to this site and no additional amenities have been added for these modes of travel.

165 BRADLEY PLACE

07/08/22
Revised: 07/27/22
Revised: 08/30/22

TABLE 4
TRAFFIC GENERATION INCREASE

	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
EXISTING/VESTED DEVELOPMENT* =	141	6	3	3	12	6	6
PROPOSED DEVELOPMENT =	139	26	14	12	27	13	14
INCREASE =	**-2**	**20**	**11**	**9**	**15**	**7**	**8**

* Existing/vested net trips from the Town of Palm Beach approved 165 Bradley Place Traffic Impact Evaluation by Kimley Horn dated January 6, 2017.

SIMMONS & WHITE
ENGINEERING | PLANNING | CONSULTING | SINCE 1982

SIMMONS&WHITE
ENGINEERING | PLANNING | CONSULTING | SINCE 1982
Authorization No. 3452
2581 Metrocentre Blvd West • Suite 3 • West Palm Beach, Florida 33407 • (561) 478-7848

N
N.T.S.

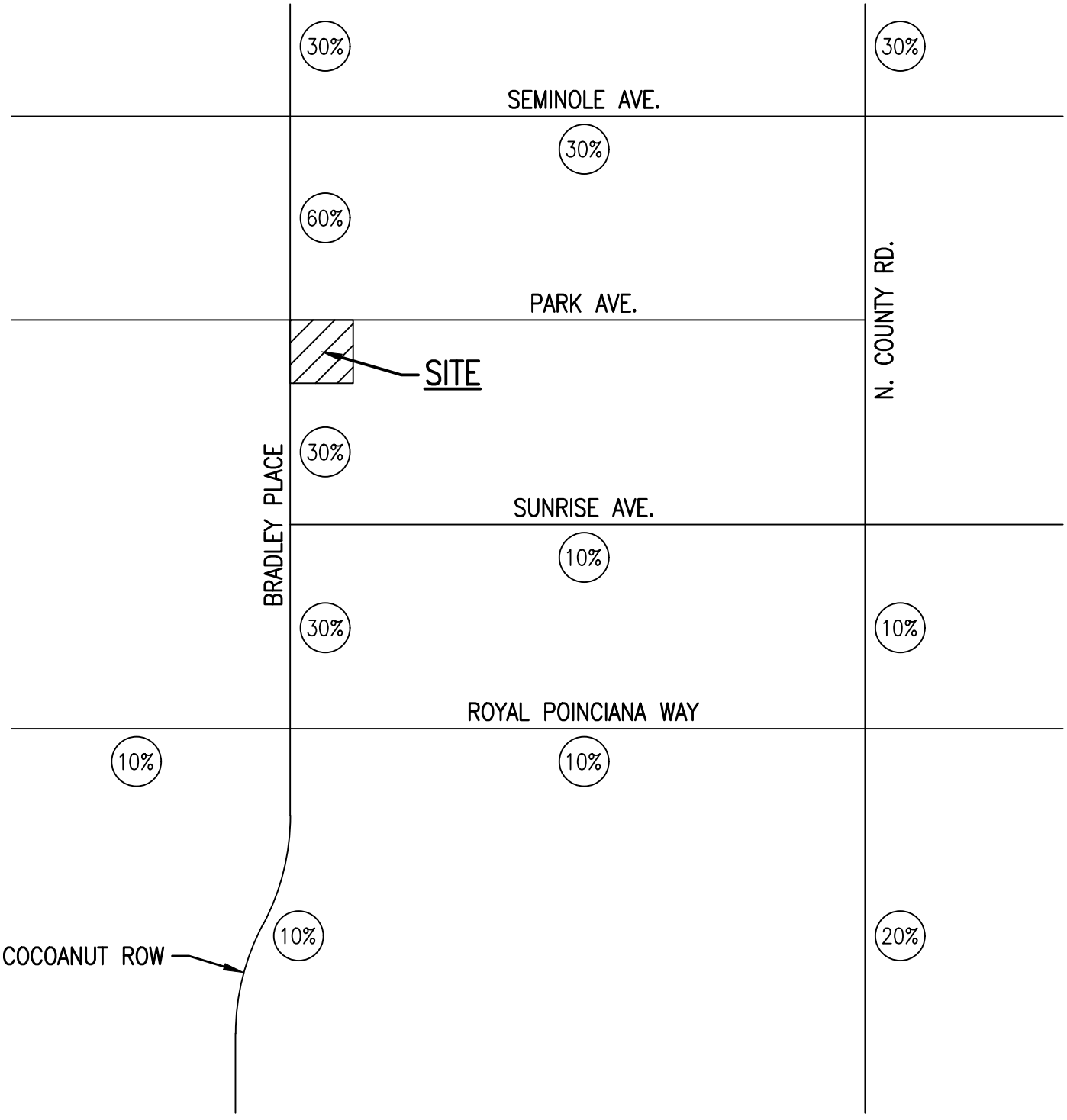


FIGURE 1
PROJECT DISTRIBUTION

LEGEND

(15%) PROJECT DISTRIBUTION

165 BRADLEY PLACE
22-135 AL 07-11-22
REVISED 08-30-22

SIMMONS&WHITE
ENGINEERING | PLANNING | CONSULTING | SINCE 1982
Authorization No. 3452
2581 Metrocentre Blvd West • Suite 3 • West Palm Beach, Florida 33407 • (561) 478-7848

N
N.T.S.

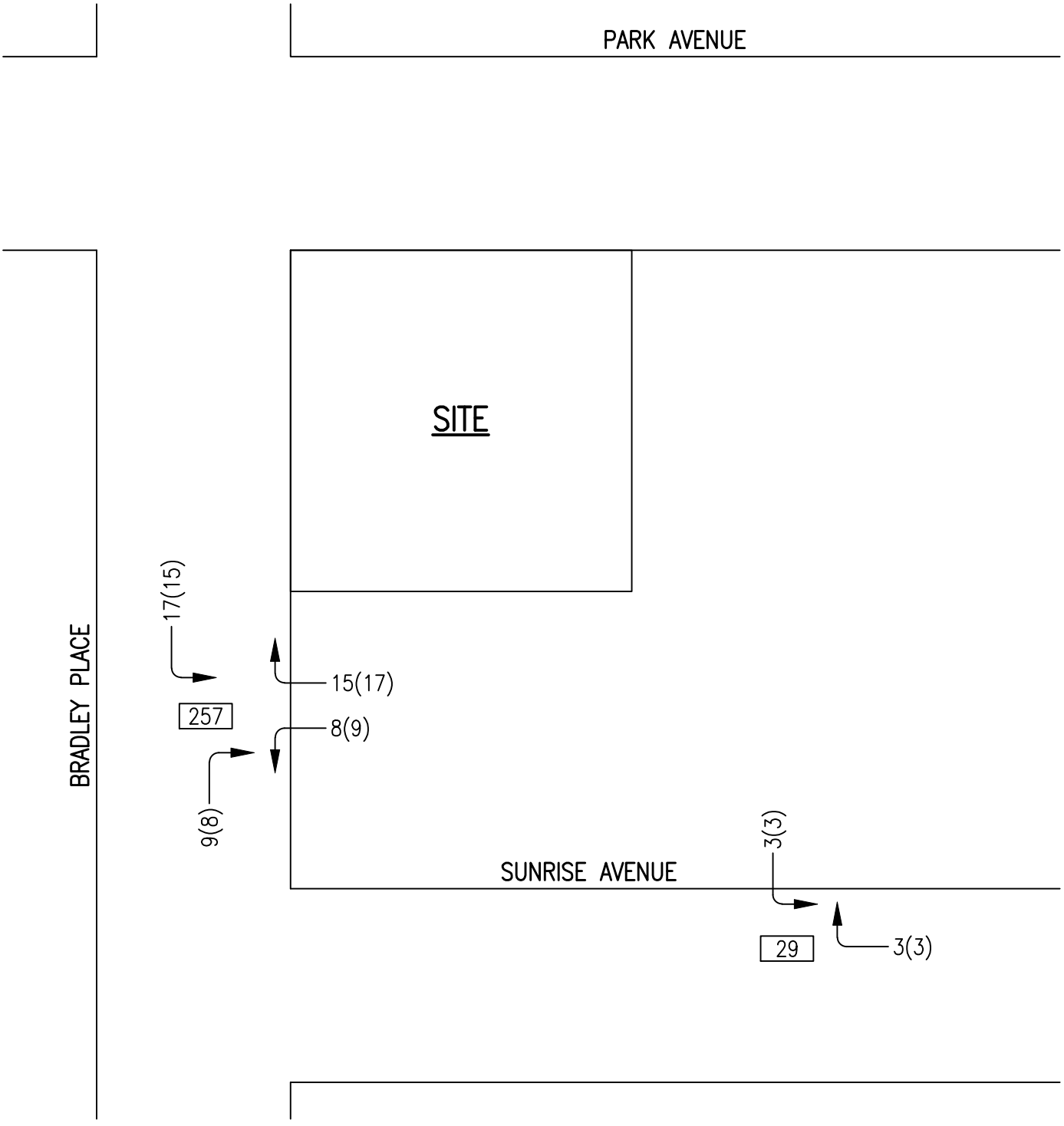


FIGURE 2
PROJECT TURNING MOVEMENTS

LEGEND

14	A.M. PEAK HOUR TURNING MOVEMENT
(18)	P.M. PEAK HOUR TURNING MOVEMENT
413	A.A.D.T.

165 BRADLEY PLACE
22-135 AL 07-11-22

TABLE 5

TEST 1 - PROJECT SIGNIFICANCE CALCULATION
AM PEAK HOUR

2026 BUILD OUT
DIRECTLY ACCESSED LINK(S)
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 11
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 9

STATION	ROADWAY	FROM	TO	PROJECT DISTRIBUTION	AM PEAK HOUR DIRECTIONAL PROJECT TRIPS	EXISTING LANES	CLASS	LOS D STANDARD*	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
N/A	SEMINOLE AVENUE	BRADLEY PLACE	N COUNTY ROAD	30%	3	2	II	810	0.37%	NO
N/A	SEMINOLE AVENUE	N COUNTY ROAD	N OCEAN BOULEVARD	0%	0	2	II	810	0.00%	NO
N/A	SUNRISE AVENUE	BRADLEY PLACE	N COUNTY ROAD	10%	1	2	II	810	0.12%	NO
N/A	SUNRISE AVENUE	N COUNTY ROAD	N OCEAN BOULEVARD	0%	0	2	II	810	0.00%	NO
N/A	ROYAL POINCIANA WAY	FLAGLER DRIVE	BRADLEY PLACE	10%	1	4D	II	1770	0.06%	NO
N/A	ROYAL POINCIANA WAY	BRADLEY PLACE	N COUNTY ROAD	10%	1	4D	II	1770	0.06%	NO
N/A	BRADLEY PLACE	SANFORD AVENUE	SEMINOLE AVENUE	30%	3	2	II	810	0.37%	NO
N/A	BRADLEY PLACE	SEMINOLE AVENUE	SITE	60%	7	2	II	810	0.86%	NO
N/A	BRADLEY PLACE	SITE	SUNRISE AVENUE	40%	4	2	II	810	0.49%	NO
N/A	BRADLEY PLACE	SUNRISE AVENUE	ROYAL POINCIANA WAY	30%	3	2	II	810	0.37%	NO
N/A	COCOANUT ROW	ROYAL POINCIANA WAY	ROYAL PALM WAY	10%	1	2	II	810	0.12%	NO
N/A	N COUNTY ROAD	WELLS ROAD	SEMINOLE AVENUE	30%	3	4	II	1680	0.18%	NO
N/A	N COUNTY ROAD	SEMINOLE AVENUE	SUNRISE AVENUE	0%	0	4	II	1680	0.00%	NO
N/A	N COUNTY ROAD	SUNRISE AVENUE	ROYAL POINCIANA WAY	10%	1	4	II	1680	0.06%	NO
N/A	N COUNTY ROAD	ROYAL POINCIANA WAY	PINE WALK	20%	2	4	II	1680	0.12%	NO

* LOS D link service volumes based on Table 12.B.2.C-1 1A of the Palm Beach County Unified Land Development Code Article 12 – Traffic Performance Standards.

ROYAL POINCIANA PLAYHOUSE

11/04/2021
Revised: 11/22/2021
Revised: 11/30/2021
Revised: 01/10/2021

TABLE 7
TRAFFIC GENERATION DIFFERENCE

	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
EXISTING DEVELOPMENT =	3,483	101	77	24	320	149	171
PROPOSED DEVELOPMENT =	4,362	110	82	28	404	209	195
INCREASE =	**879**	**9**	**5**	**4**	**84**	**60**	**24**

SIMMONS & WHITE
ENGINEERING | PLANNING | CONSULTING | SINCE 1982

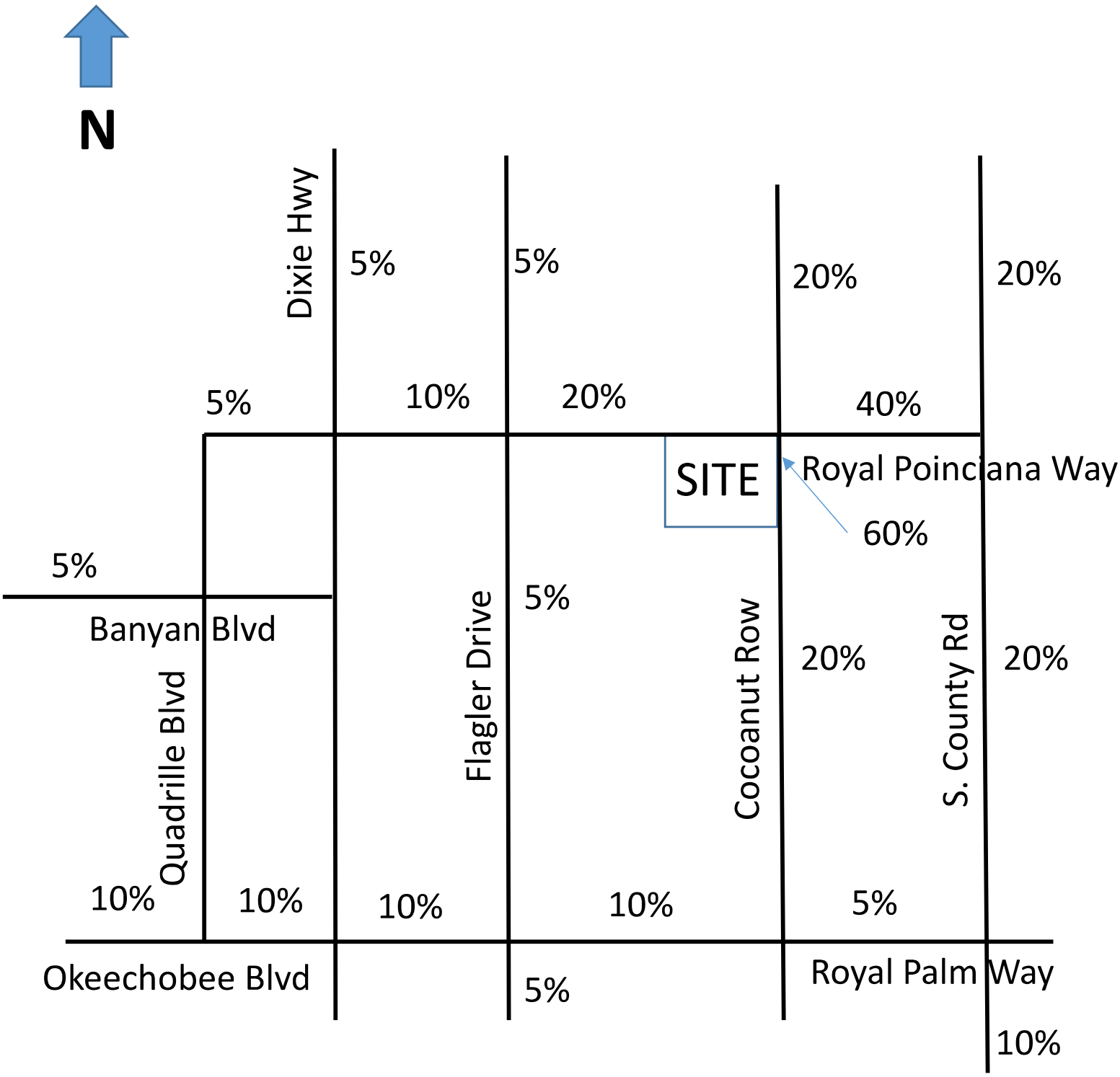


FIGURE 1 – Trip Distribution
Royal Poinciana Playhouse
Project # 21-119

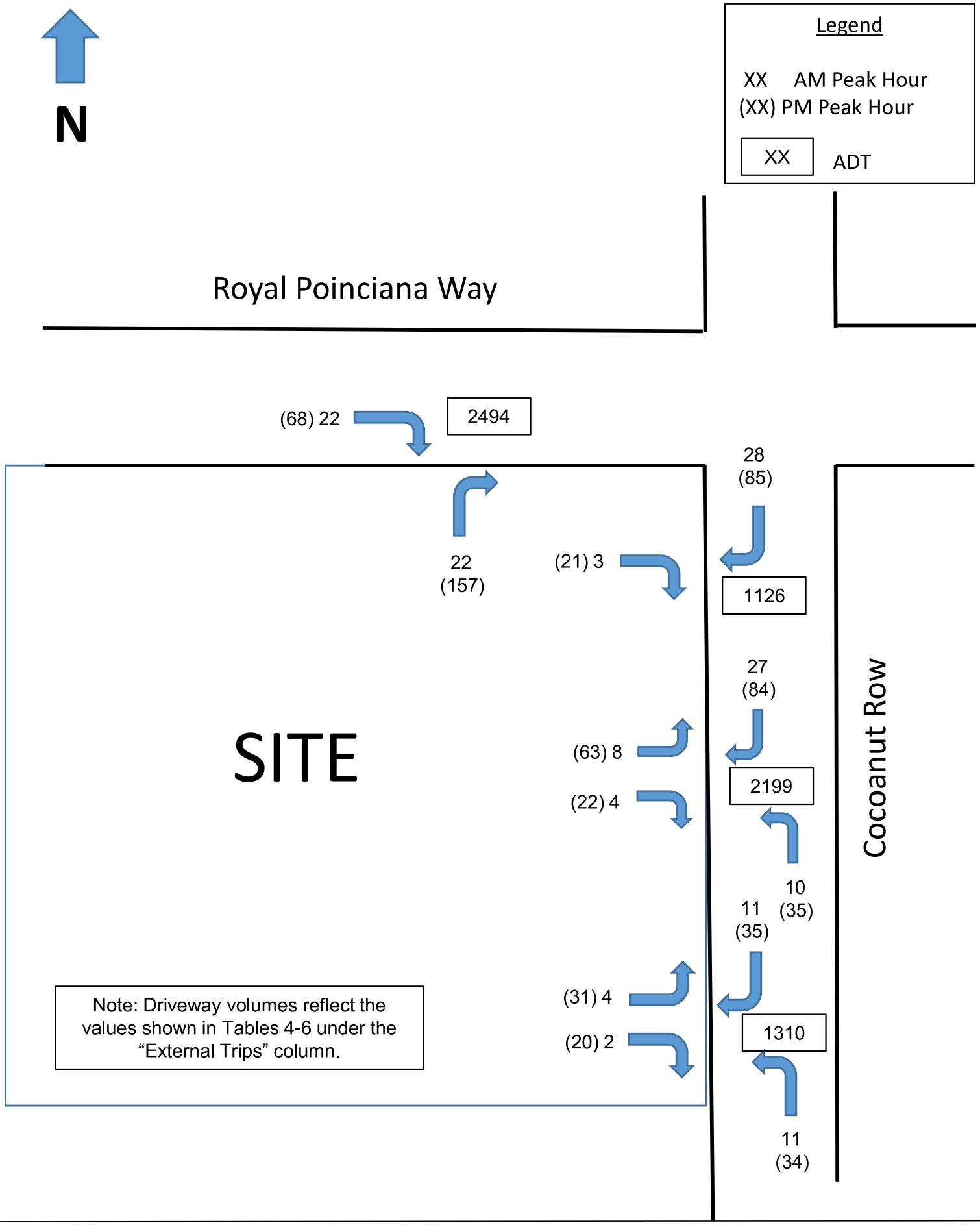


FIGURE 2 – Driveway Volumes
Royal Poinciana Playhouse
Project # 21-119

CFN 20210325510
OR BK 32681 PG 1224
RECORDED 07/13/2021 12:02:14
Palm Beach County, Florida
Joseph Abruzzo,Clerk
Pgs 1224 - 1238; (15pgs)

Prepared by and return to:
Maura Ziska, Esq.
Kochman & Ziska, PLC
222 Lakeview Ave. Suite 1500
West Palm Beach, FL 33401

AMENDED AND RESTATED DECLARATION OF USE AGREEMENT

Between

TOWN OF PALM BEACH

and

LR PALM HOUSE LLC
(F/K/A 160 ROYAL PALM LLC and ROYAL 160, LLC)

Dated July, 2021

AMENDED AND RESTATED DECLARATION OF USE AGREEMENT

THIS AMENDED AND RESTATED DECLARATION OF USE AGREEMENT ("Agreement") is made and entered into this 12th day of July, 2021 by and between the TOWN OF PALM BEACH, a Florida municipal corporation, 360 South County Road, Palm Beach, Florida 33480 (hereinafter the "Town"); and LR PALM HOUSE LLC, a Limited Liability Company, 160 Royal Palm Way, Palm Beach, Florida, 33480, hereinafter the ("Owner"), which terms "Town" and "Owner" will include and bind the successors and assigns of the parties, wherever the context so requires or admits.

W I T N E S S E T H:

WHEREAS the land described in Exhibit "A" attached hereto and made a part hereof (hereinafter referred to as "Land") is located within the municipal limits of the Town;

WHEREAS, title to all of the Land is held by the Owner;

WHEREAS, the Palm House Hotel (hereinafter referred to as the "Hotel") is located and operated on the Land at 160 Royal Palm Way in the Town;

WHEREAS, the Town and Owner's predecessors in title entered into a Declaration of Use Agreement, dated July 30, 2007 and recorded in Official Records Book 21987, Page 499, and an Amendment to the Declaration of Use Agreement, dated December 28, 2012 and recorded in Official Records Book 25694, Page 633, and a Second Amendment to the Declaration of Use Agreement, dated August 13, 2013 and recorded in Official Records Book 26251, Page 78, all in the Public Records of Palm Beach County, Florida (collectively, the "Prior Agreement");

WHEREAS, the Town Architectural Commission ("ARCOM") on October 28, 2020, December 18, 2020, and January 27, 2020, approved the Owner's Site Plan Application No. B-063-2020, as revised for each of the aforesaid hearings, and additionally, made recommendations to the Town Council for the Variances and Special exceptions necessary to construct the improvements reflected in such Application;

WHEREAS, the Town Council on January 13, 2021 and February 10, 2021, approved the Owner's Site Plan Review with Special Exceptions and Variances, as described in Zoning Application No. Z-20-00289, as revised for each of the aforesaid hearings, (collectively, such Town Council approvals are referenced hereafter as the "2021 Approvals"), allow the Owner to operate the Hotel with 79 keys (hotel rooms) subject to the conditions of the 2021 Approvals;

WHEREAS, the first level lobby and public spaces will be completed to include fine dining and lobby bar, with 88 indoor seats as well as 36 outdoor seats facing the new pool deck. The second floor dining that was previously approved has been eliminated to make room for the reconfigured hotel suites which include the new presidential suites.

WHEREAS, a condition of the 2021 Approvals is the execution and recordation of this Amended and Restated Declaration of Use Agreement which shall replace the Prior Agreements in their entireties and which has been required by the Town as one measure to regulate the use of

the Land and Hotel as authorized by such 2021 Approvals, mitigate any adverse impacts of such use, and assist in ensuring that said use shall not be adverse to the public interest;

WHEREAS, a draft of this Amended and Restated Declaration of Use Agreement was reviewed and approved by the Town Council at its Meeting of March 3, 2021;

WHEREAS, all of the representations made herein are true and accurate and the approval of the Site Plan Review with Special Exception and Variances application (Z-20-00289) is conditioned upon the representations made herein and all of the conditions herein imposed; and,

WHEREAS, in granting the 2021 Approvals, the Town Council relied upon the oral and written representations of the Owner both on the record and as part of the application process.

NOW, THEREFORE, in consideration of the mutual promises set forth herein, and in consideration of other good and valuable considerations, the receipt and sufficiency of which are hereby acknowledged, the Town and Owner agree that the Prior Agreements have been superseded and replaced in their entirety with this Amended and Restated Declaration of Use Agreement, and that the terms of the Amended and Restated Declaration and Use Agreement are as follows:

ARTICLE I
RECITALS

The recitals set forth above are true and correct and are incorporated herein and made a part hereof.

ARTICLE II
REPRESENTATION OF OWNERSHIP

Owner warrants and represents to the Town that:

a. Owner has full right to enter into this Amended and Restated Declaration of Use Agreement, and to bind the Land, Hotel, and itself to the terms hereof.

b. There are no covenants, restrictions or reservations of record which affect the Land that will prevent the use of the Hotel and Land in accordance with the terms and conditions of this Agreement or the 2021 Approvals.

c. This Agreement has been duly authorized and executed by the Owner and is valid and binding on the Owner as written. No additional consent to execution, delivery and performance of this Agreement by Owner is required from any person, partner, limited partner, member, creditor, investor, judicial or administrative body, governmental authority or other party in order to make this Agreement enforceable by the Town against Owner and its successors and assigns in accordance with the Agreement's terms.

d. The execution of this Amended and Restated Declaration of Use Agreement will not violate any restrictions, court orders or agreements to which Owner or the Land are subject.

e. This Agreement shall be superior to any mortgages on the Land. Owner shall ensure that this Agreement is recorded prior to the recording of any additional mortgages, and shall obtain and record subordination agreements from any mortgagees which may be recorded prior to the recordation of this Agreement.

ARTICLE III
HOTEL USE

The use of the Land shall be for hotel uses and accessory uses in compliance with all of the information and exhibits not inconsistent with the terms and conditions set forth herein and as set forth in the the zoning application (Z-20-00289) submitted, amended and approved by the Town Council to modify the previously approved Site Plan Review with Special Exceptions and Variances for the Hotel and Land on January 13, 2021 and February 10, 2021. The Town's 2021 Approvals remain subject to that provision of the Town Code that provides that no subsequent deviation may be made to the approved Site Plan Review with Special Exception and Variance application and plan packages from Cooper Cary and Wallace Surveying stamp dated August 25, 2020 and January 25, 2021 and made part of the approvals, except upon new application to and approval by the Town Council, and subject to the provisions of this Agreement. Any additional uses of the Hotel and Land shall be subject to approval by the applicable governmental authority including but not limited to the Town Council of the Town, the Architectural Commission of the Town, Palm Beach County, the State of Florida, the United States Government, and/or any agencies under any of the foregoing governmental authorities.

ARTICLE IV
CONDITIONS OF APPROVAL

The following conditions of approval are imposed by the Town and accepted by the Owner as for the operation of the Hotel in accordance with the 2007, 2012 and 2021 Approvals:

1. All parking at that Hotel and Land shall be valet managed with a valet parking permit approved by the Town Police Chief. Valet parking shall not be permitted on Brazilian Avenue. If it is determined by the Town Manager, or his designee, that the valet parking operation at the Hotel and Land is not working properly, the Town has the right to require measures as deemed necessary, including additional valet parking personnel or special duty officer(s), to resolve the issue(s). Further, the Town Council has the ability to place on their monthly agenda a discussion and resolution of any confirmed parking problem and/or requested parking revision, made by either the Town or the Owner, for a period of three (3) years, which will begin on the date the certificate of occupancy is issued for the Hotel. Before placing a discussion and resolution on any Town Council agenda, notice will be provided to the Owner in accordance with Article V, Provision for Notice, found in this Agreement.

2. The first-floor dining room is approved for 88 seats and an additional 36 seats are approved for outdoor dining on the covered pool loggia. The dining room may serve meals to the public and hotel guests from 5:00 AM to 1:00 AM. Outside dining shall be allowed from 9:00 AM to 10:00 PM on the covered loggia. These restrictions shall not preclude 24-hour room service.

3. Pool Hours shall be from 9:00 AM to 9:00 PM and Poolside beverage and food service shall be allowed between 11 AM and 8:30 PM.

4. No hotel guests, or other social or leisure activity or entertainment of any kind will be permitted on the roof of the hotel, the function room roof, or other accessory building roofs.

5. Recorded or live music or entertainment shall be allowed inside the hotel building from 9:00 AM to 11:30 PM, except New Years Eve where recorded or live music or entertainment shall be allowed until 12:30 AM.

6. There will be no outdoor music (live or recorded), no outdoor live entertainment, and no outdoor amplified sound permitted anywhere on the Land, with the exception of background live or background recorded music which will be permitted on the pool deck from 11:00 AM to 8:30 PM. "Background live or background recorded music" is defined as music having a low enough volume that normal conversation can be held over the music. Background live or background recorded music shall have speakers for same directed to the North.

7 Function Room shall be allowed 175 seats. No sooner than three (3) months from the date of certificate of occupancy, the Owner or Town can come back to the Town Council to determine if the seating is working and to address any issues. The number of seats in the Function Room shall not exceed a maximum of 200.

8. The Function Room's hours for functions (including recorded or live music or other entertainment associated therewith) shall be limited to 12:00 PM to 11:30 PM for each function. Ancillary activities for preparation and set up for functions shall commence no earlier than 9:00 AM, and all take down and cleanup operations after functions shall cease no later than 11:30 PM.

9. All newly constructed lights in the Parking lot shall be low level so that they shine downward and do not produce any light or glare which would adversely affect surrounding properties.

10. The buildings shall be equipped with a fire alarm and fire suppression system as approved by the Fire Marshal per the provisions in NFPA 1; NFPA 101: Life Safety Code, the 2018 Edition – Chapter 29 Existing Hotels and Dormitories NFPA 101: Life Safety Code; and the 2018 Edition - Chapter 13 Existing Assembly Occupancies.

11. The Owner shall provide a minimum of 30 employee parking spaces and an employee shuttle service from the Monday prior to Thanksgiving through April 30 at an off-site location(s) within 15 minutes average driving time from the Hotel. This location shall not be within the Town limits unless specifically allowed for in Chapter 134 Zoning, Article

IX, Off-Street Parking and Loading, of the Town Code of Ordinances. The Owner shall inform the Town in writing of the off-site parking location(s) outside the Town's jurisdiction. It shall be the Owner's responsibility to immediately inform the Town in writing of the loss of said parking area and make arrangements for the necessary approval(s) for alternate locations(s). Failure to insure that the off-site location is allowed by the jurisdiction in which said parking is located, or the loss of said parking may result in a reduction in dining room seating. That determination will be made by the Town Council at the earliest Town Council meeting after the Town becomes aware of the situation.

12. The demolition and construction contemplated by the Approval shall be conducted pursuant to Phase I and Phase II Construction Management Agreements entered into between the Hotel Owners and Town prior to the issuance of a building permit for said demolition or construction. Phase I shall be approved by Town Staff and Phase II by the Town Council.

    The Phase II Construction Management Agreements shall be considered by the Town Council at the July 14, 2021 Council meeting when the contractor has been retained and can attend the Council meeting to answer any question about the construction schedule in the Agreement. The Phase II Agreement shall address, among other things: phasing, concrete pours, worker parking, de-watering, lighting, materials delivery & storage, construction hours, demolition, noise, dust, rodent control, security, project management, coordination with the Town, the construction schedule and remedies for violation of the Agreements.

13. The Town shall have the right to conduct inspections on the Land and within the Hotel on a periodic basis to ascertain compliance with this Agreement. Failure to allow an inspection by the Town will constitute a violation of this Agreement.

14. There shall be no chairs for guests at the pool service building. Additionally, the Bar shall have no seats or seating area. When the Event Area/Grass Lawn is not being used for pre-function events, food and beverages shall only be dispensed from the Bar and Pantry near and within the pool service building to Hotel wait staff (such that no "walk-up" ordering or service shall be permitted to hotel guests, invitees, or members of the general public, or function room invitees). During the time period that the Event Lawn/Grass Area is being used for a pre-function event, food and beverages can be dispensed from the bar and pantry near and within the pool service building to wait staff, or if the pre-function event has an "open bar" (i.e. where beverages are provided to persons without such persons paying for same with cash, cards, or room keys), food and beverages can be dispensed to Function Room invitees on a "walk-up" basis.

15. The grass lawn area east of the swimming pool shall be a passive area and shall only be used for pre-function events related to a function in the Function Room from 12:00 PM to 8:00 PM. Tents shall be prohibited in the grass lawn area east of the swimming pool area.

16. The grass lawn area east of the swimming pool shall be used only for noise controlled, passive pre-function events which may occur only between the hours of 12:00 P.M. and 8:00 P.M. on any day. The grass lawn area east of the swimming pool shall not be used

for sunbathing, nor be used for any other assemblies that are not incident to a scheduled Function Room event.

17. Any violation of the noise ordinance as verified by a Town official shall be deemed a violation of this Agreement.

18. Landscape material as approved by the Architectural Commission on December 16, 2020 (B-063-2020) shall be maintained by Owner. Any modification to the perimeter landscaping is required to be approved by the Architectural Commission and cannot be staff approved.

19. The Owner shall construct and maintain the Hotel so as to achieve and preserve the Minimum Sound Transmission Rating (STC) as identified in Exhibit "B."

20. Prior to the issuance of a building permit, the property owner voluntarily commits to either provide a recorded utility easement or an easement agreement satisfactory to the Town that ensures a recorded easement will be granted, if necessary, to underground utilities in the area.

21. Maintenance Provisions:

(a) The Hotel and Land shall at all times be continually maintained with the upmost standards of a first class hotel and will comply with all ordinances, rules and regulations of the Town of Palm Beach, Palm Beach County, and State of Florida, (and each of the foregoing governmental entity's respective districts, departments, and agencies) as to maintenance, health and safety standards.

(b) Without limiting the foregoing paragraph 18 (a), all buildings and improvements shall be maintained in a first-class condition, especially as to the exterior appearance. Painting and other exterior maintenance shall be periodically performed as reasonably required. No excessive and/or unsightly mildew, rust deposits, dirt, graffiti, or deterioration shall be permitted to accumulate on any building or other improvement. The glass in windows and in glass sliding doors shall not be cracked or broken. Building openings shall not be boarded up. Foundations, exterior walls, and roofs shall be weather-tight and shall be maintained in good repair. All appurtenances to any structure, such as awnings, shutters, doors, rails, and light fixtures shall be securely attached and in working condition, and shall not be broken, hanging loose, or falling away from the structure. All walls and fences (and the transformer gate located south of the Function Room building) shall be maintained in good repair and in an upright condition and shall be free from graffiti, or broken, cracked, or leaning sections, or loose component pieces.

(c) All landscaping within the Land shall be regularly maintained with proper horticultural and arboricultural practices, including without limitation such replanting and, as is from time to time necessary, mowing, trimming, fertilization, and weed, insect, and disease control. All dead or diseased sod, trees, plants, shrubs, or flowers shall be promptly replaced.

(d) Maintenance (including the maintenance of the swimming pool and all hard surfaced areas) or other actions reasonably required by the Town to meet the forgoing Maintenance Provisions in Paragraph 21 shall be commenced and completed within a commercially reasonable time period as determined by the Town Director of Planning, Zoning, and Building Department within the exclusive reasonable exercise of his or her discretion, and a failure to maintain or take other curative action as so reasonably required shall be subject to being treated by the Town as a violation of the terms and conditions of this Agreement. The Maintenance Provisions of this Declaration of Use Agreement provide the Town with supplemental means to assure that the buildings and improvements on the Land are maintained, and shall not create any obligation on the Town (or its officials, officers or employees) to conduct such maintenance or enforce the Maintenance Provisions of this Declaration of Use Agreement. Further, the Maintenance Provisions of this Declaration of Use Agreement shall not prevent the Town from enforcing any building or structure maintenance or appearance law or regulation the Town may currently enforce, or that may from time to time become applicable in the future.

ARTICLE V
PROVISIONS FOR NOTICE

1. For the issuance of any notice regarding the performance of the terms of the Agreement, notice shall be provided.

   To the Town Manager:

   The Town of Palm Beach, Town Hall
   360 S. County Road
   Palm Beach, FL 33480

   To the Owner:

   Neil Kirk
   LR Palm House LLC
   L + R Hotels
   8th Floor, South Block
   55 Baker Street
   London W1U 8EW

2. In the event the Owner or the Town wishes to delete or amend any portion of this Agreement, or add provisions to this Agreement, or execute another Agreement having the effect or releasing or altering or replacing all or any portion of this Agreement, then in addition to any notice requirement contained in the Town's Code or Land Development Regulations, the Owner shall be required to send a minimum fifteen (15) calendar day advanced written notice (measured by date of postmark) by First Class Mail to each land owner owning land within 200' of the Land's exterior property line (as such land owners are disclosed by the then most recent ad valorem tax roll). The Notice shall include the date, time, and place of any Town Meeting or

hearing when the items in the preceding sentence are to be considered, and a summary of what will be considered, and the name and phone number of a Town Official who may be contacted for further information.

ARTICLE VI
PROVISIONS TO RUN WITH LAND/RECORDING

This Agreement shall run with the Land and shall be binding upon the Owner and its respective legal representatives and successors and assigns. This Agreement shall be recorded by the Owner in the Official Records of Palm Beach County, Florida upon full execution by the parties hereto.

ARTICLE VII
REMEDIES FOR VIOLATION

Upon determination by the Director of Planning, Zoning and Building Department of a violation of any of the terms or conditions of this Agreement or any other provision in the Town Code of Ordinances, and upon notice in writing from the Town to Owner or Owner's representative of said violation(s) and the date upon which said violations(s) shall be corrected, owner or owner's successors or assigns shall pay to the Town a liquidated amount of $2,000 per violation. Said liquidated amount shall accrue on a per day basis for each day a violation of this Agreement exists. In addition, in the event a violation remains uncorrected beyond the date noticed for correction by the Director of the Planning, Zoning and Building Department, this Agreement may be reconsidered by the Town Council at a future meeting upon thirty days notification to the Owner. The Town Council may, upon a finding of violation, alter this Agreement or rescind the approval of the use.

In the event Owner disputes the determination of the Director of Planning, Zoning & Building Department of the violation of the conditions of this Agreement, or in the event the Owner disputes any code violation, owner may appeal the determination of the Director of the Planning, Zoning & Building Department to the Town Council, said appeal to be filed no later than fifteen (15) days of the written notice of violation.

In addition to the above, the Town shall have all remedies available at law and equity in order to enforce the terms of this Agreement including but not limited to (a) the TOWN's code enforcement procedures; (b) all remedies otherwise offered in the Town's Code of Ordinances; and (c) injunction, specific performance, and any and all other equitable relief through the civil courts in and for Palm Beach County for the State of Florida. In the event the Town is required to seek injunctive relief, it shall not be required to post bond and it shall not be required to demonstrate irreparable harm or injury to secure an injunction to enforce the terms of this Agreement. Additionally, in the event of any breach, default or non performance of this Agreement, or any of its covenants, agreements terms or conditions, the Town shall be entitled to recover its costs, expenses and reasonable attorneys' fees insofar as the Town prevails, either before or as a result of litigation, including appeals.

ARTICLE VIII
MISCELLANEOUS

This Amended and Restated Declaration of Use, as identified herein, supersedes all previous agreements, as recorded in Official Records Book 21987, Page 499 and Amendment to the Agreement as recorded in Official Records Book 25694, Page 633 and Second Amendment to the Agreement as recorded in Official Records Book 26251, Page 78, of the Public Records of Palm Beach County.

Wherever the word "laws" appears in this Agreement, it shall be deemed to include all ordinances, rules, and regulations as well as laws of the appropriate governmental authorities. This Agreement may not be amended except by written instrument signed by all parties hereto. Paragraph headings are inserted for convenience only and shall not be read to enlarge, construe, restrict or modify the provisions hereof. All references to numbered or lettered paragraphs, subparagraphs and exhibits refer (unless the context indicates otherwise) to paragraphs and subparagraphs of this Agreement and to exhibits attached hereto, which exhibits are by this reference made a part hereof. This Agreement shall be binding upon the parties hereto and upon their successors and assigns. In the event of the invalidity of any provision of this Agreement, same shall be deemed stricken here from and this Agreement shall continue in full force and effect as if such invalid provision were never a part hereof. This Agreement shall be governed by and construed in accordance with the laws of the State of Florida.

IN WITNESS WHEREOF the parties have hereunto set their hands and seals the day and year first above.

Signed, sealed, and delivered
In the presence of:

CAROLYN S. STONE

TOWN OF PALM BEACH

By: _____
Danielle Moore, Mayor

By: _____
Margaret Zeidman, President
Town Council

By: _____
Kirk Blouin
Town Manager

LR PALM HOUSE LLC

By: _____
Robert S. Mautner, President of the Manager

STATE OF FLORIDA)
) ss.
COUNTY OF PALM BEACH)

The foregoing instrument was acknowledged before me by means of ☒ physical presence or ☐ online notarization, this 12th day of July, 2021, by Danielle Moore, the Mayor of the Town of Palm Beach, a Florida municipal corporation, on behalf of the corporation/limited liability company/partnership, who ☒ is personally known to me or who ☐ has produced _____ as identification.

Notary Public – State of Florida

Notary Seal:

ANTONETTE M. FABRIZI
Notary Public - State of Florida
Commission # GG 274108
My Comm. Expires Nov 5, 2022
Bonded through National Notary Assn.

STATE OF FLORIDA)
) ss.
COUNTY OF PALM BEACH)

The foregoing instrument was acknowledged before me by means of ☒ physical presence or ☐ online notarization, this 9th day of July, 2021, by Margaret Ziedman, the President of the Town Council of the Town of Palm Beach, a Florida municipal corporation, on behalf of the corporation/limited liability company/partnership, who ☒ is personally known to me or who ☐ has produced _____ as identification.

Notary Public – State of Florida

Notary Seal:

ANTONETTE M. FABRIZI
Notary Public - State of Florida
Commission # GG 274108
My Comm. Expires Nov 5, 2022
Bonded through National Notary Assn.

STATE OF FLORIDA)
) ss.
COUNTY OF PALM BEACH)

The foregoing instrument was acknowledged before me by means of ☒ physical presence or ☐ online notarization, this 9TH day of July, 2021, by Kirk Blouin, the Town Manager of the Town of Palm Beach, a Florida municipal corporation, on behalf of the corporation/limited liability company/partnership, who ☒ is personally known to me or who ☐ has produced _____ as identification.

Notary Public – State of Florida

Notary Seal

NINA M. TOSCANO
Notary Public - State of Florida
Commission # HH 121009
My Comm. Expires May 12, 2025
Bonded through National Notary Assn.

STATE OF Wyoming)
) ss.
COUNTY OF Teton)

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☒ online notarization, this 9th day of June, 2021, by Robert S. Mautner the ~~President of the Manager~~ of LR Palm House LLC, a Delaware limited liability company, on behalf of the corporation/limited liability company/partnership, who ☒ is personally known to me or who ☐ has produced _____ as identification.

Notary Public

Notary Seal

BRITTANY A. GALE - NOTARY PUBLIC
COUNTY OF TETON
STATE OF WYOMING
MY COMMISSION EXPIRES JAN. 22, 2022

APPROVED AS TO LEGAL FORM AND SUFFICIENCY:

John C. Randolph
Town Attorney

RECOMMEND APPROVAL:

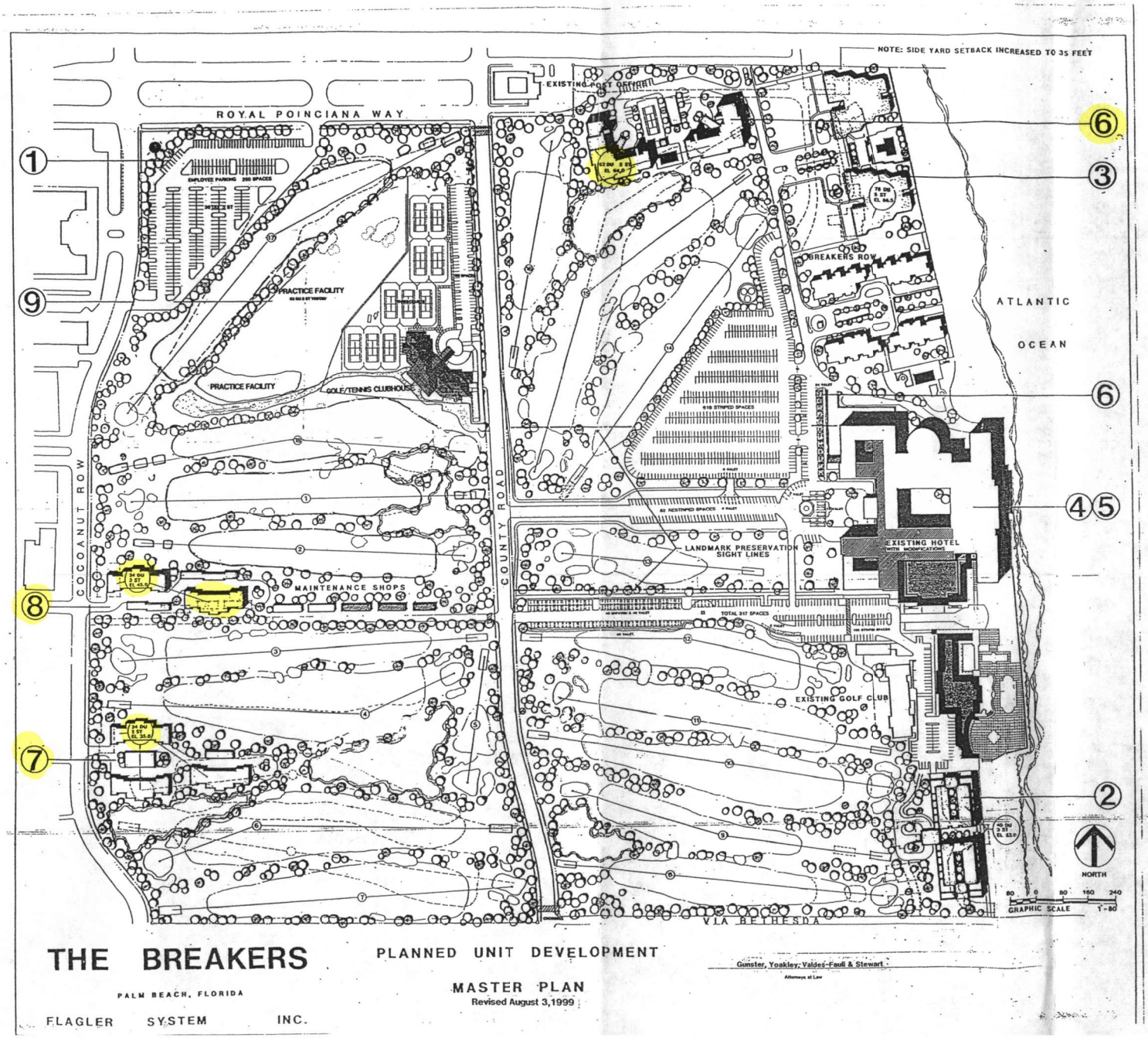
Paul Castro, AICP
Zoning ~~Administrator~~ Manager

Exhibit "A"

Legal Description of the Land:

Being Lots 31, 32 and 33, Block F, Royal Park Addition, a subdivision in the Town of Palm Beach, Palm Beach County, Florida, as recorded in Plat Book 4, Page 1, Public Records of Palm Beach County , Florida.

STATE OF FLORIDA - PALM BEACH COUNTY
I hereby certify that the foregoing is a true copy of the record in my office with redactions, if any as required by law.
THIS 13th DAY OF July, 2021
JOSEPH ABRUZZO
CLERK OF THE CIRCUIT COURT & COMPTROLLER
By _____
Deputy Clerk



THE BREAKERS

PALM BEACH, FLORIDA

FLAGLER SYSTEM INC.

PLANNED UNIT DEVELOPMENT

MASTER PLAN

Revised August 3,1999

Gunster, Yoakley, Valdes-Fauli & Stewart

Attorneys at Law

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

PALM BEACH SYNAGOGUE – FIFTH SUBMITTAL

Town of Palm Beach, FL

TRAFFIC IMPACT STATEMENT

PREPARED FOR:

Palm Beach Synagogue
120 North County Road
Palm Beach, Florida 33480

JOB No. 24-073

DATE: 09/05/2023
Revised: 09/23/2024
Revised: 10/05/2024
Revised: 10/11/2024
Revised: 11/06/2024
Revised: 12/20/2024

Bryan G. Kelley, Professional Engineer, State of Florida, License No. 74006 This item has been digitally signed and sealed by Bryan G. Kelley, P.E., on 12/20/2024. Printed Copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.	

2581 Metrocentre Blvd. West, Ste 3 | West Palm Beach, FL 33407
561.478.7848 | simmonsandwhite.com | Certificate of Authorization #3452

1.0 SITE DATA

The subject parcel is located at 120 & 132 North County Road in the Town of Palm Beach, Florida and contains approximately ±0.72 acres. The Property Control Numbers (PCN's) for the subject parcel are as follows:

50-43-43-22-31-000-1751 50-43-43-22-31-000-1730

The subject parcel historically included 11,007 SF of religious facilities, 2,575 SF of office, and 5,975 SF of a fine dining restaurant. The entire building (19,297 SF as shown in the Existing Site Plan) is now owned and utilized by the Synagogue. The proposed redevelopment is to consist of 32,398 (gross building) SF of religious facilities that includes 2,997 SF of ancillary Sunday School classrooms and 1,633 SF of ancillary administrative office . Note previously the Traffic Study utilized the gross building SF under air which has been reduced to 30,089 SF.

Site access is proposed via a left in, left out driveway connection to Sunset Avenue. For additional information concerning site location and layout, please refer to the Site Plan prepared by Bartholemew + Partners.

2.0 PURPOSE OF STUDY

The purpose of this traffic study is to provide a transportation concurrency analysis of the Town of Palm Beach impacted roadway segments and intersections within the project area

3.0 TRAFFIC GENERATION

The traffic generated by the historically vested development has been calculated in accordance with the traffic generation rates listed in the *ITE Trip Generation Manual, 11h Edition* and rates published by the Palm Beach County Engineering Traffic Division.

Table 1a shows the daily traffic generation associated with the vested development in trips per day (tpd). Tables 2a and 3a show the AM and PM peak hour traffic generation, respectively, in peak hour trips (pht). The Saturday peak hour generation for the existing 164 seat synagogue is also shown in Table 4a attached to this report. ITE Land Use Code #560 (Church) was utilized instead of ITE Land Use Code #561 (Synagogue) to be consistent with PBC Traffic rates and due to ITE Land Use Code #561 having only one data point. Additionally, the Saturday (worship) peak hour trip generation was derived from the number of seats and not the building square footage since seats is a more appropriate variable for a worship service. Nonetheless, the ITE trip generation rates for a Saturday peak hour generator can be considered conservative since many of the Synagogue members live nearby and walk to the facility and many families arrive together. The traffic to be generated by the vested development may be summarized as follows:

Previously Vested Development

Daily Traffic Generation = 361 tpd
AM Peak Hour Traffic Generation (In/Out) = 6 pht (3 In/3 Out)
PM Peak Hour Traffic Generation (In/Out) = 31 pht (19 In/12 Out)
Saturday Peak Hour Traffic Generation (In/Out) = 80 pht (39 In/41 Out)

It is acknowledged the restaurant use is no longer operational. Additionally, the Synagogue now utilizes the entire 19,297 SF (as shown on the Existing Site Plan) facility. Tables 1B-4B calculate the traffic generation of the existing synagogue.

Existing Development

Daily Traffic Generation = 140 tpd
AM Peak Hour Traffic Generation (In/Out) = 6 pht (4 In/2 Out)
PM Peak Hour Traffic Generation (In/Out) = 9 pht (4 In/5 Out)
Saturday Peak Hour Traffic Generation (In/Out) = 80 pht (39 In/41 Out)

Table 5 shows the daily traffic generation associated with the proposed redevelopment in trips per day (tpd). Tables 6 and 7 show the AM and PM peak hour traffic generation, respectively, in peak hour trips (pht). The Saturday peak hour generation for the proposed 230 seat synagogue is shown in Table 8. Note the gross 32,398 SF was utilized in the trip generation to be conservative. However, gross under air area is 30,089 SF and the net building under air is 25,644 SF. The traffic to be generated by the proposed redevelopment may be summarized as follows:

Proposed Redevelopment

Daily Traffic Generation = 234 tpd
AM Peak Hour Traffic Generation (In/Out) = 9 pht (6 In/3 Out)
PM Peak Hour Traffic Generation (In/Out) = 15 pht (7 In/8 Out)
Saturday Peak Hour Traffic Generation (In/Out) = 111 pht (54 In/57 Out)

Note the administrative office space is for Synagogue office use only and will not include any outside business operations. Therefore, the weekday peak trip generation for the overall Synagogue building is inclusive of the administrative office space and the proposed trip generation reflects the anticipated peak hour weekday traffic demand.

The net trip difference between the previously vested use and the proposed development is shown in Table 9 attached to this report and may be summarized as follows:

Net Trips (Proposed – Vested)
Daily Traffic Generation = -127 tpd
AM Peak Hour Traffic Generation (In/Out) = 3 pht (3 In/0 Out)
PM Peak Hour Traffic Generation (In/Out) = -16 pht (-12 In/-4 Out)

The net trips shown above are provided for informational purposes. The trip generation comparison between the proposed and existing use is shown in Table 10 attached to this report and may be summarized as follows:

Net Trips (Proposed – Existing)

Daily Traffic Generation	=	151 tpd
AM Peak Hour Traffic Generation (In/Out)	=	5 pht (4 In/1 Out)
PM Peak Hour Traffic Generation (In/Out)	=	10 pht (5 In/5 Out)
Saturday Peak Hour Traffic Generation (In/Out)	=	31 pht (15 In/16 Out)

As stated previously, the Saturday peak hour trips can be considered conservative. Many of the families arrive together with a high vehicle occupancy load or walk to the Synagogue. The ITE rate assumes both arrival and dismissal of a worship service within a one-hour time frame. Saturday morning services last longer than one hour and therefore the directional peak hour trips are a better reflection of actual trips. Saturday morning services start at 9:30 AM when traffic is significantly less than weekday peak hour traffic conditions.

Since the project generates less than 20 peak hour trips, the project satisfies Palm Beach County Traffic Standards. However, this traffic study will evaluate traffic concurrency in comparison to the Town of Palm Beach Standards.

4.0 TRIP DISTIRBUTION

The project trips were distributed and assigned on the surrounding roadway network as shown in Figure 1 attached to this report. Note the trip distribution considers the one-way eastbound conversion of Sunset Avenue from Bradley Place to N. County Road.

5.0 SYNAGOGUE OPERATIONS

The primary Synagogue religious services are held on Saturday mornings at 9:30 AM which are followed by a Kiddush luncheon at 12:30 PM. Approximately 198 households which are members of the Palm Beach Synagogue live within one mile of the facility. Many members currently walk to the facility utilizing the existing sidewalk infrastructure within the Town including Sunset Avenue and County Road. The proximity and number of the members to the Synagogue greatly reduces the vehicle and parking demand of the site. There are also various High Holidays that occur on weekdays throughout the year that will have evening worship services. The Synagogue also has Sunday school for school age children from approximately 9:30 AM to 12:30 PM. The school is only on Sunday's and not during the weekdays. More details on the Sunday School are provided later in the traffic study. The Synagogue similar to many other religious institutes will have different events such as weddings on occasion. The Synagogue uses a valet company (Palm Beach Parking) for these types of events and utilizes offsite parking. During normal weekdays, administrative staff has business hours from 9:00 AM to 5:00 PM.

A breakdown of the typical week is provided below. Note these are existing conditions at the Synagogue and not expected to materially change as part of the application.

Monday through Friday

- Staff administrative hours are from 9:00 AM to 5:00 PM. There are 13 staff members but several are spouses so only a total of 8 households.

- Small morning services occur at 8:00 AM. These services only consist of approximately 15 men. Approximately 5 of the 15 men walk and 6 of the 15 men are part of staff and therefore are not separate trips.

Monday and Thursday

- Small evening services currently start at 6:30 PM but fluctuate throughout the year. Evening services consist of approximately 10 men and 6 of them are staff members and therefore not separate trips.

Friday

- Small evening services currently start at 7:00 PM but fluctuate throughout the year. Evening services consist of approximately 25 men with 15 walking.
- Dinner events happen at the facility approximately once or twice a month. Approximately 50-100 people would be in attendance with many walking and families. Approximately 20 vehicles for this type of event when it occurs.

Saturday

- Main service starts at 9:30 AM , followed by Kiddush luncheon at 12:30 PM. An average attendance is approximately 150 people with a minimum of 20-30 walking. Since the majority of the 150 people are families, an average of 40-50 vehicles.

Sunday

- Small morning services occur at 8:15 AM. These services only consist of approximately 15 men. Approximately 5 of the 15 men walk and 6 of the 15 men are part of staff and therefore are not separate trips.
- Hebrew School/Maimonides starts at 9:30 AM and ends at 12:30 PM. More details about traffic circulation are provided later in the report for this program. On average approximately 35-40 households pickup/drop off each Sunday.

The reason for the proposed redevelopment plan is the existing Synagogue facility is outdated, inadequate, and inefficient for the current use. No additional programming or use is proposed as part of this application. Instead, the new building will allow for sufficient space to operate the existing programs. For example, the Sunday School currently has utilize existing office space and other rooms to accommodate the existing students. A comparison of the existing and proposed interior uses is shown in Appendix A and summarized below.

Comparison of Uses

Use	Existing Site Plan	Proposed Site Plan
Sanctuary	3256 SF	4123 SF
Offices	2360 SF	1633 SF
Social Hall	1990 SF	3978 SF
Sunday School Classrooms	1302 SF	2997 SF

6.0 INTERSECTION ANALYSIS

At the request of the Town, an intersection analysis was performed at the following intersections:

1. Sunset Avenue at Bradley Place (TWSC and Signal Alternative)
2. Sunset Avenue at County Road (signalized)
3. Bradley Place at Royal Poinciana Way (signalized)
4. County Road at Royal Poinciana Way (signalized)

Sunet Avenue at Bradley Place was also analyzed as a signalized intersection in the background and total traffic conditions scenarios since a signal warrant has recently been satisfied for the intersection. The analysis was performed using Synchro 12 software with Highway Capacity Methodologies. HCM 6th Edition was used when available and HCM was used for intersections with shared lanes. The existing traffic counts were taken from the Town of Palm Beach Traffic Analyses completed by The Corradino Group. All traffic counts were collected in March 2024. The traffic counts were collected from 7:30 to 11:00 AM and from 3:00 to 5:30 PM. The highest one hour of traffic in the AM and PM was used in the analysis. The background traffic volumes were taken from the Paramount traffic study and included approved projects within the Town and also approved projects from the City of West Palm Beach. The background traffic used the highest of the historical growth rate of 2.33% or the committed trips plus 1%. The traffic analysis was performed for existing conditions, background conditions and total traffic conditions and is summarized as follows:

Table 11 - Existing Year (2024) Operational Analysis

Intersection	Intersection Control	Movement	AM Peak Hour		PM Peak Hour	
			Delay (s)	LOS	Delay (s)	LOS
Bradley Pl at Sunset Ave	TWSC	EB	12.2	B	14.5	B
Sunset Ave at County Rd	Signalized	EB	33.8	C	46.0	D
		WB	32.2	C	41.9	D
		NB	0.5	A	0.2	A
		SB	3.9	A	3.9	A
		Overall	4.8	A	8.3	A
Royal Poinciana Way at Bradley Pl	Signalized	EB	27.4	C	30.2	C
		WB	21.6	C	29.6	C
		NB	22.0	C	23.6	C
		SB	18.4	B	28.2	C
		Overall	24.4	C	28.3	C
Royal Poinciana Way at County Rd	Signalized	EB	32.3	C	34.0	C
		WB	41.3	D	51.1	D
		NB	15.8	B	23.2	C
		SB	8.7	A	29.4	C
		Overall	19.8	B	30.2	C

PREVIOUSLY VESTED DEVELOPMENT

TABLE 1A - Daily Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips	Internalization %	Internalization Total	External Trips	Pass-by %	Pass-by Trips	Net Trips
Church/Synagogue[b]	560	11,007	S.F.	7.6			84		0	84	5%	4	80
Fine Dining Restaurant	931	5,979	S.F.	83.84			501		0	501	44%	220	281
			Grand Totals:				**585**	**0.0%**	**0**	**585**	**38%**	**224**	**361**

TABLE 2A - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Church/Synagogue[b]	560	11,007	S.F.	0.32	0.62	0.38	2	2	4	0.0%	0	0	0	2	2	4	5%	0	2	2	4
Fine Dining Restaurant	931	5,979	S.F.	0.73	0.50	0.50	2	2	4	0.0%	0	0	0	2	2	4	44%	2	1	1	2
			Grand Totals:				**4**	**4**	**8**	**0.0%**	**0**	**0**	**0**	**4**	**4**	**8**	**25%**	**2**	**3**	**3**	**6**

TABLE 3A - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Church/Synagogue[b]	560	11,007	S.F.	0.49	0.44	0.56	2	3	5	0.0%	0	0	0	2	3	5	5%	0	2	3	5
Fine Dining Restaurant	931	5,979	S.F.	7.8	0.67	0.33	31	16	47	0.0%	0	0	0	31	16	47	44%	21	17	9	26
			Grand Totals:				**33**	**19**	**52**	**0.0%**	**0**	**0**	**0**	**33**	**19**	**52**	**40%**	**21**	**19**	**12**	**31**

TABLE 4A - Saturday Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Church/Synagogue[b]	560	164	Seats	0.51	0.49	0.51	41	43	84	0.0%	0	0	0	41	43	84	5%	4	39	41	80
			Grand Totals:				**41**	**43**	**84**	**0.0%**	**0**	**0**	**0**	**41**	**43**	**84**	**5%**	**4**	**39**	**41**	**80**

Note: Number of seats used for Saturday peak hour generator as the number of seats is a better reflection of traffic impact potential for a worship service than building size
2527 SF of office not included in calculation
SF based on Property Appriaser

PALM BEACH SYNAGOGUE

10/05/2024
Revised: 11/06/2024
Revised: 12/20/2024

EXISTING DEVELOPMENT

TABLE 1B - Daily Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips	Internalization %	Internalization Total	External Trips	Pass-by %	Pass-by Trips	Net Trips
Church/Synagogue[b]	560	19,297	S.F.	7.6			147		0	147	5%	7	140
			Grand Totals:				**147**	**0.0%**	**0**	**147**	**5%**	**7**	**140**

TABLE 2B - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Church/Synagogue[b]	560	19,297	S.F.	0.32	0.62	0.38	4	2	6	0.0%	0	0	0	4	2	6	5%	0	4	2	6
			Grand Totals:				**4**	**2**	**6**	**0.0%**	**0**	**0**	**0**	**4**	**2**	**6**	**0%**	**0**	**4**	**2**	**6**

TABLE 3B - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Church/Synagogue[b]	560	19,297	S.F.	0.49	0.44	0.56	4	5	9	0.0%	0	0	0	4	5	9	5%	0	4	5	9
			Grand Totals:				**4**	**5**	**9**	**0.0%**	**0**	**0**	**0**	**4**	**5**	**9**	**0%**	**0**	**4**	**5**	**9**

TABLE 4B - Saturday Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Church/Synagogue[b]	560	164	Seats	0.51	0.49	0.51	41	43	84	0.0%	0	0	0	41	43	84	5%	4	39	41	80
			Grand Totals:				**41**	**43**	**84**	**0.0%**	**0**	**0**	**0**	**41**	**43**	**84**	**5%**	**4**	**39**	**41**	**80**

Note: Number of seats used for Saturday peak hour generator as the number of seats is a better reflection of traffic impact potential for a worship service than building size
Existing Synagogue utilizes all 19,297 SF of existing facility. Square footage from Existing Site Plan

PALM BEACH SYNAGOGUE

10/05/2024
Revised: 11/06/2024
Revised: 12/20/2024

PROPOSED DEVELOPMENT

TABLE 5 - Daily Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips	Internalization %	Internalization Total	External Trips	Pass-by %	Pass-by Trips	Net Trips
Church/Synagogue[b]	560	32,398	S.F.	7.6			246		0	246	5%	12	234
			Grand Totals:				**246**	**0.0%**	**0**	**246**	**5%**	**12**	**234**

TABLE 6 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Church/Synagogue[b]	560	32,398	S.F.	0.32	0.62	0.38	6	4	10	0.0%	0	0	0	6	4	10	5%	1	6	3	9
			Grand Totals:				**6**	**4**	**10**	**0.0%**	**0**	**0**	**0**	**6**	**4**	**10**	**10%**	**1**	**6**	**3**	**9**

TABLE 7 - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Church/Synagogue[b]	560	32,398	S.F.	0.49	0.44	0.56	7	9	16	0.0%	0	0	0	7	9	16	5%	1	7	8	15
			Grand Totals:				**7**	**9**	**16**	**0.0%**	**0**	**0**	**0**	**7**	**9**	**16**	**6%**	**1**	**7**	**8**	**15**

TABLE 8 - Saturday Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Church/Synagogue[b]	560	230	Seats	0.51	0.49	0.51	57	60	117	0.0%	0	0	0	57	60	117	5%	6	54	57	111
			Grand Totals:				**57**	**60**	**117**	**0.0%**	**0**	**0**	**0**	**57**	**60**	**117**	**5%**	**6**	**54**	**57**	**111**

Note: Number of seats used for Saturday peak hour generator as the number of seats is a better reflection of traffic impact potential for a worship service than building size Enclosed Building Under Air = 30,089 SF. The total building enclosed SF was used in the analysis to be conservative.

TABLE 9
TRAFFIC GENERATION DIFFERENCE - NET TRIPS (PROPOSED - PREVIOUSLY VESTED)

	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
PREVIOUSLY VESTED DEVELOPMENT =	361	6	3	3	31	19	12
PROPOSED DEVELOPMENT =	234	9	6	3	15	7	8
DIFFERENCE =	**-127**	**3**	**3**	**0**	**-16**	**-12**	**-4**

TABLE 10
TRAFFIC GENERATION DIFFERENCE - NET TRIPS (PROPOSED - EXISTING)

	DAILY	AM PEAK HOUR			PM PEAK HOUR			SATURDAY PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT
EXISTING DEVELOPMENT =	140	6	4	2	9	4	5	80	39	41
PROPOSED DEVELOPMENT =	234	9	6	3	15	7	8	111	54	57
DIFFERENCE =	**94**	**3**	**2**	**1**	**6**	**3**	**3**	**31**	**15**	**16**

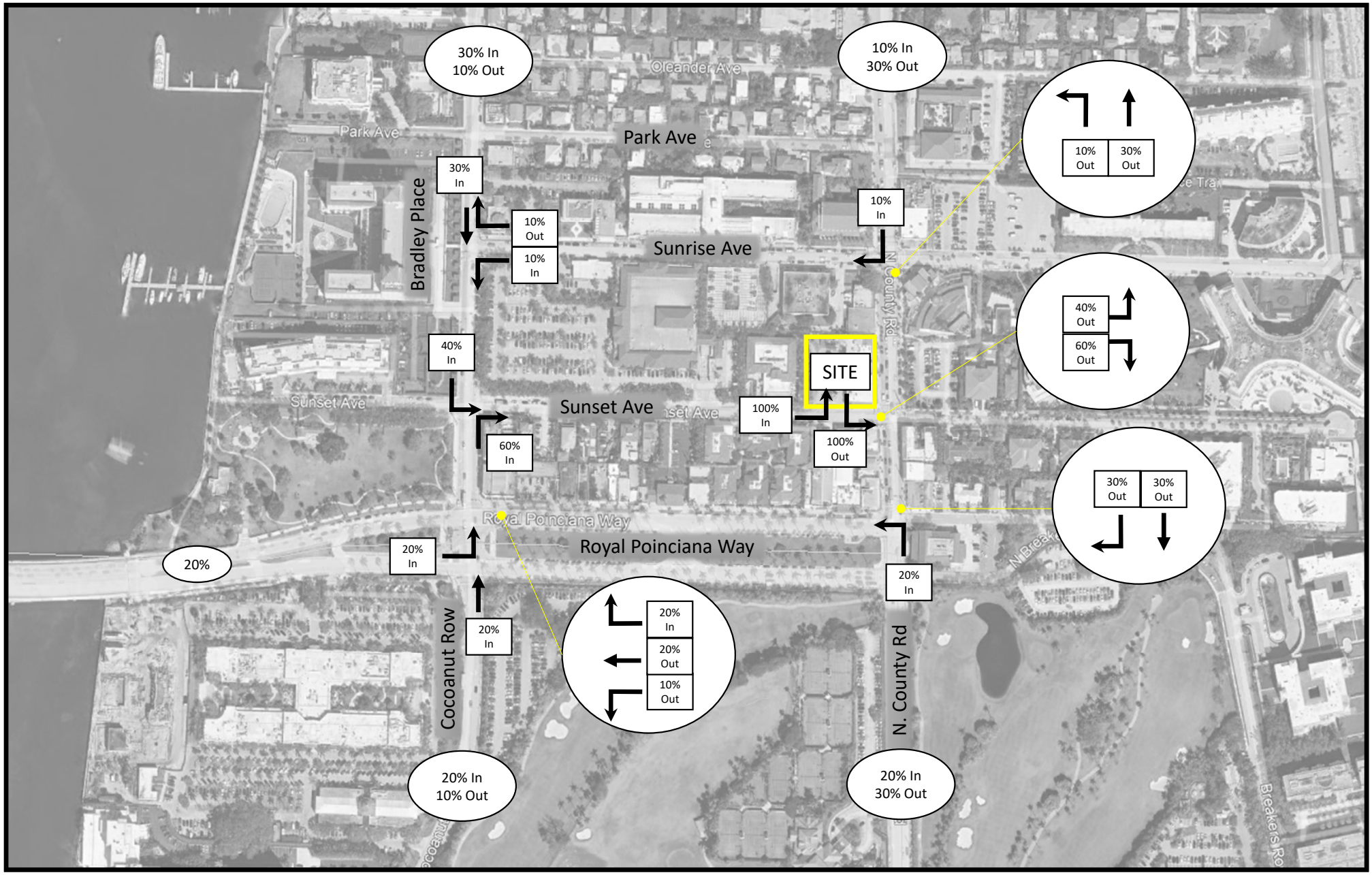


Figure 1 - Trip Distribution
Palm Beach Synagogue
Project # 24-073

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

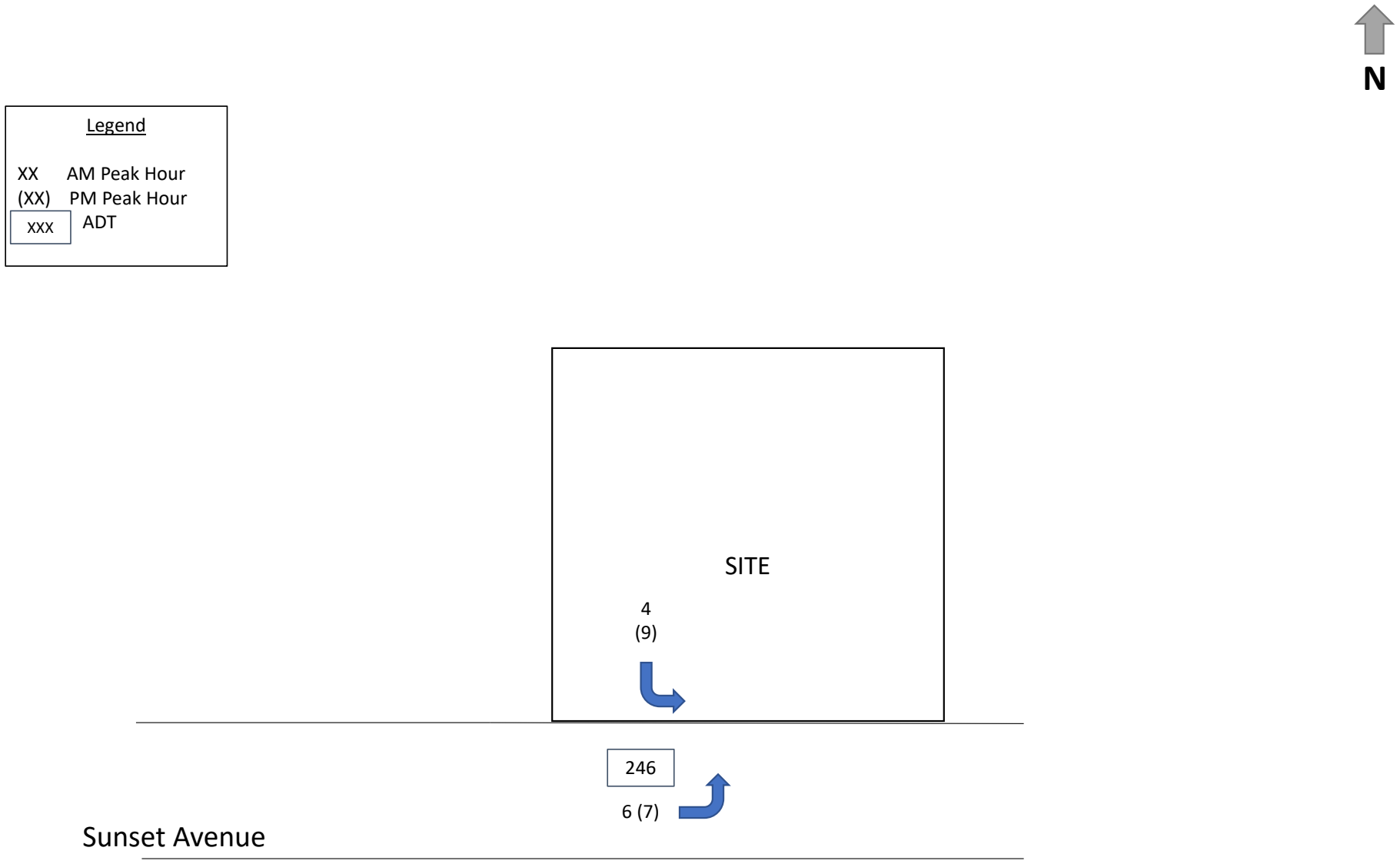
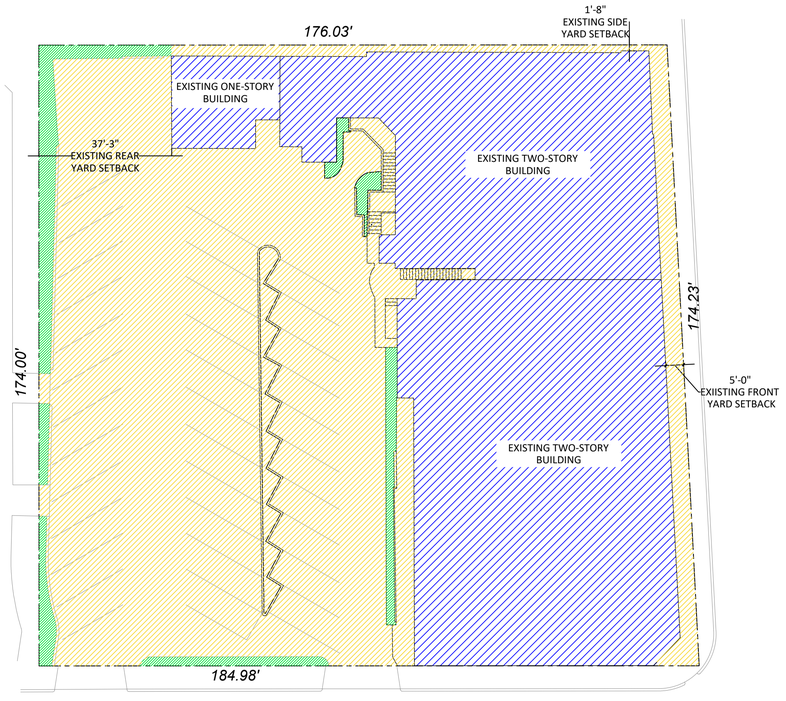
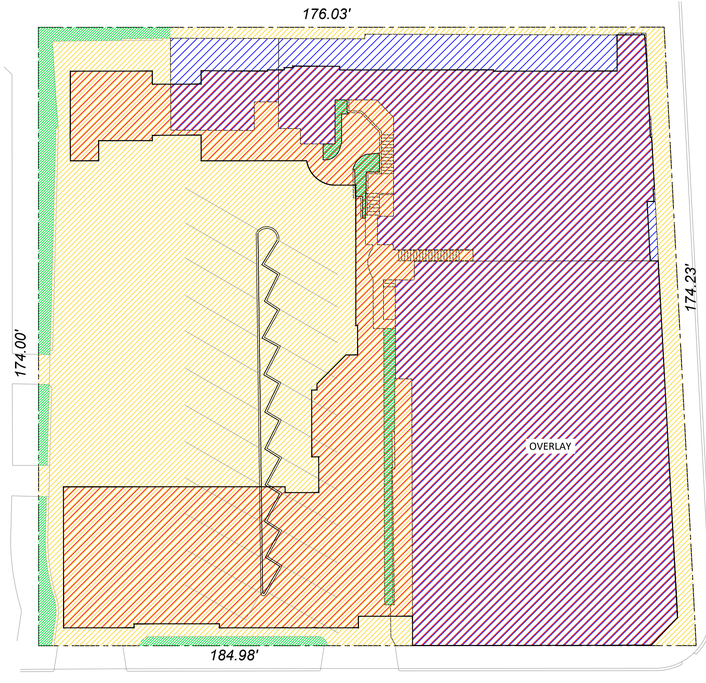
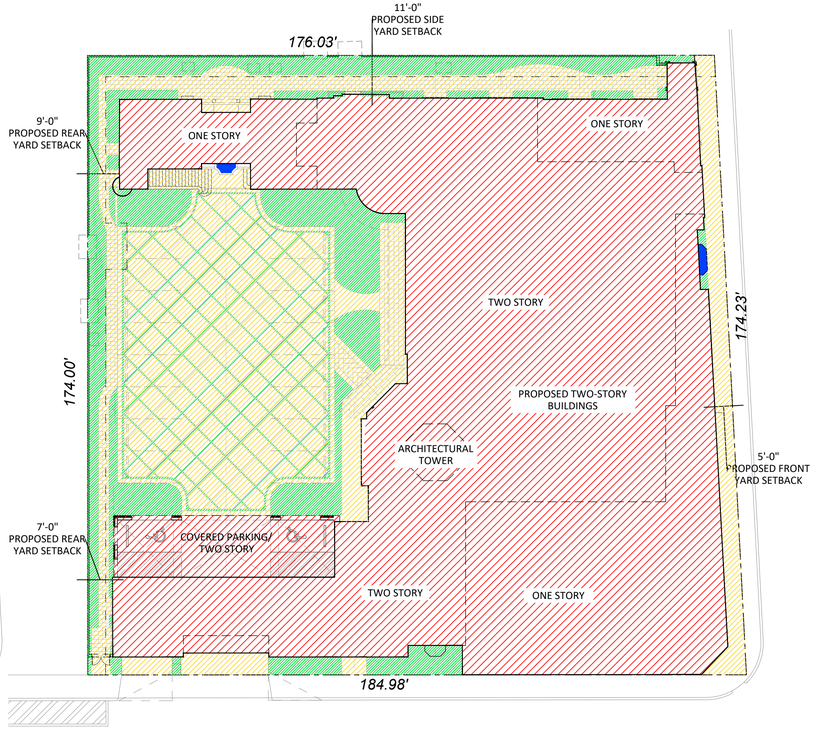


Figure 2 – Driveway Volumes
Palm Beach Synagogue
Project # 24-073

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING







EXISTING

SETBACKS:
FRONT (N COUNTY): 5'-0"
FRONT (SUNSET): 0'-0"
REAR YARD (WEST): 37'-4"
SIDE YARD (NORTH): 1'-9"

EXISTING LOT COVERAGE: 44.5%

OPEN SPACE: 7%

FRONT YARD LANDSCAPED: 10.06%

VARIANCES

FIRST FLOOR: 13,774 SF
SECOND FLOOR: 5,523 SF

TOTAL BUILDING: 19,297 SF

VARIANCES FOR NON-CONFORMING LANDMARKED BUILDING:
1. SECTION 134-2176(3): TO ALLOW 18 SPACES IN LIEU OF 40 SPACES REQUIRED.
2. SECTION 134-1113(5): TO ALLOW A FRONT YARD SETBACK ALONG SUNSET AVENUE TO BE 0'-0" IN LIEU OF 5'-0" REQUIRED.
3. SECTION 134-1113(11): TO ALLOW A 2% LANDSCAPE OPEN SPACE IN LIEU OF 25% REQUIRED.
4. SECTION 134-1113(11): TO ALLOW A 0% FRONT YARD LANDSCAPE OPEN SPACE IN LIEU OF 35% REQUIRED.
5. SECTION 134-1113(12): TO ALLOW A GROSS BUILDING AREA OF 19,297 SF IN LIEU OF THE 15,000 SF MAXIMUM ALLOWED.
6. SECTION 134-1113(10): TO ALLOW A BUILDING LENGTH OF 172'-9" ON N COUNTY ROAD IN LIEU OF 150' MAXIMUM ALLOWED

1 EXISTING SITE PLAN
SCALE: N.T.S

ALLOWABLE

SETBACKS:
FRONT: 5'-0"
REAR: 10'- 0"
SIDE: 5'-6"

LOT COVERAGE: 70% - 21,980 SF

OPEN SPACE: 25%

FRONT YARD LANDSCAPED: 35%

PARKING REQUIREMENTS:
- 2 ADA PARKING SPACES. **EXISTING DOES NOT COMPLY**
- 15' DRIVE AISLE REQUIREMENT. **EXISTING DOES NOT COMPLY**

2 SITE PLAN OVERLAY
SCALE: N.T.S

PROPOSED

SETBACKS:
FRONT (SUNSET): 0'-0"
FRONT YARD (N COUNTY): 5'-0"
REAR YARD (WEST): 6'-9"
REAR YARD (NORTH): 11'-0"

PROPOSED LOT COVERAGE: 63.7% - 20,023 SF

OPEN SPACE: 10.03%

FRONT YARD LANDSCAPED: 18.05%

VARIANCES

FIRST FLOOR UNDER AIR: 17,392 SF
SECOND FLOOR UNDER AIR: 12,697 SF

TOTAL BUILDING UNDER AIR: 30,089 SF

VARIANCES:
1. VARIANCE #1: SECTION 134-1113(5): A VARIANCE TO REDUCE THE MINIMUM REQUIRED FRONT YARD SETBACK VARYING FROM 0.2' AT ITS CLOSEST POINT ALONG SUNSET AVENUE TO 5'-0" ALONG N COUNTY RD IN LIEU OF THE REQUIRED SETBACK RANGING FROM 5' TO 8' AND TO REDUCE A PORTION OF THE PEDESTRIAN WALKWAY TO 7'-1" ALONG SUNSET AVE WHERE 10' IS REQUIRED.
2. VARIANCE #2: SECTION 134-1113(11): A VARIANCE TO REDUCE THE MINIMUM REQUIRED OVERALL LANDSCAPE OPEN SPACE BY 15% TO PERMIT 10% IN LIEU OF THE REQUIRED 25%.
3. VARIANCE #3 SECTION 134-1113(11): A VARIANCE TO REDUCE THE MINIMUM REQUIRED FRONT YARD LANDSCAPE OPEN SPACE TO 18% ALONG SUNSET AVE AND 15% ALONG N COUNTY ROAD IN LIEU OF THE REQUIRED 35%.
4. VARIANCE #4 SECTION 134-1113(10): A VARIANCE TO EXCEED THE MAXIMUM BUILDING LENGTH OF 150'-0" ALONG SUNSET AVE TO ALLOW FOR A BUILDING 173'-0" IN LENGTH AND ALONG N COUNTY ROAD TO ALLOW FOR A BUILDING 172'-0" IN LENGTH.
5. VARIANCE #5 SECTION 134-2176(3): A VARIANCE TO REDUCE THE REQUIRED PARKING SPACES BY 97 IN ORDER TO PROVIDE 18 SPACES IN LIEU OF THE REQUIRED 115.
6. VARIANCE #6 SECTION 134-1113(12): A VARIANCE TO EXCEED THE MAXIMUM FLOOR AREA (GROSS BUILDING AREA) OF 15,000 SF BY 21,815 SF TO ALLOW A BUILDING WITH 32,398 SF.
7. VARIANCE #7 SECTION 134-2211: A VARIANCE TO ELIMINATE THE MINIMUM REQUIRED NUMBER OF BERTHS (OFF-STREET LOADING SPACES) IN ORDER TO NOT PROVIDE THE ONE (1) REQUIRED 12' X 25' LOADING SPACE ON SITE.
8. VARIANCE #8 SECTION 134-1113(6): A VARIANCE TO REDUCE THE MINIMUM REQUIRED SIDE YARD (NORTH) SETBACK TO 1.8' IN LIEU OF THE REQUIRED SETBACK OF 7'-0".
9. VARIANCE #9 SECTION 134-1113(7): A VARIANCE TO REDUCE THE MINIMUM REQUIRED REAR YARD (WEST) SETBACK TO 7' IN LIEU OF THE REQUIRED SETBACK OF 13'-0".

3 PROPOSED SITE PLAN
SCALE: N.T.S

COA-24-0022
ZON-24-0055

Bartholemew + Partners
ARCHITECTURE AND DESIGN
PROGETTO DI ARCHITETTURA

THE PLAZA CENTER
251 ROYAL PALM WAY
PENTHOUSE 600A
PALM BEACH, FLORIDA 33480
T: 561 461 0108
F: 561 461 0106
FL LIC. # AA26003943

BARTHOLEMEWPARTNERS.COM

CONSULTANTS

SHUTTS & BOWEN LLP
ATTORNEY
525 OKEECHOBEE BLVD # 1100
WEST PALM BEACH, FL 33401
PHONE: 561-835-8500
EMAIL: HOYER@SHUTTS.COM

ENVIRONMENT DESIGN GROUP
LANDSCAPE ARCHITECT
139 N COUNTY ROAD, SUITE 20-B
PALM BEACH, FL 33480
PHONE: 561-832-4600
E-MAIL:DUSTIN@ENVIRONMENTDESIGNGROUP.COM

CONKLING & LEWIS CONSTRUCTION, INC
PRE-CONSTRUCTION CONSTRUCTION MANAGER
1241 OLD OKEECHOBEE BLVD
WEST PALM BEACH, FL 33401
PHONE: 561-833-4441
EMAIL: KLEWIS@CONKLINGANDLEWIS.COM

ZABIK AND ASSOCIATES
OWNER'S REPRESENTATIVE
11398 OKEECHOBEE BLVD SUITE 2
ROYAL PALM BEACH, FL 33411
PHONE: 561-791-2468
EMAIL: LKRUTZ@ZABIKANDASSOCIATES.COM

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEER
2581 METROCENTRE BLVD WEST, STE 3
WEST PALM BEACH, FL 33407
PHONE: 561-478-7848
EMAIL: BRYAN@SIMMONSANDWHITE.COM

KYLE B FANT ARCHITECT # AR99255
INTERIOR DESIGNER # ID6422
AIA # 30425933 NCARB # 87929

Revisions:

COPYRIGHT 2024. THESE DRAWINGS ARE THE INSTRUMENT OF SERVICE TO THE PROJECT OWNER FOR THE PROJECT DESCRIBED HEREIN. THE IDEAS, DESIGNS, ARRANGEMENTS AND PLANS INDICATED OR REPRESENTED BY THESE DRAWINGS ARE OWNED BY AND THE PROPERTY OF BARTHOLEMEW + PARTNERS, AND WERE CREATED, EVOLVED AND DEVELOPED FOR USE ON AND IN CONNECTION WITH THE PROJECT. NONE OF SUCH IDEAS, DESIGNS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WITHOUT THE PERMISSION OF BARTHOLEMEW + PARTNERS.

CONSTRUCTION ADMINISTRATION, AS THE TERM IS GENERALLY UNDERSTOOD, AND THAT IF BARTHOLEMEW + PARTNERS IS NOT CONTRACTED TO PROVIDE ARCHITECTURAL, INTERIOR DESIGN OR LANDSCAPE ARCHITECTURAL SERVICES DURING THE PERIOD THIS DRAWING REVISITE DESIGN CLARIFICATION, ETC., THE CLIENT AGREES TO INDEMNIFY AND HOLD HARMLESS BARTHOLEMEW + PARTNERS FROM ANY LIABILITY ARISING FROM THE CONSTRUCTION OF THE PROJECT BY THE CONTRACTOR OR BY PERSONS ACTING ON BEHALF OF THE CLIENT, AND THEIR AGENTS, EMPLOYEES, OR SUBCONTRACTORS.

Project no: 24.04.130
Date: 07.29.24
Drawn by: V. Antico
Project Manager: K. Fant

120-132 N. COUNTY RD
PALM BEACH
SYNAGOGUE

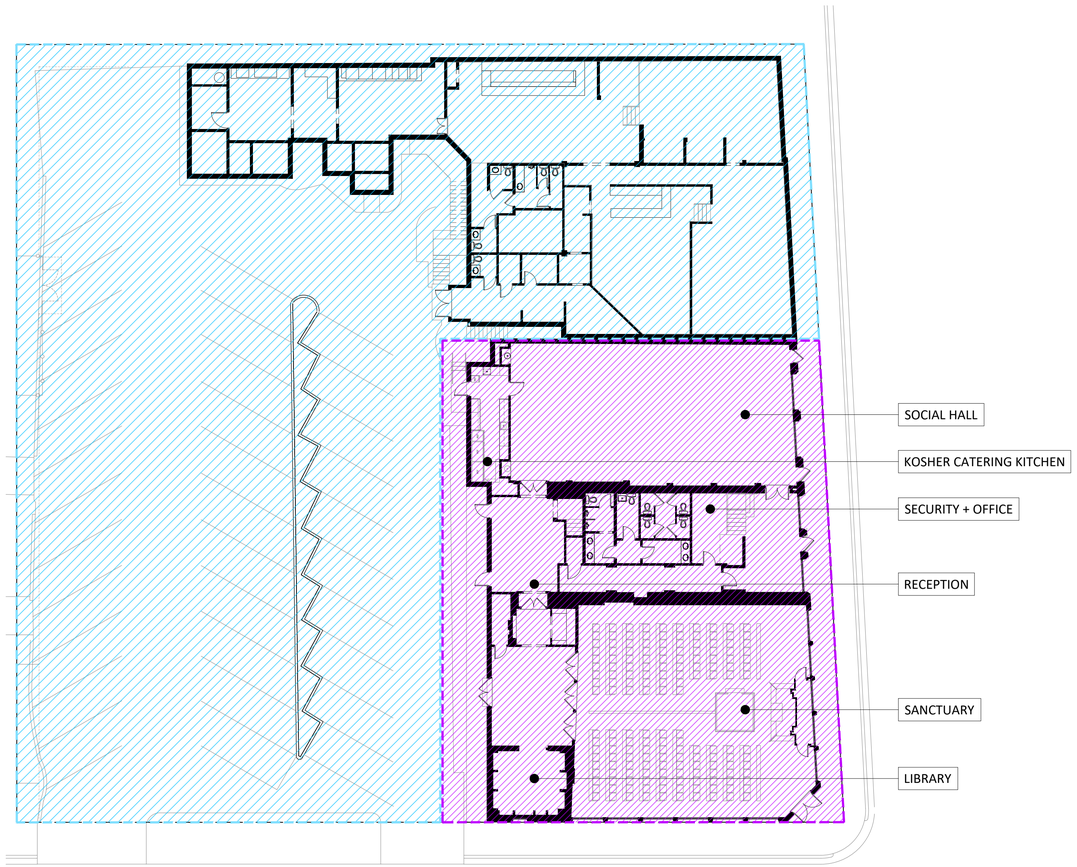
Project Address:
120-132 N. County Rd, Palm Beach, FL, 33480

SHEET NAME

COMBINED SITE PLAN

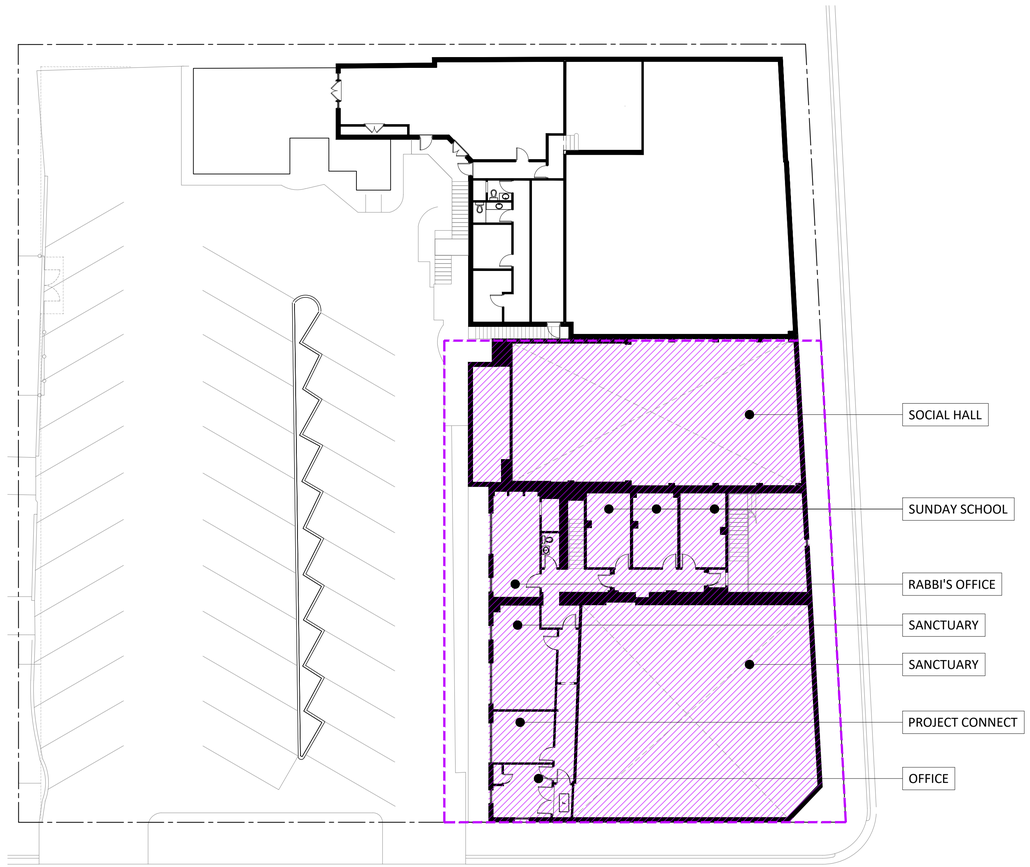
SHEET NUMBER

SP3.0



EXISTING FIRST FLOOR PLAN PROGRAM DIAGRAM

SCALE: $\frac{1}{16}$" = 1'- 0"



EXISTING SECOND FLOOR PLAN PROGRAM DIAGRAM

SCALE: $\frac{1}{16}$" = 1'- 0"

LEGEND

- PALM BEACH SYNAGOGUE **(0 PARKING SPACES)**
- CHEZ JEAN-PIERRE **(18 LEGAL PARKING SPACES)**

CURRENT PROGRAM

- SANCTUARY
- LIBRARY
- SOCIAL HALL
- SYNAGOGUE STAFF OFFICES
- SUNDAY SCHOOL
- PROJECT CONNECT

IMPORTANT NOTE

PALM BEACH SYNAGOGUE HAS 727 MEMBERS (INCLUDING CHILDREN)

198 FAMILIES WITHIN THIS NUMBER LIVE WITHIN A MILE AWAY, AND WALK TO SERVICE AND HOLIDAYS

COA-24-0022
ZON-24-0055

Bartholemew + Partners

ARCHITECTURE AND DESIGN
PROGETTO DI ARCHITETTURA

THE PLAZA CENTER
251 ROYAL PALM WAY
PENTHOUSE 600A
PALM BEACH, FLORIDA 33480
T: 561 461 0108
F: 561 461 0106
FL LIC. # AA26003943

BARTHOLEMEWPARTNERS.COM

CONSULTANTS

SHUTTS & BOWEN LLP
ATTORNEY
525 OKEECHOBEE BLVD # 1100
WEST PALM BEACH, FL 33401
PHONE: 561-835-8500
EMAIL: HOYER@SHUTTS.COM

ENVIRONMENT DESIGN GROUP
LANDSCAPE ARCHITECT
139 N COUNTY ROAD, SUITE 20-B
PALM BEACH, FL 33480
PHONE: 561-832-4600
E-MAIL:DUSTIN@ENVIRONMENTDESIGNGROUP.COM

CONKLING & LEWIS CONSTRUCTION, INC
PRE-CONSTRUCTION CONSTRUCTION MANAGER
1241 OLD OKEECHOBEE BLVD
WEST PALM BEACH, FL 33401
PHONE: 561-833-4441
EMAIL: KLEWIS@CONKLINGANDLEWIS.COM

ZABIK AND ASSOCIATES
OWNER'S REPRESENTATIVE
11398 OKEECHOBEE BLVD SUITE 2
ROYAL PALM BEACH, FL 33411
PHONE: 561-791-2468
EMAIL: LKRUTZ@ZABIKANDASSOCIATES.COM

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEER
2581 METROCENTRE BLVD WEST, STE 3
WEST PALM BEACH, FL 33407
PHONE: 561-478-7848
EMAIL: BRYAN@SIMMONSANDWHITE.COM

KYLE B FANT ARCHITECT # AR99255
INTERIOR DESIGNER # ID6422
AIA # 30425933 NCARB # 87929

Revisions:

COPYRIGHT 2024: THESE DRAWINGS ARE THE INSTRUMENT OF SERVICE TO THE ARCHITECT. THEY ARE NOT PRODUCTS OF DESIGN. ALL IDEAS, DESIGNS, ARRANGEMENTS AND PLANS INDICATED OR REPRESENTED BY THESETHESE DRAWINGS ARE OWNED BY AND THE PROPERTY OF BARTHOLEMEW + PARTNERS AND WERE CREATED, EVOLVED AND DEVELOPED FOR USE ON AND IN CONNECTION WITH THIS PROJECT. NONE OF SUCH IDEAS, DESIGNS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION WITHOUT THE WRITTEN PERMISSION OF BARTHOLEMEW + PARTNERS.

CONSTRUCTION ADMINISTRATION, AS THE TERM IS GENERALLY UNDERSTOOD, AND THAT THE OWNER HAS REQUESTED THE ARCHITECT TO PERFORM CERTAIN ADMINISTRATIVE SERVICES DURING CONSTRUCTION, INCLUDING ON-SITE MONITORING, SITE VISITS, SHOP DRAWING REVIEW, DESIGN CLARIFICATION, ETC., THE CLIENT AGREES TO INDEMNIFY AND HOLD HARMLESS THE ARCHITECT FROM ANY AND ALL CLAIMS ARISING FROM ANY ACTS OR OMISSIONS IN THE PERFORMANCE OF SAID SERVICES DURING CONSTRUCTION BY THE CLIENT, AND THEIR AGENTS, EMPLOYEES, OR SUBCONTRACTORS.

Project no: 24.04.130
Date: 07.29.24
Drawn by: V. Antico
Project Manager: K. Fant

120-132 N. COUNTY RD PALM BEACH SYNAGOGUE

Project Address:
120-132 N. County Rd, Palm Beach, FL, 33480

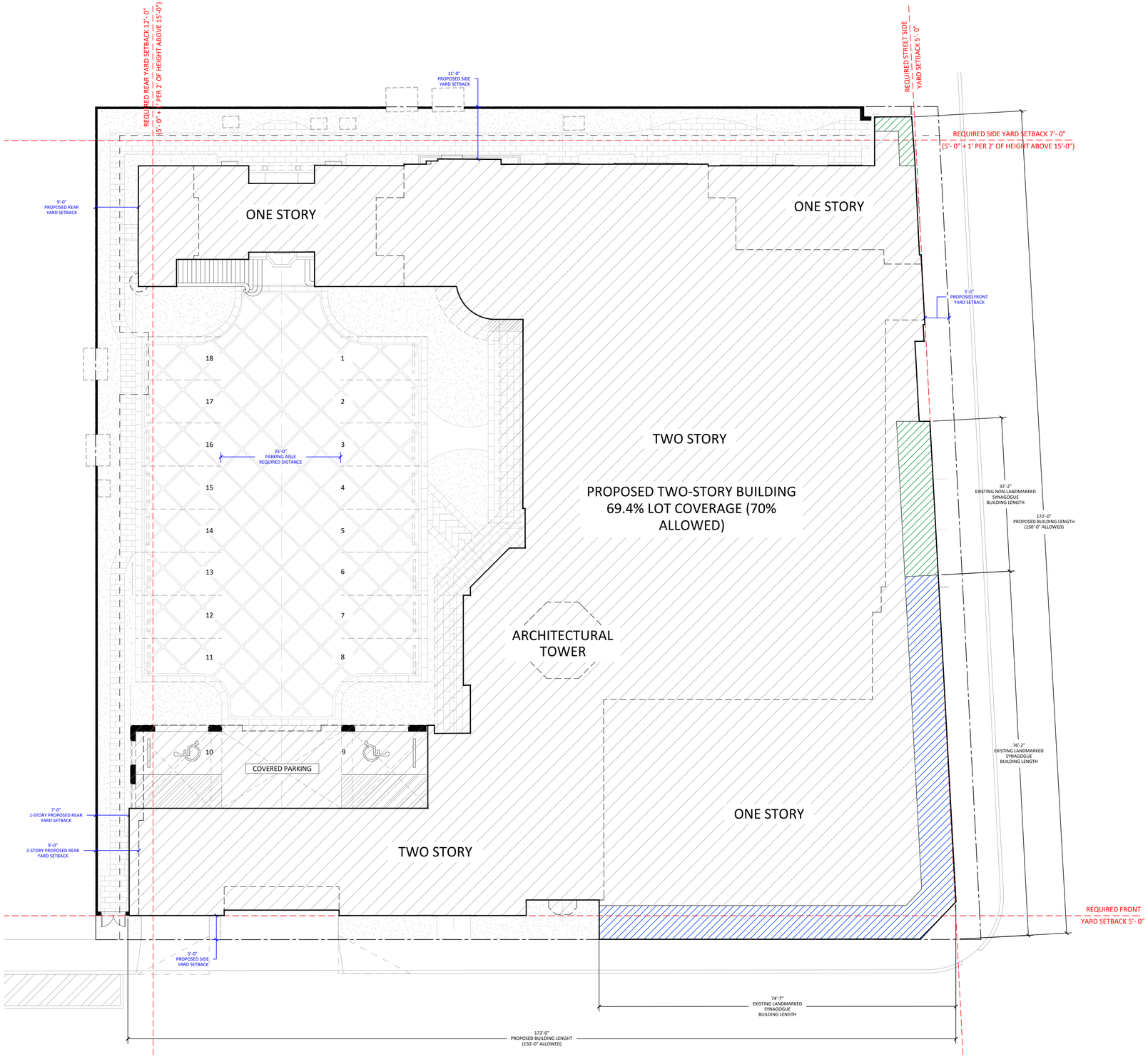
SHEET NAME

EXISTING CONDITIONS DIAGRAM

SHEET NUMBER

SP3.1

N
W E
S



1 VARIANCE DIAGRAM
SCALE: 3/32" = 1'-0"

LEGEND

- LANDMARKED FACADE
- EXISTING FACADE PRESERVED (NOT LANDMARKED)

VARIANCE LEGEND

VARIANCES:

1. **VARIANCE #1:** SECTION 134-1113(5): A VARIANCE TO REDUCE THE MINIMUM REQUIRED FRONT YARD SETBACK VARYING FROM 0.2' AT ITS CLOSEST POINT ALONG SUNSET AVENUE TO 5'-0" ALONG N COUNTY RD IN LIEU OF THE REQUIRED SETBACK RANGING FROM 5' TO 8' AND TO REDUCE A PORTION OF THE PEDESTRIAN WALKWAY TO 7'-1" ALONG SUNSET AVE WHERE 10' IS REQUIRED.
2. **VARIANCE #2:** SECTION 134-1113(11): A VARIANCE TO REDUCE THE MINIMUM REQUIRED OVERALL LANDSCAPE OPEN SPACE BY 15% TO PERMIT 10% IN LIEU OF THE REQUIRED 25%.
3. **VARIANCE #3:** SECTION 134-1113(11): A VARIANCE TO REDUCE THE MINIMUM REQUIRED FRONT YARD LANDSCAPE OPEN SPACE TO 18% ALONG SUNSET AVE AND 15% ALONG N COUNTY ROAD IN LIEU OF THE REQUIRED 35%.
4. **VARIANCE #4:** SECTION 134-1113(10): A VARIANCE TO EXCEED THE MAXIMUM BUILDING LENGTH OF 150'-0" ALONG SUNSET AVE TO ALLOW FOR A BUILDING 173'-0" IN LENGTH AND ALONG N COUNTY ROAD TO ALLOW FOR A BUILDING 172'-0" IN LENGTH.
5. **VARIANCE #5:** SECTION 134-2176(3): A VARIANCE TO REDUCE THE REQUIRED PARKING SPACES BY 97 IN ORDER TO PROVIDE 18 SPACES IN LIEU OF THE REQUIRED 115.
6. **VARIANCE #6:** SECTION 134-1113(12): A VARIANCE TO EXCEED THE MAXIMUM FLOOR AREA (GROSS BUILDING AREA) OF 15,000 SF BY 21,815 SF TO ALLOW A BUILDING WITH 32,398 SF.
7. **VARIANCE #7:** SECTION 134-2211: A VARIANCE TO ELIMINATE THE MINIMUM REQUIRED NUMBER OF BERTHS (OFF-STREET LOADING SPACES) IN ORDER TO NOT PROVIDE THE ONE (1) REQUIRED 12' X 25' LOADING SPACE ON SITE.
8. **VARIANCE #8:** SECTION 134-1113(6): A VARIANCE TO REDUCE THE MINIMUM REQUIRED SIDE YARD (NORTH) SETBACK TO 1.8' IN LIEU OF THE REQUIRED SETBACK OF 7'-0".
9. **VARIANCE #9:** SECTION 134-1113(7): A VARIANCE TO REDUCE THE MINIMUM REQUIRED REAR YARD (WEST) SETBACK TO 7' IN LIEU OF THE REQUIRED SETBACK OF 13'-0".

COA-24-0022
ZON-24-0055

Bartholemew + Partners
ARCHITECTURE AND DESIGN
PROGETTO DI ARCHITETTURA

THE PLAZA CENTER
251 ROYAL PALM WAY
PENTHOUSE 600A
PALM BEACH, FLORIDA 33480
T: 561 461 0108
F: 561 461 0106
FL LIC. # AA26003943

BARTHOLEMEWPARTNERS.COM

CONSULTANTS

SHUTTS & BOWEN LLP
ATTORNEY
525 OKEECHOBEE BLVD # 1100
WEST PALM BEACH, FL 33401
PHONE: 561-835-8500
EMAIL: HOYER@SHUTTS.COM

ENVIRONMENT DESIGN GROUP
LANDSCAPE ARCHITECT
139 N COUNTY ROAD, SUITE 20-B
PALM BEACH, FL 33480
PHONE: 561-832-4600
E-MAIL:DUSTIN@ENVIRONMENTDESIGNGROUP.COM

CONKLING & LEWIS CONSTRUCTION, INC
PRE-CONSTRUCTION CONSTRUCTION MANAGER
1241 OLD OKEECHOBEE BLVD
WEST PALM BEACH, FL 33401
PHONE: 561-833-4441
EMAIL: KLEWIS@CONKLINGANDLEWIS.COM

ZABIK AND ASSOCIATES
OWNER'S REPRESENTATIVE
11398 OKEECHOBEE BLVD SUITE 2
ROYAL PALM BEACH, FL 33411
PHONE: 561-791-2468
EMAIL: LKRUTZ@ZABIKANDASSOCIATES.COM

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEER
2581 METROCENTRE BLVD WEST, STE 3
WEST PALM BEACH, FL 33407
PHONE: 561-478-7848
EMAIL: BRYAN@SIMMONSANDWHITE.COM

KYLE B FANT ARCHITECT # AR99255
INTERIOR DESIGNER # ID6422
AIA # 30425933 NCARB # 87929

Revisions:

COPYRIGHT 2024. THESE DRAWINGS ARE THE INSTRUMENT OF SERVICE TO THE ARCHITECT. THEY ARE NOT PRODUCTS OF DESIGN. ALL IDEAS, DESIGNS, ARRANGEMENTS AND PLANS INDICATED OR REPRESENTED BY THESE DRAWINGS ARE OWNED BY AND ARE THE PROPERTY OF BARTHOLEMEW + PARTNERS. THEY WERE CREATED, EVOLVED AND DEVELOPED FOR USE ON AND IN CONNECTION WITH THIS PROJECT. NONE OF SUCH IDEAS, DESIGNS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION WITHOUT THE WRITTEN PERMISSION OF BARTHOLEMEW + PARTNERS.

CONSTRUCTION ADMINISTRATION, AS THE TERM IS GENERALLY UNDERSTOOD, AND THAT IF BARTHOLEMEW + PARTNERS IS NOT CONTRACTED TO PROVIDE ARCHITECTURAL CONSTRUCTION ADMINISTRATION SERVICES, THEN THE CLIENT ASSUMES ALL SHOP DRAWING REVIEW, DESIGN CLARIFICATION, ETC., THE CLIENT AGREES TO INDEMNIFY BARTHOLEMEW + PARTNERS AGAINST ANY AND ALL CLAIMS, DAMAGES, LOSSES AND ACTS OR OMISSIONS IN THE PERFORMANCE OF SAID SERVICES DURING CONSTRUCTION BY THE CLIENT, AND THEIR AGENTS, EMPLOYEES, OR SUBCONTRACTORS.

Project no: 24.04.130
Date: 07.29.24
Drawn by: V. Antico
Project Manager: K. Fant

120-132 N. COUNTY RD
PALM BEACH
SYNAGOGUE

Project Address:
120-132 N. County Rd, Palm Beach, FL, 33480

SHEET NAME

VARIANCE DIAGRAM

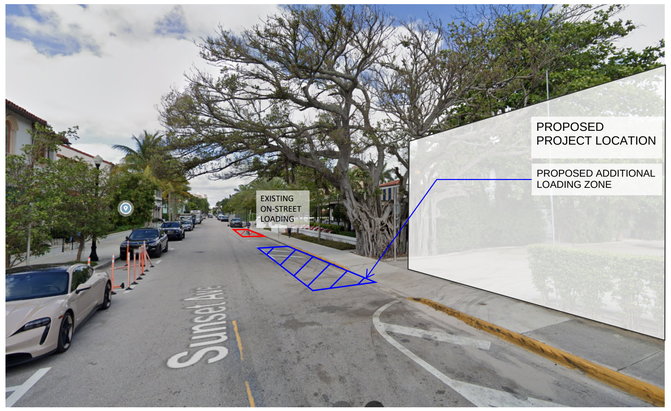
SHEET NUMBER

SP3.2

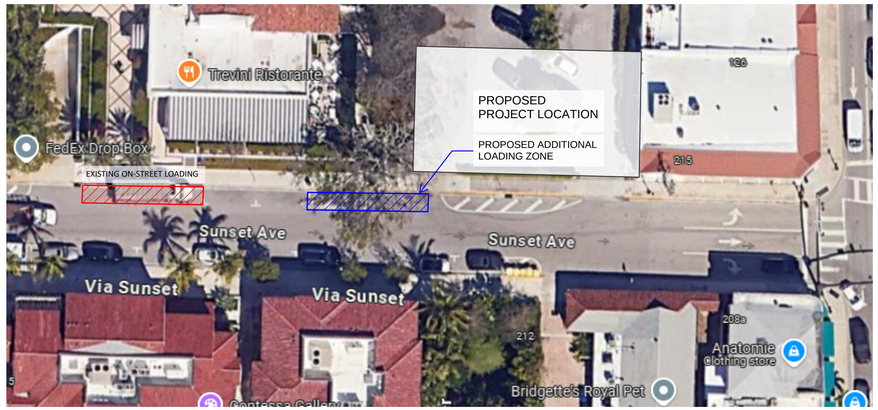
N W E S



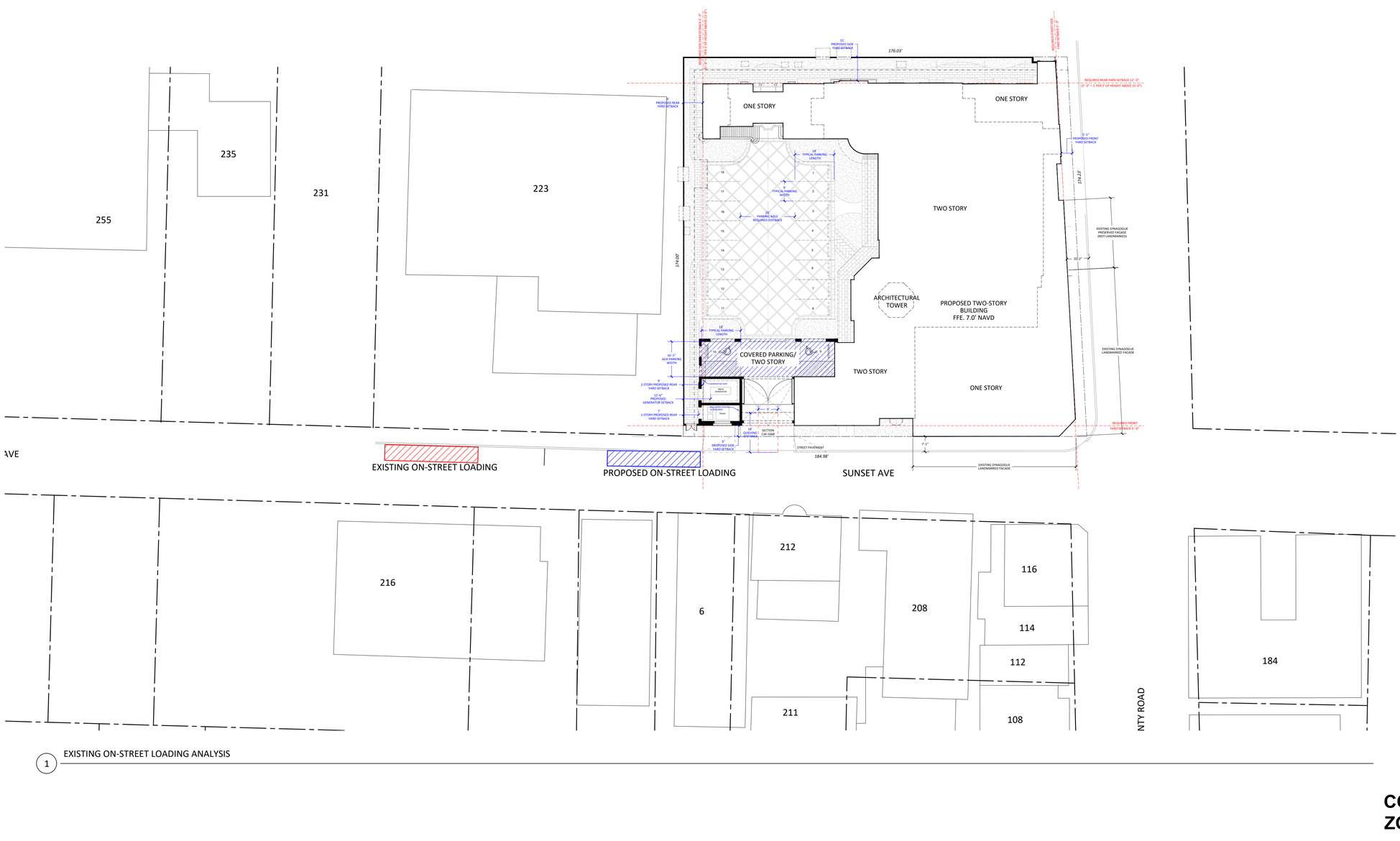
EXISTING ON-STREET LOADING AREA LOCATION - LOOKING EAST



EXISTING ON-STREET LOADING AREA LOCATION - LOOKING WEST



EXISTING ON-STREET LOADING AREA LOCATION - PLAN VIEW



1 EXISTING ON-STREET LOADING ANALYSIS

COA-24-0022
ZON-24-0055

Bartholemew + Partners

ARCHITECTURE AND DESIGN
PROGETTO DI ARCHITETTURA

THE PLAZA CENTER
251 ROYAL PALM WAY
PENTHOUSE 600A
PALM BEACH, FLORIDA 33480
T: 561 461 0108
F: 561 461 0106
FL LIC. # AA26003943

BARTHOLEMEWPARTNERS.COM

CONSULTANTS

SHUTTS & BOWEN LLP
ATTORNEY
525 OKEECHOBEE BLVD # 1100
WEST PALM BEACH, FL 33401
PHONE: 561-835-8500
EMAIL: HOYER@SHUTTS.COM

ENVIRONMENT DESIGN GROUP
LANDSCAPE ARCHITECT
139 N COUNTY ROAD, SUITE 20-B
PALM BEACH, FL 33480
PHONE: 561-832-4600
E-MAIL:DUSTIN@ENVIRONMENTDESIGNGROUP.COM

CONKLING & LEWIS CONSTRUCTION, INC
PRE-CONSTRUCTION CONSTRUCTION MANAGER
1241 OLD OKEECHOBEE BLVD
WEST PALM BEACH, FL 33401
PHONE: 561-833-4441
EMAIL: KLEWIS@CONKLINGANDLEWIS.COM

ZABIK AND ASSOCIATES
OWNER'S REPRESENTATIVE
11398 OKEECHOBEE BLVD SUITE 2
ROYAL PALM BEACH, FL 33411
PHONE: 561-791-2468
EMAIL: LKRUTZ@ZABIKANDASSOCIATES.COM

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEER
2581 METROCENTRE BLVD WEST, STE 3
WEST PALM BEACH, FL 33407
PHONE: 561-478-7848
EMAIL: BRYAN@SIMMONSANDWHITE.COM

KYLE B FANT ARCHITECT # AR99255
INTERIOR DESIGNER # ID6422
AIA # 30429933 NCARB # 87629

Revisions:

COPYRIGHT 2024. THESE DRAWINGS ARE THE INSTRUMENT OF SERVICE TO THE PROJECT OWNER. ALL DESIGNS, DRAWINGS, SPECIFICATIONS, AND ARRANGEMENTS AND PLANS INDICATED OR REPRESENTED BY THESE DRAWINGS ARE OWNED BY AND THE PROPERTY OF BARTHOLEMEW + PARTNERS, AND WERE CREATED, EVOLVED AND DEVELOPED FOR USE IN CONNECTION WITH THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, DESIGNS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION WITHOUT THE WRITTEN PERMISSION OF BARTHOLEMEW + PARTNERS.

CONSTRUCTION ADMINISTRATION: AS THE TERM IS GENERALLY UNDERSTOOD, AND THAT IF BARTHOLEMEW + PARTNERS IS NOT CONTRACTED TO PROVIDE ARCHITECTURAL CONSTRUCTION ADMINISTRATION, BARTHOLEMEW + PARTNERS SHALL NOT BE LIABLE FOR SHOP DRAWING REVIEW, DESIGN CLARIFICATION, ETC., THE CLIENT AGREES TO INDEMNIFY AND HOLD HARMLESS BARTHOLEMEW + PARTNERS FROM ANY LIABILITY ARISING FROM CONSTRUCTION PERFORMED BY CONTRACTORS OR FROM CONSTRUCTION INSTRUCTION BY THE CLIENT, AND THEIR AGENTS, EMPLOYEES, OR SUBCONTRACTORS.

Project no: 24.04.130
Date: 07.29.24
Drawn by: V. Antico
Project Manager: K. Fant

120-132 N. COUNTY RD PALM BEACH SYNAGOGUE

Project Address:
120-132 N. County Rd, Palm Beach, FL, 33480

SHEET NAME

LOADING DIAGRAM

SHEET NUMBER

SP3.3

Town of Palm Beach

Planning Zoning and Building
360 S County Rd
Palm Beach, FL 33480
www.townofpalmbeach.com

Zoning Legend

Line #				
1	**Property Address:**	120-132 N COUNTY ROAD		
2	**Zoning District:**	C-TS		
3	**Lot Area (sq. ft.):**	31,400 SF		
4	**Lot Width (W) & Depth (D) (ft.):**	144' (W) & 185' (D)		
5	**Structure Type:** (Single-Family, Multi-Family, Comm., Other)	COMMERCIAL - RELIGIOUS		
6	**FEMA Flood Zone Designation:**	ZONE AE		
7	**Zero Datum for point of meas. (NAVD)**	7.0' NAVD		
8	**Crown of Road (COR) (NAVD)**	7'-5" NAVD		
9		REQ'D / PERMITTED	EXISTING	PROPOSED
10	Lot Coverage (Sq Ft and %)	70% - 21,980 SF	44.5% - 13,774 SF	63.7% - 20,023 SF
11	Enclosed Square Footage (1st & 2nd Fl., Basement, Accs. Structure, etc)	15,000 SF MAX	19,297 SF	32,398 SF
12	*Front Yard Setback (Ft.)	7'- 0" SOUTH/ EAST	0'- 2" SOUTH 5'- 0" EAST	N/C
13	* Side Yard Setback (1st Story) (Ft.)	5'- 0"	2'- 0" WEST	1'- 8" NORTH
14	* Side Yard Setback (2nd Story) (Ft.)	7'- 0" NORTH	2'- 0" WEST	12'- 0" NORTH
15	*Rear Yard Setback (Ft.)	13'- 0" WEST	37'- 4" WEST	7'- 0" WEST
16	Angle of Vision (Deg.)	N/A	N/A	N/A
17	Building Height (Ft.)	25'- 0"	21'- 0"	21'- 0" & 22'-10"
18	Overall Building Height (Ft.)	35'- 0" PICTHED 30'- 0" FLAT	24'- 6"	27'- 10"
19	Cubic Content Ratio (CCR) (R-B ONLY)	N/A	N/A	N/A
20	** Max. Fill Added to Site (Ft.)	0	0	0
21	Finished Floor Elev. (FFE)(NAVD)	7.00' NAVD	7.00' NAVD	N/C
22	Base Flood Elevation (BFE)(NAVD)	6.00 NAVD	N/C	N/C
23	Landscape Open Space (LOS) (Sq Ft and %)	25% - 7,852 SF	7% - 2,240 SF	10.03% - 3,152 SF
24	Perimeter LOS (Sq Ft and %)	N/A	N/A	N/A
25	Front Yard LOS (Sq Ft and %)	35% - 475 SF (SUNSET) 447 SF (N COUNTY)	10.6% - 146 SF (SUNSET) 0.5% - 6 SF (COUNTY)	18.05% - 245 SF (SUNSET) 15.2% - 194 SF (COUNTY)
26	*** Native Plant Species %	*Please refer to TOPB Landscape Legend.*		

** Indicate each yard area with cardinal direction (N,S,E,W)*

*** Difference of Fin. Floor Elev. (FFE) and highest Crown of Rd (COR) divided by two. (FFE - COR) / 2 = Max. Fill [(Sec. 134-1600)]*

**** Provide Native plant species info per category as requited by [Ord. 003-2023] on separate TOPB Landscape Legend*

Enter N/A if value is not applicable.

Enter N/C if value is not changing.

REV BF 20230626

1 ZONING LEGEND

COA-24-0022
ZON-24-0055

Bartholemew + Partners
ARCHITECTURE AND DESIGN
PROGETTO DI ARCHITETTURA

THE PLAZA CENTER
251 ROYAL PALM WAY
PENTHOUSE 600A
PALM BEACH, FLORIDA 33480
T: 561 461 0108
F: 561 461 0106
FL LIC. # AA26003943

BARTHOLEMEWPARTNERS.COM

CONSULTANTS

SHUTTS & BOWEN LLP
ATTORNEY
525 OKEECHOBEE BLVD # 1100
WEST PALM BEACH, FL 33401
PHONE: 561-835-8500
EMAIL: HOYER@SHUTTS.COM

ENVIRONMENT DESIGN GROUP
LANDSCAPE ARCHITECT
139 N COUNTY ROAD, SUITE 20-B
PALM BEACH, FL 33480
PHONE: 561-832-4600
E-MAIL:DUSTIN@ENVIRONMENTDESIGNGROUP.COM

CONKLING & LEWIS CONSTRUCTION, INC
PRE-CONSTRUCTION CO/CONSTRUCTION MANAGER
1241 OLD OKEECHOBEE BLVD
WEST PALM BEACH, FL 33401
PHONE: 561-833-4441
EMAIL: KLEWIS@CONKLINGANDLEWIS.COM

ZABIK AND ASSOCIATES
OWNER'S REPRESENTATIVE
11398 OKEECHOBEE BLVD SUITE 2
ROYAL PALM BEACH, FL 33411
PHONE: 561-791-2468
EMAIL: LKRUTZ@ZABIKANDASSOCIATES.COM

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEER
2581 METROCENTRE BLVD WEST, STE 3
WEST PALM BEACH, FL 33407
PHONE: 561-478-7848
EMAIL: BRYAN@SIMMONSANDWHITE.COM

KYLE B FANT ARCHITECT # AR99255
INTERIOR DESIGNER # ID6422
AIA # 30425933 NCARB # 87929

Revisions:

COPYRIGHT 2024. THESE DRAWINGS ARE THE INSTRUMENT OF SERVICE TO THE ARCHITECT. THEY ARE NOT PRODUCTS OF DESIGN. ALL IDEAS, DESIGNS, ARRANGEMENTS AND PLANS INDICATED OR REPRESENTED BY THESE DRAWINGS ARE OWNED BY AND THE PROPERTY OF BARTHOLEMEW + PARTNERS, AND WERE CREATED, EVOLVED AND DEVELOPED FOR USE ON AND IN CONNECTION WITH THIS SPECIFIED PROJECT. NONE OF SUCH IDEAS, DESIGNS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION WITHOUT THE WRITTEN PERMISSION OF BARTHOLEMEW + PARTNERS.

CONSTRUCTION ADMINISTRATION: AS THE TERM IS GENERALLY UNDERSTOOD, AND THAT PORTION OF THE PROFESSIONAL SERVICES RELATED TO PRIVATE INSPECTION AND SERVICES DURING CONSTRUCTION, INCLUDING ON-SITE MONITORING, SITE VISITS, SHOP DRAWING REVIEW AND APPROVAL, ETC. SHALL NOT BE PERFORMED BY BARTHOLEMEW AND HOLD HARMLESS BARTHOLEMEW + PARTNERS FROM ANY LIABILITY ARISING FROM ACTS OR OMISSIONS IN THE PERFORMANCE OF SAID SERVICES DURING CONSTRUCTION BY THE CLIENT, AND THEIR AGENTS, EMPLOYEES, OR SUBCONTRACTORS.

Project no: 24.04.130
Date: 07.29.24
Drawn by: V. Antico
Project Manager: K. Fant

120-132 N. COUNTY RD
PALM BEACH
SYNAGOGUE

Project Address:
120-132 N. County Rd, Palm Beach, FL, 33480

SHEET NAME

ZONING LEGEND

SHEET NUMBER

SP3.4

N
W E
S





EXISTING FIRST FLOOR - USABLE SF (NET)

- SANCTUARY - 3,256 SF
- SOCIAL HALL - 1,990 SF
- CIRCULATION - 1,163 SF
- ANCILLARY ROOMS - 1,646 SF
- KOSHER KITCHEN - 1,151 SF
- BATHROOMS - 495 SF
- STORAGE - 719 SF
- OFFICES - 1,746 SF
- UTILITY - 188 SF

TOTAL NET:
- FIRST FLOOR: 12,650 SF NET UNDER AIR
- SECOND FLOOR: 3,924 SF NET UNDER AIR

TOTAL GROSS
- UNDER AIR: 19,297 SF

2023 FLORIDA BUILDING CODE, BUILDING, 8TH EDITION:
- 305.1.1 ACCESSORY TO PLACES OF RELIGIOUS WORSHIP
- 1004.5 CLASSROOMS 20SF PER OCCUPANT

PROPOSED FIRST FLOOR - USABLE SF (NET)

- SANCTUARY - 4,123 SF
- SOCIAL HALL - 3,978 SF
- CIRCULATION - 3,132 SF
- ANCILLARY RELIGIOUS ROOMS - 1,198 SF
- KOSHER KITCHEN - 927 SF
- BATHROOMS - 584 SF
- STORAGE - 535 SF
- OFFICES - 434 SF
- UTILITY - 383 SF
- ENCLOSED NOT UNDER AIR

TOTAL NET:
- FIRST FLOOR: 14,902 SF NET UNDER AIR
- SECOND FLOOR: 10,742 SF NET UNDER AIR
- **TOTAL NET BUILDING: 25,644 SF UNDER AIR**

TOTAL GROSS:
- UNDER AIR: 30,089 SF
- NOT UNDER AIR: 2,309 SF
- **TOTAL GROSS BUILDING: 32,398 SF**

2023 FLORIDA BUILDING CODE, BUILDING, 8TH EDITION:
- 305.1.1 ACCESSORY TO PLACES OF RELIGIOUS WORSHIP
- 1004.5 CLASSROOMS 20SF PER OCCUPANT

1 EXISTING FIRST FLOOR PLAN - NET USABLE SQUARE FOOTAGE DIAGRAM
SCALE: 1/16" = 1'-0"

2 PROPOSED FIRST FLOOR PLAN - NET USABLE SQUARE FOOTAGE DIAGRAM
SCALE: 1/16" = 1'-0"

COA-24-0022
ZON-24-0055

Bartholemew + Partners
ARCHITECTURE AND DESIGN
PROGETTO DI ARCHITETTURA

THE PLAZA CENTER
251 ROYAL PALM WAY
PENTHOUSE 600A
PALM BEACH, FLORIDA 33480
T: 561 461 0108
F: 561 461 0106
FL LIC. # AA26003943

BARTHOLEMEWPARTNERS.COM

CONSULTANTS

SHUTTS & BOWEN LLP
ATTORNEY
525 OKEECHOBEE BLVD # 1100
WEST PALM BEACH, FL 33401
PHONE: 561-835-8500
EMAIL: HOYER@SHUTTS.COM

ENVIRONMENT DESIGN GROUP
LANDSCAPE ARCHITECT
139 N COUNTY ROAD, SUITE 20-B
PALM BEACH, FL 33480
PHONE: 561-832-4600
E-MAIL:DUSTIN@ENVIRONMENTDESIGNGROUP.COM

CONKLING & LEWIS CONSTRUCTION, INC
PRE-CONSTRUCTION CONSTRUCTION MANAGER
1241 OLD OKEECHOBEE BLVD
WEST PALM BEACH, FL 33401
PHONE: 561-833-4441
EMAIL: KLEWIS@CONKLINGANDLEWIS.COM

ZABIK AND ASSOCIATES
OWNER'S REPRESENTATIVE
11398 OKEECHOBEE BLVD SUITE 2
ROYAL PALM BEACH, FL 33411
PHONE: 561-791-2468
EMAIL: LKRUTZ@ZABIKANDASSOCIATES.COM

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEER
2581 METROCENTRE BLVD WEST, STE 3
WEST PALM BEACH, FL 33407
PHONE: 561-478-7848
EMAIL: BRYAN@SIMMONSANDWHITE.COM

KYLE B FANT ARCHITECT # AR99255
INTERIOR DESIGNER # ID6422
AIA # 30425933 NCARB # 87929

Revisions:

COPYRIGHT 2024. THESE DRAWINGS ARE THE INSTRUMENT OF SERVICE TO THE ARCHITECT. THEY ARE NOT PRODUCTS OF DESIGN. ALL IDEAS, DESIGNS, ARRANGEMENTS AND PLANS INDICATED OR REPRESENTED BY THESETHESE DRAWINGS ARE OWNED BY AND THE PROPERTY OF BARTHOLEMEW + PARTNERS AND WERE CREATED, EVOLVED AND DEVELOPED FOR USE ON AND IN CONNECTION WITH THIS PROJECT. NONE OF SUCH IDEAS, DESIGNS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION WITHOUT THE WRITTEN PERMISSION OF BARTHOLEMEW + PARTNERS.

CONSTRUCTION ADMINISTRATION, AS THE TERM IS GENERALLY UNDERSTOOD, AND THAT SPECIFICALLY EXCLUDES SHOP DRAWING REVIEW, DESIGN CLARIFICATION, ETC. SERVICES DURING CONSTRUCTION, INCLUDING ON-SITE MONITORING, SITE VISITS, SHOP DRAWING REVIEW, DESIGN CLARIFICATION, ETC., THE CLIENT AGREES TO INDEMNIFY AND HOLD HARMLESS THE ARCHITECT FROM ALL CLAIMS AND RAISONABLE CONDITIONS ACTS OR OMISSIONS IN THE PERFORMANCE OF SAID SERVICES DURING CONSTRUCTION BY THE CLIENT, AND THEIR AGENTS, EMPLOYEES, OR SUBCONTRACTORS)

Project no: 24.04.130
Date: 07.29.24
Drawn by: V. Antico
Project Manager: K. Fant

120-132 N. COUNTY RD PALM BEACH SYNAGOGUE

Project Address:
120-132 N. County Rd, Palm Beach, FL, 33480

SHEET NAME

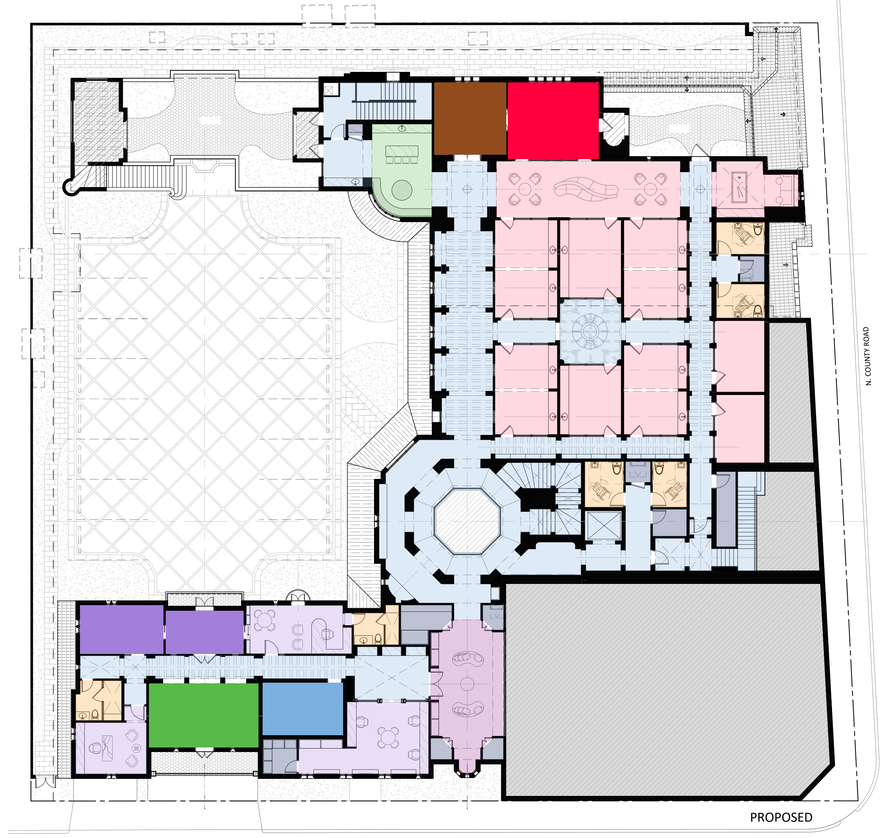
USABLE SQUARE FOOTAGE DIAGRAM

SHEET NUMBER

SP5.0

N W E S





EXISTING SECOND FLOOR - USABLE SF (NET)

- CIRCULATION - 796 SF
- SUNDAY SCHOOL CLASSROOMS - 1,302 SF
- OFFICES - 614 SF
- LOUNGE AREAS - 854 SF
- BATHROOMS - 108 SF
- STORAGE - 96 SF
- PROJECT CONNECT - 154 SF
- 2-STORY VOLUME - OPEN TO BELOW

TOTAL NET:
- FIRST FLOOR: 12,650 SF NET UNDER AIR
- SECOND FLOOR: 3,924 SF NET UNDER AIR

TOTAL GROSS
- UNDER AIR: 19,297 SF

2023 FLORIDA BUILDING CODE, BUILDING, 8TH EDITION:
- 305.1.1 ACCESSORY TO PLACES OF RELIGIOUS WORSHIP
- 1004.5 CLASSROOMS 20SF PER OCCUPANT

PROPOSED SECOND FLOOR - USABLE SF (NET)

- CIRCULATION - 4,334 SF
- SUNDAY SCHOOL CLASSROOMS - 2,997 SF
- OFFICES - 1,199 SF
- LOUNGE AREAS - 615 SF
- BATHROOMS - 494 SF
- SANCTUARY OVERLOOK - 453 SF
- STORAGE - 392 SF
- PROJECT CONNECT - 258 SF
- ENCLOSED NOT UNDER AIR
- 2-STORY VOLUME - OPEN TO BELOW

TOTAL NET:
- FIRST FLOOR: 14,902 SF NET UNDER AIR
- SECOND FLOOR: 10,742 SF NET UNDER AIR
- **TOTAL NET BUILDING: 25,644 SF UNDER AIR**

TOTAL GROSS:
- UNDER AIR: 30,089 SF
- NOT UNDER AIR: 2,309 SF
- **TOTAL GROSS BUILDING: 32,398 SF**

2023 FLORIDA BUILDING CODE, BUILDING, 8TH EDITION:
- 305.1.1 ACCESSORY TO PLACES OF RELIGIOUS WORSHIP
- 1004.5 CLASSROOMS 20SF PER OCCUPANT

1 EXISTING SECOND FLOOR PLAN - NET USABLE SQUARE FOOTAGE DIAGRAM
SCALE: 1/16" = 1'-0"

2 PROPOSED SECOND FLOOR PLAN - NET USABLE SQUARE FOOTAGE DIAGRAM
SCALE: 1/16" = 1'-0"

COA-24-0022
ZON-24-0055

Bartholemew + Partners
ARCHITECTURE AND DESIGN
PROGETTO DI ARCHITETTURA

THE PLAZA CENTER
251 ROYAL PALM WAY
PENTHOUSE 600A
PALM BEACH, FLORIDA 33480
T: 561 461 0108
F: 561 461 0106
FL LIC. # AA26003943

BARTHOLEMEWPARTNERS.COM

CONSULTANTS

SHUTTS & BOWEN LLP
ATTORNEY
525 OKEECHOBEE BLVD # 1100
WEST PALM BEACH, FL 33401
PHONE: 561-835-8500
EMAIL: HOYER@SHUTTS.COM

ENVIRONMENT DESIGN GROUP
LANDSCAPE ARCHITECT
139 N COUNTY ROAD, SUITE 20-B
PALM BEACH, FL 33480
PHONE: 561-832-4600
E-MAIL:DUSTIN@ENVIRONMENTDESIGNGROUP.COM

CONKLING & LEWIS CONSTRUCTION, INC
PRE-CONSTRUCTION CONSTRUCTION MANAGER
1241 OLD OKEECHOBEE BLVD
WEST PALM BEACH, FL 33401
PHONE: 561-833-4441
EMAIL: KLEWIS@CONKLINGANDLEWIS.COM

ZABIK AND ASSOCIATES
OWNER'S REPRESENTATIVE
11398 OKEECHOBEE BLVD SUITE 2
ROYAL PALM BEACH, FL 33411
PHONE: 561-791-2468
EMAIL: LKRUTZ@ZABIKANDASSOCIATES.COM

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEER
2581 METROCENTRE BLVD WEST, STE 3
WEST PALM BEACH, FL 33407
PHONE: 561-478-7848
EMAIL: BRYAN@SIMMONSANDWHITE.COM

KYLE B FANT ARCHITECT # AR99255
INTERIOR DESIGNER # ID6422
AIA # 30425933 NCARB # 87929

Revisions:

COPYRIGHT 2024. THESE DRAWINGS ARE THE INSTRUMENT OF SERVICE TO THE COPYRIGHT OWNER, THE ARCHITECT, AND THE DESIGNS, SCHEMES, ARRANGEMENTS AND PLANS INDICATED OR REPRESENTED BY THESE DRAWINGS ARE OWNED BY AND ARE THE EXCLUSIVE PROPERTY OF THE ARCHITECT WHO CREATED, EVOLVED AND DEVELOPED FOR USE ON AND IN CONNECTION WITH THIS PROJECT. NONE OF SUCH IDEAS, DESIGNS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION WITHOUT THE WRITTEN PERMISSION OF BARTHOLEMEW + PARTNERS.

CONSTRUCTION ADMINISTRATION: AS THE TERM IS GENERALLY UNDERSTOOD, AND THAT IF BARTHOLEMEW + PARTNERS IS NOT CONTRACTED TO PROVIDE ARCHITECTURAL SERVICES DURING CONSTRUCTION, INCLUDING, BUT IS NOT LIMITED TO SITE VISITS, SHOP DRAWING REVIEWS, AND CERTIFICATIONS, THEN BARTHOLEMEW + PARTNERS SHALL BE AND HOLD HARMLESS BARTHOLEMEW + PARTNERS FROM ANY LIABILITY ARISING FROM CONSTRUCTION PERFORMED BY CONTRACTORS WHO ARE NOT DIRECTLY EMPLOYED BY THE CLIENT, AND THEIR AGENTS, EMPLOYEES, OR SUBCONTRACTORS.

Project no: 24.04.130
Date: 07.29.24
Drawn by: V. Antico
Project Manager: K. Fant

120-132 N. COUNTY RD PALM BEACH SYNAGOGUE

Project Address:
120-132 N. County Rd, Palm Beach, FL, 33480

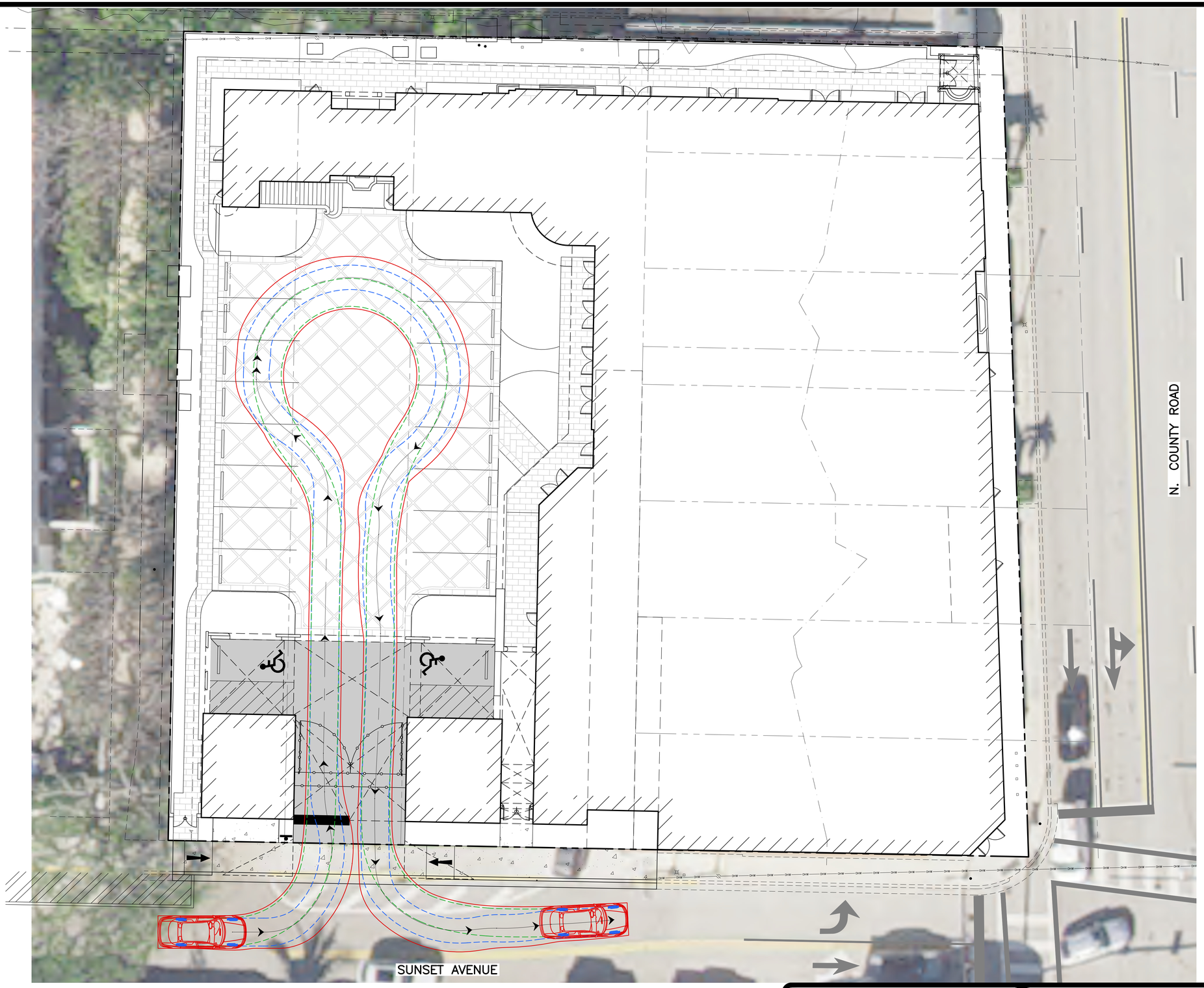
SHEET NAME

USABLE SQUARE FOOTAGE DIAGRAM

SHEET NUMBER

SP5.3

N W E S

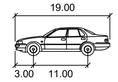




LOCATION MAP
NOT TO SCALE

N

10 5 0 10 20
SCALE IN FEET
1"=10'



Passenger Vehicle

	feet
Width	: 7.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6

RED = VEHICLE BODY
BLUE = FRONT TIRE PATH
GREEN = REAR TIRE PATH

12/9/2024

SIMMONS & WHITE
2581 Metrocentre Blvd West, Ste 3 | West Palm Beach, FL 33407
Authorization # 3452 | 561.478.7848

PALM BEACH SYNAGOGUE
SECTION 22, TOWNSHIP 43S., RANGE 43E.
TOWN OF PALM BEACH, FLORIDA
PASSENGER CAR AUTOTURN ANALYSIS

REVISIONS

DESIGN	DRAWN	CHECKED	APPROVED	DATE
C.F.	D.B.			

JOB NO.	DRAWING NO.	SHEET	OF
24-073	24073AT01	1	1

Y:\AUTOCAD_FILES\2024\24-073\EXHIBIT\AUTOTURN ANALYSIS\2024-09-20 Car_SU-30.dwg 12/9/2024 2:42 PM Connor O'Rourke

CMA INTERSECTION ANALYSIS

PALM BEACH SYNAGOGUE

BRADLEY PLACE AT ROYAL POINCIANA WAY

TRIPS

	IN	OUT
AM	2	1
PM	3	3

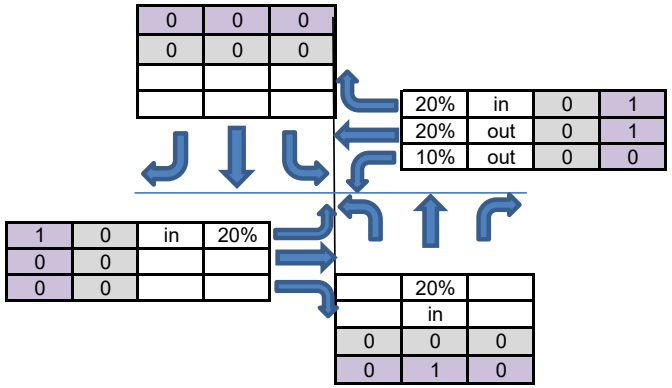
INPUT DATA

Growth Rate = 2.33% Peak Season = 1.00 Current Year = 2024 Buildout Year = 2028

AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2024)	73	195	63	0	82	220	464	679	156	84	313	71	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Growth	7	19	6	0	8	21	45	66	15	8	30	7	232
1.0% Background Growth	3	8	3	0	3	9	19	28	6	3	13	3	361
Major Projects Traffic	35	0	0	0	0	18	22	80	44	0	65	0	
Background Traffic Used	38	8	3	0	3	27	41	108	50	3	78	3	
2028 Background Traffic	**111**	**203**	**66**	**0**	**85**	**247**	**505**	**787**	**206**	**87**	**391**	**74**	
Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0	
Total	**111**	**203**	**66**	**0**	**85**	**247**	**505**	**787**	**206**	**87**	**391**	**74**	



PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2024)	234	188	76	0	120	563	295	372	106	97	640	44	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	264
Background Traffic Growth	23	18	7	0	12	54	28	36	10	9	62	4	457
1.0% Background Growth	10	8	3	0	5	23	12	15	4	4	26	2	
Major Projects Traffic	57	0	0	0	0	29	23	85	47	0	105	0	
Background Traffic Used	67	8	3	0	5	52	35	100	51	4	131	2	
2028 Background Traffic	**301**	**196**	**79**	**0**	**125**	**615**	**330**	**472**	**157**	**101**	**771**	**46**	
Project Traffic	0	1	0	0	0	0	1	0	0	0	1	1	
Total	**301**	**197**	**79**	**0**	**125**	**615**	**331**	**472**	**157**	**101**	**772**	**47**	

BACKGROUND TRAFFIC CALCS FOR ROADWAY SEGMENTS

Bradley N. of Royal Poinciana Way

AM 82
PM 101

Cocoanut Row S. of Royal Poinciana Way

AM 106
PM 137

Royal Poinciana Way E. of Cocoanut Row

AM 194
PM 240

Royal Poinciana Way W. of Cocoanut Row

AM 341
PM 436

Note:
Background growth based on the higher of 1.0% plus major project or historical growth rate of 2.33%
Major project traffic from Paramount Traffic Study

X:\Documents\PROJECTS\2024\24-073 Palm Beach Synagogue\Traffic\Trip Gen.rev3.xlsx
BK

CMA INTERSECTION ANALYSIS
PALM BEACH SYNAGOGUE
SUNSET AVENUE AND COUNTY ROAD

TRIPS

	IN	OUT
AM	2	1
PM	3	3

INPUT DATA

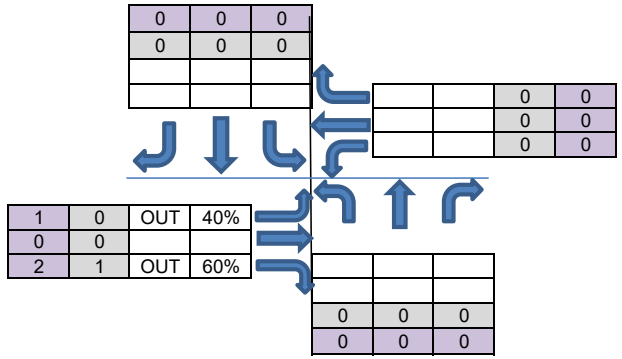
Growth Rate = 2.33% Peak Season = 1.00 Current Year = 2024 Buildout Year = 2028

AM Peak Hour
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2024)	0	818	30	9	456	0	16	9	88	16	0	10	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Growth	0	79	3	1	44	0	2	1	8	2	0	1	140
1.0% Background Growth	0	33	1	0	19	0	1	0	4	1	0	0	97
Major Projects Traffic	0	18	0	0	14	0	0	0	6	0	0	0	
Background Traffic Used	0	79	3	1	44	0	2	1	8	2	0	1	
2028 Background Traffic	**0**	**897**	**33**	**10**	**500**	**0**	**18**	**10**	**96**	**18**	**0**	**11**	
Project Traffic	0	0	0	0	0	0	0	0	1	0	0	0	
Total	**0**	**897**	**33**	**10**	**500**	**0**	**18**	**10**	**97**	**18**	**0**	**11**	

PM Peak Hour
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2024)	0	538	16	3	742	0	54	3	124	11	0	13	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	145
Background Traffic Growth	0	52	2	0	72	0	5	0	12	1	0	1	126
1.0% Background Growth	0	22	1	0	30	0	2	0	5	0	0	1	
Major Projects Traffic	0	23	0	0	32	0	0	0	10	0	0	0	
Background Traffic Used	0	52	2	0	72	0	5	0	12	1	0	1	
2028 Background Traffic	**0**	**590**	**18**	**3**	**814**	**0**	**59**	**3**	**136**	**12**	**0**	**14**	
Project Traffic	0	0	0	0	0	0	1	0	2	0	0	0	
Total	**0**	**590**	**18**	**3**	**814**	**0**	**60**	**3**	**138**	**12**	**0**	**14**	



BACKGROUND TRAFFIC CALCS FOR ROADWAY SEGMENTS

County Road N. of Sunset Ave
AM 125
PM 130

County Road S. of Sunset Ave
AM 136
PM 138

Sunset Ave W. of County Rd
AM 11
PM 17

Note:
Background growth based on the higher of 1.0% plus major project or historical growth rate of 2.33%
Major project traffic from Paramount Traffic Study

CMA INTERSECTION ANALYSIS
PALM BEACH SYNAGOGUE
COUNTY ROAD AT ROYAL POINCIANA WAY

TRIPS

	IN	OUT
AM	2	1
PM	3	3

INPUT DATA

Growth Rate = 2.33% Peak Season = 1.00 Current Year = 2024 Buildout Year = 2028

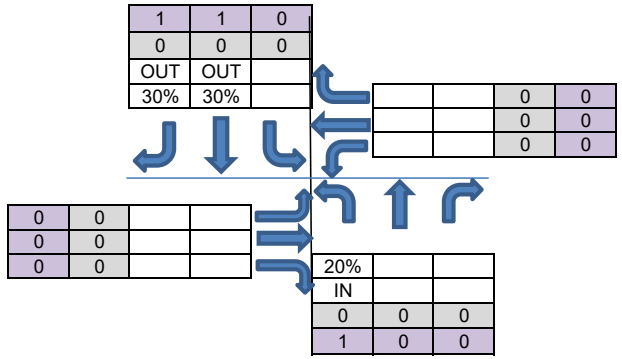
AM Peak Hour
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2024)	212	475	42	0	339	234	325	115	200	14	38	8	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Growth	20	46	4	0	33	23	31	11	19	1	4	1	193
1.0% Background Growth	9	19	2	0	14	10	13	5	8	1	2	0	331
Major Projects Traffic	69	2	0	0	3	19	23	19	71	0	35	9	
Background Traffic Used	78	21	2	0	17	29	36	24	79	1	37	9	
2028 Background Traffic	**290**	**496**	**44**	**0**	**356**	**263**	**361**	**139**	**279**	**15**	**75**	**17**	
Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0	
Total	**290**	**496**	**44**	**0**	**356**	**263**	**361**	**139**	**279**	**15**	**75**	**17**	

PM Peak Hour
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2024)	217	364	32	0	502	375	200	66	228	42	87	16	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	205
Background Traffic Growth	21	35	3	0	48	36	19	6	22	4	8	2	397
1.0% Background Growth	9	15	1	0	20	15	8	3	9	2	4	1	
Major Projects Traffic	105	2	0	0	3	41	28	28	84	0	16	4	
Background Traffic Used	114	17	1	0	23	56	36	31	93	2	20	5	
2028 Background Traffic	**331**	**381**	**33**	**0**	**525**	**431**	**236**	**97**	**321**	**44**	**107**	**21**	
Project Traffic	1	0	0	0	1	1	0	0	0	0	0	0	
Total	**332**	**381**	**33**	**0**	**526**	**432**	**236**	**97**	**321**	**44**	**107**	**21**	

Note:
Background growth based on the higher of 1.0% plus major project or historical growth rate of 2.33%
Major project traffic from Paramount Traffic Study



BACKGROUND TRAFFIC CALCS FOR ROADWAY SEGMENTS

County Rd N. of Royal Poinciana Way
AM 112
PM 137

County Rd S. of Royal Poinciana Way
AM 197
PM 250

Royal Poinciana Way W. of County Rd
AM 282
PM 350

CMA INTERSECTION ANALYSIS
PALM BEACH SYNAGOGUE
SUNSET AVENUE AND BRADLEY PLACE

TRIPS

	IN	OUT
AM	2	1
PM	3	3

INPUT DATA

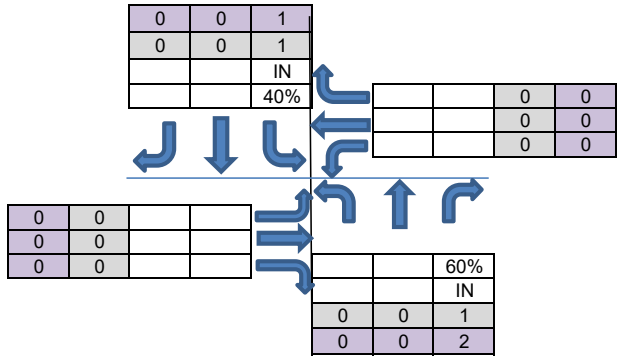
Growth Rate = 2.33% Peak Season = 1.00 Current Year = 2024 Buildout Year = 2028

AM Peak Hour
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2024)	20	530	190	6	288	2	3	5	10	0	0	0	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Growth	2	51	18	1	28	0	0	0	1	0	0	0	102
1.0% Background Growth	1	22	8	0	12	0	0	0	0	0	0	0	49
Major Projects Traffic	0	0	0	0	0	0	0	0	6	0	0	0	
Background Traffic Used	2	51	18	1	28	0	0	0	1	0	0	0	
2028 Background Traffic	**22**	**581**	**208**	**7**	**316**	**2**	**3**	**5**	**11**	**0**	**0**	**0**	
Project Traffic	0	0	1	1	0	0	0	0	0	0	0	0	
Total	**22**	**581**	**209**	**8**	**316**	**2**	**3**	**5**	**11**	**0**	**0**	**0**	

PM Peak Hour
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2024)	36	283	213	12	648	7	2	2	28	0	0	0	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	119
Background Traffic Growth	3	27	21	1	63	1	0	0	3	0	0	0	84
1.0% Background Growth	1	11	9	0	26	0	0	0	1	0	0	0	
Major Projects Traffic	0	14	3	0	17	0	0	0	0	0	0	0	
Background Traffic Used	3	27	21	1	63	1	0	0	3	0	0	0	
2028 Background Traffic	**39**	**310**	**234**	**13**	**711**	**8**	**2**	**2**	**31**	**0**	**0**	**0**	
Project Traffic	0	0	2	1	0	0	0	0	0	0	0	0	
Total	**39**	**310**	**236**	**14**	**711**	**8**	**2**	**2**	**31**	**0**	**0**	**0**	



BACKGROUND TRAFFIC CALCS FOR ROADWAY SEGMENTS

Bradley N. of Sunset Ave

AM 79
PM 91

Bradley S. of Sunset Ave

AM 100
PM 117

Sunset Ave E. of Bradley Place

AM 19
PM 22

Note:
Background growth based on the higher of 1.0% plus major project or historical growth rate of 2.33%
Major project traffic from Paramount Traffic Study

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

THE BREAKERS – FAMILY ENTERTAINMENT CENTER

Town of Palm Beach, FL

TRAFFIC IMPACT STATEMENT

PREPARED FOR:

The Breakers Palm Beach, Inc.
One South County Road
Palm Beach, Florida 33480

JOB No. 24-027

DATE: 01/30/2025
REVISED: 03/13/2025

Bryan G. Kelley, Professional Engineer, State of Florida, License No. 74006 This item has been digitally signed and sealed by Bryan G. Kelley, P.E., on 03/13/2025. Printed Copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.	

2581 Metrocentre Blvd. West, Ste 3 | West Palm Beach, FL 33407
561.478.7848 | simmonsandwhite.com | Certificate of Authorization #3452



Figure 1 – Location Map
Breakers FEC
Project # 24-027

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

GENERAL LEGEND

- TRACT LINE
- LIMIT OF WORK (LOW)
- COSTAL CONSTRUCTION CONTROL LINE (CCCL)

EXISTING PARKING	
STANDARD	52 SPACES
ACCESSIBLE	4 SPACES
TOTAL	**56 SPACES**
INTERIM (DURING CONSTRUCTION) PARKING	
STANDARD	4 SPACES
ACCESSIBLE	2 SPACES
TOTAL	**6 SPACES***
PROPOSED PARKING	
STANDARD	43 SPACES
ACCESSIBLE	2 SPACES
TOTAL	**45 SPACES****

*FOR INTERIM PARKING 50 SPACES TO BE PROVIDED OFF SITE TO BRING COUNT TO 56

**FOR PROPOSED PARKING 11 SPACES TO BE PROVIDED IN THE ENLARGED CENTRAL PARKING LOT TO BRING COUNT TO 56



0 30 60

1 PROPOSED SITE PLAN

1" = 30'-0"

1/22/2025 2:05:08 PM

FINAL SUBMITTAL

HART HOWERTON
NEW YORK · SAN FRANCISCO
10 East 40th Street, New York, NY 10016
Tel: 212.683.5683 Fax: 212.481.3768
Email: NY@harthowerton.com

THE BREAKERS PALM BEACH

1 S COUNTY RD
PALM BEACH, FLORIDA 33480

©2023 Hart Howerton
The designs and concepts shown are the sole property of Hart Howerton and may not be used without the prior written consent of Hart Howerton.

SCALE: As indicated
NOTE: DO NOT SCALE DRAWINGS. USE FIGURED DIMENSIONS ONLY, OR SEEK CLARIFICATION FROM ARCHITECT FOR MEASUREMENTS THAT ARE NOT INDICATED.

MILESTONES

DATE	ISSUE
1/27/2025	FINAL SUBMITTAL

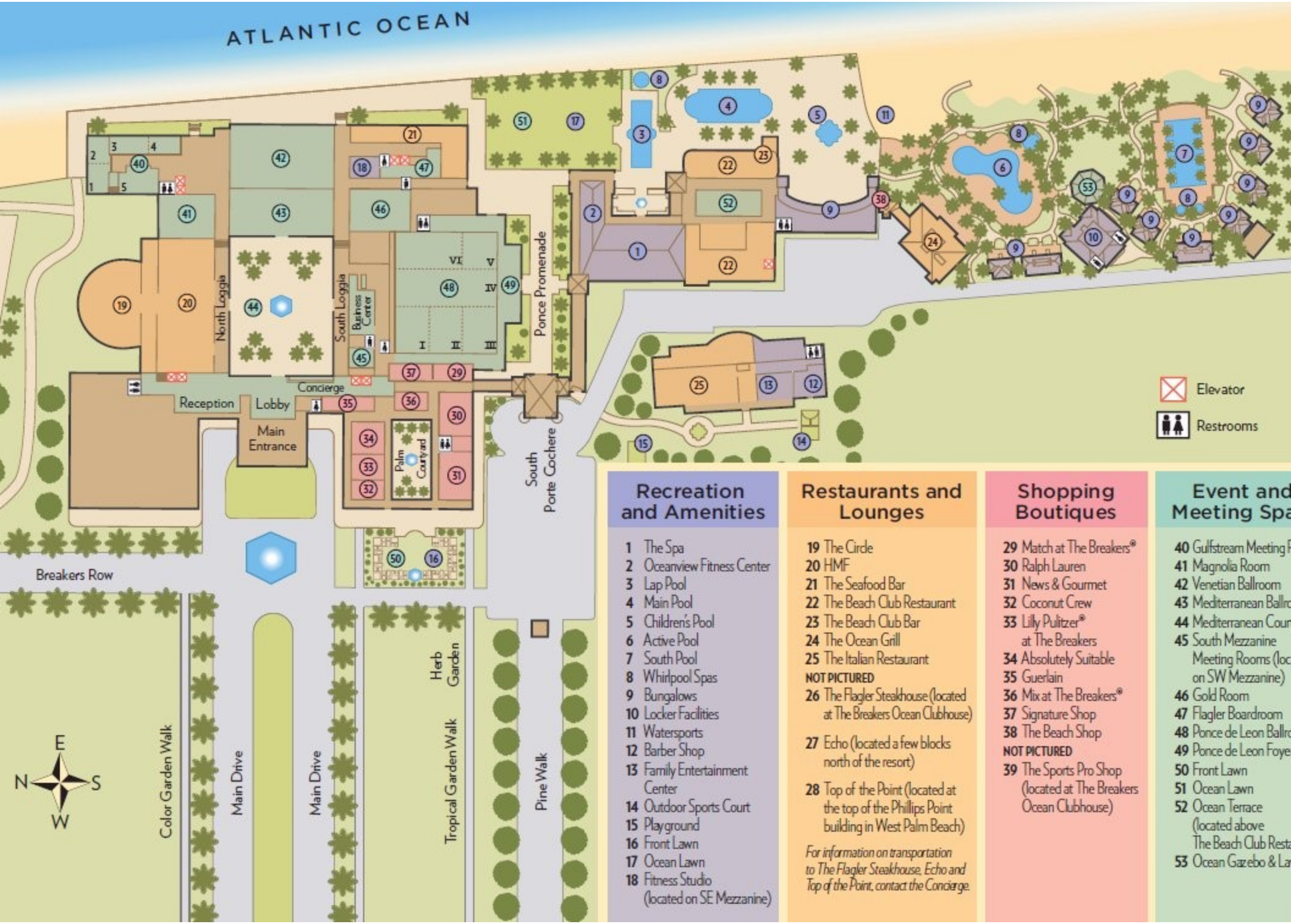
REVISIONS

NO.	DATE	ISSUE

DRAWING TITLE:
F.E.C. PROPOSED SITE PLAN

PROJECT #:
22-525
DRAWN BY:
MU
CHECKED BY:
JN

DRAWING NO:
FEC L0-00



Recreation and Amenities

1 The Spa
2 Oceanview Fitness Center
3 Lap Pool
4 Main Pool
5 Children's Pool
6 Active Pool
7 South Pool
8 Whirlpool Spas
9 Bungalows
10 Locker Facilities
11 Watersports
12 Barber Shop
13 Family Entertainment Center
14 Outdoor Sports Court
15 Playground
16 Front Lawn
17 Ocean Lawn
18 Fitness Studio (located on SE Mezzanine)

Restaurants and Lounges

19 The Circle
20 HMF
21 The Seafood Bar
22 The Beach Club Restaurant
23 The Beach Club Bar
24 The Ocean Grill
25 The Italian Restaurant

NOT PICTURED

26 The Flagler Steakhouse (located at The Breakers Ocean Clubhouse)
27 Echo (located a few blocks north of the resort)
28 Top of the Point (located at the top of the Phillips Point building in West Palm Beach)

For information on transportation to The Flagler Steakhouse, Echo and Top of the Point, contact the Concierge.

Shopping Boutiques

29 Match at The Breakers®
30 Ralph Lauren
31 News & Gourmet
32 Coconut Crew
33 Lilly Pulitzer® at The Breakers
34 Absolutely Suitable
35 Guerlain
36 Mix at The Breakers®
37 Signature Shop
38 The Beach Shop

NOT PICTURED

39 The Sports Pro Shop (located at The Breakers Ocean Clubhouse)

Event and Meeting Spa

40 Gulfstream Meeting F
41 Magnolia Room
42 Venetian Ballroom
43 Mediterranean Ballro
44 Mediterranean Cour
45 South Mezzanine Meeting Rooms (loc on SW Mezzanine)
46 Gold Room
47 Flagler Boardroom
48 Ponce de Leon Ballro
49 Ponce de Leon Foye
50 Front Lawn
51 Ocean Lawn
52 Ocean Terrace (located above The Beach Club Rest
53 Ocean Gazebo & La

BREAKERS FAMILY ENTERTAINMENT CENTER (FEC)

PROPOSED DEVELOPMENT

TABLE 1 - Daily Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips	Internalization %	Internalization Total	External Trips	Pass-by %	Pass-by Trips	Net Trips
Hotel	310	608	Rooms	7.99			4,858		0	4,858	10%	486	4,372
Fine Dining Restaurant	931	1,620	Seats	2.6			4,212	50.0%	2,106	2,106	0%	0	2,106
			Grand Totals:				**9,070**	**23.2%**	**2,106**	**6,964**	**7%**	**486**	**6,478**

TABLE 2 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Hotel	310	608	Rooms	0.46	0.56	0.44	157	123	280	0.0%	0	0	0	157	123	280	10%	28	141	111	252
Fine Dining Restaurant	931	1,620	Seats	0.02	0.50	0.50	16	16	32	50.0%	8	8	16	8	8	16	0%	0	8	8	16
			Grand Totals:				**173**	**139**	**312**	**5.1%**	**8**	**8**	**16**	**165**	**131**	**296**	**9%**	**28**	**149**	**119**	**268**

TABLE 3 - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Hotel	310	608	Rooms	0.59	0.51	0.49	183	176	359	0.0%	0	0	0	183	176	359	10%	36	165	158	323
Fine Dining Restaurant	931	1,620	Seats	0.28	0.67	0.33	304	150	454	50.0%	152	75	227	152	75	227	0%	0	152	75	227
			Grand Totals:				**487**	**326**	**813**	**27.9%**	**152**	**75**	**227**	**335**	**251**	**586**	**6%**	**36**	**317**	**233**	**550**

CMA INTERSECTION ANALYSIS
THE BREAKERS FEC
COUNTY ROAD AT ROYAL POINCIANA WAY

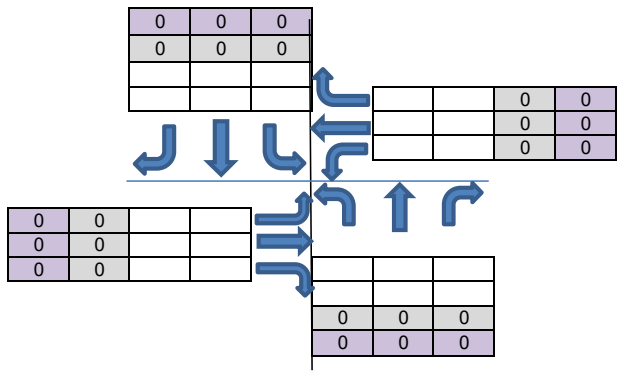
TRIPS	IN	OUT
AM	0	0
PM	0	0

INPUT DATA

Growth Rate = 2.33% Peak Season = 1.00 Current Year = 2024 Buildout Year = 2028

AM Peak Hour
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2024)	212	475	42	0	339	234	325	115	200	14	38	8	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Growth	20	46	4	0	33	23	31	11	19	1	4	1	193
1.0% Background Growth	9	19	2	0	14	10	13	5	8	1	2	0	331
Major Projects Traffic	69	2	0	0	3	19	23	19	71	0	35	9	
Palm Beach Synagogue Traffic	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Used	78	21	2	0	17	29	36	24	79	1	37	9	
2028 Background Traffic	**290**	**496**	**44**	**0**	**356**	**263**	**361**	**139**	**279**	**15**	**75**	**17**	
Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0	
Total	**290**	**496**	**44**	**0**	**356**	**263**	**361**	**139**	**279**	**15**	**75**	**17**	



PM Peak Hour
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2024)	217	364	32	0	502	375	200	66	228	42	87	16	205
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	397
Background Traffic Growth	21	35	3	0	48	36	19	6	22	4	8	2	
1.0% Background Growth	9	15	1	0	20	15	8	3	9	2	4	1	
Major Projects Traffic	105	2	0	0	3	41	28	28	84	0	16	4	
Palm Beach Synagogue Traffic	1	0	0	0	1	1	0	0	0	0	0	0	
Background Traffic Used	115	17	1	0	24	57	36	31	93	2	20	5	
2028 Background Traffic	**332**	**381**	**33**	**0**	**526**	**432**	**236**	**97**	**321**	**44**	**107**	**21**	
Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0	
Total	**332**	**381**	**33**	**0**	**526**	**432**	**236**	**97**	**321**	**44**	**107**	**21**	

Note:
Background growth based on the higher of 1.0% plus major project or historical growth rate of 2.33%
Major project traffic from Paramount Traffic Study

CMA INTERSECTION ANALYSIS
THE BREAKERS FEC
COUNTY ROAD AT BREAKERS ROW

TRIPS

	IN	OUT
AM	0	0
PM	0	0

INPUT DATA

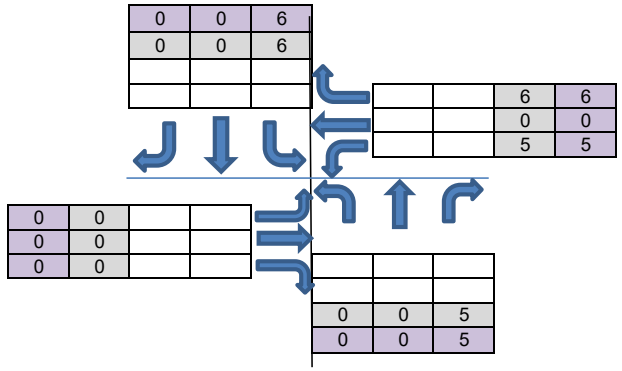
Growth Rate = 2.33% Peak Season = 1.00 Current Year = 2024 Buildout Year = 2028

AM Peak Hour
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2024)	0	613	45	22	534	0	0	0	0	215	0	107	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Growth	0	59	4	2	52	0	0	0	0	21	0	10	148
1.0% Background Growth	0	25	2	1	22	0	0	0	0	9	0	4	207
Major Projects Traffic	0	71	0	0	74	0	0	0	0	0	0	0	
Palm Beach Synagogue Traffic	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Used	0	96	2	1	96	0	0	0	0	9	0	4	
2028 Background Traffic	**0**	**709**	**47**	**23**	**630**	**0**	**0**	**0**	**0**	**224**	**0**	**111**	
Project Traffic Diversion	0	0	5	6	0	0	0	0	0	5	0	6	
Total	**0**	**709**	**52**	**29**	**630**	**0**	**0**	**0**	**0**	**229**	**0**	**117**	

PM Peak Hour
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2024)	0	548	77	43	738	0	0	0	0	75	0	39	147
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	256
Background Traffic Growth	0	53	7	4	71	0	0	0	0	7	0	4	
1.0% Background Growth	0	22	3	2	30	0	0	0	0	3	0	2	
Major Projects Traffic	0	107	0	0	87	0	0	0	0	0	0	0	
Palm Beach Synagogue Traffic	0	1	0	0	1	0	0	0	0	0	0	0	
Background Traffic Used	0	130	3	2	118	0	0	0	0	3	0	2	
2028 Background Traffic	**0**	**678**	**80**	**45**	**856**	**0**	**0**	**0**	**0**	**78**	**0**	**41**	
Project Traffic Diversion	0	0	5	6	0	0	0	0	0	5	0	6	
Total	**0**	**678**	**85**	**51**	**856**	**0**	**0**	**0**	**0**	**83**	**0**	**47**	



Note:
Background growth based on the higher of 1.0% plus major project or historical growth rate of 2.33%
Major project traffic from Paramount Traffic Study
The project trips shown are conservative and reflect a traffic diversion from Pine Walk due to the loss of 11 parking spaces that now will use the garage.

CMA INTERSECTION ANALYSIS
THE BREAKERS FEC
COUNTY ROAD AT PINE WALK

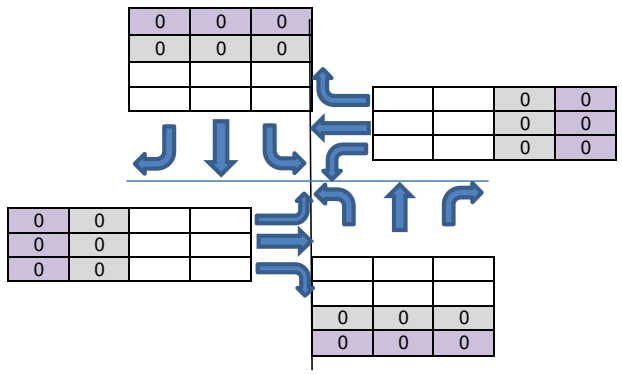
TRIPS	IN	OUT
AM	0	0
PM	0	0

INPUT DATA

Growth Rate = 2.33% Peak Season = 1.00 Current Year = 2025 Buildout Year = 2028

AM Peak Hour
INTERSECTION VOLUME DEVELOPMENT

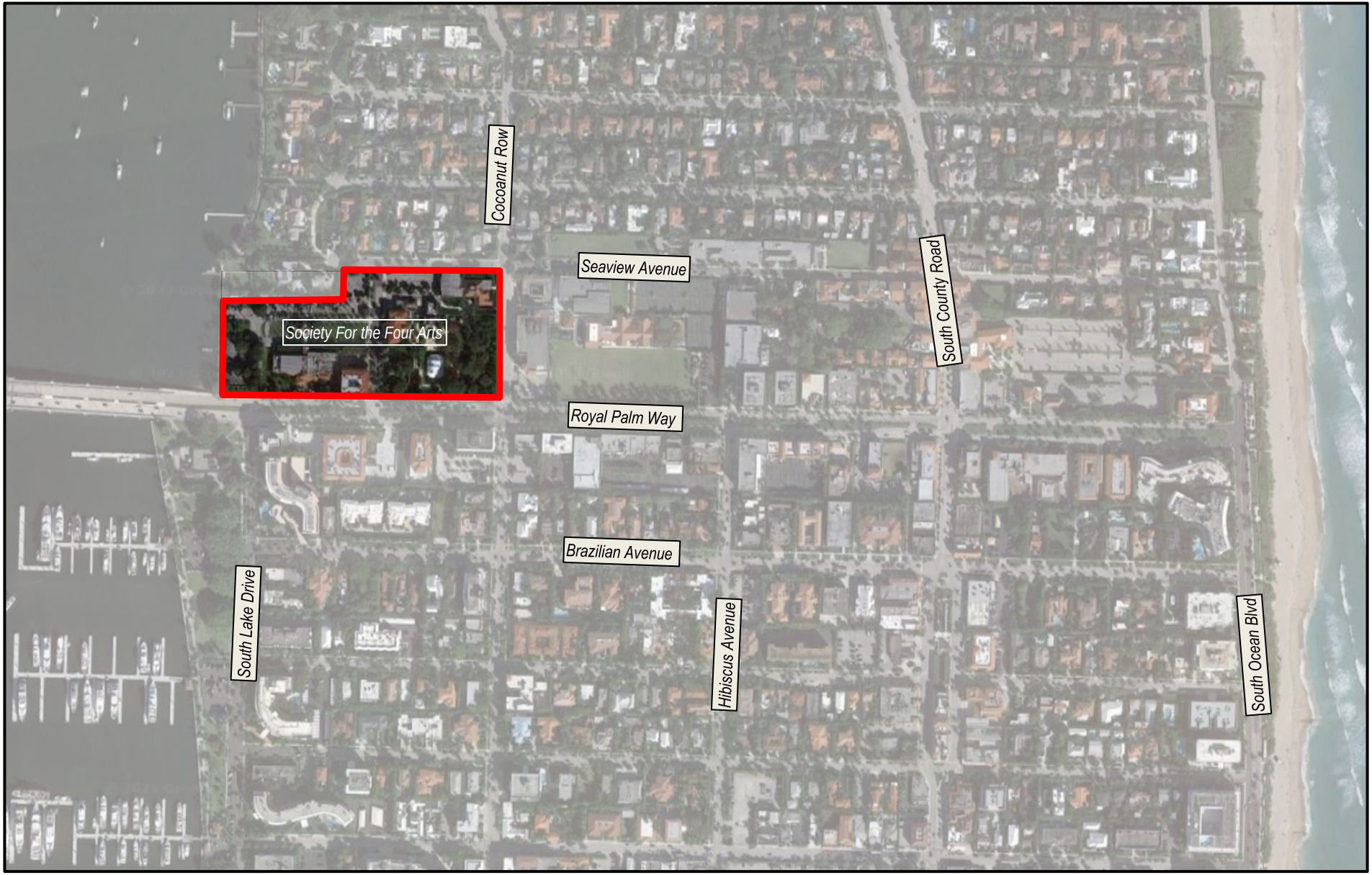
	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	5	671	20	15	438	8	2	4	0	8	7	7	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Growth	0	48	1	1	31	1	0	0	0	1	1	1	85
1.0% Background Growth	0	20	1	0	13	0	0	0	0	0	0	0	181
Major Projects Traffic	0	71	0	0	74	0	0	0	0	0	0	0	
Palm Beach Synagogue Traffic	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Used	0	91	1	0	87	0	0	0	0	0	0	0	
2028 Background Traffic	**5**	**762**	**21**	**15**	**525**	**8**	**2**	**4**	**0**	**8**	**7**	**7**	
Project Traffic Diversion	0	0	0	0	0	0	0	0	0	0	0	0	
Total	**5**	**762**	**21**	**15**	**525**	**8**	**2**	**4**	**0**	**8**	**7**	**7**	



PM Peak Hour
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	3	562	21	17	680	9	0	6	1	21	9	32	97
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	235
Background Traffic Growth	0	40	2	1	49	1	0	0	0	2	1	2	
1.0% Background Growth	0	17	1	1	21	0	0	0	0	1	0	1	
Major Projects Traffic	0	107	0	0	87	0	0	0	0	0	0	0	
Palm Beach Synagogue Traffic	0	1	0	0	1	0	0	0	0	0	0	0	
Background Traffic Used	0	125	1	1	109	0	0	0	0	1	0	1	
2028 Background Traffic	**3**	**687**	**22**	**18**	**789**	**9**	**0**	**6**	**1**	**22**	**9**	**33**	
Project Traffic Diversion	0	0	0	0	0	0	0	0	0	0	0	0	
Total	**3**	**687**	**22**	**18**	**789**	**9**	**0**	**6**	**1**	**22**	**9**	**33**	

Note:
Background growth based on the higher of 1.0% plus major project or historical growth rate of 2.33%
Major project traffic from Paramount Traffic Study
No traffic diversion was used for the Pine Walk intersection to be conservative.



NORTH

LEGEND

Site Location

FIGURE 1

Society For The Four Arts

KH #245350000

Site Location

Kimley»Horn

Traffic analyses have been undertaken to quantify the net traffic impacts of the proposed changes on site. Guidance on credit against project traffic is published by Palm Beach County and outlined in Chapter A under Section 3 of the Article 12 - Traffic Performance Standards as defined in the Palm Beach County Unified Land Development Code (ULDC). Because the existing land uses have been operational for more than five years, credit was taken in this analysis for significance calculations. The radius of development influence and significant impact calculations have been conducted using the differential between proposed and existing net new external trips.

A Traffice Performance Standards (TPS) letter was issued by Palm Beach County on September 1, 2023 and is attached for reference. The site plan is also attached for reference.

TRIP GENERATION ANALYSIS

The daily and peak hour trip generation potential for the proposed redevelopment plan was calculated based on trip generation rates published by Palm Beach County. The Palm Beach County trip generation rates are primarily based on *Trip Generation, 11th Edition*, published by the Institute of Transportation Engineers (ITE).

As shown in Table 2, the proposed redevelopment results in a net increase of 224 net new external daily trips, an increase of 17 net new external AM peak hour trips (+14 in, +3 out), 25 net new external Midday peak hour trips (+14 in,+11 out) and 35 net new external PM peak hour trips (+10 in, +25 out), which was used for significance determination under Test 1 and Test 2 analyses. The table summarizing the Palm Beach County Traffic Division's trip generation rates and equations have been attached for reference.

Table 2: Trip Generation Comparative Analysis

Land Use	Intensity	Daily Trips	AM Peak Hour			Mid-Day Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out	Total	In	Out
Existing Scenario >5 Years											
Movie Theater	714 seat(s)	1,257	43	33	10	64	35	29	64	35	29
Museum	5.525 ksf	10	2	2	0	2	2	0	1	0	1
Multifamily Mid-Rise	3 DU	14	1	0	1	0	0	0	1	1	0
General Office (10k-250k)	17.035 ksf	185	26	23	3	10	9	1	25	4	21
Library	4.812 ksf	347	5	4	1	39	19	20	39	19	20
	Subtotal	*1,813*	*77*	*62*	*15*	115	65	50	130	59	71
Pass-By Capture											
Movie Theater	0.0%	0	0	0	0	0	0	0	0	0	0
Museum	0.0%	0	0	0	0	0	0	0	0	0	0
Multifamily Mid-Rise	0.0%	0	0	0	0	0	0	0	0	0	0
General Office (10k-250k)	10.0%	19	3	2	1	1	1	0	3	0	3
Library	10.0%	35	1	0	1	4	2	2	4	2	2
	Subtotal	*54*	*4*	*2*	*2*	*5*	*3*	*2*	*7*	*2*	*5*
Driveway Volumes		1,813	77	62	15	115	65	50	130	59	71
Net New External Trips		1,759	73	60	13	110	62	48	123	57	66
Proposed Scenario											
Movie Theater	656 seat(s)	1,155	39	30	9	59	32	27	59	32	27
Museum **	5.186 ksf	9	1	1	0	1	1	0	1	0	1
Multifamily Mid-Rise	1 DU	5	0	0	0	0	0	0	0	0	0
General Office (10k-250k)	31.562 ksf	342	48	42	6	19	17	2	45	8	37
Library	7.8 ksf	562	8	6	2	64	31	33	64	31	33
	Subtotal	*2,073*	*96*	*79*	*17*	*143*	*81*	*62*	*169*	*71*	*98*
Pass-By Capture											
Movie Theater	0.0%	0	0	0	0	0	0	0	0	0	0
Museum	0.0%	0	0	0	0	0	0	0	0	0	0
Multifamily Mid-Rise	0.0%	0	0	0	0	0	0	0	0	0	0
General Office (10k-250k)	10.0%	34	5	4	1	2	2	0	5	1	4
Library	10.0%	56	1	1	0	6	3	3	6	3	3
	Subtotal	*90*	*6*	*5*	*1*	*8*	*5*	*3*	*11*	*4*	*7*
Driveway Volumes		2,073	96	79	17	143	81	62	169	71	98
Net New External Trips		1,983	90	74	16	135	76	59	158	67	91
Proposed Net External Trips-Existing Net New External Trips		224	17	14	3	25	14	11	35	10	25
Radius of Development Influence:		0.5 mile(s)									

Land Use	Daily	Pass By **	AM Peak Hour	Mid-Day Peak Hour	PM Peak Hour
Movie Theater	1.76 trips/seat(s)	0.0%	0.06 trips/seat(s) (77% in, 23% out) *	0.09 trips/seat(s) (55% in, 45% out)	0.09 trips/seat(s) (55% in, 45% out)
Museum	10*PM Rate **	0.0%	0.28 trips/ksf (86% in, 14% out)	0.28 trips/ksf (86% in, 14% out)	0.18 trips/ksf (16% in, 84% out)
Multifamily Mid-Rise ***	4.54 trips/DU	0.0%	0.37 trips/DU (23% in, 77% out)		0.39 trips/DU (61% in, 39% out)
General Office (10k-250k) ***	10.84 trips/ksf	10.0%	1.52 trips/ksf (88% in, 12% out)		1.44 trips/ksf (17% in, 83% out)
Library	72.05 trips/ksf	10.0%	1 trips/ksf (71% in, 29% out)	8.16 trips/ksf (48% in, 52% out) ***	8.16 trips/ksf (48% in, 52% out)

*No AM adjacent street peak hour rate provided in ITE 10th or 11th edition, therefore used AM peak hour of generator rate from ITE 11th edition.

**No Daily rate provided in ITE 11th Edition, therefore assumed 10x PM peak hour rate.

*** Mid Day peak hour calculations were derived from ITE 11th Edition time of day variation.



NORTH

LEGEND

Site Location

XX% Percent Traffic Assignment

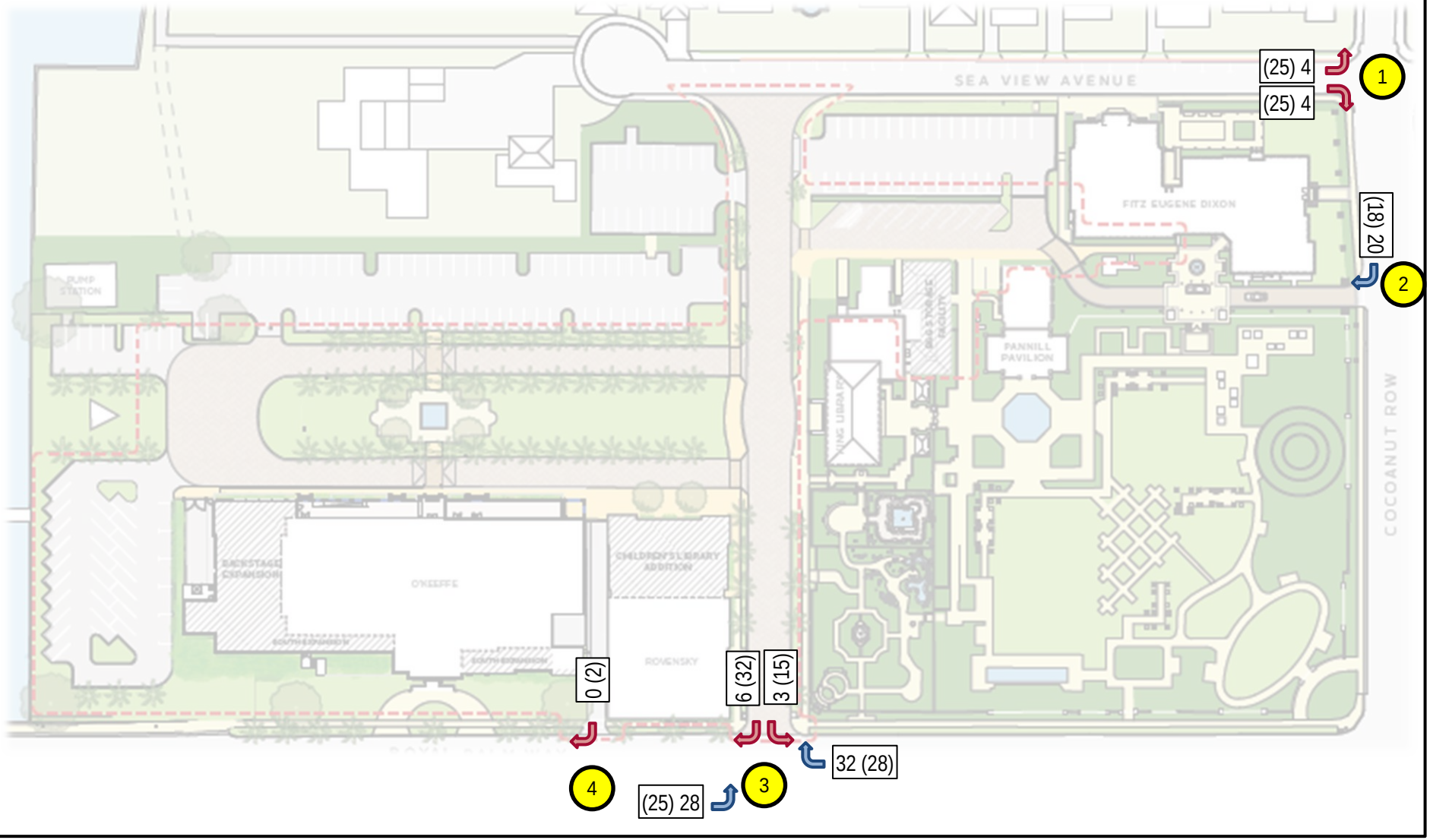
FIGURE 2

Society For The Four Arts

KH #245350000

Project Traffic Assignment

Kimley»Horn



NORTH

LEGEND

X — Access Point Number

(XX) XX — AM (PM) Peak hour volume of Society Of The Four Arts traffic – INBOUND

(XX) XX — AM (PM) Peak hour volume of Society Of The Four Arts traffic – OUTBOUND

FIGURE 3
Society For The Four Arts
KH #245350000
Site Access Volumes

Kimley»Horn

VOLUME DEVELOPMENT SHEET
Society of the Four Arts
Cocoanut Row & Royal Palm Way
EXISTING GEOMETRY

Growth Rate =	2.33%
Peak Season =	1
Buildout Year =	2029
Years =	5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
'Existing Volume on 3/13/2024	84	40	13	69	61	103	297	812	30	0	469	39
Peak Season Volume	84	40	13	69	61	103	297	812	30	0	469	39
Historic Growth (2.33%) Traffic Volume Growth	10	5	2	8	7	13	36	99	4	0	57	5
TOPB Committed Development												
160 Royal Palm Way / The Palm House Hotel								20			15	
Breakers				4		21	7	2			7	1
184 Sunset Avenue (Low-rise Multifamily Development)												
Other Committed	-1	1	0	0	1	0	1	0	-3	0	0	0
TOPB Subtotal	*-1*	*1*	*0*	*4*	*1*	*21*	*8*	*22*	*-3*	*0*	*22*	*1*
WPB Committed Traffic												
Inbound Traffic Assignment							29.0%	60.0%	11.0%			
Inbound Traffic Volumes							59	122	22			
Outbound Traffic Assignment	11.0%					29.0%					60.0%	
Outbound Traffic Volumes	9					25					51	
WPB Subtotal	*9*	*0*	*0*	*0*	*0*	25	59	*122*	22	*0*	*51*	*0*
Background Traffic Volumes	102	45	15	77	68	141	392	1,033	56	0	577	44
Project Traffic												
Inbound Traffic Assignment	5.0%										35.0%	
Inbound Traffic Volumes	1										5	
Outbound Traffic Assignment				20.0%	5.0%			10.0%	5.0%			
Outbound Traffic Volumes				1								
Project Traffic	1	0	0	1	0	0	0	0	0	0	5	0
TOTAL TRAFFIC	**103**	**45**	**15**	**78**	**68**	**141**	**392**	**1,033**	**56**	**0**	**582**	**44**

Mid-Day Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
'Existing Volume on 3/13/2024	144	87	24	47	16	309	156	755	44	1	657	88
Peak Season Volume	144	87	24	47	16	309	156	755	44	1	657	88
Historic Growth (2.33%) Traffic Volume Growth	18	11	3	6	2	38	19	92	5	0	80	11
TOPB Committed Development												
160 Royal Palm Way / The Palm House Hotel								26			20	
Breakers												
184 Sunset Avenue (Low-rise Multifamily Development)												
Other Committed												
TOPB Subtotal	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*26*	*0*	*0*	*20*	*0*
WPB Committed Traffic												
Inbound Traffic Assignment							29.0%	60.0%	11.0%			
Inbound Traffic Volumes												
Outbound Traffic Assignment	11.0%					29.0%					60.0%	
Outbound Traffic Volumes												
WPB Subtotal	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background Traffic Volumes	162	98	27	53	18	347	175	873	49	1	757	99
Inbound Traffic Assignment	5.0%										35.0%	
Inbound Traffic Volumes	1										5	
Outbound Traffic Assignment				20.0%				10.0%	5.0%			
Outbound Traffic Volumes				2				1	1			
Project Traffic	1	0	0	2	0	0	0	1	1	0	5	0
TOTAL TRAFFIC	**163**	**98**	**27**	**55**	**18**	**347**	**175**	**874**	**50**	**1**	**762**	**99**

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
'Existing Volume on 3/13/2024	224	54	5	78	67	349	223	621	37	0	847	52
Peak Season Volume	224	54	5	78	67	349	223	621	37	0	847	52
Historic Growth (2.33%) Traffic Volume Growth	27	7	1	10	8	43	27	76	5	0	103	6
TOPB Committed Development												
160 Royal Palm Way / The Palm House Hotel								19			20	
Breakers				2		13	21	6			5	4
184 Sunset Avenue (Low-rise Multifamily Development)												
Other Committed	-1	1	0	0	1	2	6	0	0	0	2	3
TOPB Subtotal	*-1*	*1*	*0*	*2*	*1*	*15*	*27*	*25*	*0*	*0*	*27*	*7*
WPB Committed Traffic												
Inbound Traffic Assignment							29.0%	60.0%	11.0%			
Inbound Traffic Volumes							45	93	17			
Outbound Traffic Assignment	11.0%					29.0%					60.0%	
Outbound Traffic Volumes	26					69					143	
WPB Subtotal	*26*	*0*	*0*	*0*	*0*	*69*	*45*	*93*	*17*	*0*	*143*	*0*
Background Traffic Volumes	276	62	6	90	76	476	322	815	59	0	1,120	65
Project Traffic												
Inbound Traffic Assignment	5.0%										35.0%	
Inbound Traffic Volumes	1										4	
Outbound Traffic Assignment				20.0%	5.0%			10.0%	5.0%			
Outbound Traffic Volumes				5	1			3	1			
Project Traffic	1	0	0	5	1	0	0	3	1	0	4	0
TOTAL TRAFFIC	**277**	**62**	**6**	**95**	**77**	**476**	**322**	**818**	**60**	**0**	**1,124**	**65**

VOLUME DEVELOPMENT SHEET
Society of the Four Arts
South County Road & Royal Palm Way
EXISTING GEOMETRY

Growth Rate =	2.33%
Peak Season =	1
Buildout Year =	2029
Years =	5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
'Existing Volume on 3/13/2024	104	164	21	4	296	297	310	208	183	0	119	19
Peak Season Volume	104	164	21	4	296	297	310	208	183	0	119	19
Historic Growth (2.33%) Traffic Volume Growth	13	20	3	0	36	36	38	25	22	0	15	2
TOPB Committed Development												
160 Royal Palm Way / The Palm House Hotel			6	2				20		5	15	1
Breakers	1	1			4	7	43					
184 Sunset Avenue (Low-rise Multifamily Development)												
Other Committed	0	3	0	0	3	0	0	0	0	1	0	2
TOPB Subtotal	*1*	*4*	*6*	*2*	*7*	*7*	*43*	*20*	*0*	*6*	*15*	*3*
WPB Committed Traffic												
Inbound Traffic Assignment							32.0%	4.0%	24.0%			
Inbound Traffic Volumes							65	8	49			
Outbound Traffic Assignment	24.0%					32.0%					4.0%	
Outbound Traffic Volumes	20					27					3	
WPB Subtotal	*20*	*0*	*0*	*0*	*0*	*27*	*65*	*8*	*49*	*0*	*3*	*0*
Background Traffic Volumes	138	184	24	4	332	360	413	241	254	0	137	21
Project Traffic												
Inbound Traffic Assignment	15.0%					10.0%					10.0%	
Inbound Traffic Volumes	2					1					1	
Outbound Traffic Assignment							10.0%	10.0%	15.0%			
Outbound Traffic Volumes												
Project Traffic	2	0	0	0	0	1	0	0	0	0	1	0
TOTAL TRAFFIC	**140**	**184**	**24**	**4**	**332**	**361**	**413**	**241**	**254**	**0**	**138**	**21**

Mid-Day Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
'Existing Volume on 3/13/2024	173	262	36	4	355	422	372	179	196	2	110	41
Peak Season Volume	173	262	36	4	355	422	372	179	196	2	110	41
Historic Growth (2.33%) Traffic Volume Growth	21	32	4	0	43	52	45	22	24	0	13	5
TOPB Committed Development												
160 Royal Palm Way / The Palm House Hotel			9	2				26		6	20	1
Breakers												
184 Sunset Avenue (Low-rise Multifamily Development)												
Other Committed												
TOPB Subtotal	*0*	*0*	*9*	*2*	*0*	*0*	*0*	*26*	*0*	*6*	*20*	*1*
WPB Committed Traffic												
Inbound Traffic Assignment							32.0%	4.0%	24.0%			
Inbound Traffic Volumes												
Outbound Traffic Assignment	24.0%					32.0%					4.0%	
Outbound Traffic Volumes												
WPB Subtotal	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background Traffic Volumes	194	294	49	6	398	474	417	227	220	8	143	47
Inbound Traffic Assignment	15.0%					10.0%					10.0%	
Inbound Traffic Volumes	2					1					1	
Outbound Traffic Assignment							10.0%	10.0%	15.0%			
Outbound Traffic Volumes							1	1	2			
Project Traffic	2	0	0	0	0	1	1	1	2	0	1	0
TOTAL TRAFFIC	**196**	**294**	**49**	**6**	**398**	**475**	**418**	**228**	**222**	**8**	**144**	**47**

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
'Existing Volume on 3/13/2024	254	223	21	5	309	310	282	223	218	0	240	30
Peak Season Volume	254	223	21	5	309	310	282	223	218	0	240	30
Historic Growth (2.33%) Traffic Volume Growth	31	27	3	1	38	38	34	27	27	0	29	4
TOPB Committed Development												
160 Royal Palm Way / The Palm House Hotel			5	1				19		5	20	1
Breakers	4	4			3	5	6		2			
184 Sunset Avenue (Low-rise Multifamily Development)												
Other Committed	0	7	0	0	6	0	0	0	0	6	2	13
TOPB Subtotal	*4*	*11*	*5*	*1*	*9*	*5*	*6*	*19*	*2*	*11*	*22*	*14*
WPB Committed Traffic												
Inbound Traffic Assignment							32.0%	4.0%	24.0%			
Inbound Traffic Volumes							50	6	37			
Outbound Traffic Assignment	24.0%					32.0%					4.0%	
Outbound Traffic Volumes	57					76					10	
WPB Subtotal	*57*	*0*	*0*	*0*	*0*	*76*	*50*	*6*	*37*	*0*	*10*	*0*
Background Traffic Volumes	346	261	29	7	356	429	372	275	284	11	301	48
Project Traffic												
Inbound Traffic Assignment	15.0%					10.0%					10.0%	
Inbound Traffic Volumes	2					1					1	
Outbound Traffic Assignment							10.0%	10.0%	15.0%			
Outbound Traffic Volumes							3	3	4			
Project Traffic	2	0	0	0	0	1	3	3	4	0	1	0
TOTAL TRAFFIC	**348**	**261**	**29**	**7**	**356**	**430**	**375**	**278**	**288**	**11**	**302**	**48**

VOLUME DEVELOPMENT SHEET
Society of the Four Arts
Cocoanut Row & Seaview Avenue
EXISTING GEOMETRY

Growth Rate =	2.33%
Peak Season =	1.03
Buildout Year =	2029
Years =	5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
'Existing Volume on 04/02/2024		369			151		5		34	179	1	73
Peak Season Volume	0	380	0	0	156	0	5	0	35	184	1	75
Historic Growth (2.33%) Traffic Volume Growth	0	46	0	0	19	0	1	0	4	22	0	9
TOPB Committed Development												
160 Royal Palm Way / The Palm House Hotel												
Breakers												
184 Sunset Avenue (Low-rise Multifamily Development)												
Other Committed	0	1	0	0	1	0	1	0	0	0	0	0
TOPB Subtotal	*0*	*1*	*0*	*0*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*0*
WPB Committed Traffic												
Inbound Traffic Assignment		29.0%										
Inbound Traffic Volumes		59										
Outbound Traffic Assignment					27.0%					2.0%		
Outbound Traffic Volumes					23					2		
WPB Subtotal	*0*	*59*	*0*	*0*	*23*	*0*	*0*	*0*	*0*	*2*	*0*	*0*
Background Traffic Volumes	0	485	0	0	198	0	6	0	39	208	1	84
Project Traffic												
Inbound Traffic Assignment					25.0%							
Inbound Traffic Volumes					4							
Outbound Traffic Assignment							25.0%		25.0%			
Outbound Traffic Volumes							1		1			
Project Traffic	0	0	0	0	4	0	1	0	1	0	0	0
TOTAL TRAFFIC	**0**	**485**	**0**	**0**	**202**	**0**	**7**	**0**	**40**	**208**	**1**	**84**

Mid-Day Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
'Existing Volume on 04/02/2024		348			348		18		29	70		24
Peak Season Volume	0	358	0	0	358	0	19	0	30	72	0	25
Historic Growth (2.33%) Traffic Volume Growth	0	44	0	0	44	0	2	0	4	9	0	3
TOPB Committed Development												
160 Royal Palm Way / The Palm House Hotel												
Breakers												
184 Sunset Avenue (Low-rise Multifamily Development)												
Other Committed												
TOPB Subtotal	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
WPB Committed Traffic												
Inbound Traffic Assignment		29.0%										
Inbound Traffic Volumes												
Outbound Traffic Assignment					27.0%					2.0%		
Outbound Traffic Volumes												
WPB Subtotal	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background Traffic Volumes	0	402	0	0	402	0	21	0	34	81	0	28
Inbound Traffic Assignment					25.0%							
Inbound Traffic Volumes					4							
Outbound Traffic Assignment							25.0%		25.0%			
Outbound Traffic Volumes							3		3			
Project Traffic	0	0	0	0	4	0	3	0	3	0	0	0
TOTAL TRAFFIC	**0**	**402**	**0**	**0**	**406**	**0**	**24**	**0**	**37**	**81**	**0**	**28**

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
'Existing Volume on 04/02/2024	2	341			372		13		13	134		57
Peak Season Volume	2	351	0	0	383	0	13	0	13	138	0	59
Historic Growth (2.33%) Traffic Volume Growth	0	43	0	0	47	0	2	0	2	17	0	7
TOPB Committed Development												
160 Royal Palm Way / The Palm House Hotel												
Breakers												
184 Sunset Avenue (Low-rise Multifamily Development)												
Other Committed	0	1	0	1	1	2	6	0	0	0	0	3
TOPB Subtotal	*0*	*1*	*0*	*1*	*1*	*2*	*6*	*0*	*0*	*0*	*0*	*3*
WPB Committed Traffic												
Inbound Traffic Assignment		29.0%										
Inbound Traffic Volumes		45										
Outbound Traffic Assignment					27.0%					2.0%		
Outbound Traffic Volumes					64					5		
WPB Subtotal	*0*	*45*	*0*	*0*	*64*	*0*	*0*	*0*	*0*	*5*	*0*	*0*
Background Traffic Volumes	2	440	0	1	495	2	21	0	15	160	0	69
Project Traffic												
Inbound Traffic Assignment					25.0%							
Inbound Traffic Volumes					3							
Outbound Traffic Assignment							25.0%		25.0%			
Outbound Traffic Volumes							6		6			
Project Traffic	0	0	0	0	3	0	6	0	6	0	0	0
TOTAL TRAFFIC	**2**	**440**	**0**	**1**	**498**	**2**	**27**	**0**	**21**	**160**	**0**	**69**

VOLUME DEVELOPMENT SHEET
Society of the Four Arts
Four Arts Plaza & Royal Palm Way
EXISTING GEOMETRY

Growth Rate = 2.33%
Peak Season = 1.22
Buildout Year = 2029
Years = 5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
*Existing Volume on 09/23/2024	0	0	0	1	0	27	70	1,618	0	1	581	7
Peak Season Volume	0	0	0	1	0	33	85	1,974	0	1	709	9
Historic Growth (2.33%) Traffic Volume Growth	0	0	0	0	0	4	10	241	0	0	87	1
TOPB Committed Development												
160 Royal Palm Way / The Palm House Hotel												
Breakers												
184 Sunset Avenue (Low-rise Multifamily Development)												
Other Committed	-1	0	0	0	0	1	0	0	0	0	1	0
TOPB Subtotal	*-1*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*1*	*0*
WPB Committed Traffic												
Inbound Traffic Assignment								100.0%				
Inbound Traffic Volumes								203				
Outbound Traffic Assignment											100.0%	
Outbound Traffic Volumes											85	
WPB Subtotal	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*203*	*0*	*0*	*85*	*0*
Background Traffic Volumes	-1	0	0	1	0	37	95	2,418	0	1	881	10
Project Traffic												
Inbound Traffic Assignment							35.0%					40.0%
Inbound Traffic Volumes							5					6
Outbound Traffic Assignment				15.0%		33.0%						
Outbound Traffic Volumes						1						
Project Traffic	0	0	0	0	0	1	5	0	0	0	0	6
TOTAL TRAFFIC	**0**	**0**	**0**	**1**	**0**	**38**	**100**	**2,418**	**0**	**1**	**881**	**16**

Mid-Day Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
*Existing Volume on 09/23/2024	0	0	0	0	0	40	81	723	0	6	1,341	26
Peak Season Volume	0	0	0	0	0	49	99	882	0	7	1,636	32
Historic Growth (2.33%) Traffic Volume Growth	0	0	0	0	0	6	12	108	0	1	200	4
TOPB Committed Development												
160 Royal Palm Way / The Palm House Hotel												
Breakers												
184 Sunset Avenue (Low-rise Multifamily Development)												
Other Committed												
TOPB Subtotal	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
WPB Committed Traffic												
Inbound Traffic Assignment								100.0%				
Inbound Traffic Volumes												
Outbound Traffic Assignment											100.0%	
Outbound Traffic Volumes												
WPB Subtotal	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background Traffic Volumes	0	0	0	0	0	55	111	990	0	8	1,836	36
Inbound Traffic Assignment							35.0%					40.0%
Inbound Traffic Volumes							5					6
Outbound Traffic Assignment				15.0%		33.0%						
Outbound Traffic Volumes				2		4						
Project Traffic	0	0	0	2	0	4	5	0	0	0	0	6
TOTAL TRAFFIC	**0**	**0**	**0**	**2**	**0**	**59**	**116**	**990**	**0**	**8**	**1,836**	**42**

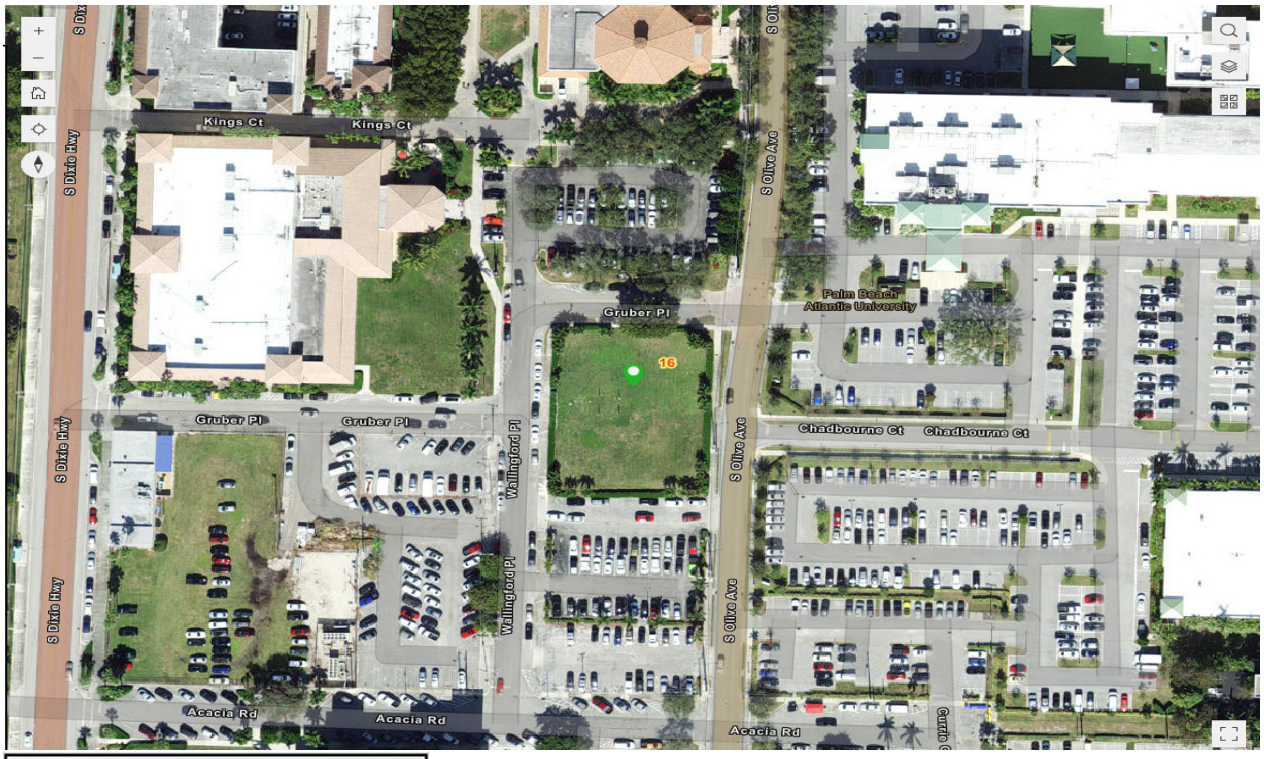
PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
*Existing Volume on 09/23/2024	0	0	0	0	0	41	121	636	0	2	1,659	14
Peak Season Volume	0	0	0	0	0	50	148	776	0	2	2,024	17
Historic Growth (2.33%) Traffic Volume Growth	0	0	0	0	0	6	18	95	0	0	247	2
TOPB Committed Development												
160 Royal Palm Way / The Palm House Hotel												
Breakers												
184 Sunset Avenue (Low-rise Multifamily Development)												
Other Committed	-1	0	0	0	0	1	0	8	0	0	4	0
TOPB Subtotal	*-1*	*0*	*0*	*0*	*0*	*1*	*0*	*8*	*0*	*0*	*4*	*0*
WPB Committed Traffic												
Inbound Traffic Assignment								100.0%				
Inbound Traffic Volumes								155				
Outbound Traffic Assignment											100.0%	
Outbound Traffic Volumes											238	
WPB Subtotal	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*155*	*0*	*0*	*238*	*0*
Background Traffic Volumes	-1	0	0	0	0	57	166	1,034	0	2	2,513	19
Project Traffic												
Inbound Traffic Assignment							35.0%					40.0%
Inbound Traffic Volumes							4					4
Outbound Traffic Assignment				15.0%		33.0%						
Outbound Traffic Volumes				4		8						
Project Traffic	0	0	0	4	0	8	4	0	0	0	0	4
TOTAL TRAFFIC	**0**	**0**	**0**	**4**	**0**	**65**	**170**	**1,034**	**0**	**2**	**2,513**	**23**

NUMBER	CITY OF WEST PALM BEACH DEVELOPMENT PROJECTS- UNDER REVIEW	BUILDOUT YEAR	DAILY TRIPS	AM PEAK HOUR TRIPS	PM PEAK HOUR TRIPS	AM PEAK HOUR ENTERING TRIPS	AM PEAK HOUR EXITING TRIPS	PM PEAK HOUR ENTERING TRIPS	PM PEAK HOUR EXITING TRIPS	SOUTHERN BLVD TRIP ASSIGNMENT		ROYAL PALM WAY TRIP ASSIGNMENT		ROYAL POINCIANA WAY TRIP ASSIGNMENT		TOPB AM PEAK HOUR ENTERING TRIPS			TOPB AM PEAK HOUR EXITING TRIPS			TOPB PM PEAK HOUR ENTERING TRIPS			TOPB PM PEAK HOUR EXITING TRIPS		
																SB	RPW	RPCW	SB	RPW	RPCW	SB	RPW	RPCW	SB	RPW	RPCW
1	PBAU Business School- 1199 S. Olive Avenue, WPB, FL.	Unknown	3765	180	180	140	40	58	122	0%	0%	5%	5%	0%	0%	0	7	0	0	2	0	0	3	0	0	7	0
2	PBAU Housing and Parking Garage- 1200 S. Dixie Highway, WPB, FL.	Unknown	1249	79	95	21	58	59	36	0%	0%	5%	5%	0%	0%	0	1	0	0	3	0	0	3	0	0	2	0
3	Currie Park Redevelopment- 2400 N. Flagler Drive WPB, FL.	Unknown	99	0	24	0	0	13	11	0%	0%	0%	0%	1%	1%	0	0	0	0	0	0	0	0	1	0	0	1
4	Carefree 6 at Flamingo- 2000 S. Dixie Highway, WPB, FL.	2025	1657	30	100	11	20	57	43	1%	1%	2%	2%	0%	0%	1	1	0	1	1	0	1	2	0	1	1	0
5	Apogee- 4906 N. Flagler Drive, WPB, FL.	Unknown	209	17	18	4	13	11	7	0%	0%	0%	0%	1%	1%	0	0	1	0	0	1	0	0	1	0	0	1
6	Shorecrest- 1901 N. Flagler Drive, WPB, FL.	Unknown	1388	103	116	45	58	61	55	0%	0%	1%	1%	2%	2%	0	1	1	0	1	2	0	1	2	0	1	2
7	Alba Reserve- 4720 N. Flagler Drive, WPB, FL.	Unknown	704	38	46	10	28	28	18	0%	0%	1%	1%	2%	2%	0	1	1	0	1	1	0	1	1	0	1	1
8	Deco Northwood- 2900 Broadway, WPB, FL.	2028	758	62	65	14	48	40	25	0%	0%	0%	0%	5%	5%	0	0	1	0	0	3	0	0	2	0	0	2
9	District Pointe- 1501 Belvedere Road, WPB, FL.	Unknown	4274	261	297	126	135	150	147	2%	2%	2%	2%	0%	0%	3	3	0	3	3	0	3	3	0	3	3	0
10	Flagler House- 3705 S. Flagler Drive, WPB, FL.	Unknown	796	33	48	11	22	28	20	10%	10%	0%	0%	0%	0%	1	0	0	2	0	0	3	0	0	3	0	0
11	Flaming Car Wash at Palms Gateway- 1510 Belvedere Road, WPB, FL.	Unknown	503	53	53	26	27	26	27	2%	2%	2%	2%	0%	0%	1	1	0	1	1	0	1	1	0	1	1	0
12	Keiser University Acquatic Center-2600 N. Military Trail	Unknown	1898	126	197	83	43	93	104	0%	0%	2%	2%	2%	2%	0	2	2	0	1	1	0	2	2	0	2	2
13	Maude Ford Lee- 4200 N. Australian Avenue, WPB, FL.	Unknown	1009	105	106	93	12	16	90	0%	0%	2%	2%	5%	5%	0	2	1	0	1	5	0	1	1	0	2	5
14	Parkland Tower- 2015 Broward, WPB, FL.	Unknown	678	36	44	9	27	27	17	0%	0%	0%	0%	2%	2%	0	0	1	0	0	1	0	0	1	0	0	1
15	5400 N. Flagler- 5400 N. Flagler Road, WPB, FL.	Unknown	742	40	48	10	30	30	18	0%	0%	0%	0%	2%	2%	0	0	1	0	0	1	0	0	1	0	0	1
			19729	1163	1437	603	561	697	740							6	19	9	7	14	15	8	17	12	8	20	16

City of West Palm Beach Development Projects (In Review)

1. PBAU Business School- 119 S Olive Avenue, WPB, FL.





PBAU Business School
Location : 1199 S Olive Avenue
Project Manager : Linda Louie
Summary : Construction of a 6 story 125,915 sq ft business school.

In Review

16

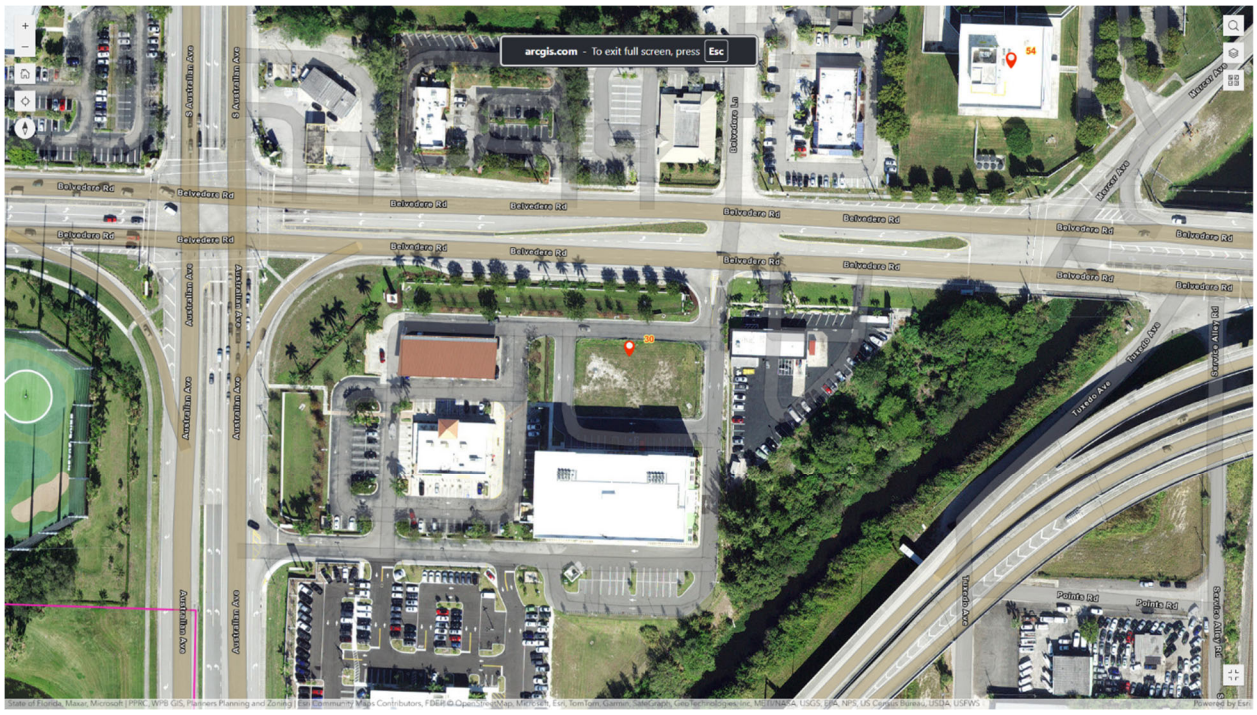
Proposed Land Use

- **Business School- 6 stories, 125,915 s.f.**

Buildout-

Palm Beach County TPS- Not entered in database.

2. Flamingo Car Wash at Palms Gateway CPD- 1510 Belvedere Rd, WPB, FL.





Flamingo Car Wash at Palms Gateway CPD

Location : 1510 Belvedere Rd
Project Manager : Linda Louie
Summary : 3,708 sq ft car wash facility.

In Review

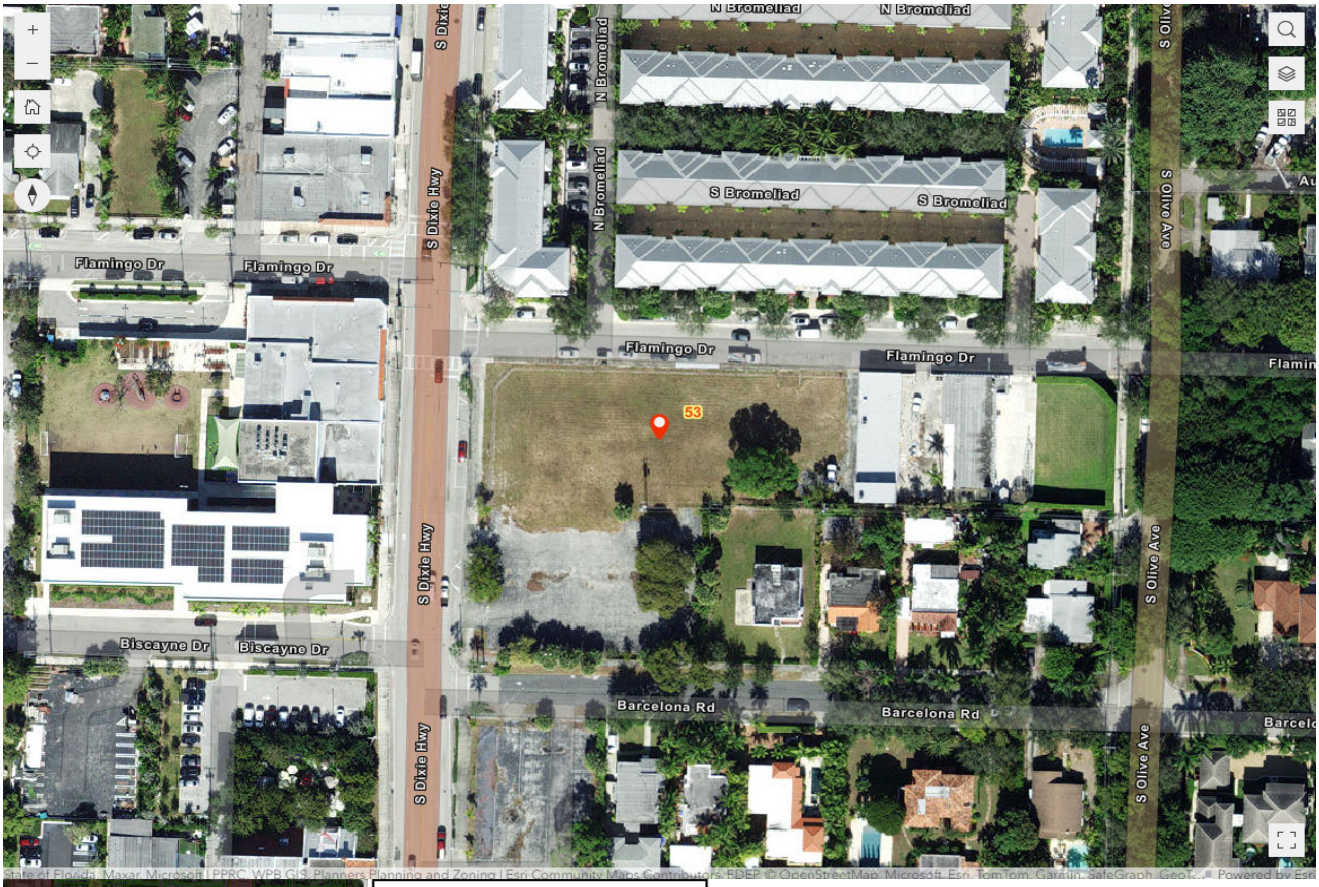
Proposed Land Use

- **Car Wash – 3,708 s.f.**

Buildout-

Palm Beach County TPS- Not entered in database.

3. Carefree 6 at Flamingo- 2000 S. Dixie Highway, WPB, FL.



TPS Projects Info

Distance: 0 ft / 0 miles
Project ID: 11187
PBC ID: 221104
Project: Carefree Theater
Buildout Year: 2025
Date Approved: 01/17/2022
Percent Complete: 0%
Local Government: West Palm Beach
Alternate Name: New Alternate Name goes here
Buildout Year: 2025
Daily Trips: 1657
Total AM: 30
AM Entering: 11
AM Exiting: 20
Total PM: 100
PM Entering: 57
PM Exiting: 43

Lat/Lon: 26.69582, -80.05371

Description	LU Code	Intensity	Units
Multiplex Movie Theater	445	600	Seats

Click Links below for more Info
Aerials2023
Parcels
TPS Intersections
TPS Thoroughfares



Carefree 6 at Flamingo
Location : 2000 S Dixie Hwy
Project Manager : Linda Louie
Summary : Residential 58 Units, Restaurant: 6,700 SF, Theater: 600 Seats

In Review

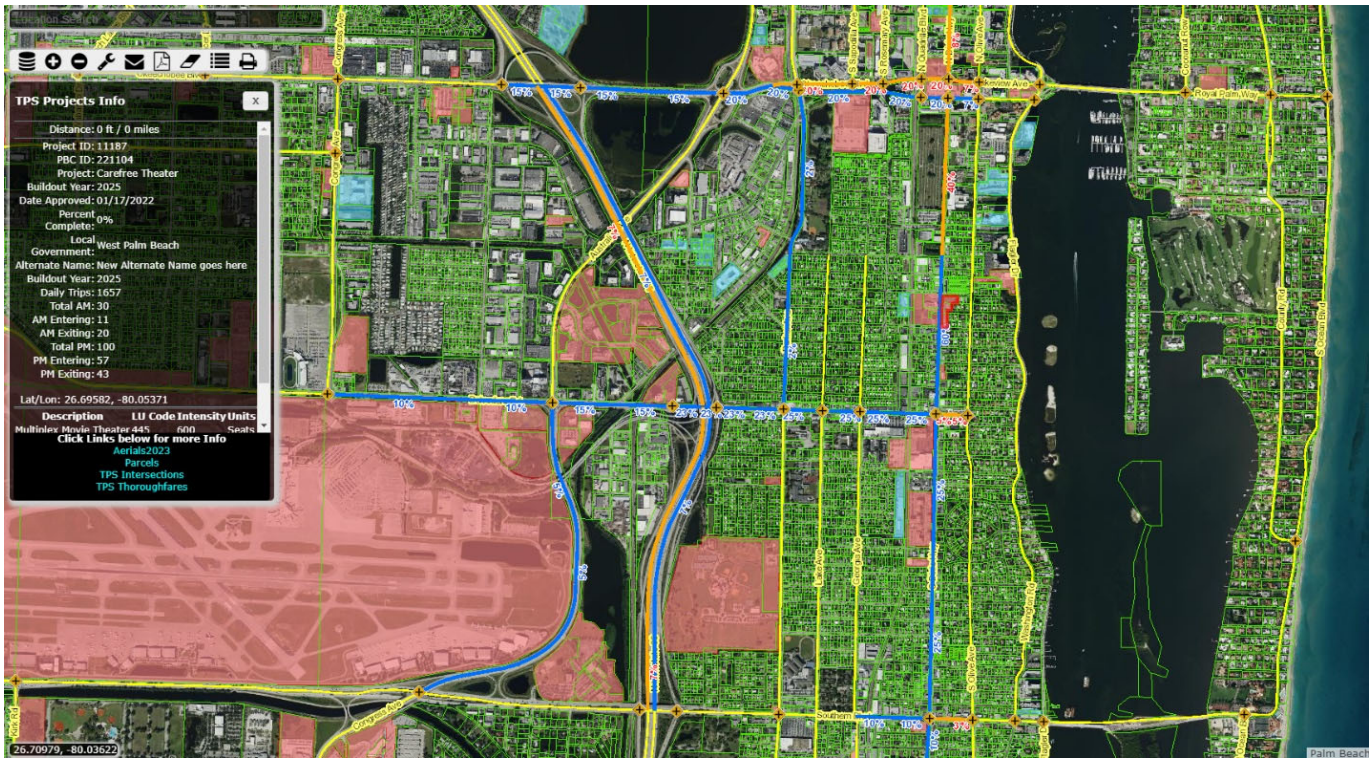
53

Proposed Land Use

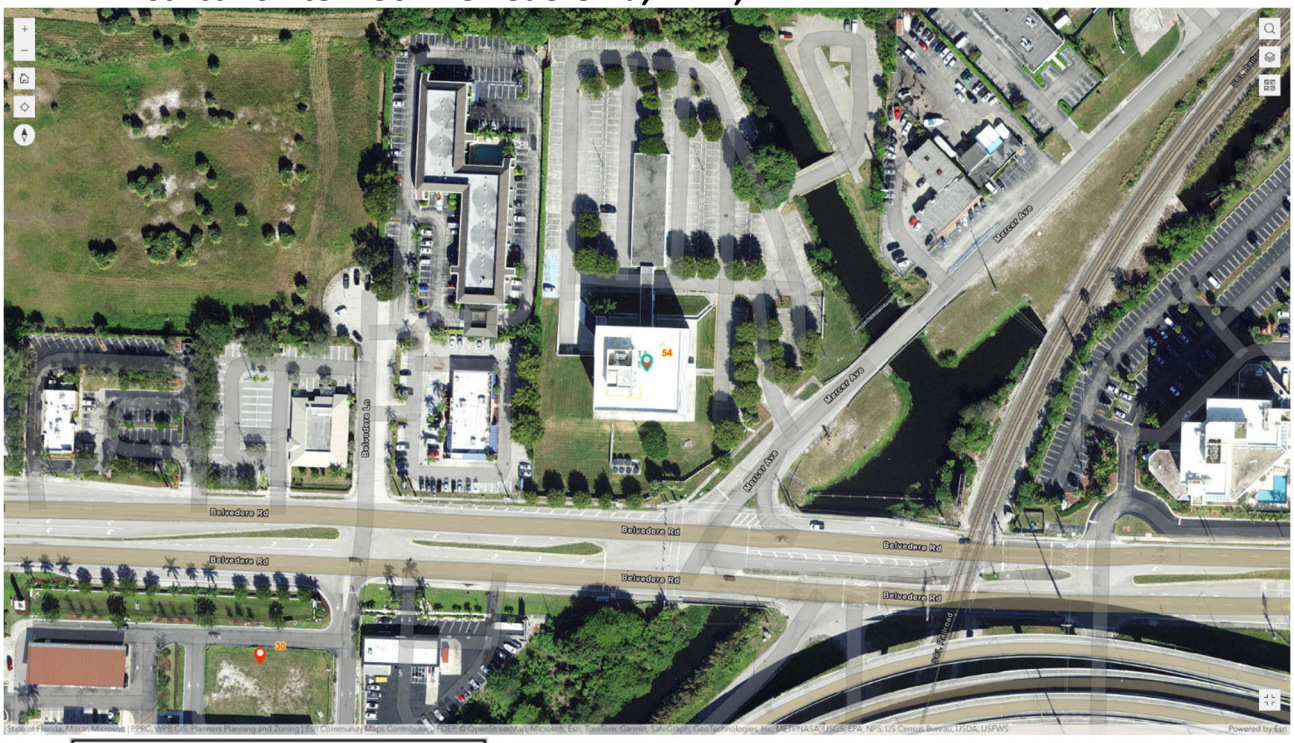
- **Residential- 58 Multifamily Units**
- **Restaurant- 6,700 s.f.**
- **Theatre- 600 seats**

Buildout- 2025

Palm Beach County TPS- See distribution map and site generated trip summary.



4. District Pointe- 1501 Belvedere Rd, WPB, FL.


Belvedere Rd
Belvedere Rd
Belvedere Rd

5. Apogee- 4906 N. Flagler Drive, WPB, FL.





Apogee
Location : 4906 N Flagler Drive
Project Manager : Kevie DeFranc
Summary : Residential Project 63,354 SF, 46 Multifamily Units

In Review

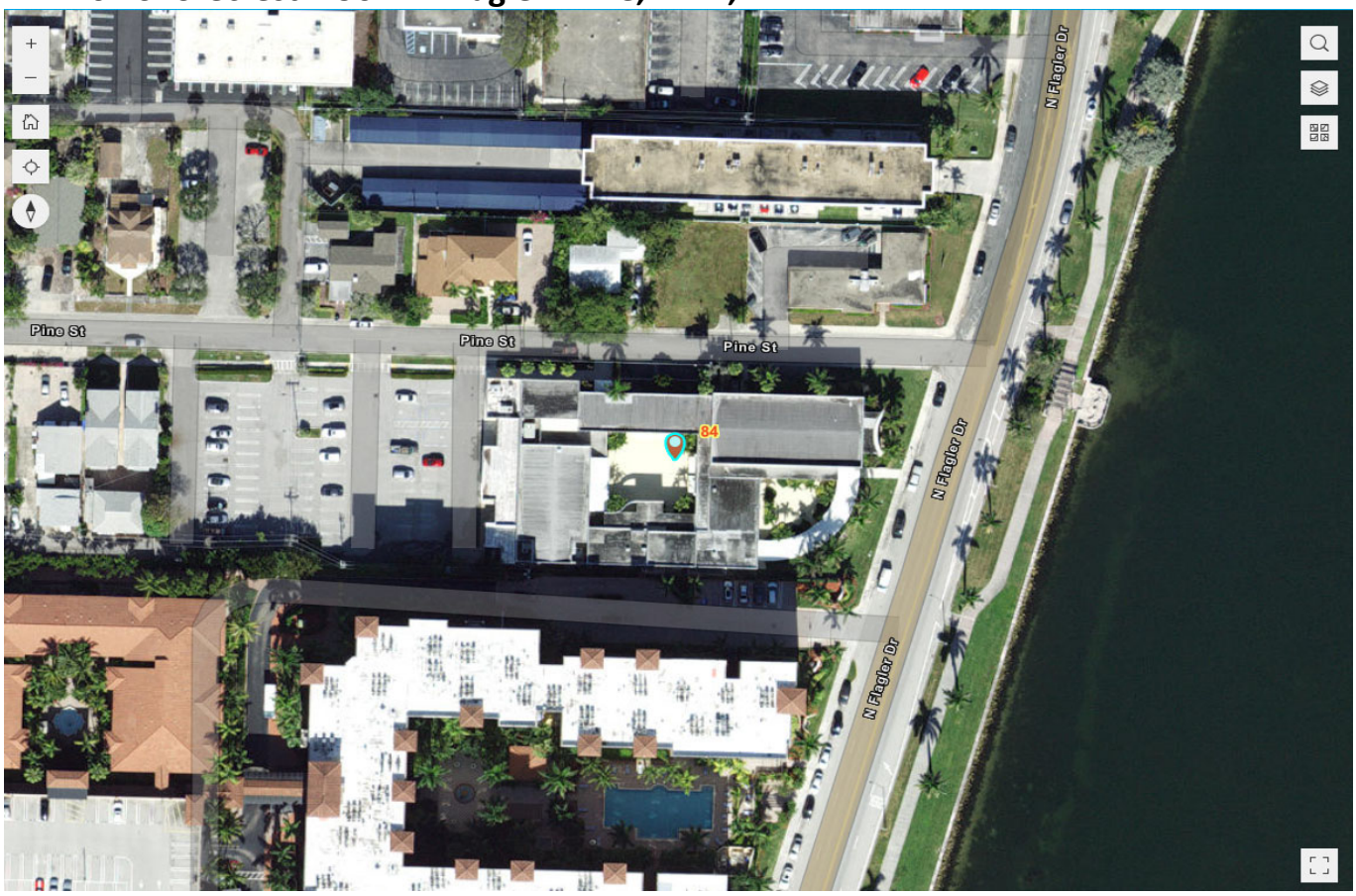
74

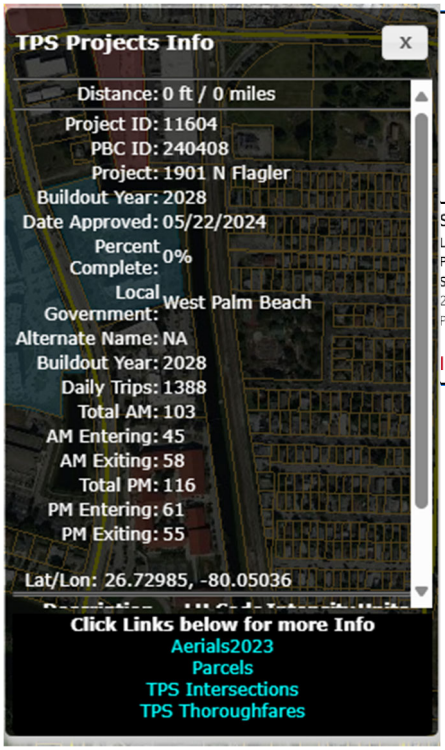
Proposed Land Use

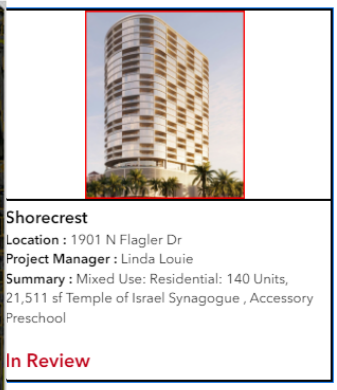
- **Residential- 46 multifamily units; 63,354 s.f.**

Palm Beach County TPS- Not entered in database.

6. Shorecrest- 1901 N. Flagler Drive, WPB, FL.







Shorecrest
Location : 1901 N Flagler Dr
Project Manager : Linda Louie
Summary : Mixed Use: Residential: 140 Units, 21,511 sf Temple of Israel Synagogue , Accessory Preschool

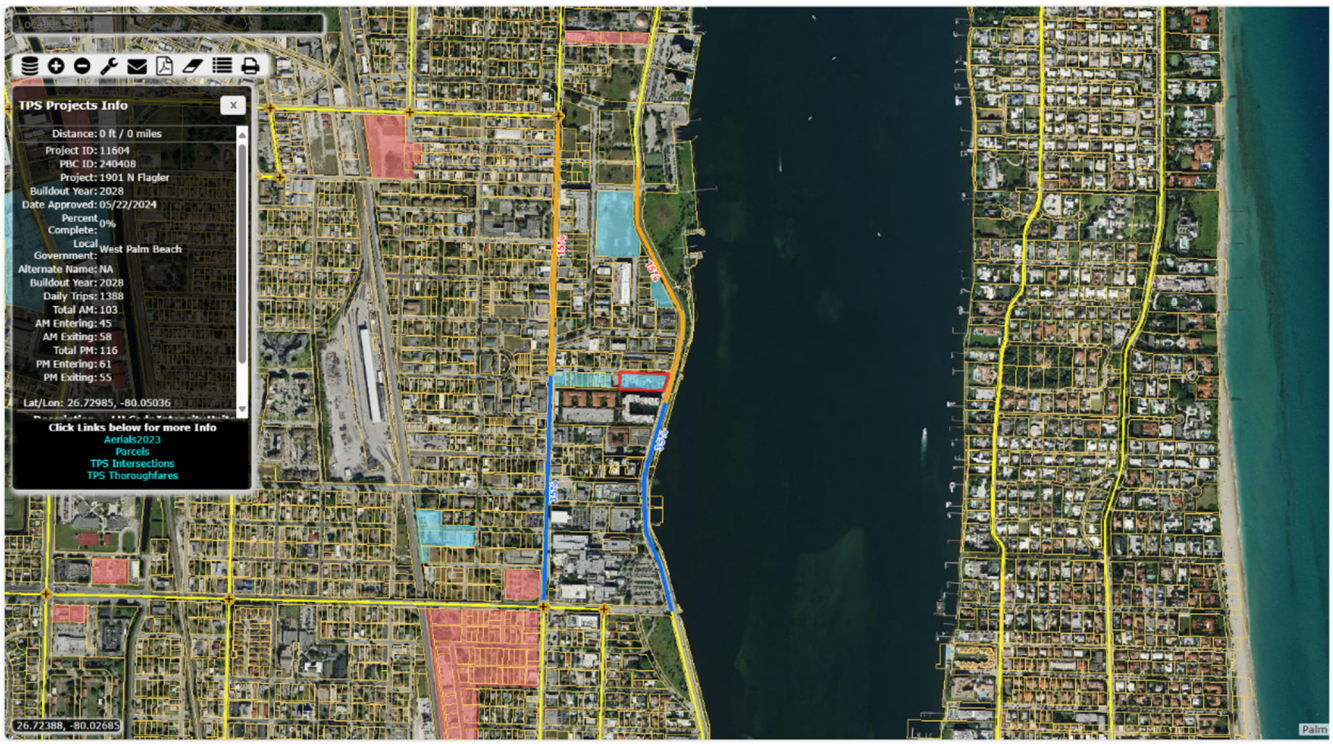
In Review

Buildout- 2028

Proposed Land Use

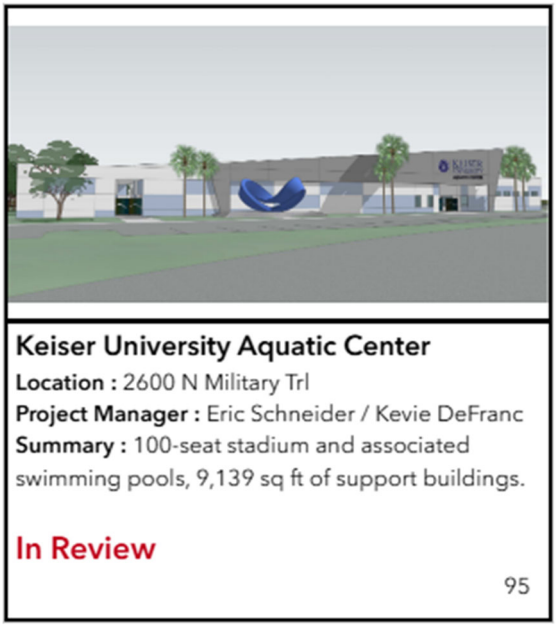
- **Residential- 140 multifamily units**
- **21,511 s.f. Temple of Israel Synagogue w Accessory Pre-School**

Palm Beach County TPS- See distribution map and site generated trip summary.



7. Keiser University Aquatic Center- 2600 N Military Tri, WPB, FL.





Keiser University Aquatic Center
Location : 2600 N Military Trl
Project Manager : Eric Schneider / Kevie DeFranc
Summary : 100-seat stadium and associated swimming pools, 9,139 sq ft of support buildings.

In Review

95

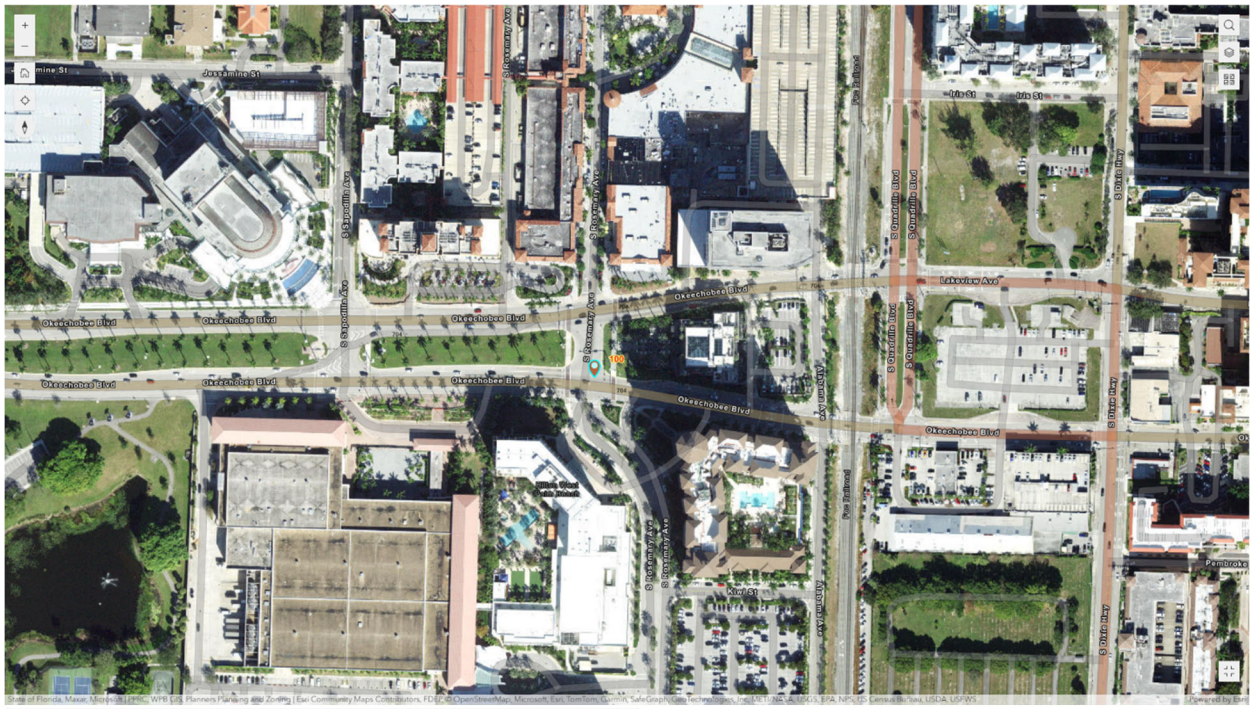
Proposed Land Use

- **100-seat stadium & associated swimming pools**
- **9,139 s.f. support buildings**

Buildout-

Palm Beach County TPS- Not entered in database.

8. West Palm Hotel- 900 S Rosemary Ave, WPB, FL.





West Palm Hotel

Location : 900 S Rosemary Ave

Project Manager : Eric Schneider

Summary : Hotel: 420 rooms, retail space: 9,716 sq ft, parking: six levels, 630 spaces.

In Review

100

Proposed Land Use

- **Hotel- 420 rooms**
- **Retail- 9,716 s.f.**
- **Parking- 630 spaces**

Buildout-

Palm Beach County TPS- Not entered in database.

9. Maude Ford Lee- 4200 N Australian Ave, WPB, FL.





Maude Ford Lee

Location : 4200 N Australian Ave

Project Manager : Alexis Sangeleer

Summary : 57,000 sf Palm Beach County office facility and 213 parking spaces.

In Review

102

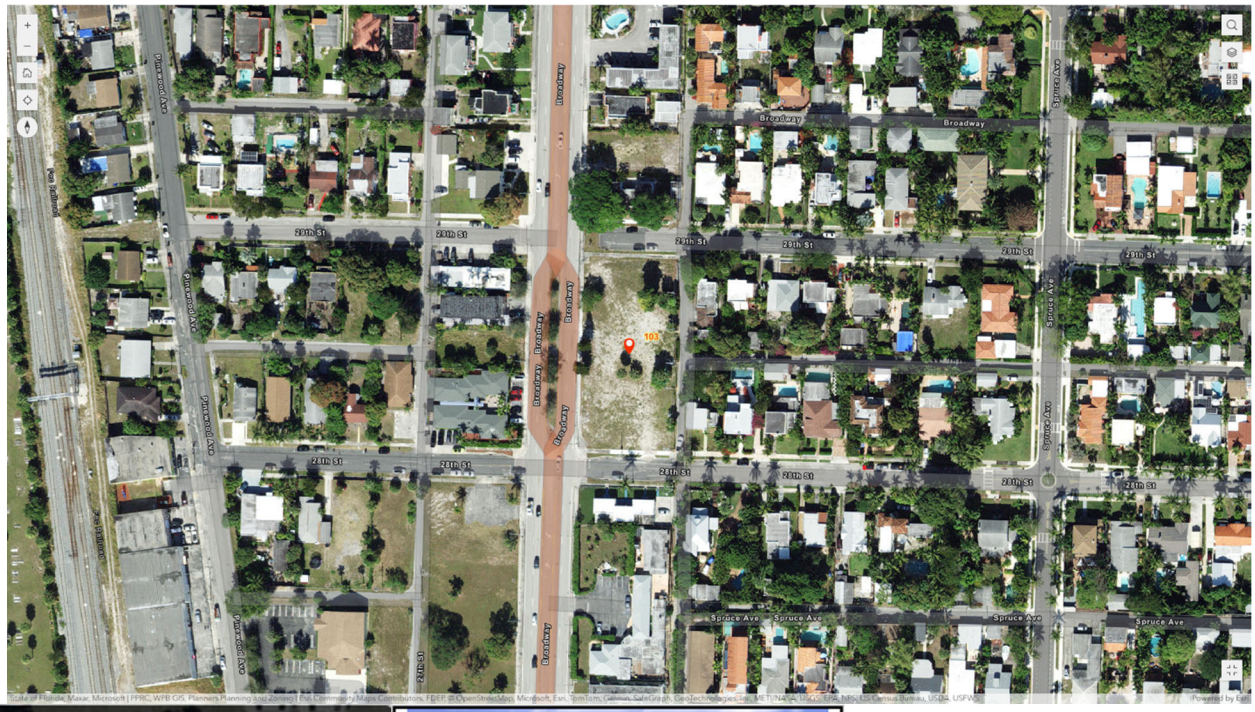
Proposed Land Use

- **Office- 57,000 s.f.**
- **Parking- 213 spaces**

Buildout-

Palm Beach County TPS- Not entered in database.

10. Deco Northwood- 2900 Broadway, WPB, FL.



TPS Projects Info

Distance: 0 ft / 0 miles
Project ID: 11639
PBC ID: 241203
Project: Deco Northwood
Buildout Year: 2028
Date Approved: 03/19/2025
Percent Complete: 0%
Local Government: West Palm Beach
Alternate Name: New Alternate Name goes here
Buildout Year: 2028
Daily Trips: 758
Total AM: 62
AM Entering: 14
AM Exiting: 48
Total PM: 65
PM Entering: 40
PM Exiting: 25

Lat/Lon: 26.73955, -80.05641

Description | LU Code | Intensity | Units

Click Links below for more Info
Aerials2023
Parcels
TPS Intersections
TPS Thoroughfares



Deco Northwood
Location : 2900 Broadway
Project Manager : Jermaine Swaby
Summary : 8-story mixed-use development consisting of 167 residential units and 149 parking spaces.

In Review

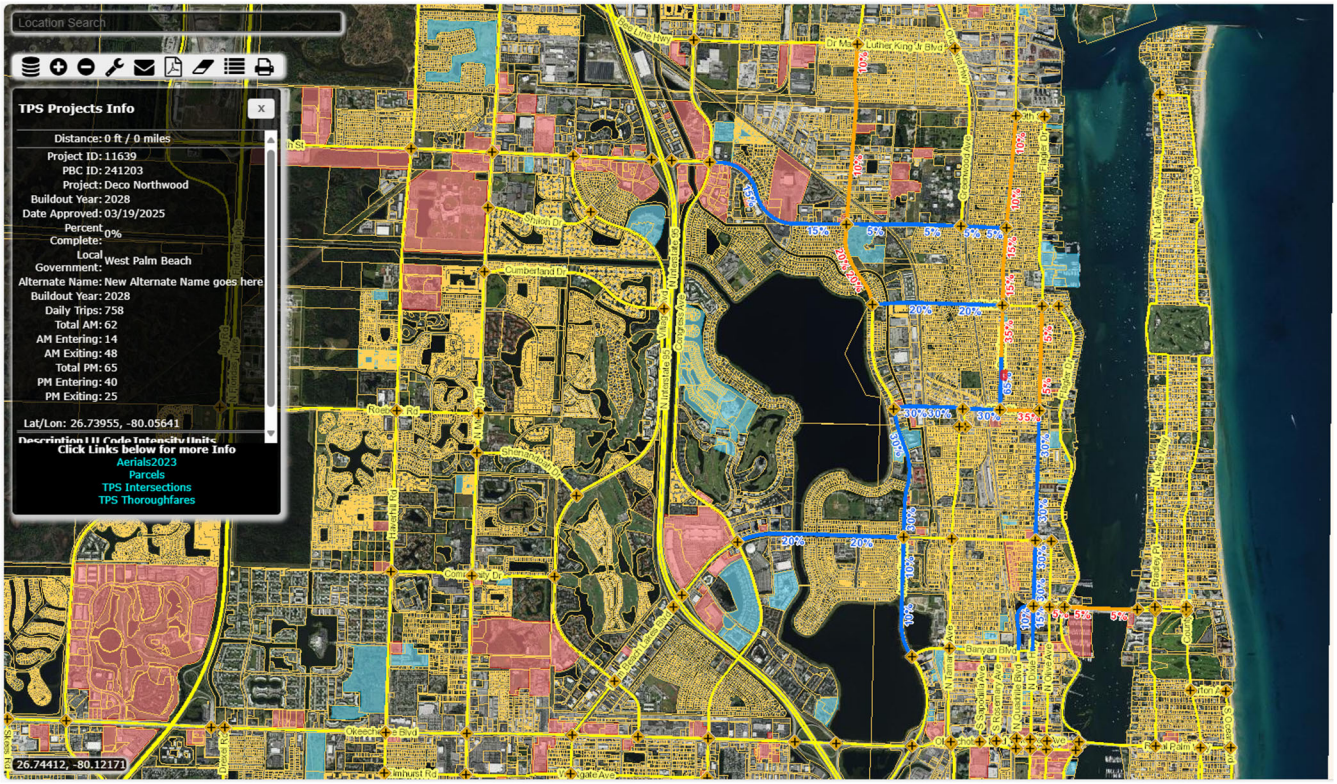
Proposed Land Use

Eight-story mixed-use

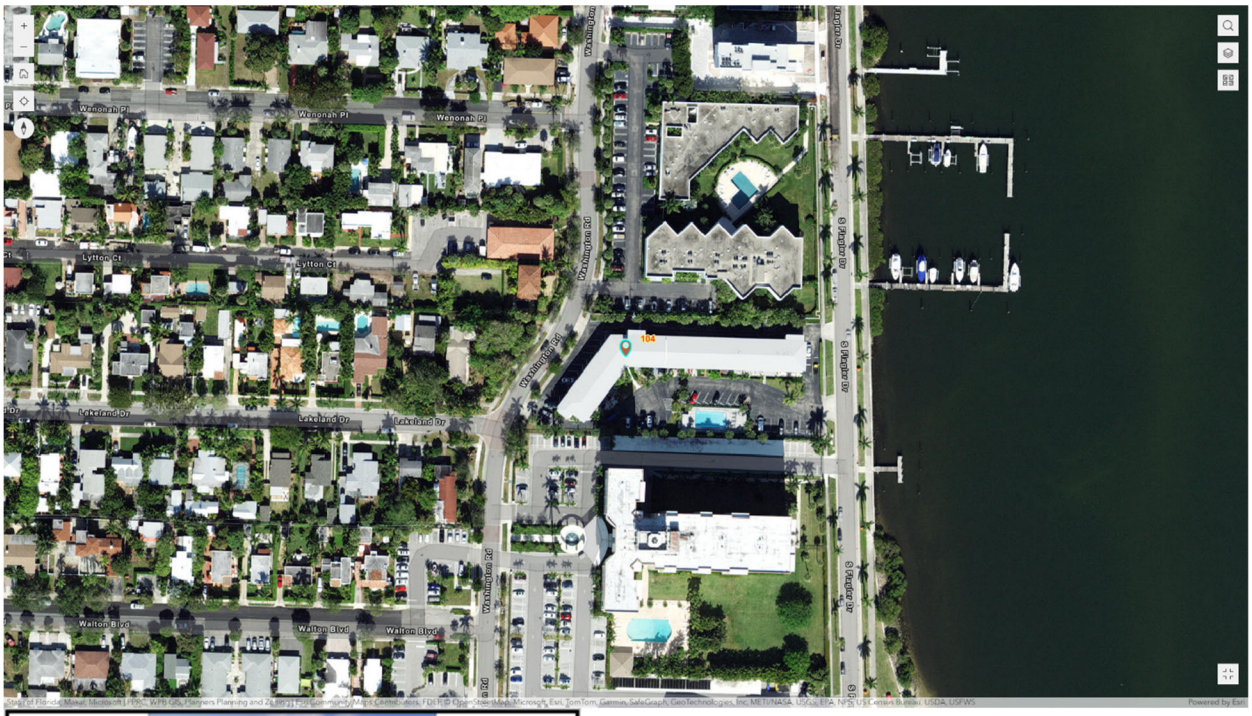
- **Residential- 167 units**
- **Parking- 149 spaces**

Buildout- 2028

Palm Beach County TPS- See distribution map and site generated trip summary.



11. Flagler House- 3705 S Flagler Dr, WPB, FL.





Flagler House
Location : 3705 S Flagler Dr
Project Manager : Jermaine Swaby
Summary : 18-story, 39-unit tower with 996 sq ft of commercial and 87 parking spaces.

In Review

104

Proposed Land Use

18-story

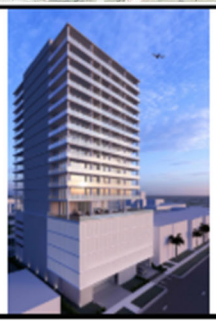
- **Residential- 39 units**
- **Commercial- 996 s.f.**
- **Parking- 87 spaces**

Buildout-

Palm Beach County TPS- Not entered in database.

12. Parkland Tower- 2015 Broward, WPB, FL.





Parkland Tower
Location : 2015 Broward
Project Manager : Alexis Sangeleer
Summary : 18-story, 202' high residential tower with 80 units and 102 parking spaces.

In Review

105

Proposed Land Use

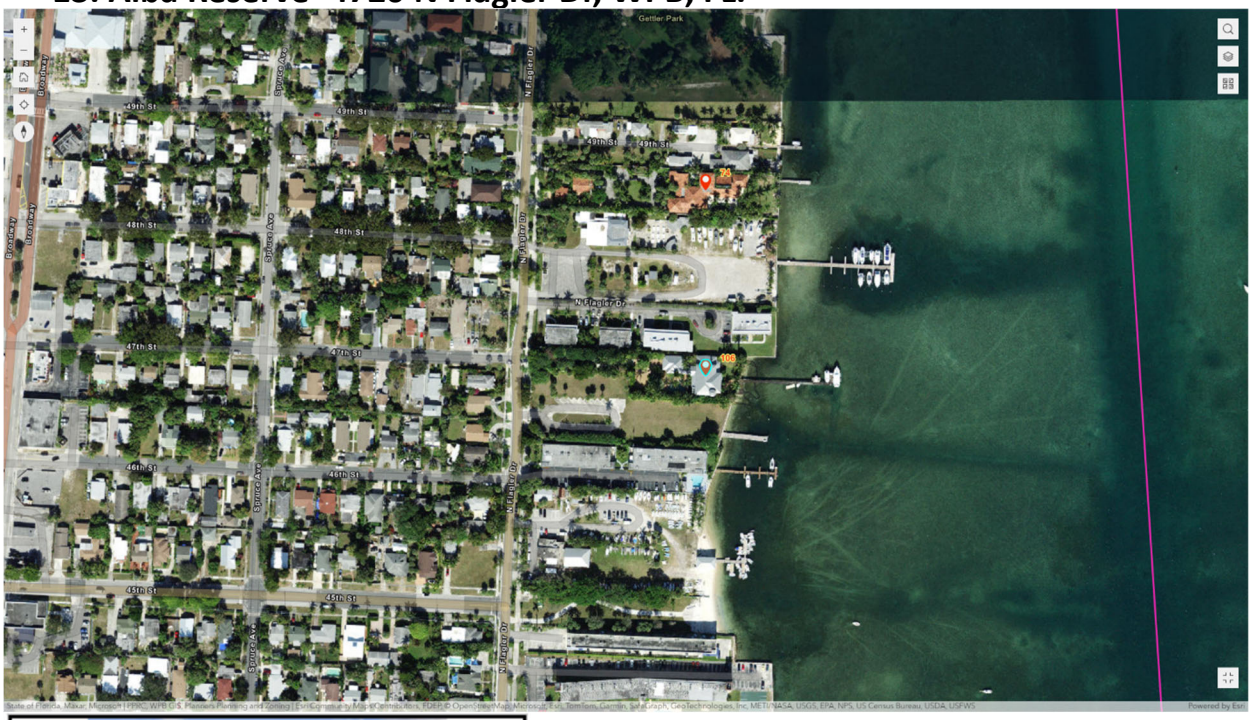
18-story

- **Residential- 80 units**
- **Parking- 102 spaces**

Buildout-

Palm Beach County TPS- Not entered in database.

13. Alba Reserve- 4720 N Flagler Dr, WPB, FL.





Alba Reserve
Location : 4720 N Flagler Dr
Project Manager : Jermaine Swaby
Summary : 31-story, 87-unit, multifamily condominium with 226 parking spaces.

In Review

106

Proposed Land Use

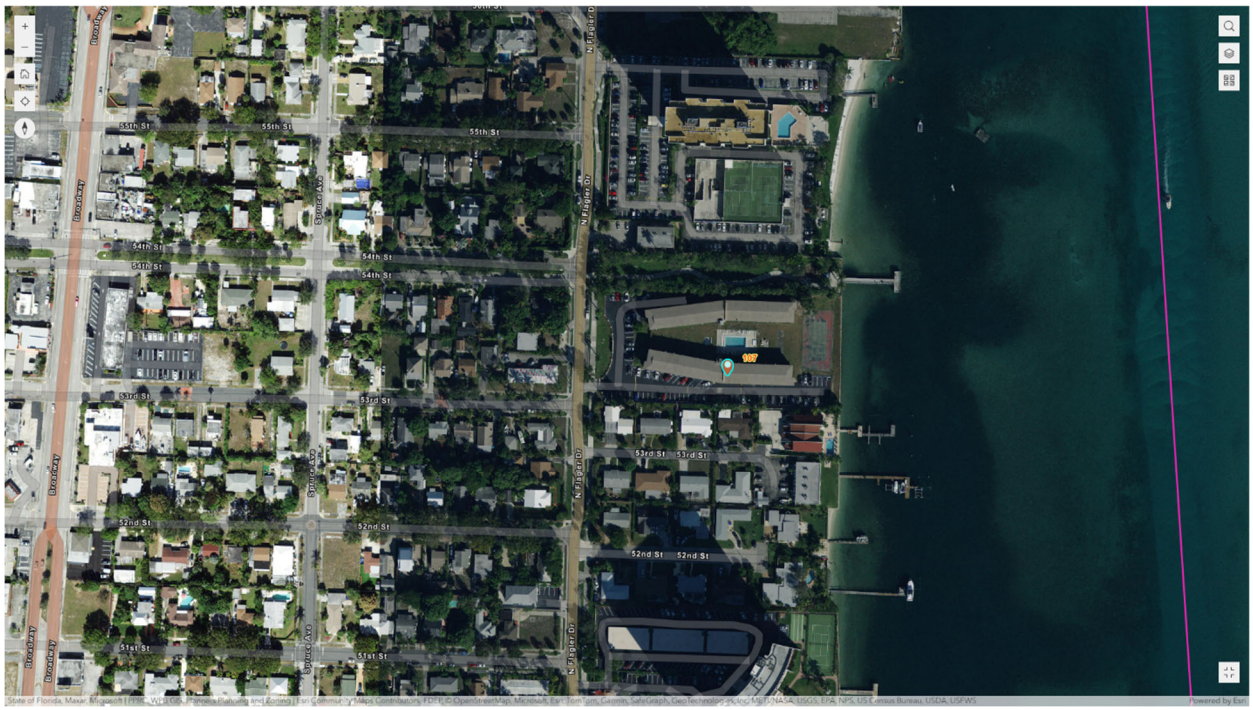
31-story

- **Residential- 87 multifamily units**
- **Parking- 226 spaces**

Buildout-

Palm Beach County TPS- Not entered in database.

14. 5400 North Flagler- 5400 N Flagler Dr, WPB, FL.





5400 North Flagler
Location : 5400 N Flagler Dr
Project Manager : Luiz Vicentini
Summary : 32-story, 97-unit condominium with 212 parking spaces.

In Review

107

Proposed Land Use

Buildout-

Palm Beach County TPS- Not entered in database.

15. Palm Beach Atlantic University Housing and Parking Garage, WPB, FL.





Palm Beach Atlantic University Housing and Parking Garage

Location : 1200 S Dixie Hwy

Project Manager : Linda Louie

Summary : 25-story, 275-unit building with 888 parking spaces.

In Review

Proposed Land Use

25-story

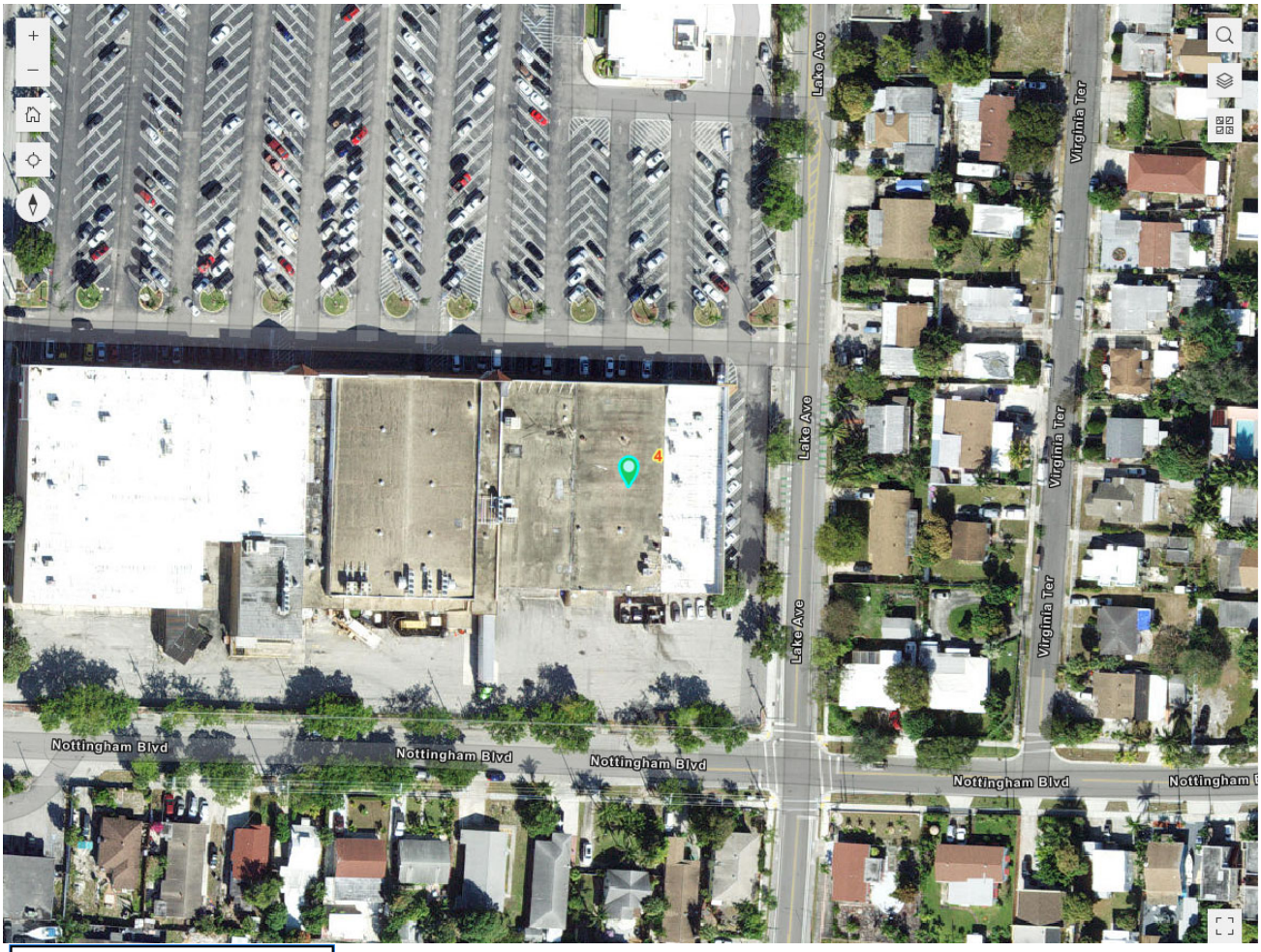
- **Residential- 275 student units**
- **Parking- 888 spaces**

Buildout-

Palm Beach County TPS- Not entered in database.

NUMBER	CITY OF WEST PALM BEACH DEVELOPMENT PROJECTS- APPROVED	BUILDOUT YEAR	DAILY TRIPS	AM PEAK HOUR TRIPS	PM PEAK HOUR TRIPS	AM PEAK HOUR ENTERING TRIPS	AM PEAK HOUR EXITING TRIPS	PM PEAK HOUR ENTERING TRIPS	PM PEAK HOUR EXITING TRIPS	SOUTHERN BLVD TRIP ASSIGNMENT		ROYAL PALM WAY TRIP ASSIGNMENT		ROYAL POINCIANA WAY TRIP ASSIGNMENT		TOPB AM PEAK HOUR ENTERING TRIPS			TOPB AM PEAK HOUR EXITING TRIPS			TOPB PM PEAK HOUR ENTERING TRIPS			TOPB PM PEAK HOUR EXITING TRIPS		
																SB	RPW	RPCW	SB	RPW	RPCW	SB	RPW	RPCW	SB	RPW	RPCW
1	Publix at Southdale- 804 Southern Blvd., WPB, FL.	Unknown	5573	170	507	100	70	253	254	5%	5%	0%	0%	0%	0%	5	0	0	4	0	0	13	0	0	13	0	0
2	Datura Hotel & Residences- 506-524 Datura Street, WPB, FL.	2022	1607	93	122	39	55	68	54	0%	0%	10%	10%	7%	7%	0	4	3	0	6	4	0	7	5	0	6	4
3	Banyan Place- 550 Banyan Blvd., WPB, FL.	2020	2284	166	210	33	133	136	74	0%	0%	2%	2%	2%	2%	0	1	1	0	3	3	0	3	3	0	2	2
4	515 Fern Street- 525 Fern Street, WPB, FL.	2022	5235	674	686	586	88	141	545	0%	0%	2%	2%	2%	2%	0	12	12	0	2	2	0	3	3	0	11	11
5	Marriott AC Hotel- 414 Gardenia Street, WPB, FL.	2024	1129	57	82	34	23	41	41	0%	0%	4%	4%	1%	1%	0	2	1	0	1	1	0	2	1	0	2	1
6	1001 Okeechobee Blvd- 1001 Okeechobee Blvd., WPB, FL.	2026	3703	320	399	276	44	81	318	0%	0%	4%	4%	2%	2%	0	12	6	0	2	1	0	4	2	0	13	7
7	Clematis Place- Rosemary and Clematis, WPB, FL.	Unknown	1437	91	148	33	58	81	67	0%	0%	1%	1%	2%	2%	0	1	1	0	1	2	0	1	2	0	1	2
8	Solana- 992 Datura Avenue, WPB, FL.	2026	397	28	35	10	18	20	15	0%	0%	10%	10%	0%	0%	0	1	0	0	2	0	0	2	0	0	2	0
9	Kirksey Commons- 1501 N. Dixie Highway, WPB, FL.	Unknown	830	67	115	48	19	48	67	0%	0%	1%	1%	2%	2%	0	1	1	0	1	1	0	1	1	0	1	2
10	The Contemporary- 1545 Centrepark Dr North, WPB, FL.	2024	16077	1341	1746	801	540	712	1034	1%	1%	2%	2%	0%	0%	9	17	0	6	11	0	8	15	0	11	21	0
11	The Spruce- 2501 Spruce Avenue, WPB, FL.	Unknown	1237	87	106	25	62	62	44	0%	0%	0%	0%	2%	2%	0	0	1	0	0	2	0	0	2	0	0	1
12	Viana Hotel and Spa- 609 Evernia, WPB, FL.	2027	768	44	58	24	20	30	28	0%	1%	1%	0%	1%	1%	0	1	1	0	1	1	0	1	1	0	1	1
13	Mercer Park II- 1215 Alpha Street, WPB, FL.	2027	952	81	82	21	60	49	33	0%	0%	2%	2%	1%	1%	0	1	1	0	2	1	0	1	1	0	1	1
14	Forum Place- 1551 Forum Place, WPB, FL.	Unknown	1084	93	93	21	72	57	36	0%	0%	0%	0%	1%	1%	0	0	1	0	0	1	0	0	1	0	0	1
15	Mixed Use Development- 5,179 Broadway Avenue, WPB, FL.	Unknown	432	34	43	10	24	25	18	0%	0%	0%	0%	1%	1%	0	0	1	0	0	1	0	0	1	0	0	1
16	Palm Beach Riverstone CBD- 2350 45th Street, WPB, FL.	2024	3126	232	240	80	153	134	107	0%	0%	0%	0%	1%	1%	0	0	1	0	0	1	0	0	2	0	0	2
17	Transit Village- 132/150 Clearwater PL., WPB, FL.	Unknown	7611	521	640	326	195	266	374	0%	0%	7%	7%	5%	5%	0	23	17	0	14	10	0	19	14	0	27	19
18	120 South Dixie Highway & Datura, WPB, FL.	Unknown	1462	75	121	27	48	68	53	0%	0%	2%	2%	2%	2%	0	1	1	0	1	1	0	2	2	0	2	2
19	315 S. Dixie Highway, WPB, FL.	Unknown	1239	83	96	35	48	49	47	0%	0%	2%	2%	2%	2%	0	1	1	0	1	1	0	1	1	0	1	1
20	Residences of Palm Beach West- 401 S. Dixie Highway, WPB, FL.	2028	1148	87	88	0	93	67	21	0%	0%	5%	5%	0%	0%	0	0	0	0	5	0	0	4	0	0	2	0
21	45th Street Hotel- 2921 45th Street, WPB, FL.	2021	1257	82	93	49	33	48	45	0%	0%	0%	0%	2%	2%	0	0	1	0	0	1	0	0	1	0	0	1
22	2175 N and 2251 N Flagler Drive, WPB, FL.	2027	791	47	74	18	29	44	30	0%	0%	5%	5%	15%	15%	0	1	3	0	2	5	0	3	7	0	2	5
23	Boys and Girls Club- 5701 Dreher Trail S, WPB, FL.	Unknown	891	59	115	39	27	54	61	2%	2%	0%	0%	0%	0%	1	0	0	1	0	0	2	0	0	2	0	0
24	Family Church- 1111 S. Flagler Drive, WPB, FL.	2029	2079	400	206	194	173	91	82	0%	0%	5%	5%	2%	2%	0	10	4	0	9	4	0	9	2	0	5	2
25	Holiday Inn Express- 1221 Belvedere Road, WPB, FL.	2023	2287	148	168	87	61	85	83	0%	0%	2%	2%	2%	2%	0	2	2	0	2	2	0	2	2	0	2	2
26	Pine Tree Assemblage- 320 Pine Street, WPB, FL.	2028	1297	103	128	29	74	79	49	0%	0%	5%	5%	10%	10%	0	2	3	0	4	8	0	4	8	0	3	5
27	Prime Corner Commercial- 45th Street and Military Trail, WPB, FL.	2027	3416	276	253	141	135	129	124	0%	0%	1%	1%	2%	2%	0	2	3	0	2	3	0	2	3	0	2	3
28	Pure Skin- 912 N. Olive Avenue, WPB, FL.	Unknown	110	16	18	14	2	3	15	0%	0%	0%	0%	2%	2%	0	0	1	0	0	1	0	0	1	0	0	1
29	Ritz Carlton- 1717 N. Flagler Drive, WPB, FL.	Unknown	1079	27	24	24	3	4	20	0%	0%	2%	2%	5%	5%	0	1	1	0	1	1	0	1	1	0	1	1
30	Tropicana Self Storage- 2500 N. Florida Mango Road, WPB, FL.	Unknown	157	10	16	6	4	8	8	1%	1%	1%	1%	0%	0%	1	1	0	1	1	0	1	1	0	1	1	0
			42313	3312	4389	2051	1262	1779	2610							16	97	68	12	74	58	24	88	67	27	109	78

1. **Publix at Southdale- 804 Southern Blvd., WPB, FL.**





Publix @ Southdale
Location : 804 Southern Blvd
Project Manager : Eric Schneider
Summary : Demolition and reconstruction of 59,390 SF Publix and inline retail

Approved

4

Proposed Land Use

- **Publix & inline retail- 59,390 s.f.**

Buildout-

Palm Beach County TPS- Not entered in database.

2. Mixed Use – 5179 Broadway Ave, WPB, FL.





Mixed Use
Location : 5179 Broadway Ave
Project Manager : Anne "Gaisha" Volcy
Summary : 12 multifamily units and 1,199 sq ft of non-residential.

Approved

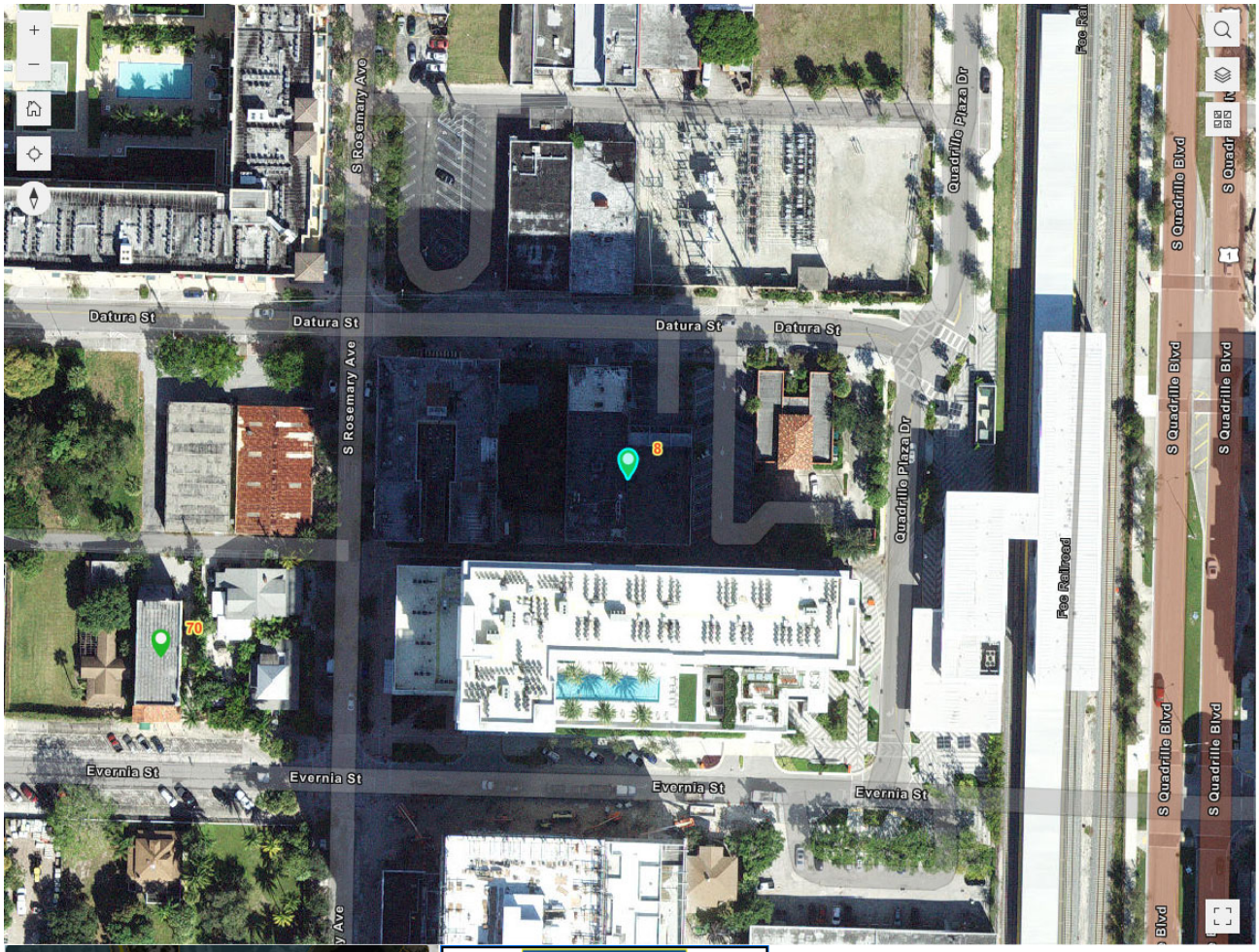
Proposed Land Use

- **Residential – 12 multifamily units**
- **Non-Residential – 1,199 s.f.**

Buildout –

Palm Beach County TPS- Not entered in database.

3. Datura Hotel & Residences- 506-524 Datura Street, WPB, FL.



TPS Projects Info

Distance: 0 ft / 0 miles
Project ID: 11535
PBC ID: 241107
Project: 506-524 Datura Street
Buildout Year: 2026
Date Approved: 02/07/2025
Percent Complete: 0%
Local Government: West Palm Beach
Alternate Name: New Alternate Name goes here
Buildout Year: 2026
Daily Trips: 1664
Total AM: 85
AM Entering: 39
AM Exiting: 46
Total PM: 107
PM Entering: 57
PM Exiting: 50

Lat/Lon: 26.71204, -80.05593

Description	LU Code	Intensity	Units
Gen. Commercial	820	3.1	KSF

Click Links below for more Info
Aerials2023
Parcels
TPS Intersections
TPS Thoroughfares



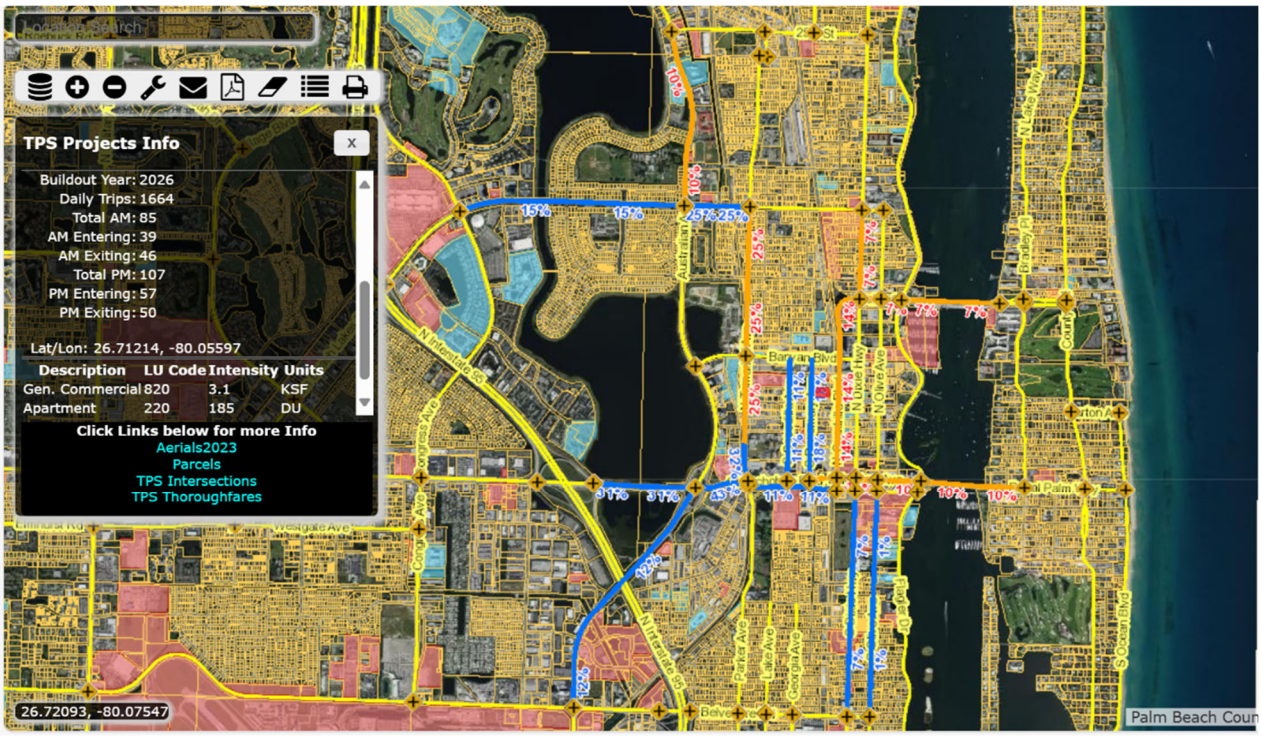
Datura Hotel & Residences
Location : 506-524 Datura St
Project Manager : Chris Kimmerly
Summary : 19-story, 232,263 sf, hotel & residential building, 132 hotel units, 180 residential units, 2,200 sf of ground floor retail, and 265 parking spaces.

Proposed Land Use

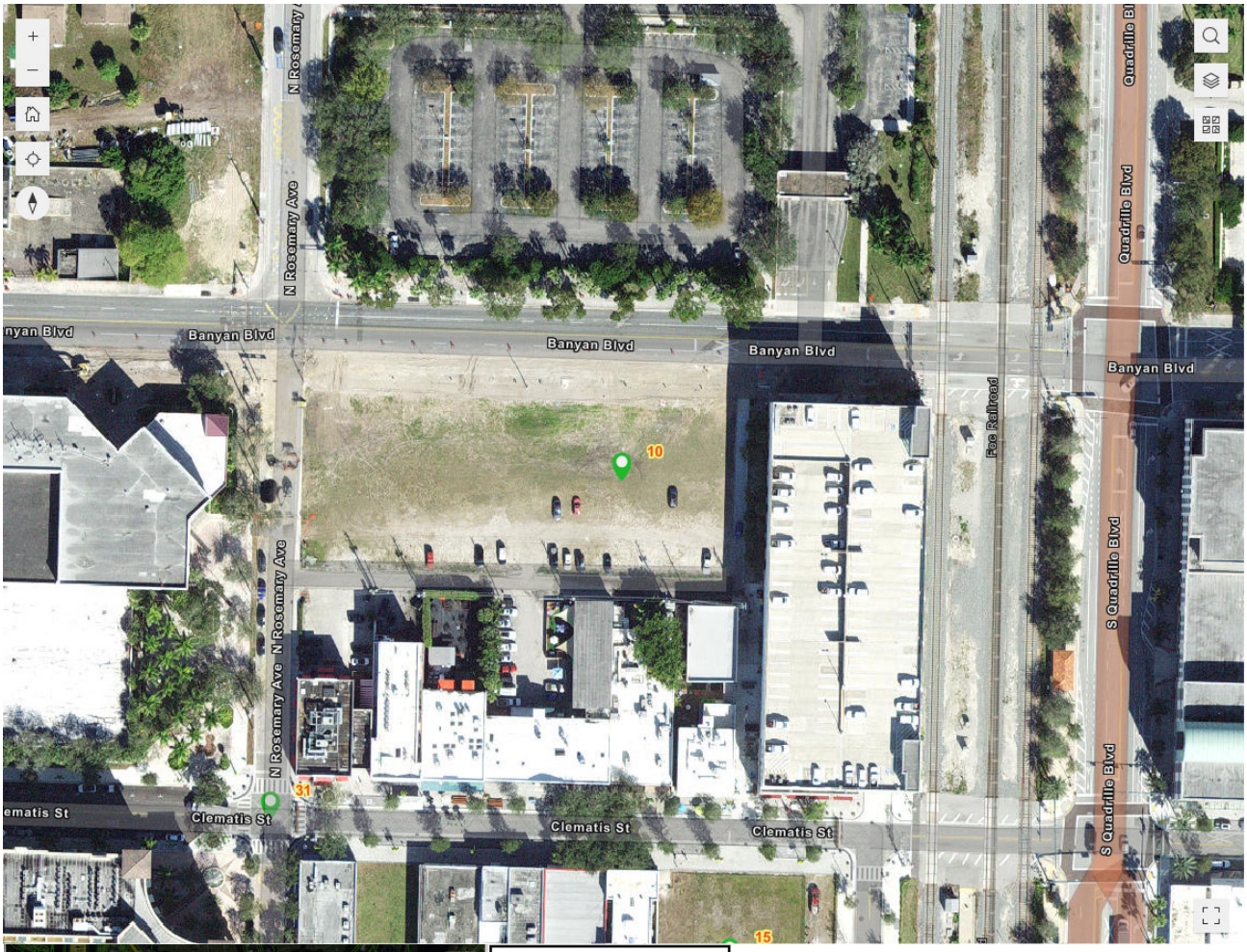
- **19 story, 232,263 s.f. hotel and residential building with 265 parking spaces**
- **Residential- 180 Multifamily Units**
- **Hotel- 132 hotel units**
- **Retail- 2,200 s.f. ground floor**

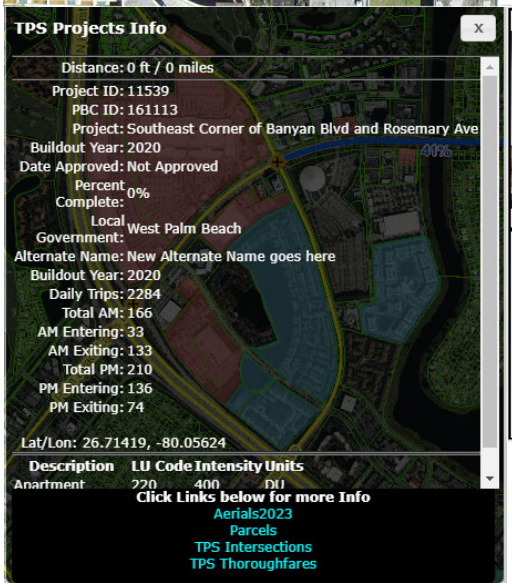
Buildout- 2026

Palm Beach County TPS- See distribution map and site generated trip summary.



4. Banyan Place- 550 Banyan Blvd., WPB, FL.







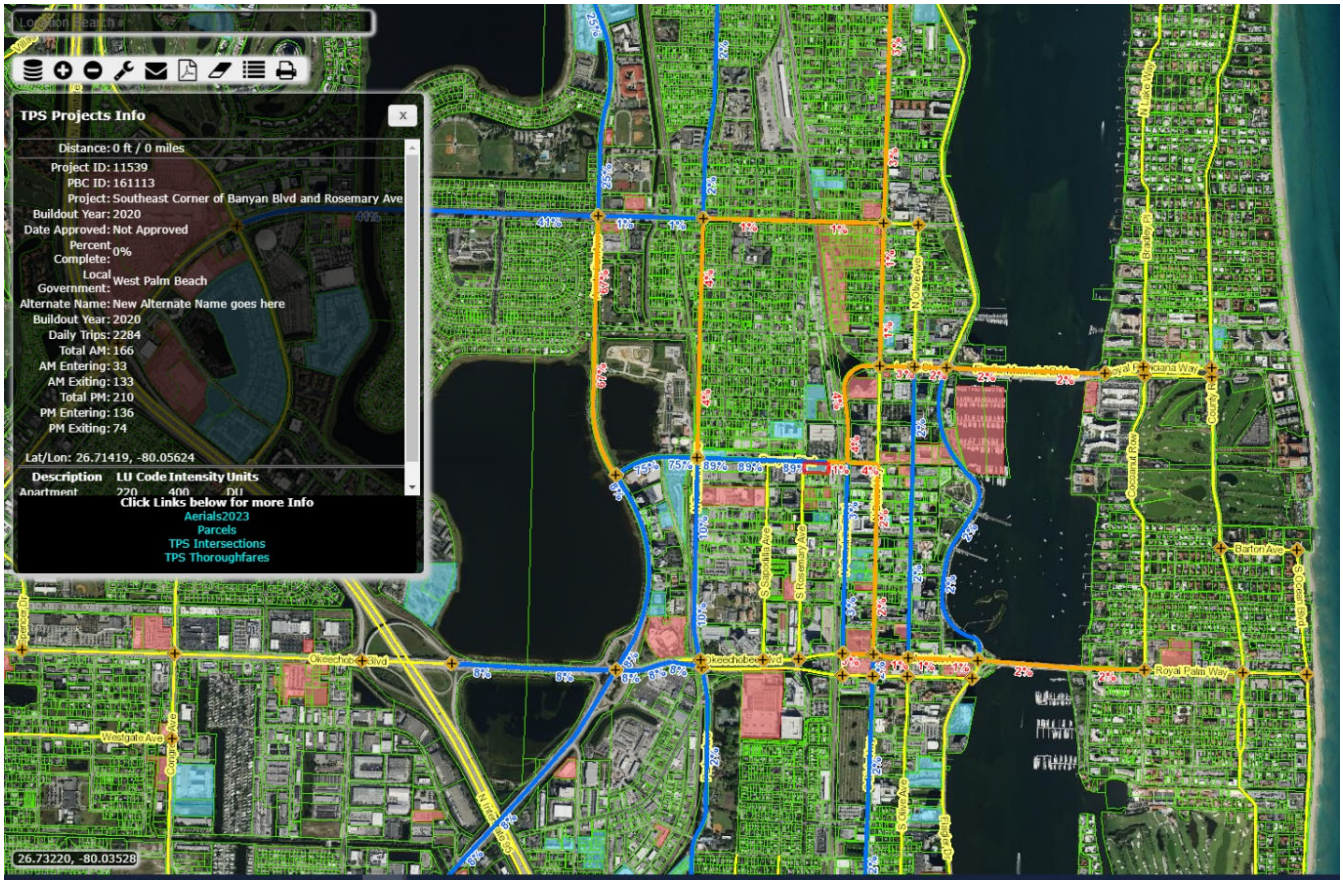
Banyan Place
Location : 550 Banyan Blvd
Project Manager : Chris Kimmerly
Summary : Twelve stories. Commercial: 1,810 sq ft, multifamily residential: 348 units.

Proposed Land Use

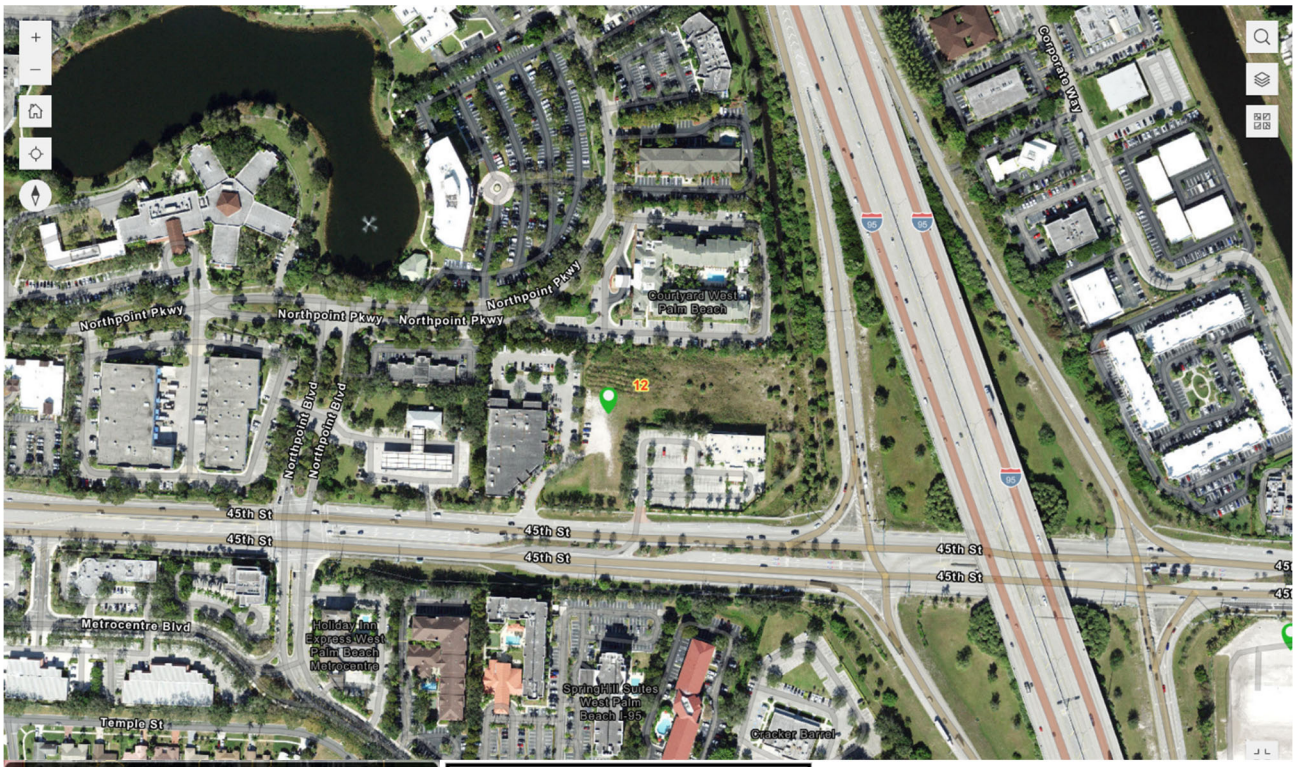
- **Twelve stories**
- **Commercial – 1,810 s.f.**
- **Residential – 348 multifamily units**

Buildout- 2020

Palm Beach County TPS- See distribution map and site generated trip summary.



5. 45th Street Hotel



TPS Projects Info

Distance: 0 ft / 0 miles
Project ID: 11142
PBC ID: 160801
Project: Passive Income Partners Hotel Site
Buildout Year: 2021
Date Approved: 10/12/2016
Percent Complete: 0%
Local Government: West Palm Beach
Alternate Name: New Alternate Name goes here
Buildout Year: 2021
Daily Trips: 1257
Total AM: 82
AM Entering: 49
AM Exiting: 33
Total PM: 93
PM Entering: 48
PM Exiting: 45
Lat/Lon: 26.76018, -80.09315

Description	LU Code	Intensity	Units
Hotel	310	171	Rooms

Click Links below for more Info
Aerials2023
Parcels
TPS Intersections
TPS Thoroughfares



45th Street Hotel
Location : 2921 45th St
Project Manager : Heather Trigou
Summary : Five-story hotel, 160 rooms, 65,705 sq ft.

Approved

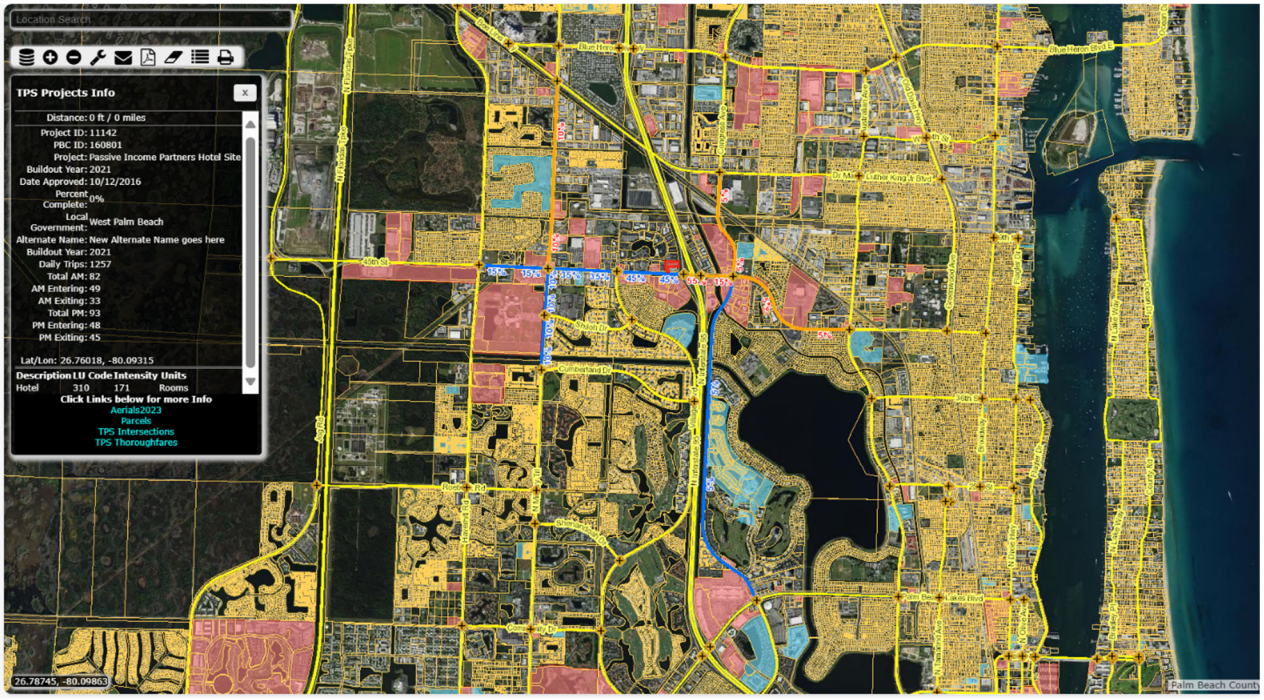
Proposed Development

- **Five-story Hotel – 65,705 s.f.**
- **160 hotel units**

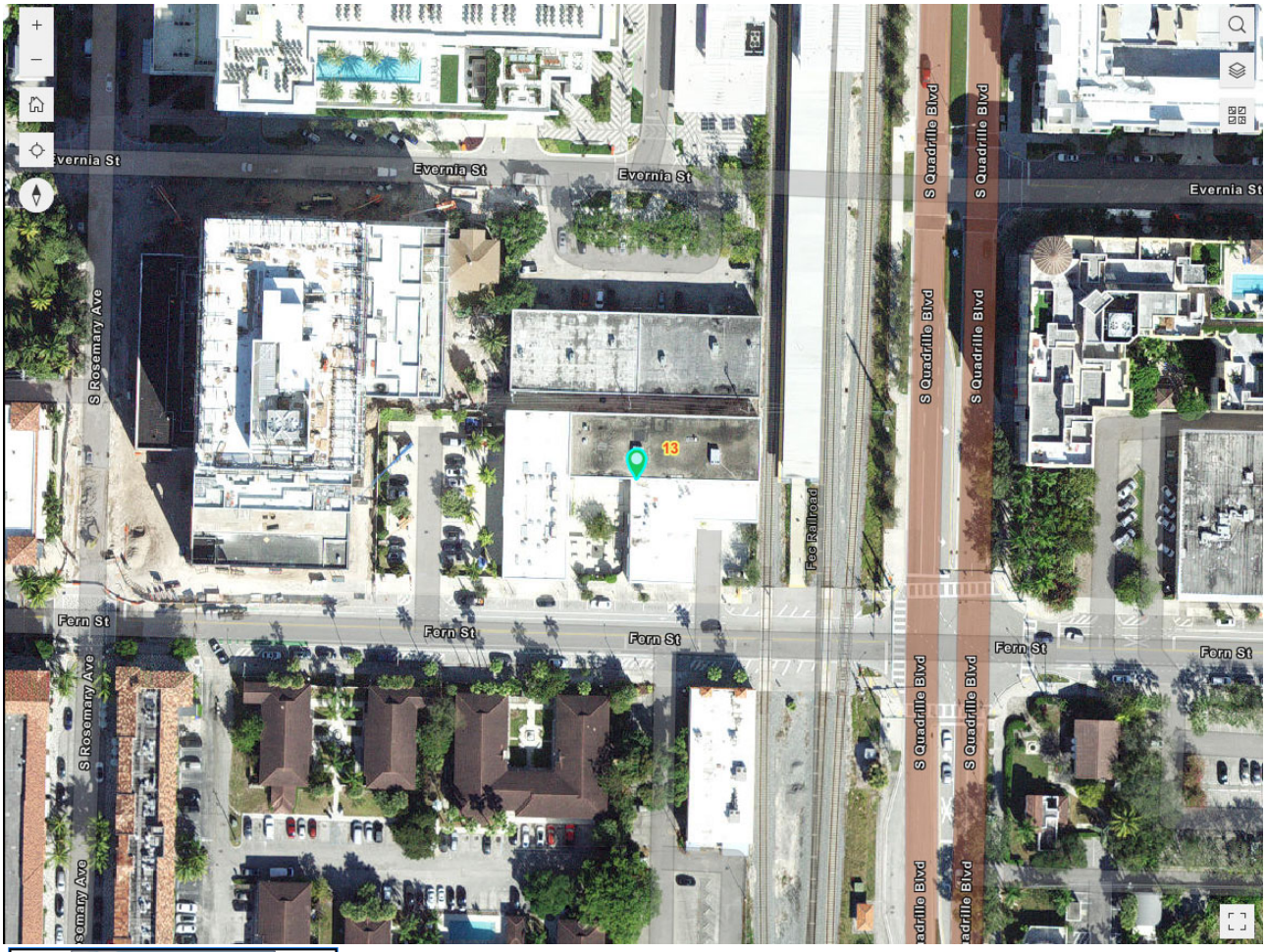
#of rooms don't match

Buildout- 2021

Palm Beach County TPS- See distribution map and site generated trip summary.



6. 515 Fern Street- 525 Fern Street, WPB, FL.





515 Fern Street
Location : 501 & 515 Fern St
Project Manager : Chris Kimmerly
Summary : 25-story, 466,068 gross sf , 425,236 sf of office space and 9,369 sf of ground-level retail, 765 space parking garage

Approved

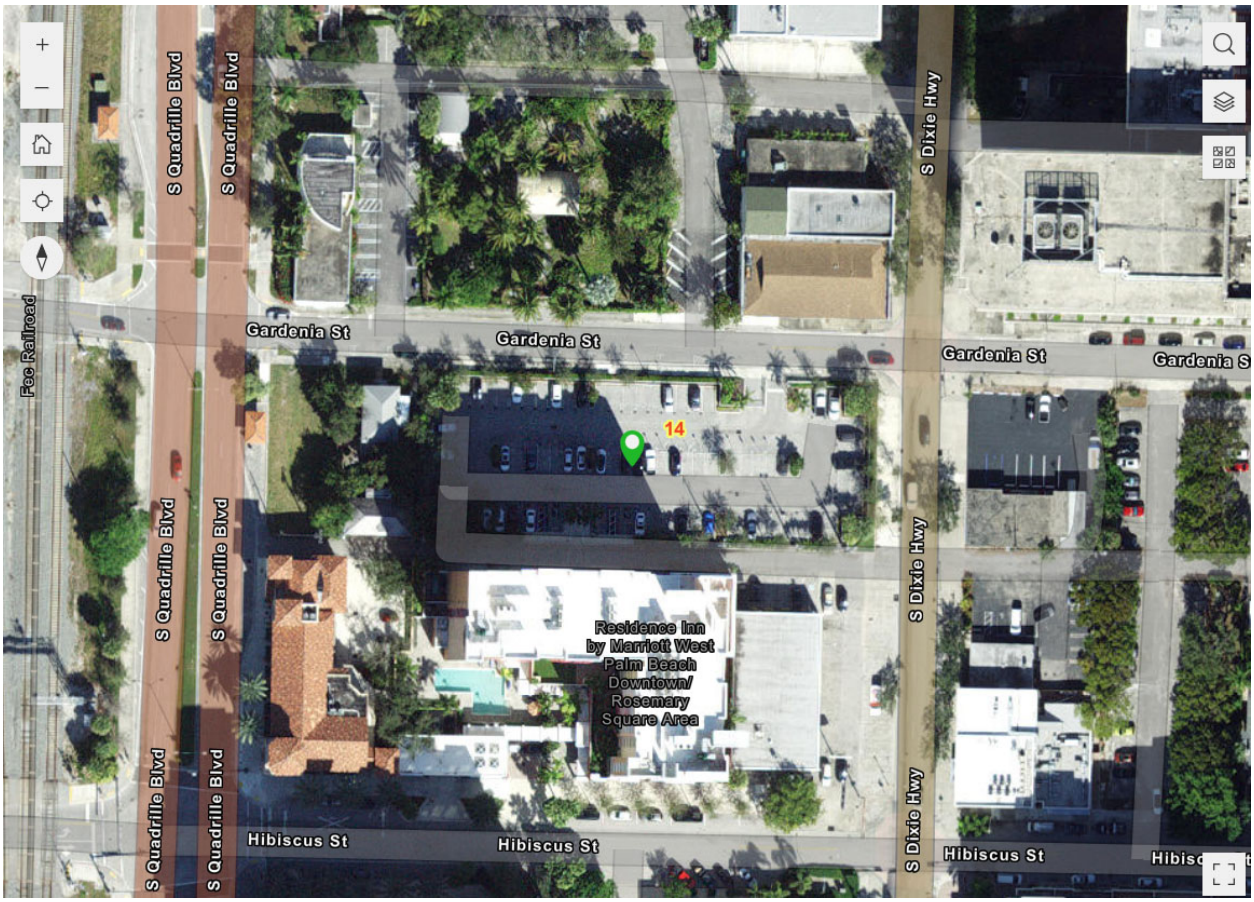
Proposed Land Use

- **25 story, 466,068 gross s.f. with 765 parking space garage**
- **Office- 452,236 s.f. of office space**
- **Retail- 9,369 s.f. ground floor**

Buildout-

Palm Beach County TPS- Not entered in database.

7. Marriott AC Hotel- 414 Gardenia Street, WPB, FL.



TPS Projects Info

Project ID: 11531
PBC ID: 210702
Project: AC Hotel
Buildout Year: 2024
Date Approved: 11/21/2021
Percent Complete: 0%
Local Government: West Palm Beach
Alternate Name: New Alternate Name goes here
Buildout Year: 2024
Daily Trips: 1129
Total AM: 57
AM Entering: 34
AM Exiting: 23
Total PM: 82
PM Entering: 41
PM Exiting: 41

Lat/Lon: 26.70933, -80.05420

Description	LU Code	Intensity	Units
Hotel	310	132	Rooms
Gen. Commercial	820	3.212	KSF

Click Links below for more Info
Aerials2023
Parcels
TPS Intersections
TPS Thoroughfares



Marriott AC Hotel
Location : 414 Gardenia St
Project Manager :
Summary :

Approved

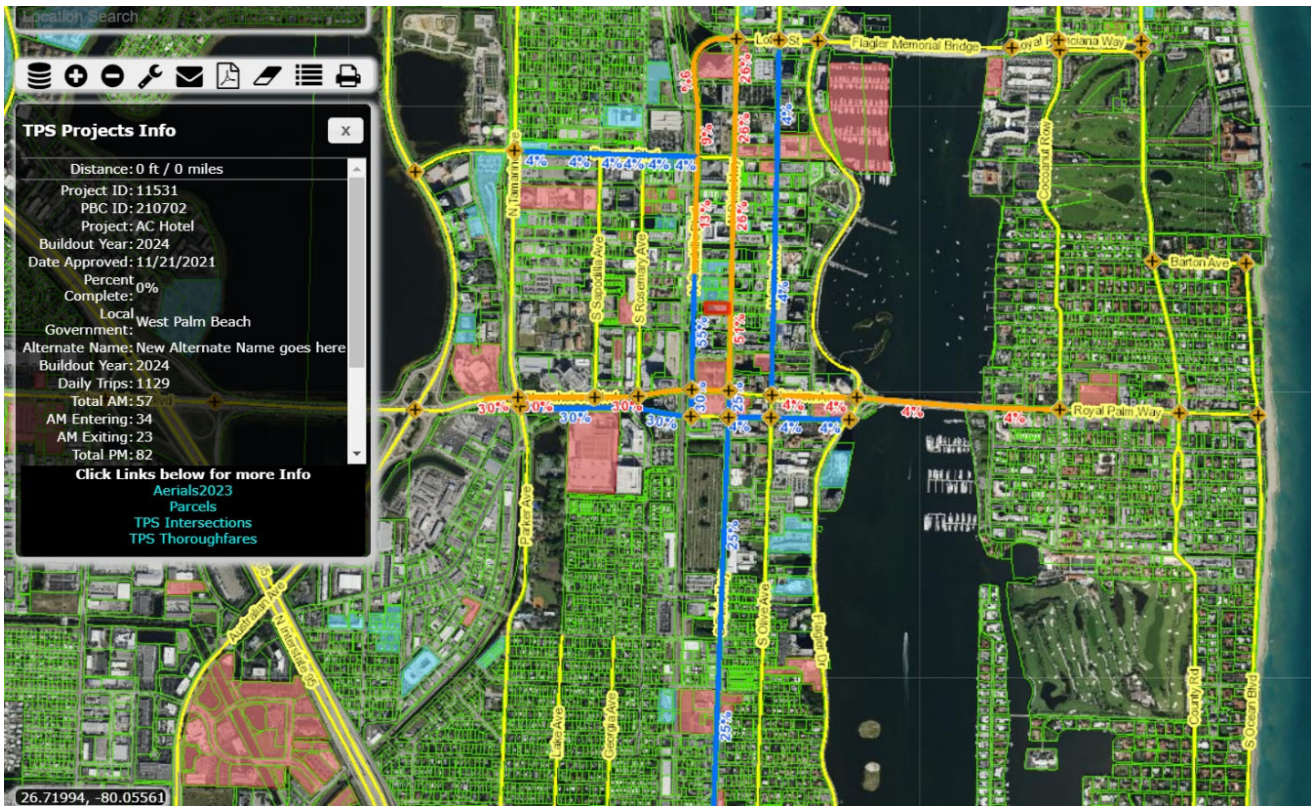
14

Proposed Land Use

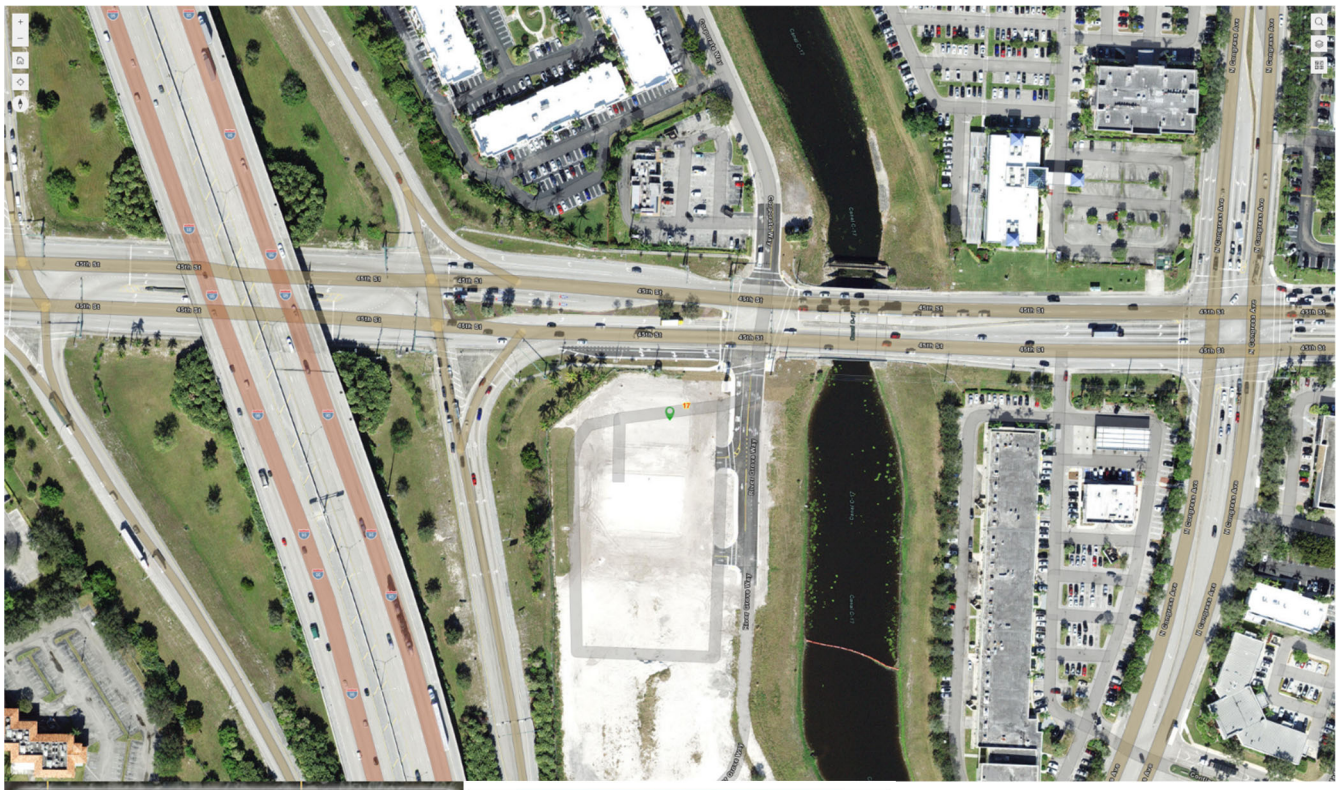
- **Hotel- 132 rooms**
- **Commercial- 3,212 s.f.**

Buildout- 2024

Palm Beach County TPS- See distribution map and site generated trip summary.



8. Palm Beach Riverstone CPD- 2350 45th St, WPB, FL.



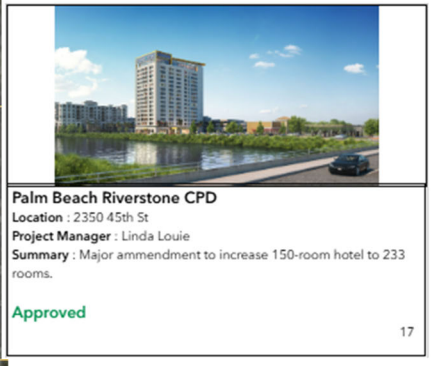
TPS Projects Info

Distance: 0 ft / 0 miles
Project ID: 903
PBC ID: 220620
Project: Palm Beach Riverstone
Buildout Year: 2024
Date Approved: 08/04/2023
Percent Complete: 75%
Local Government: West Palm Beach
Alternate Name: New Alternate Name goes here
Buildout Year: 2024
Daily Trips: 3126
Total AM: 232
AM Entering: 80
AM Exiting: 153
Total PM: 240
PM Entering: 134
PM Exiting: 107

Lat/Lon: 26.75650, -80.08904

Description	LU Code	Intensity	Units
Hotel	310	233	Rooms

Click Links below for more Info
Aerials2023
Parcels
TPS Intersections
TPS Thoroughfares



Palm Beach Riverstone CPD
Location : 2350 45th St
Project Manager : Linda Louie
Summary : Major ammendment to increase 150-room hotel to 233 rooms.

Approved

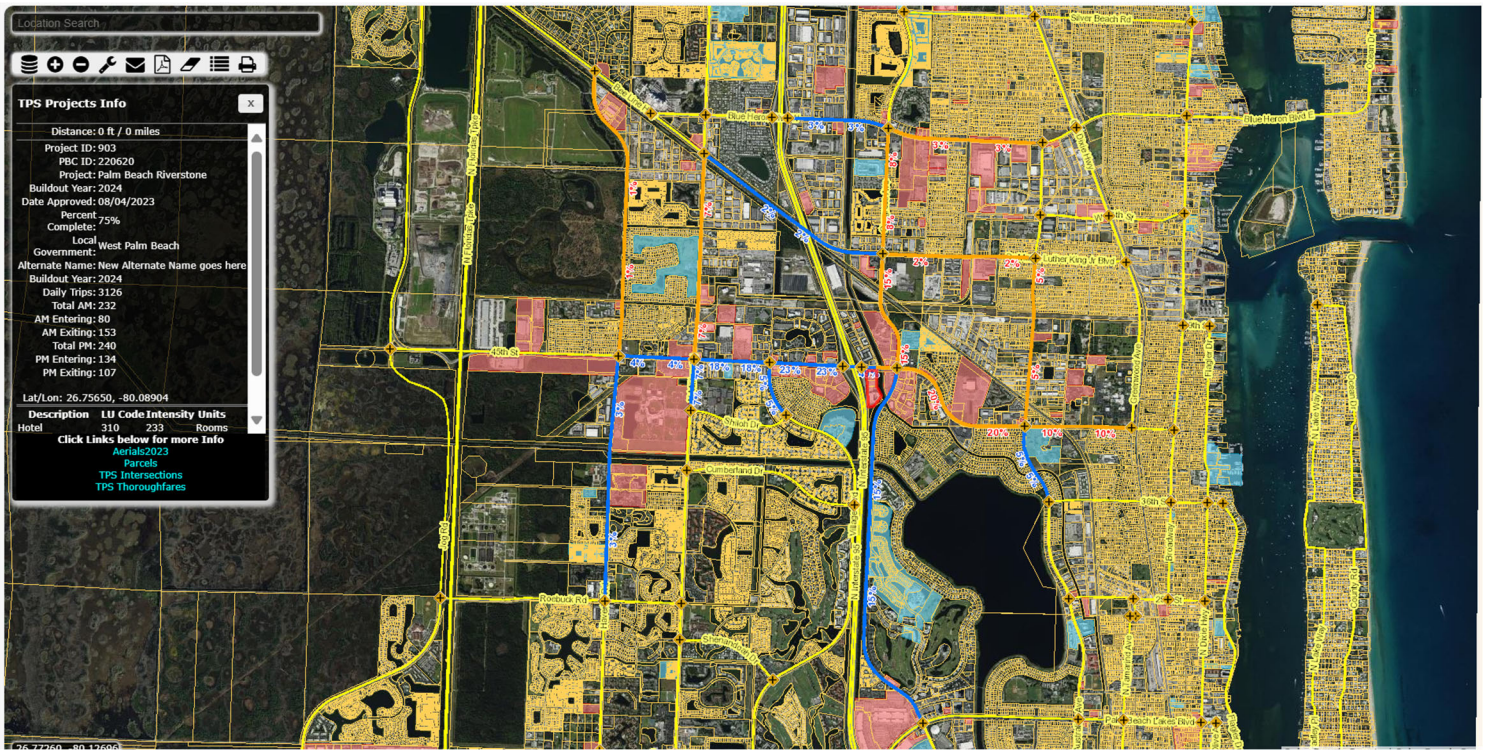
17

Proposed Land Use

- **Hotel- 150 to 233 units**

Buildout: 2024

Palm Beach County TPS- See distribution map and site generated trip summary.



9. Holiday Inn Express at Holiday Inn PBI OCPD- 1221 Belvedere Rd, WPB, FL.



TPS Projects Info

Distance: 0 ft / 0 miles
Project ID: 11376
PBC ID: 200101
Project: Holiday Inn Express-WPB
Buildout Year: 2023
Date Approved: 01/13/2020
Percent Complete: 63%
Local Government: West Palm Beach
Alternate Name: New Alternate Name goes here
Buildout Year: 2023
Daily Trips: 2287
Total AM: 148
AM Entering: 87
AM Exiting: 61
Total PM: 168
PM Entering: 85
PM Exiting: 83

Lat/Lon: 26.69113, -80.06871

Description	LU Code	Intensity	Units
Hotel	310	311	Rooms

Click Links below for more Info
Aerials2023
Parcels
TPS Intersections
TPS Thoroughfares



Holiday Inn Express at Holiday Inn PBI OCPD
Location : 1221 Belvedere Rd
Project Manager : Linda Louie
Summary : Four-story, 112 room hotel building.

Approved

19

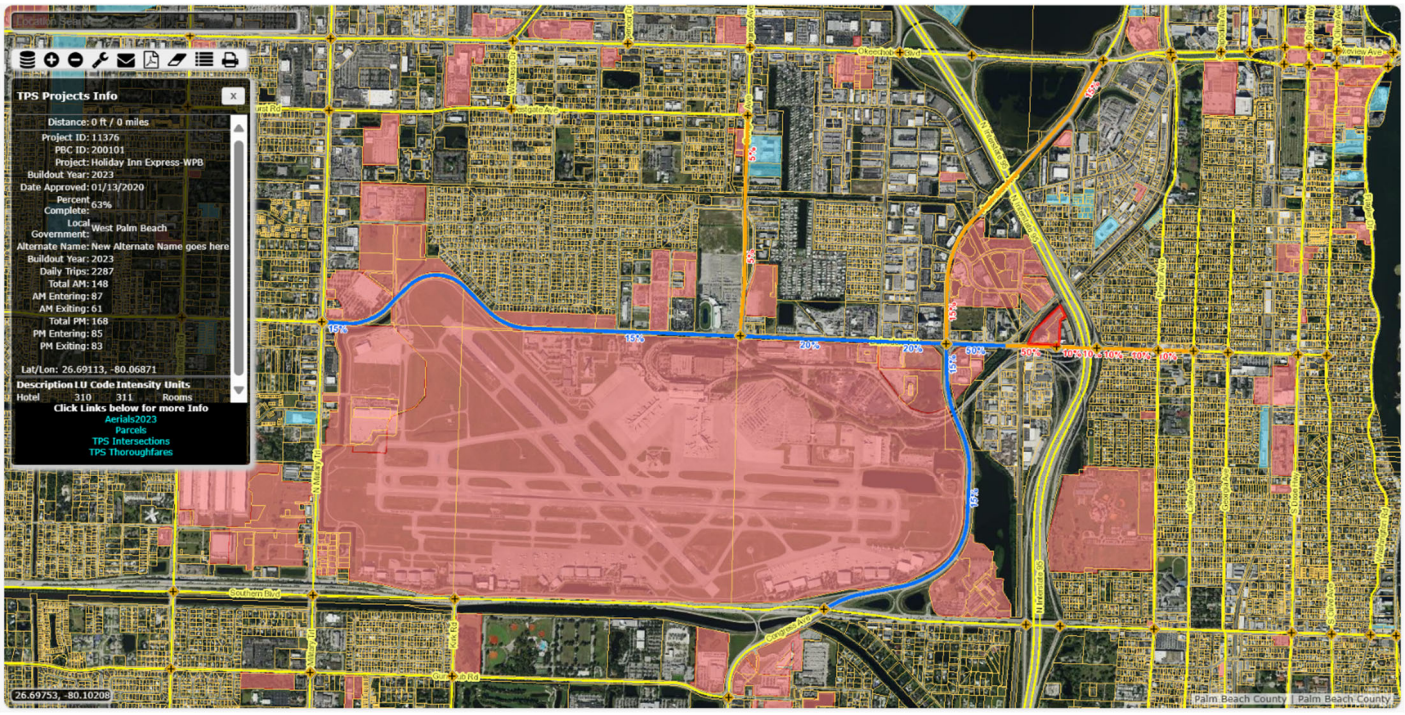
Proposed Land Use

- **Four Story**
- **Hotel: 112 room units.**

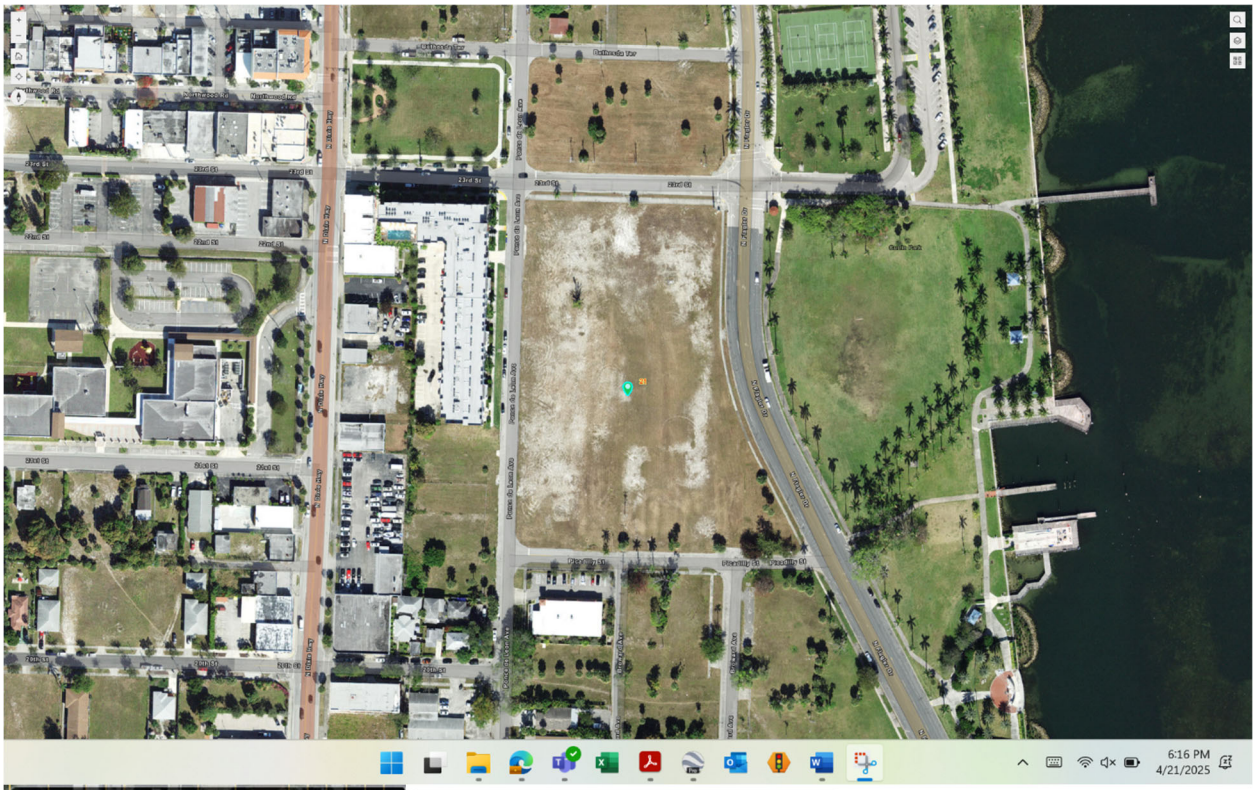
# of rooms don't match

Buildout: 2023

Palm Beach County TPS- See distribution map and site generated trip summary.



10. 2175 N & 2251 N Flagler Drive- 2175 N & 2251 N Flagler Dr, WPB, FL.



TPS Projects Info

Distance: 0 ft / 0 miles
Project ID: 777
PBC ID: 230312
Project: Currier Park, plot 4
Buildout Year: 2027
Date Approved: 04/21/2023
Percent Complete: 0%
Local Government: West Palm Beach
Alternate Name: Palladio Terrace
Buildout Year: 2027
Daily Trips: 791
Total AM: 47
AM Entering: 18
AM Exiting: 29
Total PM: 74
PM Entering: 44
PM Exiting: 30

Lat/Lon: 26.73313, -80.05110

Description	LU Code	Intensity	Units
Gen. Commercial	820	5.1	KSF

Click Links below for more Info
Aerials2023
Parcels
TPS Intersections
TPS Thoroughfares



2175 N & 2251 N Flagler Drive
Location : 2175 N & 2251 N Flagler Dr
Project Manager : Linda Louie
Summary : Redevelopment of the 16.42-acre Currie Park. Final Approval Pending.

Approved

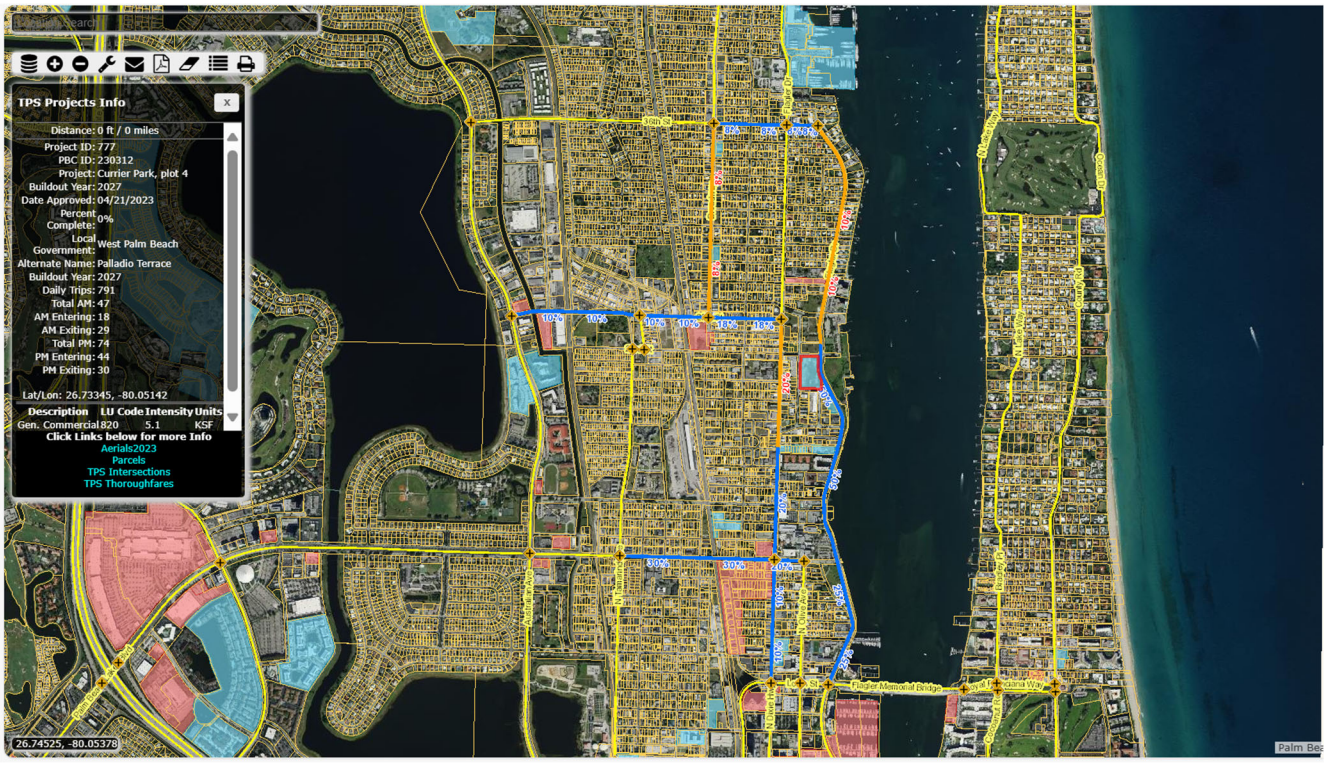
21

Proposed Development:

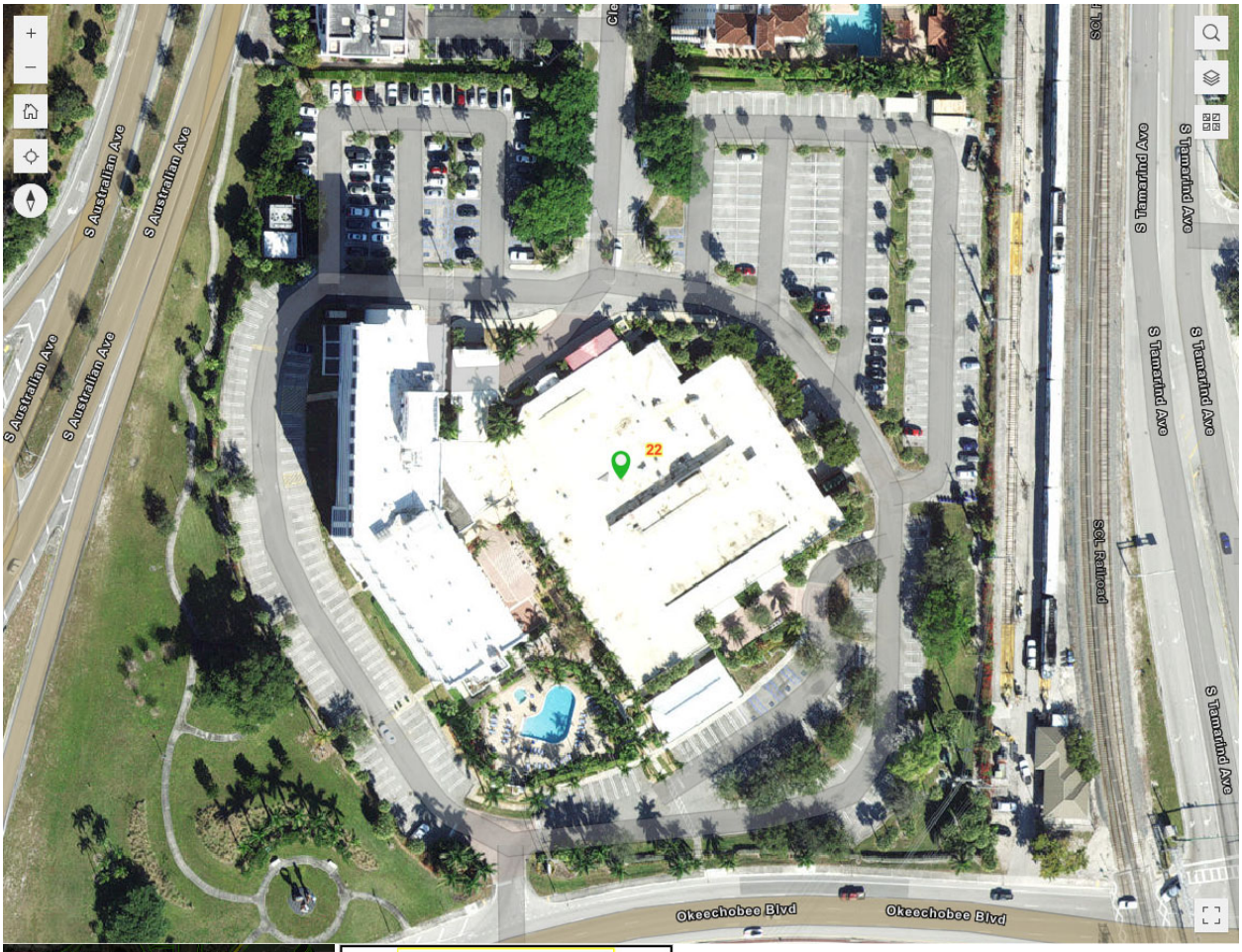
- **Redevelopment of 16.42-acre Currie Park**

Buildout- 2027

Palm Beach County TPS- See distribution map and site generated trip summary.



11. 1001 Okeechobee Blvd- 1001 Okeechobee Blvd., WPB, FL.



TPS Projects Info

Distance: 0 ft / 0 miles
Project ID: 11516
PBC ID: 211202
Project: 1001 Tower
Buildout Year: 2026
Date Approved: 01/12/2022
Percent Complete: 35%
Local Government: West Palm Beach
Alternate Name: New Alternate Name goes here
Buildout Year: 2026
Daily Trips: 3703
Total AM: 320
AM Entering: 276
AM Exiting: 44
Total PM: 399
PM Entering: 81
PM Exiting: 318
Project ID: 11516
PBC ID: 211202
Project: 1001 Tower
Buildout Year: 2026

Click Links below for more Info
Aerials2023
Parcels
TPS Intersections
TPS Thoroughfares



1001 Okeechobee Blvd
Location : 1001 Okeechobee Blvd
Project Manager : Ana Maria Aponte, Chris Kimmerly, Claudia Ibaven
Summary : 23-story, 685,970 gross sf, 305,863 sf office, 1,054 parking spaces

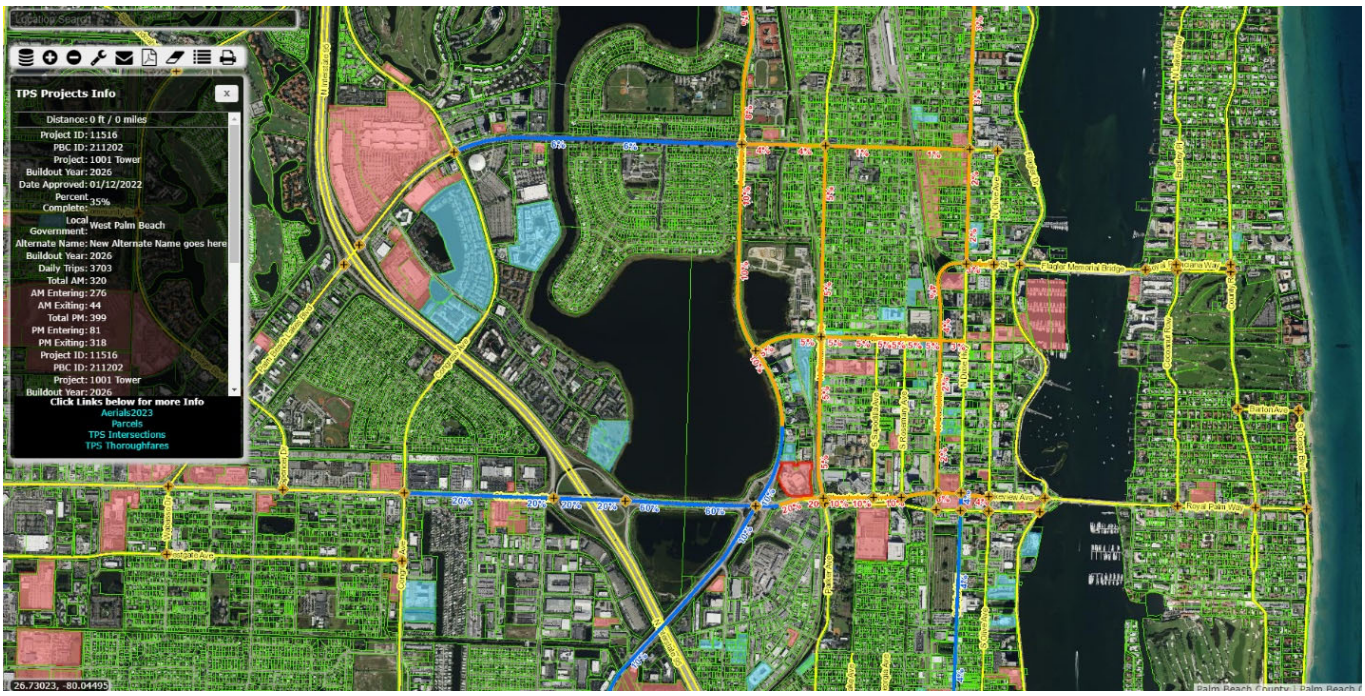
Approved

Proposed Land Use

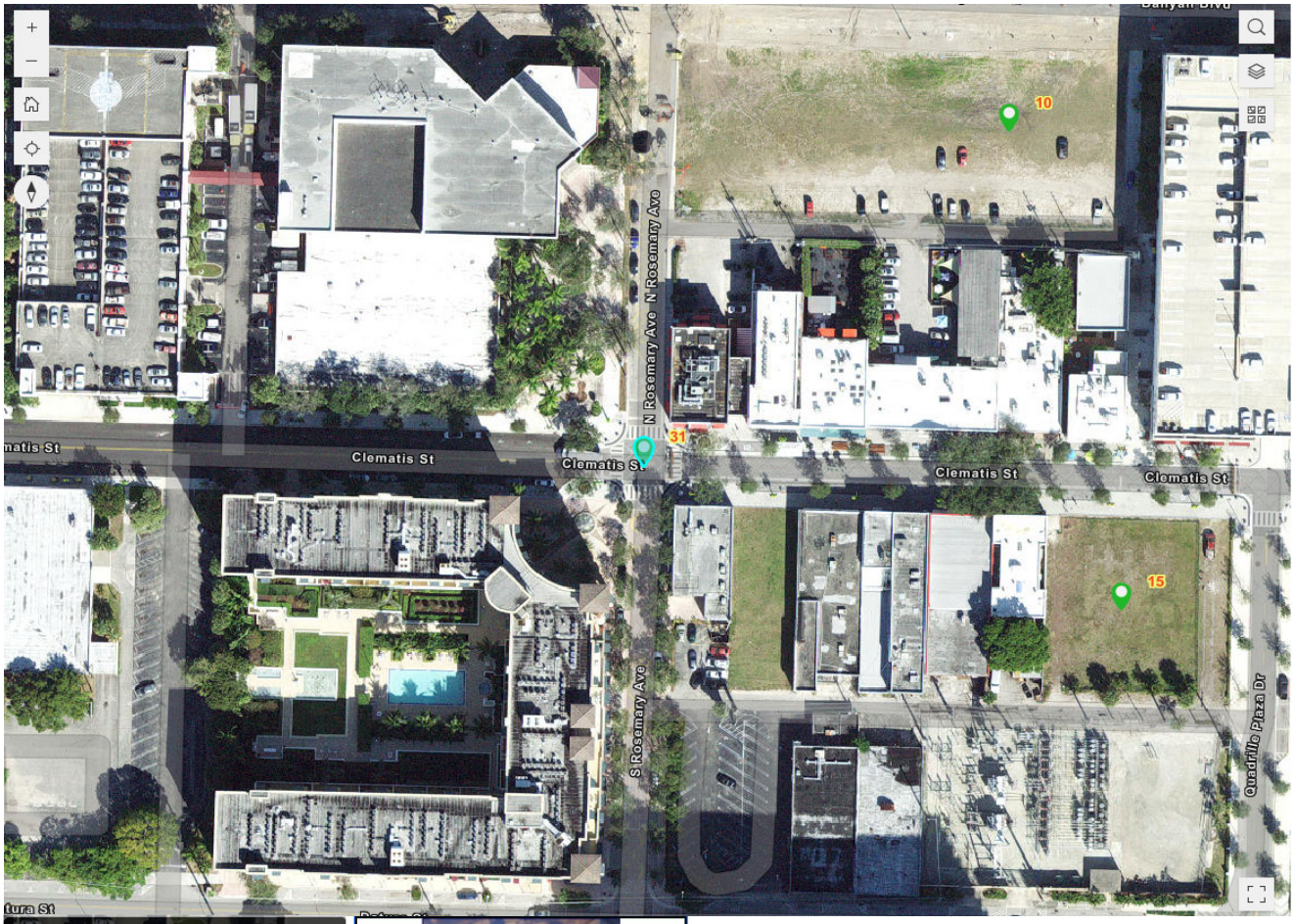
- **23 story, 685,970 gross s.f. with 1,054 parking space garage**
- **Office- 305,863 s.f. of office space**

Buildout- 2026

Palm Beach County TPS- See distribution map and site generated trip summary.



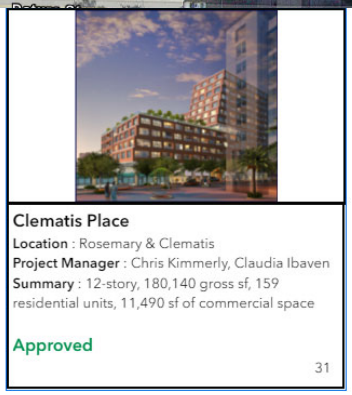
12.Clematis Place- Rosemary and Clematis, WPB, FL.



TPS Projects Info

Distance: 0 ft / 0 miles
Project ID: 11540
PBC ID: 170109
Project: Clematis/Datura Street
Buildout Year: 2020
Date Approved: 03/08/2017
Percent Complete: 0%
Local Government: West Palm Beach
Alternate Name: New Alternate Name goes here
Buildout Year: 2020
Daily Trips: 1458
Total AM: 78
AM Entering: 18
AM Exiting: 60
Total PM: 132
PM Entering: 78
PM Exiting: 54
Lat/Lon: 26.71315, -80.05674

Click Links below for more Info
Aerials2023
Parcels
TPS Intersections
TPS Thoroughfares



Clematis Place
Location : Rosemary & Clematis
Project Manager : Chris Kimmerly, Claudia Ibaven
Summary : 12-story, 180,140 gross sf, 159 residential units, 11,490 sf of commercial space

Approved

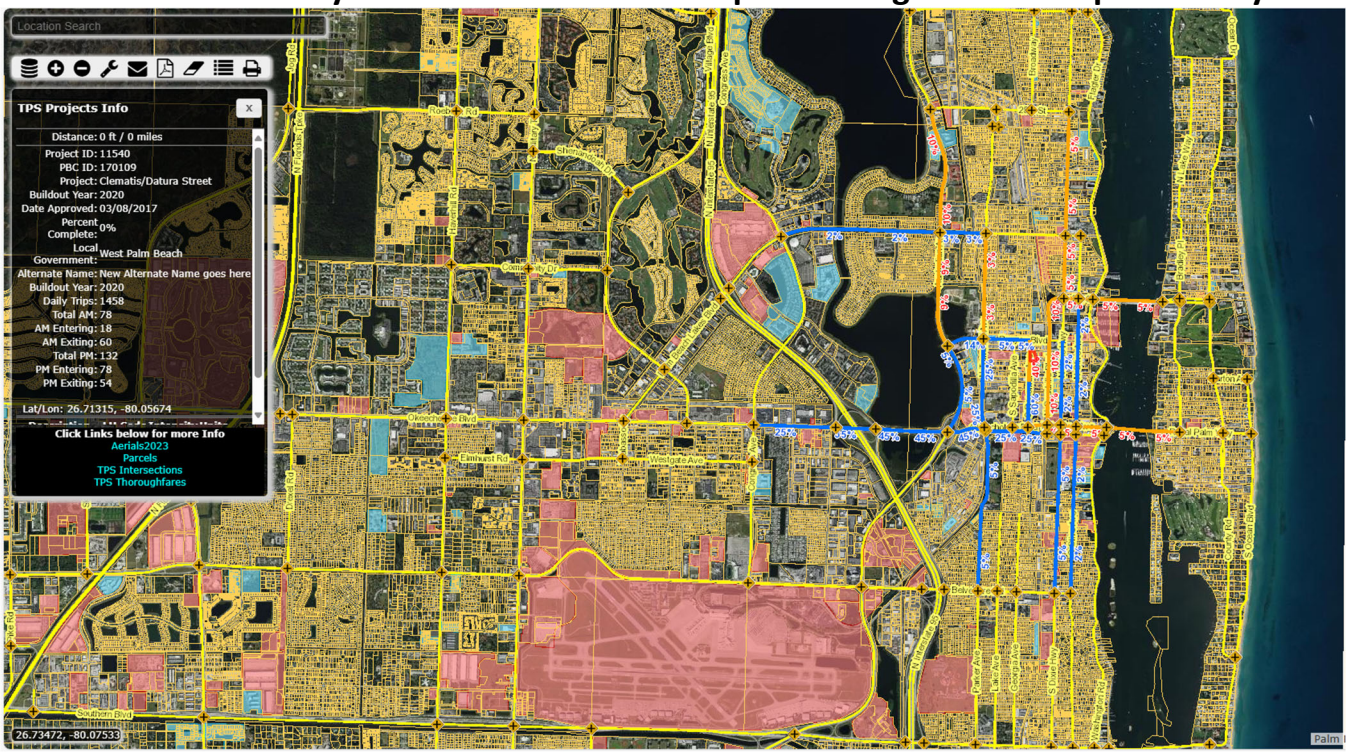
31

Buildout- 2020

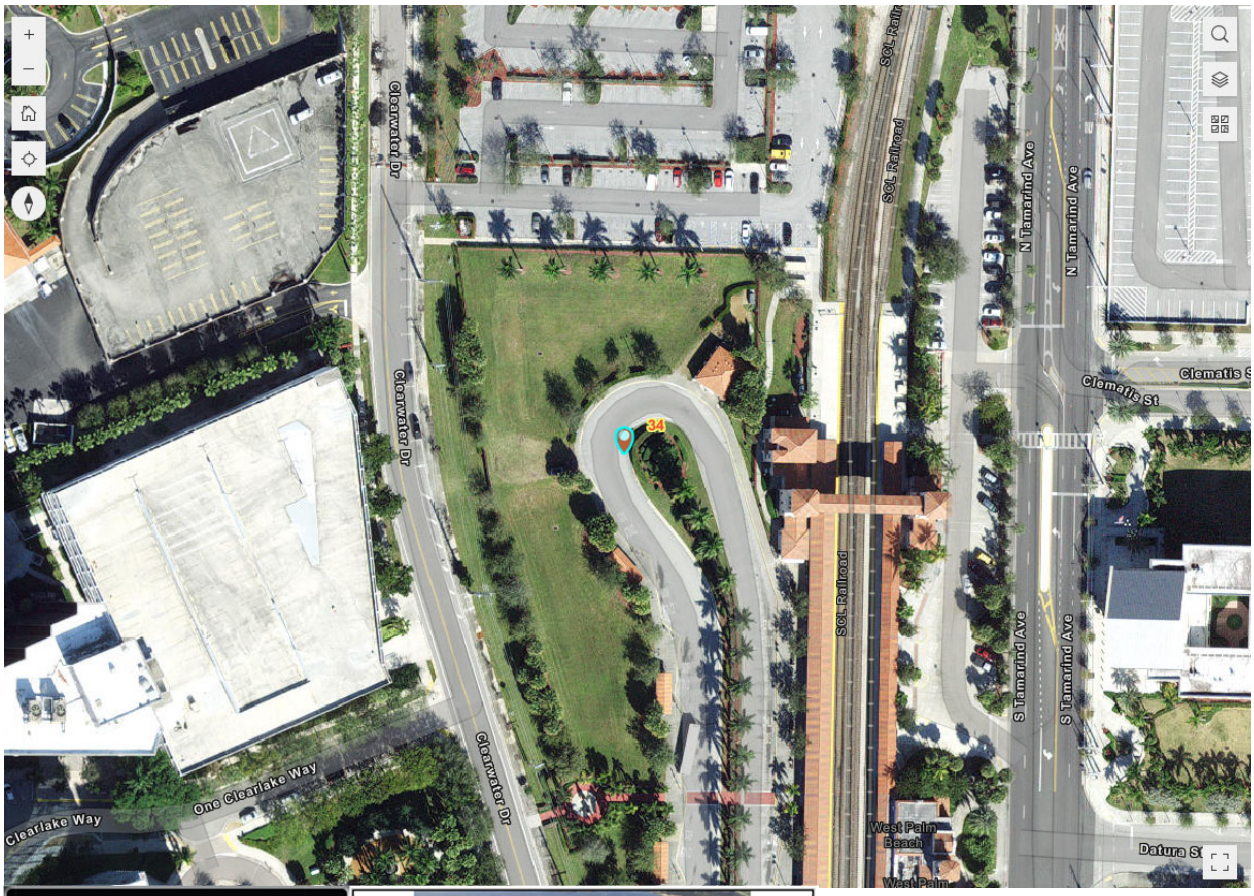
Proposed Land Use

- **12 story mixed use building- 180,140 gross s.f.**
- **Residential- 159 multifamily units**
- **Retail- 11,490 s.f.**

Palm Beach County TPS- See distribution map and site generated trip summary.



13. Transit Village- 132 Clearwater Pl/150 Clearwater Pl, WPB, FL.



TPS Projects Info

Distance:	0 ft / 0 miles
Project ID:	11543
PBC ID:	220515
Project:	Transit Village
Buildout Year:	2030
Date Approved:	05/25/2022
Percent Complete:	0%
Local Government:	West Palm Beach
Alternate Name:	New Alternate Name goes here
Buildout Year:	2030
Daily Trips:	7611
Total AM:	521
AM Entering:	326
AM Exiting:	195
Total PM:	640
PM Entering:	266
PM Exiting:	374

Lat/Lon: 26.71284, -80.06295

Description	LU Code	Intensity	Units
Apartment	220	986	DU
General Office	710	182.72	KSF
Gen. Commercial	820	54.855	KSF
Hotel	310	108	Rooms

Click Links below for more Info
Aerials2023
Parcels
TPS Intersections
TPS Thoroughfares



Transit Village
Location : 132 Clearwater Pl / 150 Clearwater Pl
Project Manager : Chris Kimmerly
Summary : Four 25-story towers, 1,296,814 sq ft, 820 regular residential units, 42 workforce units, 166 micro units, 108 hotel units, 49,395 sq ft retail, 182,720 sq ft of office, 2,000 parking spaces.

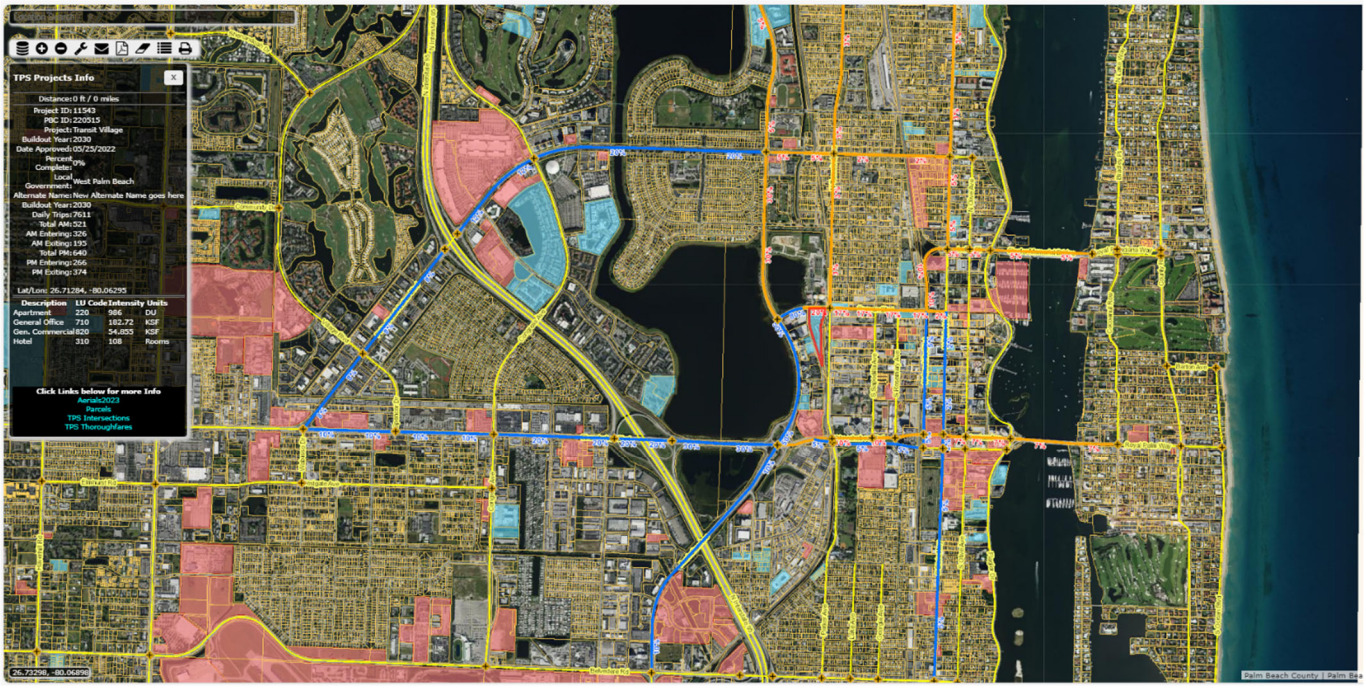
Approved

Proposed Land Use

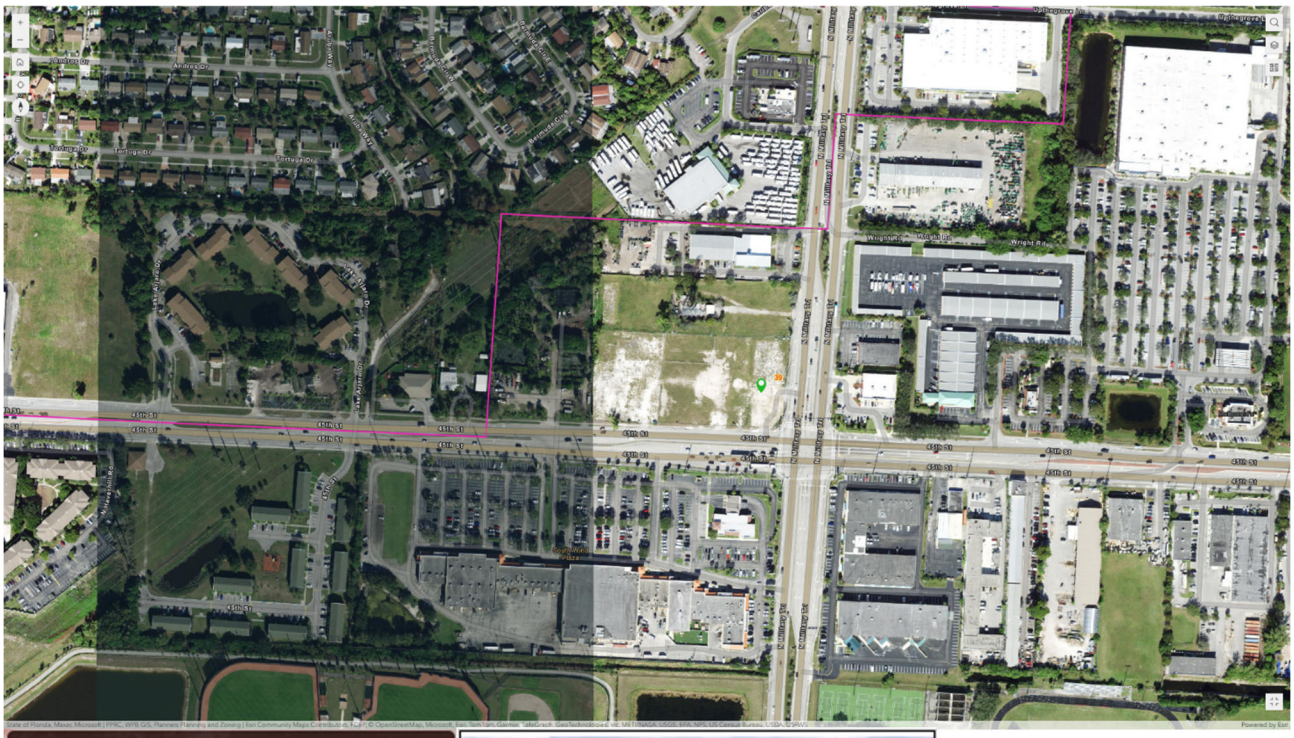
- **Residential- 986 units (166 mircro units)**
- **Office- 182,720 s.f.**
- **Retail- 49,395 s.f.**
- **Hotel- 108 rooms**
- **42 workforce units**
- **Parking- 2,000 spaces**

Buildout- 2030

Palm Beach County TPS- See distribution map and site generated trip summary.



14. Prime Corner Commercial - 45th Dt & Military Tr, WPB, FL.



TPS Projects Info

Distance:	0 ft / 0 miles
Project ID:	11491
PBC ID:	241003
Project:	Prime Corner
Buildout Year:	2027
Date Approved:	01/07/2025
Percent Complete:	0%
Local Government:	West Palm Beach
Alternate Name:	New Alternate Name goes here
Buildout Year:	2027
Daily Trips:	3416
Total AM:	276
AM Entering:	141
AM Exiting:	135
Total PM:	253
PM Entering:	129
PM Exiting:	124

Lat/Lon: 26.76015, -80.10899

Description	LU Code	Intensity	Units
Gen. Commercial	820	15	KSF
Convenience Store	851	5.636	KSF
Fast Food Restaurant + DT	934	7.814	KSF

Click Links below for more Info
Aerials2023
Parcels
TPS Intersections
TPS Thoroughfares



Prime Corner Commercial Planned Development
Location : 45th St & Military Tr
Project Manager : Linda Louie
Summary : Commercial Planned Development with a 5636 sq ft WaWa convenience store and gas sales.

Approved

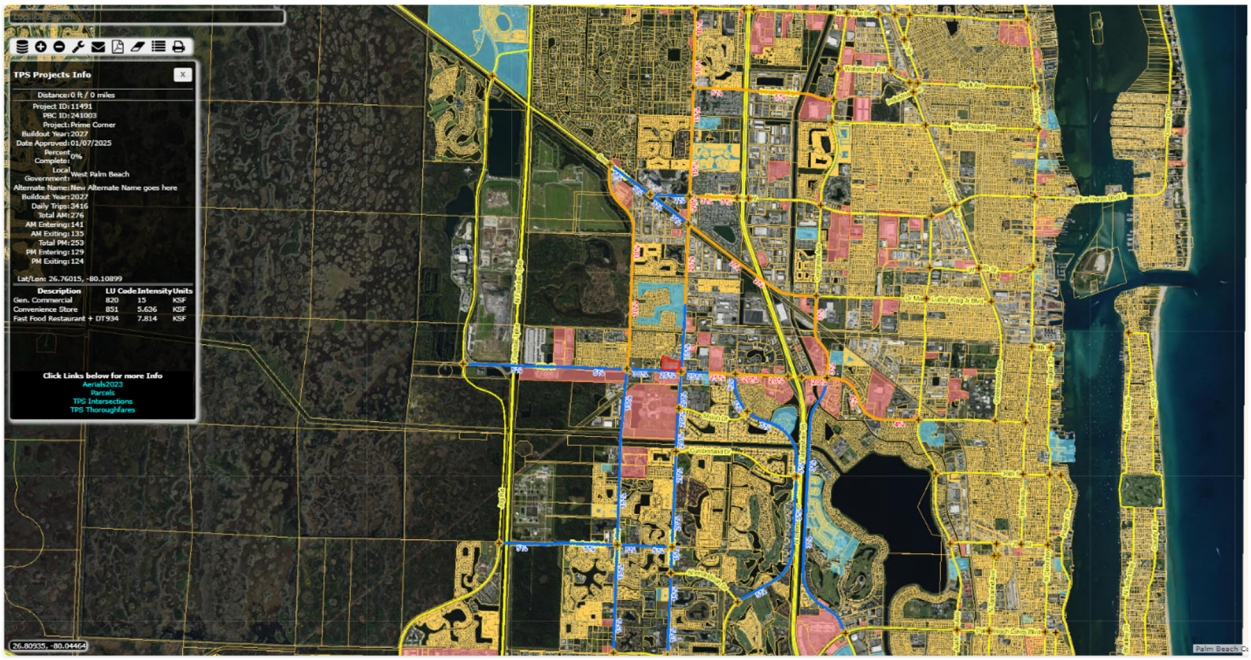
39

Proposed Land Use

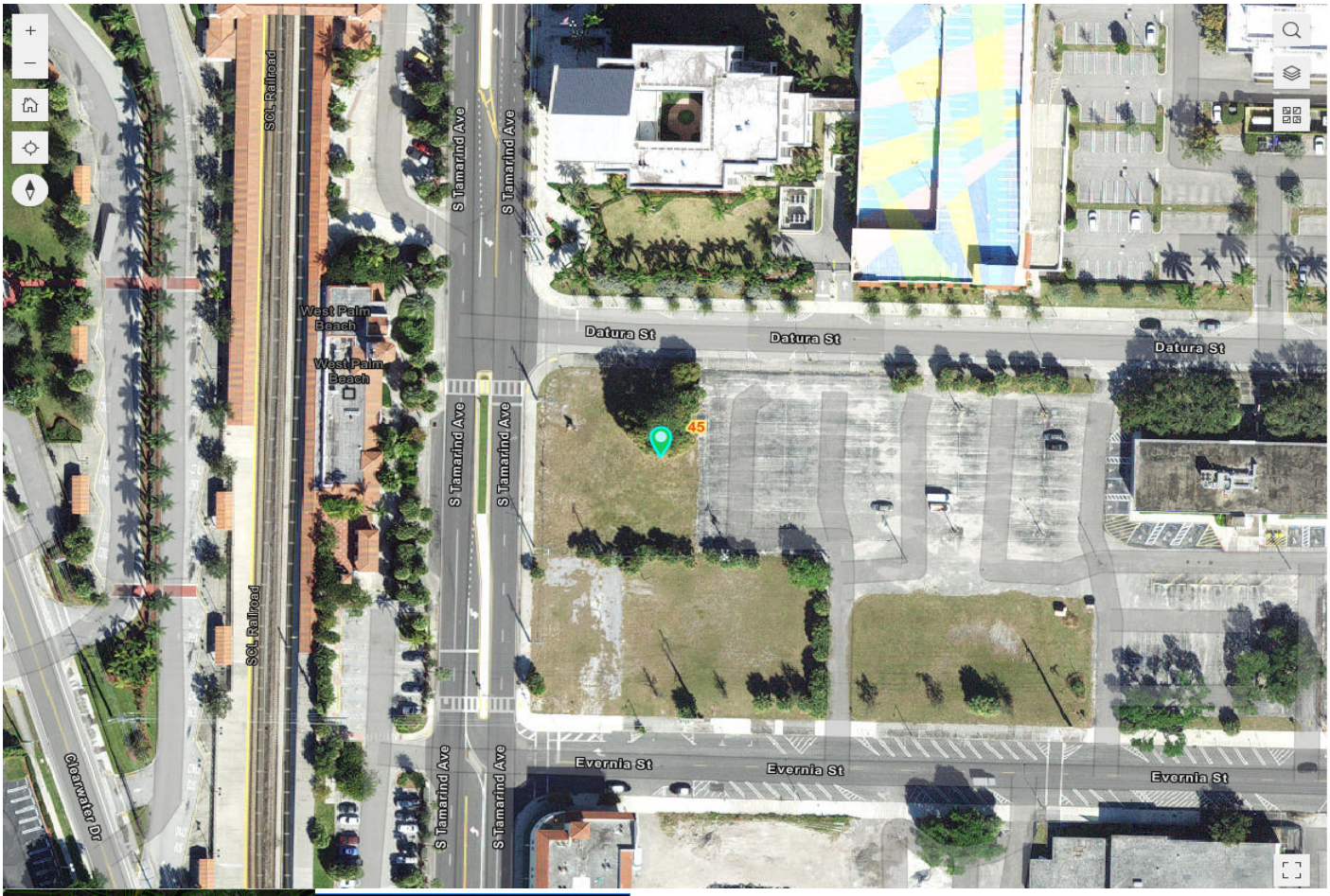
- **Convenience Store- 5,636 s.f.**
- **Commercial- 15,000 s.f.**

Buildout- 2027

Palm Beach County TPS- See distribution map and site generated trip summary.



15. Solana- 992 Datura Avenue, WPB, FL.



TPS Projects Info

Distance: 0 ft / 0 miles
Project ID: 11544
PBC ID: 220309
Project: Solana WPB
Buildout Year: 2026
Date Approved: 03/24/2022
Percent Complete: 0%
Local Government: West Palm Beach
Alternate Name: New Alternate Name goes here
Buildout Year: 2026
Daily Trips: 397
Total AM: 28
AM Entering: 10
AM Exiting: 18
Total PM: 35
PM Entering: 20
PM Exiting: 15

Lat/Lon: 26.71220, -80.06171

Description	LU Code	Intensity	Units
Gen. Commercial	820	2.942	KSF

Click Links below for more Info
Aerials2023
Parcels
TPS Intersections
TPS Thoroughfares



Solana
Location : 992 Datura Ave
Project Manager :
Summary : 88 Total Units, 74 Microunuts, 141 BR Units, 36 Parking spaces

Approved

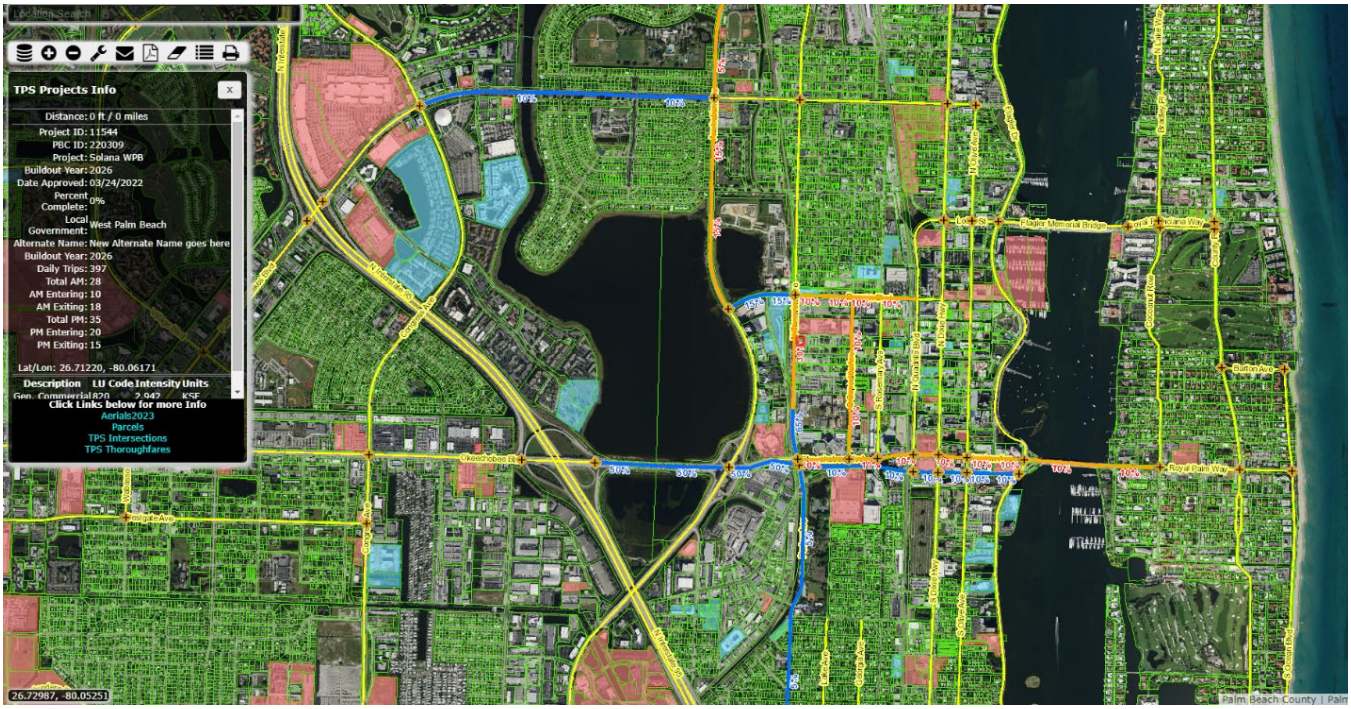
45

Proposed Land Use

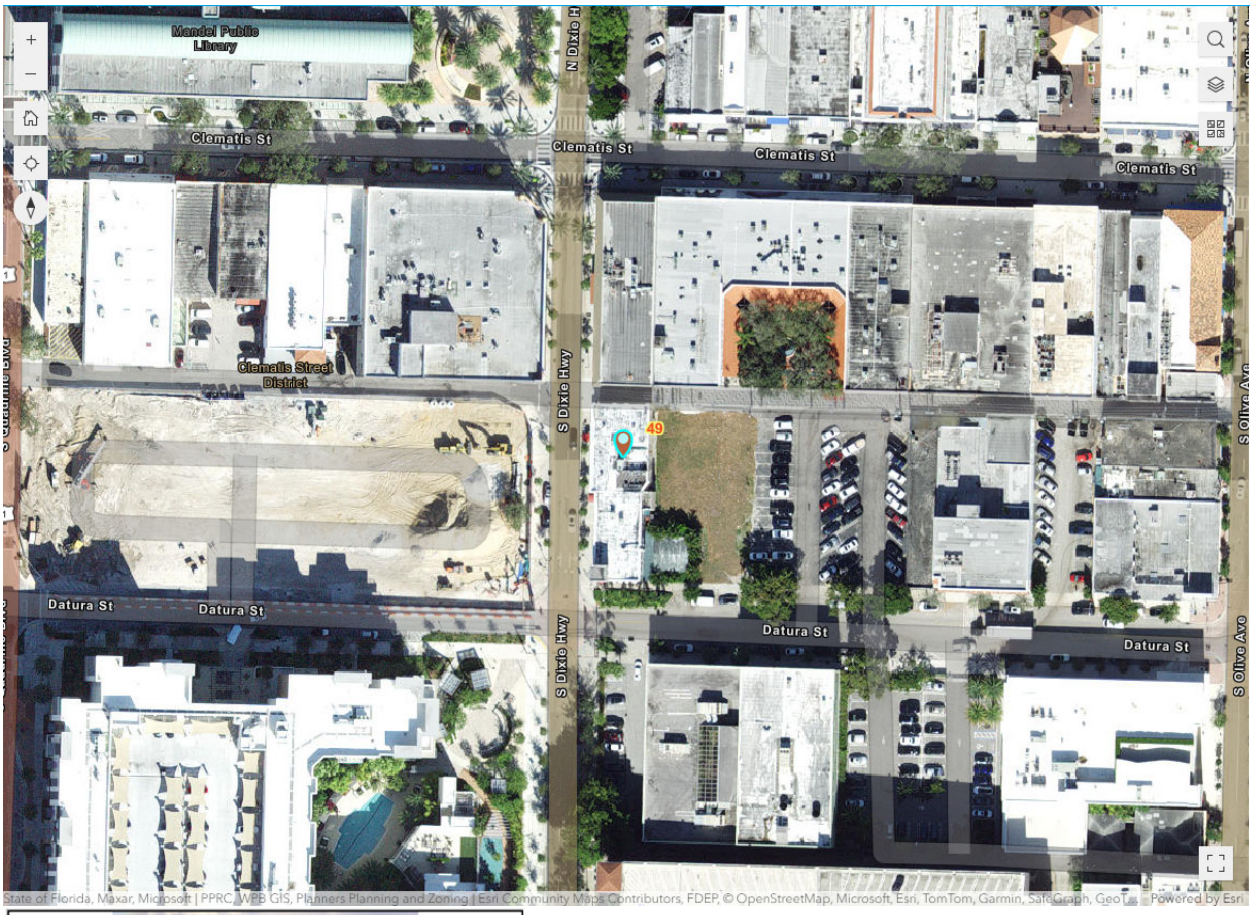
- **Residential- 88 multifamily units (74 microunits)**
- **36 parking spaces**

Buildout- 2026

Palm Beach County TPS- See distribution map and site generated trip summary.



16. 120 South Dixie Highway & Datura- 120 S Dixie Hwy, WPB, FL.





120 South Dixie Highway & Datura
Location : 120 S Dixie Hwy
Project Manager : Chris Kimmerly
Summary : Residential: 153 Units, (Studio-66, 1BR-43, 2BR-44), Retail: 6,650 sq ft, Parking: 174 spaces.

Approved

49

Proposed Land Use

- **Residential- 153 units**
- **Retail- 6,650 s.f.**
- **Parking- 174 spaces**

Buildout-

Palm Beach County TPS- Not entered in database.

17.315 S Dixie- 315 S Dixie Hwy, WPB, FL.



TPS Projects Info

Distance: 0 ft / 0 miles
Project ID: 11599
PBC ID: 230910
Project: 315 S. Dixie Highway
Buildout Year: 2028
Date Approved: 04/08/2024
Percent Complete: 0%
Local Government: West Palm Beach
Alternate Name: NA
Buildout Year: 2028
Daily Trips: 518
Total AM: 57
AM Entering: 19
AM Exiting: 38
Total PM: 79
PM Entering: 47
PM Exiting: 32

Lat/Lon: 26.71080, -80.05375

Description	LU Code	Intensity	Units
Gen. Commercial	820	14.354	KSF
Apartment	220	181	DU

Click Links below for more Info
Aerials2023
Parcels
TPS Intersections
TPS Thoroughfares



315 S Dixie
Location : 315 S Dixie Hwy
Project Manager : Claudia Ibaven
Summary : Residential: Multifamily 190 Units, Office Space: 9,411 sq ft.

Approved

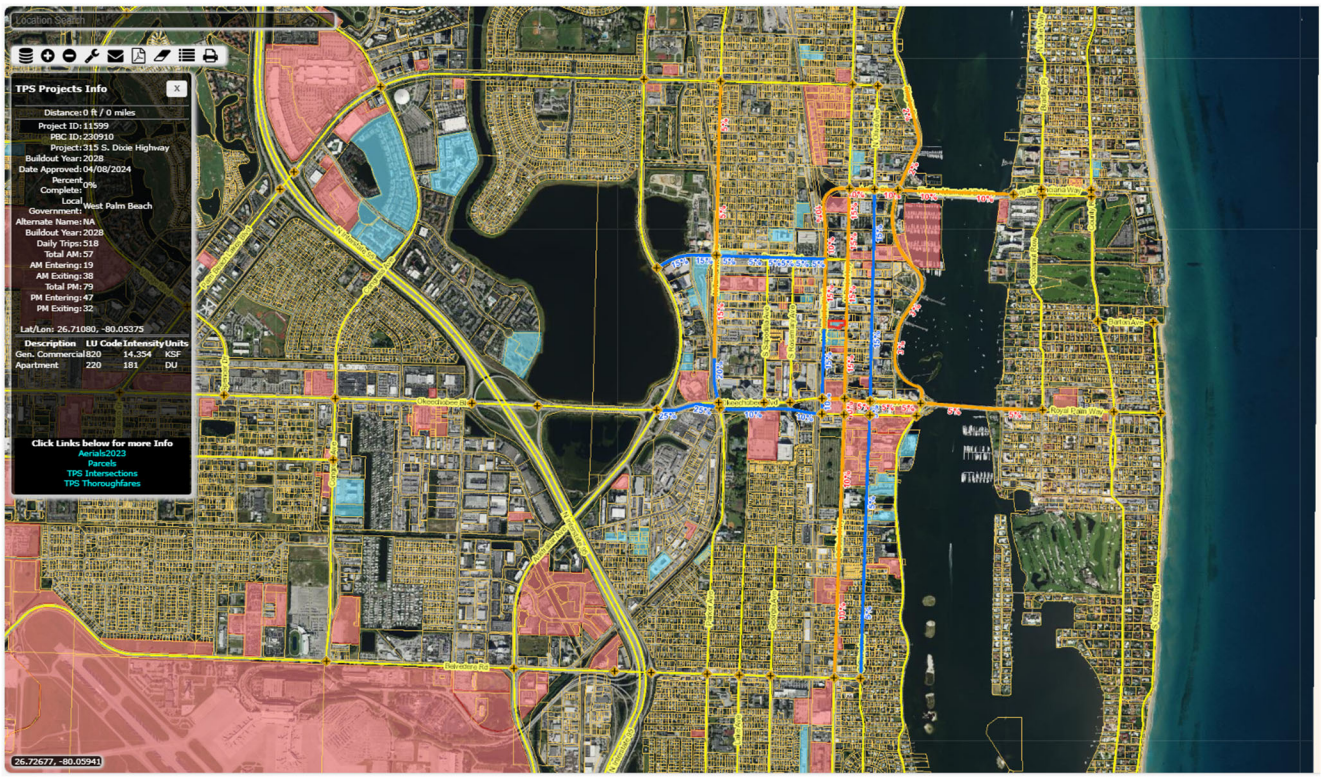
50

Proposed Land Use

- **Residential- 190 multifamily units**
- **Office- 9,411 s.f.**

Buildout- 2028

Palm Beach County TPS- See distribution map and site generated trip summary.



18. Boys and Girls Club- 5701 Dreher Trail S, WPB, FL.





Boys and Girls Club
Location : 5701 Dreher Trail S
Project Manager : Jermaine Swaby
Summary : Club: 19,080 sq ft, Gym: 11,820 sq ft.

Approved

52

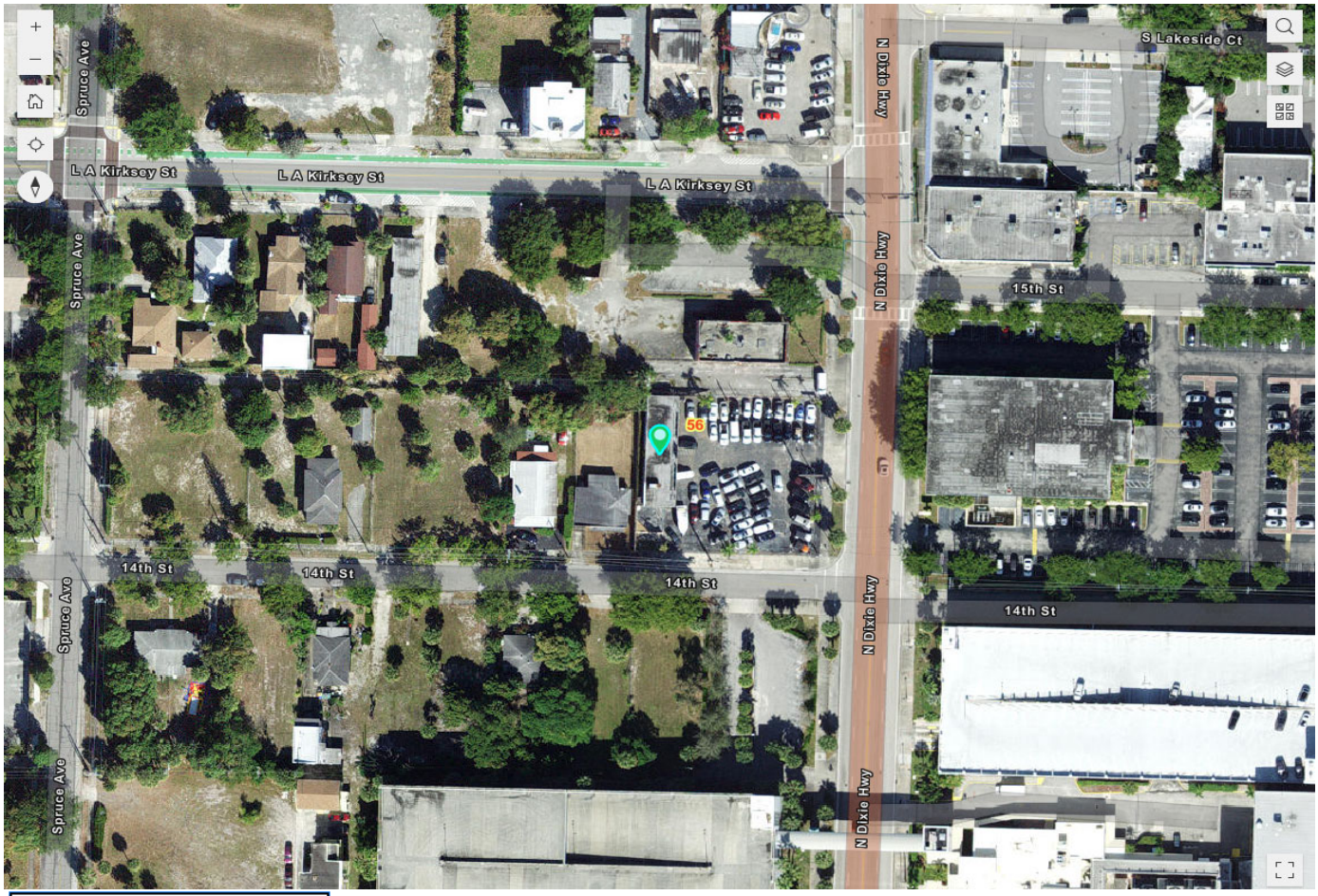
Proposed Land Use

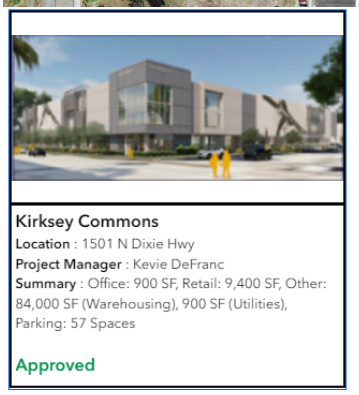
- **Club- 19,080 s.f.**
- **Gym- 11,820 s.f.**

Buildout-

Palm Beach County TPS- Not entered in database.

19. Kirksey Commons- 1501 N. Dixie Highway, WPB, FL.





Kirksey Commons
Location : 1501 N Dixie Hwy
Project Manager : Kevie DeFranc
Summary : Office: 900 SF, Retail: 9,400 SF, Other: 84,000 SF (Warehousing), 900 SF (Utilities), Parking: 57 Spaces

Approved

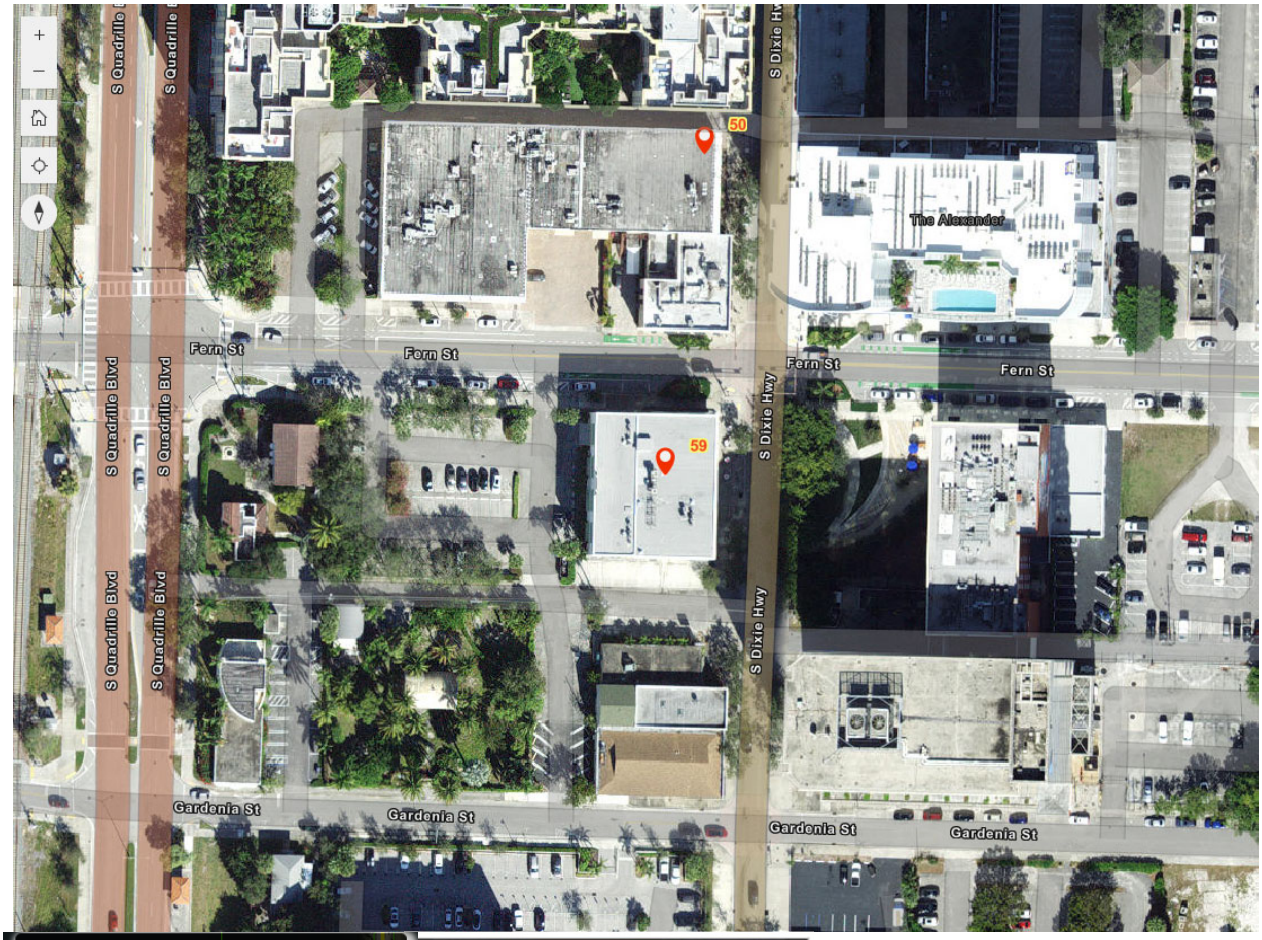
Proposed Land Use

- **Office- 900 s.f.**
- **Retail- 9,400 s.f.**
- **Warehouse- 84,000 s.f.**
- **Utilities- 900 s.f.**
- **57 parking spaces**

Buildout-

Palm Beach County TPS- Not entered in database.

20. 460 Fern- 460 Fern Street, WPB, FL.



TPS Projects Info

Distance: 0 ft / 0 miles

Project ID: 11323
PBC ID: 231101
Project: WPB Fern Residences
Buildout Year: 2028
Date Approved: 02/07/2024
Percent Complete: 0%
Local Government: West Palm Beach
Alternate Name: Residence of Palm Beach West
Buildout Year: 2028
Daily Trips: 1148
Total AM: 87
AM Entering: -6
AM Exiting: 93
Total PM: 88
PM Entering: 67
PM Exiting: 21

Lat/Lon: 26.70961, -80.05410

Description	LU Code	Intensity	Units
Gen. Commercial	820	18.67	KSF

Click Links below for more Info
Aerials2023
Parcels
TPS Intersections
TPS Thoroughfares



460 Fern
Location : 460 Fern Street
Project Manager : Claudia Ibaven
Summary : 340 Multifamily Units, 23,377 sf of Retail and 16,135 sf of Office Space.

Approved

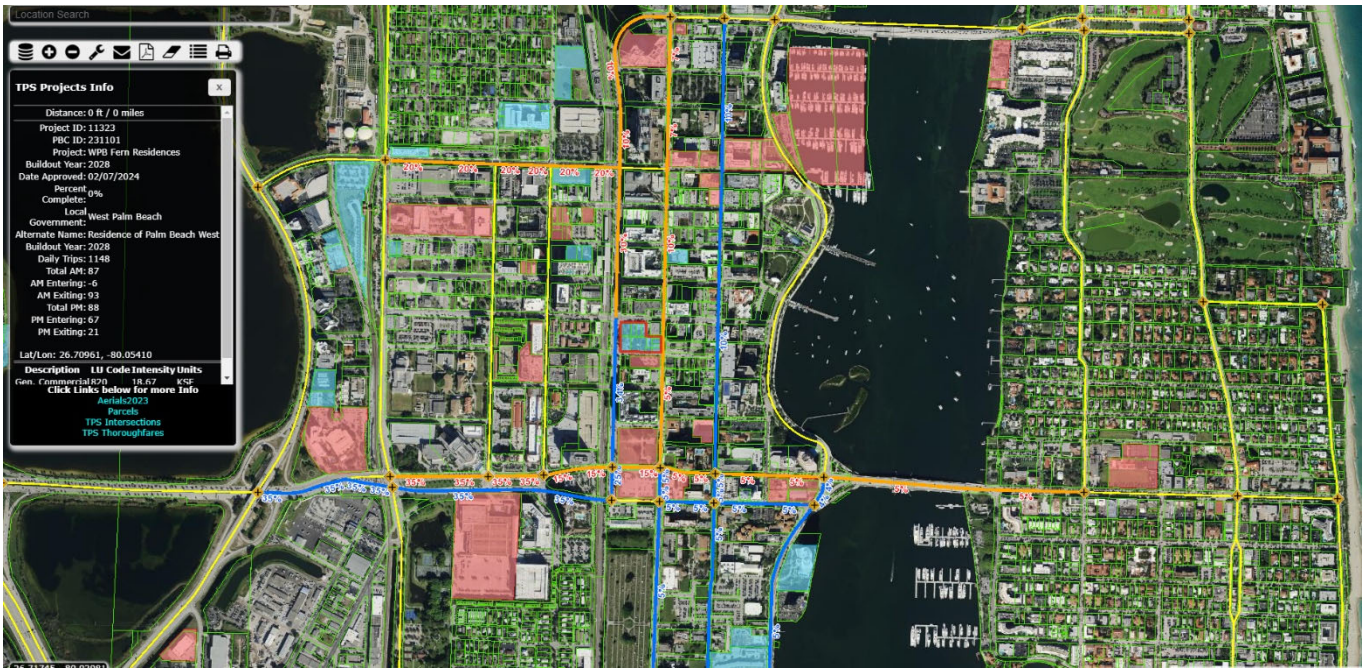
59

Proposed Land Use

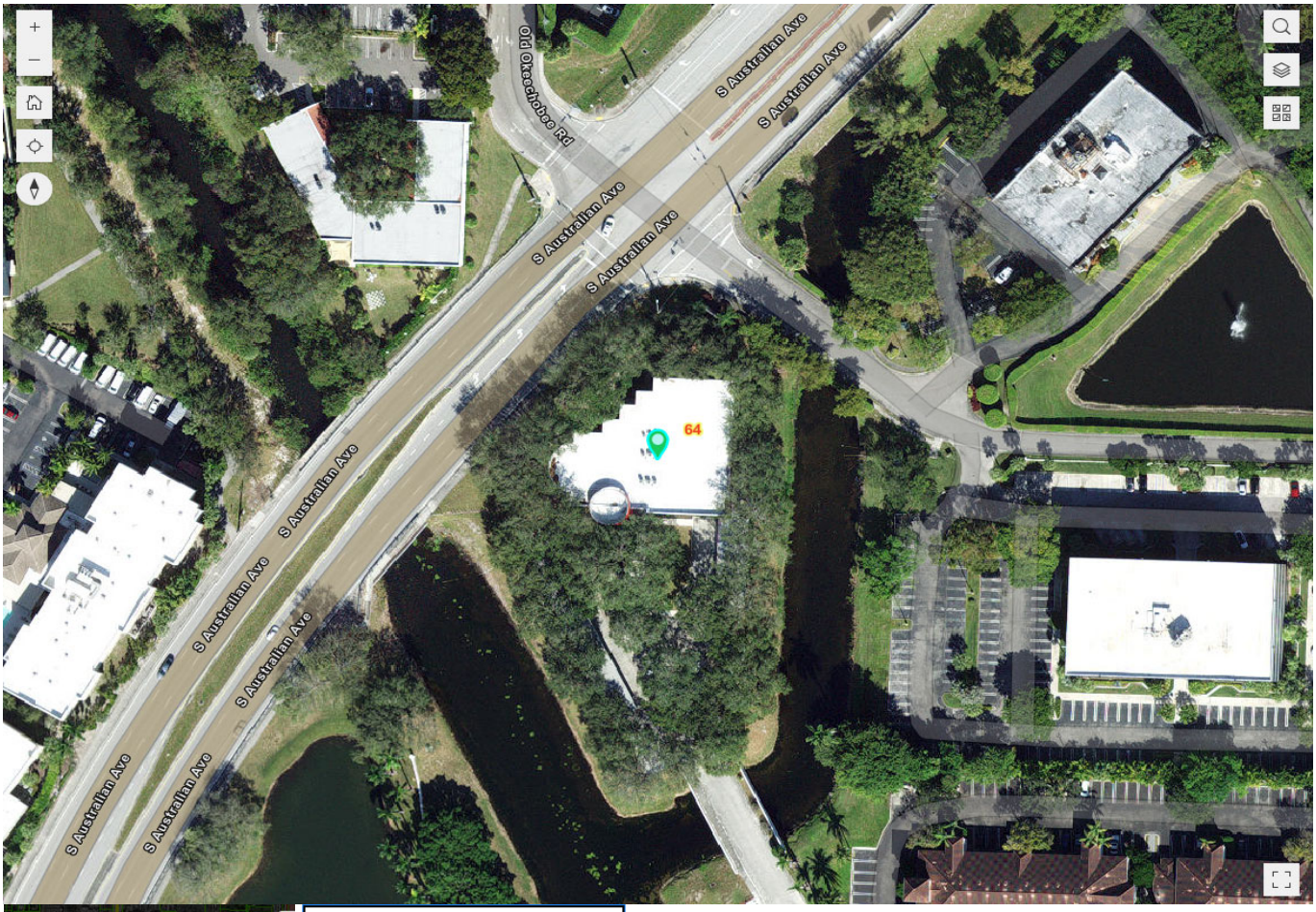
- **Residential- 340 multifamily units**
- **Retail- 23,377 s.f.**
- **Office- 16,135 s.f.**

Buildout- 2028

Palm Beach County TPS- See distribution map and site generated trip summary.



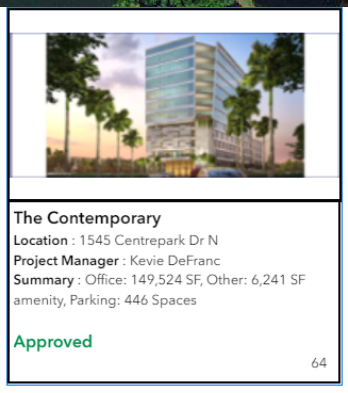
21.The Contemporary- 1545 Centrepark Dr North, WPB, FL.



TPS Projects Info

Distance: 0 ft / 0 miles
Project ID: 10582
PBC ID: 201102
Project: CentrePark DRI
Buildout Year: 2024
Date Approved: 11/10/2020
Percent Complete: 50%
Local Government: West Palm Beach
Alternate Name: NA
Buildout Year: 2024
Daily Trips: 16077
Total AM: 1341
AM Entering: 801
AM Exiting: 540
Total PM: 1746
PM Entering: 712
PM Exiting: 1034
Project ID: 10582
PBC ID: 201102
Project: CentrePark DRI
Buildout Year: 2024

Click Links below for more Info
Aerials2023
Parcels
TPS Intersections
TPS Thoroughfares



The Contemporary
Location : 1545 Centrepark Dr N
Project Manager : Kevie DeFranc
Summary : Office: 149,524 SF, Other: 6,241 SF amenity, Parking: 446 Spaces

Approved

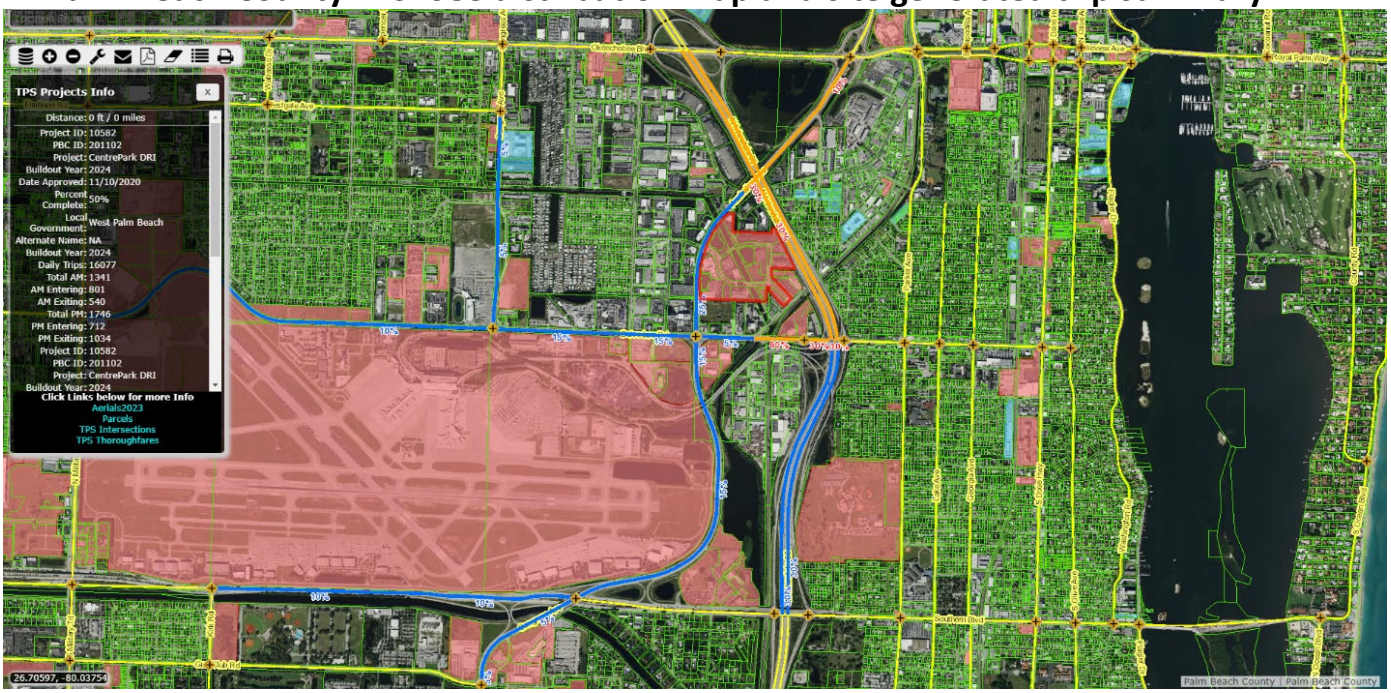
64

Proposed Land Use

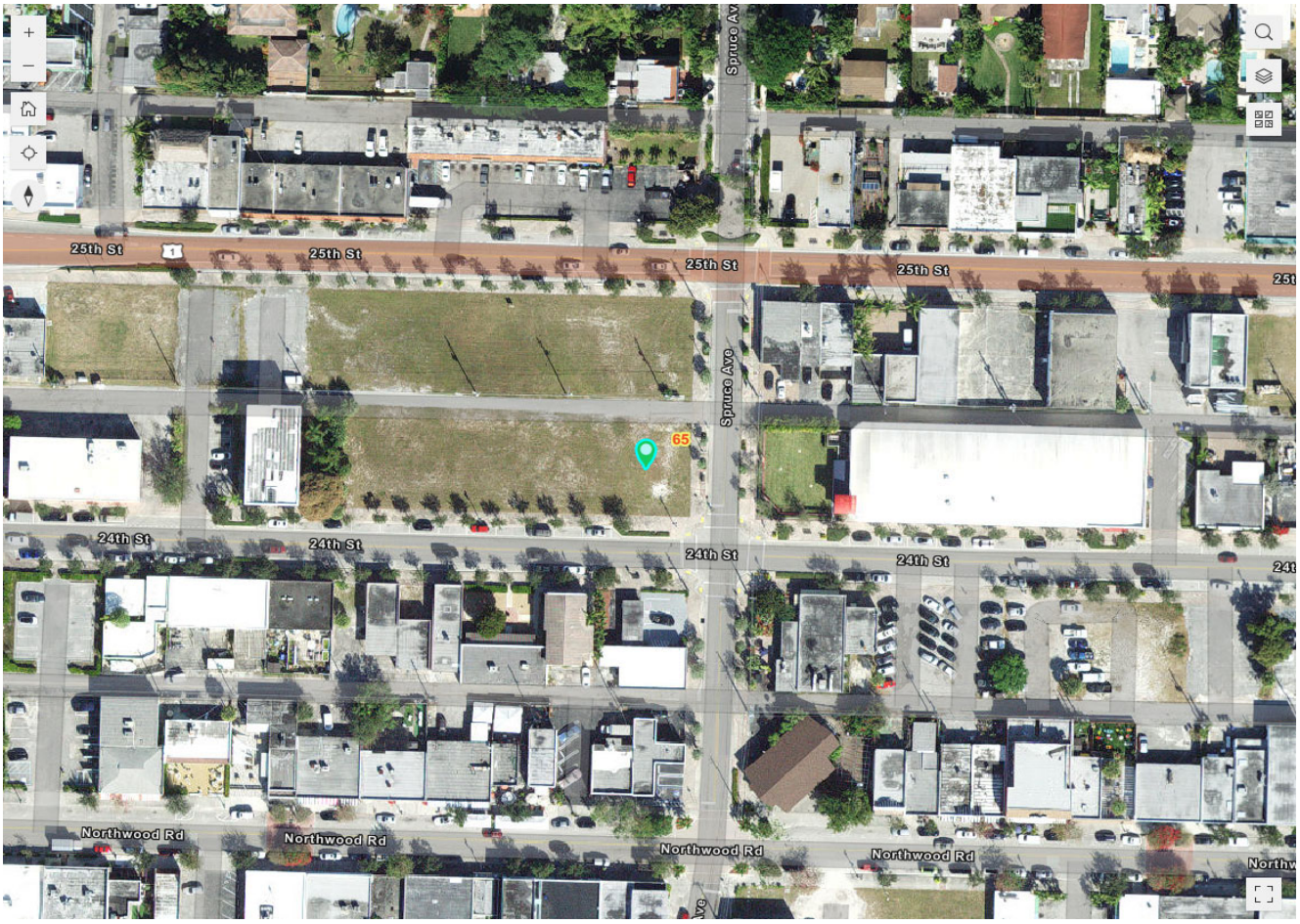
- **Office- 149,524 s.f. with 6,241 s.f. amenity**
- **446 parking spaces**

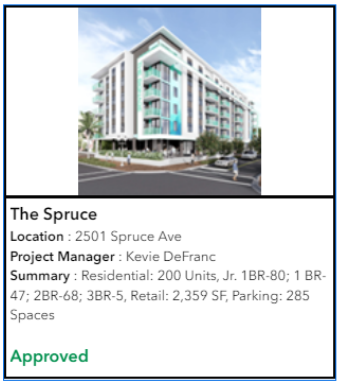
Buildout- 2024

Palm Beach County TPS- See distribution map and site generated trip summary.



22.The Spruce- 2501 Spruce Avenue, WPB, FL.





The Spruce
Location : 2501 Spruce Ave
Project Manager : Kevie DeFranc
Summary : Residential: 200 Units, Jr. 1BR-80; 1 BR-47; 2BR-68; 3BR-5, Retail: 2,359 SF, Parking: 285 Spaces

Approved

Proposed Land Use

- **Residential- 200 multifamily units (Jr. 1BR-80 units; 1 BR-47 units; 2BR-68 units; 3BR-5 units)**
- **Retail- 2,359 s.f.**
- **285 parking spaces**

Buildout-

Palm Beach County TPS- Not entered in database.

23.Tropicana Self Storage- 2500 N Florida Mango Rd, WPB, FL.





Tropicana Self Storage
Location : 2500 N Florida Mango Rd
Project Manager : Kevie DeFranc
Summary : 108,292 SF self-storage facility with six parking spaces.

Approved

66

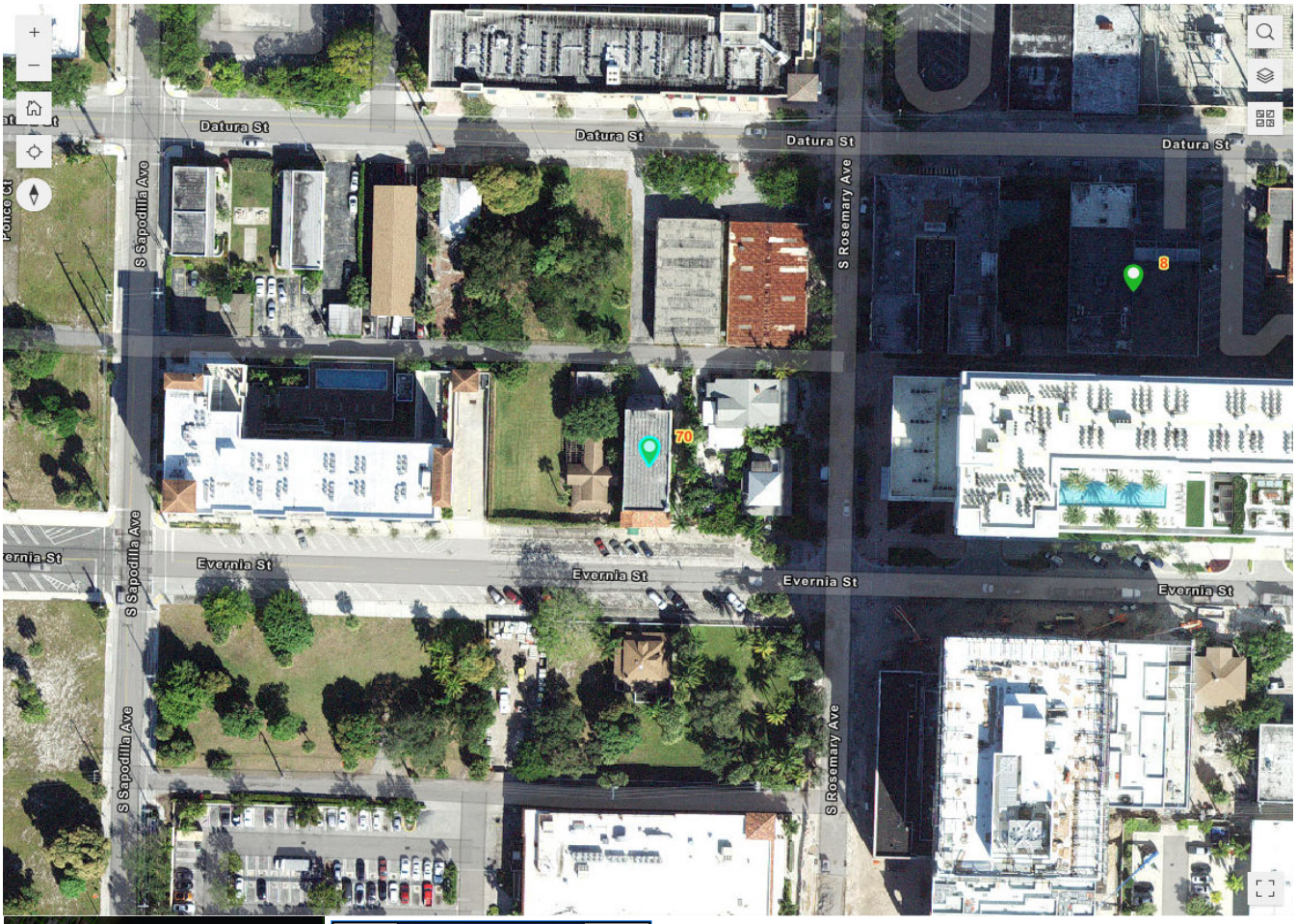
Proposed Land Use

- **Self-storage facility- 108,292 s.f.**
- **Parking- 6 spaces**

Buildout-

Palm Beach County TPS- Not entered in database.

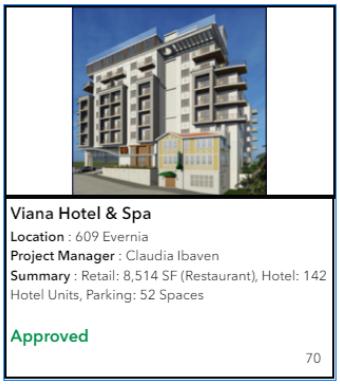
24.Viana Hotel and Spa- 609 Evernia, WPB, FL.



TPS Projects Info

Distance: 0 ft / 0 miles
Project ID: 11533
PBC ID: 230306
Project: Viana Hotel
Buildout Year: 2027
Date Approved: 04/08/2023
Percent Complete: 0%
Local Government: West Palm Beach
Alternate Name: New Alternate Name goes here
Buildout Year: 2027
Daily Trips: 768
Total AM: 44
AM Entering: 24
AM Exiting: 20
Total PM: 58
PM Entering: 30
PM Exiting: 28
Project ID: 11533
PBC ID: 230306
Project: Viana Hotel
Buildout Year: 2027

Click Links below for more Info
Aerials2023
Parcels
TPS Intersections
TPS Thoroughfares



Viana Hotel & Spa
Location : 609 Evernia
Project Manager : Claudia Ibaven
Summary : Retail: 8,514 SF (Restaurant), Hotel: 142 Hotel Units, Parking: 52 Spaces

Approved

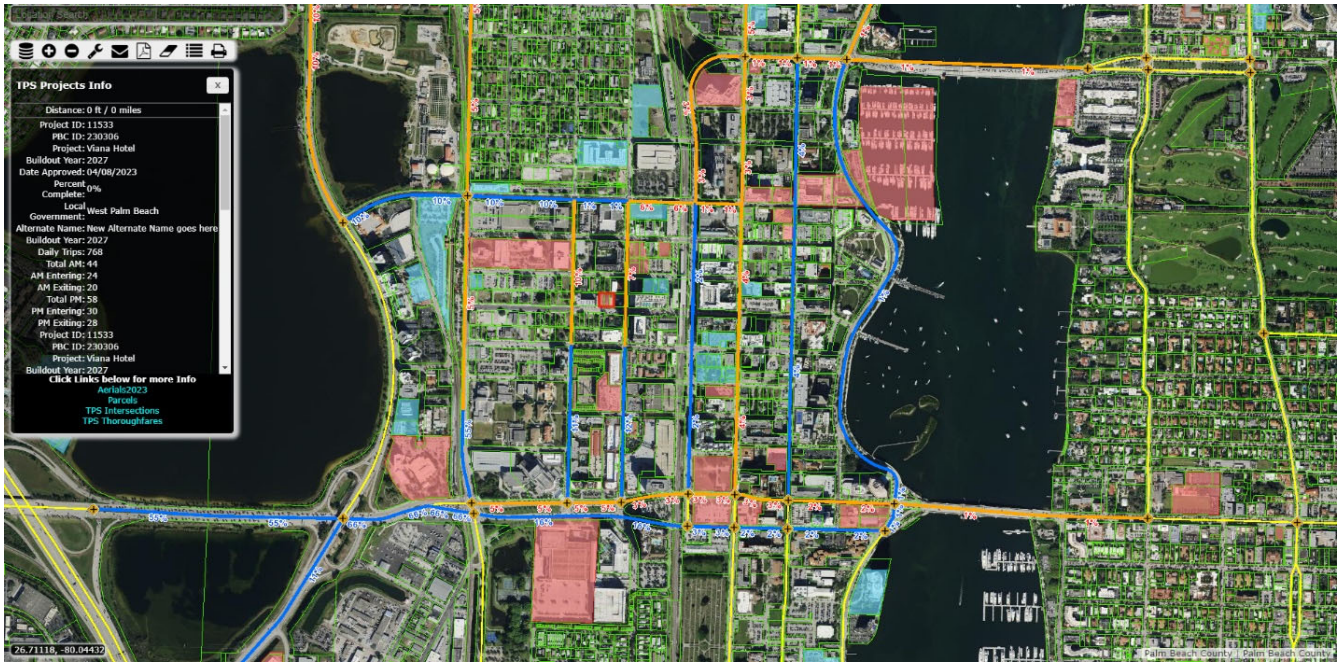
70

Proposed Land Use

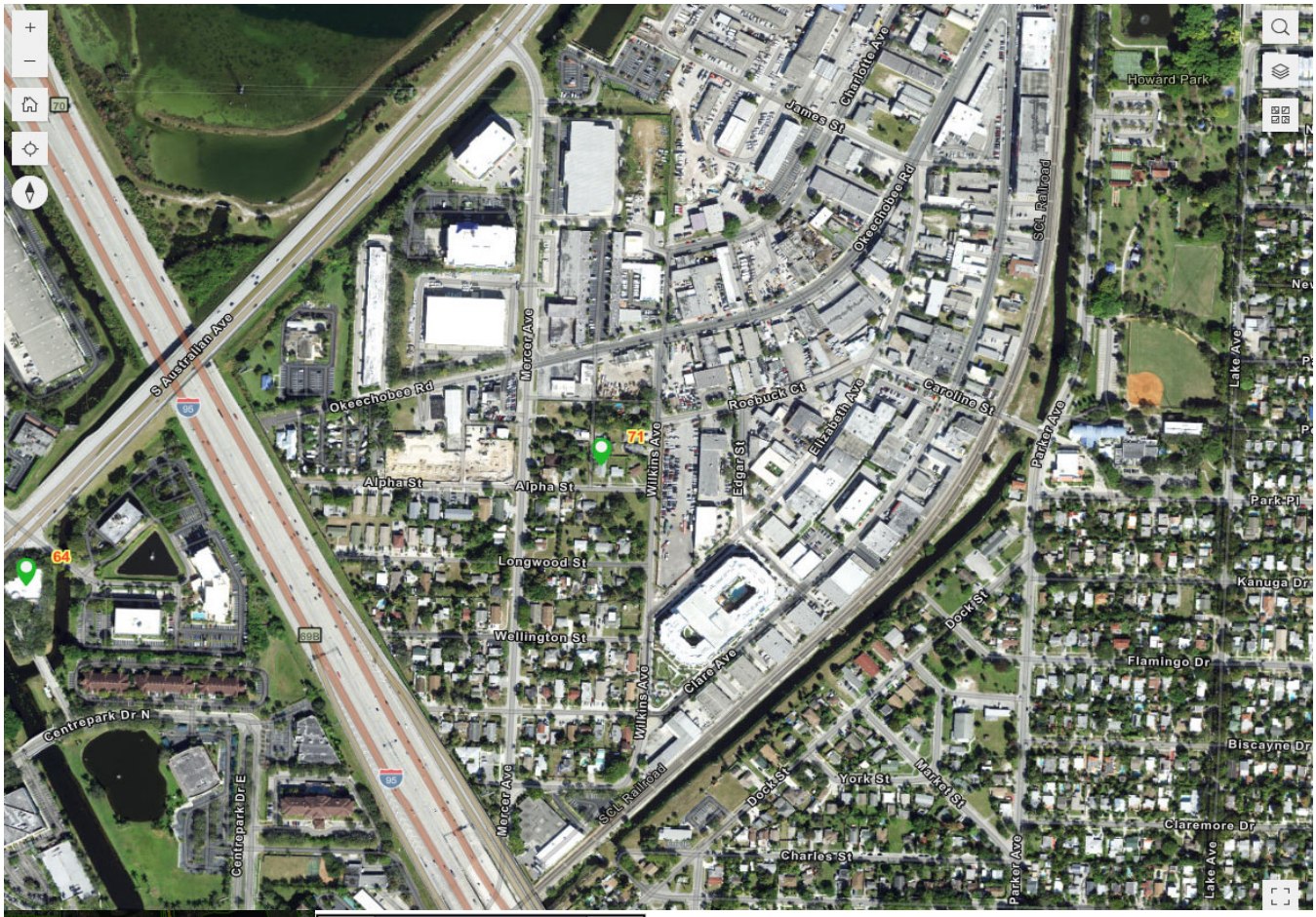
- **Hotel- 142 hotel units**
- **Retail- 8,514 s.f. restaurant**
- **52 parking spaces**

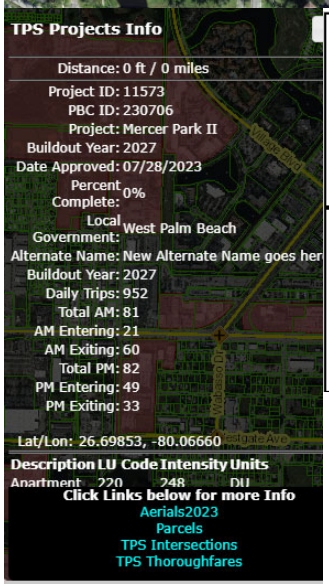
Buildout- 2027

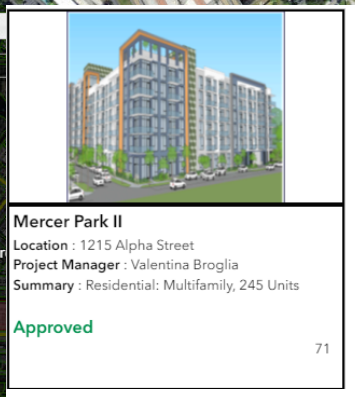
Palm Beach County TPS- See distribution map and site generated trip summary.



25.Mercer Park II- 1215 Alpha Street, WPB, FL.





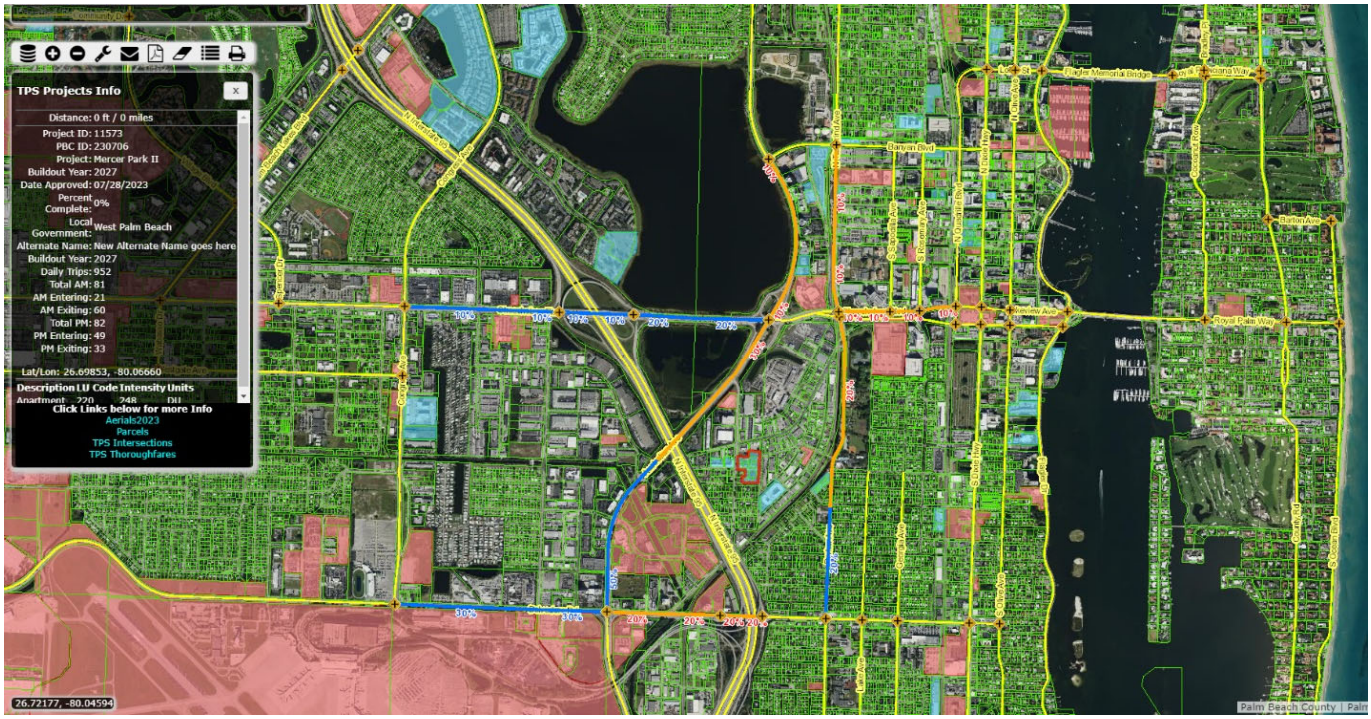


Proposed Land Use

- **Hotel- 142 hotel units**
- **Retail- 8,514 s.f. restaurant**
- **52 parking spaces**

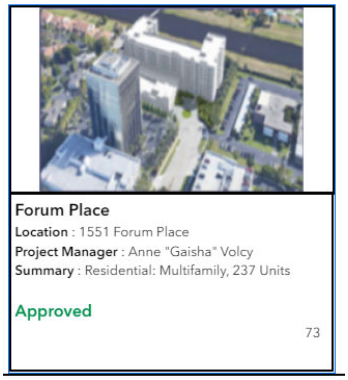
Buildout- 2027

Palm Beach County TPS- See distribution map and site generated trip summary.



26.Forum Place- 1551 Forum Place, WPB, FL.





Forum Place
Location : 1551 Forum Place
Project Manager : Anne "Gaisha" Volcy
Summary : Residential: Multifamily, 237 Units

Approved

73

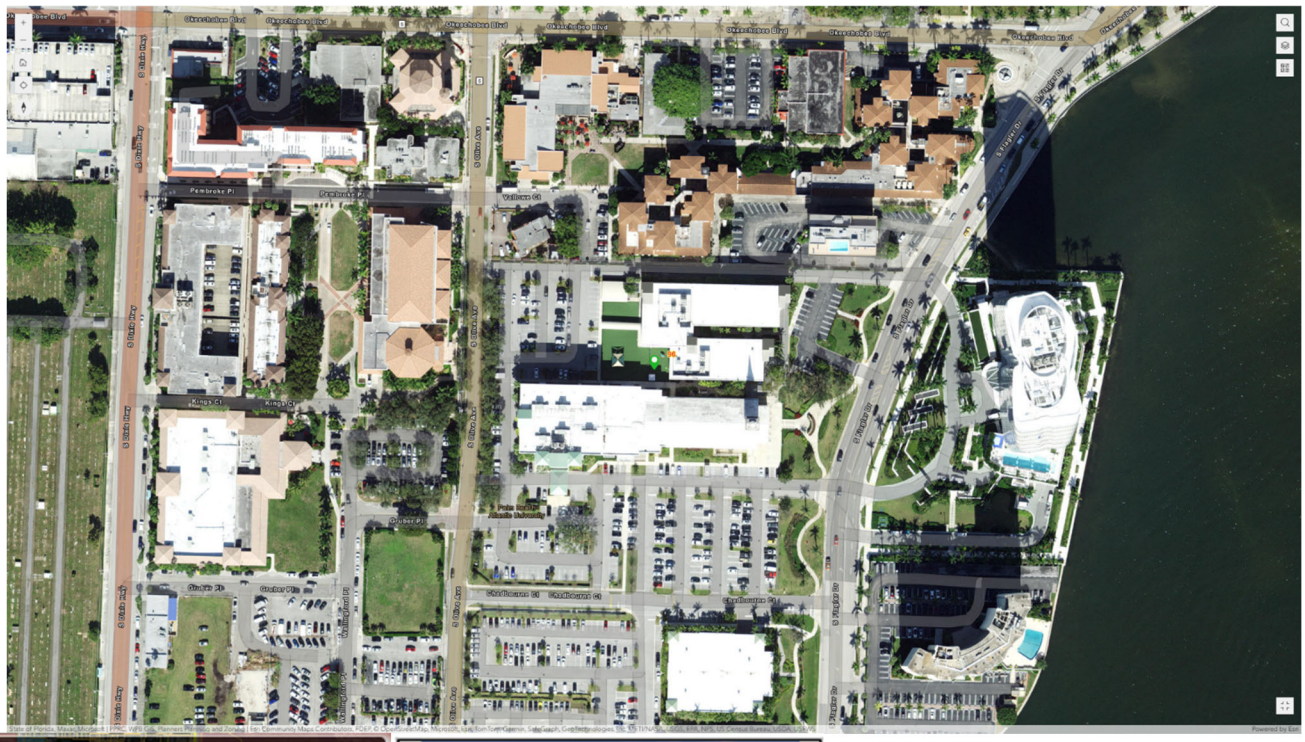
Proposed Land Use

- **Residential- 237 multifamily units**

Buildout-

Palm Beach County TPS- Not entered in database.

27. Family Church- 1111 S Flagler Dr, WPB, FL.



TPS Projects Info

Distance: 0 ft / 0 miles
Project ID: 11615
PBC ID: 240704
Project: 1111 S Flagler Drive
Buildout Year: 2029
Date Approved: 09/23/2024
Percent Complete: 0%
Local Government: West Palm Beach
Alternate Name: New Alternate Name goes here
Buildout Year: 2029
Daily Trips: 2079
Total AM: 400
AM Entering: 206
AM Exiting: 194
Total PM: 173
PM Entering: 91
PM Exiting: 82

Lat/Lon: 26.70363, -80.05115

Description	LU Code	Intensity	Units
Church/Synagogue	560	26.45	KSF
Apartment	220	190	DU
Private School (K-8)	534	250	Students
High Turnover Sit-Down Rest.	932	5.4	KSF

Click Links below for more Info
Aerials2023
Parcels
TPS Intersections
TPS Thoroughfares



Family Church
Location : 1111 S Flagler Dr
Project Manager : Luiz Vicentini
Summary : Two high-rise residential towers. Residential: 190 units. Restaurant: 5,400 sq ft.

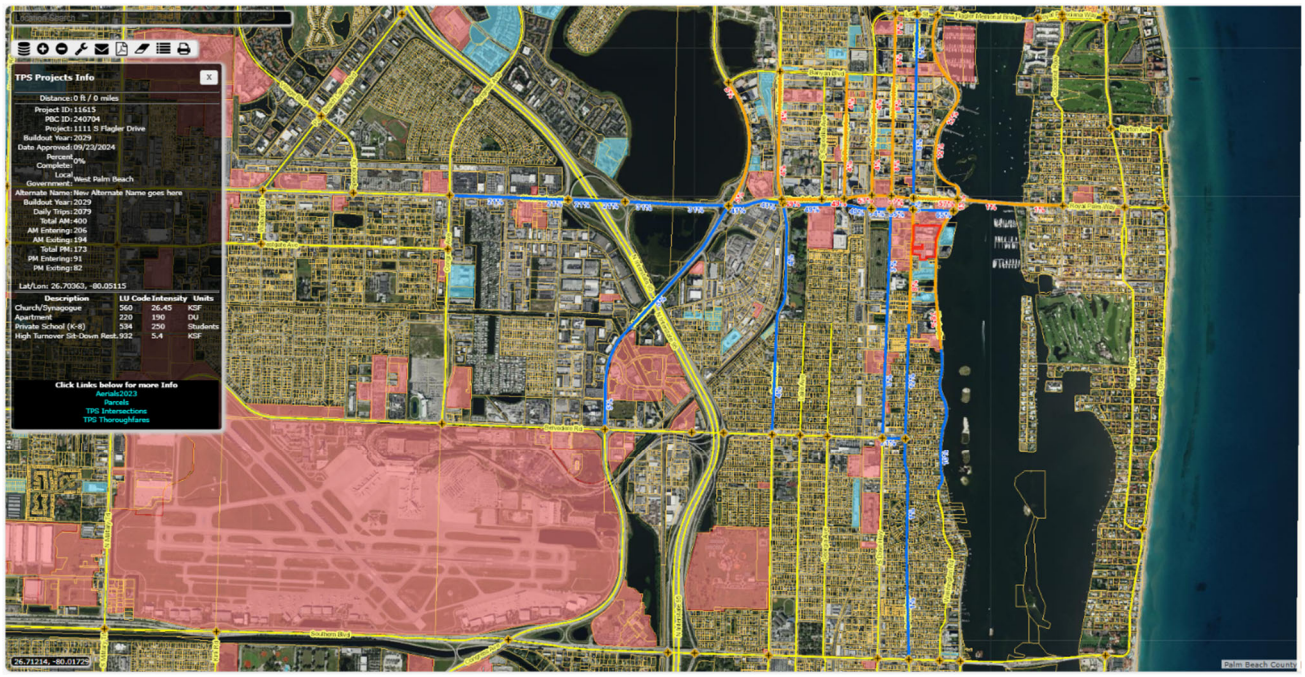
Approved

Proposed Land Use

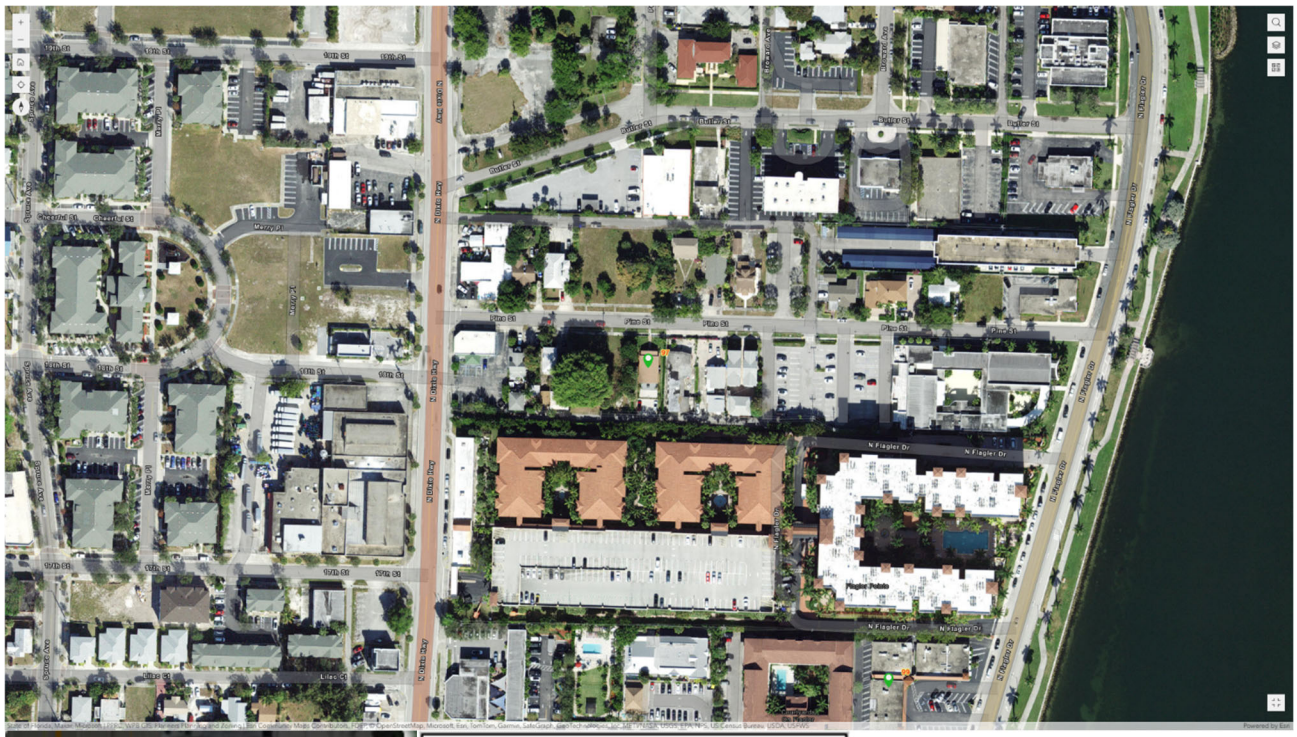
- **Residential- 190 untis**
- **Restaurant- 5,400 s.f.**

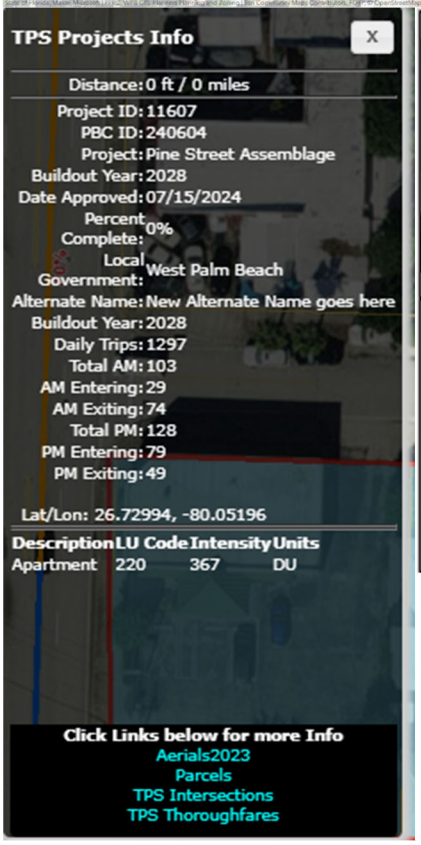
Buildout- 2029

Palm Beach County TPS- See distribution map and site generated trip summary.



28. Pine Street Assemblage- 320 Pine St, WPB, FL.





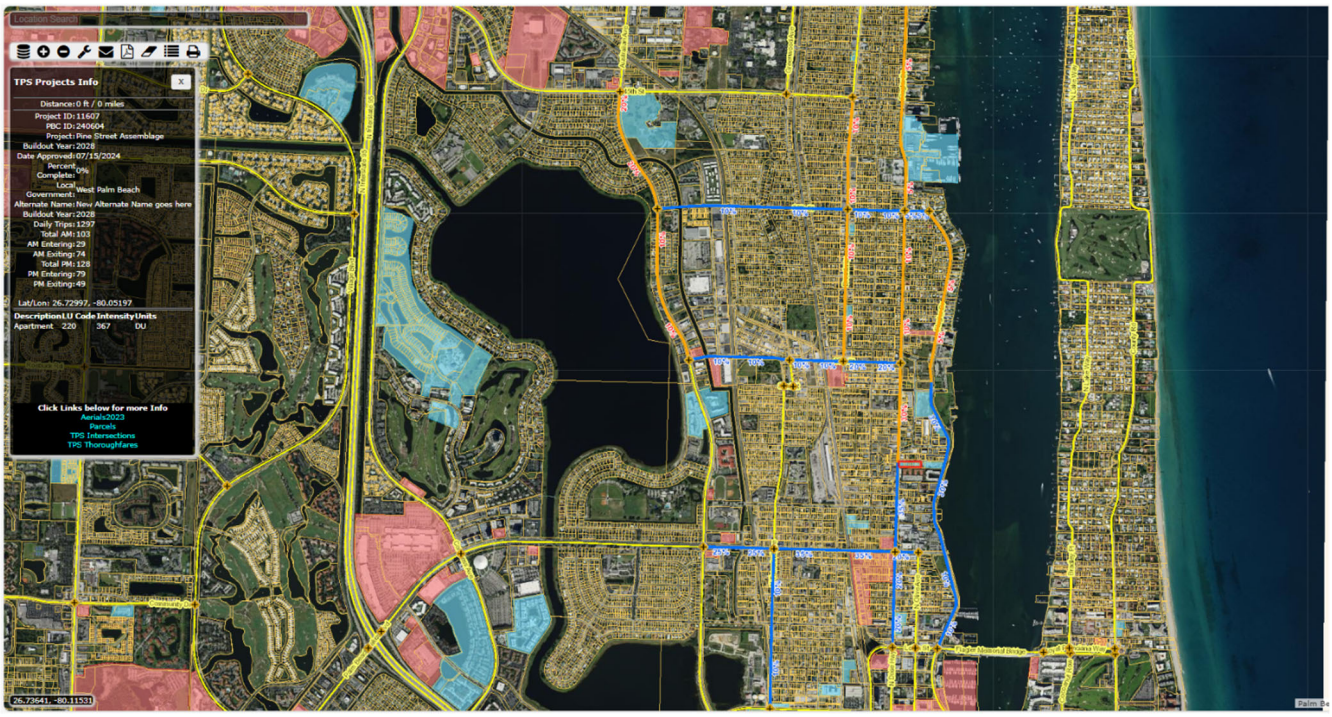


Proposed Land Use

- **Residential- 367 multifamily units**
- **Non-Residential- 7,613 s.f.**

Buildout- 2028

Palm Beach County TPS- See distribution map and site generated trip summary.



29. Pure Skin- 912 N Olive Ave, WPB, FL.





Pure Skin
Location : 912 N Olive Ave
Project Manager : Chris Kimmerly
Summary : Professional office / live work, 6,655 sq ft.

Approved

98

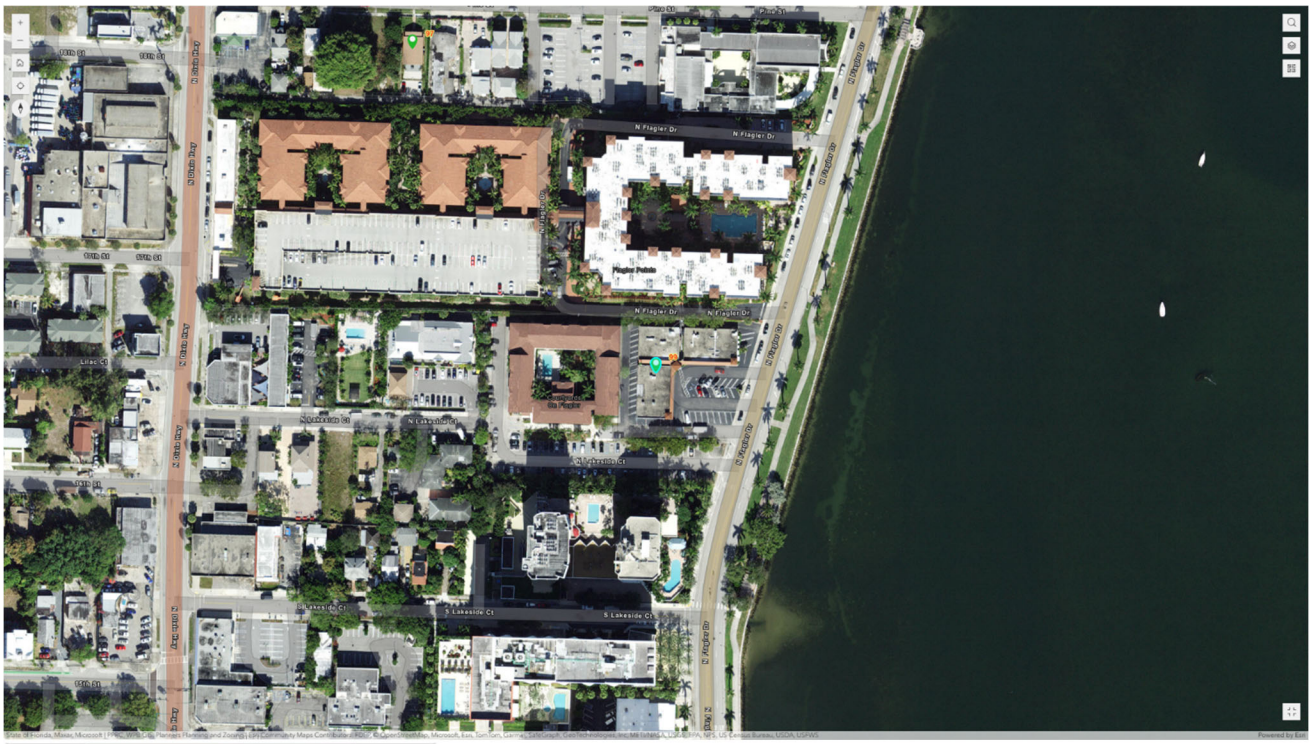
Proposed Land Use

- **Office- 6,655 s.f.**

Buildout-

Palm Beach County TPS- Not entered in database.

30. Ritz Carlton- 1717 N Flagler Dr, WPB, FL.





Ritz Carlton
Location : 1717 N Flagler Dr
Project Manager : Linda Louie
Summary : Multifamily: 138 units, three office buildings: 11,960 sq ft.

Approved

99

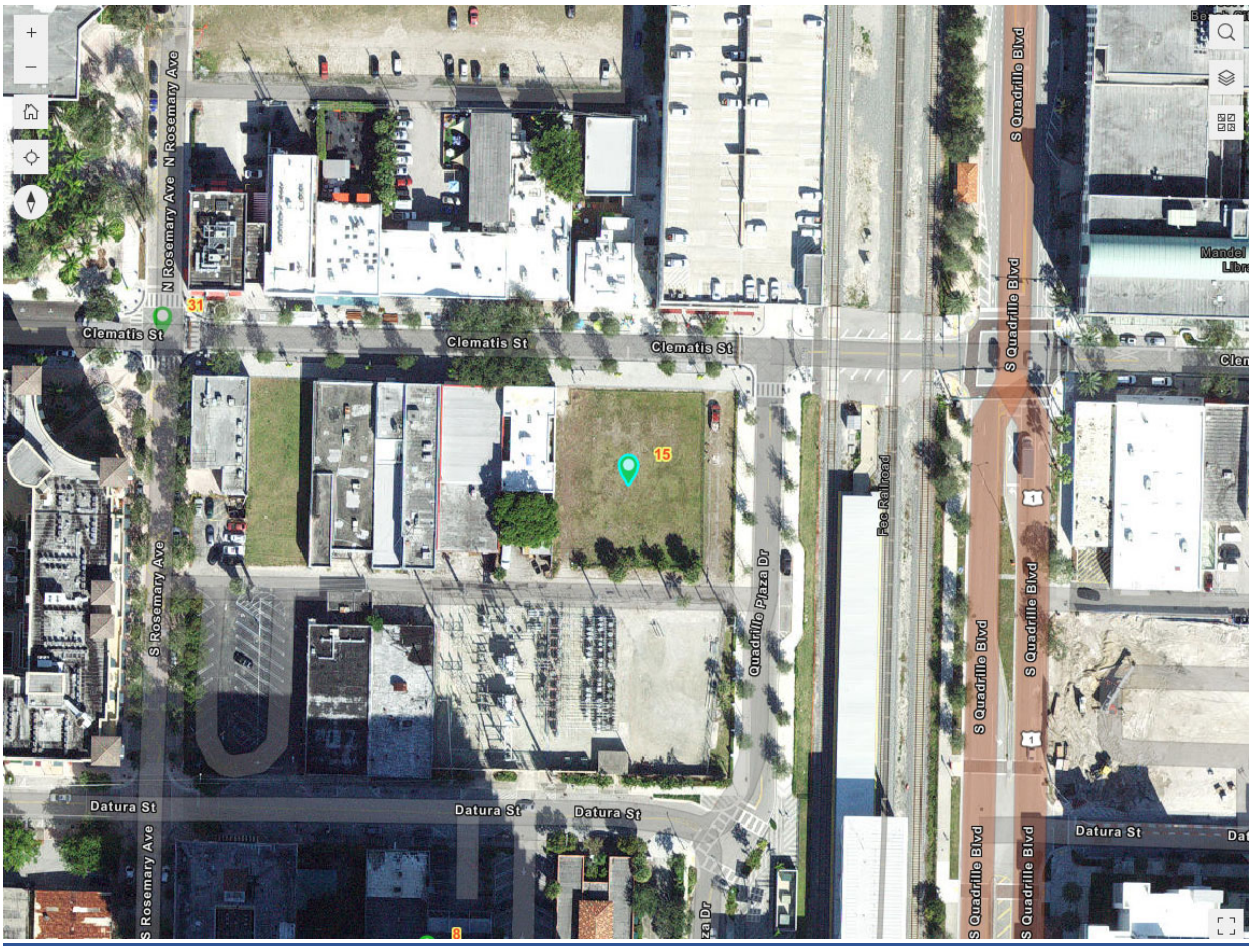
Proposed Land Use

- **Residential- 138 multifamily units**
- **3 office buildings- 11,960 s.f.**

Buildout-

Palm Beach County TPS- Not entered in database.

NUMBER	CITY OF WEST PALM BEACH DEVELOPMENT PROJECTS- CONSTRUCTION	BUILDOUT YEAR	DAILY TRIPS	AM PEAK HOUR TRIPS	PM PEAK HOUR TRIPS	AM PEAK HOUR ENTERING TRIPS	AM PEAK HOUR EXITING TRIPS	PM PEAK HOUR ENTERING TRIPS	PM PEAK HOUR EXITING TRIPS	SOUTHERN BLVD TRIP ASSIGNMENT		ROYAL PALM WAY TRIP ASSIGNMENT		ROYAL POINCIANA WAY TRIP ASSIGNMENT		TOPB AM PEAK HOUR ENTERING TRIPS			TOPB AM PEAK HOUR EXITING TRIPS			TOPB PM PEAK HOUR ENTERING TRIPS			TOPB PM PEAK HOUR EXITING TRIPS		
																SB	RPW	RPCW	SB	RPW	RPCW	SB	RPW	RPCW	SB	RPW	RPCW
1	West Palm Point- 801 S. Dixie Highway, WPB, FL.	2024	3592	269	300	232	37	52	248	1%	1%	10%	10%	5%	5%	3	24	12	1	4	2	1	6	3	3	25	13
2	Banyan Tower (Edge 2)- 350 S. Australian Avenue, WPB, FL.	2024	2446	148	193	40	108	113	80	0%	0%	3%	3%	5%	5%	0	2	2	0	4	6	0	4	6	0	3	4
3	300 Banyan & 391 Clematis, WPB, FL.	2026	939	76	102	66	10	23	79	1%	1%	5%	5%	5%	5%	1	4	4	1	1	1	1	2	2	1	4	4
4	One West Palm- 550 Quadrille Boulevard, WPB, FL.	2022	4321	356	386	231	125	145	241	1%	1%	5%	5%	2%	2%	3	12	5	2	7	3	2	8	3	3	13	5
5	Hibiscus Tower- 575 Rosemary Avenue, WPB, FL.	Unknown	3448	266	376	131	135	178	198	0%	0%	2%	2%	2%	2%	0	3	3	0	3	3	0	4	4	0	4	4
6	Forte- 1309 S. Flagler Drive, WPB, FL.	2023	294	26	30	4	22	20	10	1%	1%	2%	2%	0%	0%	1	1	0	1	1	0	1	1	0	1	1	0
7	Olara- 1919 N. Flagler Drive, WPB, FL.	Unknown	4000	203	374	79	124	205	169	0%	0%	1%	1%	2%	2%	0	1	2	0	2	3	0	3	5	0	2	4
8	Square 1- 550 S. Rosemary Avenue, WPB, FL.	Uknown	4336	608	576	535	73	98	478	0%	0%	5%	5%	2%	2%	0	27	11	0	4	2	0	5	2	0	24	10
9	320 Lakeview- 320 Lakeview, WPB, FL.	2027	836	66	13	27	39	11	3	0%	0%	10%	10%	2%	2%	0	3	1	0	4	1	0	1	1	0	1	1
10	512 Clematis Street- 512 Clematis Street, WPB, FL.	2026	623	32	50	9	23	29	21	0%	0%	6%	6%	1%	1%	0	1	1	0	2	1	0	2	1	0	2	1
11	8111 South Dixie Highway- 8111 South Dixie Highway, WPB, FL.	2027	2355	156	210	45	111	120	90	5%	5%	0%	0%	0%	0%	3	0	0	6	0	0	6	0	0	5	0	0
12	Alba Palm Beach Residence- 4708 & 4714 N. Flagler Drive, WPB, FL.	Unknown	584	31	37	8	23	23	14	0%	0%	0%	0%	2%	2%	0	0	1	0	0	1	0	0	1	0	0	1
13	NORA Hotel- 1110 North Railroad Avenue, WPB, FL.	2030	9703	983	1616	443	496	807	809	0%	0%	1%	1%	5%	5%	0	5	23	0	5	25	0	9	41	0	9	41
14	Northwood Square- 23rd-25th Street/Broadway, WPB, FL.	2026	3826	208	264	74	134	142	122	0%	0%	0%	0%	5%	5%	0	0	4	0	0	7	0	0	8	0	0	7
15	NYU Langone- 324 Datura Street, WPB, FL.	2028	2196	120	182	86	34	66	116	2%	2%	5%	5%	10%	10%	2	5	4	1	6	7	2	4	7	3	6	12
16	Roseland Garden- 3801 Georgia Avenue, WPB, FL.	Unknown	1647	145	139	33	112	85	54	2%	2%	0%	0%	0%	0%	1	0	0	3	0	0	2	0	0	2	0	0
17	Soleste Palm Station- 410 N. Rosemary, WPB, FL.	2027	1746	116	141	30	86	86	55	0%	0%	1%	1%	1%	1%	0	1	1	0	1	1	0	1	1	0	1	1
18	South Flagler House (Flagler Towers)- 1315 S. Flagler Drive, WPB, FL.	2026	1044	81	90	24	57	57	33	0%	0%	5%	5%	5%	5%	0	2	2	0	3	3	0	3	3	0	3	3
			47936	3890	5079	2097	1749	2260	2820							14	91	76	15	15	66	15	53	88	18	98	111





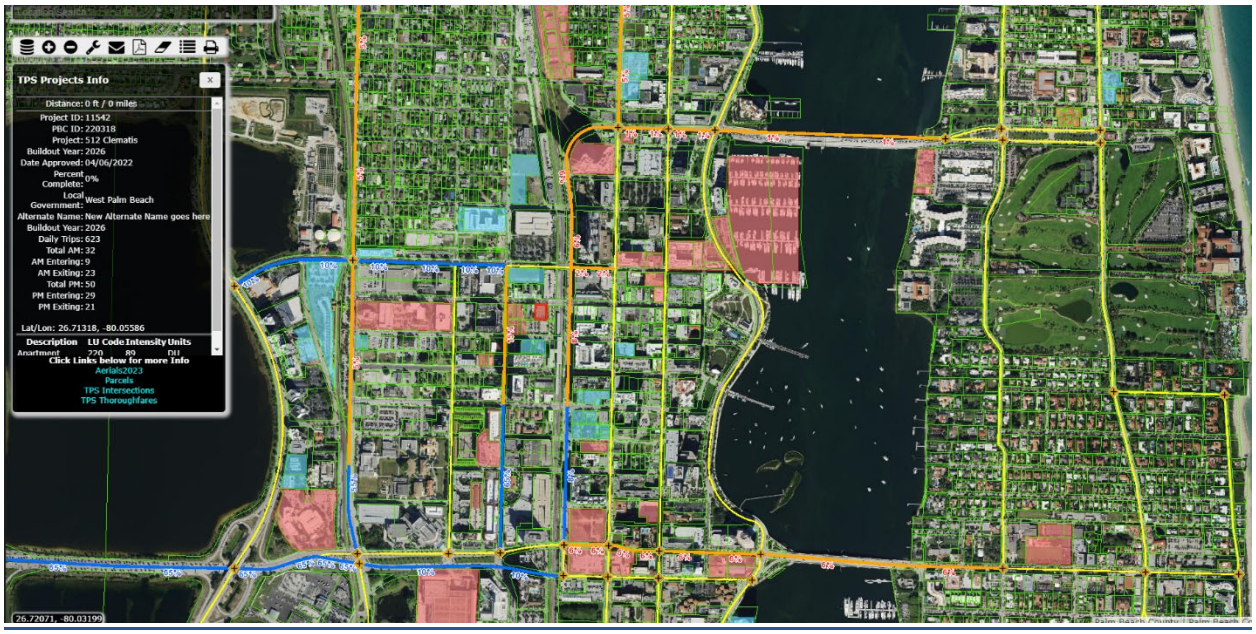
512 Clematis St

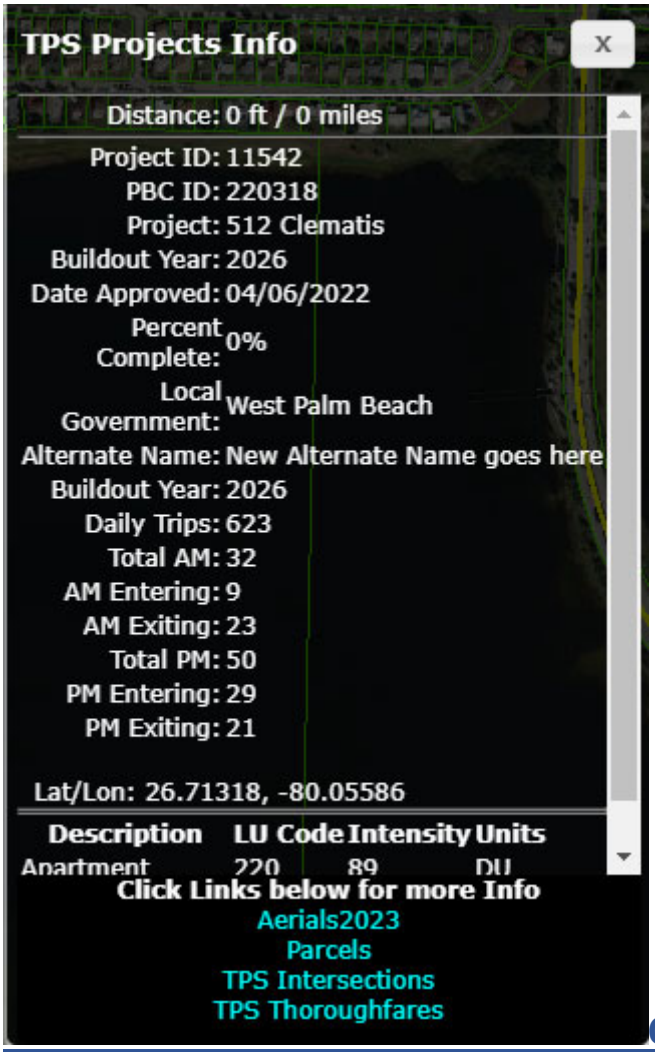
Location : 512 Clematis St

Project Manager : Chris Kimmerly, Claudia Ibaven

Summary : 5-story, 68,296 sf, mixed-use residential building with ground-floor retail and 88 units (63 studio & 25 1-bedroom)

Approved



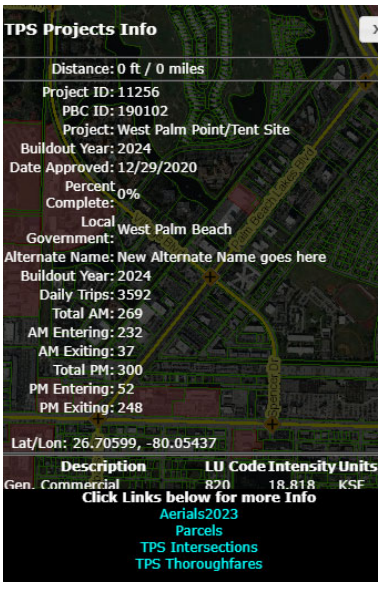


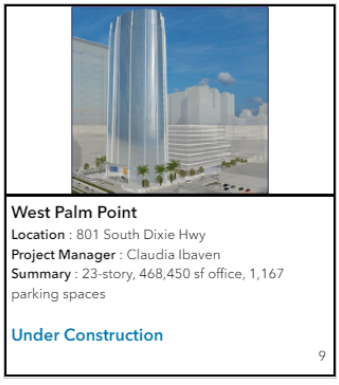
[City of West Palm Beach]

Development Projects (Under Construction)

1. West Palm Point- 801 S. Dixie Highway, WPB, FL.







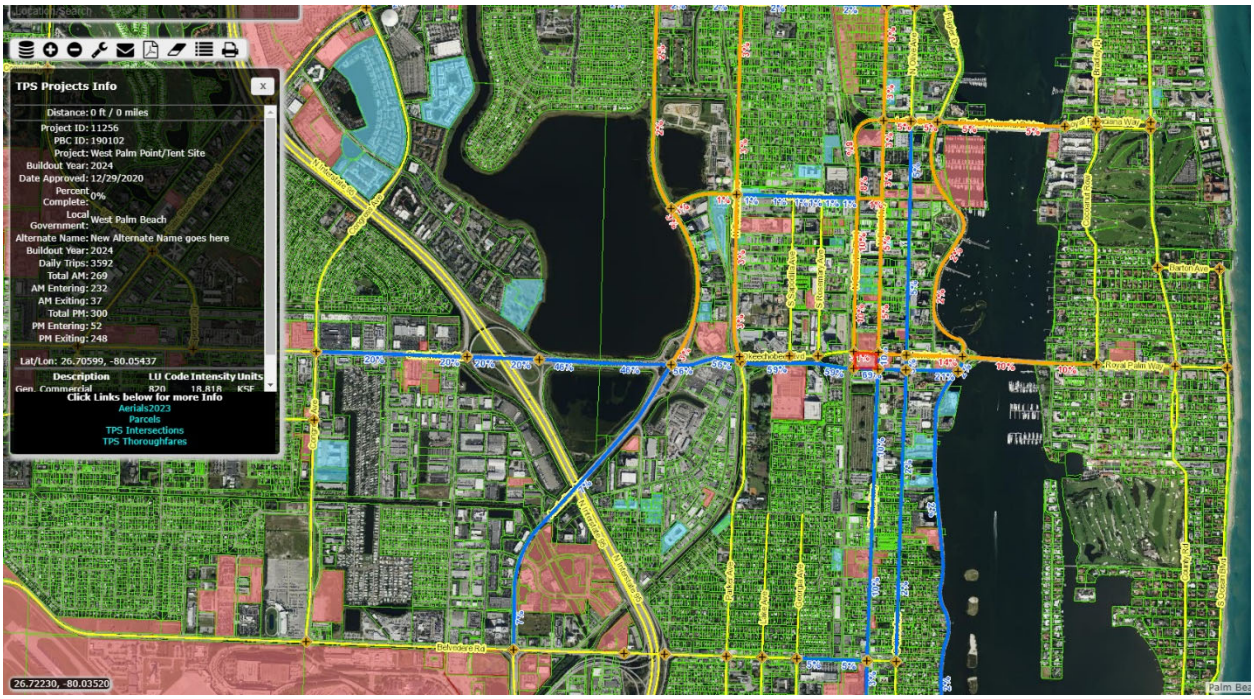
Proposed Land Use

•23 story mixed use building with 1,167 parking spaces

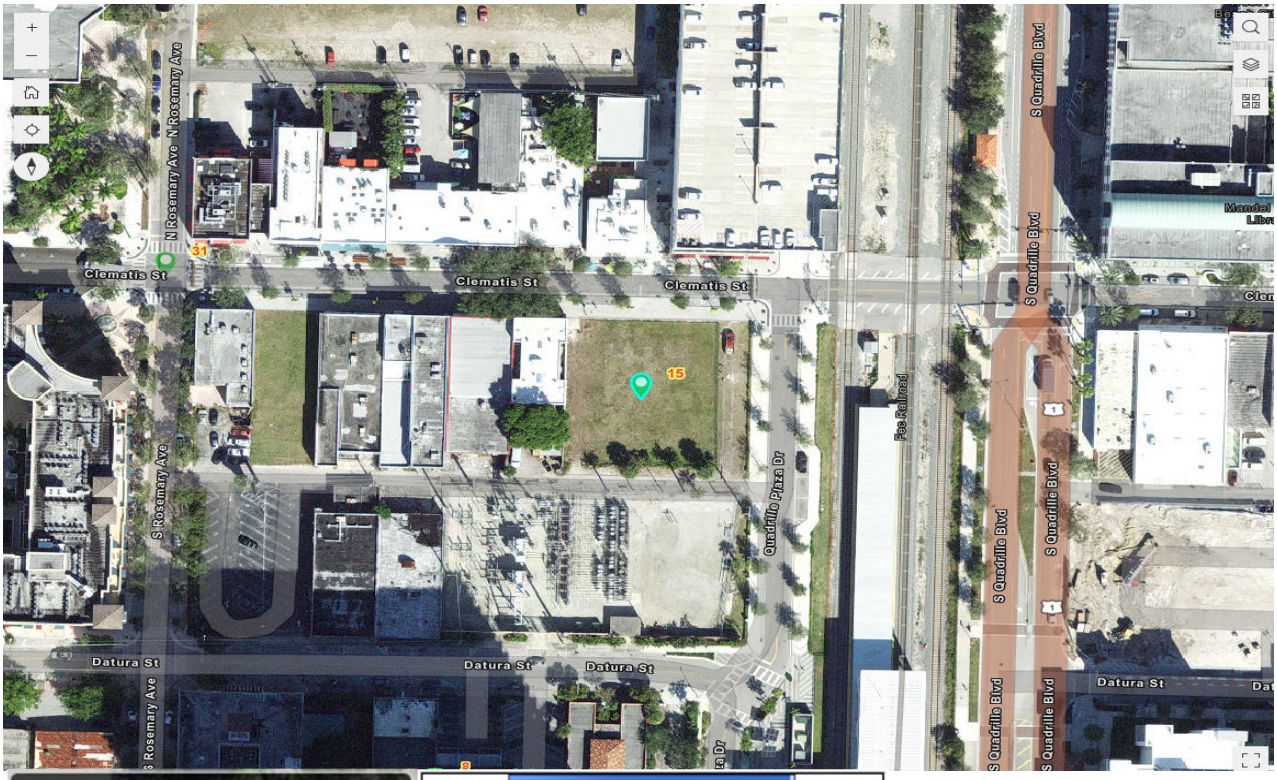
•Office- 468,450 s.f.

Buildout- 2024

Palm Beach County TPS- See distribution map and site generated trip summary.



2. 512 Clematis St- 512 Clematis St, WPB, FL.



TPS Projects Info

Distance: 0 ft / 0 miles
Project ID: 11542
PBC ID: 220318
Project: 512 Clematis
Buildout Year: 2026
Date Approved: 04/06/2022
Percent Complete: 36%
Local Government: West Palm Beach
Alternate Name: New Alternate Name goes here
Buildout Year: 2026
Daily Trips: 623
Total AM: 32
AM Entering: 9
AM Exiting: 23
Total PM: 50
PM Entering: 29
PM Exiting: 21

Lat/Lon: 26.71329, -80.05593

Description	LU Code	Intensity	Units
Apartment	220	89	DU
Gen. Commercial	820	4.347	KSF

Click Links below for more Info
Aerials2023
Parcels
TPS Intersections
TPS Thoroughfares



512 Clematis St
Location : 512 Clematis St
Project Manager : Chris Kimmerly
Summary : Five-story, 68,296 sf, mixed-use residential building with ground-floor retail and 88 units (63 studio & 25 1-bedroom)

Under Construction

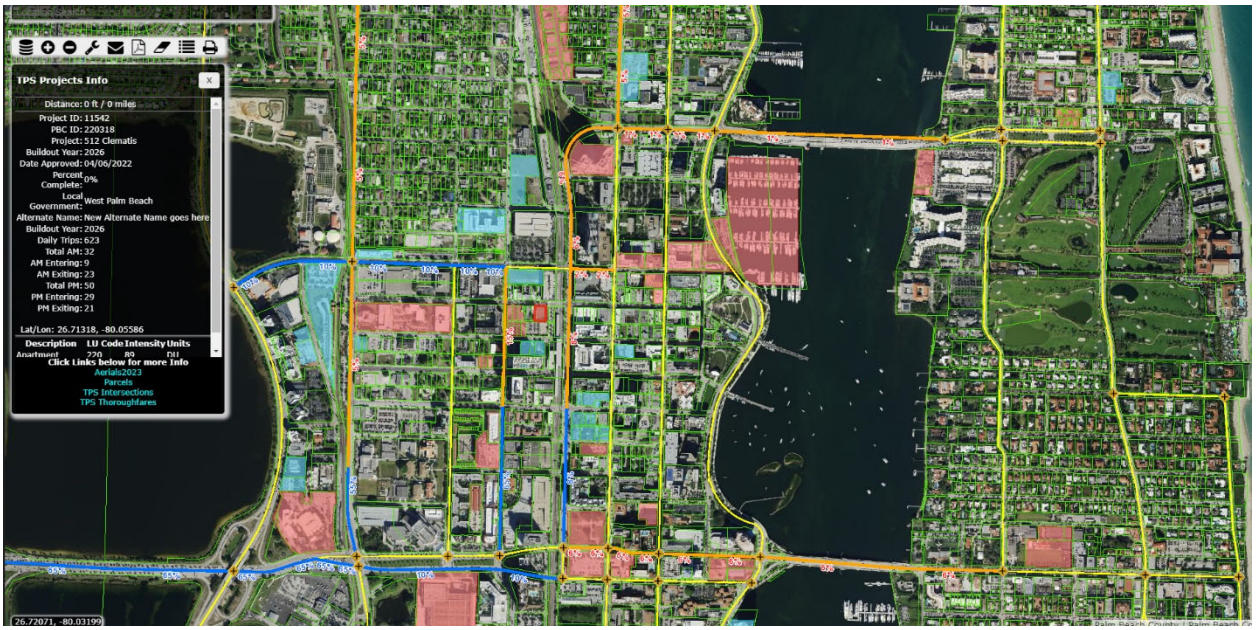
15

Buildout- 2026

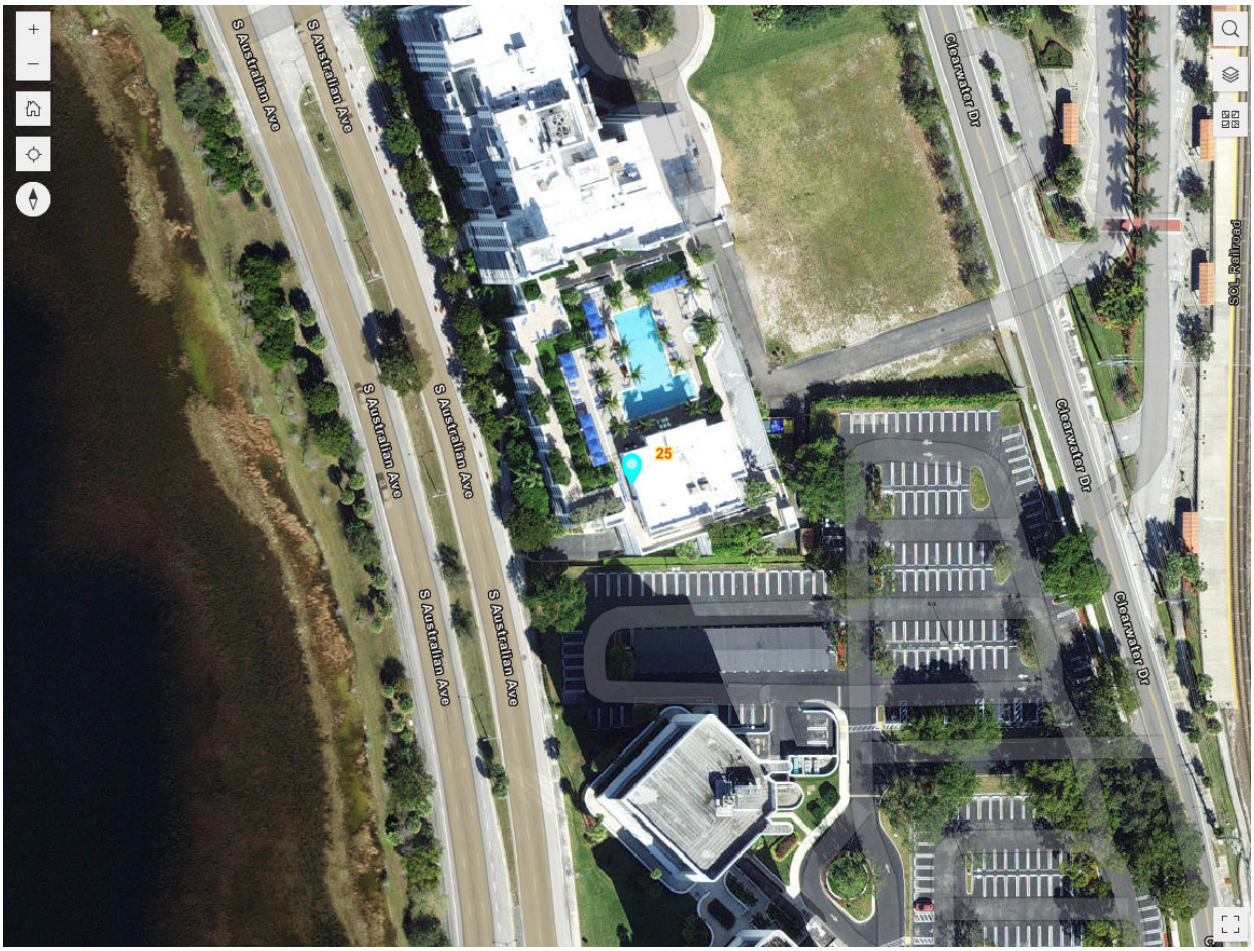
Proposed Land Use

- **5 story, 68,296 s.f. mixed use**
- **Residential- 88 units (63 studio, 25 1 BR)**
- **Retail-**

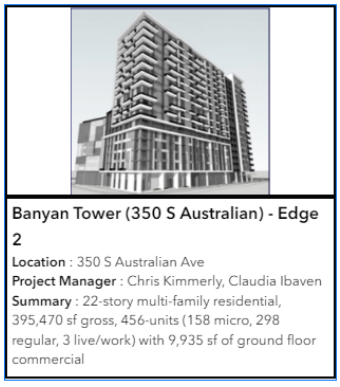
Palm Beach County TPS- See distribution map and site generated trip summary.



3. Banyan Tower (Edge 2)- 350 S. Australian Avenue, WPB, FL.







Buildout- 2024

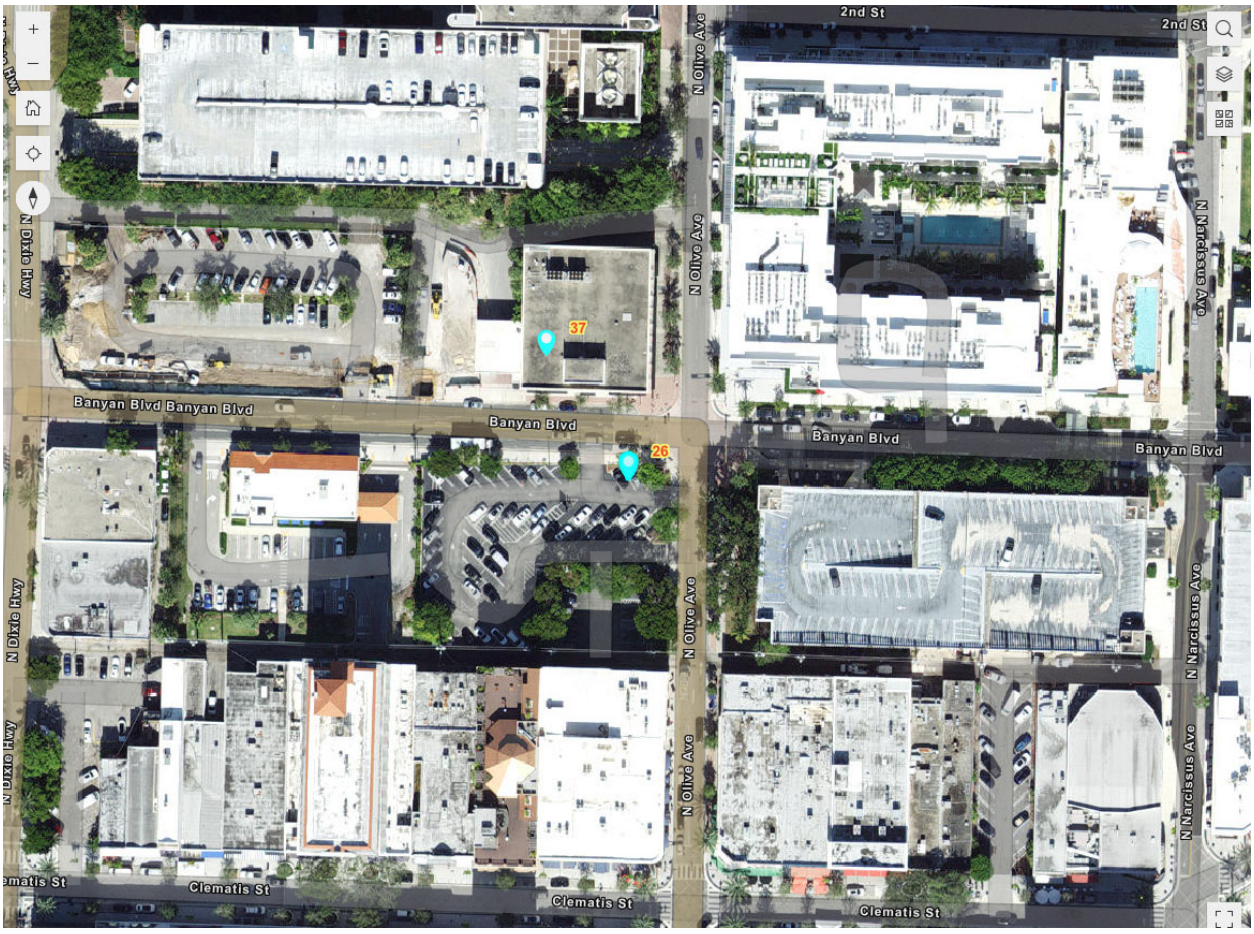
Proposed Land Use

- **22 story 395,470 gross s.f. mixed use building**
- **Residential- 456 residential units (158 micro, 298 regular, 3 live/work)**
- **Retail- 9,935 s.f. ground floor**

Palm Beach County TPS- See distribution map and site generated trip summary.



4. 300 Banyan & 301 Clematis, WPB, FL.



TPS Projects Info

Distance: 0 ft / 0 miles
Project ID: 11541
PBC ID: 210706
Project: 300 Banyan Boulevard
Buildout Year: 2026
Date Approved: 08/10/2021
Percent Complete: 20%
Local Government: West Palm Beach
Alternate Name: New Alternate Name goes here
Buildout Year: 2026
Daily Trips: 939
Total AM: 76
AM Entering: 66
AM Exiting: 10
Total PM: 102
PM Entering: 23
PM Exiting: 79

Lat/Lon: 26.71378, -80.05202

Description	LU Code	Intensity	Units
Quality Restaurant	931	3.277	KSF

Click Links below for more Info
Aerials2023
Parcels
TPS Intersections
TPS Thoroughfares



300 Banyan & 301 Clematis St
Location : 300 Banyan / 301 Clematis St
Project Manager : Chris Kimmerly, Claudia Ibaven
Summary : 12-story, 97,906 sf office, 272 space parking garage, renovation of 41,779 sf 301 Clematis for office and commercial or F&B

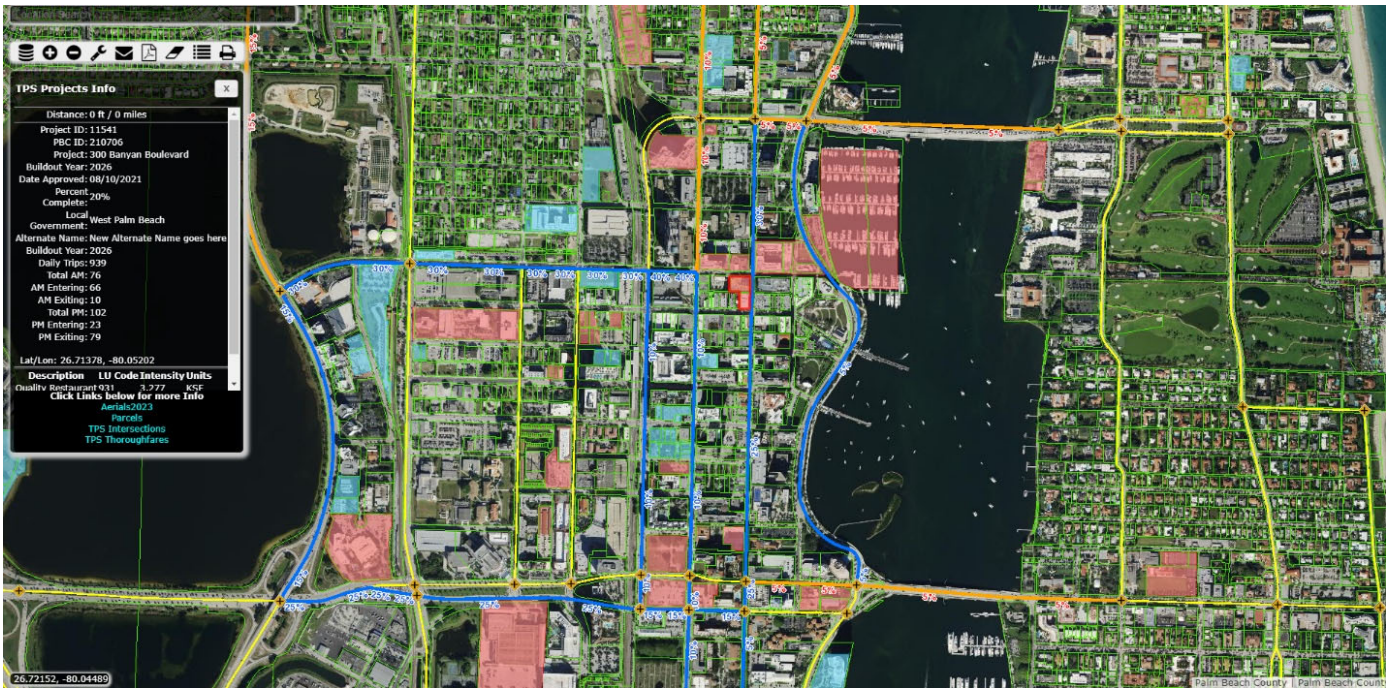
Under Construction

Proposed Land Use

- **12 story mixed use building with 272 parking space garage**
- **Office- 97,906 s.f. (Banyan)**
- **Office Renovation- 41,779 s.f. (Clematis)**

Buildout- 2026

Palm Beach County TPS- See distribution map and site generated trip summary.



5. Alba Palm Beach Residence- 4708 & 4714 N Flagler Dr, WPB, FL.





Alba Palm Beach Residence
Location : 4708 & 4714 N Flagler Dr
Project Manager : Jermaine Swaby
Summary : 21-story tower, 55 residential units, 148 parking spaces.

Under Construction

27

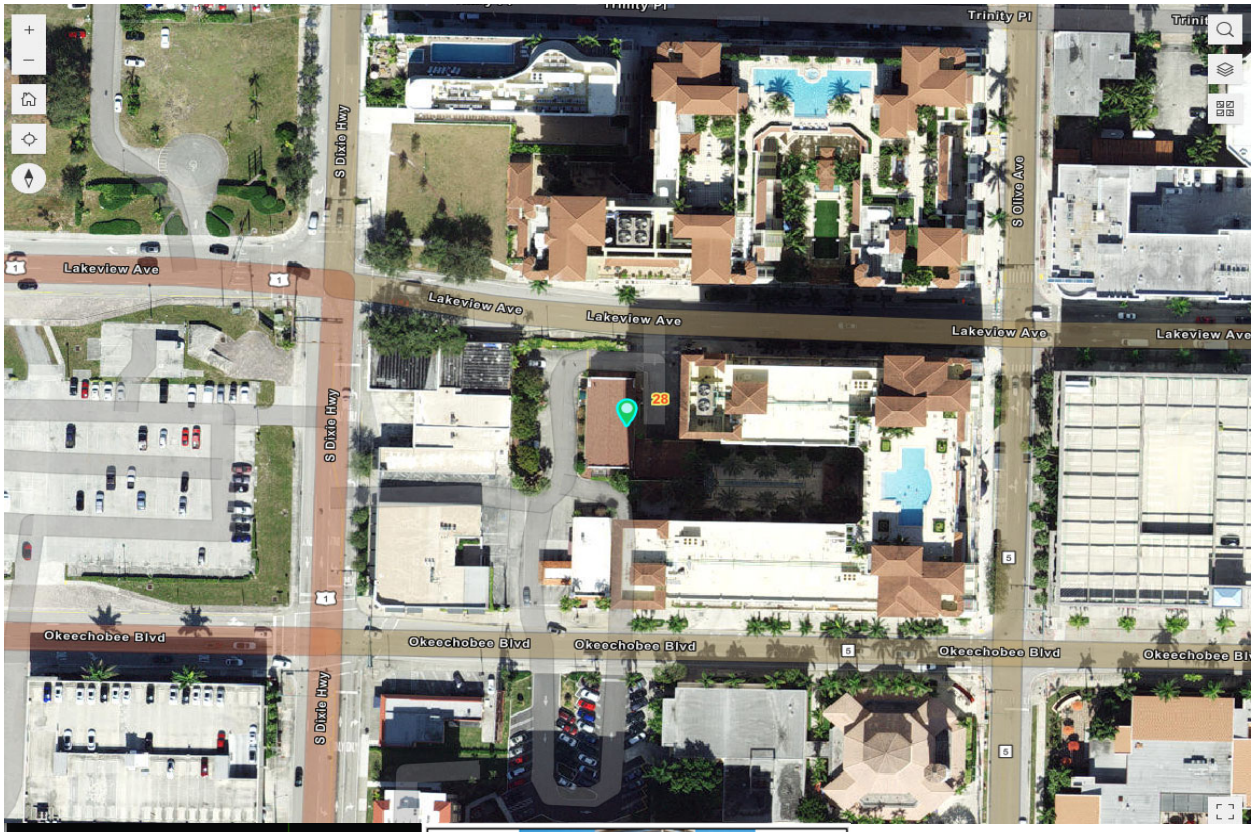
Proposed Land Use

- **21 story tower**
- **Residential- 55 units**
- **Parking- 148 spaces**

Buildout-

Palm Beach County TPS- Not entered in database.

6. 320 Lakeview- 320 Lakeview Ave, WPB, FL.



TPS Projects Info

Distance: 0 ft / 0 miles
Project ID: 11526
PBC ID: 220512
Project: Lakeview Highrise
Buildout Year: 2027
Date Approved: 08/26/2022
Percent Complete: 0%
Local Government: West Palm Beach
Alternate Name: New Alternate Name goes here
Buildout Year: 2027
Daily Trips: 836
Total AM: 66
AM Entering: 27
AM Exiting: 39
Total PM: 13
PM Entering: 11
PM Exiting: 3
Project ID: 11526
PBC ID: 220512
Project: Lakeview Highrise
Buildout Year: 2027

Click Links below for more Info
Aerials2023
Parcels
TPS Intersections
TPS Thoroughfares



320 Lakeview
Location : 320 Lakeview Ave
Project Manager : Linda Louie
Summary : 25-story mixed use building, consisting of 4679 sq ft of ground level commercial, 210 multifamily units and a 110room hotel.

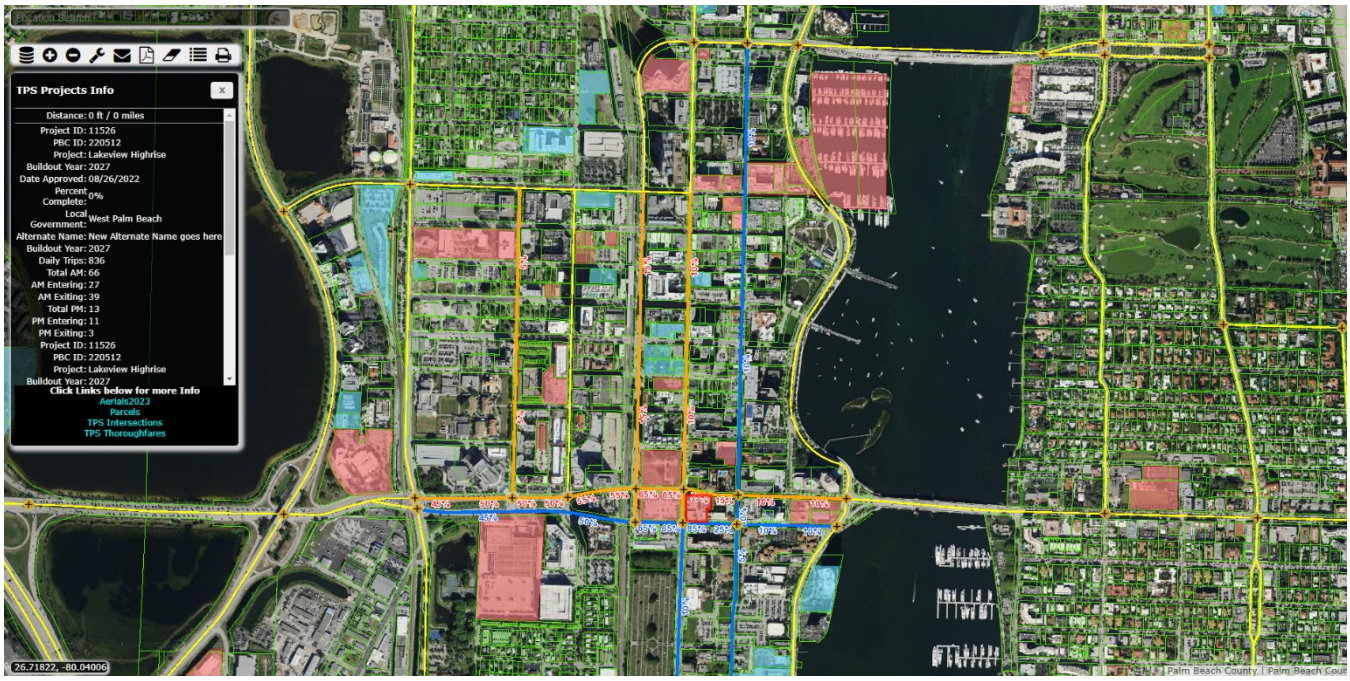
Under Construction

Buildout- 2027

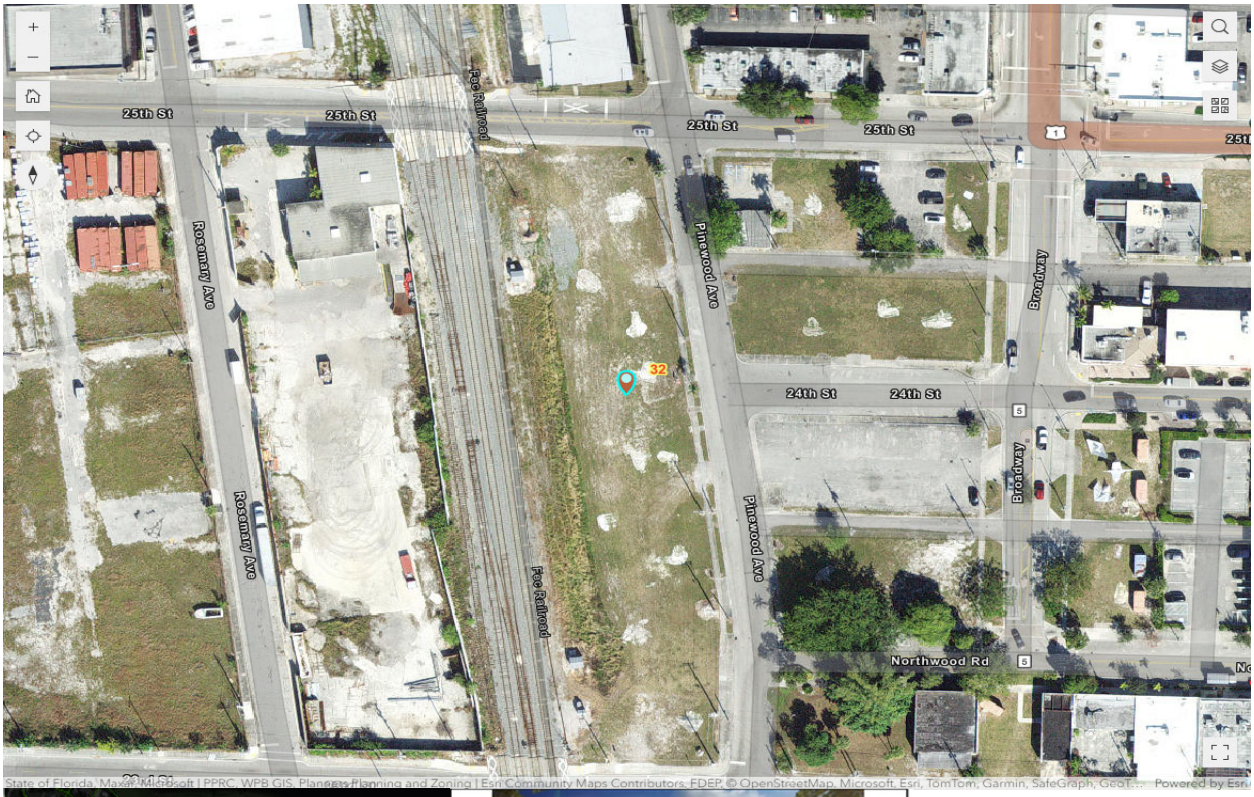
Proposed Land Use

- **25 story mix use**
- **Commercial- 4,679 s.f.**
- **Residential- 210 multifamily units**
- **Hotel- 110 rooms**

Palm Beach County TPS- See distribution map and site generated trip summary.



7. Northwood Square- 23rd – 25th St/Broadway, WPB, FL.



TPS Projects Info

Distance: 0 ft / 0 miles
Project ID: 11499
PBC ID: 220816
Project: Northwood Square
Buildout Year: 2026
Date Approved: 10/03/2022
Percent Complete: %
Local Government: West Palm Beach
Alternate Name: Northwood Commons
Buildout Year: 2026
Daily Trips: 3826
Total AM: 208
AM Entering: 74
AM Exiting: 134
Total PM: 264
PM Entering: 142
PM Exiting: 122
Project ID: 11499
PBC ID: 220816
Project: Northwood Square
Buildout Year: 2026

Click Links below for more Info
Aerials2023
Parcels
TPS Intersections
TPS Thoroughfares



Northwood Square
Location : 23rd - 25th St / Broadway
Project Manager : Eric Schneider
Summary : Three Mixed Use buildings totalling 382 rental units and 63,200 sq ft commercial.

Under Construction

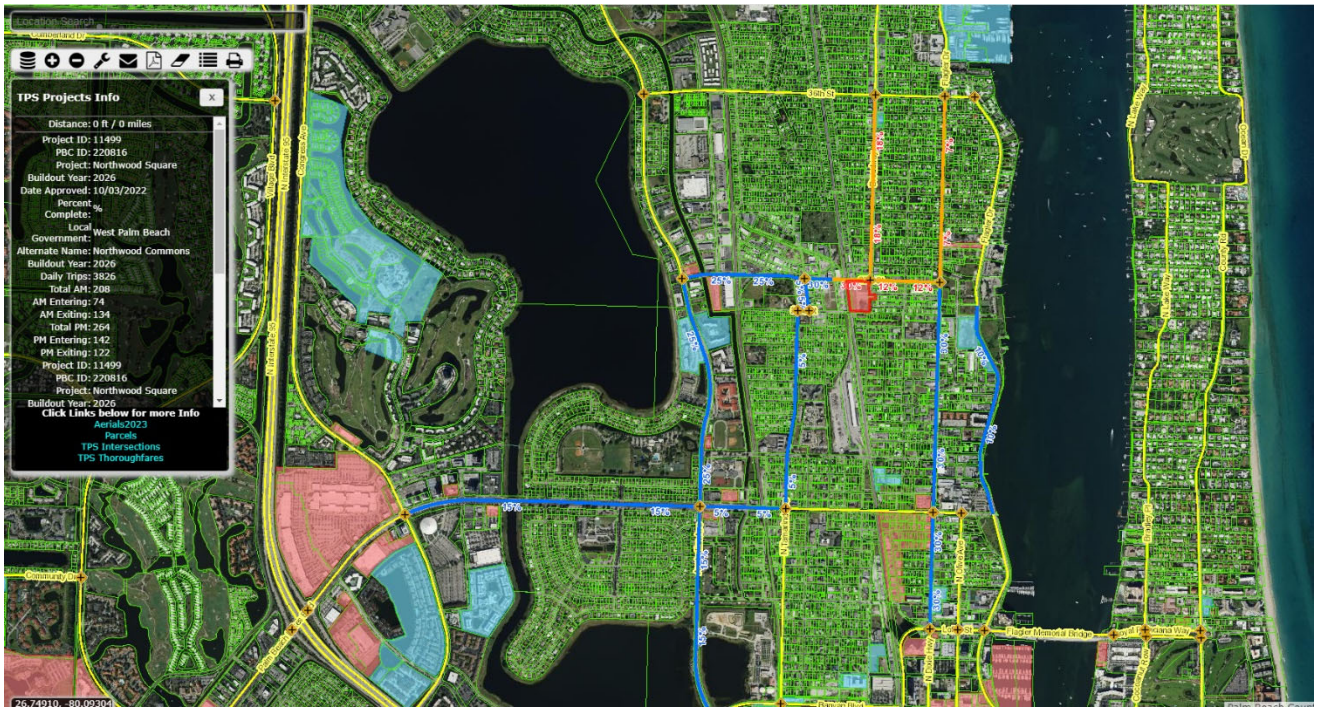
32

Proposed Land Use

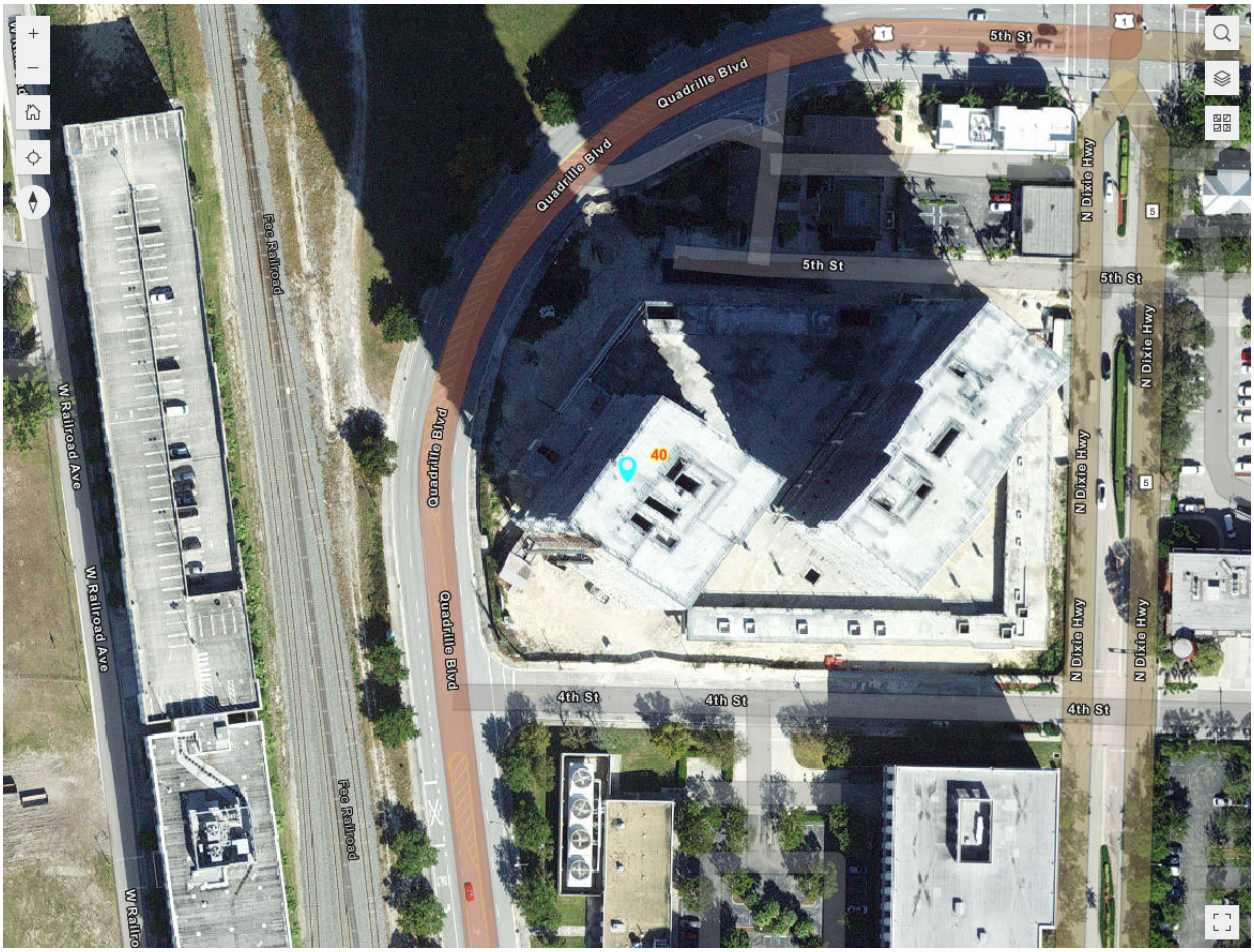
- **Residential- 382 units**
- **Commercial- 63,200 s.f.**

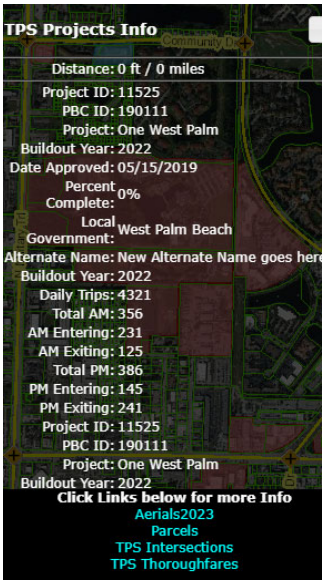
Buildout- 2026

Palm Beach County TPS- See distribution map and site generated trip summary.



8. One West Palm- 550 Quadrille Boulevard, WPB, FL.







One West Palm

Location : 550 Quadrille Blvd

Project Manager : Chris Kimmerly, Claudia Ibaven

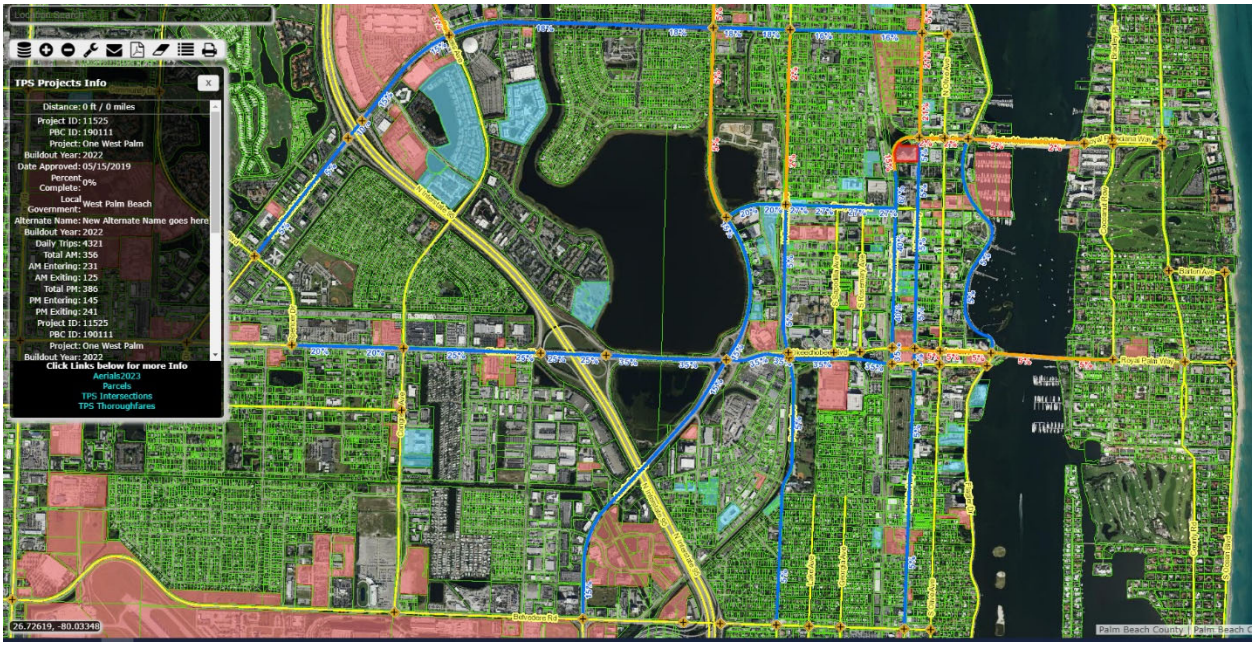
Summary : 30-story, 1,504 sf daycare, a 200 room hotel including 44,849 sf of meeting space and a 6,863 sf restaurant, 204,067 sf of office, a 218 unit residential building, and 7,348 sf of retail, along with a 702 parking garage, resulting in a total

Proposed Land Use

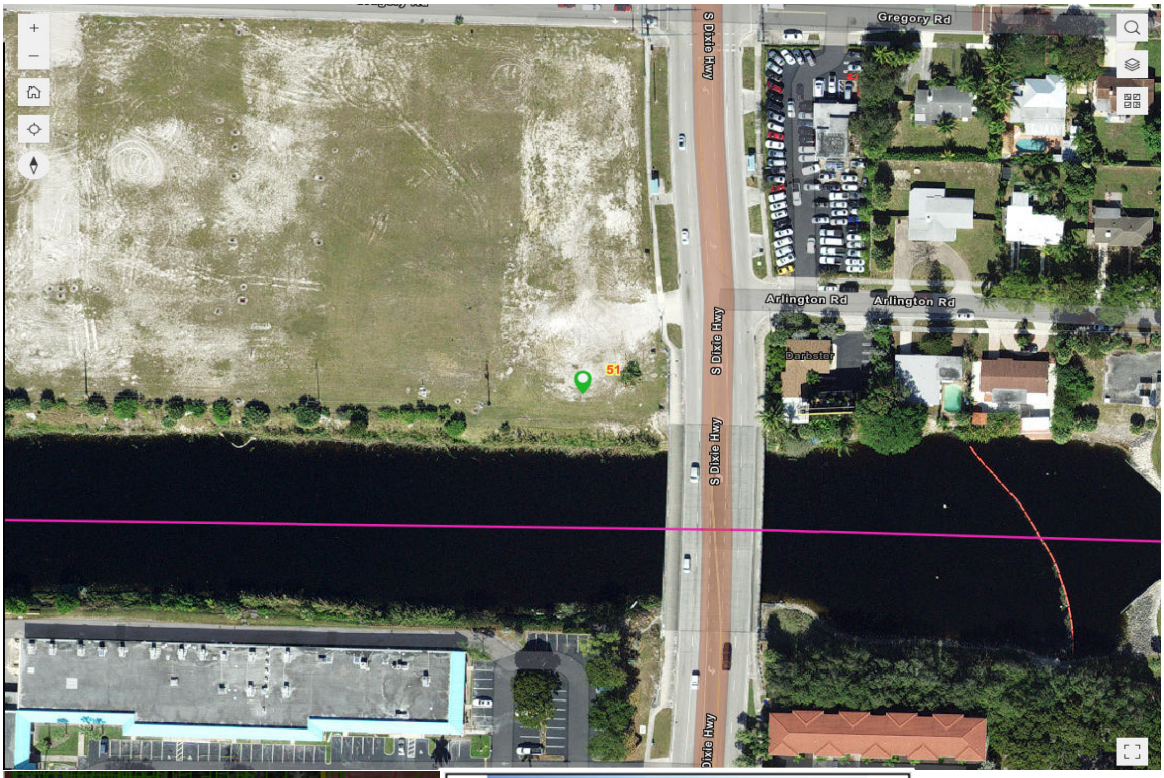
- **30 story mixed use building; 824,645 gross s.f. with 702 parking space garage**
- **Residential- 218 units**
- **Retail- 7,438 s.f.**
- **Hotel- 200 rooms with 44,849 s.f. of meeting space**
- **Restaurant- 6,863 s.f.**
- **Office- 204,067 s.f.**

Buildout- 2022

Palm Beach County TPS- See distribution map and site generated trip summary.



9. 8111 South Dixie Hwy- 8111 S Dixie Hwy, WPB, FL.



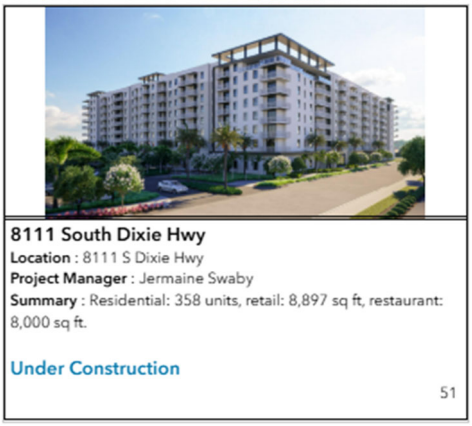
TPS Projects Info

Distance: 0 ft / 0 miles
Project ID: 11594
PBC ID: 240304
Project: 8111 S. Dixie Highway
Buildout Year: 2027
Date Approved: 03/18/2024
Percent Complete: 0%
Local Government: West Palm Beach
Alternate Name: NA
Buildout Year: 2027
Daily Trips: 2355
Total AM: 156
AM Entering: 45
AM Exiting: 111
Total PM: 210
PM Entering: 120
PM Exiting: 90

Lat/Lon: 26.64559, -80.05708

Description	LU Code	Intensity	Units
Gen. Commercial	820	4	KSF

Click Links below for more Info
Aerials2023
Parcels
TPS Intersections
TPS Thoroughfares



8111 South Dixie Hwy
Location : 8111 S Dixie Hwy
Project Manager : Jermaine Swaby
Summary : Residential: 358 units, retail: 8,897 sq ft, restaurant: 8,000 sq ft.

Under Construction

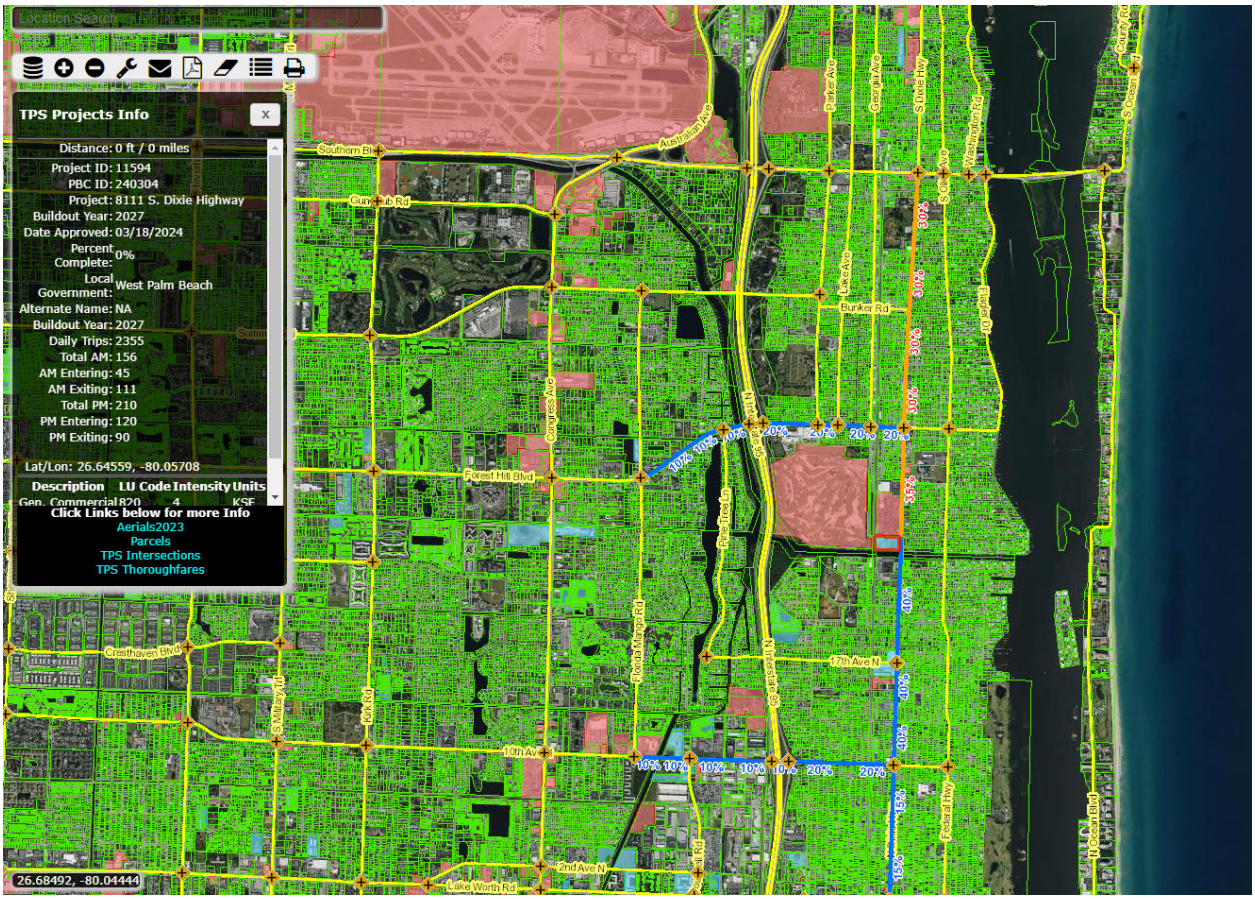
51

Proposed Land Use

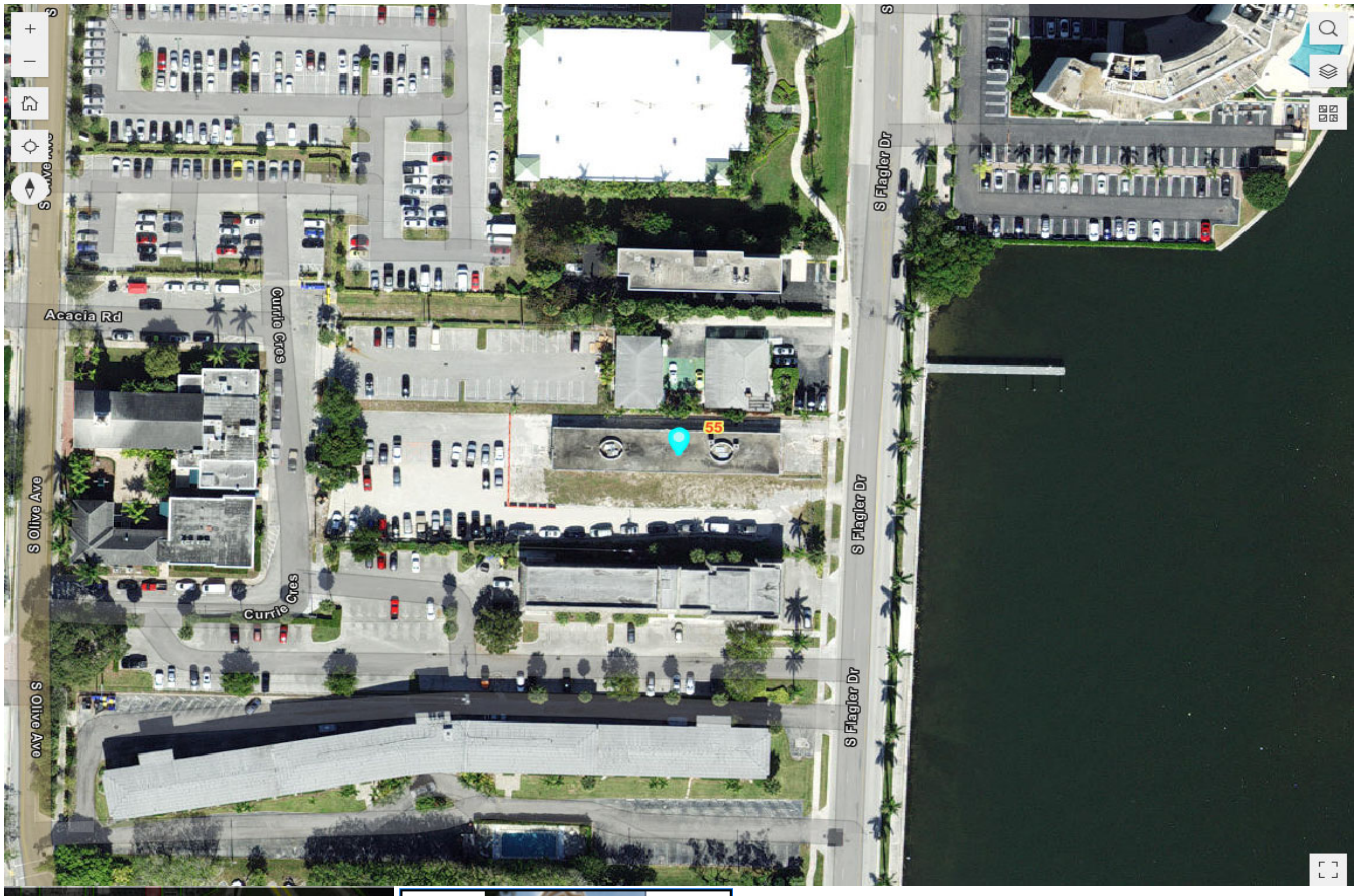
- **Residential- 358 units**
- **Retail- 8,897 s.f.**
- **Restaurant- 8,000 s.f.**

Buildout- 2027

Palm Beach County TPS- See distribution map and site generated trip summary.


Location Search
TPS Projects Info
Distance: 0 ft / 0 miles
Project ID: 11594
PBC ID: 240304
Project: 8111 S. Dixie Highway
Buildout Year: 2027
Date Approved: 03/18/2024
Percent Complete: 0%
Local Government: West Palm Beach
Alternate Name: NA
Buildout Year: 2027
Daily Trips: 2355
Total AM: 156
AM Entering: 45
AM Exiting: 111
Total PM: 210
PM Entering: 120
PM Exiting: 90
Lat/Lon: 26.64559, -80.05708
Description LU Code Intensity Units
Gen. Commercial 820 4 KSF
Click Links below for more Info
Aerials2023
Parcels
TPS Intersections
TPS Thoroughfares
Southern Blvd
Australian Ave
Parker Ave
Georgia Ave
S Dixie Hwy
Washington Rd
Lake Ave
Bunker Rd
Forest Hill Blvd
Congress Ave
Military Trl
Florida Mango Rd
Haverhill Rd
Cresthaven Blvd
17th Ave N
10th Ave N
2nd Ave N
Lake Worth Rd
Federal Hwy
N Ocean Blvd
26.68492, -80.04444

10.Forte- 1309 S. Flagler Drive, WPB, FL.



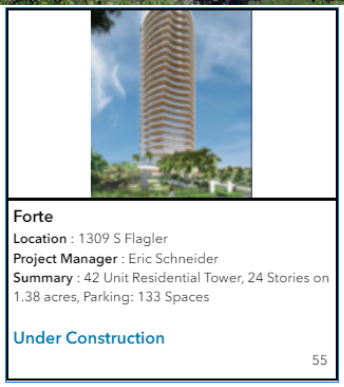
TPS Projects Info

Distance: 0 ft / 0 miles
Project ID: 11258
PBC ID: 180609
Project: 1309 Flagler
Buildout Year: 2023
Date Approved: 11/16/2022
Percent Complete: 0%
Local Government: West Palm Beach
Alternate Name: New Alternate Name goes here
Buildout Year: 2023
Daily Trips: 294
Total AM: 26
AM Entering: 4
AM Exiting: 22
Total PM: 30
PM Entering: 20
PM Exiting: 10

Lat/Lon: 26.70169, -80.05100

Description	LU Code	Intensity	Uni
Condo/TH (Fee Simple)	230	42	DU

Click Links below for more Info
Aerials2023
Parcels
TPS Intersections
TPS Thoroughfares



Forte
Location : 1309 S Flagler
Project Manager : Eric Schneider
Summary : 42 Unit Residential Tower, 24 Stories on 1.38 acres, Parking: 133 Spaces

Under Construction

55

Proposed Land Use

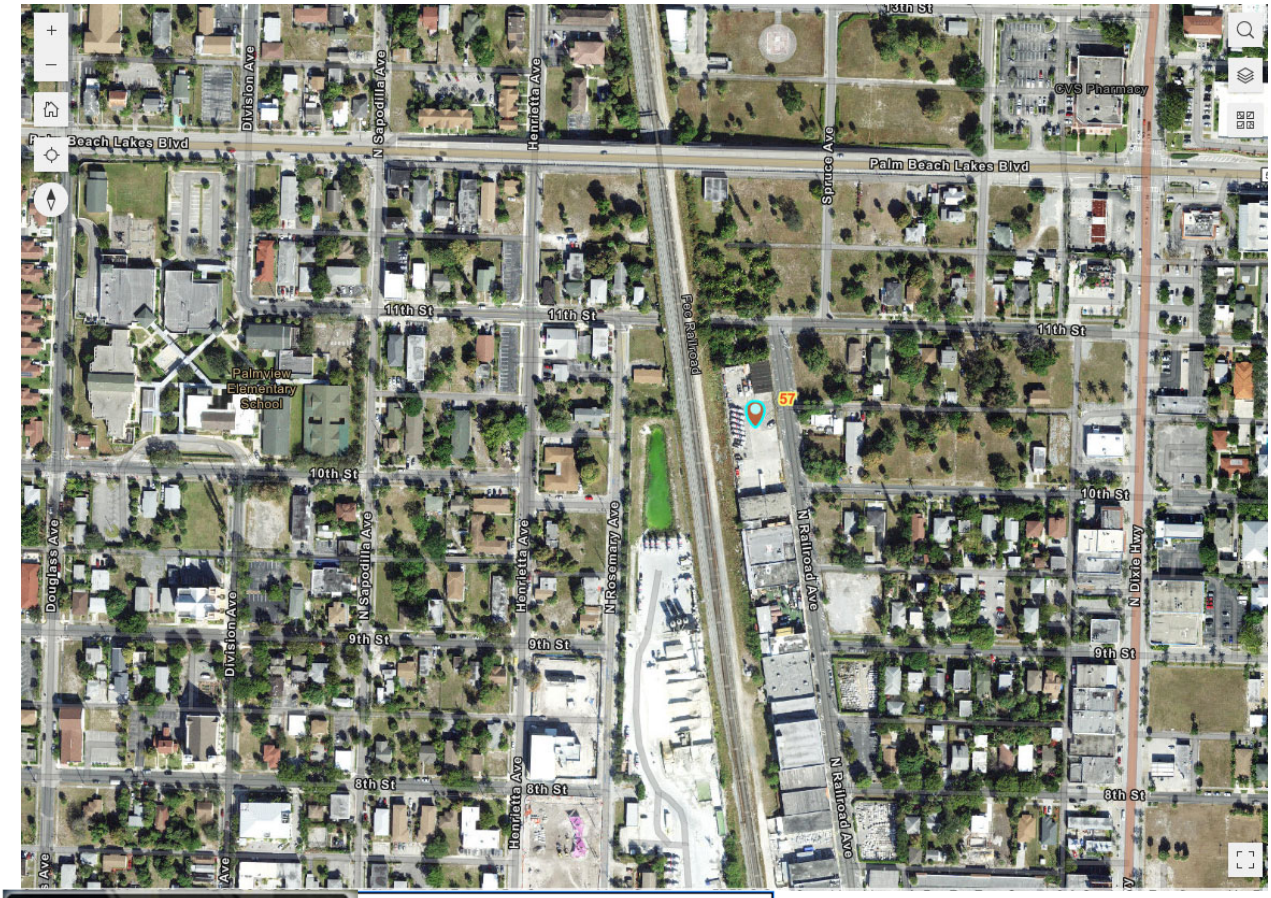
- **24 Story mixed use building w 133 parking spaces**
- **Residential- 42 units**

Buildout- 2023

Palm Beach County TPS- See distribution map and site generated trip summary.



11.NORA Hotel- 1110 N Railroad Ave, WPB, FL.



TPS Projects Info

Distance: 0 ft / 0 miles
Project ID: 11456
PBC ID: 240611
Project: Nora Hotel
Buildout Year: 2030
Date Approved: 03/01/2022
Percent Complete: 0%
Local Government: West Palm Beach
Alternate Name: Nora
Buildout Year: 2030
Daily Trips: 8639
Total AM: 551
AM Entering: 364
AM Exiting: 187
Total PM: 805
PM Entering: 324
PM Exiting: 481

Lat/Lon: 26.72294, -80.05537

Description	LU Code	Intensity	Units
Gen. Commercial	820	167.324	KSF
General Office	710	325.939	KSF
Hotel	310	451	Rooms
Apartment	220	520	DU

Click Links below for more Info
Aerials2023
Parcels
TPS Intersections
TPS Thoroughfares



NORA Hotel
Location : 1110 N Railroad Ave
Project Manager : Chris Kimmerly
Summary : Retail: 11,372 sq ft, Hotel: 191,842 sq ft.

Under Construction

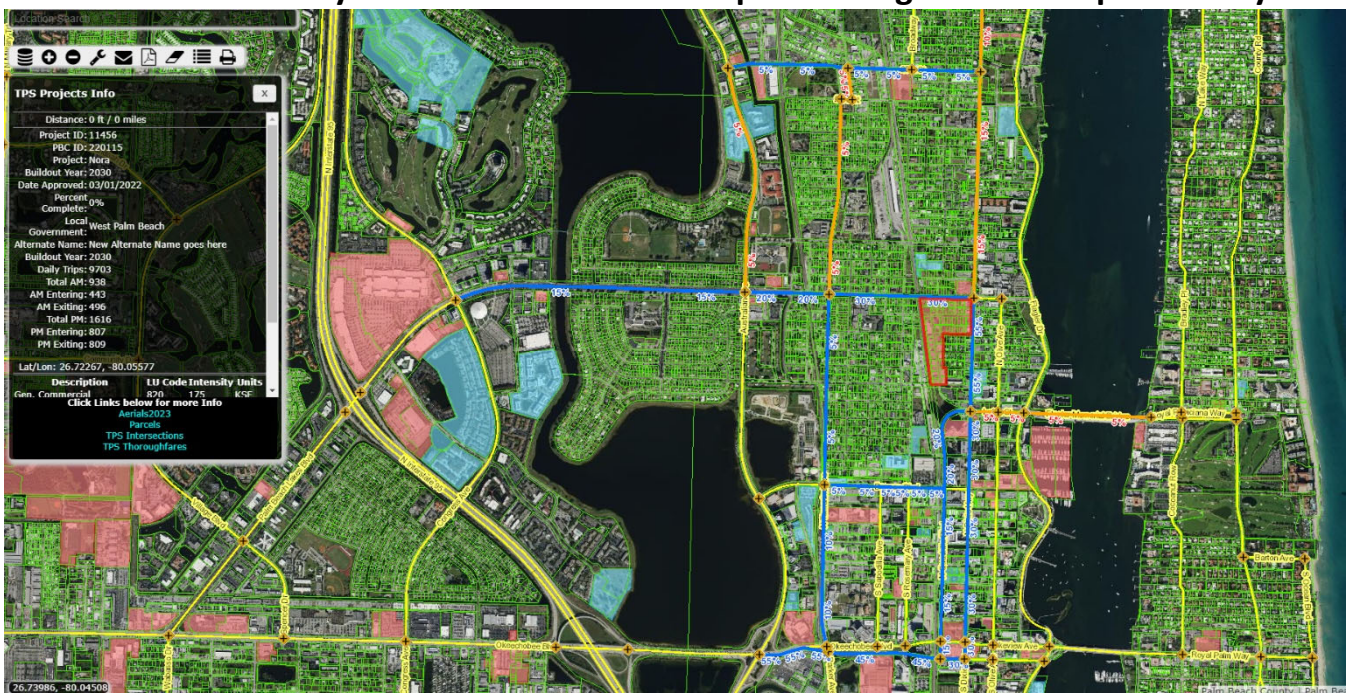
57

Proposed Land Use

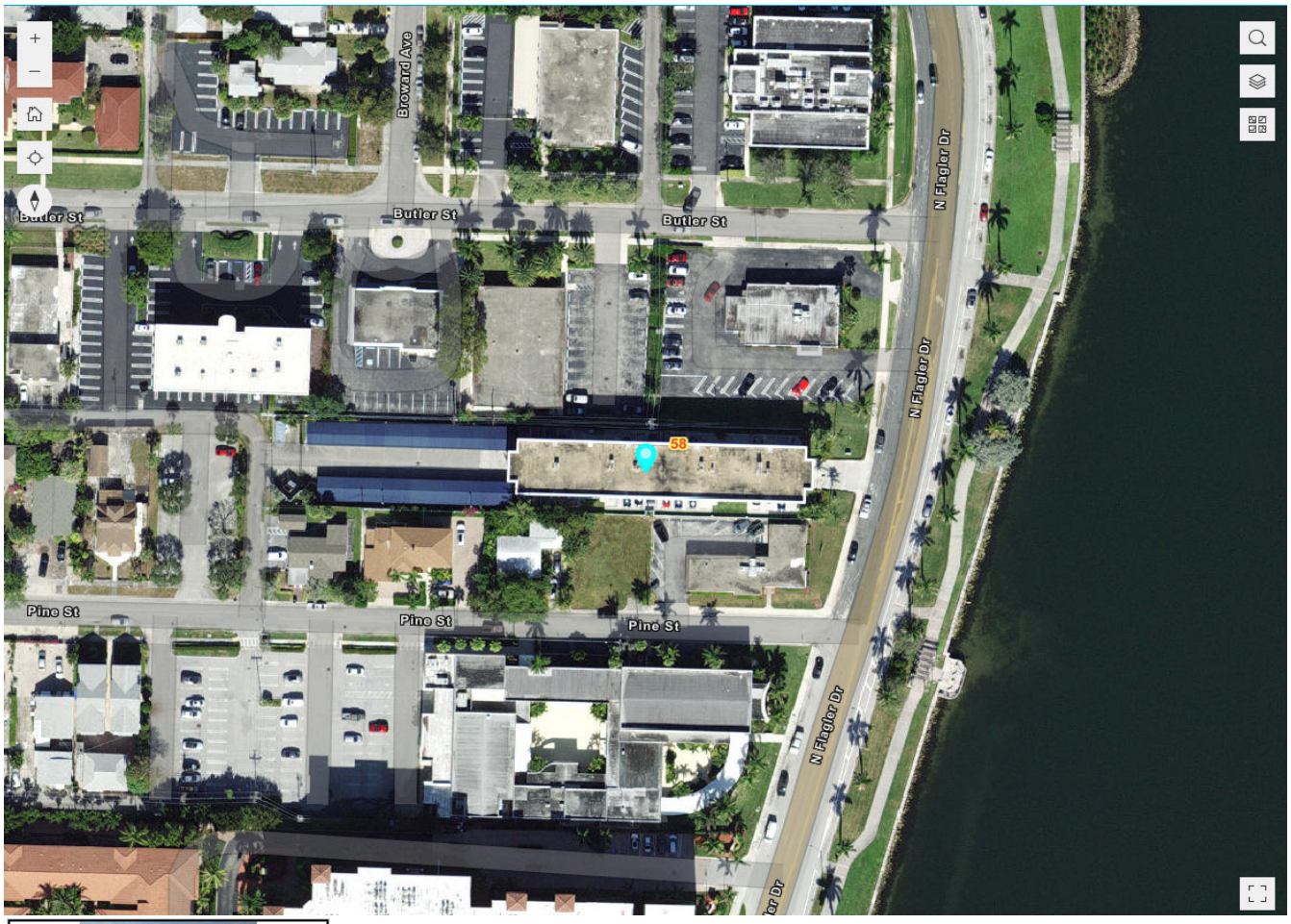
- **Retail- 11,372 s.f.**
- **Hotel- 191,842 s.f.**

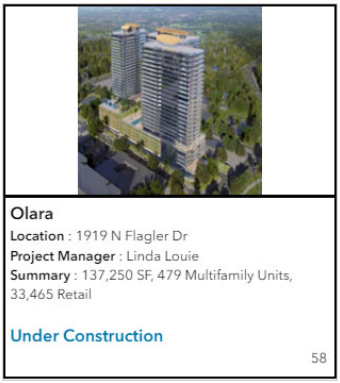
Buildout- 2030

Palm Beach County TPS- See distribution map and site generated trip summary.



12.Olara- 1919 N. Flagler Drive, WPB, FL.





Olara
Location : 1919 N Flagler Dr
Project Manager : Linda Louie
Summary : 137,250 SF, 479 Multifamily Units, 33,465 Retail

Under Construction

58

Proposed Land Use

- **137,250 s.f. gross mixed use building**
- **Residential- 479 units**
- **Retail- 33,465 s.f.**

Buildout-

Palm Beach County TPS- Not entered in database.

13.Roseland Garden- 3801 Georgia Ave, WPB, FL.





Roseland Garden
Location : 3801 Georgia Ave
Project Manager : Alexis Sangeleer
Summary : Residential, multifamily units, Phase 1–148 units, Phase 2- 207 units.

Under Construction

60

Proposed Land Use

- **Residential**
  - **Phase 1- 148 units**
  - **Phase 2- 207 units**
  - **Total- 355 units**

Buildout-

Palm Beach County TPS- Not entered in database.

14. Soleste Palm Station- 410 N Rosemary Ave, WPB, FL.



TPS Projects Info

Distance: 0 ft / 0 miles
Project ID: 11534
PBC ID: 230301
Project: Soleste Palm Station
Buildout Year: 2027
Date Approved: 08/05/2022
Percent Complete: 0%
Local Government: West Palm Beach
Alternate Name: New Alternate Name goes here
Buildout Year: 2027
Daily Trips: 1746
Total AM: 116
AM Entering: 30
AM Exiting: 86
Total PM: 141
PM Entering: 86
PM Exiting: 55

Lat/Lon: 26.71721, -80.05634

Description	LU Code	Intensity	Units
Apartment	220	321	DU

Click Links below for more Info
Aerials2023
Parcels
TPS Intersections
TPS Thoroughfares



Soleste Palm Station
Location : 410 N Rosemary Ave
Project Manager : Chris Kimmerly
Summary : Residential: 321 Units, Parking: 450 Spaces

Under Construction

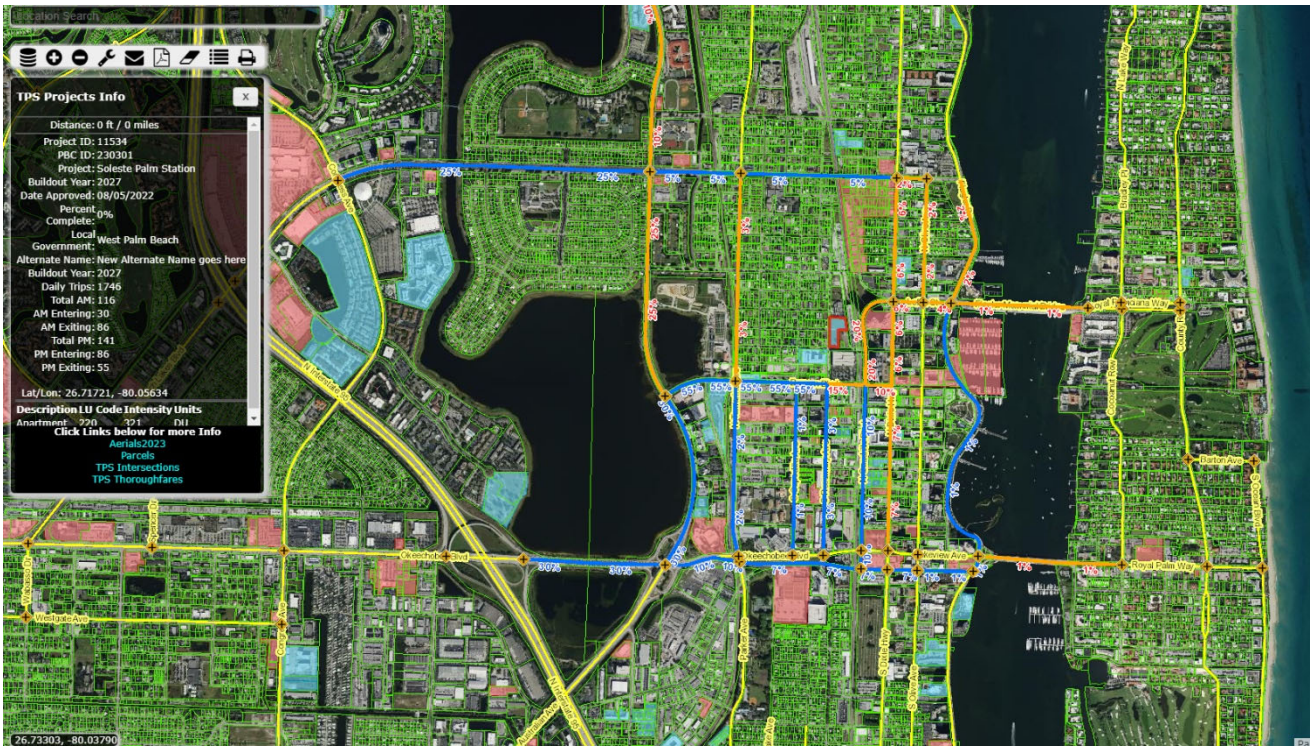
61

Proposed Land Use

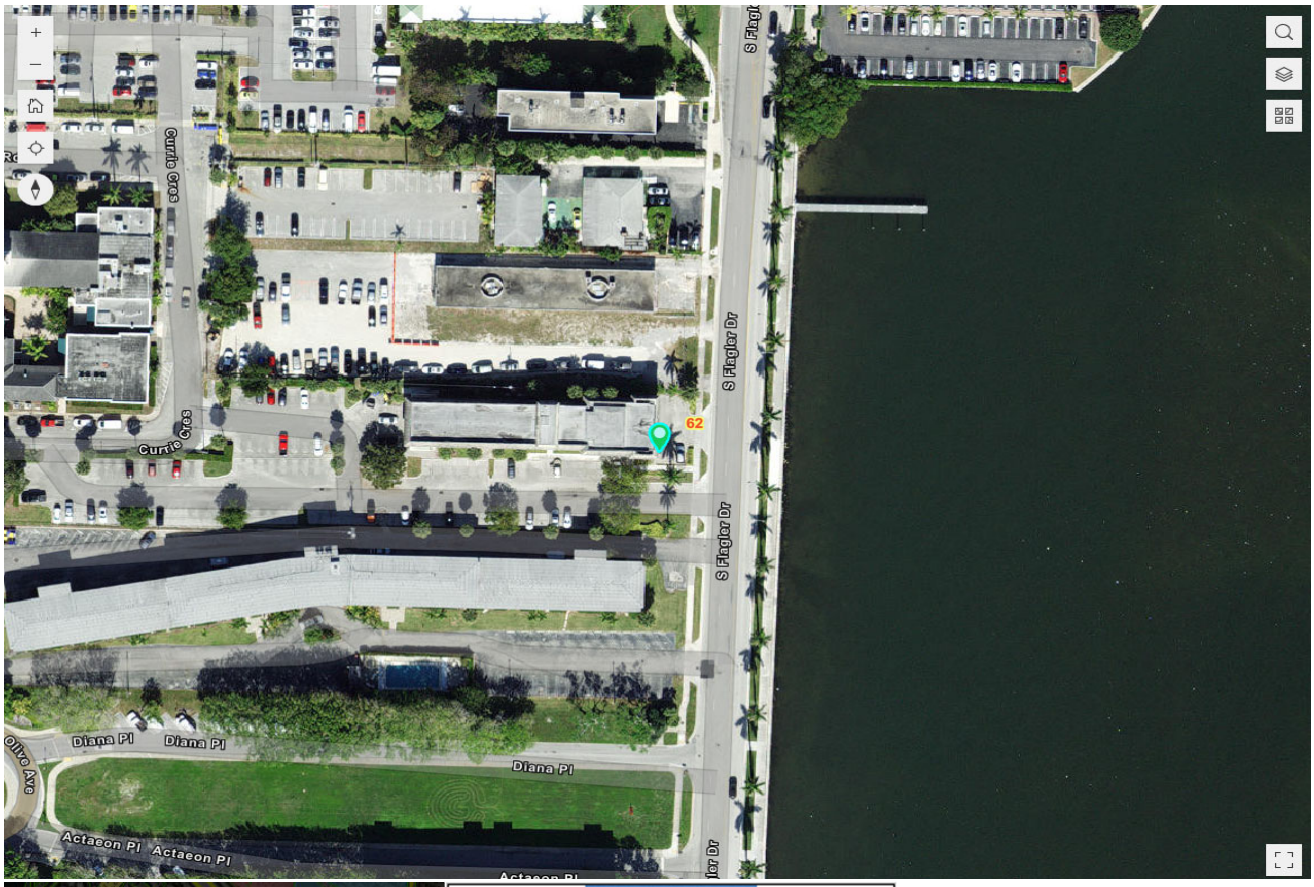
- **Residential- 321 units**
- **Parking- 450 spaces**

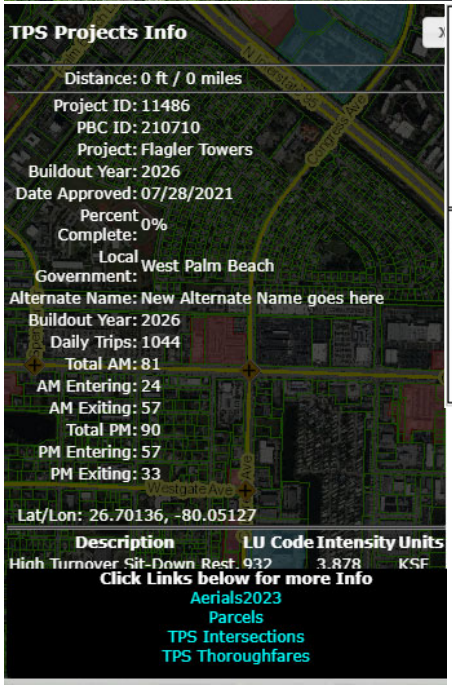
Buildout- 2027

Palm Beach County TPS- See distribution map and site generated trip summary.



15.South Flagler House (Flagler Towers)- 1315 S Flagler Dr, WPB, FL.





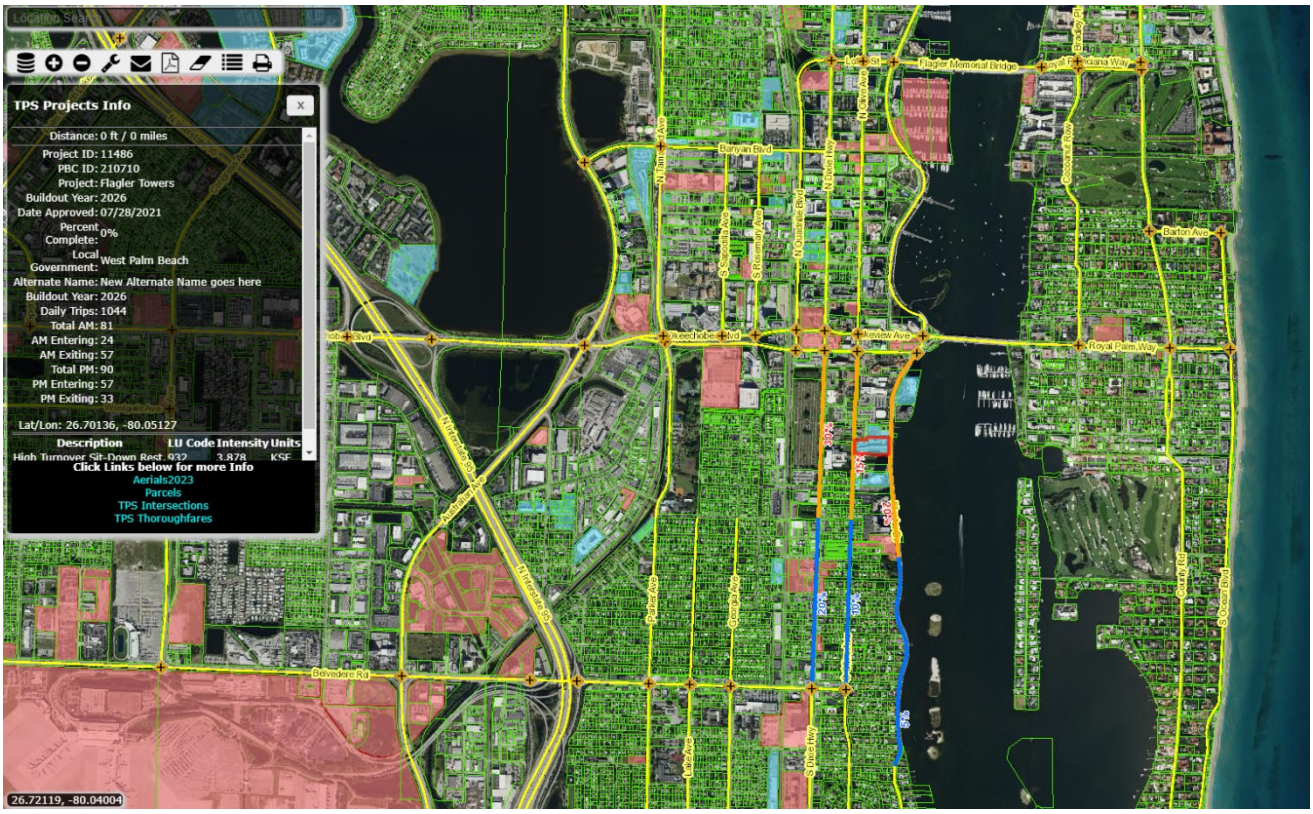


Proposed Land Use

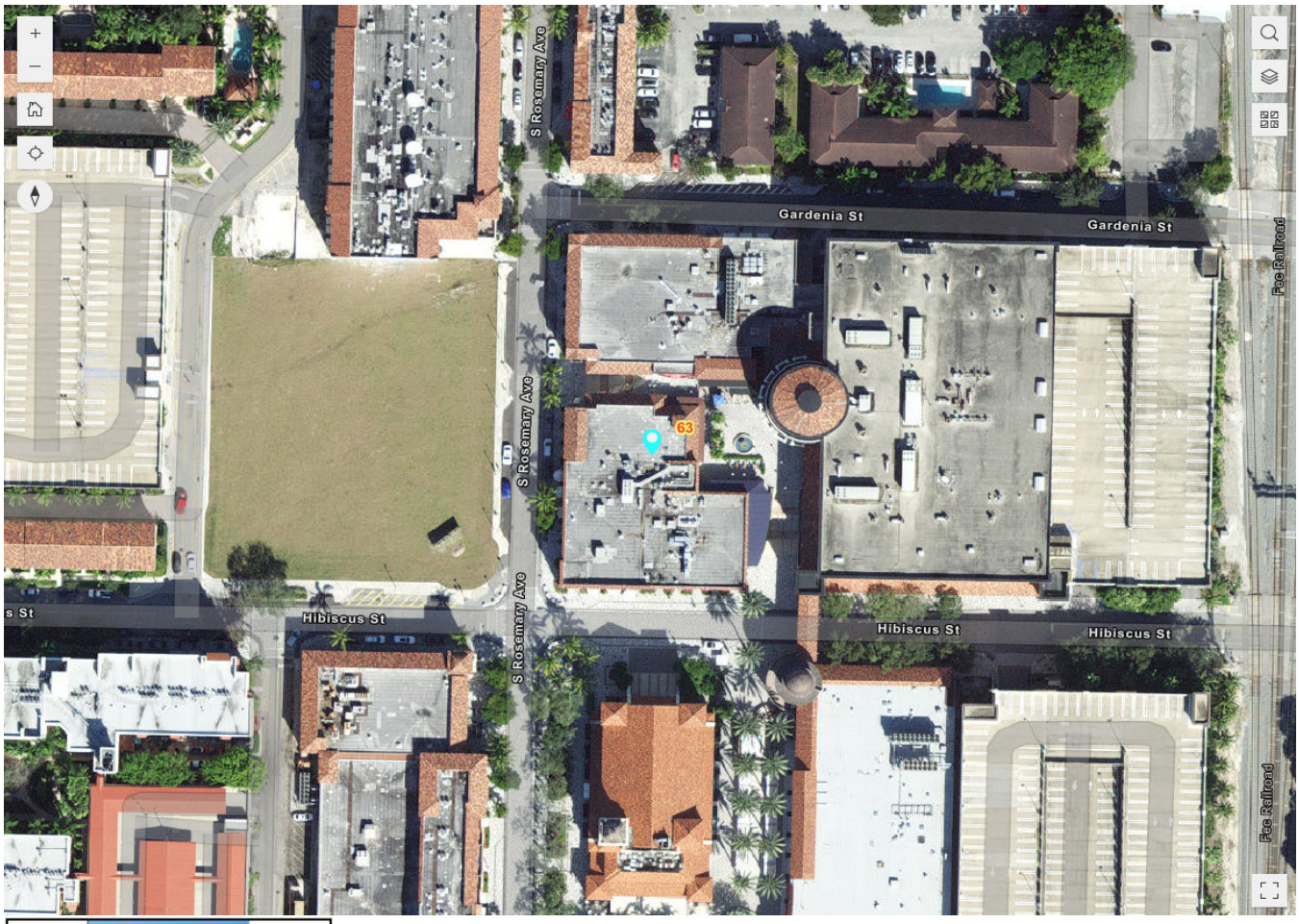
- **Residential- 109 units**
- **Restaurant- 3,878 s.f.**

Buildout- 2026

Palm Beach County TPS- See distribution map and site generated trip summary.



16.Square 1- 550 S. Rosemary Avenue, WPB, FL.





Square 1
Location : 550 S Rosemary Ave
Project Manager : Eric Schneider
Summary : EAST TOWER, Class A Office Building, 23 Stories, 337 Feet Tall; WEST TOWER, Class A Office Building, 21 Stories, 326.5 Feet Tall

Under Construction

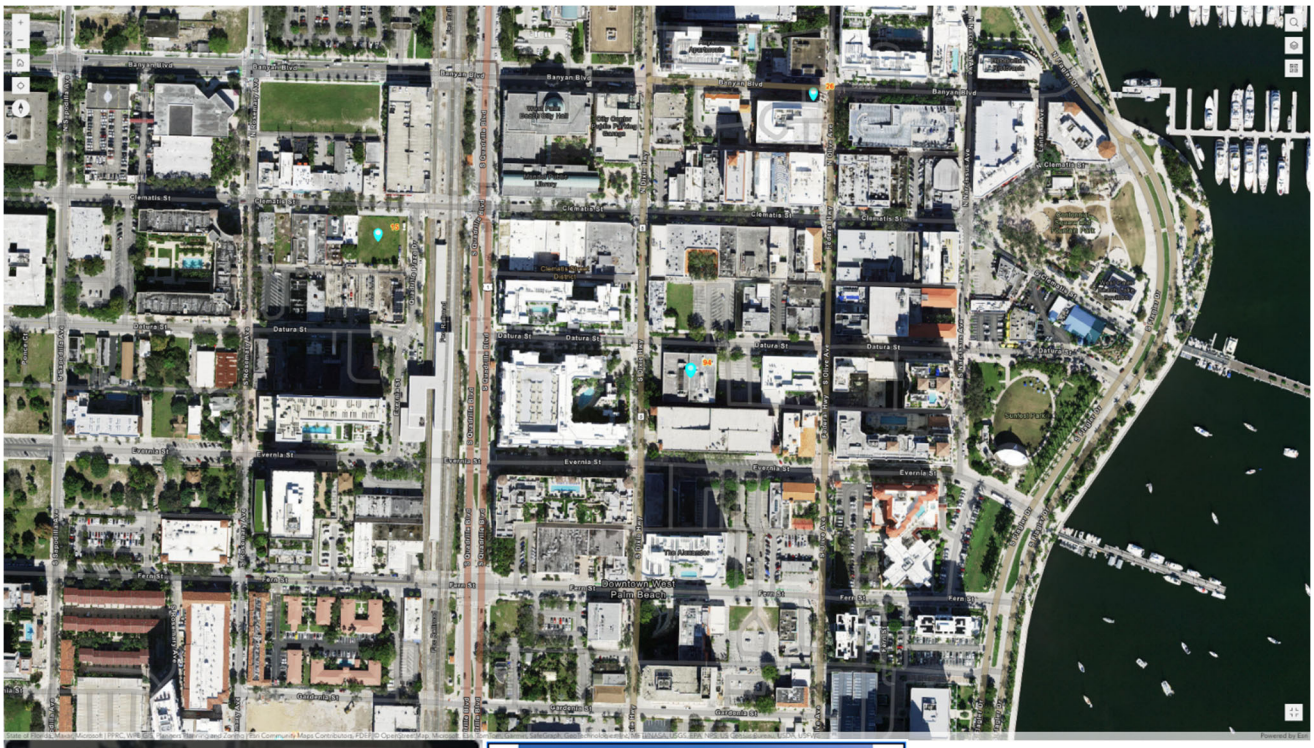
Proposed Land Use

•21-23 story Two Tower office buildings

Buildout-

Palm Beach County TPS- Not entered in database.

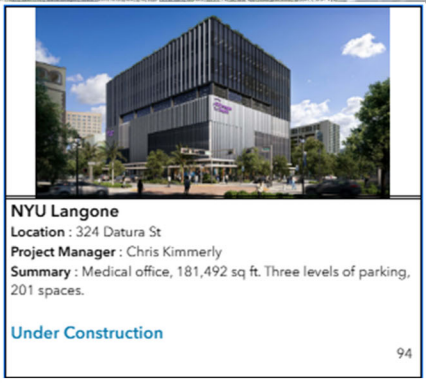
17. NYU Langone- 324 Datura St, WPB, FL.



TPS Projects Info

Distance:	0 ft / 0 miles
Project ID:	11585
PBC ID:	231204
Project:	324 Datura
Buildout Year:	2028
Date Approved:	12/19/2023
Percent Complete:	0%
Local Government:	West Palm Beach
Alternate Name:	New Alternate Name goes here
Buildout Year:	2028
Daily Trips:	2196
Total AM:	120
AM Entering:	86
AM Exiting:	34
Total PM:	182
PM Entering:	66
PM Exiting:	116
Project ID:	11585
PBC ID:	231204
Project:	324 Datura
Buildout Year:	2028
Date Approved:	12/19/2023
Percent Complete:	100%
Local Government:	West Palm Beach
Alternate Name:	New Alternate Name goes here
Buildout Year:	2028
Daily Trips:	2196

Click Links below for more Info
Aerials2023
Parcels
TPS Intersections
TPS Thoroughfares



NYU Langone
Location : 324 Datura St
Project Manager : Chris Kimmerly
Summary : Medical office, 181,492 sq ft. Three levels of parking, 201 spaces.

Under Construction

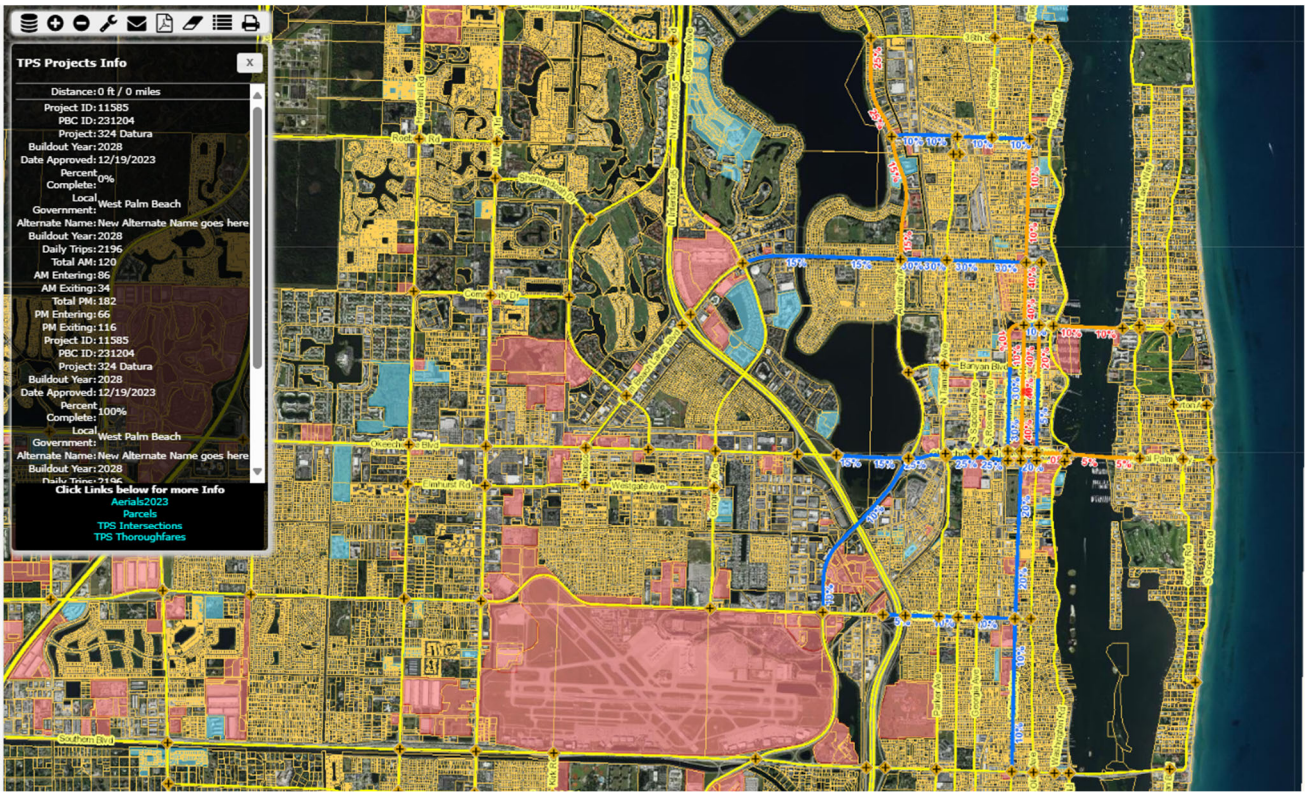
94

Proposed Land Use

- **Medical Office- 181,492 s.f.**
- **3-lvl parking- 201 spaces**

Buildout- 2028

Palm Beach County TPS- See distribution map and site generated trip summary.





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	161	69	448	95	54	369
Future Volume (veh/h)	161	69	448	95	54	369
Number	7	14	6	16	5	2
Initial Q, veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Lanes Open During Work Zone						
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	175	75	487	103	59	401
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Opposing Right Turn Influence	Yes				Yes	
Cap, veh/h	202	86	886	187	483	1310
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.17	0.17	0.59	0.59	0.04	0.70
Unsig. Movement Delay						
Ln Grp Delay, s/veh	46.2	0.0	0.0	13.1	7.9	5.7
Ln Grp LOS	D			B	A	A
Approach Vol, veh/h	251		590			460
Approach Delay, s/veh	46.2		13.1			6.0
Approach LOS	D		B			A

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Case No		4.0		12.0	1.2	8.0		
Phs Duration (G+Y+Rc), s		69.0		21.0	9.8	59.2		
Change Period (Y+Rc), s		5.9		5.9	5.9	5.9		
Max Green (Gmax), s		55.1		23.1	6.1	43.1		
Max Allow Headway (MAH), s		4.7		3.4	3.8	4.8		
Max Q Clear (g_c+I1), s		9.4		14.8	3.1	19.7		
Green Ext Time (g_e), s		2.2		0.4	0.0	3.4		
Prob of Phs Call (p_c)		1.00		1.00	0.77	1.00		
Prob of Max Out (p_x)		0.00		0.02	1.00	0.00		

Left-Turn Movement Data								
Assigned Mvmt				7	5	1		
Mvmt Sat Flow, veh/h				1198	1781	0		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		1870		7		1497		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		0		513		317		

Left Lane Group Data								
Assigned Mvmt	0	0	0	7	5	1	0	0

Lane Assignment				L+T+R	L (Pr/Pm)			
Lanes in Grp	0	0	0	1	1	0	0	0
Grp Vol (v), veh/h	0	0	0	251	59	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1718	1781	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	12.8	1.1	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	12.8	1.1	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	826	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	55.3	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	35.6	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	1.5	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	53.3	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	0.70	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	289	483	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.87	0.12	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	441	528	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	36.5	7.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	9.8	0.1	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	46.2	7.9	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	5.3	0.3	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	6.0	0.4	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.66	0.23	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T						
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	401	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	7.4	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	7.4	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1310	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.31	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1310	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	5.1	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	5.7	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.35	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment						T+R		
Lanes in Grp	0	0	0	0	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	590	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1813	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	17.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	17.7	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	0.30	0.00	0.17	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	1074	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.55	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	1074	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	13.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	6.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.53	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	17.0
HCM 7th LOS	B



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	161	69	448	95	54	369
Future Volume (vph)	161	69	448	95	54	369
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	40	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.959		0.976			
Flt Protected	0.966				0.950	
Satd. Flow (prot)	1726	0	1818	0	1770	1863
Flt Permitted	0.966				0.291	
Satd. Flow (perm)	1726	0	1818	0	542	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	23		16			
Link Speed (mph)	30		30			30
Link Distance (ft)	295		402			207
Travel Time (s)	6.7		9.1			4.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	175	75	487	103	59	401
Shared Lane Traffic (%)						
Lane Group Flow (vph)	250	0	590	0	59	401
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases					2	

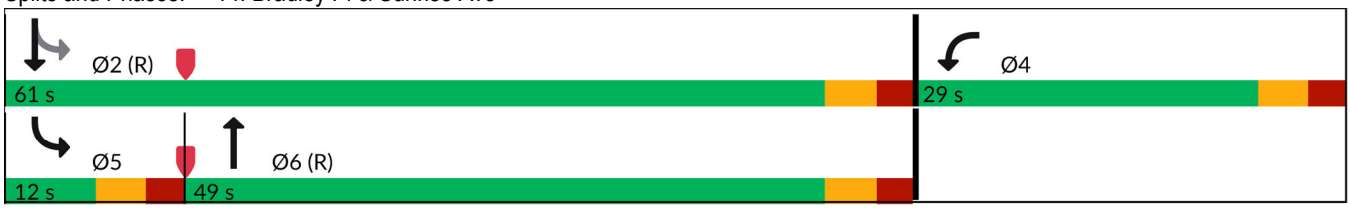


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	4		6		5	2
Switch Phase						
Minimum Initial (s)	10.0		12.0		5.0	12.0
Minimum Split (s)	25.9		30.0		10.9	26.9
Total Split (s)	29.0		49.0		12.0	61.0
Total Split (%)	32.2%		54.4%		13.3%	67.8%
Maximum Green (s)	23.1		43.1		6.1	55.1
Yellow Time (s)	3.4		3.4		3.4	3.4
All-Red Time (s)	2.5		2.5		2.5	2.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.9		5.9		5.9	5.9
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.5		2.5		3.0	2.5
Recall Mode	None		C-Max		None	C-Max
Walk Time (s)	7.0		7.0			
Flash Don't Walk (s)	13.0		14.0			
Pedestrian Calls (#/hr)	0		0			
Act Effct Green (s)	16.7		51.7		61.5	61.5
Actuated g/C Ratio	0.19		0.57		0.68	0.68
v/c Ratio	0.74		0.56		0.13	0.32
Control Delay (s/veh)	42.0		10.1		6.5	7.3
Queue Delay	0.0		0.0		0.0	0.0
Total Delay (s/veh)	42.0		10.1		6.5	7.3
LOS	D		B		A	A
Approach Delay (s/veh)	42.0		10.1			7.2
Approach LOS	D		B			A
Queue Length 50th (ft)	128		81		10	80
Queue Length 95th (ft)	196		m118		27	156
Internal Link Dist (ft)	215		322			127
Turn Bay Length (ft)					40	
Base Capacity (vph)	460		1051		457	1273
Starvation Cap Reductn	0		0		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.54		0.56		0.13	0.32

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 62 (69%), Referenced to phase 2:SBTL and 6:NBT, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay (s/veh): 15.2		Intersection LOS: B	
Intersection Capacity Utilization 61.4%		ICU Level of Service B	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: Bradley Pl & Sunrise Ave





Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	250	590	59	401
v/c Ratio	0.74	0.56	0.13	0.32
Control Delay (s/veh)	42.0	10.1	6.5	7.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.0	10.1	6.5	7.3
Queue Length 50th (ft)	128	81	10	80
Queue Length 95th (ft)	196	m118	27	156
Internal Link Dist (ft)	215	322		127
Turn Bay Length (ft)			40	
Base Capacity (vph)	460	1051	457	1273
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.54	0.56	0.13	0.32

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	5	22	0	0	0	40	499	291	29	527	5
Future Vol, veh/h	6	5	22	0	0	0	40	499	291	29	527	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	5	24	0	0	0	43	542	316	32	573	5

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1268	1584	576	578	0	0	859	0	0
Stage 1	639	639	-	-	-	-	-	-	-
Stage 2	629	946	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	186	108	517	995	-	-	782	-	-
Stage 1	526	471	-	-	-	-	-	-	-
Stage 2	531	340	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	171	0	517	995	-	-	782	-	-
Mov Cap-2 Maneuver	171	0	-	-	-	-	-	-	-
Stage 1	503	0	-	-	-	-	-	-	-
Stage 2	510	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	16.09	0.42	0.51
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	995	-	-	360	782	-	-
HCM Lane V/C Ratio	0.044	-	-	0.1	0.04	-	-
HCM Control Delay (s/veh)	8.8	-	-	16.1	9.8	-	-
HCM Lane LOS	A	-	-	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	635	992	265	65	369	91	123	258	73	122	327
Future Volume (vph)	635	992	265	65	369	91	123	258	73	122	327
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.97		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		1.00	1.00
Satd. Flow (prot)	3433	3427		1770	3539	1583	1770	1801		1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.66	1.00		1.00	1.00
Satd. Flow (perm)	3433	3427		1770	3539	1583	1225	1801		1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	690	1078	288	71	401	99	134	280	79	133	355
RTOR Reduction (vph)	0	0	0	0	0	71	0	0	0	0	134
Lane Group Flow (vph)	690	1366	0	71	401	28	134	359	0	133	221
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		NA	pm+ov
Protected Phases	1	6		5	2		4	8		3	1
Permitted Phases						2	8				3
Actuated Green, G (s)	15.5	26.5		14.5	25.5	25.5	36.0	36.0		25.5	41.0
Effective Green, g (s)	15.5	26.5		14.5	25.5	25.5	36.0	36.0		25.5	41.0
Actuated g/C Ratio	0.17	0.29		0.16	0.28	0.28	0.40	0.40		0.28	0.46
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5
Vehicle Extension (s)	5.0	5.0		5.0	5.0	5.0	3.0	5.0		5.0	5.0
Lane Grp Cap (vph)	591	1009		285	1002	448	523	720		527	721
v/s Ratio Prot	c0.20	c0.40		0.04	0.11		0.02	c0.20		0.07	0.05
v/s Ratio Perm						0.02	0.09				0.09
v/c Ratio	1.17	1.35		0.25	0.40	0.06	0.26	0.50		0.25	0.31
Uniform Delay, d1	37.3	31.7		33.0	26.1	23.5	18.6	20.2		24.9	15.5
Progression Factor	1.00	1.00		1.18	0.75	0.70	1.00	1.00		1.12	0.90
Incremental Delay, d2	92.7	165.8		2.0	1.2	0.3	0.3	1.1		1.1	1.1
Delay (s)	129.9	197.5		40.8	20.8	16.8	18.8	21.4		28.9	15.0
Level of Service	F	F		D	C	B	B	C		C	B
Approach Delay (s/veh)		174.8			22.6			20.7		18.8	
Approach LOS		F			C			C		B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	108.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	82.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	635	992	265	65	369	91	123	258	73	122	327
Future Volume (vph)	635	992	265	65	369	91	123	258	73	122	327
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		0	110		150	0		0		0
Storage Lanes	2		0	1		1	1		0		1
Taper Length (ft)	25			25			25				
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968				0.850		0.967			0.850
Flt Protected	0.950			0.950			0.950				
Satd. Flow (prot)	3433	3426	0	1770	3539	1583	1770	1801	0	1863	1583
Flt Permitted	0.950			0.950			0.658				
Satd. Flow (perm)	3433	3426	0	1770	3539	1583	1226	1801	0	1863	1583
Right Turn on Red						Yes					Yes
Satd. Flow (RTOR)						127					247
Link Speed (mph)		30			30			30		30	
Link Distance (ft)		280			490			291		269	
Travel Time (s)		6.4			11.1			6.6		6.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	690	1078	288	71	401	99	134	280	79	133	355
Shared Lane Traffic (%)											
Lane Group Flow (vph)	690	1366	0	71	401	99	134	359	0	133	355
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		70			100			12		12	
Link Offset(ft)		0			0			0		0	
Crosswalk Width(ft)		16			16			16		16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		60	15		9	15		9		9
Number of Detectors	1	2		1	2	1	0	2		2	1
Detector Template	Left	Thru		Left	Thru	Right		Thru		Thru	Right
Leading Detector (ft)	20	100		20	100	20	0	100		100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel											
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94			94			94		94	
Detector 2 Size(ft)		6			6			6		6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex		Cl+Ex	
Detector 2 Channel											
Detector 2 Extend (s)		0.0			0.0			0.0		0.0	
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		NA	pm+ov
Protected Phases	1	6		5	2		4	8		3	1
Permitted Phases						2	8				3



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Detector Phase	1	6		5	2	2	4	8		3	1
Switch Phase											
Minimum Initial (s)	15.0	20.0		15.0	20.0	20.0	5.0	15.0		15.0	15.0
Minimum Split (s)	19.5	30.5		19.5	30.5	30.5	30.5	30.0		30.5	19.5
Total Split (s)	20.0	31.0		19.0	30.0	30.0	10.0	40.0		30.0	20.0
Total Split (%)	22.2%	34.4%		21.1%	33.3%	33.3%	11.1%	44.4%		33.3%	22.2%
Maximum Green (s)	15.5	26.5		14.5	25.5	25.5	5.5	36.0		25.5	15.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.0		3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag			Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes			Yes	Yes
Vehicle Extension (s)	5.0	5.0		5.0	5.0	5.0	3.0	5.0		5.0	5.0
Recall Mode	C-Max	C-Max		Max	Max	Max	None	None		Max	C-Max
Walk Time (s)		10.0			10.0	10.0	10.0	10.0		10.0	
Flash Don't Walk (s)		16.0			16.0	16.0	16.0	16.0		16.0	
Pedestrian Calls (#/hr)		0			0	0	0	0		0	
Act Effct Green (s)	15.5	26.5		14.5	25.5	25.5	35.5	36.0		25.5	41.0
Actuated g/C Ratio	0.17	0.29		0.16	0.28	0.28	0.39	0.40		0.28	0.46
v/c Ratio	1.17	1.36		0.25	0.40	0.18	0.26	0.50		0.25	0.42
Control Delay (s/veh)	127.8	195.2		41.5	21.0	2.7	20.3	23.2		29.4	4.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	127.8	195.2		41.5	21.0	2.7	20.3	23.2		29.4	4.2
LOS	F	F		D	C	A	C	C		C	A
Approach Delay (s/veh)		172.6			20.4			22.4		11.0	
Approach LOS		F			C			C		B	
Queue Length 50th (ft)	~242	~542		39	69	2	49	149		60	41
Queue Length 95th (ft)	#352	#674		82	90	10	89	231		104	34
Internal Link Dist (ft)		200			410			211		189	
Turn Bay Length (ft)	240			110		150					
Base Capacity (vph)	591	1008		285	1002	539	516	720		527	855
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0
Reduced v/c Ratio	1.17	1.36		0.25	0.40	0.18	0.26	0.50		0.25	0.42

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 1:EBL and 6:EBT, Start of Green, Master Intersection			
Natural Cycle: 135			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.36			
Intersection Signal Delay (s/veh): 106.1		Intersection LOS: F	
Intersection Capacity Utilization 82.7%		ICU Level of Service E	
Analysis Period (min) 15			

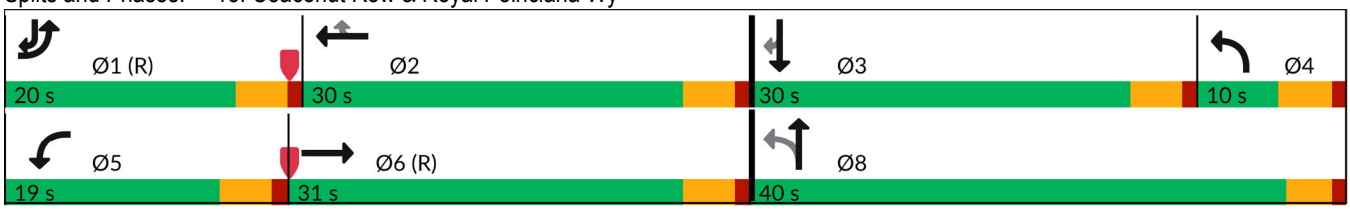
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 15: Coaconut Row & Royal Poinciana Wy





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	690	1366	71	401	99	134	359	133	355
v/c Ratio	1.17	1.36	0.25	0.40	0.18	0.26	0.50	0.25	0.42
Control Delay (s/veh)	127.8	195.2	41.5	21.0	2.7	20.3	23.2	29.4	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	127.8	195.2	41.5	21.0	2.7	20.3	23.2	29.4	4.2
Queue Length 50th (ft)	~242	~542	39	69	2	49	149	60	41
Queue Length 95th (ft)	#352	#674	82	90	10	89	231	104	34
Internal Link Dist (ft)		200		410			211	189	
Turn Bay Length (ft)	240		110		150				
Base Capacity (vph)	591	1008	285	1002	539	516	720	527	855
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.17	1.36	0.25	0.40	0.18	0.26	0.50	0.25	0.42

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	36	5	0	0	0	0	191	25	39	129	0
Future Vol, veh/h	31	36	5	0	0	0	0	191	25	39	129	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	34	39	5	0	0	0	0	208	27	42	140	0
Number of Lanes	0	1	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	8.5	8.9	8.7
HCM LOS	A	A	A

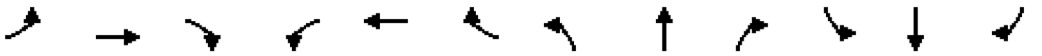
Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	0%	43%	23%
Vol Thru, %	88%	50%	77%
Vol Right, %	12%	7%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	216	72	168
LT Vol	0	31	39
Through Vol	191	36	129
RT Vol	25	5	0
Lane Flow Rate	235	78	183
Geometry Grp	1	1	1
Degree of Util (X)	0.278	0.106	0.224
Departure Headway (Hd)	4.257	4.892	4.418
Convergence, Y/N	Yes	Yes	Yes
Cap	848	733	814
Service Time	2.27	2.917	2.434
HCM Lane V/C Ratio	0.277	0.106	0.225
HCM Control Delay, s/veh	8.9	8.5	8.7
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1.1	0.4	0.9

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	46	130	6	0	0	0	0	119	41	72	59	0
Future Vol, veh/h	46	130	6	0	0	0	0	119	41	72	59	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	50	141	7	0	0	0	0	129	45	78	64	0
Number of Lanes	0	2	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	2
HCM Control Delay, s/veh	9.1	8.7	8.9
HCM LOS	A	A	A

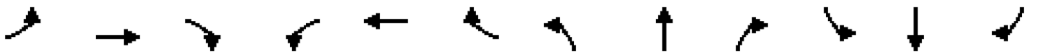
Lane	NBLn1	EBLn1	EBLn2	SBLn1
Vol Left, %	0%	41%	0%	55%
Vol Thru, %	74%	59%	92%	45%
Vol Right, %	26%	0%	8%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	160	111	71	131
LT Vol	0	46	0	72
Through Vol	119	65	65	59
RT Vol	41	0	6	0
Lane Flow Rate	174	121	77	142
Geometry Grp	2	5	5	2
Degree of Util (X)	0.216	0.183	0.111	0.188
Departure Headway (Hd)	4.468	5.469	5.201	4.757
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	803	655	688	755
Service Time	2.492	3.208	2.94	2.785
HCM Lane V/C Ratio	0.217	0.185	0.112	0.188
HCM Control Delay, s/veh	8.7	9.4	8.6	8.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	0.7	0.4	0.7



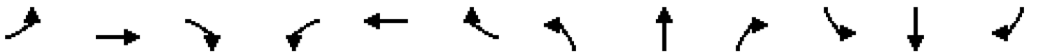
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	454	1423	91	0	429	15	109	29	11	62	37	361
Future Volume (vph)	454	1423	91	0	429	15	109	29	11	62	37	361
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99			1.00		1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3507			3522		1770	1787		1770	1863	1583
Flt Permitted	0.95	1.00			1.00		0.73	1.00		0.64	1.00	1.00
Satd. Flow (perm)	1770	3507			3522		1362	1787		1198	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	493	1547	99	0	466	16	118	32	12	67	40	392
RTOR Reduction (vph)	0	3	0	0	2	0	0	11	0	0	0	335
Lane Group Flow (vph)	493	1643	0	0	480	0	118	33	0	67	40	57
Turn Type	Prot	NA			NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6			2		7	4		3	8	
Permitted Phases							4			8		8
Actuated Green, G (s)	26.0	68.5			38.0		16.8	12.3		21.2	14.5	14.5
Effective Green, g (s)	26.0	68.5			38.0		16.8	12.3		21.2	14.5	14.5
Actuated g/C Ratio	0.26	0.69			0.38		0.17	0.12		0.21	0.14	0.14
Clearance Time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.0	4.0
Vehicle Extension (s)	5.0	7.0			7.0		5.0	5.0		5.0	5.0	5.0
Lane Grp Cap (vph)	460	2402			1338		247	219		292	270	229
v/s Ratio Prot	c0.28	c0.47			0.14		c0.02	0.02		c0.02	0.02	
v/s Ratio Perm							c0.06			0.03		0.04
v/c Ratio	1.07	0.68			0.36		0.48	0.15		0.23	0.15	0.25
Uniform Delay, d1	37.0	9.3			22.3		37.1	39.2		32.3	37.4	37.9
Progression Factor	1.00	1.00			1.05		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	62.5	1.6			0.7		3.0	0.7		0.8	0.5	1.2
Delay (s)	99.5	10.9			24.1		40.2	39.9		33.1	37.9	39.1
Level of Service	F	B			C		D	D		C	D	D
Approach Delay (s/veh)		31.3			24.1			40.1			38.2	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	31.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	62.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	454	1423	91	0	429	15	109	29	11	62	37	361
Future Volume (vph)	454	1423	91	0	429	15	109	29	11	62	37	361
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		0	0		0	225		0
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.991			0.995			0.959				0.850
Flt Protected	0.950						0.950			0.950		
Satd. Flow (prot)	1770	3507	0	0	3522	0	1770	1786	0	1770	1863	1583
Flt Permitted	0.950						0.731			0.643		
Satd. Flow (perm)	1770	3507	0	0	3522	0	1362	1786	0	1198	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			3			12				392
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		354			401			476			251	
Travel Time (s)		8.0			9.1			10.8			5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	493	1547	99	0	466	16	118	32	12	67	40	392
Shared Lane Traffic (%)												
Lane Group Flow (vph)	493	1646	0	0	482	0	118	44	0	67	40	392
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2		1	2	1
Detector Template	Left	Thru			Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100			100		20	100		20	100	20
Trailing Detector (ft)	0	0			0		0	0		0	0	0
Detector 1 Position(ft)	0	0			0		0	0		0	0	0
Detector 1 Size(ft)	20	6			6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA			NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6			2		7	4		3	8	
Permitted Phases							4			8		8



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6			2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0			15.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	30.5			30.5		9.5	30.5		9.5	30.5	30.5
Total Split (s)	30.0	61.0			31.0		9.0	30.0		9.0	30.0	30.0
Total Split (%)	30.0%	61.0%			31.0%		9.0%	30.0%		9.0%	30.0%	30.0%
Maximum Green (s)	26.0	57.0			26.5		4.5	25.5		5.0	26.0	26.0
Yellow Time (s)	3.0	3.0			3.5		3.5	3.5		3.0	3.0	3.0
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.0	4.0
Lead/Lag	Lag				Lead		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes				Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	5.0	7.0			7.0		5.0	5.0		5.0	5.0	5.0
Recall Mode	None	C-Max			Max		None	None		None	None	None
Walk Time (s)		10.0			10.0			10.0			10.0	10.0
Flash Don't Walk (s)		16.0			16.0			16.0			16.0	16.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	26.0	70.2			39.7		15.9	13.9		18.6	12.8	12.8
Actuated g/C Ratio	0.26	0.70			0.40		0.16	0.14		0.19	0.13	0.13
v/c Ratio	1.07	0.67			0.34		0.50	0.17		0.25	0.17	0.72
Control Delay (s/veh)	99.4	11.0			23.0		42.6	30.0		32.2	37.7	11.9
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	99.4	11.0			23.0		42.6	30.0		32.2	37.7	11.9
LOS	F	B			C		D	C		C	D	B
Approach Delay (s/veh)		31.4			23.0			39.1			16.7	
Approach LOS		C			C			D			B	
Queue Length 50th (ft)	~351	242			110		66	19		36	24	0
Queue Length 95th (ft)	#548	468			164		101	45		63	48	77
Internal Link Dist (ft)		274			321			396			171	
Turn Bay Length (ft)	150									225		
Base Capacity (vph)	460	2464			1399		235	464		267	484	701
Starvation Cap Reductn	0	0			0		0	0		0	0	0
Spillback Cap Reductn	0	0			0		0	0		0	0	0
Storage Cap Reductn	0	0			0		0	0		0	0	0
Reduced v/c Ratio	1.07	0.67			0.34		0.50	0.09		0.25	0.08	0.56

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 6:EBT, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.07			
Intersection Signal Delay (s/veh): 28.3		Intersection LOS: C	
Intersection Capacity Utilization 62.0%		ICU Level of Service B	
Analysis Period (min) 15			

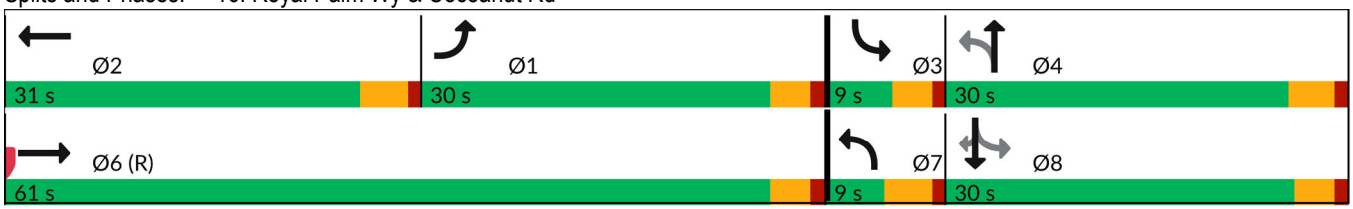
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 16: Royal Palm Wy & Cocoanut Rd





Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	493	1646	482	118	44	67	40	392
v/c Ratio	1.07	0.67	0.34	0.50	0.17	0.25	0.17	0.72
Control Delay (s/veh)	99.4	11.0	24.1	42.6	30.0	32.2	37.7	11.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	99.4	11.0	24.1	42.6	30.0	32.2	37.7	11.9
Queue Length 50th (ft)	~351	242	106	66	19	36	24	0
Queue Length 95th (ft)	#548	468	167	101	45	63	48	77
Internal Link Dist (ft)		274	321		396		171	
Turn Bay Length (ft)	150					225		
Base Capacity (vph)	460	2464	1399	235	464	267	484	701
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.07	0.67	0.34	0.50	0.09	0.25	0.08	0.56

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑	↱		↱
Traffic Vol, veh/h	0	0	35	133	0	8
Future Vol, veh/h	0	0	35	133	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	38	145	0	9

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	38
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	1034
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	1034
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s/v	0	8.51
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1034
HCM Lane V/C Ratio	-	-	0.008
HCM Control Delay (s/veh)	-	-	8.5
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	83	0	1	45	43	498	41	0	575	39
Future Vol, veh/h	0	0	83	0	1	45	43	498	41	0	575	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	90	0	1	49	47	541	45	0	625	42

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	646	-	1302	271	667	0	0	586	0	0
Stage 1	-	-	-	-	635	-	-	-	-	-	-	-
Stage 2	-	-	-	-	667	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.23	-	6.53	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	-	-	-	-	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.319	-	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	0	0	471	0	160	728	920	-	-	987	-	-
Stage 1	0	0	-	0	472	-	-	-	-	-	-	-
Stage 2	0	0	-	0	456	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	471	-	150	728	920	-	-	987	-	-
Mov Cap-2 Maneuver	-	-	-	-	150	-	-	-	-	-	-	-
Stage 1	-	-	-	-	443	-	-	-	-	-	-	-
Stage 2	-	-	-	-	456	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	14.46	10.3	1.08	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	286	-	-	471	728	987	-	-
HCM Lane V/C Ratio	0.051	-	-	0.192	0.067	-	-	-
HCM Control Delay (s/veh)	9.1	0.5	-	14.5	10.3	0	-	-
HCM Lane LOS	A	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.7	0.2	0	-	-



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	81	49	609	115	37	510
Future Volume (vph)	81	49	609	115	37	510
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4		5.6			5.6
Lane Util. Factor	1.00		0.95			0.95
Frt	0.95		0.98			1.00
Flt Protected	0.97		1.00			1.00
Satd. Flow (prot)	1715		3455			3527
Flt Permitted	0.97		1.00			0.87
Satd. Flow (perm)	1715		3455			3067
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	88	53	662	125	40	554
RTOR Reduction (vph)	38	0	12	0	0	0
Lane Group Flow (vph)	103	0	775	0	0	594
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Actuated Green, G (s)	12.2		52.8			52.8
Effective Green, g (s)	12.2		52.8			52.8
Actuated g/C Ratio	0.16		0.69			0.69
Clearance Time (s)	5.4		5.6			5.6
Vehicle Extension (s)	5.0		5.0			5.0
Lane Grp Cap (vph)	275		2400			2130
v/s Ratio Prot	c0.06		c0.22			
v/s Ratio Perm						0.19
v/c Ratio	0.38		0.32			0.28
Uniform Delay, d1	28.5		4.6			4.4
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	1.8		0.4			0.3
Delay (s)	30.3		4.9			4.7
Level of Service	C		A			A
Approach Delay (s/veh)	30.3		4.9			4.7
Approach LOS	C		A			A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	7.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	76.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	62.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

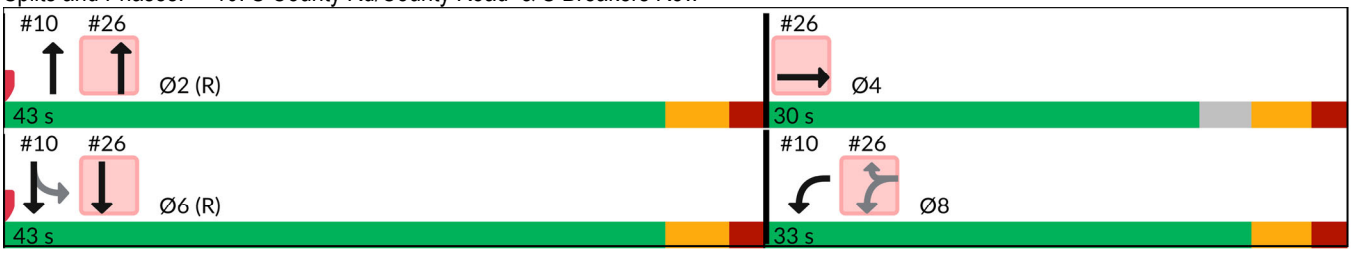


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Lane Configurations							
Traffic Volume (vph)	81	49	609	115	37	510	
Future Volume (vph)	81	49	609	115	37	510	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95	
Frt	0.949		0.976				
Flt Protected	0.970					0.997	
Satd. Flow (prot)	1715	0	3454	0	0	3529	
Flt Permitted	0.970					0.867	
Satd. Flow (perm)	1715	0	3454	0	0	3068	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)	45		40				
Link Speed (mph)	30		30			30	
Link Distance (ft)	374		229			1138	
Travel Time (s)	8.5		5.2			25.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	88	53	662	125	40	554	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	141	0	787	0	0	594	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	12		0			0	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9		9	15		
Number of Detectors	1		2		1	2	
Detector Template	Left		Thru		Left	Thru	
Leading Detector (ft)	20		100		20	100	
Trailing Detector (ft)	0		0		0	0	
Detector 1 Position(ft)	0		0		0	0	
Detector 1 Size(ft)	20		6		20	6	
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0		0.0	0.0	
Detector 1 Delay (s)	0.0		0.0		0.0	0.0	
Detector 2 Position(ft)			94			94	
Detector 2 Size(ft)			6			6	
Detector 2 Type			Cl+Ex			Cl+Ex	
Detector 2 Channel							
Detector 2 Extend (s)			0.0			0.0	
Turn Type	Prot		NA		Perm	NA	
Protected Phases	8		2			6	4
Permitted Phases					6		
Detector Phase	8		2		6	6	
Switch Phase							
Minimum Initial (s)	15.0		15.0		15.0	15.0	15.0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Minimum Split (s)	31.4		28.6		22.6	22.6	22.5
Total Split (s)	33.0		43.0		43.0	43.0	30.0
Total Split (%)	43.4%		56.6%		56.6%	56.6%	39%
Maximum Green (s)	27.6		37.4		37.4	37.4	24.6
Yellow Time (s)	3.4		3.6		3.6	3.6	3.4
All-Red Time (s)	2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0	
Total Lost Time (s)	5.4		5.6			5.6	
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	5.0		5.0		5.0	5.0	5.0
Recall Mode	None		C-Max		C-Max	C-Max	None
Walk Time (s)	10.0		7.0				
Flash Don't Walk (s)	16.0		16.0				
Pedestrian Calls (#/hr)	0		0				
Act Effct Green (s)	15.2		55.0			55.0	
Actuated g/C Ratio	0.20		0.72			0.72	
v/c Ratio	0.37		0.31			0.27	
Control Delay (s/veh)	21.1		5.3			5.4	
Queue Delay	0.0		0.4			0.0	
Total Delay (s/veh)	21.1		5.7			5.4	
LOS	C		A			A	
Approach Delay (s/veh)	21.1		5.7			5.4	
Approach LOS	C		A			A	
Queue Length 50th (ft)	39		70			54	
Queue Length 95th (ft)	87		102			81	
Internal Link Dist (ft)	294		149			1058	
Turn Bay Length (ft)							
Base Capacity (vph)	651		2510			2219	
Starvation Cap Reductn	0		1121			0	
Spillback Cap Reductn	0		0			0	
Storage Cap Reductn	0		0			0	
Reduced v/c Ratio	0.22		0.57			0.27	

Intersection Summary			
Area Type:	Other		
Cycle Length: 76			
Actuated Cycle Length: 76			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.37			
Intersection Signal Delay (s/veh): 7.0		Intersection LOS: A	
Intersection Capacity Utilization 62.0%		ICU Level of Service B	
Analysis Period (min) 15			

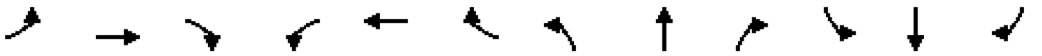
Splits and Phases: 10: S County Rd/County Road & S Breakers Row





Lane Group	WBL	NBT	SBT
Lane Group Flow (vph)	141	787	594
v/c Ratio	0.37	0.31	0.27
Control Delay (s/veh)	21.1	5.3	5.4
Queue Delay	0.0	0.4	0.0
Total Delay (s/veh)	21.1	5.7	5.4
Queue Length 50th (ft)	39	70	54
Queue Length 95th (ft)	87	102	81
Internal Link Dist (ft)	294	149	1058
Turn Bay Length (ft)			
Base Capacity (vph)	651	2510	2219
Starvation Cap Reductn	0	1121	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.22	0.57	0.27

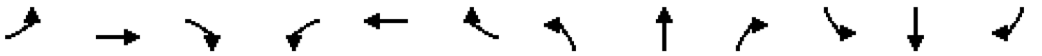
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	11	7	5	0	63	0	205	25	71	270	0
Future Volume (vph)	10	11	7	5	0	63	0	205	25	71	270	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.4			4.4			4.6			4.6	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.97			0.87			0.99			1.00	
Flt Protected		0.98			1.00			1.00			0.99	
Satd. Flow (prot)		1767			1623			1836			1844	
Flt Permitted		0.90			0.98			1.00			0.89	
Satd. Flow (perm)		1611			1593			1836			1664	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	12	8	5	0	68	0	223	27	77	293	0
RTOR Reduction (vph)	0	7	0	0	0	0	0	3	0	0	0	0
Lane Group Flow (vph)	0	24	0	0	73	0	0	247	0	0	370	0
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		8			8			6			2	
Permitted Phases	8			8						2		
Actuated Green, G (s)		7.5			7.5			53.5			53.5	
Effective Green, g (s)		7.5			7.5			53.5			53.5	
Actuated g/C Ratio		0.11			0.11			0.76			0.76	
Clearance Time (s)		4.4			4.4			4.6			4.6	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		172			170			1403			1271	
v/s Ratio Prot								0.13				
v/s Ratio Perm		0.01			c0.05						c0.22	
v/c Ratio		0.14			0.43			0.18			0.29	
Uniform Delay, d1		28.3			29.2			2.2			2.5	
Progression Factor		1.00			1.00			1.00			0.22	
Incremental Delay, d2		0.4			1.7			0.3			0.6	
Delay (s)		28.7			31.0			2.5			1.1	
Level of Service		C			C			A			A	
Approach Delay (s/veh)		28.7			31.0			2.5			1.1	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	5.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.31		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	47.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

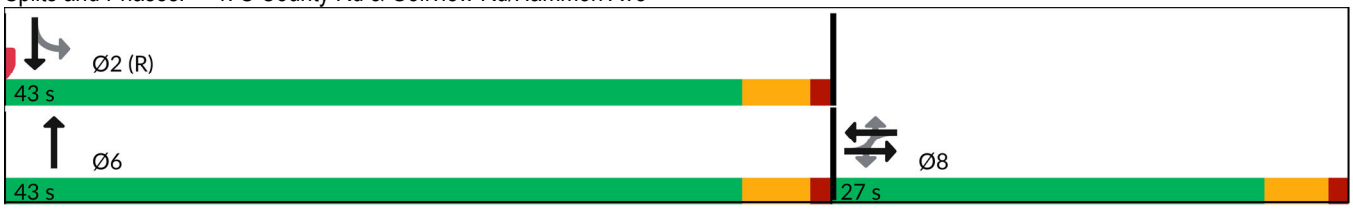


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	11	7	5	0	63	0	205	25	71	270	0
Future Volume (vph)	10	11	7	5	0	63	0	205	25	71	270	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.965			0.874			0.985				
Flt Protected		0.983			0.997						0.990	
Satd. Flow (prot)	0	1767	0	0	1623	0	0	1835	0	0	1844	0
Flt Permitted		0.896			0.978						0.894	
Satd. Flow (perm)	0	1611	0	0	1592	0	0	1835	0	0	1665	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		8						14				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1221			780			420			121	
Travel Time (s)		27.8			17.7			9.5			2.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	12	8	5	0	68	0	223	27	77	293	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	31	0	0	73	0	0	250	0	0	370	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0			0		1	0	
Detector Template	Left			Left						Left		
Leading Detector (ft)	20	0		20	0			0		20	0	
Trailing Detector (ft)	0	0		0	0			0		0	0	
Detector 1 Position(ft)	0	0		0	0			0		0	0	
Detector 1 Size(ft)	20	6		20	6			6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		8			8			6			2	
Permitted Phases	8			8						2		
Detector Phase	8	8		8	8			6		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0			5.0		5.0	5.0	
Minimum Split (s)	25.4	25.4		25.4	25.4			25.6		25.6	25.6	
Total Split (s)	27.0	27.0		27.0	27.0			43.0		43.0	43.0	
Total Split (%)	38.6%	38.6%		38.6%	38.6%			61.4%		61.4%	61.4%	
Maximum Green (s)	22.6	22.6		22.6	22.6			38.4		38.4	38.4	
Yellow Time (s)	3.4	3.4		3.4	3.4			3.6		3.6	3.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	1.0	1.0		1.0	1.0			1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.4			4.4			4.6			4.6	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Recall Mode	None	None		None	None			Max		C-Max	C-Max	
Walk Time (s)	8.0	8.0		8.0	8.0			8.0		8.0	8.0	
Flash Don't Walk (s)	13.0	13.0		13.0	13.0			13.0		13.0	13.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)		8.9			8.9			55.3			55.3	
Actuated g/C Ratio		0.13			0.13			0.79			0.79	
v/c Ratio		0.15			0.36			0.17			0.28	
Control Delay (s/veh)		22.7			32.4			2.9			1.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		22.7			32.4			2.9			1.2	
LOS		C			C			A			A	
Approach Delay (s/veh)		22.7			32.4			2.9			1.2	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		9			30			22			5	
Queue Length 95th (ft)		30			63			49			15	
Internal Link Dist (ft)		1141			700			340			41	
Turn Bay Length (ft)												
Base Capacity (vph)		525			513			1452			1315	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.06			0.14			0.17			0.28	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 68 (97%), Referenced to phase 2:SBTL, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.36			
Intersection Signal Delay (s/veh): 5.9		Intersection LOS: A	
Intersection Capacity Utilization 47.6%		ICU Level of Service A	
Analysis Period (min) 15			

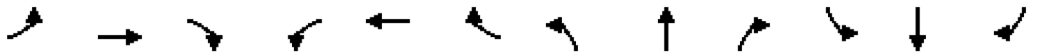
Splits and Phases: 1: S County Rd & Golfview Rd/Hammon Ave





Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	31	73	250	370
v/c Ratio	0.15	0.36	0.17	0.28
Control Delay (s/veh)	22.7	32.4	2.9	1.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.7	32.4	2.9	1.2
Queue Length 50th (ft)	9	30	22	5
Queue Length 95th (ft)	30	63	49	15
Internal Link Dist (ft)	1141	700	340	41
Turn Bay Length (ft)				
Base Capacity (vph)	525	513	1452	1315
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.06	0.14	0.17	0.28

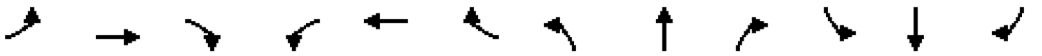
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	58	61	0	0	0	0	346	27	98	400	0
Future Volume (vph)	39	58	61	0	0	0	0	346	27	98	400	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0			4.0	
Lane Util. Factor		1.00	1.00					0.95			0.95	
Frt		1.00	0.85					0.99			1.00	
Flt Protected		0.98	1.00					1.00			0.99	
Satd. Flow (prot)		1826	1583					3501			3505	
Flt Permitted		0.98	1.00					1.00			0.80	
Satd. Flow (perm)		1826	1583					3501			2819	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	42	63	66	0	0	0	0	376	29	107	435	0
RTOR Reduction (vph)	0	0	55	0	0	0	0	5	0	0	0	0
Lane Group Flow (vph)	0	105	11	0	0	0	0	400	0	0	542	0
Turn Type	Perm	NA	Perm					NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4		4							6		
Actuated Green, G (s)		12.0	12.0					50.0			43.6	
Effective Green, g (s)		12.0	12.0					50.0			43.6	
Actuated g/C Ratio		0.17	0.17					0.71			0.62	
Clearance Time (s)		4.0	4.0					4.0			4.0	
Vehicle Extension (s)		5.0	5.0					5.0			5.0	
Lane Grp Cap (vph)		313	271					2500			1755	
v/s Ratio Prot								c0.11				
v/s Ratio Perm		0.06	0.01								c0.19	
v/c Ratio		0.34	0.04					0.16			0.31	
Uniform Delay, d1		25.5	24.2					3.2			6.2	
Progression Factor		1.00	1.00					0.78			1.00	
Incremental Delay, d2		1.3	0.1					0.1			0.5	
Delay (s)		26.8	24.3					2.6			6.6	
Level of Service		C	C					A			A	
Approach Delay (s/veh)		25.9			0.0			2.6			6.6	
Approach LOS		C			A			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	8.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.31		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	39.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



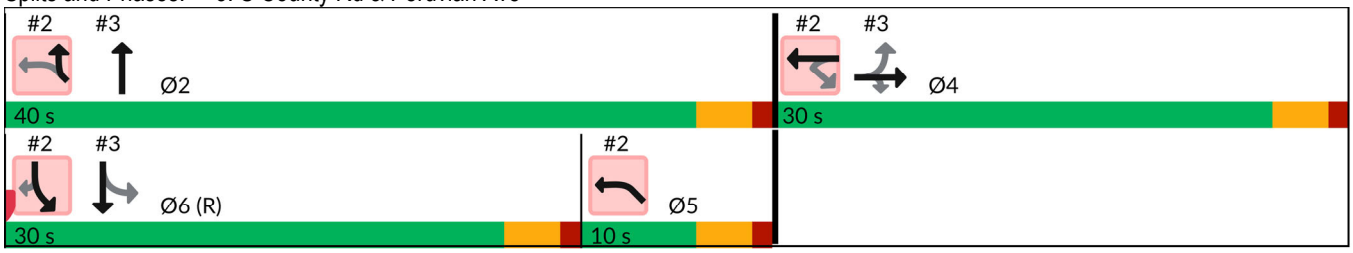
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	58	61	0	0	0	0	346	27	98	400	0
Future Volume (vph)	39	58	61	0	0	0	0	346	27	98	400	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Frt			0.850					0.989				
Flt Protected		0.980									0.990	
Satd. Flow (prot)	0	1825	1583	0	0	0	0	3500	0	0	3504	0
Flt Permitted		0.980									0.796	
Satd. Flow (perm)	0	1825	1583	0	0	0	0	3500	0	0	2817	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			78					17				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		756			55			306			163	
Travel Time (s)		17.2			1.3			7.0			3.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	42	63	66	0	0	0	0	376	29	107	435	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	105	66	0	0	0	0	405	0	0	542	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2		1	2	
Detector Template	Left	Thru	Right					Thru		Left	Thru	
Leading Detector (ft)	20	100	20					100		20	100	
Trailing Detector (ft)	0	0	0					0		0	0	
Detector 1 Position(ft)	0	0	0					0		0	0	
Detector 1 Size(ft)	20	6	20					6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4		4							6		
Detector Phase	4	4	4					2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0					5.0		5.0	5.0	

Lane Group	Ø5
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	5
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	30.0	30.0	30.0					30.0		30.0	30.0	
Total Split (s)	30.0	30.0	30.0					40.0		30.0	30.0	
Total Split (%)	42.9%	42.9%	42.9%					57.1%		42.9%	42.9%	
Maximum Green (s)	26.0	26.0	26.0					36.0		26.0	26.0	
Yellow Time (s)	3.0	3.0	3.0					3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0					1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0					0.0			0.0	
Total Lost Time (s)		4.0	4.0					4.0			4.0	
Lead/Lag										Lead	Lead	
Lead-Lag Optimize?										Yes	Yes	
Vehicle Extension (s)	5.0	5.0	5.0					5.0		5.0	5.0	
Recall Mode	None	None	None					None		C-Max	C-Max	
Walk Time (s)	10.0	10.0	10.0					10.0		10.0	10.0	
Flash Don't Walk (s)	16.0	16.0	16.0					16.0		16.0	16.0	
Pedestrian Calls (#/hr)	0	0	0					0		0	0	
Act Effct Green (s)		12.0	12.0					50.0			46.0	
Actuated g/C Ratio		0.17	0.17					0.71			0.66	
v/c Ratio		0.34	0.20					0.16			0.29	
Control Delay (s/veh)		27.3	6.4					2.9			7.3	
Queue Delay		0.0	0.0					0.0			0.0	
Total Delay (s/veh)		27.3	6.4					2.9			7.3	
LOS		C	A					A			A	
Approach Delay (s/veh)		19.2						2.9			7.3	
Approach LOS		B						A			A	
Queue Length 50th (ft)		41	0					18			32	
Queue Length 95th (ft)		74	23					37			106	
Internal Link Dist (ft)		676			1			226			83	
Turn Bay Length (ft)												
Base Capacity (vph)		677	637					2506			1852	
Starvation Cap Reductn		0	0					0			0	
Spillback Cap Reductn		0	0					0			0	
Storage Cap Reductn		0	0					0			0	
Reduced v/c Ratio		0.16	0.10					0.16			0.29	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 64 (91%), Referenced to phase 6:SBL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.34			
Intersection Signal Delay (s/veh): 7.5		Intersection LOS: A	
Intersection Capacity Utilization 39.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: S County Rd & Peruvian Ave



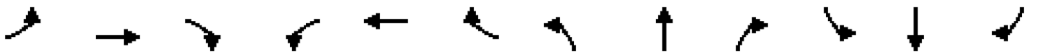
Lane Group	Ø5
Minimum Split (s)	9.5
Total Split (s)	10.0
Total Split (%)	14%
Maximum Green (s)	6.0
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	5.0
Recall Mode	None
Walk Time (s)	
Flash Don't Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary



Lane Group	EBT	EBR	NBT	SBT
Lane Group Flow (vph)	105	66	405	542
v/c Ratio	0.34	0.20	0.16	0.29
Control Delay (s/veh)	27.3	6.4	2.9	7.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	27.3	6.4	2.9	7.3
Queue Length 50th (ft)	41	0	18	32
Queue Length 95th (ft)	74	23	37	106
Internal Link Dist (ft)	676		226	83
Turn Bay Length (ft)				
Base Capacity (vph)	677	637	2506	1852
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.16	0.10	0.16	0.29

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	568	350	385	5	134	9	145	112	18	0	206	154
Future Volume (veh/h)	568	350	385	5	134	9	145	112	18	0	206	154
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	617	380	418	5	146	10	158	122	20	0	224	167
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			No		
Cap, veh/h	561	778	659	41	512	35	546	774	127	0	572	485
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.20	0.42	0.42	0.17	0.17	0.17	0.15	0.49	0.49	0.00	0.31	0.31
Unsig. Movement Delay												
Ln Grp Delay, s/veh	103.4	23.6	27.8	36.3	0.0	36.5	16.2	0.0	14.3	0.0	29.4	11.1
Ln Grp LOS	F	C	C	D		D	B		B		C	B
Approach Vol, veh/h		1415			161			300			391	
Approach Delay, s/veh		59.6			36.4			15.3			21.6	
Approach LOS		E			D			B			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6	8	7
Case No		4.0		3.0	1.2	7.0	8.4	1.4
Phs Duration (G+Y+Rc), s		54.0		46.1	18.8	35.2	21.7	24.4
Change Period (Y+Rc), s		4.6		4.5	4.0	4.6	* 4.5	4.5
Max Green (Gmax), s		49.4		41.5	15.0	30.4	* 19	19.0
Max Allow Headway (MAH), s		5.3		4.6	3.8	5.7	5.3	3.8
Max Q Clear (g_c+I1), s		6.3		22.9	7.1	11.4	17.0	21.9
Green Ext Time (g_e), s		0.9		3.8	0.2	2.6	0.1	0.0
Prob of Phs Call (p_c)		1.00		1.00	0.99	1.00	1.00	1.00
Prob of Max Out (p_x)		0.00		0.00	0.03	0.00	1.00	1.00

Left-Turn Movement Data								
Assigned Mvmt					5	1	3	7
Mvmt Sat Flow, veh/h					1781	0	14	1781

Through Movement Data								
Assigned Mvmt		2		4		6	8	
Mvmt Sat Flow, veh/h		1567		1870		1870	2969	

Right-Turn Movement Data								
Assigned Mvmt		12		14		16	18	
Mvmt Sat Flow, veh/h		257		1585		1585	204	

Left Lane Group Data								
Assigned Mvmt	0	0	0	0	5	1	3	7

Lane Assignment					L (Pr/Pm)		L+TL (Pr/Pm)	
Lanes in Grp	0	0	0	0	1	0	1	1
Grp Vol (v), veh/h	0	0	0	0	158	0	79	617
Grp Sat Flow (s), veh/h/ln	0	0	0	0	1781	0	1522	1781
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	5.1	0.0	0.1	19.9
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	5.1	0.0	15.0	19.9
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	993	0	692	1231
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	32.6	0.0	17.2	15.2
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	21.1	0.0	2.3	11.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	2.2	0.0	0.1	11.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	30.6	11.9	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	3.7	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	0.00	1.00	0.00	0.06	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	546	0	301	561
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.29	0.00	0.26	1.10
Avail Cap (c_a), veh/h	0	0	0	0	549	0	322	561
Upstream Filter (I)	0.00	0.00	0.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	16.0	0.0	35.8	35.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.3	0.0	0.5	68.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	16.2	0.0	36.3	103.4
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	2.0	0.0	1.7	13.2
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.6
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	2.1	0.0	1.7	23.9
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.24	0.00	0.04	3.37
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	8	0
Lane Assignment				T		T		
Lanes in Grp	0	0	0	1	0	1	0	0
Grp Vol (v), veh/h	0	0	0	380	0	224	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1870	0	1870	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	14.9	0.0	9.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	14.9	0.0	9.4	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	778	0	572	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.49	0.00	0.39	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	778	0	572	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	21.4	0.0	27.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.2	0.0	2.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	23.6	0.0	29.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	6.4	0.0	4.2	0.0	0.0

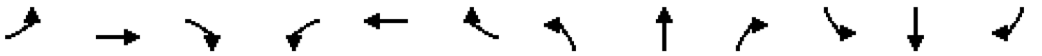
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.5	0.0	0.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	6.8	0.0	4.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.28	0.00	1.31	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	18	0
Lane Assignment		T+R		R		R	T+R	
Lanes in Grp	0	1	0	1	0	1	1	0
Grp Vol (v), veh/h	0	142	0	418	0	167	82	0
Grp Sat Flow (s), veh/h/ln	0	1824	0	1585	0	1585	1665	0
Q Serve Time (g_s), s	0.0	4.3	0.0	20.9	0.0	4.8	4.3	0.0
Cycle Q Clear Time (g_c), s	0.0	4.3	0.0	20.9	0.0	4.8	4.3	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.14	0.00	1.00	0.00	1.00	0.12	0.00
Lane Grp Cap (c), veh/h	0	901	0	659	0	485	287	0
V/C Ratio (X)	0.00	0.16	0.00	0.63	0.00	0.34	0.28	0.00
Avail Cap (c_a), veh/h	0	901	0	659	0	485	308	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d1), s/veh	0.0	13.9	0.0	23.2	0.0	9.2	36.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	4.6	0.0	1.9	0.5	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	14.3	0.0	27.8	0.0	11.1	36.5	0.0
1st-Term Q (Q1), veh/ln	0.0	1.7	0.0	7.6	0.0	2.9	1.7	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.8	0.0	0.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.8	0.0	8.4	0.0	3.2	1.8	0.0
%ile Storage Ratio (RQ%)	0.00	0.21	0.00	0.34	0.00	0.92	0.05	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

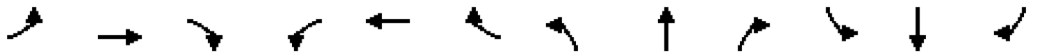
Intersection Summary	
HCM 7th Control Delay, s/veh	45.6
HCM 7th LOS	D

Notes
User approved pedestrian interval to be less than phase max green.

* HCM 7th Edition computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	568	350	385	5	134	9	145	112	18	0	206	154
Future Volume (vph)	568	350	385	5	134	9	145	112	18	0	206	154
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	0		0	0		0	0		0
Storage Lanes	1		1	0		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.991			0.979				0.850
Flt Protected	0.950				0.998		0.950					
Satd. Flow (prot)	1770	1863	1583	0	3500	0	1770	1824	0	0	1863	1583
Flt Permitted	0.650				0.838		0.451					
Satd. Flow (perm)	1211	1863	1583	0	2939	0	840	1824	0	0	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			418		6			12				167
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		693			1009			293			161	
Travel Time (s)		15.8			22.9			6.7			3.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	617	380	418	5	146	10	158	122	20	0	224	167
Shared Lane Traffic (%)												
Lane Group Flow (vph)	617	380	418	0	161	0	158	142	0	0	224	167
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2			2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru			Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100			100	20
Trailing Detector (ft)	0	0	0	0	0		0	0			0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0			0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6			6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm		NA		pm+pt	NA			NA	Perm
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4		4				2					6



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4		8		5	2			6	6
Switch Phase												
Minimum Initial (s)	10.0	20.0	20.0		10.0		15.0	15.0			15.0	15.0
Minimum Split (s)	14.5	26.5	26.5		23.6		19.5	34.6			34.6	34.6
Total Split (s)	23.0	46.0	46.0		23.0		19.0	54.0			35.0	35.0
Total Split (%)	23.0%	46.0%	46.0%		23.0%		19.0%	54.0%			35.0%	35.0%
Maximum Green (s)	19.0	41.5	41.5		18.5		15.0	49.4			30.4	30.4
Yellow Time (s)	3.0	3.5	3.5		3.5		3.0	3.6			3.6	3.6
All-Red Time (s)	1.0	1.0	1.0		1.0		1.0	1.0			1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)	4.0	4.5	4.5		4.5		4.0	4.6			4.6	4.6
Lead/Lag	Lag				Lead		Lead				Lag	Lag
Lead-Lag Optimize?	Yes				Yes		Yes				Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0			4.0	4.0
Recall Mode	C-Max	C-Max	C-Max		None		None	Max			Max	Max
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	7.0
Flash Don't Walk (s)		15.0	15.0		12.0			23.0			23.0	23.0
Pedestrian Calls (#/hr)		0	0		0			0			0	0
Act Effct Green (s)	42.0	41.5	41.5		15.3		50.0	49.4			30.4	30.4
Actuated g/C Ratio	0.42	0.42	0.42		0.15		0.50	0.49			0.30	0.30
v/c Ratio	0.98	0.49	0.46		1.67dr		0.28	0.16			0.40	0.28
Control Delay (s/veh)	52.0	17.3	2.7		86.1		15.2	13.2			30.1	5.5
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Delay (s/veh)	52.0	17.3	2.7		86.1		15.2	13.2			30.1	5.5
LOS	D	B	A		F		B	B			C	A
Approach Delay (s/veh)		28.1			86.1			14.3			19.6	
Approach LOS		C			F			B			B	
Queue Length 50th (ft)	348	152	20		51		53	43			113	0
Queue Length 95th (ft)	#615	126	40		#103		91	78			180	47
Internal Link Dist (ft)		613			929			213			81	
Turn Bay Length (ft)	180											
Base Capacity (vph)	632	773	901		215		559	907			566	597
Starvation Cap Reductn	0	0	0		0		0	0			0	0
Spillback Cap Reductn	0	0	0		0		0	0			0	0
Storage Cap Reductn	0	0	0		0		0	0			0	0
Reduced v/c Ratio	0.98	0.49	0.46		0.75		0.28	0.16			0.40	0.28

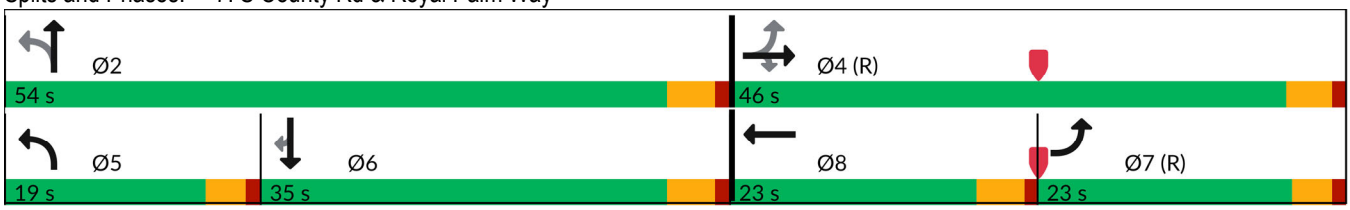
Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 52 (52%), Referenced to phase 4:EBTL and 7:EBL, Start of Green			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay (s/veh): 28.9		Intersection LOS: C	
Intersection Capacity Utilization 79.5%		ICU Level of Service D	
Analysis Period (min) 15			

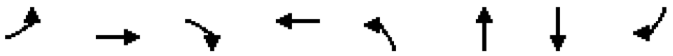
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 7: S County Rd & Royal Palm Way

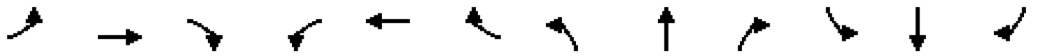




Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	617	380	418	161	158	142	224	167
v/c Ratio	0.98	0.49	0.46	1.67dr	0.28	0.16	0.40	0.28
Control Delay (s/veh)	52.0	17.3	2.7	86.1	15.2	13.2	30.1	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	52.0	17.3	2.7	86.1	15.2	13.2	30.1	5.5
Queue Length 50th (ft)	348	152	20	51	53	43	113	0
Queue Length 95th (ft)	#615	126	40	#103	91	78	180	47
Internal Link Dist (ft)		613		929		213	81	
Turn Bay Length (ft)	180							
Base Capacity (vph)	632	773	901	215	559	907	566	597
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.98	0.49	0.46	0.75	0.28	0.16	0.40	0.28

Intersection Summary

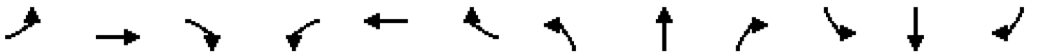
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
dr Defacto Right Lane. Recode with 1 though lane as a right lane.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	17	72	10	129	398	0	0	291	292
Future Volume (vph)	0	0	0	17	72	10	129	398	0	0	291	292
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0		4.0			4.0	
Lane Util. Factor					1.00	1.00		0.95			0.95	
Frt					1.00	0.85		1.00			0.92	
Flt Protected					0.99	1.00		0.99			1.00	
Satd. Flow (prot)					1845	1583		3497			3273	
Flt Permitted					0.99	1.00		0.67			1.00	
Satd. Flow (perm)					1845	1583		2374			3273	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	18	78	11	140	433	0	0	316	317
RTOR Reduction (vph)	0	0	0	0	0	10	0	0	0	0	164	0
Lane Group Flow (vph)	0	0	0	0	96	1	0	573	0	0	470	0
Turn Type				Perm	NA	Perm	custom	NA			NA	
Protected Phases					4			1 2 3			1	
Permitted Phases				4		4	2 3					
Actuated Green, G (s)					11.6	11.6		70.4			35.5	
Effective Green, g (s)					11.6	11.6		70.4			35.5	
Actuated g/C Ratio					0.13	0.13		0.78			0.39	
Clearance Time (s)					4.0	4.0					4.0	
Vehicle Extension (s)					3.0	3.0					3.0	
Lane Grp Cap (vph)					237	204		1856			1291	
v/s Ratio Prot											c0.14	
v/s Ratio Perm					0.05	0.00		c0.24				
v/c Ratio					0.41	0.01		0.31			0.36	
Uniform Delay, d1					36.0	34.2		2.8			19.3	
Progression Factor					1.00	1.00		0.24			0.62	
Incremental Delay, d2					1.1	0.0		0.4			0.8	
Delay (s)					37.2	34.2		1.0			12.8	
Level of Service					D	C		A			B	
Approach Delay (s/veh)		0.0			36.9			1.0			12.8	
Approach LOS		A			D			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	9.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	52.4%	ICU Level of Service	A
Analysis Period (min)	15		

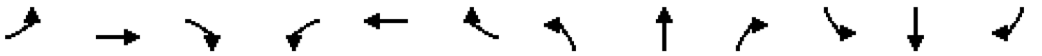
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	470	113	262	0	0	0	0	527	51	0	291	0
Future Volume (vph)	470	113	262	0	0	0	0	527	51	0	291	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0					4.0			4.0	
Lane Util. Factor	0.95	0.95	1.00					0.95			0.95	
Frt	1.00	1.00	0.85					0.99			1.00	
Flt Protected	0.95	0.97	1.00					1.00			1.00	
Satd. Flow (prot)	1681	1717	1583					3493			3539	
Flt Permitted	0.95	0.97	1.00					1.00			1.00	
Satd. Flow (perm)	1681	1717	1583					3493			3539	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	511	123	285	0	0	0	0	573	55	0	316	0
RTOR Reduction (vph)	0	0	216	0	0	0	0	6	0	0	0	0
Lane Group Flow (vph)	312	322	69	0	0	0	0	622	0	0	316	0
Turn Type	Split	NA	Perm					NA			NA	
Protected Phases	3	3						1 2			1 4	
Permitted Phases			3									
Actuated Green, G (s)	21.9	21.9	21.9					44.5			51.1	
Effective Green, g (s)	21.9	21.9	21.9					44.5			51.1	
Actuated g/C Ratio	0.24	0.24	0.24					0.49			0.57	
Clearance Time (s)	4.0	4.0	4.0									
Vehicle Extension (s)	3.0	3.0	3.0									
Lane Grp Cap (vph)	409	417	385					1727			2009	
v/s Ratio Prot	0.19	c0.19						c0.18			c0.09	
v/s Ratio Perm			0.04									
v/c Ratio	0.76	0.77	0.18					0.36			0.16	
Uniform Delay, d1	31.6	31.7	26.9					14.0			9.2	
Progression Factor	0.71	0.71	0.05					1.00			0.41	
Incremental Delay, d2	11.8	12.1	0.9					0.6			0.0	
Delay (s)	34.3	34.7	2.4					14.6			3.8	
Level of Service	C	C	A					B			A	
Approach Delay (s/veh)		24.5			0.0			14.6			3.8	
Approach LOS		C			A			B			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	17.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	39.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



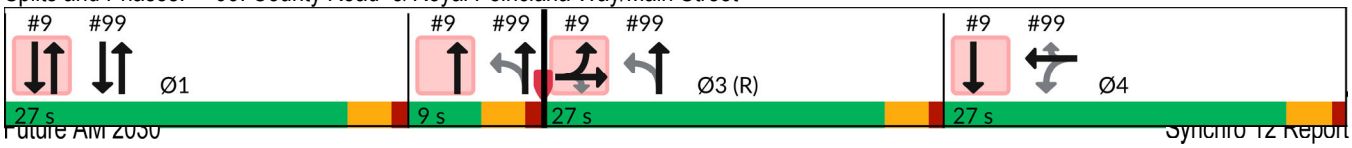
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	17	72	10	129	398	0	0	291	292
Future Volume (vph)	0	0	0	17	72	10	129	398	0	0	291	292
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.925	
Flt Protected					0.991			0.988				
Satd. Flow (prot)	0	0	0	0	1846	1583	0	3497	0	0	3274	0
Flt Permitted					0.991			0.671				
Satd. Flow (perm)	0	0	0	0	1846	1583	0	2375	0	0	3274	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						109					270	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		401			408			135			263	
Travel Time (s)		9.1			9.3			3.1			6.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	18	78	11	140	433	0	0	316	317
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	96	11	0	573	0	0	633	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
Leading Detector (ft)				20	100	20	20	100			100	
Trailing Detector (ft)				0	0	0	0	0			0	
Detector 1 Position(ft)				0	0	0	0	0			0	
Detector 1 Size(ft)				20	6	20	20	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	custom	NA			NA	
Protected Phases					4			1 2 3			1	
Permitted Phases				4		4	2 3					
Detector Phase				4	4	4	2 3	1 2 3			1	
Switch Phase												
Minimum Initial (s)				10.0	10.0	10.0					20.0	

Lane Group	Ø2	Ø3
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	3
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	5.0	15.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)				27.0	27.0	27.0					27.0	
Total Split (s)				27.0	27.0	27.0					27.0	
Total Split (%)				30.0%	30.0%	30.0%					30.0%	
Maximum Green (s)				23.0	23.0	23.0					23.0	
Yellow Time (s)				3.0	3.0	3.0					3.0	
All-Red Time (s)				1.0	1.0	1.0					1.0	
Lost Time Adjust (s)					0.0	0.0					0.0	
Total Lost Time (s)					4.0	4.0					4.0	
Lead/Lag				Lag	Lag	Lag					Lead	
Lead-Lag Optimize?				Yes	Yes	Yes					Yes	
Vehicle Extension (s)				3.0	3.0	3.0					3.0	
Recall Mode				None	None	None					Max	
Walk Time (s)				7.0	7.0	7.0					7.0	
Flash Don't Walk (s)				16.0	16.0	16.0					16.0	
Pedestrian Calls (#/hr)				0	0	0					0	
Act Effct Green (s)					11.6	11.6		70.4			35.5	
Actuated g/C Ratio					0.13	0.13		0.78			0.39	
v/c Ratio					0.40	0.04		0.31			0.44	
Control Delay (s/veh)					40.6	0.2		1.1			8.2	
Queue Delay					0.0	0.0		0.4			0.5	
Total Delay (s/veh)					40.6	0.2		1.6			8.7	
LOS					D	A		A			A	
Approach Delay (s/veh)					36.5			1.6			8.7	
Approach LOS					D			A			A	
Queue Length 50th (ft)					52	0		4			35	
Queue Length 95th (ft)					94	0		15			62	
Internal Link Dist (ft)		321			328			55			183	
Turn Bay Length (ft)												
Base Capacity (vph)					471	485		1886			1453	
Starvation Cap Reductn					0	0		813			390	
Spillback Cap Reductn					0	0		0			0	
Storage Cap Reductn					0	0		0			0	
Reduced v/c Ratio					0.20	0.02		0.53			0.60	

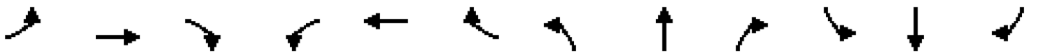
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 27 (30%), Referenced to phase 3:EBTL, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay (s/veh): 7.8		Intersection LOS: A	
Intersection Capacity Utilization 52.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 99: County Road & Royal Poinciana Way/Main Street



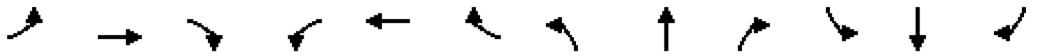
Lane Group	Ø2	Ø3
Minimum Split (s)	27.0	27.0
Total Split (s)	9.0	27.0
Total Split (%)	10%	30%
Maximum Green (s)	5.0	23.0
Yellow Time (s)	3.0	3.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	C-Min
Walk Time (s)		7.0
Flash Don't Walk (s)		16.0
Pedestrian Calls (#/hr)		0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay (s/veh)		
Queue Delay		
Total Delay (s/veh)		
LOS		
Approach Delay (s/veh)		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	470	113	262	0	0	0	0	527	51	0	291	0
Future Volume (vph)	470	113	262	0	0	0	0	527	51	0	291	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	410		0	0		0	0		0	0		0
Storage Lanes	1		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850					0.987				
Flt Protected	0.950	0.970										
Satd. Flow (prot)	1681	1717	1583	0	0	0	0	3493	0	0	3539	0
Flt Permitted	0.950	0.970										
Satd. Flow (perm)	1681	1717	1583	0	0	0	0	3493	0	0	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			285					12				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		453			352			1138			135	
Travel Time (s)		10.3			8.0			25.9			3.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	511	123	285	0	0	0	0	573	55	0	316	0
Shared Lane Traffic (%)	39%											
Lane Group Flow (vph)	312	322	285	0	0	0	0	628	0	0	316	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2			2	
Detector Template	Left	Thru	Right					Thru			Thru	
Leading Detector (ft)	20	100	20					100			100	
Trailing Detector (ft)	0	0	0					0			0	
Detector 1 Position(ft)	0	0	0					0			0	
Detector 1 Size(ft)	20	6	20					6			6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0			0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0			0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0			0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Split	NA	Perm					NA			NA	
Protected Phases	3	3						1 2			1 4	
Permitted Phases			3									

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	1	2	4
Permitted Phases			

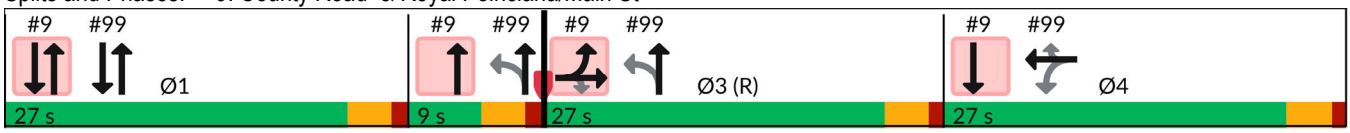


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	3	3					1 2			1 4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0									
Minimum Split (s)	27.0	27.0	27.0									
Total Split (s)	27.0	27.0	27.0									
Total Split (%)	30.0%	30.0%	30.0%									
Maximum Green (s)	23.0	23.0	23.0									
Yellow Time (s)	3.0	3.0	3.0									
All-Red Time (s)	1.0	1.0	1.0									
Lost Time Adjust (s)	0.0	0.0	0.0									
Total Lost Time (s)	4.0	4.0	4.0									
Lead/Lag	Lead	Lead	Lead									
Lead-Lag Optimize?	Yes	Yes	Yes									
Vehicle Extension (s)	3.0	3.0	3.0									
Recall Mode	C-Min	C-Min	C-Min									
Walk Time (s)	7.0	7.0	7.0									
Flash Don't Walk (s)	16.0	16.0	16.0									
Pedestrian Calls (#/hr)	0	0	0									
Act Effct Green (s)	21.9	21.9	21.9					44.5			51.1	
Actuated g/C Ratio	0.24	0.24	0.24					0.49			0.57	
v/c Ratio	0.76	0.77	0.48					0.36			0.16	
Control Delay (s/veh)	35.0	35.3	2.7					15.2			4.1	
Queue Delay	0.0	0.0	0.0					0.0			0.5	
Total Delay (s/veh)	35.0	35.3	2.7					15.2			4.5	
LOS	C	D	A					B			A	
Approach Delay (s/veh)		25.1						15.2			4.5	
Approach LOS		C						B			A	
Queue Length 50th (ft)	134	140	0					106			17	
Queue Length 95th (ft)	m182	m188	m0					166			20	
Internal Link Dist (ft)		373			272			1058			55	
Turn Bay Length (ft)	410											
Base Capacity (vph)	429	438	616					1731			2008	
Starvation Cap Reductn	0	0	0					0			1261	
Spillback Cap Reductn	0	0	0					0			0	
Storage Cap Reductn	0	0	0					0			0	
Reduced v/c Ratio	0.73	0.74	0.46					0.36			0.42	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 27 (30%), Referenced to phase 3:EBTL, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay (s/veh): 18.2		Intersection LOS: B	
Intersection Capacity Utilization 39.6%		ICU Level of Service A	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: County Road & Royal Poinciana/Main St



Lane Group	Ø1	Ø2	Ø4
Detector Phase			
Switch Phase			
Minimum Initial (s)	20.0	5.0	10.0
Minimum Split (s)	27.0	27.0	27.0
Total Split (s)	27.0	9.0	27.0
Total Split (%)	30%	10%	30%
Maximum Green (s)	23.0	5.0	23.0
Yellow Time (s)	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	Max	Max	None
Walk Time (s)	7.0		7.0
Flash Don't Walk (s)	16.0		16.0
Pedestrian Calls (#/hr)	0		0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay (s/veh)			
Queue Delay			
Total Delay (s/veh)			
LOS			
Approach Delay (s/veh)			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary



Lane Group	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	96	11	573	633
v/c Ratio	0.40	0.04	0.31	0.44
Control Delay (s/veh)	40.6	0.2	1.1	8.2
Queue Delay	0.0	0.0	0.4	0.5
Total Delay (s/veh)	40.6	0.2	1.6	8.7
Queue Length 50th (ft)	52	0	4	35
Queue Length 95th (ft)	94	0	15	62
Internal Link Dist (ft)	328		55	183
Turn Bay Length (ft)				
Base Capacity (vph)	471	485	1886	1453
Starvation Cap Reductn	0	0	813	390
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.20	0.02	0.53	0.60

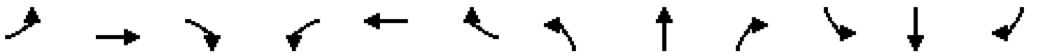
Intersection Summary



Lane Group	EBL	EBT	EBR	NBT	SBT
Lane Group Flow (vph)	312	322	285	628	316
v/c Ratio	0.76	0.77	0.48	0.36	0.16
Control Delay (s/veh)	35.0	35.3	2.7	15.2	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.5
Total Delay (s/veh)	35.0	35.3	2.7	15.2	4.5
Queue Length 50th (ft)	134	140	0	106	17
Queue Length 95th (ft)	m182	m188	m0	166	20
Internal Link Dist (ft)		373		1058	55
Turn Bay Length (ft)	410				
Base Capacity (vph)	429	438	616	1731	2008
Starvation Cap Reductn	0	0	0	0	1261
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.73	0.74	0.46	0.36	0.42

Intersection Summary

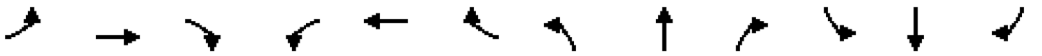
m Volume for 95th percentile queue is metered by upstream signal.



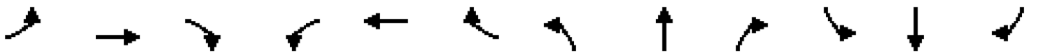
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	27	49	99	45	31	108	477	129	34	459	70
Future Volume (vph)	45	27	49	99	45	31	108	477	129	34	459	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0			6.0	
Lane Util. Factor		1.00		1.00	1.00			0.95			0.95	
Frt		0.95		1.00	0.94			0.97			0.98	
Flt Protected		0.98		0.95	1.00			0.99			1.00	
Satd. Flow (prot)		1729		1770	1748			3418			3463	
Flt Permitted		0.84		0.65	1.00			0.75			0.87	
Satd. Flow (perm)		1482		1210	1748			2569			3021	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	49	29	53	108	49	34	117	518	140	37	499	76
RTOR Reduction (vph)	0	33	0	0	25	0	0	14	0	0	8	0
Lane Group Flow (vph)	0	98	0	108	58	0	0	761	0	0	604	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2			6		
Actuated Green, G (s)		12.2		23.9	23.9			54.1			54.1	
Effective Green, g (s)		12.2		23.9	23.9			54.1			54.1	
Actuated g/C Ratio		0.14		0.27	0.27			0.60			0.60	
Clearance Time (s)		6.0		6.0	6.0			6.0			6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0			2.0	
Lane Grp Cap (vph)		200		356	464			1544			1815	
v/s Ratio Prot				c0.02	0.03							
v/s Ratio Perm		c0.07		0.06				c0.30			0.20	
v/c Ratio		0.49		0.30	0.13			0.49			0.33	
Uniform Delay, d1		36.0		29.7	25.1			10.2			8.9	
Progression Factor		0.66		1.00	1.00			0.75			1.00	
Incremental Delay, d2		1.8		0.5	0.1			1.1			0.5	
Delay (s)		25.5		30.1	25.2			8.7			9.4	
Level of Service		C		C	C			A			A	
Approach Delay (s/veh)		25.5			28.0			8.7			9.4	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	12.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	65.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	9	160	18	0	11	0	664	28	7	607	0
Future Volume (vph)	48	9	160	18	0	11	0	664	28	7	607	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	70		100	0		0	0		0	0		0
Storage Lanes	1		1	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Frt			0.850			0.850		0.994				
Flt Protected	0.950			0.950							0.999	
Satd. Flow (prot)	1770	1863	1583	1770	0	1583	0	3518	0	0	3536	0
Flt Permitted	0.950			0.751							0.947	
Satd. Flow (perm)	1770	1863	1583	1399	0	1583	0	3518	0	0	3352	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			174			18		9				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		735			781			263			276	
Travel Time (s)		16.7			17.8			6.0			6.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	52	10	174	20	0	12	0	722	30	8	660	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	10	174	20	0	12	0	752	0	0	668	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1		1		2		1	2	
Detector Template	Left	Thru	Right	Left		Right		Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20		20		100		20	100	
Trailing Detector (ft)	0	0	0	0		0		0		0	0	
Detector 1 Position(ft)	0	0	0	0		0		0		0	0	
Detector 1 Size(ft)	20	6	20	20		20		6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm	Perm		Perm		NA		Perm	NA	
Protected Phases		8						6			2	
Permitted Phases	8		8	4		4				2		

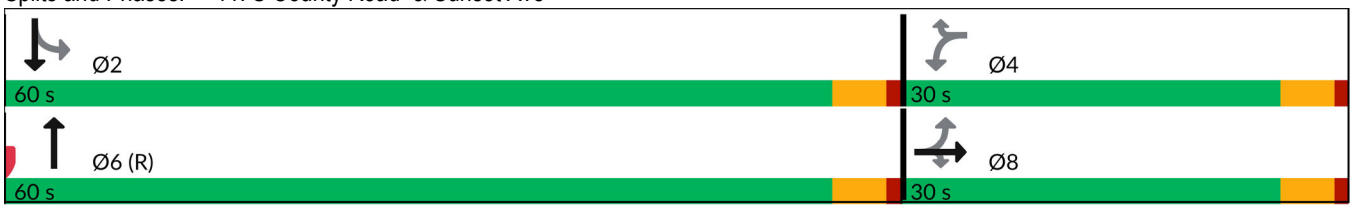


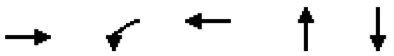
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	8	8	8	4		4		6		2	2	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0		15.0		10.0		10.0	10.0	
Minimum Split (s)	30.5	30.5	30.5	30.5		30.5		25.5		25.5	25.5	
Total Split (s)	30.0	30.0	30.0	30.0		30.0		60.0		60.0	60.0	
Total Split (%)	33.3%	33.3%	33.3%	33.3%		33.3%		66.7%		66.7%	66.7%	
Maximum Green (s)	25.5	25.5	25.5	25.5		25.5		55.5		55.5	55.5	
Yellow Time (s)	3.5	3.5	3.5	3.5		3.5		3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0		1.0		1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0			0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5		4.5		4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0	5.0	5.0		5.0		5.0		5.0	5.0	
Recall Mode	None	None	None	None		None		C-Max		Max	Max	
Walk Time (s)	10.0	10.0	10.0	10.0		10.0		10.0		10.0	10.0	
Flash Don't Walk (s)	16.0	16.0	16.0	16.0		16.0		10.0		10.0	10.0	
Pedestrian Calls (#/hr)	0	0	0	0		0		0		0	0	
Act Effct Green (s)	15.0	15.0	15.0	15.0		15.0		66.0			66.0	
Actuated g/C Ratio	0.17	0.17	0.17	0.17		0.17		0.73			0.73	
v/c Ratio	0.18	0.03	0.43	0.09		0.04		0.29			0.27	
Control Delay (s/veh)	38.4	37.9	14.9	32.9		11.9		4.0			5.3	
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.9			0.0	
Total Delay (s/veh)	38.4	37.9	14.9	32.9		11.9		5.0			5.3	
LOS	D	D	B	C		B		A			A	
Approach Delay (s/veh)		21.1			25.0			5.0			5.3	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)	29	6	39	10		0		55			97	
Queue Length 95th (ft)	m40	m9	m54	30		12		76			102	
Internal Link Dist (ft)		655			701			183			196	
Turn Bay Length (ft)	70		100									
Base Capacity (vph)	501	527	573	396		461		2582			2458	
Starvation Cap Reductn	0	0	0	0		0		1476			0	
Spillback Cap Reductn	0	0	0	0		0		0			0	
Storage Cap Reductn	0	0	0	0		0		0			0	
Reduced v/c Ratio	0.10	0.02	0.30	0.05		0.03		0.68			0.27	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 83 (92%), Referenced to phase 6:NBT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.43			
Intersection Signal Delay (s/veh): 7.7		Intersection LOS: A	
Intersection Capacity Utilization 55.5%		ICU Level of Service B	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

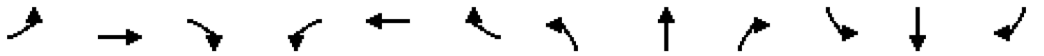
Splits and Phases: 11: S County Road & Sunset Ave





Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	131	108	83	775	612
v/c Ratio	0.56	0.29	0.18	0.49	0.33
Control Delay (s/veh)	25.5	27.3	15.8	8.8	9.7
Queue Delay	0.0	0.0	0.0	0.1	0.0
Total Delay (s/veh)	25.5	27.3	15.8	8.9	9.7
Queue Length 50th (ft)	41	48	21	96	81
Queue Length 95th (ft)	82	82	51	157	134
Internal Link Dist (ft)	636		754	29	288
Turn Bay Length (ft)		210			
Base Capacity (vph)	439	444	834	1593	1865
Starvation Cap Reductn	0	0	0	128	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.30	0.24	0.10	0.53	0.33

Intersection Summary

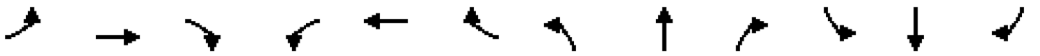


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	9	160	18	0	11	0	664	28	7	607	0
Future Volume (vph)	48	9	160	18	0	11	0	664	28	7	607	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5		4.5		4.5			4.5	
Lane Util. Factor	1.00	1.00	1.00	1.00		1.00		0.95			0.95	
Frt	1.00	1.00	0.85	1.00		0.85		0.99			1.00	
Flt Protected	0.95	1.00	1.00	0.95		1.00		1.00			1.00	
Satd. Flow (prot)	1770	1863	1583	1770		1583		3518			3537	
Flt Permitted	0.95	1.00	1.00	0.75		1.00		1.00			0.95	
Satd. Flow (perm)	1770	1863	1583	1399		1583		3518			3352	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	52	10	174	20	0	12	0	722	30	8	660	0
RTOR Reduction (vph)	0	0	145	0	0	10	0	2	0	0	0	0
Lane Group Flow (vph)	52	10	29	20	0	2	0	750	0	0	668	0
Turn Type	Perm	NA	Perm	Perm		Perm		NA		Perm	NA	
Protected Phases		8						6			2	
Permitted Phases	8		8	4		4				2		
Actuated Green, G (s)	15.0	15.0	15.0	15.0		15.0		66.0			66.0	
Effective Green, g (s)	15.0	15.0	15.0	15.0		15.0		66.0			66.0	
Actuated g/C Ratio	0.17	0.17	0.17	0.17		0.17		0.73			0.73	
Clearance Time (s)	4.5	4.5	4.5	4.5		4.5		4.5			4.5	
Vehicle Extension (s)	5.0	5.0	5.0	5.0		5.0		5.0			5.0	
Lane Grp Cap (vph)	295	310	263	233		263		2579			2458	
v/s Ratio Prot		0.01						c0.21				
v/s Ratio Perm	c0.03		0.02	0.01		0.00					0.20	
v/c Ratio	0.18	0.03	0.11	0.09		0.01		0.29			0.27	
Uniform Delay, d1	32.2	31.4	31.8	31.7		31.3		4.1			4.0	
Progression Factor	1.15	1.19	2.29	1.00		1.00		0.93			1.24	
Incremental Delay, d2	0.3	0.0	0.2	0.3		0.0		0.3			0.3	
Delay (s)	37.4	37.6	73.0	32.0		31.3		4.0			5.2	
Level of Service	D	D	E	C		C		A			A	
Approach Delay (s/veh)		63.7			31.8			4.0			5.2	
Approach LOS		E			C			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	13.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.27		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	55.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

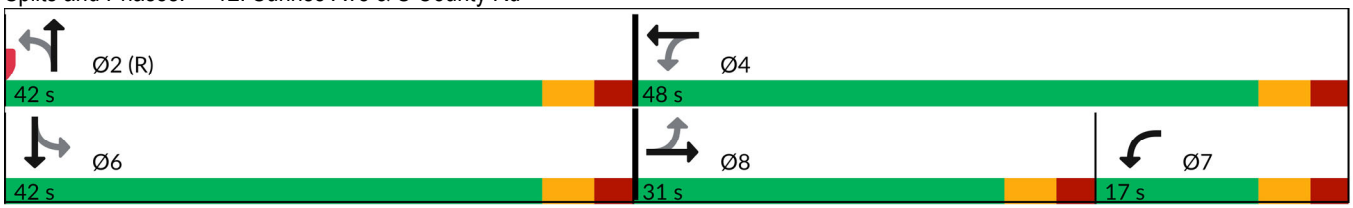
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	27	49	99	45	31	108	477	129	34	459	70
Future Volume (vph)	45	27	49	99	45	31	108	477	129	34	459	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	210		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.945			0.939			0.973			0.981	
Flt Protected		0.982		0.950				0.993			0.997	
Satd. Flow (prot)	0	1729	0	1770	1749	0	0	3420	0	0	3462	0
Flt Permitted		0.842		0.650				0.746			0.870	
Satd. Flow (perm)	0	1482	0	1211	1749	0	0	2569	0	0	3021	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		38			34			35			21	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		716			834			109			368	
Travel Time (s)		16.3			19.0			2.5			8.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	49	29	53	108	49	34	117	518	140	37	499	76
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	131	0	108	83	0	0	775	0	0	612	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2			6		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	8	8		7	4		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		7.0	10.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	31.0	31.0		13.0	31.0		26.0	26.0		28.0	28.0	
Total Split (s)	31.0	31.0		17.0	48.0		42.0	42.0		42.0	42.0	
Total Split (%)	34.4%	34.4%		18.9%	53.3%		46.7%	46.7%		46.7%	46.7%	
Maximum Green (s)	25.0	25.0		11.0	42.0		36.0	36.0		36.0	36.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)		6.0		6.0	6.0			6.0			6.0	
Lead/Lag	Lead	Lead		Lag								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		2.0	2.0	
Recall Mode	None	None		None	None		C-Max	C-Max		Max	Max	
Walk Time (s)	10.0	10.0			10.0		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)	15.0	15.0			15.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	0	0			0		0	0		0	0	
Act Effct Green (s)		12.2		24.1	22.7			55.3			55.3	
Actuated g/C Ratio		0.14		0.27	0.25			0.61			0.61	
v/c Ratio		0.56		0.29	0.18			0.49			0.33	
Control Delay (s/veh)		25.4		27.3	15.8			10.2			9.7	
Queue Delay		0.0		0.0	0.0			0.1			0.0	
Total Delay (s/veh)		25.4		27.3	15.8			10.4			9.7	
LOS		C		C	B			B			A	
Approach Delay (s/veh)		25.4			22.3			10.4			9.7	
Approach LOS		C			C			B			A	
Queue Length 50th (ft)		41		48	21			107			81	
Queue Length 95th (ft)		82		82	51			161			134	
Internal Link Dist (ft)		636			754			29			288	
Turn Bay Length (ft)				210								
Base Capacity (vph)		439		444	834			1593			1865	
Starvation Cap Reductn		0		0	0			160			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.30		0.24	0.10			0.54			0.33	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 67 (74%), Referenced to phase 2:NBTL, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay (s/veh): 12.6		Intersection LOS: B	
Intersection Capacity Utilization 65.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 12: Sunrise Ave & S County Rd





Lane Group	EBL	EBT	EBR	WBL	WBR	NBT	SBT
Lane Group Flow (vph)	52	10	174	20	12	752	668
v/c Ratio	0.18	0.03	0.43	0.09	0.04	0.29	0.27
Control Delay (s/veh)	38.4	37.9	14.9	32.9	11.9	4.0	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.9	0.0
Total Delay (s/veh)	38.4	37.9	14.9	32.9	11.9	5.0	5.3
Queue Length 50th (ft)	29	6	39	10	0	55	97
Queue Length 95th (ft)	m40	m9	m54	30	12	76	102
Internal Link Dist (ft)		655				183	196
Turn Bay Length (ft)	70		100				
Base Capacity (vph)	501	527	573	396	461	2582	2458
Starvation Cap Reductn	0	0	0	0	0	1476	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.02	0.30	0.05	0.03	0.68	0.27

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Traffic Volume (vph)	0	0	0	16	41	80	282	80	27	219
Future Volume (vph)	0	0	0	16	41	80	282	80	27	219
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		4.0	4.0	4.0	4.0
Lane Util. Factor					0.95		1.00	1.00	1.00	1.00
Frpb, ped/bikes					1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes					1.00		1.00	1.00	1.00	1.00
Frt					0.91		1.00	0.85	1.00	0.85
Flt Protected					0.99		0.95	1.00	0.95	1.00
Satd. Flow (prot)					3211		1770	1583	1770	1583
Flt Permitted					0.99		0.95	1.00	0.56	1.00
Satd. Flow (perm)					3211		1770	1583	1036	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	17	45	87	307	87	29	238
RTOR Reduction (vph)	0	0	0	0	72	0	0	33	0	0
Lane Group Flow (vph)	0	0	0	0	77	0	307	54	29	238
Confl. Peds. (#/hr)	219									
Turn Type				Perm	NA		Prot	Perm	pm+pt	Prot
Protected Phases					4		6		5	2
Permitted Phases				4				6	2	
Actuated Green, G (s)					12.0		43.6	43.6	50.0	50.0
Effective Green, g (s)					12.0		43.6	43.6	50.0	50.0
Actuated g/C Ratio					0.17		0.62	0.62	0.71	0.71
Clearance Time (s)					4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)					5.0		5.0	5.0	5.0	5.0
Lane Grp Cap (vph)					550		1102	985	765	1130
v/s Ratio Prot							c0.17		0.00	c0.15
v/s Ratio Perm					0.02			0.03	0.03	
v/c Ratio					0.14		0.28	0.06	0.04	0.21
Uniform Delay, d1					24.6		6.0	5.2	3.4	3.4
Progression Factor					1.00		0.42	0.09	0.76	0.80
Incremental Delay, d2					0.2		0.6	0.1	0.0	0.2
Delay (s)					24.9		3.1	0.6	2.6	2.9
Level of Service					C		A	A	A	A
Approach Delay (s/veh)		0.0			24.9		2.6		2.8	
Approach LOS		A			C		A		A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	6.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.26		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	34.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Traffic Volume (vph)	0	0	0	16	41	80	282	80	27	219
Future Volume (vph)	0	0	0	16	41	80	282	80	27	219
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0	0	150	0
Storage Lanes	0		0	0		0	1	1	1	1
Taper Length (ft)	25			25			25		25	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor										
Frt					0.912			0.850		0.850
Flt Protected					0.994		0.950		0.950	
Satd. Flow (prot)	0	0	0	0	3208	0	1770	1583	1770	1583
Flt Permitted					0.994		0.950		0.556	
Satd. Flow (perm)	0	0	0	0	3208	0	1770	1583	1036	1583
Right Turn on Red			Yes			Yes		Yes		
Satd. Flow (RTOR)					87			87		
Link Speed (mph)		30			30		30		30	
Link Distance (ft)		762			1065		306		341	
Travel Time (s)		17.3			24.2		7.0		7.8	
Confl. Peds. (#/hr)	219									
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	17	45	87	307	87	29	238
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	0	0	149	0	307	87	29	238
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Right
Median Width(ft)		0			0		12		12	
Link Offset(ft)		0			0		0		0	
Crosswalk Width(ft)		16			16		16		16	
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15	9	15	9
Number of Detectors				1	2		2	1	1	2
Detector Template				Left	Thru		Thru	Right	Left	Thru
Leading Detector (ft)				20	100		100	20	20	100
Trailing Detector (ft)				0	0		0	0	0	0
Detector 1 Position(ft)				0	0		0	0	0	0
Detector 1 Size(ft)				20	6		6	20	20	6
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel										
Detector 1 Extend (s)				0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)					94		94			94
Detector 2 Size(ft)					6		6			6
Detector 2 Type					Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel										
Detector 2 Extend (s)					0.0		0.0			0.0
Turn Type				Perm	NA		Prot	Perm	pm+pt	Prot

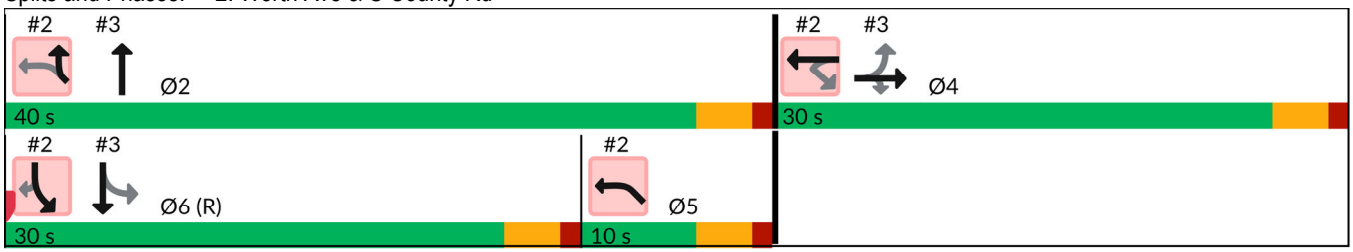


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Protected Phases					4		6		5	2
Permitted Phases				4				6	2	
Detector Phase				4	4		6	6	5	2
Switch Phase										
Minimum Initial (s)				5.0	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)				30.0	30.0		30.0	30.0	9.5	30.0
Total Split (s)				30.0	30.0		30.0	30.0	10.0	40.0
Total Split (%)				42.9%	42.9%		42.9%	42.9%	14.3%	57.1%
Maximum Green (s)				26.0	26.0		26.0	26.0	6.0	36.0
Yellow Time (s)				3.0	3.0		3.0	3.0	3.0	3.0
All-Red Time (s)				1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)					0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)					4.0		4.0	4.0	4.0	4.0
Lead/Lag							Lead	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	
Vehicle Extension (s)				5.0	5.0		5.0	5.0	5.0	5.0
Recall Mode				None	None		C-Max	C-Max	None	None
Walk Time (s)				10.0	10.0		10.0	10.0		10.0
Flash Don't Walk (s)				16.0	16.0		16.0	16.0		16.0
Pedestrian Calls (#/hr)				0	0		0	0		0
Act Effct Green (s)					12.0		46.0	46.0	53.6	50.0
Actuated g/C Ratio					0.17		0.66	0.66	0.77	0.71
v/c Ratio					0.24		0.26	0.08	0.03	0.21
Control Delay (s/veh)					11.9		3.5	0.4	2.8	3.7
Queue Delay					0.0		0.2	0.0	0.0	0.0
Total Delay (s/veh)					11.9		3.8	0.4	2.8	3.7
LOS					B		A	A	A	A
Approach Delay (s/veh)					11.9		3.0		3.6	
Approach LOS					B		A		A	
Queue Length 50th (ft)					12		17	0	1	19
Queue Length 95th (ft)					32		39	1	8	66
Internal Link Dist (ft)		682			985		226		261	
Turn Bay Length (ft)									150	
Base Capacity (vph)					1246		1163	1070	856	1131
Starvation Cap Reductn					0		359	0	0	0
Spillback Cap Reductn					0		0	0	0	0
Storage Cap Reductn					0		0	0	0	0
Reduced v/c Ratio					0.12		0.38	0.08	0.03	0.21

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 64 (91%), Referenced to phase 6:SBL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.34			
Intersection Signal Delay (s/veh): 4.8		Intersection LOS: A	
Intersection Capacity Utilization 34.0%		ICU Level of Service A	

Analysis Period (min) 15

Splits and Phases: 2: Worth Ave & S County Rd





Lane Group	WBT	SBL	SBR	NWL	NWR
Lane Group Flow (vph)	149	307	87	29	238
v/c Ratio	0.24	0.26	0.08	0.03	0.21
Control Delay (s/veh)	11.9	3.5	0.4	2.8	3.7
Queue Delay	0.0	0.2	0.0	0.0	0.0
Total Delay (s/veh)	11.9	3.8	0.4	2.8	3.7
Queue Length 50th (ft)	12	17	0	1	19
Queue Length 95th (ft)	32	39	1	8	66
Internal Link Dist (ft)	985	226		261	
Turn Bay Length (ft)				150	
Base Capacity (vph)	1246	1163	1070	856	1131
Starvation Cap Reductn	0	359	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.12	0.38	0.08	0.03	0.21

Intersection Summary

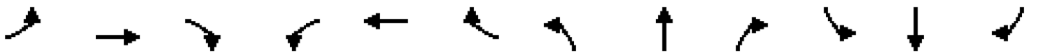
Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	146	71	0	104
Future Vol, veh/h	0	0	146	71	0	104
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	159	77	0	113

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	118
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	912
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	912
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s/v	0	9.51
HCM LOS		A

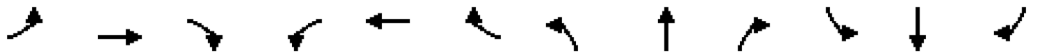
Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	912
HCM Lane V/C Ratio	-	-	0.124
HCM Control Delay (s/veh)	-	-	9.5
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.4



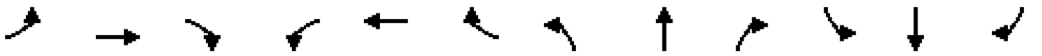
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	409	47	231	1	34	5	141	193	6	0	112	182
Future Volume (vph)	409	47	231	1	34	5	141	193	6	0	112	182
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95		0.97	1.00	1.00		0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	0.96	1.00	0.95	1.00		0.95	1.00	1.00		1.00	1.00
Satd. Flow (prot)	1610	3258	1583	1770	3476		3433	1863	1583		3539	1583
Flt Permitted	0.95	0.96	1.00	0.95	1.00		0.95	1.00	1.00		1.00	1.00
Satd. Flow (perm)	1610	3258	1583	1770	3476		3433	1863	1583		3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	445	51	251	1	37	5	153	210	7	0	122	198
RTOR Reduction (vph)	0	0	207	0	5	0	0	0	2	0	0	93
Lane Group Flow (vph)	222	274	44	1	37	0	153	210	5	0	122	105
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	3		4	4		1	6		5	2	
Permitted Phases			3						6			2
Actuated Green, G (s)	23.5	23.5	23.5	5.2	5.2		10.4	87.3	87.3		70.9	70.9
Effective Green, g (s)	23.5	23.5	23.5	5.2	5.2		10.4	87.3	87.3		70.9	70.9
Actuated g/C Ratio	0.18	0.18	0.18	0.04	0.04		0.08	0.65	0.65		0.53	0.53
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	4.0	4.0		4.0	4.0
Lane Grp Cap (vph)	282	571	277	68	134		266	1213	1031		1872	837
v/s Ratio Prot	c0.14	0.08		0.00	c0.01		c0.04	c0.11			0.03	
v/s Ratio Perm			0.03						0.00			0.07
v/c Ratio	0.79	0.48	0.16	0.01	0.28		0.58	0.17	0.00		0.07	0.13
Uniform Delay, d1	52.9	49.7	46.9	61.9	62.6		59.7	9.2	8.2		15.4	15.9
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	12.5	0.2	0.1	0.0	0.4		1.9	0.3	0.0		0.1	0.3
Delay (s)	65.4	50.0	47.0	62.0	63.0		61.5	9.5	8.2		15.5	16.2
Level of Service	E	D	D	E	E		E	A	A		B	B
Approach Delay (s/veh)		53.5			63.0			31.0			15.9	
Approach LOS		D			E			C			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	40.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	134.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	51.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



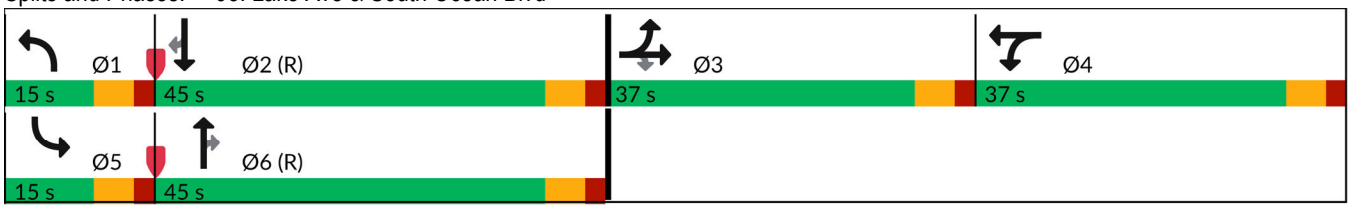
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	409	47	231	1	34	5	141	193	6	0	112	182
Future Volume (vph)	409	47	231	1	34	5	141	193	6	0	112	182
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		230	0		0	275		90	180		245
Storage Lanes	1		1	1		0	2		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95	0.95	0.97	1.00	1.00	1.00	0.95	1.00
Frt			0.850		0.982				0.850			0.850
Flt Protected	0.950	0.961		0.950			0.950					
Satd. Flow (prot)	1610	3258	1583	1770	3476	0	3433	1863	1583	1863	3539	1583
Flt Permitted	0.950	0.961		0.950			0.950					
Satd. Flow (perm)	1610	3258	1583	1770	3476	0	3433	1863	1583	1863	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			251		5				122			198
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		706			244			532			608	
Travel Time (s)		16.0			5.5			12.1			13.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	445	51	251	1	37	5	153	210	7	0	122	198
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	222	274	251	1	42	0	153	210	7	0	122	198
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	3		4	4		1	6		5	2	
Permitted Phases			3						6			2

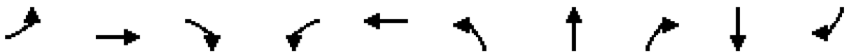


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	3	3	4	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		4.0	20.0	20.0	4.0	20.0	20.0
Minimum Split (s)	37.0	37.0	37.0	37.0	37.0		11.0	37.0	37.0	11.0	37.0	37.0
Total Split (s)	37.0	37.0	37.0	37.0	37.0		15.0	45.0	45.0	15.0	45.0	45.0
Total Split (%)	27.6%	27.6%	27.6%	27.6%	27.6%		11.2%	33.6%	33.6%	11.2%	33.6%	33.6%
Maximum Green (s)	31.0	31.0	31.0	31.0	31.0		9.0	39.0	39.0	9.0	39.0	39.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	4.0	4.0	2.0	4.0	4.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0	7.0		7.0	7.0
Flash Don't Walk (s)	24.0	24.0	24.0	24.0	24.0			24.0	24.0		24.0	24.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0	0		0	0
Act Effct Green (s)	23.5	23.5	23.5	6.4	6.4		10.4	88.5	88.5		72.1	72.1
Actuated g/C Ratio	0.18	0.18	0.18	0.05	0.05		0.08	0.66	0.66		0.54	0.54
v/c Ratio	0.79	0.48	0.52	0.01	0.25		0.58	0.17	0.01		0.06	0.21
Control Delay (s/veh)	71.6	51.6	9.0	61.0	59.0		68.1	10.8	0.0		17.8	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	71.6	51.6	9.0	61.0	59.0		68.1	10.8	0.0		17.8	3.4
LOS	E	D	A	E	E		E	B	A		B	A
Approach Delay (s/veh)		43.2			59.0			34.3			8.9	
Approach LOS		D			E			C			A	
Queue Length 50th (ft)	205	119	0	1	16		67	69	0		26	0
Queue Length 95th (ft)	289	156	70	8	36		102	126	0		52	45
Internal Link Dist (ft)		626			164			452			528	
Turn Bay Length (ft)	170		230				275		90			245
Base Capacity (vph)	372	753	559	409	807		275	1230	1086		1904	943
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	0
Reduced v/c Ratio	0.60	0.36	0.45	0.00	0.05		0.56	0.17	0.01		0.06	0.21

Intersection Summary			
Area Type:	Other		
Cycle Length: 134			
Actuated Cycle Length: 134			
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay (s/veh): 34.0		Intersection LOS: C	
Intersection Capacity Utilization 51.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 95: Lake Ave & South Ocean Blvd





Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	222	274	251	1	42	153	210	7	122	198
v/c Ratio	0.79	0.48	0.52	0.01	0.25	0.58	0.17	0.01	0.06	0.21
Control Delay (s/veh)	71.6	51.6	9.0	61.0	59.0	68.1	10.8	0.0	17.8	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	71.6	51.6	9.0	61.0	59.0	68.1	10.8	0.0	17.8	3.4
Queue Length 50th (ft)	205	119	0	1	16	67	69	0	26	0
Queue Length 95th (ft)	289	156	70	8	36	102	126	0	52	45
Internal Link Dist (ft)		626			164		452		528	
Turn Bay Length (ft)	170		230			275		90		245
Base Capacity (vph)	372	753	559	409	807	275	1230	1086	1904	943
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.36	0.45	0.00	0.05	0.56	0.17	0.01	0.06	0.21

Intersection Summary

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	48	123	64	0	0	0	0	40	34	33	76	0
Future Vol, veh/h	48	123	64	0	0	0	0	40	34	33	76	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	52	134	70	0	0	0	0	43	37	36	83	0
Number of Lanes	0	2	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	2
HCM Control Delay, s/veh	8.7	7.9	8.6
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	EBLn2	SBLn1
Vol Left, %	0%	44%	0%	30%
Vol Thru, %	54%	56%	49%	70%
Vol Right, %	46%	0%	51%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	74	110	126	109
LT Vol	0	48	0	33
Through Vol	40	62	62	76
RT Vol	34	0	64	0
Lane Flow Rate	80	119	136	118
Geometry Grp	2	5	5	2
Degree of Util (X)	0.098	0.172	0.176	0.154
Departure Headway (Hd)	4.404	5.216	4.637	4.69
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	815	689	775	767
Service Time	2.426	2.938	2.36	2.71
HCM Lane V/C Ratio	0.098	0.173	0.175	0.154
HCM Control Delay, s/veh	7.9	9	8.4	8.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.6	0.6	0.5



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	263	71	318	124	48	507
Future Volume (veh/h)	263	71	318	124	48	507
Number	7	14	6	16	5	2
Initial Q, veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Lanes Open During Work Zone						
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	286	77	346	135	52	551
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Opposing Right Turn Influence	Yes				Yes	
Cap, veh/h	317	85	679	265	478	1190
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.23	0.23	0.53	0.53	0.04	0.64
Unsig. Movement Delay						
Ln Grp Delay, s/veh	46.5	0.0	0.0	15.6	9.6	9.7
Ln Grp LOS	D			B	A	A
Approach Vol, veh/h	364		481			603
Approach Delay, s/veh	46.5		15.6			9.7
Approach LOS	D		B			A

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Case No		4.0		12.0	1.2	8.0		
Phs Duration (G+Y+Rc), s		63.2		26.8	9.5	53.6		
Change Period (Y+Rc), s		5.9		5.9	5.9	5.9		
Max Green (Gmax), s		49.1		29.1	7.1	36.1		
Max Allow Headway (MAH), s		4.7		3.4	3.8	4.8		
Max Q Clear (g_c+I1), s		15.7		20.3	3.1	17.6		
Green Ext Time (g_e), s		3.2		0.6	0.0	2.5		
Prob of Phs Call (p_c)		1.00		1.00	0.73	1.00		
Prob of Max Out (p_x)		0.00		0.03	0.78	0.00		

Left-Turn Movement Data								
Assigned Mvmt				7	5	1		
Mvmt Sat Flow, veh/h				1364	1781	0		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		1870		5		1281		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		0		367		500		

Left Lane Group Data								
Assigned Mvmt	0	0	0	7	5	1	0	0

Lane Assignment				L+T+R	L (Pr/Pm)			
Lanes in Grp	0	0	0	1	1	0	0	0
Grp Vol (v), veh/h	0	0	0	364	52	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1736	1781	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	18.3	1.1	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	18.3	1.1	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	914	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	49.7	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	32.1	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	1.1	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	47.7	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	0.79	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	404	478	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.90	0.11	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	561	546	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	33.5	9.5	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	13.0	0.1	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	46.5	9.6	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	7.5	0.4	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	9.0	0.4	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.98	0.25	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T						
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	551	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	13.7	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	13.7	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1190	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.46	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1190	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	8.4	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	9.7	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	4.9	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.72	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment						T+R		
Lanes in Grp	0	0	0	0	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	481	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1780	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	15.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	15.6	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	0.21	0.00	0.28	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	944	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.51	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	944	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	13.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	15.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	5.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	6.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.48	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	20.9
HCM 7th LOS	C



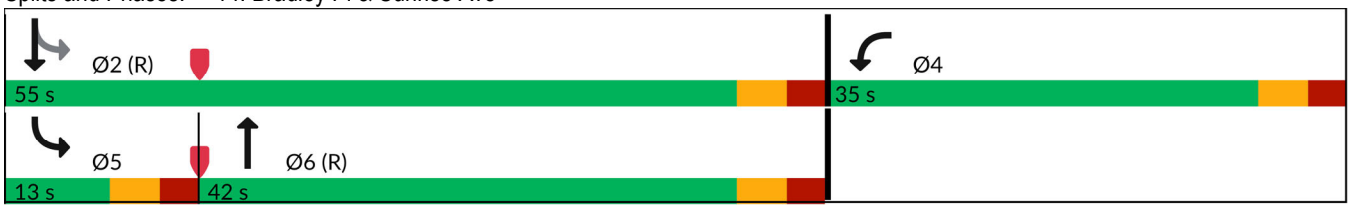
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	263	71	318	124	48	507
Future Volume (vph)	263	71	318	124	48	507
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	40	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.971		0.962			
Flt Protected	0.962				0.950	
Satd. Flow (prot)	1740	0	1792	0	1770	1863
Flt Permitted	0.962				0.334	
Satd. Flow (perm)	1740	0	1792	0	622	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	16		26			
Link Speed (mph)	30		30			30
Link Distance (ft)	295		402			207
Travel Time (s)	6.7		9.1			4.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	286	77	346	135	52	551
Shared Lane Traffic (%)						
Lane Group Flow (vph)	363	0	481	0	52	551
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases					2	



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	4		6		5	2
Switch Phase						
Minimum Initial (s)	10.0		12.0		5.0	12.0
Minimum Split (s)	25.9		30.0		10.9	26.9
Total Split (s)	35.0		42.0		13.0	55.0
Total Split (%)	38.9%		46.7%		14.4%	61.1%
Maximum Green (s)	29.1		36.1		7.1	49.1
Yellow Time (s)	3.4		3.4		3.4	3.4
All-Red Time (s)	2.5		2.5		2.5	2.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.9		5.9		5.9	5.9
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.5		2.5		3.0	2.5
Recall Mode	None		C-Max		None	C-Max
Walk Time (s)	7.0		7.0			
Flash Don't Walk (s)	13.0		14.0			
Pedestrian Calls (#/hr)	0		0			
Act Effct Green (s)	22.6		47.9		55.6	55.6
Actuated g/C Ratio	0.25		0.53		0.62	0.62
v/c Ratio	0.81		0.50		0.11	0.48
Control Delay (s/veh)	47.4		8.3		8.9	12.2
Queue Delay	0.0		0.0		0.0	0.0
Total Delay (s/veh)	47.4		8.3		8.9	12.2
LOS	D		A		A	B
Approach Delay (s/veh)	47.4		8.3			11.9
Approach LOS	D		A			B
Queue Length 50th (ft)	206		92		11	157
Queue Length 95th (ft)	291		156		30	282
Internal Link Dist (ft)	215		322			127
Turn Bay Length (ft)					40	
Base Capacity (vph)	573		966		475	1151
Starvation Cap Reductn	0		0		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.63		0.50		0.11	0.48

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 72 (80%), Referenced to phase 2:SBTL and 6:NBT, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay (s/veh): 19.6		Intersection LOS: B	
Intersection Capacity Utilization 62.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 14: Bradley Pl & Sunrise Ave





Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	363	481	52	551
v/c Ratio	0.81	0.50	0.11	0.48
Control Delay (s/veh)	47.4	8.3	8.9	12.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	47.4	8.3	8.9	12.2
Queue Length 50th (ft)	206	92	11	157
Queue Length 95th (ft)	291	156	30	282
Internal Link Dist (ft)	215	322		127
Turn Bay Length (ft)			40	
Base Capacity (vph)	573	966	475	1151
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.63	0.50	0.11	0.48

Intersection Summary

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	7	37	0	0	0	28	481	259	18	751	12
Future Vol, veh/h	5	7	37	0	0	0	28	481	259	18	751	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	8	40	0	0	0	30	523	282	20	816	13

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1446	1727	823	829	0	0	804	0	0
Stage 1	862	862	-	-	-	-	-	-	-
Stage 2	584	865	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	145	89	374	802	-	-	820	-	-
Stage 1	414	372	-	-	-	-	-	-	-
Stage 2	558	371	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	136	0	374	802	-	-	820	-	-
Mov Cap-2 Maneuver	136	0	-	-	-	-	-	-	-
Stage 1	398	0	-	-	-	-	-	-	-
Stage 2	544	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	19.04	0.35	0.22
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	802	-	-	309	820	-	-
HCM Lane V/C Ratio	0.038	-	-	0.172	0.024	-	-
HCM Control Delay (s/veh)	9.7	-	-	19	9.5	-	-
HCM Lane LOS	A	-	-	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	461	528	206	133	902	75	301	225	95	168	624
Future Volume (vph)	461	528	206	133	902	75	301	225	95	168	624
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00
Frt	1.00	0.96		1.00	1.00	0.85	1.00	0.96		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		1.00	1.00
Satd. Flow (prot)	3433	3390		1770	3539	1583	1770	1780		1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.58	1.00		1.00	1.00
Satd. Flow (perm)	3433	3390		1770	3539	1583	1086	1780		1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	501	574	224	145	980	82	327	245	103	183	678
RTOR Reduction (vph)	0	0	0	0	0	58	0	0	0	0	41
Lane Group Flow (vph)	501	798	0	145	980	24	327	348	0	183	637
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		NA	pm+ov
Protected Phases	1	6		5	2		4	8		3	1
Permitted Phases						2	8				3
Actuated Green, G (s)	14.5	26.5		14.5	26.5	26.5	36.0	36.0		25.5	40.0
Effective Green, g (s)	14.5	26.5		14.5	26.5	26.5	36.0	36.0		25.5	40.0
Actuated g/C Ratio	0.16	0.29		0.16	0.29	0.29	0.40	0.40		0.28	0.44
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5
Vehicle Extension (s)	5.0	5.0		5.0	5.0	5.0	3.0	5.0		5.0	5.0
Lane Grp Cap (vph)	553	998		285	1042	466	476	712		527	703
v/s Ratio Prot	0.15	0.24		0.08	c0.28		c0.04	0.20		0.10	c0.15
v/s Ratio Perm						0.02	0.23				0.26
v/c Ratio	0.91	0.80		0.51	0.94	0.05	0.69	0.49		0.35	0.91
Uniform Delay, d1	37.1	29.3		34.5	31.0	22.7	24.7	20.1		25.6	23.3
Progression Factor	1.00	1.00		1.21	0.78	0.19	1.00	1.00		1.04	0.83
Incremental Delay, d2	19.4	6.7		5.0	14.0	0.2	4.1	1.1		1.6	14.6
Delay (s)	56.4	36.0		46.9	38.1	4.5	28.8	21.2		28.4	33.9
Level of Service	E	D		D	D	A	C	C		C	C
Approach Delay (s/veh)		43.9			36.9			24.9		32.8	
Approach LOS		D			D			C		C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	36.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	91.5%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	461	528	206	133	902	75	301	225	95	168	624
Future Volume (vph)	461	528	206	133	902	75	301	225	95	168	624
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		0	110		150	0		0		0
Storage Lanes	3		0	1		2	1		0		1
Taper Length (ft)	25			25			25				
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.958				0.850		0.956			0.850
Flt Protected	0.950			0.950			0.950				
Satd. Flow (prot)	3433	3391	0	1770	3539	1583	1770	1781	0	1863	1583
Flt Permitted	0.950			0.950			0.583				
Satd. Flow (perm)	3433	3391	0	1770	3539	1583	1086	1781	0	1863	1583
Right Turn on Red						Yes					Yes
Satd. Flow (RTOR)						127					73
Link Speed (mph)		30			30			30		30	
Link Distance (ft)		280			506			291		254	
Travel Time (s)		6.4			11.5			6.6		5.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	501	574	224	145	980	82	327	245	103	183	678
Shared Lane Traffic (%)											
Lane Group Flow (vph)	501	798	0	145	980	82	327	348	0	183	678
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		70			100			12		12	
Link Offset(ft)		0			0			0		0	
Crosswalk Width(ft)		16			16			16		16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		60	15		9	15		9		9
Number of Detectors	1	2		1	2	1	0	2		2	1
Detector Template	Left	Thru		Left	Thru	Right		Thru		Thru	Right
Leading Detector (ft)	20	100		20	100	20	0	100		100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel											
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94			94			94		94	
Detector 2 Size(ft)		6			6			6		6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex		Cl+Ex	
Detector 2 Channel											
Detector 2 Extend (s)		0.0			0.0			0.0		0.0	
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		NA	pm+ov
Protected Phases	1	6		5	2		4	8		3	1
Permitted Phases						2	8				3



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Detector Phase	1	6		5	2	2	4	8		3	1
Switch Phase											
Minimum Initial (s)	15.0	20.0		15.0	20.0	20.0	5.0	15.0		15.0	15.0
Minimum Split (s)	19.5	30.5		19.5	30.5	30.5	30.5	30.0		30.5	19.5
Total Split (s)	19.0	31.0		19.0	31.0	31.0	10.0	40.0		30.0	19.0
Total Split (%)	21.1%	34.4%		21.1%	34.4%	34.4%	11.1%	44.4%		33.3%	21.1%
Maximum Green (s)	14.5	26.5		14.5	26.5	26.5	5.5	36.0		25.5	14.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.0		3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag			Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes			Yes	Yes
Vehicle Extension (s)	5.0	5.0		5.0	5.0	5.0	3.0	5.0		5.0	5.0
Recall Mode	None	Max		C-Max	C-Max	C-Max	None	None		Max	None
Walk Time (s)		10.0			10.0	10.0	10.0	10.0		10.0	
Flash Don't Walk (s)		16.0			16.0	16.0	16.0	16.0		16.0	
Pedestrian Calls (#/hr)		0			0	0	0	0		0	
Act Effct Green (s)	14.5	26.5		14.5	26.5	26.5	35.5	36.0		25.5	40.0
Actuated g/C Ratio	0.16	0.29		0.16	0.29	0.29	0.39	0.40		0.28	0.44
v/c Ratio	0.91	0.80		0.51	0.94	0.15	0.70	0.49		0.35	0.91
Control Delay (s/veh)	59.3	36.5		47.7	39.5	0.7	33.2	23.1		28.9	28.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	59.3	36.5		47.7	39.5	0.7	33.2	23.1		28.9	28.5
LOS	E	D		D	D	A	C	C		C	C
Approach Delay (s/veh)		45.3			37.9			27.9		28.6	
Approach LOS		D			D			C		C	
Queue Length 50th (ft)	145	219		75	307	1	135	144		79	119
Queue Length 95th (ft)	#237	291		m127	#418	m0	212	224		m145	#391
Internal Link Dist (ft)		200			426			211		174	
Turn Bay Length (ft)	240			110		150					
Base Capacity (vph)	553	998		285	1042	555	470	712		527	744
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0
Reduced v/c Ratio	0.91	0.80		0.51	0.94	0.15	0.70	0.49		0.35	0.91

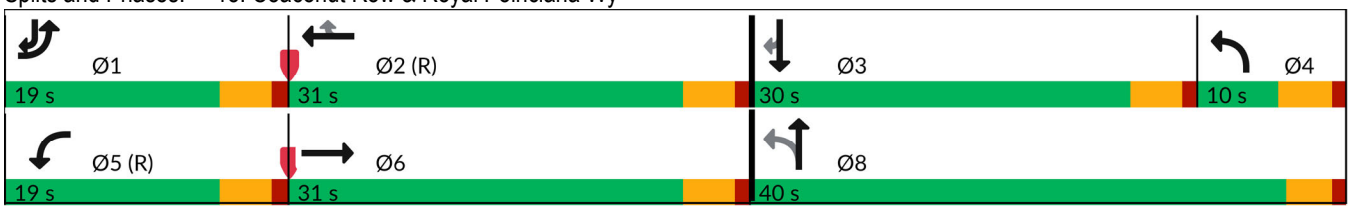
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:WBT and 5:WBL, Start of Green, Master Intersection			
Natural Cycle: 135			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay (s/veh): 36.6		Intersection LOS: D	
Intersection Capacity Utilization 91.5%		ICU Level of Service F	
Analysis Period (min) 15			

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

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Coaconut Row & Royal Poinciana Wy





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	501	798	145	980	82	327	348	183	678
v/c Ratio	0.91	0.80	0.51	0.94	0.15	0.70	0.49	0.35	0.91
Control Delay (s/veh)	59.3	36.5	47.7	39.5	0.7	33.2	23.1	28.9	28.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	59.3	36.5	47.7	39.5	0.7	33.2	23.1	28.9	28.5
Queue Length 50th (ft)	145	219	75	307	1	135	144	79	119
Queue Length 95th (ft)	#237	291	m127	#418	m0	212	224	m145	#391
Internal Link Dist (ft)		200		426			211	174	
Turn Bay Length (ft)	240		110		150				
Base Capacity (vph)	553	998	285	1042	555	470	712	527	744
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.91	0.80	0.51	0.94	0.15	0.70	0.49	0.35	0.91

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	53	17	0	0	0	0	267	30	69	134	0
Future Vol, veh/h	35	53	17	0	0	0	0	267	30	69	134	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	58	18	0	0	0	0	290	33	75	146	0
Number of Lanes	0	1	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	9.2	10.3	9.5
HCM LOS	A	B	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	0%	33%	34%
Vol Thru, %	90%	50%	66%
Vol Right, %	10%	16%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	297	105	203
LT Vol	0	35	69
Through Vol	267	53	134
RT Vol	30	17	0
Lane Flow Rate	323	114	221
Geometry Grp	1	1	1
Degree of Util (X)	0.396	0.162	0.285
Departure Headway (Hd)	4.418	5.11	4.644
Convergence, Y/N	Yes	Yes	Yes
Cap	814	700	772
Service Time	2.45	3.156	2.679
HCM Lane V/C Ratio	0.397	0.163	0.286
HCM Control Delay, s/veh	10.3	9.2	9.5
HCM Lane LOS	B	A	A
HCM 95th-tile Q	1.9	0.6	1.2

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	169	4	0	0	0	0	191	115	99	63	0
Future Vol, veh/h	45	169	4	0	0	0	0	191	115	99	63	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	184	4	0	0	0	0	208	125	108	68	0
Number of Lanes	0	2	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	2
HCM Control Delay, s/veh	10	11	9.9
HCM LOS	A	B	A

Lane	NBLn1	EBLn1	EBLn2	SBLn1
Vol Left, %	0%	35%	0%	61%
Vol Thru, %	62%	65%	95%	39%
Vol Right, %	38%	0%	5%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	306	130	89	162
LT Vol	0	45	0	99
Through Vol	191	85	85	63
RT Vol	115	0	4	0
Lane Flow Rate	333	141	96	176
Geometry Grp	2	5	5	2
Degree of Util (X)	0.423	0.23	0.151	0.249
Departure Headway (Hd)	4.576	5.871	5.663	5.085
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	782	607	627	701
Service Time	2.628	3.657	3.449	3.151
HCM Lane V/C Ratio	0.426	0.232	0.153	0.251
HCM Control Delay, s/veh	11	10.4	9.5	9.9
HCM Lane LOS	B	B	A	A
HCM 95th-tile Q	2.1	0.9	0.5	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	355	974	83	0	1057	42	377	93	18	53	55	419
Future Volume (veh/h)	355	974	83	0	1057	42	377	93	18	53	55	419
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	386	1059	90	0	1149	46	410	101	20	58	60	455
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			No			Yes			Yes		
Cap, veh/h	535	2189	186	0	1097	44	299	265	52	290	252	213
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.30	0.66	0.66	0.00	0.31	0.31	0.08	0.17	0.17	0.04	0.13	0.13
Unsig. Movement Delay												
Ln Grp Delay, s/veh	37.1	9.9	9.9	0.0	85.2	84.7	225.9	0.0	38.1	35.9	39.7	537.9
Ln Grp LOS	D	A	A		F	F	F		D	D	D	F
Approach Vol, veh/h		1535			1195			531			573	
Approach Delay, s/veh		16.7			84.9			183.1			434.9	
Approach LOS		B			F			F			F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	2	1	3	4		6	7	8
Case No	8.0	2.0	1.1	4.0		4.0	1.1	3.0
Phs Duration (G+Y+Rc), s	36.0	34.0	8.0	22.0		70.0	12.0	18.0
Change Period (Y+Rc), s	4.5	4.0	4.0	4.5		4.0	4.5	* 4.5
Max Green (Gmax), s	31.5	18.0	5.0	28.5		54.0	7.5	* 26
Max Allow Headway (MAH), s	9.3	5.8	5.8	7.3		9.3	5.8	6.2
Max Q Clear (g_c+I1), s	33.5	21.4	4.8	7.9		18.0	9.5	9.5
Green Ext Time (g_e), s	0.0	0.0	0.0	1.0		26.2	0.0	4.0
Prob of Phs Call (p_c)	1.00	1.00	0.80	1.00		1.00	1.00	1.00
Prob of Max Out (p_x)	0.00	1.00	1.00	0.00		0.00	1.00	0.16

Left-Turn Movement Data								
Assigned Mvmt	5	1	3				7	
Mvmt Sat Flow, veh/h	0	1781	1781				1781	

Through Movement Data								
Assigned Mvmt	2			4		6		8
Mvmt Sat Flow, veh/h	3576			1516		3315		1870

Right-Turn Movement Data								
Assigned Mvmt	12			14		16		18
Mvmt Sat Flow, veh/h	139			300		282		1585

Left Lane Group Data								
Assigned Mvmt	5	1	3	0	0	0	7	0

Lane Assignment		L (Prot)	L (Pr/Pm)				L (Pr/Pm)	
Lanes in Grp	0	1	1	0	0	0	1	0
Grp Vol (v), veh/h	0	386	58	0	0	0	410	0
Grp Sat Flow (s), veh/h/ln	0	1781	1781	0	0	0	1781	0
Q Serve Time (g_s), s	0.0	19.4	2.8	0.0	0.0	0.0	7.5	0.0
Cycle Q Clear Time (g_c), s	0.0	19.4	2.8	0.0	0.0	0.0	7.5	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1270	0	0	0	886	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	13.5	0.0	0.0	0.0	15.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	11.6	0.0	0.0	0.0	10.6	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.1	0.0	0.0	0.0	10.6	0.0
Time to First Blk (g_f), s	31.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	0	535	290	0	0	0	299	0
V/C Ratio (X)	0.00	0.72	0.20	0.00	0.00	0.00	1.37	0.00
Avail Cap (c_a), veh/h	0	535	308	0	0	0	299	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	0.0	31.2	35.2	0.0	0.0	0.0	40.0	0.0
Incr Delay (d2), s/veh	0.0	5.8	0.7	0.0	0.0	0.0	185.9	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	37.1	35.9	0.0	0.0	0.0	225.9	0.0
1st-Term Q (Q1), veh/ln	0.0	8.1	1.2	0.0	0.0	0.0	3.7	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.9	0.1	0.0	0.0	0.0	15.5	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	9.0	1.3	0.0	0.0	0.0	19.2	0.0
%ile Storage Ratio (RQ%)	0.00	1.53	0.14	0.00	0.00	0.00	1.22	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	27.6	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0

Middle Lane Group Data								
Assigned Mvmt	2	0	0	4	0	6	0	8
Lane Assignment	T					T		T
Lanes in Grp	1	0	0	0	0	1	0	1
Grp Vol (v), veh/h	586	0	0	0	0	567	0	60
Grp Sat Flow (s), veh/h/ln	1777	0	0	0	0	1777	0	1870
Q Serve Time (g_s), s	31.5	0.0	0.0	0.0	0.0	15.9	0.0	2.9
Cycle Q Clear Time (g_c), s	31.5	0.0	0.0	0.0	0.0	15.9	0.0	2.9
Lane Grp Cap (c), veh/h	560	0	0	0	0	1173	0	252
V/C Ratio (X)	1.05	0.00	0.00	0.00	0.00	0.48	0.00	0.24
Avail Cap (c_a), veh/h	560	0	0	0	0	1173	0	486
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	34.3	0.0	0.0	0.0	0.0	8.5	0.0	38.7
Incr Delay (d2), s/veh	50.9	0.0	0.0	0.0	0.0	1.4	0.0	1.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	85.2	0.0	0.0	0.0	0.0	9.9	0.0	39.7
1st-Term Q (Q1), veh/ln	13.2	0.0	0.0	0.0	0.0	5.5	0.0	1.3

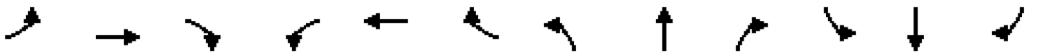
2nd-Term Q (Q2), veh/ln	7.9	0.0	0.0	0.0	0.0	0.5	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	21.1	0.0	0.0	0.0	0.0	5.9	0.0	1.4
%ile Storage Ratio (RQ%)	1.58	0.00	0.00	0.00	0.00	0.54	0.00	0.20
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	6.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	12	0	0	14	0	16	0	18
Lane Assignment	T+R			T+R		T+R		R
Lanes in Grp	1	0	0	1	0	1	0	1
Grp Vol (v), veh/h	609	0	0	121	0	582	0	455
Grp Sat Flow (s), veh/h/ln	1845	0	0	1816	0	1820	0	1585
Q Serve Time (g_s), s	31.5	0.0	0.0	5.9	0.0	16.0	0.0	7.5
Cycle Q Clear Time (g_c), s	31.5	0.0	0.0	5.9	0.0	16.0	0.0	7.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.08	0.00	0.00	0.17	0.00	0.15	0.00	1.00
Lane Grp Cap (c), veh/h	581	0	0	317	0	1202	0	213
V/C Ratio (X)	1.05	0.00	0.00	0.38	0.00	0.48	0.00	2.13
Avail Cap (c_a), veh/h	581	0	0	518	0	1202	0	412
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	34.3	0.0	0.0	36.5	0.0	8.5	0.0	13.3
Incr Delay (d2), s/veh	50.4	0.0	0.0	1.6	0.0	1.4	0.0	524.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	84.7	0.0	0.0	38.1	0.0	9.9	0.0	537.9
1st-Term Q (Q1), veh/ln	13.7	0.0	0.0	2.6	0.0	5.6	0.0	2.6
2nd-Term Q (Q2), veh/ln	8.1	0.0	0.0	0.1	0.0	0.5	0.0	31.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	21.8	0.0	0.0	2.7	0.0	6.1	0.0	33.7
%ile Storage Ratio (RQ%)	1.64	0.00	0.00	0.17	0.00	0.55	0.00	4.83
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	6.9	0.0	0.0	0.0	0.0	0.0	0.0	60.4
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.5

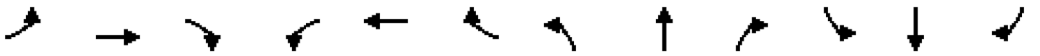
Intersection Summary	
HCM 7th Control Delay, s/veh	123.5
HCM 7th LOS	F

Notes

* HCM 7th Edition computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	355	974	83	0	1057	42	377	93	18	53	55	419
Future Volume (vph)	355	974	83	0	1057	42	377	93	18	53	55	419
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		0	0		0	225		0
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.988			0.994			0.975				0.850
Flt Protected	0.950						0.950			0.950		
Satd. Flow (prot)	1770	3497	0	0	3518	0	1770	1816	0	1770	1863	1583
Flt Permitted	0.950						0.577			0.679		
Satd. Flow (perm)	1770	3497	0	0	3518	0	1075	1816	0	1265	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			4			10				376
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		354			401			476			251	
Travel Time (s)		8.0			9.1			10.8			5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	386	1059	90	0	1149	46	410	101	20	58	60	455
Shared Lane Traffic (%)												
Lane Group Flow (vph)	386	1149	0	0	1195	0	410	121	0	58	60	455
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2		1	2	1
Detector Template	Left	Thru			Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100			100		20	100		20	100	20
Trailing Detector (ft)	0	0			0		0	0		0	0	0
Detector 1 Position(ft)	0	0			0		0	0		0	0	0
Detector 1 Size(ft)	20	6			6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA			NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6			2		7	4		3	8	
Permitted Phases							4			8		8



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6			2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0			15.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	30.5			30.5		9.5	30.5		9.5	30.5	30.5
Total Split (s)	22.0	58.0			36.0		12.0	33.0		9.0	30.0	30.0
Total Split (%)	22.0%	58.0%			36.0%		12.0%	33.0%		9.0%	30.0%	30.0%
Maximum Green (s)	18.0	54.0			31.5		7.5	28.5		5.0	26.0	26.0
Yellow Time (s)	3.0	3.0			3.5		3.5	3.5		3.0	3.0	3.0
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.0	4.0
Lead/Lag	Lag				Lead		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes				Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	5.0	7.0			7.0		5.0	5.0		5.0	5.0	5.0
Recall Mode	None	C-Max			C-Max		None	None		None	None	None
Walk Time (s)		10.0			10.0			10.0			10.0	10.0
Flash Don't Walk (s)		16.0			16.0			16.0			16.0	16.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	18.0	63.9			41.4		26.4	20.4		21.1	16.1	16.1
Actuated g/C Ratio	0.18	0.64			0.41		0.26	0.20		0.21	0.16	0.16
v/c Ratio	1.21	0.51			0.82		1.22	0.32		0.20	0.20	0.80
Control Delay (s/veh)	158.6	11.8			31.7		154.8	32.1		25.6	34.5	18.6
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	158.6	11.8			31.7		154.8	32.1		25.6	34.5	18.6
LOS	F	B			C		F	C		C	C	B
Approach Delay (s/veh)		48.7			31.7			126.9			20.9	
Approach LOS		D			C			F			C	
Queue Length 50th (ft)	~302	181			312		~320	63		28	34	45
Queue Length 95th (ft)	#484	312			m#575		#412	101		50	62	144
Internal Link Dist (ft)		274			321			396			171	
Turn Bay Length (ft)	150									225		
Base Capacity (vph)	318	2238			1457		336	524		292	484	689
Starvation Cap Reductn	0	0			0		0	0		0	0	0
Spillback Cap Reductn	0	0			0		0	0		0	0	0
Storage Cap Reductn	0	0			0		0	0		0	0	0
Reduced v/c Ratio	1.21	0.51			0.82		1.22	0.23		0.20	0.12	0.66

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.22			
Intersection Signal Delay (s/veh): 50.1		Intersection LOS: D	
Intersection Capacity Utilization 88.6%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.

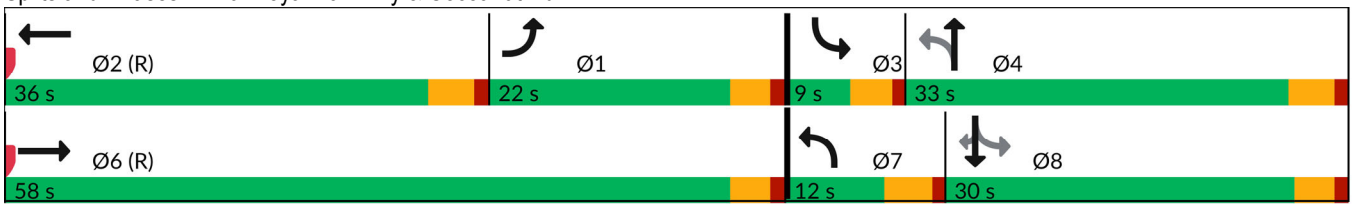
Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 16: Royal Palm Wy & Cocoanut Rd





Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	386	1149	1195	410	121	58	60	455
v/c Ratio	1.21	0.51	0.82	1.22	0.32	0.20	0.20	0.80
Control Delay (s/veh)	158.6	11.8	31.7	154.8	32.1	25.6	34.5	18.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	158.6	11.8	31.7	154.8	32.1	25.6	34.5	18.6
Queue Length 50th (ft)	~302	181	312	~320	63	28	34	45
Queue Length 95th (ft)	#484	312	m#575	#412	101	50	62	144
Internal Link Dist (ft)		274	321		396		171	
Turn Bay Length (ft)	150					225		
Base Capacity (vph)	318	2238	1457	336	524	292	484	689
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.21	0.51	0.82	1.22	0.23	0.20	0.12	0.66

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑	↱		↱
Traffic Vol, veh/h	0	0	55	268	0	23
Future Vol, veh/h	0	0	55	268	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	60	291	0	25

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	60
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	1006
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	1006
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s/v	0	8.67
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1006
HCM Lane V/C Ratio	-	-	0.025
HCM Control Delay (s/veh)	-	-	8.7
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑	↱		↱
Traffic Vol, veh/h	0	0	55	268	0	23
Future Vol, veh/h	0	0	55	268	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	60	291	0	25

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	60
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	1006
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	1006
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s/v	0	8.67
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1006
HCM Lane V/C Ratio	-	-	0.025
HCM Control Delay (s/veh)	-	-	8.7
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1	133	5	0	58	49	708	71	0	713	66
Future Vol, veh/h	0	1	133	5	0	58	49	708	71	0	713	66
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	145	5	0	63	53	770	77	0	775	72

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	1764	811	1652	-	385	847	0	0	847	0	0
Stage 1	-	811	-	876	-	-	-	-	-	-	-	-
Stage 2	-	953	-	776	-	-	-	-	-	-	-	-
Critical Hdwy	-	6.53	6.23	7.33	-	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	-	5.53	-	6.53	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.53	-	6.13	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.019	3.319	3.519	-	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	0	84	379	71	0	614	788	-	-	788	-	-
Stage 1	0	392	-	311	0	-	-	-	-	-	-	-
Stage 2	0	337	-	390	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	76	379	40	-	614	788	-	-	788	-	-
Mov Cap-2 Maneuver	-	76	-	40	-	-	-	-	-	-	-	-
Stage 1	-	392	-	283	-	-	-	-	-	-	-	-
Stage 2	-	307	-	240	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	20.27	11.53	1.25	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	233	-	-	379	614	788	-	-
HCM Lane V/C Ratio	0.068	-	-	0.382	0.103	-	-	-
HCM Control Delay (s/veh)	9.9	0.8	-	20.3	11.5	0	-	-
HCM Lane LOS	A	A	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.7	0.3	0	-	-



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	90	55	618	107	68	601
Future Volume (vph)	90	55	618	107	68	601
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4		5.6			5.6
Lane Util. Factor	1.00		0.95			0.95
Frt	0.95		0.98			1.00
Flt Protected	0.97		1.00			0.99
Satd. Flow (prot)	1714		3461			3521
Flt Permitted	0.97		1.00			0.80
Satd. Flow (perm)	1714		3461			2816
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	98	60	672	116	74	653
RTOR Reduction (vph)	37	0	13	0	0	0
Lane Group Flow (vph)	121	0	775	0	0	727
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Actuated Green, G (s)	15.4		49.6			49.6
Effective Green, g (s)	15.4		49.6			49.6
Actuated g/C Ratio	0.20		0.65			0.65
Clearance Time (s)	5.4		5.6			5.6
Vehicle Extension (s)	5.0		5.0			5.0
Lane Grp Cap (vph)	347		2258			1837
v/s Ratio Prot	c0.07		0.22			
v/s Ratio Perm						c0.26
v/c Ratio	0.35		0.34			0.40
Uniform Delay, d1	26.0		5.9			6.2
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	1.3		0.4			0.6
Delay (s)	27.3		6.3			6.8
Level of Service	C		A			A
Approach Delay (s/veh)	27.3		6.3			6.8
Approach LOS	C		A			A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	8.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	76.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	65.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

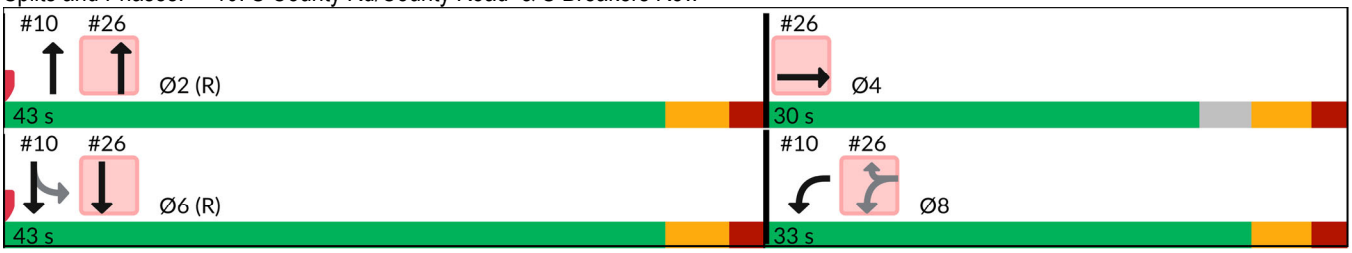


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Lane Configurations							
Traffic Volume (vph)	90	55	618	107	68	601	
Future Volume (vph)	90	55	618	107	68	601	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95	
Frt	0.949		0.978				
Flt Protected	0.970					0.995	
Satd. Flow (prot)	1715	0	3461	0	0	3522	
Flt Permitted	0.970					0.796	
Satd. Flow (perm)	1715	0	3461	0	0	2817	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)	46		36				
Link Speed (mph)	30		30			30	
Link Distance (ft)	374		229			1138	
Travel Time (s)	8.5		5.2			25.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	98	60	672	116	74	653	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	158	0	788	0	0	727	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	12		0			0	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9		9	15		
Number of Detectors	1		2		1	2	
Detector Template	Left		Thru		Left	Thru	
Leading Detector (ft)	20		100		20	100	
Trailing Detector (ft)	0		0		0	0	
Detector 1 Position(ft)	0		0		0	0	
Detector 1 Size(ft)	20		6		20	6	
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0		0.0	0.0	
Detector 1 Delay (s)	0.0		0.0		0.0	0.0	
Detector 2 Position(ft)			94			94	
Detector 2 Size(ft)			6			6	
Detector 2 Type			Cl+Ex			Cl+Ex	
Detector 2 Channel							
Detector 2 Extend (s)			0.0			0.0	
Turn Type	Prot		NA		Perm	NA	
Protected Phases	8		2			6	4
Permitted Phases					6		
Detector Phase	8		2		6	6	
Switch Phase							
Minimum Initial (s)	15.0		15.0		15.0	15.0	15.0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Minimum Split (s)	31.4		28.6		22.6	22.6	22.5
Total Split (s)	33.0		43.0		43.0	43.0	30.0
Total Split (%)	43.4%		56.6%		56.6%	56.6%	39%
Maximum Green (s)	27.6		37.4		37.4	37.4	24.6
Yellow Time (s)	3.4		3.6		3.6	3.6	3.4
All-Red Time (s)	2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0	
Total Lost Time (s)	5.4		5.6			5.6	
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	5.0		5.0		5.0	5.0	5.0
Recall Mode	None		C-Max		C-Max	C-Max	None
Walk Time (s)	10.0		7.0				
Flash Don't Walk (s)	16.0		16.0				
Pedestrian Calls (#/hr)	0		0				
Act Effct Green (s)	15.4		49.6			49.6	
Actuated g/C Ratio	0.20		0.65			0.65	
v/c Ratio	0.41		0.35			0.40	
Control Delay (s/veh)	21.9		6.2			7.1	
Queue Delay	0.0		0.9			0.0	
Total Delay (s/veh)	21.9		7.1			7.1	
LOS	C		A			A	
Approach Delay (s/veh)	21.9		7.1			7.1	
Approach LOS	C		A			A	
Queue Length 50th (ft)	46		70			71	
Queue Length 95th (ft)	95		107			112	
Internal Link Dist (ft)	294		149			1058	
Turn Bay Length (ft)							
Base Capacity (vph)	652		2269			1837	
Starvation Cap Reductn	0		1115			0	
Spillback Cap Reductn	0		0			0	
Storage Cap Reductn	0		0			0	
Reduced v/c Ratio	0.24		0.68			0.40	

Intersection Summary			
Area Type:	Other		
Cycle Length: 76			
Actuated Cycle Length: 76			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.41			
Intersection Signal Delay (s/veh): 8.5		Intersection LOS: A	
Intersection Capacity Utilization 65.4%		ICU Level of Service C	
Analysis Period (min) 15			

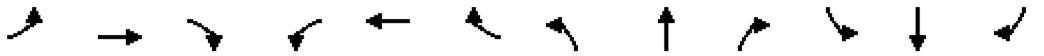
Splits and Phases: 10: S County Rd/County Road & S Breakers Row





Lane Group	WBL	NBT	SBT
Lane Group Flow (vph)	158	788	727
v/c Ratio	0.41	0.35	0.40
Control Delay (s/veh)	21.9	6.2	7.1
Queue Delay	0.0	0.9	0.0
Total Delay (s/veh)	21.9	7.1	7.1
Queue Length 50th (ft)	46	70	71
Queue Length 95th (ft)	95	107	112
Internal Link Dist (ft)	294	149	1058
Turn Bay Length (ft)			
Base Capacity (vph)	652	2269	1837
Starvation Cap Reductn	0	1115	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.24	0.68	0.40

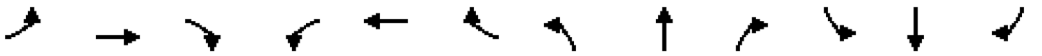
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	4	11	7	0	33	0	340	22	134	232	0
Future Volume (vph)	25	4	11	7	0	33	0	340	22	134	232	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.4			4.4			4.6			4.6	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.96			0.89			0.99			1.00	
Flt Protected		0.97			0.99			1.00			0.98	
Satd. Flow (prot)		1738			1642			1847			1829	
Flt Permitted		0.78			0.93			1.00			0.75	
Satd. Flow (perm)		1403			1534			1847			1395	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	4	12	8	0	36	0	370	24	146	252	0
RTOR Reduction (vph)	0	11	0	0	0	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	32	0	0	44	0	0	393	0	0	398	0
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		8			8			6			2	
Permitted Phases	8			8						2		
Actuated Green, G (s)		5.1			5.1			55.9			55.9	
Effective Green, g (s)		5.1			5.1			55.9			55.9	
Actuated g/C Ratio		0.07			0.07			0.80			0.80	
Clearance Time (s)		4.4			4.4			4.6			4.6	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		102			111			1474			1114	
v/s Ratio Prot								0.21				
v/s Ratio Perm		0.02			c0.03						c0.29	
v/c Ratio		0.31			0.40			0.27			0.36	
Uniform Delay, d1		30.8			31.0			1.8			2.0	
Progression Factor		1.00			1.00			1.00			0.30	
Incremental Delay, d2		1.8			2.3			0.4			0.9	
Delay (s)		32.5			33.3			2.2			1.5	
Level of Service		C			C			A			A	
Approach Delay (s/veh)		32.5			33.3			2.2			1.5	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	4.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	56.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

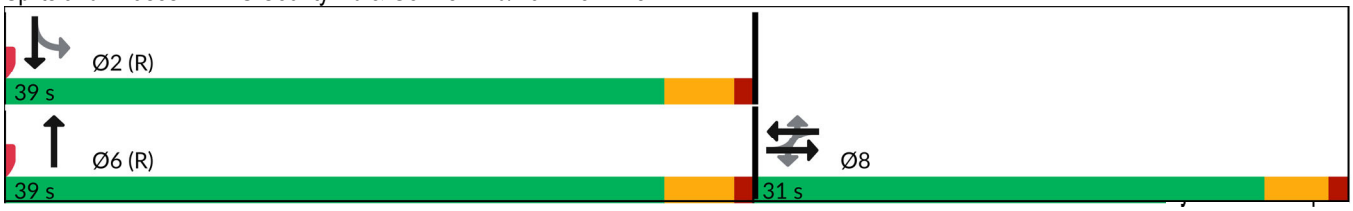


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	4	11	7	0	33	0	340	22	134	232	0
Future Volume (vph)	25	4	11	7	0	33	0	340	22	134	232	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		40	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.962			0.890			0.992				
Flt Protected		0.970			0.991						0.982	
Satd. Flow (prot)	0	1738	0	0	1643	0	0	1848	0	0	1829	0
Flt Permitted		0.783			0.926						0.749	
Satd. Flow (perm)	0	1403	0	0	1535	0	0	1848	0	0	1395	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		12						7				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1221			780			420			87	
Travel Time (s)		27.8			17.7			9.5			2.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	4	12	8	0	36	0	370	24	146	252	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	43	0	0	44	0	0	394	0	0	398	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0			0		1	0	
Detector Template	Left			Left						Left		
Leading Detector (ft)	20	0		20	0			0		20	0	
Trailing Detector (ft)	0	0		0	0			0		0	0	
Detector 1 Position(ft)	0	0		0	0			0		0	0	
Detector 1 Size(ft)	20	6		20	6			6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		8			8			6			2	
Permitted Phases	8			8						2		
Detector Phase	8	8		8	8			6		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0			5.0		5.0	5.0	
Minimum Split (s)	25.4	25.4		25.4	25.4			25.6		25.6	25.6	
Total Split (s)	31.0	31.0		31.0	31.0			39.0		39.0	39.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	44.3%	44.3%		44.3%	44.3%			55.7%		55.7%	55.7%	
Maximum Green (s)	26.6	26.6		26.6	26.6			34.4		34.4	34.4	
Yellow Time (s)	3.4	3.4		3.4	3.4			3.6		3.6	3.6	
All-Red Time (s)	1.0	1.0		1.0	1.0			1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.4			4.4			4.6			4.6	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Recall Mode	None	None		None	None			C-Max		C-Max	C-Max	
Walk Time (s)	8.0	8.0		8.0	8.0			8.0		8.0	8.0	
Flash Don't Walk (s)	13.0	13.0		13.0	13.0			13.0		13.0	13.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)		7.9			7.9			59.5			59.5	
Actuated g/C Ratio		0.11			0.11			0.85			0.85	
v/c Ratio		0.25			0.25			0.25			0.34	
Control Delay (s/veh)		25.8			31.7			2.6			1.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		25.8			31.7			2.6			1.5	
LOS		C			C			A			A	
Approach Delay (s/veh)		25.8			31.7			2.6			1.5	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		13			18			35			16	
Queue Length 95th (ft)		39			45			72			27	
Internal Link Dist (ft)		1141			700			340			7	
Turn Bay Length (ft)												
Base Capacity (vph)		540			583			1571			1185	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.08			0.08			0.25			0.34	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.34			
Intersection Signal Delay (s/veh): 4.7		Intersection LOS: A	
Intersection Capacity Utilization 56.5%		ICU Level of Service B	
Analysis Period (min) 15			

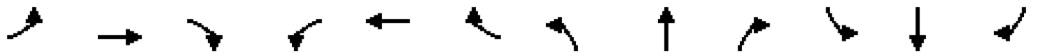
Splits and Phases: 1: S County Rd & Golfview Rd/Hammon Ave





Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	43	44	394	398
v/c Ratio	0.25	0.25	0.25	0.34
Control Delay (s/veh)	25.8	31.7	2.6	1.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.8	31.7	2.6	1.5
Queue Length 50th (ft)	13	18	35	16
Queue Length 95th (ft)	39	45	72	27
Internal Link Dist (ft)	1141	700	340	7
Turn Bay Length (ft)				
Base Capacity (vph)	540	583	1571	1185
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.08	0.08	0.25	0.34

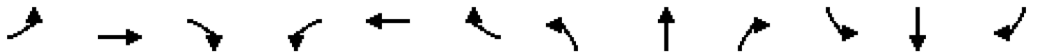
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	84	109	0	0	0	0	363	23	121	380	0
Future Volume (vph)	68	84	109	0	0	0	0	363	23	121	380	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0			4.0	
Lane Util. Factor		1.00	1.00					0.95			0.95	
Frt		1.00	0.85					0.99			1.00	
Flt Protected		0.98	1.00					1.00			0.99	
Satd. Flow (prot)		1822	1583					3508			3497	
Flt Permitted		0.98	1.00					1.00			0.76	
Satd. Flow (perm)		1822	1583					3508			2675	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	74	91	118	0	0	0	0	395	25	132	413	0
RTOR Reduction (vph)	0	0	89	0	0	0	0	5	0	0	0	0
Lane Group Flow (vph)	0	165	29	0	0	0	0	415	0	0	545	0
Turn Type	Perm	NA	Perm					NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4		4							6		
Actuated Green, G (s)		17.4	17.4					44.6			37.0	
Effective Green, g (s)		17.4	17.4					44.6			37.0	
Actuated g/C Ratio		0.25	0.25					0.64			0.53	
Clearance Time (s)		4.0	4.0					4.0			4.0	
Vehicle Extension (s)		5.0	5.0					5.0			5.0	
Lane Grp Cap (vph)		452	393					2235			1413	
v/s Ratio Prot								c0.12				
v/s Ratio Perm		0.09	0.02								c0.20	
v/c Ratio		0.37	0.07					0.19			0.39	
Uniform Delay, d1		21.7	20.1					5.2			9.8	
Progression Factor		1.00	1.00					0.76			1.00	
Incremental Delay, d2		1.0	0.2					0.2			0.8	
Delay (s)		22.8	20.3					4.1			10.6	
Level of Service		C	C					A			B	
Approach Delay (s/veh)		21.8			0.0			4.1			10.6	
Approach LOS		C			A			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	10.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	43.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



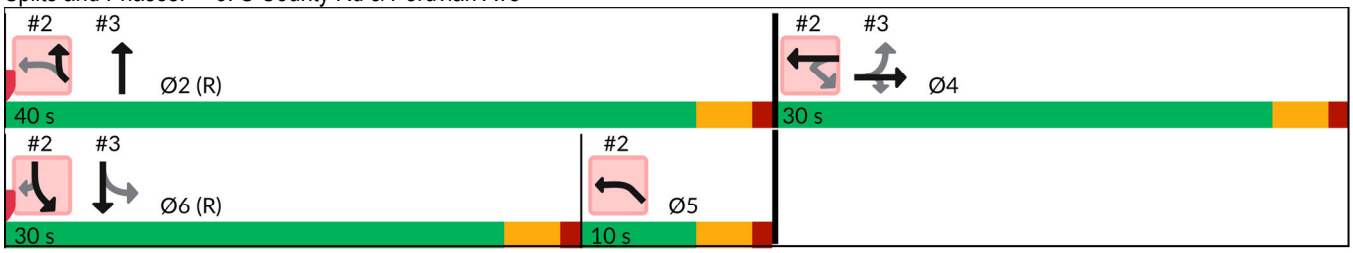
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	84	109	0	0	0	0	363	23	121	380	0
Future Volume (vph)	68	84	109	0	0	0	0	363	23	121	380	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Frt			0.850					0.991				
Flt Protected		0.978									0.988	
Satd. Flow (prot)	0	1822	1583	0	0	0	0	3507	0	0	3497	0
Flt Permitted		0.978									0.756	
Satd. Flow (perm)	0	1822	1583	0	0	0	0	3507	0	0	2676	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			118					14				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		756			55			277			163	
Travel Time (s)		17.2			1.3			6.3			3.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	74	91	118	0	0	0	0	395	25	132	413	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	165	118	0	0	0	0	420	0	0	545	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2		1	2	
Detector Template	Left	Thru	Right					Thru		Left	Thru	
Leading Detector (ft)	20	100	20					100		20	100	
Trailing Detector (ft)	0	0	0					0		0	0	
Detector 1 Position(ft)	0	0	0					0		0	0	
Detector 1 Size(ft)	20	6	20					6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4		4							6		
Detector Phase	4	4	4					2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0					5.0		5.0	5.0	

Lane Group	Ø5
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	5
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	30.0	30.0	30.0					30.0		30.0	30.0	
Total Split (s)	30.0	30.0	30.0					40.0		30.0	30.0	
Total Split (%)	42.9%	42.9%	42.9%					57.1%		42.9%	42.9%	
Maximum Green (s)	26.0	26.0	26.0					36.0		26.0	26.0	
Yellow Time (s)	3.0	3.0	3.0					3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0					1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0					0.0			0.0	
Total Lost Time (s)		4.0	4.0					4.0			4.0	
Lead/Lag										Lead	Lead	
Lead-Lag Optimize?										Yes	Yes	
Vehicle Extension (s)	5.0	5.0	5.0					5.0		5.0	5.0	
Recall Mode	None	None	None					C-Max		C-Max	C-Max	
Walk Time (s)	10.0	10.0	10.0					10.0		10.0	10.0	
Flash Don't Walk (s)	16.0	16.0	16.0					16.0		16.0	16.0	
Pedestrian Calls (#/hr)	0	0	0					0		0	0	
Act Effct Green (s)		17.4	17.4					44.6			38.6	
Actuated g/C Ratio		0.25	0.25					0.64			0.55	
v/c Ratio		0.36	0.24					0.19			0.37	
Control Delay (s/veh)		22.2	4.9					4.9			12.6	
Queue Delay		0.0	0.0					0.0			0.0	
Total Delay (s/veh)		22.2	4.9					4.9			12.6	
LOS		C	A					A			B	
Approach Delay (s/veh)		15.0						4.9			12.6	
Approach LOS		B						A			B	
Queue Length 50th (ft)		59	0					26			72	
Queue Length 95th (ft)		89	29					47			141	
Internal Link Dist (ft)		676			1			197			83	
Turn Bay Length (ft)												
Base Capacity (vph)		676	662					2238			1474	
Starvation Cap Reductn		0	0					0			0	
Spillback Cap Reductn		0	0					0			0	
Storage Cap Reductn		0	0					0			0	
Reduced v/c Ratio		0.24	0.18					0.19			0.37	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 61 (87%), Referenced to phase 2:NWL and 6:SBL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.43			
Intersection Signal Delay (s/veh): 10.6		Intersection LOS: B	
Intersection Capacity Utilization 43.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: S County Rd & Peruvian Ave



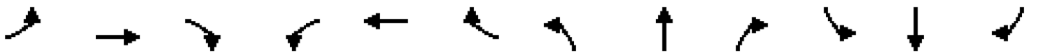
Lane Group	Ø5
Minimum Split (s)	9.5
Total Split (s)	10.0
Total Split (%)	14%
Maximum Green (s)	6.0
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	5.0
Recall Mode	None
Walk Time (s)	
Flash Don't Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary



Lane Group	EBT	EBR	NBT	SBT
Lane Group Flow (vph)	165	118	420	545
v/c Ratio	0.36	0.24	0.19	0.37
Control Delay (s/veh)	22.2	4.9	4.9	12.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.2	4.9	4.9	12.6
Queue Length 50th (ft)	59	0	26	72
Queue Length 95th (ft)	89	29	47	141
Internal Link Dist (ft)	676		197	83
Turn Bay Length (ft)				
Base Capacity (vph)	676	662	2238	1474
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.24	0.18	0.19	0.37

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	373	307	343	7	349	29	374	321	42	2	316	281
Future Volume (veh/h)	373	307	343	7	349	29	374	321	42	2	316	281
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	405	334	373	8	379	32	407	349	46	2	343	305
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	732	1075	911	42	624	52	447	816	108	37	624	529
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.34	0.57	0.57	0.19	0.19	0.19	0.13	0.50	0.50	0.33	0.33	0.33
Unsig. Movement Delay												
Ln Grp Delay, s/veh	26.2	11.7	13.2	42.3	0.0	45.3	45.4	0.0	17.1	30.1	0.0	14.9
Ln Grp LOS	C	B	B	D		D	D		B	C		B
Approach Vol, veh/h		1112			419			802			650	
Approach Delay, s/veh		17.5			43.8			31.5			23.0	
Approach LOS		B			D			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6	8	7
Case No		4.0		3.0	1.2	7.3	8.4	1.4
Phs Duration (G+Y+Rc), s		55.0		62.5	17.0	38.0	24.0	38.5
Change Period (Y+Rc), s		4.6		4.5	4.0	4.6	* 4.5	4.5
Max Green (Gmax), s		50.4		40.5	13.0	33.4	* 20	17.0
Max Allow Headway (MAH), s		5.3		4.6	3.8	5.7	5.3	3.8
Max Q Clear (g_c+I1), s		15.6		15.1	15.0	17.1	13.0	11.7
Green Ext Time (g_e), s		2.7		3.5	0.0	4.2	1.3	0.7
Prob of Phs Call (p_c)		1.00		1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)		0.00		0.00	1.00	0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt					5	1	3	7
Mvmt Sat Flow, veh/h					1781	2	23	1781

Through Movement Data								
Assigned Mvmt		2		4		6	8	
Mvmt Sat Flow, veh/h		1619		1870		1867	3199	

Right-Turn Movement Data								
Assigned Mvmt		12		14		16	18	
Mvmt Sat Flow, veh/h		213		1585		1585	267	

Left Lane Group Data								
Assigned Mvmt	0	0	0	0	5	1	3	7

Lane Assignment					L (Pr/Pm)	L+T	L+TL (Pr/Pm)	
Lanes in Grp	0	0	0	0	1	1	1	1
Grp Vol (v), veh/h	0	0	0	0	407	345	220	405
Grp Sat Flow (s), veh/h/ln	0	0	0	0	1781	1869	1835	1781
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	13.0	0.0	0.0	9.7
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	13.0	15.1	10.8	9.7
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	783	1005	753	975
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	35.4	33.4	19.5	17.5
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	18.3	33.4	10.0	6.5
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	18.3	0.0	0.0	6.5
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	27.9	12.4	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	15.1	10.8	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	0.00	1.00	0.01	0.04	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	447	660	395	732
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.91	0.52	0.56	0.55
Avail Cap (c_a), veh/h	0	0	0	0	447	660	395	732
Upstream Filter (I)	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	22.9	27.2	36.7	23.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	22.5	2.9	5.6	3.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	45.4	30.1	42.3	26.2
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	6.0	6.6	4.9	6.5
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	2.8	0.5	0.6	0.6
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	8.8	7.1	5.5	7.1
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	1.02	2.09	0.14	1.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	8	0
Lane Assignment				T				
Lanes in Grp	0	0	0	1	0	0	0	0
Grp Vol (v), veh/h	0	0	0	334	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1870	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	9.2	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	9.2	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	1075	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.31	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	1075	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	11.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	11.7	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	3.6	0.0	0.0	0.0	0.0

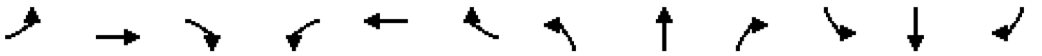
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	3.8	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.16	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	18	0
Lane Assignment		T+R		R		R	T+R	
Lanes in Grp	0	1	0	1	0	1	1	0
Grp Vol (v), veh/h	0	395	0	373	0	305	199	0
Grp Sat Flow (s), veh/h/ln	0	1832	0	1585	0	1585	1654	0
Q Serve Time (g_s), s	0.0	13.6	0.0	13.1	0.0	9.8	11.0	0.0
Cycle Q Clear Time (g_c), s	0.0	13.6	0.0	13.1	0.0	9.8	11.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.12	0.00	1.00	0.00	1.00	0.16	0.00
Lane Grp Cap (c), veh/h	0	923	0	911	0	529	323	0
V/C Ratio (X)	0.00	0.43	0.00	0.41	0.00	0.58	0.62	0.00
Avail Cap (c_a), veh/h	0	923	0	911	0	529	323	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d1), s/veh	0.0	15.7	0.0	11.8	0.0	10.4	36.8	0.0
Incr Delay (d2), s/veh	0.0	1.4	0.0	1.4	0.0	4.5	8.5	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.1	0.0	13.2	0.0	14.9	45.3	0.0
1st-Term Q (Q1), veh/ln	0.0	5.5	0.0	4.3	0.0	3.2	4.4	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.3	0.0	0.7	0.8	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	5.8	0.0	4.7	0.0	3.9	5.2	0.0
%ile Storage Ratio (RQ%)	0.00	0.68	0.00	0.19	0.00	1.13	0.13	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

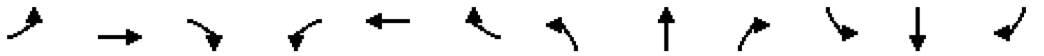
Intersection Summary	
HCM 7th Control Delay, s/veh	26.1
HCM 7th LOS	C

Notes

* HCM 7th Edition computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	373	307	343	7	349	29	374	321	42	2	316	281
Future Volume (vph)	373	307	343	7	349	29	374	321	42	2	316	281
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	0		0	0		0	0		0
Storage Lanes	1		1	0		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.989			0.983				0.850
Flt Protected	0.950				0.999		0.950					
Satd. Flow (prot)	1770	1863	1583	0	3497	0	1770	1831	0	0	1863	1583
Flt Permitted	0.365				0.946		0.329				0.998	
Satd. Flow (perm)	680	1863	1583	0	3311	0	613	1831	0	0	1859	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			373		8			10				305
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		693			1009			293			161	
Travel Time (s)		15.8			22.9			6.7			3.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	405	334	373	8	379	32	407	349	46	2	343	305
Shared Lane Traffic (%)												
Lane Group Flow (vph)	405	334	373	0	419	0	407	395	0	0	345	305
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6



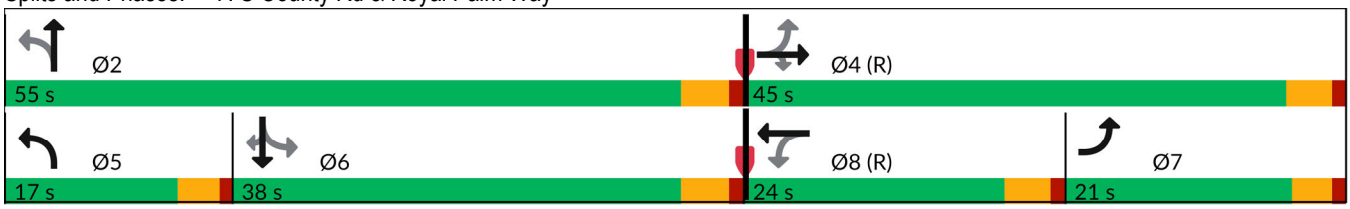
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	10.0	20.0	20.0	10.0	10.0		13.0	15.0		15.0	15.0	15.0
Minimum Split (s)	14.5	26.5	26.5	23.6	23.6		17.0	34.6		34.6	34.6	34.6
Total Split (s)	21.0	45.0	45.0	24.0	24.0		17.0	55.0		38.0	38.0	38.0
Total Split (%)	21.0%	45.0%	45.0%	24.0%	24.0%		17.0%	55.0%		38.0%	38.0%	38.0%
Maximum Green (s)	17.0	40.5	40.5	19.5	19.5		13.0	50.4		33.4	33.4	33.4
Yellow Time (s)	3.0	3.5	3.5	3.5	3.5		3.0	3.6		3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)	4.0	4.5	4.5		4.5		4.0	4.6			4.6	4.6
Lead/Lag	Lag			Lead	Lead		Lead			Lag	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes		Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		4.0	4.0	4.0
Recall Mode	Max	C-Max	C-Max	C-Max	C-Max		None	Max		Max	Max	Max
Walk Time (s)		7.0	7.0	7.0	7.0			7.0		7.0	7.0	7.0
Flash Don't Walk (s)		15.0	15.0	12.0	12.0			23.0		23.0	23.0	23.0
Pedestrian Calls (#/hr)		0	0	0	0			0		0	0	0
Act Effct Green (s)	41.0	40.5	40.5		19.5		51.0	50.4			33.4	33.4
Actuated g/C Ratio	0.41	0.41	0.41		0.20		0.51	0.50			0.33	0.33
v/c Ratio	0.87	0.44	0.43		0.64		0.88	0.43			0.56	0.42
Control Delay (s/veh)	49.1	19.4	4.9		41.5		39.4	17.0			31.4	4.8
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Delay (s/veh)	49.1	19.4	4.9		41.5		39.4	17.0			31.4	4.8
LOS	D	B	A		D		D	B			C	A
Approach Delay (s/veh)		25.4			41.5			28.4			18.9	
Approach LOS		C			D			C			B	
Queue Length 50th (ft)	199	156	47		127		158	148			178	0
Queue Length 95th (ft)	#361	234	60		180		#308	222			269	57
Internal Link Dist (ft)		613			929			213			81	
Turn Bay Length (ft)	180											
Base Capacity (vph)	464	754	863		652		463	927			620	731
Starvation Cap Reductn	0	0	0		0		0	0			0	0
Spillback Cap Reductn	0	0	0		0		0	0			0	0
Storage Cap Reductn	0	0	0		0		0	0			0	0
Reduced v/c Ratio	0.87	0.44	0.43		0.64		0.88	0.43			0.56	0.42

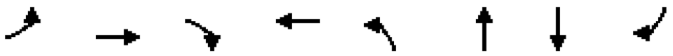
Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 38 (38%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay (s/veh): 27.0		Intersection LOS: C	
Intersection Capacity Utilization 84.1%		ICU Level of Service E	
Analysis Period (min) 15			

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

Queue shown is maximum after two cycles.

Splits and Phases: 7: S County Rd & Royal Palm Way

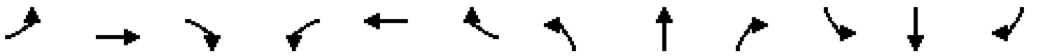




Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	405	334	373	419	407	395	345	305
v/c Ratio	0.87	0.44	0.43	0.64	0.88	0.43	0.56	0.42
Control Delay (s/veh)	49.1	19.4	4.9	41.5	39.4	17.0	31.4	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	49.1	19.4	4.9	41.5	39.4	17.0	31.4	4.8
Queue Length 50th (ft)	199	156	47	127	158	148	178	0
Queue Length 95th (ft)	#361	234	60	180	#308	222	269	57
Internal Link Dist (ft)		613		929		213	81	
Turn Bay Length (ft)	180							
Base Capacity (vph)	464	754	863	652	463	927	620	731
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.44	0.43	0.64	0.88	0.43	0.56	0.42

Intersection Summary

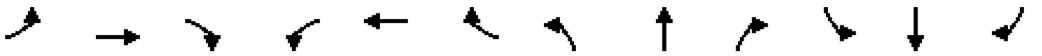
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	272	121	237	0	0	0	0	690	59	0	411	0
Future Volume (vph)	272	121	237	0	0	0	0	690	59	0	411	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0					4.0			4.0	
Lane Util. Factor	0.95	0.95	1.00					0.95			0.95	
Frt	1.00	1.00	0.85					0.99			1.00	
Flt Protected	0.95	0.98	1.00					1.00			1.00	
Satd. Flow (prot)	1681	1735	1583					3497			3539	
Flt Permitted	0.95	0.98	1.00					1.00			1.00	
Satd. Flow (perm)	1681	1735	1583					3497			3539	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	296	132	258	0	0	0	0	750	64	0	447	0
RTOR Reduction (vph)	0	0	198	0	0	0	0	6	0	0	0	0
Lane Group Flow (vph)	210	218	60	0	0	0	0	808	0	0	447	0
Turn Type	Split	NA	Perm					NA			NA	
Protected Phases	3	3						1 2			1 4	
Permitted Phases			3									
Actuated Green, G (s)	20.9	20.9	20.9					40.9			52.1	
Effective Green, g (s)	20.9	20.9	20.9					40.9			52.1	
Actuated g/C Ratio	0.23	0.23	0.23					0.45			0.58	
Clearance Time (s)	4.0	4.0	4.0									
Vehicle Extension (s)	3.0	3.0	3.0									
Lane Grp Cap (vph)	390	402	367					1589			2048	
v/s Ratio Prot	0.12	c0.13						c0.23			c0.13	
v/s Ratio Perm			0.04									
v/c Ratio	0.54	0.54	0.16					0.51			0.22	
Uniform Delay, d1	30.3	30.3	27.6					17.4			9.1	
Progression Factor	1.00	1.00	1.00					1.00			0.47	
Incremental Delay, d2	1.4	1.5	0.2					1.2			0.0	
Delay (s)	31.8	31.8	27.8					18.6			4.4	
Level of Service	C	C	C					B			A	
Approach Delay (s/veh)		30.3			0.0			18.6			4.4	
Approach LOS		C			A			B			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	19.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	40.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

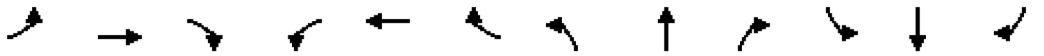


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	39	132	15	289	401	0	0	411	610
Future Volume (vph)	0	0	0	39	132	15	289	401	0	0	411	610
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0		4.0			4.0	
Lane Util. Factor					1.00	1.00		0.95			0.95	
Frt					1.00	0.85		1.00			0.91	
Flt Protected					0.99	1.00		0.98			1.00	
Satd. Flow (prot)					1842	1583		3467			3222	
Flt Permitted					0.99	1.00		0.51			1.00	
Satd. Flow (perm)					1842	1583		1794			3222	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	42	143	16	314	436	0	0	447	663
RTOR Reduction (vph)	0	0	0	0	0	13	0	0	0	0	258	0
Lane Group Flow (vph)	0	0	0	0	185	3	0	750	0	0	852	0
Turn Type				Perm	NA	Perm	custom	NA			NA	
Protected Phases					4			1 2 3			1	
Permitted Phases				4		4	2 3					
Actuated Green, G (s)					16.2	16.2		65.8			31.9	
Effective Green, g (s)					16.2	16.2		65.8			31.9	
Actuated g/C Ratio					0.18	0.18		0.73			0.35	
Clearance Time (s)					4.0	4.0					4.0	
Vehicle Extension (s)					3.0	3.0					3.0	
Lane Grp Cap (vph)					331	284		1311			1142	
v/s Ratio Prot											c0.26	
v/s Ratio Perm					0.10	0.00		c0.42				
v/c Ratio					0.56	0.01		1.41dl			0.75	
Uniform Delay, d1					33.6	30.3		5.6			25.5	
Progression Factor					1.00	1.00		0.27			0.78	
Incremental Delay, d2					2.0	0.0		0.5			4.4	
Delay (s)					35.7	30.3		2.1			24.2	
Level of Service					D	C		A			C	
Approach Delay (s/veh)		0.0			35.3			2.1			24.2	
Approach LOS		A			D			A			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	17.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	69.6%	ICU Level of Service	C
Analysis Period (min)	15		

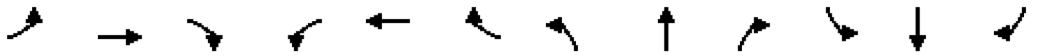
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	272	121	237	0	0	0	0	690	59	0	411	0
Future Volume (vph)	272	121	237	0	0	0	0	690	59	0	411	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	410		0	0		0	0		0	0		0
Storage Lanes	1		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850					0.988				
Flt Protected	0.950	0.981										
Satd. Flow (prot)	1681	1736	1583	0	0	0	0	3497	0	0	3539	0
Flt Permitted	0.950	0.981										
Satd. Flow (perm)	1681	1736	1583	0	0	0	0	3497	0	0	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			258					11				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		453			352			1138			135	
Travel Time (s)		10.3			8.0			25.9			3.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	296	132	258	0	0	0	0	750	64	0	447	0
Shared Lane Traffic (%)	29%											
Lane Group Flow (vph)	210	218	258	0	0	0	0	814	0	0	447	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2			2	
Detector Template	Left	Thru	Right					Thru			Thru	
Leading Detector (ft)	20	100	20					100			100	
Trailing Detector (ft)	0	0	0					0			0	
Detector 1 Position(ft)	0	0	0					0			0	
Detector 1 Size(ft)	20	6	20					6			6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0			0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0			0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0			0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Split	NA	Perm					NA			NA	
Protected Phases	3	3						1 2			1 4	
Permitted Phases			3									

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	1	2	4
Permitted Phases			

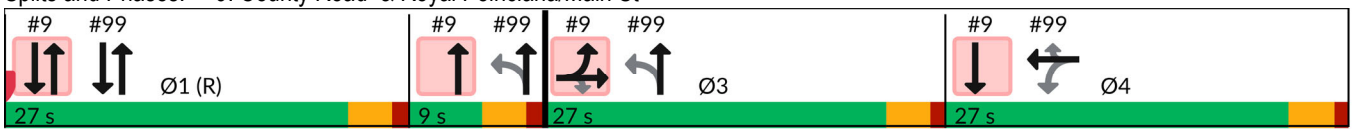


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	3	3					1 2			1 4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0									
Minimum Split (s)	27.0	27.0	27.0									
Total Split (s)	27.0	27.0	27.0									
Total Split (%)	30.0%	30.0%	30.0%									
Maximum Green (s)	23.0	23.0	23.0									
Yellow Time (s)	3.0	3.0	3.0									
All-Red Time (s)	1.0	1.0	1.0									
Lost Time Adjust (s)	0.0	0.0	0.0									
Total Lost Time (s)	4.0	4.0	4.0									
Lead/Lag	Lead	Lead	Lead									
Lead-Lag Optimize?	Yes	Yes	Yes									
Vehicle Extension (s)	3.0	3.0	3.0									
Recall Mode	Min	Min	Min									
Walk Time (s)	7.0	7.0	7.0									
Flash Don't Walk (s)	16.0	16.0	16.0									
Pedestrian Calls (#/hr)	0	0	0									
Act Effct Green (s)	20.9	20.9	20.9					40.9			52.1	
Actuated g/C Ratio	0.23	0.23	0.23					0.45			0.58	
v/c Ratio	0.54	0.54	0.46					0.51			0.22	
Control Delay (s/veh)	35.4	35.3	6.5					20.2			4.7	
Queue Delay	0.0	0.0	0.0					0.1			1.7	
Total Delay (s/veh)	35.4	35.3	6.5					20.2			6.4	
LOS	D	D	A					C			A	
Approach Delay (s/veh)		24.5						20.2			6.4	
Approach LOS		C						C			A	
Queue Length 50th (ft)	107	111	0					172			21	
Queue Length 95th (ft)	180	185	58					261			m39	
Internal Link Dist (ft)		373			272			1058			55	
Turn Bay Length (ft)	410											
Base Capacity (vph)	429	443	596					1596			2020	
Starvation Cap Reductn	0	0	0					0			1370	
Spillback Cap Reductn	0	0	0					80			0	
Storage Cap Reductn	0	0	0					0			0	
Reduced v/c Ratio	0.49	0.49	0.43					0.54			0.69	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 63 (70%), Referenced to phase 1:NBSB, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay (s/veh): 18.6		Intersection LOS: B	
Intersection Capacity Utilization 40.1%		ICU Level of Service A	
Analysis Period (min) 15			

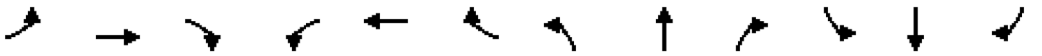
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: County Road & Royal Poinciana/Main St



Lane Group	Ø1	Ø2	Ø4
Detector Phase			
Switch Phase			
Minimum Initial (s)	20.0	5.0	10.0
Minimum Split (s)	27.0	27.0	27.0
Total Split (s)	27.0	9.0	27.0
Total Split (%)	30%	10%	30%
Maximum Green (s)	23.0	5.0	23.0
Yellow Time (s)	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	C-Max	Max	None
Walk Time (s)	7.0		7.0
Flash Don't Walk (s)	16.0		16.0
Pedestrian Calls (#/hr)	0		0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay (s/veh)			
Queue Delay			
Total Delay (s/veh)			
LOS			
Approach Delay (s/veh)			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	39	132	15	289	401	0	0	411	610
Future Volume (vph)	0	0	0	39	132	15	289	401	0	0	411	610
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.910	
Flt Protected					0.989			0.979				
Satd. Flow (prot)	0	0	0	0	1842	1583	0	3465	0	0	3221	0
Flt Permitted					0.989			0.507				
Satd. Flow (perm)	0	0	0	0	1842	1583	0	1794	0	0	3221	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						109					400	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		401			408			135			263	
Travel Time (s)		9.1			9.3			3.1			6.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	42	143	16	314	436	0	0	447	663
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	185	16	0	750	0	0	1110	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
Leading Detector (ft)				20	100	20	20	100			100	
Trailing Detector (ft)				0	0	0	0	0			0	
Detector 1 Position(ft)				0	0	0	0	0			0	
Detector 1 Size(ft)				20	6	20	20	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	custom	NA			NA	
Protected Phases					4			1 2 3			1	
Permitted Phases				4		4	2 3					
Detector Phase				4	4	4	2 3	1 2 3			1	
Switch Phase												
Minimum Initial (s)				10.0	10.0	10.0					20.0	

Lane Group	Ø2	Ø3
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	3
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	5.0	15.0



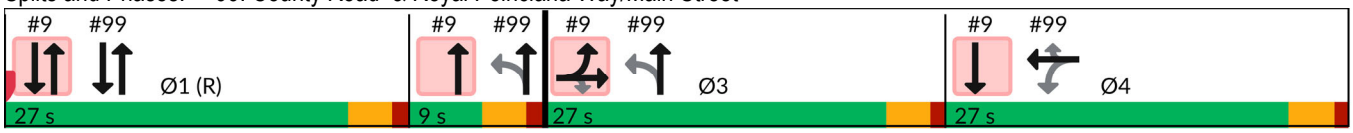
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)				27.0	27.0	27.0					27.0	
Total Split (s)				27.0	27.0	27.0					27.0	
Total Split (%)				30.0%	30.0%	30.0%					30.0%	
Maximum Green (s)				23.0	23.0	23.0					23.0	
Yellow Time (s)				3.0	3.0	3.0					3.0	
All-Red Time (s)				1.0	1.0	1.0					1.0	
Lost Time Adjust (s)					0.0	0.0					0.0	
Total Lost Time (s)					4.0	4.0					4.0	
Lead/Lag				Lag	Lag	Lag					Lead	
Lead-Lag Optimize?				Yes	Yes	Yes					Yes	
Vehicle Extension (s)				3.0	3.0	3.0					3.0	
Recall Mode				None	None	None					C-Max	
Walk Time (s)				7.0	7.0	7.0					7.0	
Flash Don't Walk (s)				16.0	16.0	16.0					16.0	
Pedestrian Calls (#/hr)				0	0	0					0	
Act Effct Green (s)					16.2	16.2		65.8			31.9	
Actuated g/C Ratio					0.18	0.18		0.73			0.35	
v/c Ratio					0.56	0.04		1.41dl			0.79	
Control Delay (s/veh)					39.3	0.2		3.5			19.6	
Queue Delay					0.0	0.0		0.2			1.3	
Total Delay (s/veh)					39.3	0.2		3.7			20.9	
LOS					D	A		A			C	
Approach Delay (s/veh)					36.2			3.7			20.9	
Approach LOS					D			A			C	
Queue Length 50th (ft)					97	0		25			218	
Queue Length 95th (ft)					149	0		40			#386	
Internal Link Dist (ft)		321			328			55			183	
Turn Bay Length (ft)												
Base Capacity (vph)					470	485		1354			1401	
Starvation Cap Reductn					0	0		127			129	
Spillback Cap Reductn					0	0		0			0	
Storage Cap Reductn					0	0		0			0	
Reduced v/c Ratio					0.39	0.03		0.61			0.87	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 63 (70%), Referenced to phase 1:NBSB, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay (s/veh): 16.1		Intersection LOS: B	
Intersection Capacity Utilization 69.6%		ICU Level of Service C	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 99: County Road & Royal Poinciana Way/Main Street



Lane Group	Ø2	Ø3
Minimum Split (s)	27.0	27.0
Total Split (s)	9.0	27.0
Total Split (%)	10%	30%
Maximum Green (s)	5.0	23.0
Yellow Time (s)	3.0	3.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	Min
Walk Time (s)		7.0
Flash Don't Walk (s)		16.0
Pedestrian Calls (#/hr)		0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay (s/veh)		
Queue Delay		
Total Delay (s/veh)		
LOS		
Approach Delay (s/veh)		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary



Lane Group	EBL	EBT	EBR	NBT	SBT
Lane Group Flow (vph)	210	218	258	814	447
v/c Ratio	0.54	0.54	0.46	0.51	0.22
Control Delay (s/veh)	35.4	35.3	6.5	20.2	4.7
Queue Delay	0.0	0.0	0.0	0.1	1.7
Total Delay (s/veh)	35.4	35.3	6.5	20.2	6.4
Queue Length 50th (ft)	107	111	0	172	21
Queue Length 95th (ft)	180	185	58	261	m39
Internal Link Dist (ft)		373		1058	55
Turn Bay Length (ft)	410				
Base Capacity (vph)	429	443	596	1596	2020
Starvation Cap Reductn	0	0	0	0	1370
Spillback Cap Reductn	0	0	0	80	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.49	0.49	0.43	0.54	0.69

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	185	16	750	1110
v/c Ratio	0.56	0.04	1.41dl	0.79
Control Delay (s/veh)	39.3	0.2	3.5	19.6
Queue Delay	0.0	0.0	0.2	1.3
Total Delay (s/veh)	39.3	0.2	3.7	20.9
Queue Length 50th (ft)	97	0	25	218
Queue Length 95th (ft)	149	0	40	#386
Internal Link Dist (ft)	328		55	183
Turn Bay Length (ft)				
Base Capacity (vph)	470	485	1354	1401
Starvation Cap Reductn	0	0	127	129
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.39	0.03	0.61	0.87

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	29	89	140	55	29	139	401	123	20	558	90
Future Volume (veh/h)	34	29	89	140	55	29	139	401	123	20	558	90
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	32	97	152	60	32	151	436	134	22	607	98
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	81	54	122	316	317	169	179	577	201	60	1107	180
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.13	0.13	0.13	0.08	0.28	0.28	0.39	0.39	0.39	0.39	0.39	0.39
Unsig. Movement Delay												
Ln Grp Delay, s/veh	40.4	0.0	0.0	36.3	0.0	25.0	65.9	0.0	28.2	24.0	0.0	24.7
Ln Grp LOS	D			D		C	E		C	C		C
Approach Vol, veh/h		166			244			721			727	
Approach Delay, s/veh		40.4			32.1			44.1			24.3	
Approach LOS		D			C			D			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6	8	7
Case No		8.0		4.0		8.0	8.4	1.4
Phs Duration (G+Y+Rc), s		41.0		30.9		41.0	18.0	12.8
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0
Max Green (Gmax), s		35.0		43.0		35.0	26.0	11.0
Max Allow Headway (MAH), s		5.8		5.4		4.3	5.5	3.8
Max Q Clear (g_c+I1), s		37.0		5.6		21.6	11.3	2.0
Green Ext Time (g_e), s		0.0		0.5		2.7	0.8	0.2
Prob of Phs Call (p_c)		1.00		1.00		1.00	1.00	0.98
Prob of Max Out (p_x)		0.00		0.00		0.00	0.01	0.01

Left-Turn Movement Data								
Assigned Mvmt		5				1	3	7
Mvmt Sat Flow, veh/h		305				45	243	1781

Through Movement Data								
Assigned Mvmt		2		4		6	8	
Mvmt Sat Flow, veh/h		1485		1148		2846	404	

Right-Turn Movement Data								
Assigned Mvmt		12		14		16	18	
Mvmt Sat Flow, veh/h		518		612		462	910	

Left Lane Group Data								
Assigned Mvmt	0	5	0	0	0	1	3	7

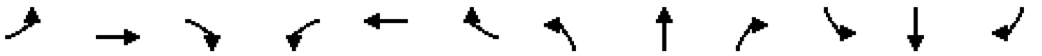
Lane Assignment		L+T				L+T	L+T+RL (Pr/Pm)	
Lanes in Grp	0	1	0	0	0	1	1	1
Grp Vol (v), veh/h	0	305	0	0	0	384	166	152
Grp Sat Flow (s), veh/h/ln	0	699	0	0	0	1735	1557	1781
Q Serve Time (g_s), s	0.0	20.2	0.0	0.0	0.0	0.4	5.7	0.0
Cycle Q Clear Time (g_c), s	0.0	35.0	0.0	0.0	0.0	19.6	9.3	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	754	0	0	0	855	1325	1261
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	871
Perm LT Eff Green (g_p), s	0.0	35.0	0.0	0.0	0.0	35.0	12.0	10.0
Perm LT Serve Time (g_u), s	0.0	20.2	0.0	0.0	0.0	15.8	8.5	0.7
Perm LT Q Serve Time (g_ps), s	0.0	20.2	0.0	0.0	0.0	0.4	5.7	0.7
Time to First Blk (g_f), s	0.0	1.6	0.0	0.0	0.0	17.7	3.3	0.0
Serve Time pre Blk (g_fs), s	0.0	1.6	0.0	0.0	0.0	14.2	3.3	0.0
Prop LT Inside Lane (P_L)	0.00	0.50	0.00	0.00	0.00	0.06	0.22	1.00
Lane Grp Cap (c), veh/h	0	332	0	0	0	717	257	316
V/C Ratio (X)	0.00	0.92	0.00	0.00	0.00	0.54	0.65	0.48
Avail Cap (c_a), veh/h	0	332	0	0	0	717	499	398
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d1), s/veh	0.0	33.4	0.0	0.0	0.0	21.2	37.7	35.2
Incr Delay (d2), s/veh	0.0	32.4	0.0	0.0	0.0	2.9	2.7	1.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	65.9	0.0	0.0	0.0	24.0	40.4	36.3
1st-Term Q (Q1), veh/ln	0.0	6.7	0.0	0.0	0.0	6.0	3.5	3.1
2nd-Term Q (Q2), veh/ln	0.0	3.0	0.0	0.0	0.0	0.6	0.2	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
%ile Back of Q (50%), veh/ln	0.0	9.7	0.0	0.0	0.0	6.5	3.7	3.2
%ile Storage Ratio (RQ%)	0.00	5.48	0.00	0.00	0.00	0.50	0.14	0.38
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	8	0
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	18	0
Lane Assignment		T+R		T+R		T+R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	416	0	92	0	343	0	0
Grp Sat Flow (s), veh/h/ln	0	1609	0	1760	0	1619	0	0
Q Serve Time (g_s), s	0.0	19.2	0.0	3.6	0.0	14.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	19.2	0.0	3.6	0.0	14.8	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.32	0.00	0.35	0.00	0.29	0.58	0.00
Lane Grp Cap (c), veh/h	0	626	0	487	0	630	0	0
V/C Ratio (X)	0.00	0.67	0.00	0.19	0.00	0.55	0.00	0.00
Avail Cap (c_a), veh/h	0	626	0	841	0	630	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	22.7	0.0	24.9	0.0	21.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	5.5	0.0	0.2	0.0	3.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	28.2	0.0	25.0	0.0	24.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	7.0	0.0	1.5	0.0	5.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.0	0.0	0.0	0.0	0.6	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	7.9	0.0	1.5	0.0	6.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	4.46	0.00	0.05	0.00	0.46	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	34.5
HCM 7th LOS	C

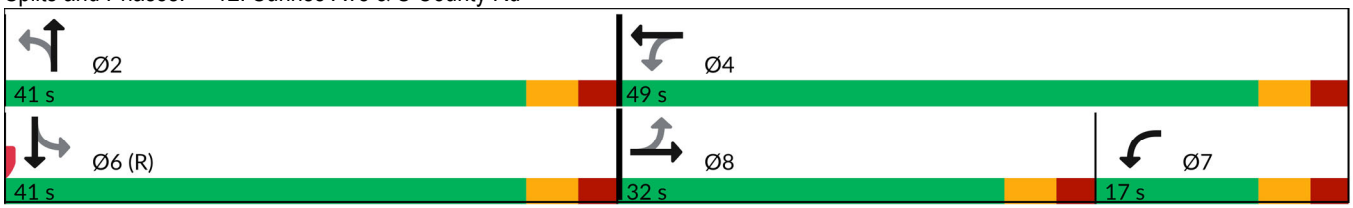
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	29	89	140	55	29	139	401	123	20	558	90
Future Volume (vph)	34	29	89	140	55	29	139	401	123	20	558	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	210		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.921			0.948			0.972			0.980	
Flt Protected		0.989		0.950				0.990			0.998	
Satd. Flow (prot)	0	1697	0	1770	1766	0	0	3406	0	0	3461	0
Flt Permitted		0.897		0.560				0.640			0.921	
Satd. Flow (perm)	0	1539	0	1043	1766	0	0	2202	0	0	3194	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		79			32			36			23	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		716			834			109			368	
Travel Time (s)		16.3			19.0			2.5			8.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	37	32	97	152	60	32	151	436	134	22	607	98
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	166	0	152	92	0	0	721	0	0	727	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2			6		

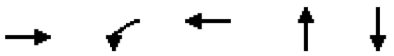


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	8	8		7	4		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		7.0	10.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	31.0	31.0		13.0	31.0		26.0	26.0		28.0	28.0	
Total Split (s)	32.0	32.0		17.0	49.0		41.0	41.0		41.0	41.0	
Total Split (%)	35.6%	35.6%		18.9%	54.4%		45.6%	45.6%		45.6%	45.6%	
Maximum Green (s)	26.0	26.0		11.0	43.0		35.0	35.0		35.0	35.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)		6.0		6.0	6.0			6.0			6.0	
Lead/Lag	Lead	Lead		Lag								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		2.0	2.0	
Recall Mode	None	None		None	None		Max	Max		C-Max	C-Max	
Walk Time (s)	10.0	10.0			10.0		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)	15.0	15.0			15.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	0	0			0		0	0		0	0	
Act Effct Green (s)		12.1		26.4	26.4			51.6			51.6	
Actuated g/C Ratio		0.13		0.29	0.29			0.57			0.57	
v/c Ratio		0.60		0.41	0.17			0.56			0.39	
Control Delay (s/veh)		32.4		29.3	15.8			14.3			11.6	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)		32.4		29.3	15.8			14.3			11.6	
LOS		C		C	B			B			B	
Approach Delay (s/veh)		32.4			24.2			14.3			11.6	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)		55		70	26			75			97	
Queue Length 95th (ft)		78		102	53			151			179	
Internal Link Dist (ft)		636			754			29			288	
Turn Bay Length (ft)				210								
Base Capacity (vph)		500		425	860			1278			1842	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.33		0.36	0.11			0.56			0.39	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 58 (64%), Referenced to phase 6:SBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay (s/veh): 16.2		Intersection LOS: B	
Intersection Capacity Utilization 68.5%		ICU Level of Service C	
Analysis Period (min) 15			

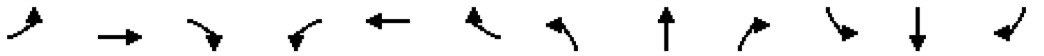
Splits and Phases: 12: Sunrise Ave & S County Rd





Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	166	152	92	721	727
v/c Ratio	0.60	0.41	0.17	0.56	0.39
Control Delay (s/veh)	32.4	29.3	15.8	14.3	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	32.4	29.3	15.8	14.3	11.6
Queue Length 50th (ft)	55	70	26	75	97
Queue Length 95th (ft)	78	102	53	151	179
Internal Link Dist (ft)	636		754	29	288
Turn Bay Length (ft)		210			
Base Capacity (vph)	500	425	860	1278	1842
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.33	0.36	0.11	0.56	0.39

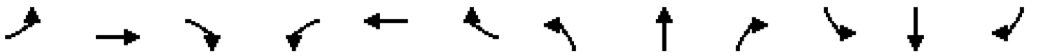
Intersection Summary



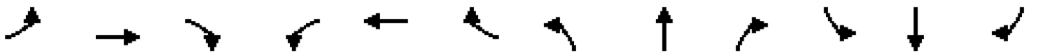
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	12	192	22	0	14	0	594	20	16	774	0
Future Volume (vph)	47	12	192	22	0	14	0	594	20	16	774	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5		4.5		4.5			4.5	
Lane Util. Factor	1.00	1.00	1.00	1.00		1.00		0.95			0.95	
Frt	1.00	1.00	0.85	1.00		0.85		1.00			1.00	
Flt Protected	0.95	1.00	1.00	0.95		1.00		1.00			1.00	
Satd. Flow (prot)	1770	1863	1583	1770		1583		3522			3536	
Flt Permitted	0.95	1.00	1.00	0.75		1.00		1.00			0.94	
Satd. Flow (perm)	1770	1863	1583	1395		1583		3522			3320	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	51	13	209	24	0	15	0	646	22	17	841	0
RTOR Reduction (vph)	0	0	130	0	0	12	0	2	0	0	0	0
Lane Group Flow (vph)	51	13	79	24	0	3	0	666	0	0	858	0
Turn Type	Perm	NA	Perm	Perm		Perm		NA		Perm	NA	
Protected Phases		8						6			2	
Permitted Phases	8		8	4		4				2		
Actuated Green, G (s)	15.9	15.9	15.9	15.9		15.9		65.1			65.1	
Effective Green, g (s)	15.9	15.9	15.9	15.9		15.9		65.1			65.1	
Actuated g/C Ratio	0.18	0.18	0.18	0.18		0.18		0.72			0.72	
Clearance Time (s)	4.5	4.5	4.5	4.5		4.5		4.5			4.5	
Vehicle Extension (s)	5.0	5.0	5.0	5.0		5.0		5.0			5.0	
Lane Grp Cap (vph)	312	329	279	246		279		2547			2401	
v/s Ratio Prot		0.01						0.19				
v/s Ratio Perm	0.03		c0.05	0.02		0.00					c0.26	
v/c Ratio	0.16	0.04	0.28	0.10		0.01		0.26			0.36	
Uniform Delay, d1	31.4	30.7	32.1	31.0		30.6		4.2			4.6	
Progression Factor	0.78	0.79	1.09	1.00		1.00		0.72			0.58	
Incremental Delay, d2	0.4	0.1	0.9	0.4		0.0		0.2			0.4	
Delay (s)	24.9	24.2	35.8	31.4		30.6		3.3			3.1	
Level of Service	C	C	D	C		C		A			A	
Approach Delay (s/veh)		33.2			31.1			3.3			3.1	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	8.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	53.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	12	192	22	0	14	0	594	20	16	774	0
Future Volume (vph)	47	12	192	22	0	14	0	594	20	16	774	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	70		100	0		0	0		0	0		0
Storage Lanes	1		1	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Frt			0.850			0.850		0.995				
Flt Protected	0.950			0.950							0.999	
Satd. Flow (prot)	1770	1863	1583	1770	0	1583	0	3522	0	0	3536	0
Flt Permitted	0.950			0.749							0.938	
Satd. Flow (perm)	1770	1863	1583	1395	0	1583	0	3522	0	0	3320	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			158			18		6				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		735			781			263			276	
Travel Time (s)		16.7			17.8			6.0			6.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	51	13	209	24	0	15	0	646	22	17	841	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	13	209	24	0	15	0	668	0	0	858	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1		1		2		1	2	
Detector Template	Left	Thru	Right	Left		Right		Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20		20		100		20	100	
Trailing Detector (ft)	0	0	0	0		0		0		0	0	
Detector 1 Position(ft)	0	0	0	0		0		0		0	0	
Detector 1 Size(ft)	20	6	20	20		20		6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm	Perm		Perm		NA		Perm	NA	
Protected Phases		8						6			2	
Permitted Phases	8		8	4		4				2		

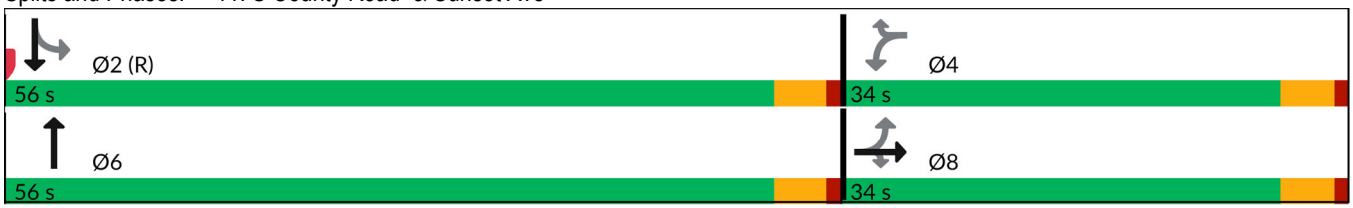


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	8	8	8	4		4		6		2	2	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0		15.0		10.0		10.0	10.0	
Minimum Split (s)	30.5	30.5	30.5	30.5		30.5		25.5		25.5	25.5	
Total Split (s)	34.0	34.0	34.0	34.0		34.0		56.0		56.0	56.0	
Total Split (%)	37.8%	37.8%	37.8%	37.8%		37.8%		62.2%		62.2%	62.2%	
Maximum Green (s)	29.5	29.5	29.5	29.5		29.5		51.5		51.5	51.5	
Yellow Time (s)	3.5	3.5	3.5	3.5		3.5		3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0		1.0		1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0			0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5		4.5		4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0	5.0	5.0		5.0		5.0		5.0	5.0	
Recall Mode	None	None	None	None		None		Max		C-Max	C-Max	
Walk Time (s)	10.0	10.0	10.0	10.0		10.0		10.0		10.0	10.0	
Flash Don't Walk (s)	16.0	16.0	16.0	16.0		16.0		10.0		10.0	10.0	
Pedestrian Calls (#/hr)	0	0	0	0		0		0		0	0	
Act Effct Green (s)	15.9	15.9	15.9	15.9		15.9		65.1			65.1	
Actuated g/C Ratio	0.18	0.18	0.18	0.18		0.18		0.72			0.72	
v/c Ratio	0.16	0.04	0.51	0.10		0.05		0.26			0.36	
Control Delay (s/veh)	25.2	23.6	14.1	31.4		12.4		3.4			3.8	
Queue Delay	0.0	0.0	0.1	0.0		0.0		0.4			0.2	
Total Delay (s/veh)	25.2	23.6	14.2	31.4		12.4		3.8			4.0	
LOS	C	C	B	C		B		A			A	
Approach Delay (s/veh)		16.7			24.1			3.8			4.0	
Approach LOS		B			C			A			A	
Queue Length 50th (ft)	30	7	60	12		0		33			29	
Queue Length 95th (ft)	m46	m12	m97	32		15		59			60	
Internal Link Dist (ft)		655			701			183			196	
Turn Bay Length (ft)	70		100									
Base Capacity (vph)	580	610	625	457		530		2550			2402	
Starvation Cap Reductn	0	0	0	0		0		1251			727	
Spillback Cap Reductn	0	0	38	19		0		0			384	
Storage Cap Reductn	0	0	0	0		0		0			0	
Reduced v/c Ratio	0.09	0.02	0.36	0.05		0.03		0.51			0.51	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 63 (70%), Referenced to phase 2:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay (s/veh): 6.2		Intersection LOS: A	
Intersection Capacity Utilization 53.3%		ICU Level of Service A	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 11: S County Road & Sunset Ave





Lane Group	EBL	EBT	EBR	WBL	WBR	NBT	SBT
Lane Group Flow (vph)	51	13	209	24	15	668	858
v/c Ratio	0.16	0.04	0.51	0.10	0.05	0.26	0.36
Control Delay (s/veh)	25.2	23.7	14.1	31.4	12.4	3.4	3.2
Queue Delay	0.0	0.0	0.1	0.0	0.0	0.4	0.2
Total Delay (s/veh)	25.2	23.7	14.1	31.4	12.4	3.8	3.4
Queue Length 50th (ft)	30	7	60	12	0	33	29
Queue Length 95th (ft)	m46	m12	m97	32	15	59	60
Internal Link Dist (ft)		655				183	196
Turn Bay Length (ft)	70		100				
Base Capacity (vph)	580	610	625	457	530	2550	2402
Starvation Cap Reductn	0	0	0	0	0	1251	673
Spillback Cap Reductn	0	0	33	15	0	0	363
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.02	0.35	0.05	0.03	0.51	0.50

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Traffic Volume (vph)	0	0	0	60	119	206	297	181	61	368
Future Volume (vph)	0	0	0	60	119	206	297	181	61	368
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		4.0	4.0	4.0	4.0
Lane Util. Factor					0.95		1.00	1.00	1.00	1.00
Frt					0.92		1.00	0.85	1.00	0.85
Flt Protected					0.99		0.95	1.00	0.95	1.00
Satd. Flow (prot)					3230		1770	1583	1770	1583
Flt Permitted					0.99		0.95	1.00	0.52	1.00
Satd. Flow (perm)					3230		1770	1583	970	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	65	129	224	323	197	66	400
RTOR Reduction (vph)	0	0	0	0	168	0	0	93	0	0
Lane Group Flow (vph)	0	0	0	0	250	0	323	104	66	400
Turn Type				Perm	NA		Prot	Perm	pm+pt	Prot
Protected Phases					4		6		5	2
Permitted Phases				4				6	2	
Actuated Green, G (s)					17.4		37.0	37.0	44.6	44.6
Effective Green, g (s)					17.4		37.0	37.0	44.6	44.6
Actuated g/C Ratio					0.25		0.53	0.53	0.64	0.64
Clearance Time (s)					4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)					5.0		5.0	5.0	5.0	5.0
Lane Grp Cap (vph)					802		935	836	659	1008
v/s Ratio Prot							0.18		0.01	c0.25
v/s Ratio Perm					0.08			0.07	0.06	
v/c Ratio					0.31		0.35	0.12	0.10	0.40
Uniform Delay, d1					21.4		9.5	8.3	6.2	6.2
Progression Factor					1.00		0.40	0.06	0.86	0.90
Incremental Delay, d2					0.5		1.0	0.3	0.1	1.2
Delay (s)					21.9		4.8	0.8	5.5	6.7
Level of Service					C		A	A	A	A
Approach Delay (s/veh)		0.0			21.9		3.3		6.5	
Approach LOS		A			C		A		A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	9.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	42.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

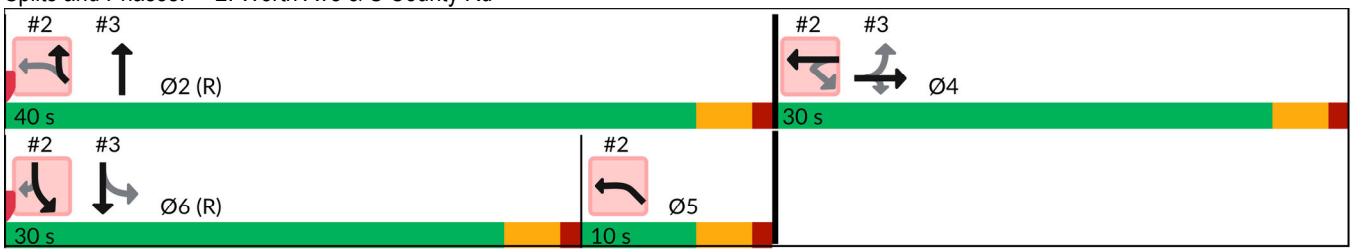
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Traffic Volume (vph)	0	0	0	60	119	206	297	181	61	368
Future Volume (vph)	0	0	0	60	119	206	297	181	61	368
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0	0	150	0
Storage Lanes	0		0	0		0	1	1	1	1
Taper Length (ft)	25			25			25		25	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt					0.920			0.850		0.850
Flt Protected					0.992		0.950		0.950	
Satd. Flow (prot)	0	0	0	0	3230	0	1770	1583	1770	1583
Flt Permitted					0.992		0.950		0.521	
Satd. Flow (perm)	0	0	0	0	3230	0	1770	1583	970	1583
Right Turn on Red			Yes			Yes		Yes		
Satd. Flow (RTOR)					224			197		
Link Speed (mph)		30			30		30		30	
Link Distance (ft)		756			1065		277		366	
Travel Time (s)		17.2			24.2		6.3		8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	65	129	224	323	197	66	400
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	0	0	418	0	323	197	66	400
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Right
Median Width(ft)		0			0		12		12	
Link Offset(ft)		0			0		0		0	
Crosswalk Width(ft)		16			16		16		16	
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15	9	15	9
Number of Detectors				1	2		2	1	1	2
Detector Template				Left	Thru		Thru	Right	Left	Thru
Leading Detector (ft)				20	100		100	20	20	100
Trailing Detector (ft)				0	0		0	0	0	0
Detector 1 Position(ft)				0	0		0	0	0	0
Detector 1 Size(ft)				20	6		6	20	20	6
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel										
Detector 1 Extend (s)				0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)					94		94			94
Detector 2 Size(ft)					6		6			6
Detector 2 Type					Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel										
Detector 2 Extend (s)					0.0		0.0			0.0
Turn Type				Perm	NA		Prot	Perm	pm+pt	Prot
Protected Phases					4		6		5	2
Permitted Phases				4				6	2	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Detector Phase				4	4		6	6	5	2
Switch Phase										
Minimum Initial (s)				5.0	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)				30.0	30.0		30.0	30.0	9.5	30.0
Total Split (s)				30.0	30.0		30.0	30.0	10.0	40.0
Total Split (%)				42.9%	42.9%		42.9%	42.9%	14.3%	57.1%
Maximum Green (s)				26.0	26.0		26.0	26.0	6.0	36.0
Yellow Time (s)				3.0	3.0		3.0	3.0	3.0	3.0
All-Red Time (s)				1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)					0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)					4.0		4.0	4.0	4.0	4.0
Lead/Lag							Lead	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	
Vehicle Extension (s)				5.0	5.0		5.0	5.0	5.0	5.0
Recall Mode				None	None		C-Max	C-Max	None	C-Max
Walk Time (s)				10.0	10.0		10.0	10.0		10.0
Flash Don't Walk (s)				16.0	16.0		16.0	16.0		16.0
Pedestrian Calls (#/hr)				0	0		0	0		0
Act Effct Green (s)					17.4		38.6	38.6	44.6	44.6
Actuated g/C Ratio					0.25		0.55	0.55	0.64	0.64
v/c Ratio					0.43		0.33	0.21	0.10	0.40
Control Delay (s/veh)					10.1		5.7	0.6	6.5	8.4
Queue Delay					0.0		0.2	0.1	0.0	0.0
Total Delay (s/veh)					10.1		5.9	0.8	6.5	8.4
LOS					B		A	A	A	A
Approach Delay (s/veh)					10.1		3.9		8.1	
Approach LOS					B		A		A	
Queue Length 50th (ft)					35		27	0	7	68
Queue Length 95th (ft)					57		56	0	26	191
Internal Link Dist (ft)		676			985		197		286	
Turn Bay Length (ft)									150	
Base Capacity (vph)					1340		975	960	686	1008
Starvation Cap Reductn					0		166	240	0	0
Spillback Cap Reductn					0		0	0	0	0
Storage Cap Reductn					0		0	0	0	0
Reduced v/c Ratio					0.31		0.40	0.27	0.10	0.40

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 61 (87%), Referenced to phase 2:NWL and 6:SBL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.43			
Intersection Signal Delay (s/veh): 7.2		Intersection LOS: A	
Intersection Capacity Utilization 42.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Worth Ave & S County Rd





Lane Group	WBT	SBL	SBR	NWL	NWR
Lane Group Flow (vph)	418	323	197	66	400
v/c Ratio	0.43	0.33	0.21	0.10	0.40
Control Delay (s/veh)	10.1	5.7	0.6	6.5	8.4
Queue Delay	0.0	0.2	0.1	0.0	0.0
Total Delay (s/veh)	10.1	5.9	0.8	6.5	8.4
Queue Length 50th (ft)	35	27	0	7	68
Queue Length 95th (ft)	57	56	0	26	191
Internal Link Dist (ft)	985	197		286	
Turn Bay Length (ft)				150	
Base Capacity (vph)	1340	975	960	686	1008
Starvation Cap Reductn	0	166	240	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.31	0.40	0.27	0.10	0.40

Intersection Summary

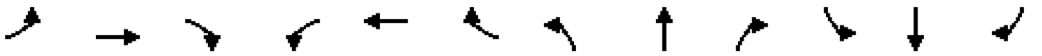
Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	242	104	0	125
Future Vol, veh/h	0	0	242	104	0	125
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	263	113	0	136

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	188
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	822
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	822
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s/v	0	10.25
HCM LOS		B

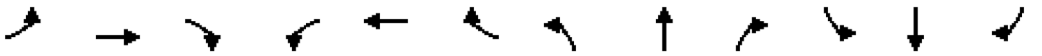
Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	822
HCM Lane V/C Ratio	-	-	0.165
HCM Control Delay (s/veh)	-	-	10.2
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.6



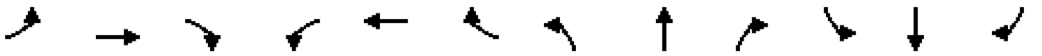
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	281	102	217	12	82	29	240	239	16	24	176	309
Future Volume (vph)	281	102	217	12	82	29	240	239	16	24	176	309
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95		0.97	1.00	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.96		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	0.97	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1610	3295	1583	1770	3399		3433	1863	1583	1770	3539	1583
Flt Permitted	0.95	0.97	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1610	3295	1583	1770	3399		3433	1863	1583	1770	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	305	111	236	13	89	32	261	260	17	26	191	336
RTOR Reduction (vph)	0	0	204	0	30	0	0	0	7	0	0	175
Lane Group Flow (vph)	152	264	32	13	91	0	261	260	10	26	191	161
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	3		4	4		1	6		5	2	
Permitted Phases			3						6			2
Actuated Green, G (s)	17.9	17.9	17.9	8.2	8.2		19.8	79.4	79.4	4.5	64.1	64.1
Effective Green, g (s)	17.9	17.9	17.9	8.2	8.2		19.8	79.4	79.4	4.5	64.1	64.1
Actuated g/C Ratio	0.13	0.13	0.13	0.06	0.06		0.15	0.59	0.59	0.03	0.48	0.48
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		4.0	2.0	2.0	2.0	4.0	4.0
Lane Grp Cap (vph)	215	440	211	108	207		507	1103	937	59	1692	757
v/s Ratio Prot	c0.09	0.08		0.01	c0.03		c0.08	c0.14		0.01	0.05	
v/s Ratio Perm			0.02						0.01			0.10
v/c Ratio	0.71	0.60	0.15	0.12	0.44		0.51	0.24	0.01	0.44	0.11	0.21
Uniform Delay, d1	55.5	54.7	51.3	59.5	60.7		52.7	12.9	11.2	63.5	19.3	20.3
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	8.4	1.6	0.1	0.2	0.5		1.2	0.5	0.0	1.9	0.1	0.6
Delay (s)	63.9	56.3	51.4	59.7	61.2		53.8	13.4	11.2	65.4	19.4	20.9
Level of Service	E	E	D	E	E		D	B	B	E	B	C
Approach Delay (s/veh)		56.3			61.1			33.0			22.5	
Approach LOS		E			E			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	40.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	134.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	53.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



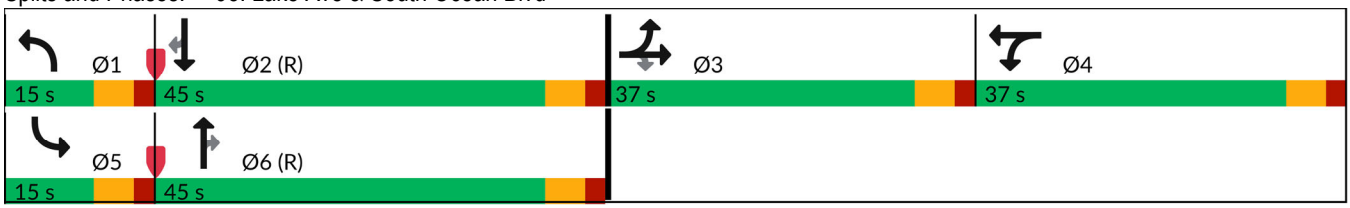
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	281	102	217	12	82	29	240	239	16	24	176	309
Future Volume (vph)	281	102	217	12	82	29	240	239	16	24	176	309
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		230	0		0	275		90	180		245
Storage Lanes	1		1	1		0	2		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95	0.95	0.97	1.00	1.00	1.00	0.95	1.00
Frt			0.850		0.960				0.850			0.850
Flt Protected	0.950	0.972		0.950			0.950			0.950		
Satd. Flow (prot)	1610	3295	1583	1770	3398	0	3433	1863	1583	1770	3539	1583
Flt Permitted	0.950	0.972		0.950			0.950			0.950		
Satd. Flow (perm)	1610	3295	1583	1770	3398	0	3433	1863	1583	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			236		32				122			336
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		706			244			532			608	
Travel Time (s)		16.0			5.5			12.1			13.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	305	111	236	13	89	32	261	260	17	26	191	336
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	152	264	236	13	121	0	261	260	17	26	191	336
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	3		4	4		1	6		5	2	
Permitted Phases			3						6			2



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	3	3	4	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		4.0	20.0	20.0	4.0	20.0	20.0
Minimum Split (s)	37.0	37.0	37.0	37.0	37.0		11.0	37.0	37.0	11.0	37.0	37.0
Total Split (s)	37.0	37.0	37.0	37.0	37.0		15.0	45.0	45.0	15.0	45.0	45.0
Total Split (%)	27.6%	27.6%	27.6%	27.6%	27.6%		11.2%	33.6%	33.6%	11.2%	33.6%	33.6%
Maximum Green (s)	31.0	31.0	31.0	31.0	31.0		9.0	39.0	39.0	9.0	39.0	39.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		4.0	2.0	2.0	2.0	4.0	4.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0	7.0		7.0	7.0
Flash Don't Walk (s)	24.0	24.0	24.0	24.0	24.0			24.0	24.0		24.0	24.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0	0		0	0
Act Effct Green (s)	17.9	17.9	17.9	8.2	8.2		19.8	81.8	81.8	6.5	64.2	64.2
Actuated g/C Ratio	0.13	0.13	0.13	0.06	0.06		0.15	0.61	0.61	0.05	0.48	0.48
v/c Ratio	0.71	0.60	0.57	0.12	0.51		0.51	0.23	0.02	0.31	0.11	0.36
Control Delay (s/veh)	72.7	59.7	11.4	60.8	52.1		56.8	15.1	0.0	70.0	20.9	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	72.7	59.7	11.4	60.8	52.1		56.8	15.1	0.0	70.0	20.9	3.7
LOS	E	E	B	E	D		E	B	A	E	C	A
Approach Delay (s/veh)		45.3			52.9			34.8			12.7	
Approach LOS		D			D			C			B	
Queue Length 50th (ft)	140	120	0	11	40		110	106	0	22	46	0
Queue Length 95th (ft)	210	159	72	33	72		154	194	0	53	82	59
Internal Link Dist (ft)		626			164			452			528	
Turn Bay Length (ft)	170		230				275		90	180		245
Base Capacity (vph)	372	762	547	409	810		507	1137	1014	118	1694	932
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.35	0.43	0.03	0.15		0.51	0.23	0.02	0.22	0.11	0.36

Intersection Summary			
Area Type:	Other		
Cycle Length: 134			
Actuated Cycle Length: 134			
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay (s/veh): 33.2		Intersection LOS: C	
Intersection Capacity Utilization 53.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 95: Lake Ave & South Ocean Blvd





Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	152	264	236	13	121	261	260	17	26	191	336
v/c Ratio	0.71	0.60	0.57	0.12	0.51	0.51	0.23	0.02	0.31	0.11	0.36
Control Delay (s/veh)	72.7	59.7	11.4	60.8	52.1	56.8	15.1	0.0	70.0	20.9	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	72.7	59.7	11.4	60.8	52.1	56.8	15.1	0.0	70.0	20.9	3.7
Queue Length 50th (ft)	140	120	0	11	40	110	106	0	22	46	0
Queue Length 95th (ft)	210	159	72	33	72	154	194	0	53	82	59
Internal Link Dist (ft)		626			164		452			528	
Turn Bay Length (ft)	170		230			275		90	180		245
Base Capacity (vph)	372	762	547	409	810	507	1137	1014	118	1694	932
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.35	0.43	0.03	0.15	0.51	0.23	0.02	0.22	0.11	0.36

Intersection Summary

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	46	188	94	0	0	0	0	41	45	37	62	0
Future Vol, veh/h	46	188	94	0	0	0	0	41	45	37	62	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	50	204	102	0	0	0	0	45	49	40	67	0
Number of Lanes	0	2	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	2
HCM Control Delay, s/veh	9.2	8.2	8.8
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	EBLn2	SBLn1
Vol Left, %	0%	33%	0%	37%
Vol Thru, %	48%	67%	50%	63%
Vol Right, %	52%	0%	50%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	86	140	188	99
LT Vol	0	46	0	37
Through Vol	41	94	94	62
RT Vol	45	0	94	0
Lane Flow Rate	93	152	204	108
Geometry Grp	2	5	5	2
Degree of Util (X)	0.119	0.219	0.265	0.147
Departure Headway (Hd)	4.568	5.179	4.663	4.932
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	784	694	770	727
Service Time	2.598	2.909	2.393	2.961
HCM Lane V/C Ratio	0.119	0.219	0.265	0.149
HCM Control Delay, s/veh	8.2	9.4	9.1	8.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.8	1.1	0.5



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	203	46	246	88	21	399
Future Volume (veh/h)	203	46	246	88	21	399
Number	7	14	6	16	5	2
Initial Q, veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Lanes Open During Work Zone						
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	221	50	267	96	23	434
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Opposing Right Turn Influence	Yes				Yes	
Cap, veh/h	253	57	788	283	631	1290
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.18	0.18	0.60	0.60	0.02	0.69
Unsig. Movement Delay						
Ln Grp Delay, s/veh	43.8	0.0	0.0	9.9	6.4	6.3
Ln Grp LOS	D			A	A	A
Approach Vol, veh/h	272		363			457
Approach Delay, s/veh	43.8		9.9			6.3
Approach LOS	D		A			A

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Case No		4.0		12.0	1.2	8.0		
Phs Duration (G+Y+Rc), s		68.0		22.0	8.1	59.9		
Change Period (Y+Rc), s		5.9		5.9	5.9	5.9		
Max Green (Gmax), s		52.1		26.1	6.1	40.1		
Max Allow Headway (MAH), s		4.7		3.4	3.8	4.8		
Max Q Clear (g_c+I1), s		10.4		15.7	2.4	11.2		
Green Ext Time (g_e), s		2.4		0.4	0.0	2.0		
Prob of Phs Call (p_c)		1.00		1.00	0.44	1.00		
Prob of Max Out (p_x)		0.00		0.00	1.00	0.00		

Left-Turn Movement Data								
Assigned Mvmt				7	5	1		
Mvmt Sat Flow, veh/h				1415	1781	0		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		1870		6		1313		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		0		320		472		

Left Lane Group Data								
Assigned Mvmt	0	0	0	7	5	1	0	0

Lane Assignment				L+T+R	L (Pr/Pm)			
Lanes in Grp	0	0	0	1	1	0	0	0
Grp Vol (v), veh/h	0	0	0	272	23	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1742	1781	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	13.7	0.4	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	13.7	0.4	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	1019	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	56.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	44.8	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	54.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	0.81	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	312	631	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.87	0.04	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	505	708	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	36.0	6.4	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	7.8	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	43.8	6.4	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	5.7	0.1	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	6.4	0.1	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.70	0.09	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T						
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	434	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	8.4	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	8.4	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1290	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.34	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1290	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.41	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment						T+R		
Lanes in Grp	0	0	0	0	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	363	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1785	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	9.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	9.2	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	0.18	0.00	0.26	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	1071	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.34	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	1071	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	9.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	9.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	3.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.26	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	16.8
HCM 7th LOS	B



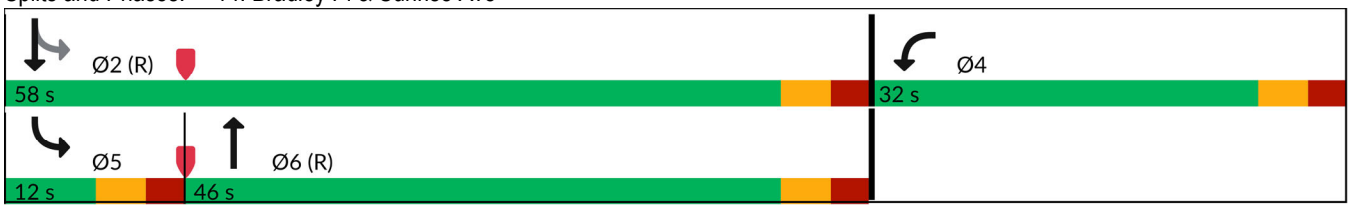
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	203	46	246	88	21	399
Future Volume (vph)	203	46	246	88	21	399
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	40	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.975		0.964			
Flt Protected	0.961				0.950	
Satd. Flow (prot)	1745	0	1796	0	1770	1863
Flt Permitted	0.961				0.452	
Satd. Flow (perm)	1745	0	1796	0	842	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	13		26			
Link Speed (mph)	30		30			30
Link Distance (ft)	295		402			207
Travel Time (s)	6.7		9.1			4.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	221	50	267	96	23	434
Shared Lane Traffic (%)						
Lane Group Flow (vph)	271	0	363	0	23	434
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases					2	



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	4		6		5	2
Switch Phase						
Minimum Initial (s)	10.0		12.0		5.0	12.0
Minimum Split (s)	25.9		30.0		10.9	26.9
Total Split (s)	32.0		46.0		12.0	58.0
Total Split (%)	35.6%		51.1%		13.3%	64.4%
Maximum Green (s)	26.1		40.1		6.1	52.1
Yellow Time (s)	3.4		3.4		3.4	3.4
All-Red Time (s)	2.5		2.5		2.5	2.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.9		5.9		5.9	5.9
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.5		2.5		3.0	2.5
Recall Mode	None		C-Max		None	C-Max
Walk Time (s)	7.0		7.0			
Flash Don't Walk (s)	13.0		14.0			
Pedestrian Calls (#/hr)	0		0			
Act Effct Green (s)	18.2		55.1		60.0	60.0
Actuated g/C Ratio	0.20		0.61		0.67	0.67
v/c Ratio	0.75		0.33		0.04	0.35
Control Delay (s/veh)	44.5		11.2		6.7	8.3
Queue Delay	0.0		0.0		0.0	0.0
Total Delay (s/veh)	44.5		11.2		6.7	8.3
LOS	D		B		A	A
Approach Delay (s/veh)	44.5		11.2			8.2
Approach LOS	D		B			A
Queue Length 50th (ft)	139		69		4	95
Queue Length 95th (ft)	205		199		15	182
Internal Link Dist (ft)	215		322			127
Turn Bay Length (ft)					40	
Base Capacity (vph)	515		1109		626	1242
Starvation Cap Reductn	0		0		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.53		0.33		0.04	0.35

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay (s/veh): 18.3		Intersection LOS: B	
Intersection Capacity Utilization 44.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 14: Bradley Pl & Sunrise Ave





Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	271	363	23	434
v/c Ratio	0.75	0.33	0.04	0.35
Control Delay (s/veh)	44.5	11.2	6.7	8.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	44.5	11.2	6.7	8.3
Queue Length 50th (ft)	139	69	4	95
Queue Length 95th (ft)	205	199	15	182
Internal Link Dist (ft)	215	322		127
Turn Bay Length (ft)			40	
Base Capacity (vph)	515	1109	626	1242
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.53	0.33	0.04	0.35

Intersection Summary

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	2	43	0	0	0	33	374	237	5	643	12
Future Vol, veh/h	7	2	43	0	0	0	33	374	237	5	643	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	2	47	0	0	0	36	407	258	5	699	13

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1195	1452	705	712	0	0	664	0	0
Stage 1	716	716	-	-	-	-	-	-	-
Stage 2	478	736	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	206	130	436	888	-	-	925	-	-
Stage 1	484	434	-	-	-	-	-	-	-
Stage 2	623	425	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	197	0	436	888	-	-	925	-	-
Mov Cap-2 Maneuver	197	0	-	-	-	-	-	-	-
Stage 1	464	0	-	-	-	-	-	-	-
Stage 2	620	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	16.38	0.47	0.07
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	888	-	-	373	925	-	-
HCM Lane V/C Ratio	0.04	-	-	0.152	0.006	-	-
HCM Control Delay (s/veh)	9.2	-	-	16.4	8.9	-	-
HCM Lane LOS	A	-	-	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	404	534	179	79	953	42	471	196	106	74	619
Future Volume (vph)	404	534	179	79	953	42	471	196	106	74	619
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00
Frt	1.00	0.96		1.00	1.00	0.85	1.00	0.95		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		1.00	1.00
Satd. Flow (prot)	3433	3406		1770	3539	1583	1770	1765		1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.70	1.00		1.00	1.00
Satd. Flow (perm)	3433	3406		1770	3539	1583	1313	1765		1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	439	580	195	86	1036	46	512	213	115	80	673
RTOR Reduction (vph)	0	0	0	0	0	32	0	0	0	0	32
Lane Group Flow (vph)	439	775	0	86	1036	14	512	328	0	80	641
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		NA	pm+ov
Protected Phases	1	6		5	2		4	8		3	1
Permitted Phases						2	8				3
Actuated Green, G (s)	15.7	32.5		16.7	33.5	33.5	47.8	47.8		35.5	51.2
Effective Green, g (s)	15.7	32.5		16.7	33.5	33.5	47.8	47.8		35.5	51.2
Actuated g/C Ratio	0.14	0.30		0.15	0.30	0.30	0.43	0.43		0.32	0.47
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5
Vehicle Extension (s)	5.0	5.0		5.0	5.0	5.0	3.0	5.0		5.0	5.0
Lane Grp Cap (vph)	489	1006		268	1077	482	600	766		601	736
v/s Ratio Prot	c0.13	0.23		0.05	c0.29		c0.06	0.19		0.04	0.12
v/s Ratio Perm						0.01	c0.31				0.28
v/c Ratio	0.90	0.77		0.32	0.96	0.03	0.85	0.43		0.13	0.87
Uniform Delay, d1	46.4	35.3		41.6	37.6	26.8	28.8	21.6		26.4	26.4
Progression Factor	1.00	1.00		1.22	0.80	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	20.0	5.7		2.9	18.8	0.1	11.3	0.8		0.5	11.8
Delay (s)	66.4	41.0		53.5	48.9	26.9	40.1	22.4		26.8	38.3
Level of Service	E	D		D	D	C	D	C		C	D
Approach Delay (s/veh)		50.2			48.4			33.2		37.0	
Approach LOS		D			D			C		D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	43.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	101.6%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	404	534	179	79	953	42	471	196	106	74	619
Future Volume (vph)	404	534	179	79	953	42	471	196	106	74	619
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		0	110		150	0		0		0
Storage Lanes	3		0	1		2	1		0		1
Taper Length (ft)	25			25			25				
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.962				0.850		0.947			0.850
Flt Protected	0.950			0.950			0.950				
Satd. Flow (prot)	3433	3405	0	1770	3539	1583	1770	1764	0	1863	1583
Flt Permitted	0.950			0.950			0.705				
Satd. Flow (perm)	3433	3405	0	1770	3539	1583	1313	1764	0	1863	1583
Right Turn on Red						Yes					Yes
Satd. Flow (RTOR)						104					60
Link Speed (mph)		30			30			30		30	
Link Distance (ft)		280			506			291		254	
Travel Time (s)		6.4			11.5			6.6		5.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	439	580	195	86	1036	46	512	213	115	80	673
Shared Lane Traffic (%)											
Lane Group Flow (vph)	439	775	0	86	1036	46	512	328	0	80	673
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		70			100			12		12	
Link Offset(ft)		0			0			0		0	
Crosswalk Width(ft)		16			16			16		16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		60	15		9	15		9		9
Number of Detectors	1	2		1	2	1	0	2		2	1
Detector Template	Left	Thru		Left	Thru	Right		Thru		Thru	Right
Leading Detector (ft)	20	100		20	100	20	0	100		100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel											
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94			94			94		94	
Detector 2 Size(ft)		6			6			6		6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex		Cl+Ex	
Detector 2 Channel											
Detector 2 Extend (s)		0.0			0.0			0.0		0.0	
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		NA	pm+ov
Protected Phases	1	6		5	2		4	8		3	1
Permitted Phases						2	8				3



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Detector Phase	1	6		5	2	2	4	8		3	1
Switch Phase											
Minimum Initial (s)	15.0	20.0		15.0	20.0	20.0	5.0	15.0		15.0	15.0
Minimum Split (s)	19.5	30.5		19.5	30.5	30.5	30.5	30.0		30.5	19.5
Total Split (s)	20.0	37.0		21.0	38.0	38.0	12.0	52.0		40.0	20.0
Total Split (%)	18.2%	33.6%		19.1%	34.5%	34.5%	10.9%	47.3%		36.4%	18.2%
Maximum Green (s)	15.5	32.5		16.5	33.5	33.5	7.5	48.0		35.5	15.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.0		3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag			Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes			Yes	Yes
Vehicle Extension (s)	5.0	5.0		5.0	5.0	5.0	3.0	5.0		5.0	5.0
Recall Mode	None	Max		C-Max	C-Max	C-Max	None	None		Max	None
Walk Time (s)		10.0			10.0	10.0	10.0	10.0		10.0	
Flash Don't Walk (s)		16.0			16.0	16.0	16.0	16.0		16.0	
Pedestrian Calls (#/hr)		0			0	0	0	0		0	
Act Effct Green (s)	15.7	32.5		16.7	33.5	33.5	47.3	47.8		35.5	51.2
Actuated g/C Ratio	0.14	0.30		0.15	0.30	0.30	0.43	0.43		0.32	0.47
v/c Ratio	0.90	0.77		0.32	0.96	0.08	0.86	0.43		0.13	0.88
Control Delay (s/veh)	68.8	41.5		54.4	50.0	0.3	45.5	23.8		27.2	29.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	68.8	41.5		54.4	50.0	0.3	45.5	23.8		27.2	29.2
LOS	E	D		D	D	A	D	C		C	C
Approach Delay (s/veh)		51.3			48.3			37.0		29.0	
Approach LOS		D			D			D		C	
Queue Length 50th (ft)	159	262		53	391	0	284	157		40	266
Queue Length 95th (ft)	#250	336		112	#517	m1	#466	234		77	#458
Internal Link Dist (ft)		200			426			211		174	
Turn Bay Length (ft)	240			110		150					
Base Capacity (vph)	489	1006		268	1077	554	598	769		601	769
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0
Reduced v/c Ratio	0.90	0.77		0.32	0.96	0.08	0.86	0.43		0.13	0.88

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 2:WBT and 5:WBL, Start of Green, Master Intersection			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay (s/veh): 43.2		Intersection LOS: D	
Intersection Capacity Utilization 101.6%		ICU Level of Service G	
Analysis Period (min) 15			

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

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Coaconut Row & Royal Poinciana Wy





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	439	775	86	1036	46	512	328	80	673
v/c Ratio	0.90	0.77	0.32	0.96	0.08	0.86	0.43	0.13	0.88
Control Delay (s/veh)	68.8	41.5	54.4	50.0	0.3	45.5	23.8	27.2	29.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	68.8	41.5	54.4	50.0	0.3	45.5	23.8	27.2	29.2
Queue Length 50th (ft)	159	262	53	391	0	284	157	40	266
Queue Length 95th (ft)	#250	336	112	#517	m1	#466	234	77	#458
Internal Link Dist (ft)		200		426			211	174	
Turn Bay Length (ft)	240		110		150				
Base Capacity (vph)	489	1006	268	1077	554	598	769	601	769
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.77	0.32	0.96	0.08	0.86	0.43	0.13	0.88

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	34	52	12	0	0	0	0	297	19	37	82	0
Future Vol, veh/h	34	52	12	0	0	0	0	297	19	37	82	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	37	57	13	0	0	0	0	323	21	40	89	0
Number of Lanes	0	1	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	8.9	10.3	8.6
HCM LOS	A	B	A

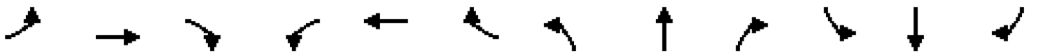
Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	0%	35%	31%
Vol Thru, %	94%	53%	69%
Vol Right, %	6%	12%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	316	98	119
LT Vol	0	34	37
Through Vol	297	52	82
RT Vol	19	12	0
Lane Flow Rate	343	107	129
Geometry Grp	1	1	1
Degree of Util (X)	0.412	0.147	0.166
Departure Headway (Hd)	4.317	4.978	4.629
Convergence, Y/N	Yes	Yes	Yes
Cap	835	720	775
Service Time	2.336	3.012	2.656
HCM Lane V/C Ratio	0.411	0.149	0.166
HCM Control Delay, s/veh	10.3	8.9	8.6
HCM Lane LOS	B	A	A
HCM 95th-tile Q	2	0.5	0.6

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	36	159	11	0	0	0	0	221	64	49	53	0
Future Vol, veh/h	36	159	11	0	0	0	0	221	64	49	53	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	173	12	0	0	0	0	240	70	53	58	0
Number of Lanes	0	2	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	2
HCM Control Delay, s/veh	9.5	10.4	8.9
HCM LOS	A	B	A

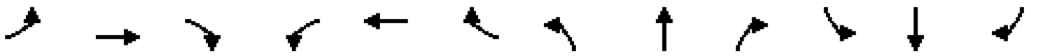
Lane	NBLn1	EBLn1	EBLn2	SBLn1
Vol Left, %	0%	31%	0%	48%
Vol Thru, %	78%	69%	88%	52%
Vol Right, %	22%	0%	12%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	285	116	91	102
LT Vol	0	36	0	49
Through Vol	221	80	80	53
RT Vol	64	0	11	0
Lane Flow Rate	310	126	98	111
Geometry Grp	2	5	5	2
Degree of Util (X)	0.39	0.197	0.148	0.153
Departure Headway (Hd)	4.528	5.655	5.412	4.977
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	793	631	659	717
Service Time	2.563	3.416	3.173	3.027
HCM Lane V/C Ratio	0.391	0.2	0.149	0.155
HCM Control Delay, s/veh	10.4	9.8	9.1	8.9
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	1.9	0.7	0.5	0.5



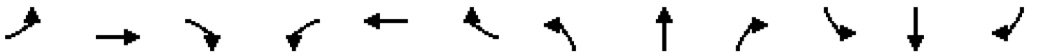
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	364	936	77	0	1227	37	403	47	10	27	25	548
Future Volume (vph)	364	936	77	0	1227	37	403	47	10	27	25	548
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.5	4.5
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99			1.00		1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3499			3524		1770	1813		1770	1863	1583
Flt Permitted	0.95	1.00			1.00		0.66	1.00		0.72	1.00	1.00
Satd. Flow (perm)	1770	3499			3524		1235	1813		1335	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	396	1017	84	0	1334	40	438	51	11	29	27	596
RTOR Reduction (vph)	0	6	0	0	2	0	0	8	0	0	0	238
Lane Group Flow (vph)	396	1095	0	0	1372	0	438	54	0	29	27	358
Turn Type	Prot	NA			NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6			2		7	4		3	8	
Permitted Phases							4			8		8
Actuated Green, G (s)	16.0	55.5			35.0		34.5	29.0		29.0	26.0	26.0
Effective Green, g (s)	16.0	55.5			35.0		34.5	29.0		29.0	26.0	26.0
Actuated g/C Ratio	0.16	0.56			0.35		0.35	0.29		0.29	0.26	0.26
Clearance Time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.5	4.5
Vehicle Extension (s)	5.0	7.0			7.0		5.0	5.0		5.0	5.0	5.0
Lane Grp Cap (vph)	283	1941			1233		455	525		400	484	411
v/s Ratio Prot	c0.22	0.31			c0.39		c0.05	0.03		0.00	0.01	
v/s Ratio Perm							c0.28			0.02		0.23
v/c Ratio	1.40	0.56			1.11		0.96	0.10		0.07	0.06	0.87
Uniform Delay, d1	42.0	14.4			32.5		32.4	26.0		25.6	27.8	35.4
Progression Factor	1.00	1.00			0.99		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	199.7	1.2			61.3		33.0	0.2		0.2	0.1	19.3
Delay (s)	241.7	15.6			93.6		65.4	26.2		25.8	27.9	54.7
Level of Service	F	B			F		E	C		C	C	D
Approach Delay (s/veh)		75.4			93.6			60.5			52.3	
Approach LOS		E			F			E			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	76.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.14		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.5
Intersection Capacity Utilization	102.6%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	364	936	77	0	1227	37	403	47	10	27	25	548
Future Volume (vph)	364	936	77	0	1227	37	403	47	10	27	25	548
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		0	0		0	225		0
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989			0.996			0.973				0.850
Flt Protected	0.950						0.950			0.950		
Satd. Flow (prot)	1770	3500	0	0	3525	0	1770	1812	0	1770	1863	1583
Flt Permitted	0.950						0.663			0.717		
Satd. Flow (perm)	1770	3500	0	0	3525	0	1235	1812	0	1336	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			3			11				321
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		354			401			476			251	
Travel Time (s)		8.0			9.1			10.8			5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	396	1017	84	0	1334	40	438	51	11	29	27	596
Shared Lane Traffic (%)												
Lane Group Flow (vph)	396	1101	0	0	1374	0	438	62	0	29	27	596
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2		1	2	1
Detector Template	Left	Thru			Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100			100		20	100		20	100	20
Trailing Detector (ft)	0	0			0		0	0		0	0	0
Detector 1 Position(ft)	0	0			0		0	0		0	0	0
Detector 1 Size(ft)	20	6			6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA			NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6			2		7	4		3	8	
Permitted Phases							4			8		8



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6			2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0			15.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	30.5			30.5		9.5	30.5		9.5	30.5	30.5
Total Split (s)	20.0	60.0			40.0		10.0	31.0		9.0	30.0	30.0
Total Split (%)	20.0%	60.0%			40.0%		10.0%	31.0%		9.0%	30.0%	30.0%
Maximum Green (s)	16.0	56.0			35.5		5.5	26.5		5.0	25.5	25.5
Yellow Time (s)	3.0	3.0			3.5		3.5	3.5		3.0	3.5	3.5
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.5	4.5
Lead/Lag	Lag				Lead		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes				Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	5.0	7.0			7.0		5.0	5.0		5.0	5.0	5.0
Recall Mode	None	C-Max			C-Max		None	None		None	None	None
Walk Time (s)		10.0			10.0			10.0			10.0	10.0
Flash Don't Walk (s)		16.0			16.0			16.0			16.0	16.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	16.0	57.1			36.6		32.3	29.0		29.9	24.4	24.4
Actuated g/C Ratio	0.16	0.57			0.37		0.32	0.29		0.30	0.24	0.24
v/c Ratio	1.40	0.55			1.06		1.03	0.12		0.07	0.06	0.95
Control Delay (s/veh)	233.6	14.7			75.1		83.9	24.1		21.5	28.7	43.4
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	233.6	14.7			75.1		83.9	24.1		21.5	28.7	43.4
LOS	F	B			E		F	C		C	C	D
Approach Delay (s/veh)		72.6			75.1			76.5			41.9	
Approach LOS		E			E			E			D	
Queue Length 50th (ft)	~339	220			~530		~248	25		12	13	188
Queue Length 95th (ft)	#522	278			#663		#492	58		31	35	#413
Internal Link Dist (ft)		274			321			396			171	
Turn Bay Length (ft)	150									225		
Base Capacity (vph)	283	2006			1293		427	532		420	475	642
Starvation Cap Reductn	0	0			0		0	0		0	0	0
Spillback Cap Reductn	0	0			0		0	0		0	0	0
Storage Cap Reductn	0	0			0		0	0		0	0	0
Reduced v/c Ratio	1.40	0.55			1.06		1.03	0.12		0.07	0.06	0.93

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.40			
Intersection Signal Delay (s/veh): 69.0		Intersection LOS: E	
Intersection Capacity Utilization 102.6%		ICU Level of Service G	
Analysis Period (min) 15			

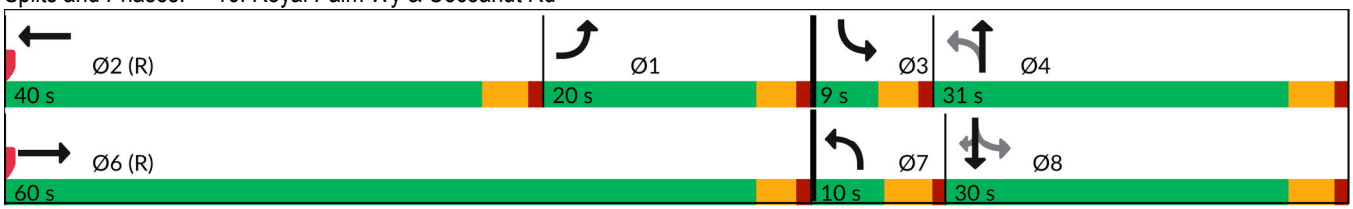
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 16: Royal Palm Wy & Cocoanut Rd





Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	396	1101	1374	438	62	29	27	596
v/c Ratio	1.40	0.55	1.06	1.03	0.12	0.07	0.06	0.95
Control Delay (s/veh)	233.6	14.7	75.1	83.9	24.1	21.5	28.7	43.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	233.6	14.7	75.1	83.9	24.1	21.5	28.7	43.4
Queue Length 50th (ft)	~339	220	~530	~248	25	12	13	188
Queue Length 95th (ft)	#522	278	#663	#492	58	31	35	#413
Internal Link Dist (ft)		274	321		396		171	
Turn Bay Length (ft)	150					225		
Base Capacity (vph)	283	2006	1293	427	532	420	475	642
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.40	0.55	1.06	1.03	0.12	0.07	0.06	0.93

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑	↱		↱
Traffic Vol, veh/h	0	0	142	213	0	27
Future Vol, veh/h	0	0	142	213	0	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	154	232	0	29

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	154
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	892
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	892
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s/v	0	9.18
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	892
HCM Lane V/C Ratio	-	-	0.033
HCM Control Delay (s/veh)	-	-	9.2
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	2	90	2	0	42	36	665	130	0	505	54
Future Vol, veh/h	0	2	90	2	0	42	36	665	130	0	505	54
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2	98	2	0	46	39	723	141	0	549	59

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	1521	578	1351	-	361	608	0	0	864	0	0
Stage 1	-	578	-	801	-	-	-	-	-	-	-	-
Stage 2	-	942	-	550	-	-	-	-	-	-	-	-
Critical Hdwy	-	6.53	6.23	7.33	-	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	-	5.53	-	6.53	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.53	-	6.13	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.019	3.319	3.519	-	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	0	118	514	118	0	636	969	-	-	777	-	-
Stage 1	0	500	-	345	0	-	-	-	-	-	-	-
Stage 2	0	340	-	518	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	112	514	89	-	636	969	-	-	777	-	-
Mov Cap-2 Maneuver	-	112	-	89	-	-	-	-	-	-	-	-
Stage 1	-	500	-	326	-	-	-	-	-	-	-	-
Stage 2	-	322	-	418	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	13.63	11.1	0.73	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	185	-	-	514	636	777	-	-
HCM Lane V/C Ratio	0.04	-	-	0.19	0.072	-	-	-
HCM Control Delay (s/veh)	8.9	0.4	-	13.6	11.1	0	-	-
HCM Lane LOS	A	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.2	0	-	-



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	94	71	602	118	55	539
Future Volume (vph)	94	71	602	118	55	539
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4		5.6			5.6
Lane Util. Factor	1.00		0.95			0.95
Frt	0.94		0.98			1.00
Flt Protected	0.97		1.00			1.00
Satd. Flow (prot)	1706		3452			3523
Flt Permitted	0.97		1.00			0.82
Satd. Flow (perm)	1706		3452			2900
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	102	77	654	128	60	586
RTOR Reduction (vph)	45	0	15	0	0	0
Lane Group Flow (vph)	134	0	767	0	0	646
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Actuated Green, G (s)	15.6		49.4			49.4
Effective Green, g (s)	15.6		49.4			49.4
Actuated g/C Ratio	0.21		0.65			0.65
Clearance Time (s)	5.4		5.6			5.6
Vehicle Extension (s)	5.0		5.0			5.0
Lane Grp Cap (vph)	350		2243			1885
v/s Ratio Prot	c0.08		0.22			
v/s Ratio Perm						c0.22
v/c Ratio	0.38		0.34			0.34
Uniform Delay, d1	26.1		6.0			6.0
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	1.5		0.4			0.5
Delay (s)	27.5		6.4			6.5
Level of Service	C		A			A
Approach Delay (s/veh)	27.5		6.4			6.5
Approach LOS	C		A			A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	8.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	76.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	63.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

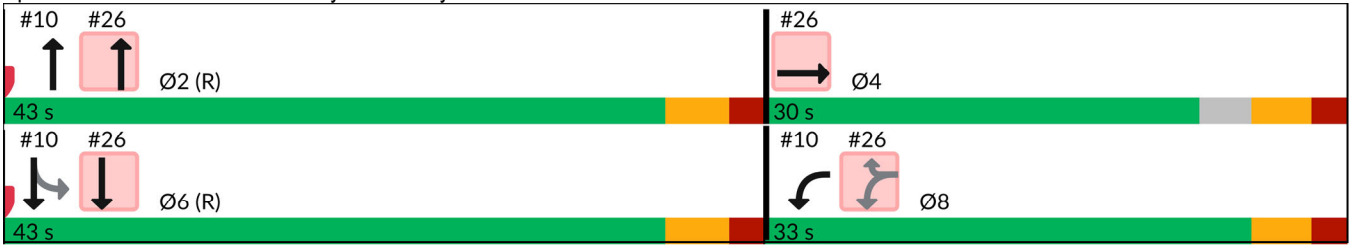


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Lane Configurations							
Traffic Volume (vph)	94	71	602	118	55	539	
Future Volume (vph)	94	71	602	118	55	539	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95	
Frt	0.942		0.975				
Flt Protected	0.972					0.995	
Satd. Flow (prot)	1706	0	3451	0	0	3522	
Flt Permitted	0.972					0.819	
Satd. Flow (perm)	1706	0	3451	0	0	2899	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)	56		42				
Link Speed (mph)	30		30			30	
Link Distance (ft)	374		229			1138	
Travel Time (s)	8.5		5.2			25.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	102	77	654	128	60	586	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	179	0	782	0	0	646	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	12		0			0	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9		9	15		
Number of Detectors	1		2		1	2	
Detector Template	Left		Thru		Left	Thru	
Leading Detector (ft)	20		100		20	100	
Trailing Detector (ft)	0		0		0	0	
Detector 1 Position(ft)	0		0		0	0	
Detector 1 Size(ft)	20		6		20	6	
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0		0.0	0.0	
Detector 1 Delay (s)	0.0		0.0		0.0	0.0	
Detector 2 Position(ft)			94			94	
Detector 2 Size(ft)			6			6	
Detector 2 Type			Cl+Ex			Cl+Ex	
Detector 2 Channel							
Detector 2 Extend (s)			0.0			0.0	
Turn Type	Prot		NA		Perm	NA	
Protected Phases	8		2			6	4
Permitted Phases					6		
Detector Phase	8		2		6	6	
Switch Phase							
Minimum Initial (s)	15.0		15.0		15.0	15.0	15.0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Minimum Split (s)	31.4		28.6		22.6	22.6	22.5
Total Split (s)	33.0		43.0		43.0	43.0	30.0
Total Split (%)	43.4%		56.6%		56.6%	56.6%	39%
Maximum Green (s)	27.6		37.4		37.4	37.4	24.6
Yellow Time (s)	3.4		3.6		3.6	3.6	3.4
All-Red Time (s)	2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0	
Total Lost Time (s)	5.4		5.6			5.6	
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	5.0		5.0		5.0	5.0	5.0
Recall Mode	None		C-Max		C-Max	C-Max	None
Walk Time (s)	10.0		7.0				
Flash Don't Walk (s)	16.0		16.0				
Pedestrian Calls (#/hr)	0		0				
Act Effct Green (s)	15.6		49.4			49.4	
Actuated g/C Ratio	0.21		0.65			0.65	
v/c Ratio	0.45		0.35			0.34	
Control Delay (s/veh)	21.8		6.3			6.8	
Queue Delay	0.0		0.8			0.0	
Total Delay (s/veh)	21.8		7.1			6.8	
LOS	C		A			A	
Approach Delay (s/veh)	21.8		7.1			6.8	
Approach LOS	C		A			A	
Queue Length 50th (ft)	51		68			61	
Queue Length 95th (ft)	102		110			100	
Internal Link Dist (ft)	294		149			1058	
Turn Bay Length (ft)							
Base Capacity (vph)	655		2256			1883	
Starvation Cap Reductn	0		1100			0	
Spillback Cap Reductn	0		0			0	
Storage Cap Reductn	0		0			0	
Reduced v/c Ratio	0.27		0.68			0.34	

Intersection Summary			
Area Type:	Other		
Cycle Length: 76			
Actuated Cycle Length: 76			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.45			
Intersection Signal Delay (s/veh): 8.6		Intersection LOS: A	
Intersection Capacity Utilization 63.2%		ICU Level of Service B	
Analysis Period (min) 15			

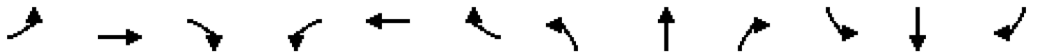
Splits and Phases: 10: S County Rd/County Road & S Breakers Row





Lane Group	WBL	NBT	SBT
Lane Group Flow (vph)	179	782	646
v/c Ratio	0.45	0.35	0.34
Control Delay (s/veh)	21.8	6.3	6.8
Queue Delay	0.0	0.8	0.0
Total Delay (s/veh)	21.8	7.1	6.8
Queue Length 50th (ft)	51	68	61
Queue Length 95th (ft)	102	110	100
Internal Link Dist (ft)	294	149	1058
Turn Bay Length (ft)			
Base Capacity (vph)	655	2256	1883
Starvation Cap Reductn	0	1100	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.27	0.68	0.34

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	12	6	5	0	49	0	374	25	76	230	0
Future Volume (vph)	22	12	6	5	0	49	0	374	25	76	230	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.4			4.4			4.6			4.6	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.98			0.88			0.99			1.00	
Flt Protected		0.97			1.00			1.00			0.99	
Satd. Flow (prot)		1774			1626			1847			1840	
Flt Permitted		0.86			0.97			1.00			0.83	
Satd. Flow (perm)		1562			1585			1847			1541	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	24	13	7	5	0	53	0	407	27	83	250	0
RTOR Reduction (vph)	0	6	0	0	0	0	0	2	0	0	0	0
Lane Group Flow (vph)	0	38	0	0	58	0	0	432	0	0	333	0
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		8			8			6			2	
Permitted Phases	8			8						2		
Actuated Green, G (s)		7.0			7.0			54.0			54.0	
Effective Green, g (s)		7.0			7.0			54.0			54.0	
Actuated g/C Ratio		0.10			0.10			0.77			0.77	
Clearance Time (s)		4.4			4.4			4.6			4.6	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		156			158			1424			1188	
v/s Ratio Prot								c0.23				
v/s Ratio Perm		0.02			c0.04						0.22	
v/c Ratio		0.24			0.37			0.30			0.28	
Uniform Delay, d1		29.1			29.4			2.4			2.3	
Progression Factor		1.00			1.00			1.00			0.30	
Incremental Delay, d2		0.8			1.4			0.5			0.6	
Delay (s)		29.9			30.9			2.9			1.3	
Level of Service		C			C			A			A	
Approach Delay (s/veh)		29.9			30.9			2.9			1.3	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	5.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.31		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	57.0%	ICU Level of Service	B
Analysis Period (min)	15		

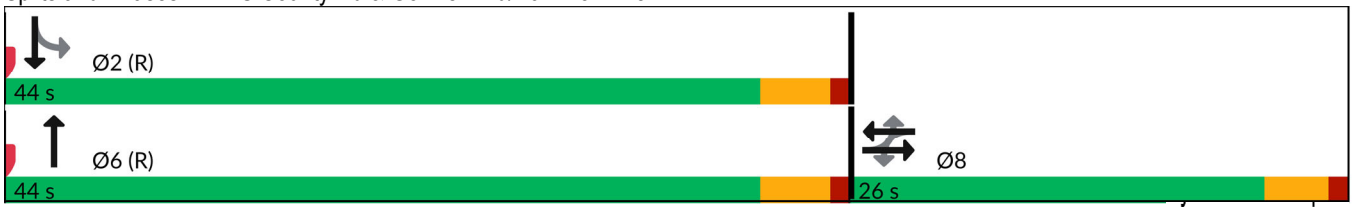
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	12	6	5	0	49	0	374	25	76	230	0
Future Volume (vph)	22	12	6	5	0	49	0	374	25	76	230	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		40	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.979			0.877			0.992				
Flt Protected		0.973			0.996						0.988	
Satd. Flow (prot)	0	1774	0	0	1627	0	0	1848	0	0	1840	0
Flt Permitted		0.857			0.970						0.828	
Satd. Flow (perm)	0	1563	0	0	1585	0	0	1848	0	0	1542	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		7						8				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1221			780			420			87	
Travel Time (s)		27.8			17.7			9.5			2.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	24	13	7	5	0	53	0	407	27	83	250	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	44	0	0	58	0	0	434	0	0	333	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0			0		1	0	
Detector Template	Left			Left						Left		
Leading Detector (ft)	20	0		20	0			0		20	0	
Trailing Detector (ft)	0	0		0	0			0		0	0	
Detector 1 Position(ft)	0	0		0	0			0		0	0	
Detector 1 Size(ft)	20	6		20	6			6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		8			8			6			2	
Permitted Phases	8			8						2		
Detector Phase	8	8		8	8			6		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0			5.0		5.0	5.0	
Minimum Split (s)	25.5	25.5		25.5	25.5			25.6		25.6	25.6	
Total Split (s)	26.0	26.0		26.0	26.0			44.0		44.0	44.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	37.1%	37.1%		37.1%	37.1%			62.9%		62.9%	62.9%	
Maximum Green (s)	21.6	21.6		21.6	21.6			39.4		39.4	39.4	
Yellow Time (s)	3.4	3.4		3.4	3.4			3.6		3.6	3.6	
All-Red Time (s)	1.0	1.0		1.0	1.0			1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.4			4.4			4.6			4.6	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Recall Mode	None	None		None	None			C-Max		C-Max	C-Max	
Walk Time (s)	8.0	8.0		8.0	8.0			8.0		8.0	8.0	
Flash Don't Walk (s)	13.0	13.0		13.0	13.0			13.0		13.0	13.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)		8.4			8.4			55.8			55.8	
Actuated g/C Ratio		0.12			0.12			0.80			0.80	
v/c Ratio		0.23			0.31			0.29			0.27	
Control Delay (s/veh)		26.8			32.0			3.3			1.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		26.8			32.0			3.3			1.4	
LOS		C			C			A			A	
Approach Delay (s/veh)		26.8			32.0			3.3			1.4	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		15			24			42			13	
Queue Length 95th (ft)		41			54			87			23	
Internal Link Dist (ft)		1141			700			340			7	
Turn Bay Length (ft)												
Base Capacity (vph)		487			489			1475			1229	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.09			0.12			0.29			0.27	

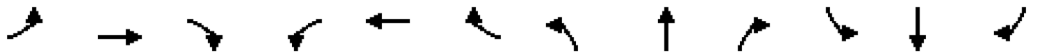
Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 52 (74%), Referenced to phase 2:SBTL and 6:NBT, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.31			
Intersection Signal Delay (s/veh): 5.7		Intersection LOS: A	
Intersection Capacity Utilization 57.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 1: S County Rd & Golfview Rd/Hammon Ave



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	44	58	434	333
v/c Ratio	0.23	0.31	0.29	0.27
Control Delay (s/veh)	26.8	32.0	3.3	1.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	26.8	32.0	3.3	1.4
Queue Length 50th (ft)	15	24	42	13
Queue Length 95th (ft)	41	54	87	23
Internal Link Dist (ft)	1141	700	340	7
Turn Bay Length (ft)				
Base Capacity (vph)	487	489	1475	1229
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.09	0.12	0.29	0.27

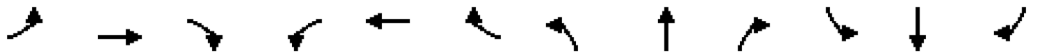
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	69	85	76	0	0	0	0	509	29	124	291	0
Future Volume (vph)	69	85	76	0	0	0	0	509	29	124	291	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0			4.0	
Lane Util. Factor		1.00	1.00					0.95			0.95	
Frt		1.00	0.85					0.99			1.00	
Flt Protected		0.98	1.00					1.00			0.99	
Satd. Flow (prot)		1822	1583					3510			3487	
Flt Permitted		0.98	1.00					1.00			0.69	
Satd. Flow (perm)		1822	1583					3510			2431	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	75	92	83	0	0	0	0	553	32	135	316	0
RTOR Reduction (vph)	0	0	64	0	0	0	0	4	0	0	0	0
Lane Group Flow (vph)	0	167	19	0	0	0	0	581	0	0	451	0
Turn Type	Perm	NA	Perm					NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4		4							6		
Actuated Green, G (s)		15.9	15.9					46.1			37.3	
Effective Green, g (s)		15.9	15.9					46.1			37.3	
Actuated g/C Ratio		0.23	0.23					0.66			0.53	
Clearance Time (s)		4.0	4.0					4.0			4.0	
Vehicle Extension (s)		5.0	5.0					5.0			5.0	
Lane Grp Cap (vph)		413	359					2311			1295	
v/s Ratio Prot								c0.17				
v/s Ratio Perm		0.09	0.01								c0.19	
v/c Ratio		0.40	0.05					0.25			0.35	
Uniform Delay, d1		23.0	21.2					4.9			9.4	
Progression Factor		1.00	1.00					0.76			1.00	
Incremental Delay, d2		1.4	0.1					0.3			0.7	
Delay (s)		24.4	21.3					3.9			10.1	
Level of Service		C	C					A			B	
Approach Delay (s/veh)		23.3			0.0			3.9			10.1	
Approach LOS		C			A			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	9.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	44.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



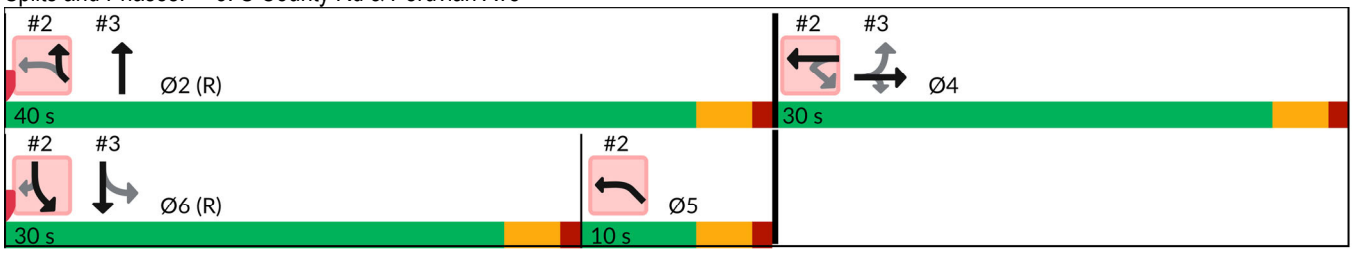
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	69	85	76	0	0	0	0	509	29	124	291	0
Future Volume (vph)	69	85	76	0	0	0	0	509	29	124	291	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Frt			0.850					0.992				
Flt Protected		0.978									0.985	
Satd. Flow (prot)	0	1822	1583	0	0	0	0	3511	0	0	3486	0
Flt Permitted		0.978									0.687	
Satd. Flow (perm)	0	1822	1583	0	0	0	0	3511	0	0	2431	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			83					12				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		756			55			277			163	
Travel Time (s)		17.2			1.3			6.3			3.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	75	92	83	0	0	0	0	553	32	135	316	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	167	83	0	0	0	0	585	0	0	451	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2		1	2	
Detector Template	Left	Thru	Right					Thru		Left	Thru	
Leading Detector (ft)	20	100	20					100		20	100	
Trailing Detector (ft)	0	0	0					0		0	0	
Detector 1 Position(ft)	0	0	0					0		0	0	
Detector 1 Size(ft)	20	6	20					6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4		4							6		
Detector Phase	4	4	4					2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0					5.0		5.0	5.0	

Lane Group	Ø5
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	5
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	30.0	30.0	30.0					30.0		30.0	30.0	
Total Split (s)	30.0	30.0	30.0					40.0		30.0	30.0	
Total Split (%)	42.9%	42.9%	42.9%					57.1%		42.9%	42.9%	
Maximum Green (s)	26.0	26.0	26.0					36.0		26.0	26.0	
Yellow Time (s)	3.0	3.0	3.0					3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0					1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0					0.0			0.0	
Total Lost Time (s)		4.0	4.0					4.0			4.0	
Lead/Lag										Lead	Lead	
Lead-Lag Optimize?										Yes	Yes	
Vehicle Extension (s)	5.0	5.0	5.0					5.0		5.0	5.0	
Recall Mode	None	None	None					C-Max		C-Max	C-Max	
Walk Time (s)	10.0	10.0	10.0					10.0		10.0	10.0	
Flash Don't Walk (s)	16.0	16.0	16.0					16.0		16.0	16.0	
Pedestrian Calls (#/hr)	0	0	0					0		0	0	
Act Effct Green (s)		15.9	15.9					46.1			38.1	
Actuated g/C Ratio		0.23	0.23					0.66			0.54	
v/c Ratio		0.40	0.20					0.25			0.34	
Control Delay (s/veh)		24.4	5.9					4.6			11.9	
Queue Delay		0.0	0.0					0.2			0.0	
Total Delay (s/veh)		24.4	5.9					4.8			11.9	
LOS		C	A					A			B	
Approach Delay (s/veh)		18.3						4.8			11.9	
Approach LOS		B						A			B	
Queue Length 50th (ft)		62	0					35			55	
Queue Length 95th (ft)		96	26					61			111	
Internal Link Dist (ft)		676			1			197			83	
Turn Bay Length (ft)												
Base Capacity (vph)		676	640					2315			1322	
Starvation Cap Reductn		0	0					968			0	
Spillback Cap Reductn		0	0					0			0	
Storage Cap Reductn		0	0					0			0	
Reduced v/c Ratio		0.25	0.13					0.43			0.34	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 48 (69%), Referenced to phase 2:NWL and 6:SBL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.40			
Intersection Signal Delay (s/veh): 9.9		Intersection LOS: A	
Intersection Capacity Utilization 44.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: S County Rd & Peruvian Ave



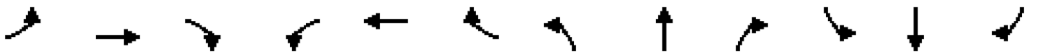
Lane Group	Ø5
Minimum Split (s)	9.5
Total Split (s)	10.0
Total Split (%)	14%
Maximum Green (s)	6.0
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	5.0
Recall Mode	None
Walk Time (s)	
Flash Don't Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary



Lane Group	EBT	EBR	NBT	SBT
Lane Group Flow (vph)	167	83	585	451
v/c Ratio	0.40	0.20	0.25	0.34
Control Delay (s/veh)	24.4	5.9	4.6	11.9
Queue Delay	0.0	0.0	0.2	0.0
Total Delay (s/veh)	24.4	5.9	4.8	11.9
Queue Length 50th (ft)	62	0	35	55
Queue Length 95th (ft)	96	26	61	111
Internal Link Dist (ft)	676		197	83
Turn Bay Length (ft)				
Base Capacity (vph)	676	640	2315	1322
Starvation Cap Reductn	0	0	968	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.25	0.13	0.43	0.34

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	369	269	283	0	321	17	368	329	37	7	268	327
Future Volume (veh/h)	369	269	283	0	321	17	368	329	37	7	268	327
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	401	292	308	0	349	18	400	358	40	8	291	355
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			No			Yes			Yes		
Cap, veh/h	475	739	626	0	447	23	492	849	95	42	596	514
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.22	0.40	0.40	0.00	0.13	0.13	0.15	0.51	0.51	0.32	0.32	0.32
Unsig. Movement Delay												
Ln Grp Delay, s/veh	51.7	23.3	25.5	0.0	49.5	49.6	28.7	0.0	16.5	29.7	0.0	16.0
Ln Grp LOS	D	C	C		D	D	C		B	C		B
Approach Vol, veh/h		1001			367			798			654	
Approach Delay, s/veh		35.3			49.6			22.6			22.3	
Approach LOS		D			D			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6	8	7
Case No		4.0		3.0	1.2	7.3	8.0	1.4
Phs Duration (G+Y+Rc), s		56.0		44.0	19.0	37.0	17.5	26.5
Change Period (Y+Rc), s		4.6		4.5	4.0	4.6	* 4.5	4.5
Max Green (Gmax), s		51.4		39.5	15.0	32.4	* 19	17.0
Max Allow Headway (MAH), s		5.3		4.6	3.8	5.6	5.3	3.8
Max Q Clear (g_c+I1), s		15.4		16.6	16.7	14.9	11.9	18.6
Green Ext Time (g_e), s		2.7		2.9	0.0	4.3	1.1	0.0
Prob of Phs Call (p_c)		1.00		1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)		0.00		0.00	1.00	0.00	0.63	0.00

Left-Turn Movement Data								
Assigned Mvmt					5	1	3	7
Mvmt Sat Flow, veh/h					1781	16	0	1781

Through Movement Data								
Assigned Mvmt		2		4		6	8	
Mvmt Sat Flow, veh/h		1652		1870		1841	3532	

Right-Turn Movement Data								
Assigned Mvmt		12		14		16	18	
Mvmt Sat Flow, veh/h		185		1585		1585	177	

Left Lane Group Data								
Assigned Mvmt	0	0	0	0	5	1	3	7

Lane Assignment					L (Pr/Pm)	L+T	L (Pr/Pm)	
Lanes in Grp	0	0	0	0	1	1	0	1
Grp Vol (v), veh/h	0	0	0	0	400	299	0	401
Grp Sat Flow (s), veh/h/ln	0	0	0	0	1781	1856	0	1781
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	14.7	0.0	0.0	16.6
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	14.7	12.9	0.0	16.6
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	785	1002	0	1015
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	34.4	32.4	0.0	11.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	19.5	32.4	0.0	1.1
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	15.5	0.0	0.0	1.1
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	22.0	13.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	12.9	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	0.00	1.00	0.03	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	492	638	0	475
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.81	0.47	0.00	0.84
Avail Cap (c_a), veh/h	0	0	0	0	492	638	0	475
Upstream Filter (I)	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	18.8	27.2	0.0	35.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	10.0	2.5	0.0	16.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	28.7	29.7	0.0	51.7
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	5.7	5.6	0.0	9.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	1.4	0.4	0.0	2.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	7.1	6.1	0.0	11.2
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.82	1.78	0.00	1.58
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	8	0
Lane Assignment				T			T	
Lanes in Grp	0	0	0	1	0	0	1	0
Grp Vol (v), veh/h	0	0	0	292	0	0	180	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1870	0	0	1777	0
Q Serve Time (g_s), s	0.0	0.0	0.0	11.2	0.0	0.0	9.8	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	11.2	0.0	0.0	9.8	0.0
Lane Grp Cap (c), veh/h	0	0	0	739	0	0	231	0
V/C Ratio (X)	0.00	0.00	0.00	0.40	0.00	0.00	0.78	0.00
Avail Cap (c_a), veh/h	0	0	0	739	0	0	329	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	21.7	0.0	0.0	42.1	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.6	0.0	0.0	7.4	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	23.3	0.0	0.0	49.5	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.8	0.0	0.0	4.3	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.3	0.0	0.0	0.5	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	5.1	0.0	0.0	4.7	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.21	0.00	0.00	0.12	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

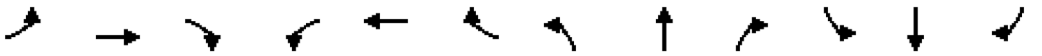
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	18	0
Lane Assignment		T+R		R		R	T+R	
Lanes in Grp	0	1	0	1	0	1	1	0
Grp Vol (v), veh/h	0	398	0	308	0	355	187	0
Grp Sat Flow (s), veh/h/ln	0	1837	0	1585	0	1585	1839	0
Q Serve Time (g_s), s	0.0	13.4	0.0	14.6	0.0	10.5	9.9	0.0
Cycle Q Clear Time (g_c), s	0.0	13.4	0.0	14.6	0.0	10.5	9.9	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.10	0.00	1.00	0.00	1.00	0.10	0.00
Lane Grp Cap (c), veh/h	0	944	0	626	0	514	239	0
V/C Ratio (X)	0.00	0.42	0.00	0.49	0.00	0.69	0.78	0.00
Avail Cap (c_a), veh/h	0	944	0	626	0	514	340	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d1), s/veh	0.0	15.1	0.0	22.7	0.0	8.6	42.1	0.0
Incr Delay (d2), s/veh	0.0	1.4	0.0	2.8	0.0	7.4	7.5	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	16.5	0.0	25.5	0.0	16.0	49.6	0.0
1st-Term Q (Q1), veh/ln	0.0	5.4	0.0	13.7	0.0	13.5	4.4	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.5	0.0	1.1	0.5	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	5.7	0.0	14.2	0.0	14.5	4.9	0.0
%ile Storage Ratio (RQ%)	0.00	0.67	0.00	0.58	0.00	4.24	0.13	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	30.5
HCM 7th LOS	C

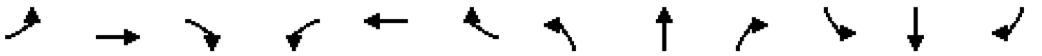
Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th Edition computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	369	269	283	0	321	17	368	329	37	7	268	327
Future Volume (vph)	369	269	283	0	321	17	368	329	37	7	268	327
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	0		0	0		0	0		0
Storage Lanes	1		1	0		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.993			0.985				0.850
Flt Protected	0.950						0.950				0.999	
Satd. Flow (prot)	1770	1863	1583	0	3514	0	1770	1835	0	0	1861	1583
Flt Permitted	0.380						0.373				0.988	
Satd. Flow (perm)	708	1863	1583	0	3514	0	695	1835	0	0	1840	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			308		5			8				355
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		693			1009			293			161	
Travel Time (s)		15.8			22.9			6.7			3.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	401	292	308	0	349	18	400	358	40	8	291	355
Shared Lane Traffic (%)												
Lane Group Flow (vph)	401	292	308	0	367	0	400	398	0	0	299	355
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1		2		1	2		1	2	1
Detector Template	Left	Thru	Right		Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20		100		20	100		20	100	20
Trailing Detector (ft)	0	0	0		0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0		0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20		6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm		NA		pm+pt	NA		Perm	NA	Perm
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4		4				2			6		6



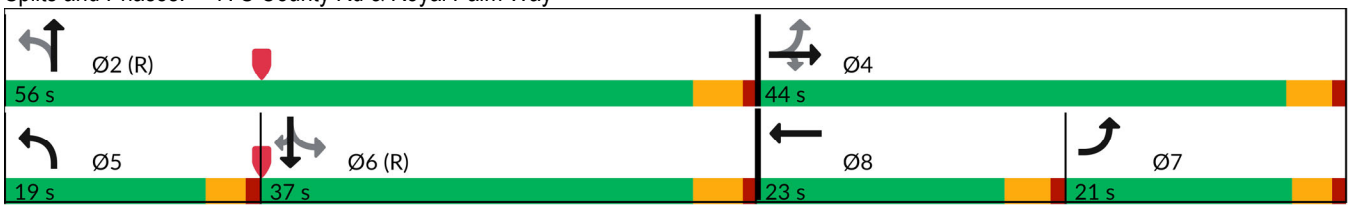
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4		8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	10.0	20.0	20.0		10.0		15.0	15.0		15.0	15.0	15.0
Minimum Split (s)	14.5	26.5	26.5		23.6		19.5	34.6		34.6	34.6	34.6
Total Split (s)	21.0	44.0	44.0		23.0		19.0	56.0		37.0	37.0	37.0
Total Split (%)	21.0%	44.0%	44.0%		23.0%		19.0%	56.0%		37.0%	37.0%	37.0%
Maximum Green (s)	17.0	39.5	39.5		18.5		15.0	51.4		32.4	32.4	32.4
Yellow Time (s)	3.0	3.5	3.5		3.5		3.0	3.6		3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0		1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)	4.0	4.5	4.5		4.5		4.0	4.6			4.6	4.6
Lead/Lag	Lag				Lead		Lead			Lag	Lag	Lag
Lead-Lag Optimize?	Yes				Yes		Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0		4.0	4.0	4.0
Recall Mode	Max	Max	Max		None		None	C-Max		C-Max	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0			7.0		7.0	7.0	7.0
Flash Don't Walk (s)		15.0	15.0		12.0			23.0		23.0	23.0	23.0
Pedestrian Calls (#/hr)		0	0		0			0		0	0	0
Act Effct Green (s)	40.0	39.5	39.5		15.3		52.0	51.4			32.4	32.4
Actuated g/C Ratio	0.40	0.40	0.40		0.15		0.52	0.51			0.32	0.32
v/c Ratio	0.81	0.40	0.38		0.68		0.77	0.42			0.50	0.47
Control Delay (s/veh)	32.3	13.2	1.5		45.9		26.7	16.4			30.9	5.0
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Delay (s/veh)	32.3	13.2	1.5		45.9		26.7	16.4			30.9	5.0
LOS	C	B	A		D		C	B			C	A
Approach Delay (s/veh)		17.2			45.9			21.6			16.8	
Approach LOS		B			D			C			B	
Queue Length 50th (ft)	142	50	0		115		151	147			153	0
Queue Length 95th (ft)	#184	70	13		158		#238	220			235	62
Internal Link Dist (ft)		613			929			213			81	
Turn Bay Length (ft)	180											
Base Capacity (vph)	497	735	811		654		522	947			596	752
Starvation Cap Reductn	0	0	0		0		0	0			0	0
Spillback Cap Reductn	0	0	0		0		0	0			0	0
Storage Cap Reductn	0	0	0		0		0	0			0	0
Reduced v/c Ratio	0.81	0.40	0.38		0.56		0.77	0.42			0.50	0.47

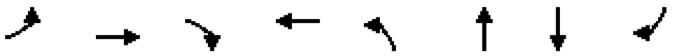
Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 92 (92%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay (s/veh): 22.1		Intersection LOS: C	
Intersection Capacity Utilization 79.5%		ICU Level of Service D	
Analysis Period (min) 15			

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

Queue shown is maximum after two cycles.

Splits and Phases: 7: S County Rd & Royal Palm Way

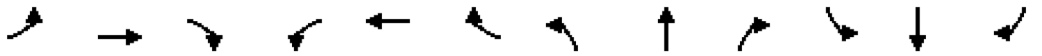




Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	401	292	308	367	400	398	299	355
v/c Ratio	0.81	0.40	0.38	0.68	0.77	0.42	0.50	0.47
Control Delay (s/veh)	32.3	13.2	1.5	45.9	26.7	16.4	30.9	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	32.3	13.2	1.5	45.9	26.7	16.4	30.9	5.0
Queue Length 50th (ft)	142	50	0	115	151	147	153	0
Queue Length 95th (ft)	#184	70	13	158	#238	220	235	62
Internal Link Dist (ft)		613		929		213	81	
Turn Bay Length (ft)	180							
Base Capacity (vph)	497	735	811	654	522	947	596	752
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.40	0.38	0.56	0.77	0.42	0.50	0.47

Intersection Summary

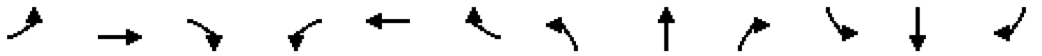
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	218	60	188	0	0	0	0	658	42	0	364	0
Future Volume (vph)	218	60	188	0	0	0	0	658	42	0	364	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0					4.0			4.0	
Lane Util. Factor	0.95	0.95	1.00					0.95			0.95	
Frt	1.00	1.00	0.85					0.99			1.00	
Flt Protected	0.95	0.97	1.00					1.00			1.00	
Satd. Flow (prot)	1681	1720	1583					3507			3539	
Flt Permitted	0.95	0.97	1.00					1.00			1.00	
Satd. Flow (perm)	1681	1720	1583					3507			3539	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	237	65	204	0	0	0	0	715	46	0	396	0
RTOR Reduction (vph)	0	0	167	0	0	0	0	3	0	0	0	0
Lane Group Flow (vph)	149	153	37	0	0	0	0	758	0	0	396	0
Turn Type	Split	NA	Perm					NA			NA	
Protected Phases	3	3						1 2			1 4	
Permitted Phases			3									
Actuated Green, G (s)	20.0	20.0	20.0					62.9			73.0	
Effective Green, g (s)	20.0	20.0	20.0					62.9			73.0	
Actuated g/C Ratio	0.18	0.18	0.18					0.57			0.66	
Clearance Time (s)	4.0	4.0	4.0									
Vehicle Extension (s)	3.0	3.0	3.0									
Lane Grp Cap (vph)	305	312	287					2005			2348	
v/s Ratio Prot	0.09	c0.09						c0.22			c0.11	
v/s Ratio Perm			0.02									
v/c Ratio	0.49	0.49	0.13					0.38			0.17	
Uniform Delay, d1	40.4	40.4	37.7					12.9			7.0	
Progression Factor	1.00	1.00	1.00					1.00			0.37	
Incremental Delay, d2	1.2	1.2	0.2					0.5			0.0	
Delay (s)	41.6	41.6	37.9					13.4			2.6	
Level of Service	D	D	D					B			A	
Approach Delay (s/veh)		40.1			0.0			13.4			2.6	
Approach LOS		D			A			B			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	19.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	38.7%	ICU Level of Service	A
Analysis Period (min)	15		

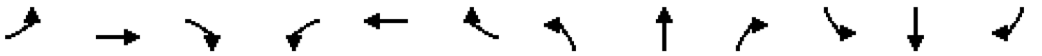
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	29	102	22	276	382	0	0	364	492
Future Volume (vph)	0	0	0	29	102	22	276	382	0	0	364	492
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0		4.0			4.0	
Lane Util. Factor					1.00	1.00		0.95			0.95	
Frt					1.00	0.85		1.00			0.91	
Flt Protected					0.99	1.00		0.98			1.00	
Satd. Flow (prot)					1842	1583		3466			3234	
Flt Permitted					0.99	1.00		0.52			1.00	
Satd. Flow (perm)					1842	1583		1840			3234	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	32	111	24	300	415	0	0	396	535
RTOR Reduction (vph)	0	0	0	0	0	21	0	0	0	0	182	0
Lane Group Flow (vph)	0	0	0	0	143	3	0	715	0	0	749	0
Turn Type				Perm	NA	Perm	custom	NA			NA	
Protected Phases					4			1 2 3			1	
Permitted Phases				4		4	2 3					
Actuated Green, G (s)					14.8	14.8		87.2			55.1	
Effective Green, g (s)					14.8	14.8		87.2			55.1	
Actuated g/C Ratio					0.13	0.13		0.79			0.50	
Clearance Time (s)					4.0	4.0					4.0	
Vehicle Extension (s)					3.0	3.0					3.0	
Lane Grp Cap (vph)					247	212		1458			1619	
v/s Ratio Prot											0.23	
v/s Ratio Perm					0.08	0.00		c0.39				
v/c Ratio					0.58	0.02		0.49			0.46	
Uniform Delay, d1					44.7	41.3		3.9			17.8	
Progression Factor					1.00	1.00		0.46			0.83	
Incremental Delay, d2					3.3	0.0		0.3			0.9	
Delay (s)					47.9	41.3		2.0			15.8	
Level of Service					D	D		A			B	
Approach Delay (s/veh)		0.0			47.0			2.0			15.8	
Approach LOS		A			D			A			B	

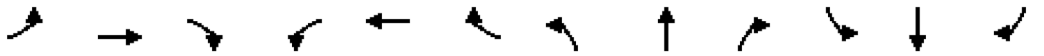
Intersection Summary			
HCM 2000 Control Delay (s/veh)	13.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	62.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	218	60	188	0	0	0	0	658	42	0	364	0
Future Volume (vph)	218	60	188	0	0	0	0	658	42	0	364	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	410		0	0		0	0		0	0		0
Storage Lanes	1		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850					0.991				
Flt Protected	0.950	0.972										
Satd. Flow (prot)	1681	1720	1583	0	0	0	0	3507	0	0	3539	0
Flt Permitted	0.950	0.972										
Satd. Flow (perm)	1681	1720	1583	0	0	0	0	3507	0	0	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			204					8				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		453			352			1138			135	
Travel Time (s)		10.3			8.0			25.9			3.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	237	65	204	0	0	0	0	715	46	0	396	0
Shared Lane Traffic (%)	37%											
Lane Group Flow (vph)	149	153	204	0	0	0	0	761	0	0	396	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2			2	
Detector Template	Left	Thru	Right					Thru			Thru	
Leading Detector (ft)	20	100	20					100			100	
Trailing Detector (ft)	0	0	0					0			0	
Detector 1 Position(ft)	0	0	0					0			0	
Detector 1 Size(ft)	20	6	20					6			6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0			0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0			0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0			0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Split	NA	Perm					NA			NA	
Protected Phases	3	3						1 2			1 4	
Permitted Phases			3									

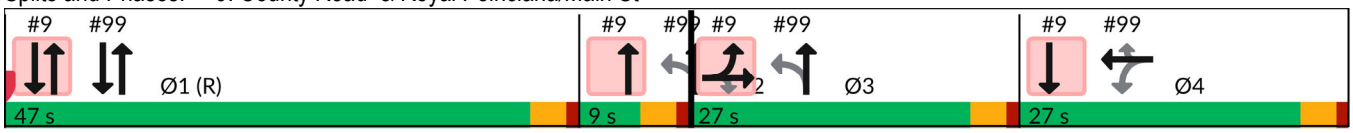
Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	1	2	4
Permitted Phases			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	3	3					1 2			1 4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0									
Minimum Split (s)	27.0	27.0	27.0									
Total Split (s)	27.0	27.0	27.0									
Total Split (%)	24.5%	24.5%	24.5%									
Maximum Green (s)	23.0	23.0	23.0									
Yellow Time (s)	3.0	3.0	3.0									
All-Red Time (s)	1.0	1.0	1.0									
Lost Time Adjust (s)	0.0	0.0	0.0									
Total Lost Time (s)	4.0	4.0	4.0									
Lead/Lag	Lead	Lead	Lead									
Lead-Lag Optimize?	Yes	Yes	Yes									
Vehicle Extension (s)	3.0	3.0	3.0									
Recall Mode	Min	Min	Min									
Walk Time (s)	7.0	7.0	7.0									
Flash Don't Walk (s)	16.0	16.0	16.0									
Pedestrian Calls (#/hr)	0	0	0									
Act Effct Green (s)	20.0	20.0	20.0					62.9			73.0	
Actuated g/C Ratio	0.18	0.18	0.18					0.57			0.66	
v/c Ratio	0.49	0.49	0.45					0.38			0.17	
Control Delay (s/veh)	45.5	45.4	8.5					14.6			2.9	
Queue Delay	0.0	0.0	0.0					0.0			0.6	
Total Delay (s/veh)	45.5	45.4	8.5					14.6			3.5	
LOS	D	D	A					B			A	
Approach Delay (s/veh)		30.6						14.6			3.5	
Approach LOS		C						B			A	
Queue Length 50th (ft)	98	101	0					147			19	
Queue Length 95th (ft)	164	166	60					227			22	
Internal Link Dist (ft)		373			272			1058			55	
Turn Bay Length (ft)	410											
Base Capacity (vph)	351	359	492					2009			2333	
Starvation Cap Reductn	0	0	0					0			1519	
Spillback Cap Reductn	0	0	0					75			0	
Storage Cap Reductn	0	0	0					0			0	
Reduced v/c Ratio	0.42	0.43	0.41					0.39			0.49	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 87 (79%), Referenced to phase 1:NBSB, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay (s/veh): 16.8		Intersection LOS: B	
Intersection Capacity Utilization 38.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 9: County Road & Royal Poinciana/Main St



Lane Group	Ø1	Ø2	Ø4
Detector Phase			
Switch Phase			
Minimum Initial (s)	20.0	5.0	10.0
Minimum Split (s)	27.0	27.0	27.0
Total Split (s)	47.0	9.0	27.0
Total Split (%)	43%	8%	25%
Maximum Green (s)	43.0	5.0	23.0
Yellow Time (s)	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	C-Max	Max	None
Walk Time (s)	7.0		7.0
Flash Don't Walk (s)	16.0		16.0
Pedestrian Calls (#/hr)	0		0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay (s/veh)			
Queue Delay			
Total Delay (s/veh)			
LOS			
Approach Delay (s/veh)			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

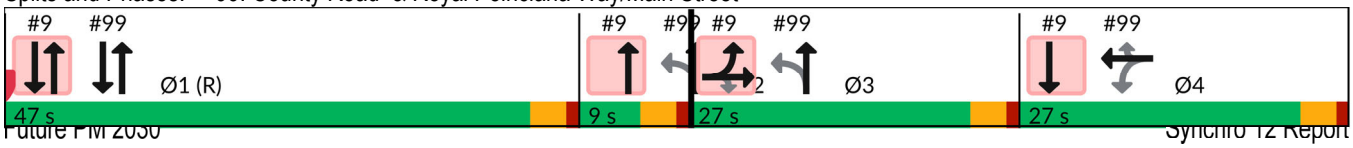
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	29	102	22	276	382	0	0	364	492
Future Volume (vph)	0	0	0	29	102	22	276	382	0	0	364	492
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.914	
Flt Protected					0.989			0.979				
Satd. Flow (prot)	0	0	0	0	1842	1583	0	3465	0	0	3235	0
Flt Permitted					0.989			0.520				
Satd. Flow (perm)	0	0	0	0	1842	1583	0	1840	0	0	3235	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						89					364	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		401			408			135			263	
Travel Time (s)		9.1			9.3			3.1			6.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	32	111	24	300	415	0	0	396	535
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	143	24	0	715	0	0	931	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
Leading Detector (ft)				20	100	20	20	100			100	
Trailing Detector (ft)				0	0	0	0	0			0	
Detector 1 Position(ft)				0	0	0	0	0			0	
Detector 1 Size(ft)				20	6	20	20	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	custom	NA			NA	
Protected Phases					4			1 2 3			1	
Permitted Phases				4		4	2 3					
Detector Phase				4	4	4	2 3	1 2 3			1	
Switch Phase												
Minimum Initial (s)				10.0	10.0	10.0					20.0	

Lane Group	Ø2	Ø3
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	3
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	5.0	15.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)				27.0	27.0	27.0					27.0	
Total Split (s)				27.0	27.0	27.0					47.0	
Total Split (%)				24.5%	24.5%	24.5%					42.7%	
Maximum Green (s)				23.0	23.0	23.0					43.0	
Yellow Time (s)				3.0	3.0	3.0					3.0	
All-Red Time (s)				1.0	1.0	1.0					1.0	
Lost Time Adjust (s)					0.0	0.0					0.0	
Total Lost Time (s)					4.0	4.0					4.0	
Lead/Lag				Lag	Lag	Lag					Lead	
Lead-Lag Optimize?				Yes	Yes	Yes					Yes	
Vehicle Extension (s)				3.0	3.0	3.0					3.0	
Recall Mode				None	None	None					C-Max	
Walk Time (s)				7.0	7.0	7.0					7.0	
Flash Don't Walk (s)				16.0	16.0	16.0					16.0	
Pedestrian Calls (#/hr)				0	0	0					0	
Act Effct Green (s)					14.8	14.8		87.2			55.1	
Actuated g/C Ratio					0.13	0.13		0.79			0.50	
v/c Ratio					0.58	0.08		0.49			0.52	
Control Delay (s/veh)					53.4	0.5		3.2			10.8	
Queue Delay					0.0	0.0		0.1			0.5	
Total Delay (s/veh)					53.4	0.5		3.3			11.3	
LOS					D	A		A			B	
Approach Delay (s/veh)					45.8			3.3			11.3	
Approach LOS					D			A			B	
Queue Length 50th (ft)					96	0		41			87	
Queue Length 95th (ft)					152	0		68			271	
Internal Link Dist (ft)		321			328			55			183	
Turn Bay Length (ft)												
Base Capacity (vph)					385	401		1524			1802	
Starvation Cap Reductn					0	0		102			442	
Spillback Cap Reductn					0	0		0			0	
Storage Cap Reductn					0	0		0			0	
Reduced v/c Ratio					0.37	0.06		0.50			0.68	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 87 (79%), Referenced to phase 1:NBSB, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay (s/veh): 11.3		Intersection LOS: B	
Intersection Capacity Utilization 62.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 99: County Road & Royal Poinciana Way/Main Street



Lane Group	Ø2	Ø3
Minimum Split (s)	27.0	27.0
Total Split (s)	9.0	27.0
Total Split (%)	8%	25%
Maximum Green (s)	5.0	23.0
Yellow Time (s)	3.0	3.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	Min
Walk Time (s)		7.0
Flash Don't Walk (s)		16.0
Pedestrian Calls (#/hr)		0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay (s/veh)		
Queue Delay		
Total Delay (s/veh)		
LOS		
Approach Delay (s/veh)		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary



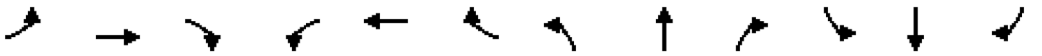
Lane Group	EBL	EBT	EBR	NBT	SBT
Lane Group Flow (vph)	149	153	204	761	396
v/c Ratio	0.49	0.49	0.45	0.38	0.17
Control Delay (s/veh)	45.5	45.4	8.5	14.6	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.6
Total Delay (s/veh)	45.5	45.4	8.5	14.6	3.5
Queue Length 50th (ft)	98	101	0	147	19
Queue Length 95th (ft)	164	166	60	227	22
Internal Link Dist (ft)		373		1058	55
Turn Bay Length (ft)	410				
Base Capacity (vph)	351	359	492	2009	2333
Starvation Cap Reductn	0	0	0	0	1519
Spillback Cap Reductn	0	0	0	75	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.42	0.43	0.41	0.39	0.49

Intersection Summary



Lane Group	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	143	24	715	931
v/c Ratio	0.58	0.08	0.49	0.52
Control Delay (s/veh)	53.4	0.5	3.2	10.8
Queue Delay	0.0	0.0	0.1	0.5
Total Delay (s/veh)	53.4	0.5	3.3	11.3
Queue Length 50th (ft)	96	0	41	87
Queue Length 95th (ft)	152	0	68	271
Internal Link Dist (ft)	328		55	183
Turn Bay Length (ft)				
Base Capacity (vph)	385	401	1524	1802
Starvation Cap Reductn	0	0	102	442
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.37	0.06	0.50	0.68

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	23	76	130	84	16	139	412	110	14	518	53
Future Volume (veh/h)	35	23	76	130	84	16	139	412	110	14	518	53
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	25	83	141	91	17	151	448	120	15	563	58
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	74	45	102	268	378	71	233	739	215	50	1419	144
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.13	0.13	0.13	0.06	0.25	0.25	0.45	0.45	0.45	0.45	0.45	0.45
Unsig. Movement Delay												
Ln Grp Delay, s/veh	50.1	0.0	0.0	46.1	0.0	33.5	38.5	0.0	25.0	21.2	0.0	21.6
Ln Grp LOS	D			D		C	D		C	C		C
Approach Vol, veh/h		146			249			719			636	
Approach Delay, s/veh		50.1			40.6			30.8			21.4	
Approach LOS		D			D			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6	8	7
Case No		8.0		4.0		8.0	8.4	1.4
Phs Duration (G+Y+Rc), s		56.0		33.1		56.0	20.2	12.9
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0
Max Green (Gmax), s		50.0		48.0		50.0	30.0	12.0
Max Allow Headway (MAH), s		5.7		5.3		4.3	5.5	3.8
Max Q Clear (g_c+I1), s		39.4		7.2		15.4	13.5	2.0
Green Ext Time (g_e), s		3.8		0.6		2.7	0.7	0.2
Prob of Phs Call (p_c)		1.00		1.00		1.00	1.00	0.99
Prob of Max Out (p_x)		0.00		0.00		0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt		5				1	3	7
Mvmt Sat Flow, veh/h		405				35	252	1781

Through Movement Data								
Assigned Mvmt		2		4		6	8	
Mvmt Sat Flow, veh/h		1626		1533		3122	348	

Right-Turn Movement Data								
Assigned Mvmt		12		14		16	18	
Mvmt Sat Flow, veh/h		473		286		317	790	

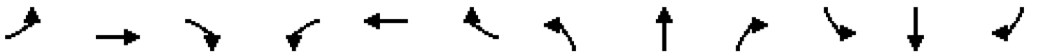
Left Lane Group Data								
Assigned Mvmt	0	5	0	0	0	1	3	7

Lane Assignment		L+T				L+T	L+T+R	L (Pr/Pm)
Lanes in Grp	0	1	0	0	0	1	1	1
Grp Vol (v), veh/h	0	309	0	0	0	335	146	141
Grp Sat Flow (s), veh/h/ln	0	887	0	0	0	1828	1390	1781
Q Serve Time (g_s), s	0.0	23.9	0.0	0.0	0.0	0.0	6.3	0.0
Cycle Q Clear Time (g_c), s	0.0	37.4	0.0	0.0	0.0	13.1	11.5	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	816	0	0	0	857	1306	1286
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	786
Perm LT Eff Green (g_p), s	0.0	50.0	0.0	0.0	0.0	50.0	14.2	12.2
Perm LT Serve Time (g_u), s	0.0	36.6	0.0	0.0	0.0	29.6	9.0	0.7
Perm LT Q Serve Time (g_ps), s	0.0	23.9	0.0	0.0	0.0	0.0	6.3	0.7
Time to First Blk (g_f), s	0.0	1.6	0.0	0.0	0.0	28.2	3.5	0.0
Serve Time pre Blk (g_fs), s	0.0	1.6	0.0	0.0	0.0	13.1	3.5	0.0
Prop LT Inside Lane (P_L)	0.00	0.49	0.00	0.00	0.00	0.04	0.26	1.00
Lane Grp Cap (c), veh/h	0	452	0	0	0	865	221	268
V/C Ratio (X)	0.00	0.68	0.00	0.00	0.00	0.39	0.66	0.53
Avail Cap (c_a), veh/h	0	452	0	0	0	865	441	350
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d1), s/veh	0.0	30.4	0.0	0.0	0.0	19.9	46.8	44.5
Incr Delay (d2), s/veh	0.0	8.1	0.0	0.0	0.0	1.3	3.3	1.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	38.5	0.0	0.0	0.0	21.2	50.1	46.1
1st-Term Q (Q1), veh/ln	0.0	7.1	0.0	0.0	0.0	5.6	3.9	3.6
2nd-Term Q (Q2), veh/ln	0.0	1.0	0.0	0.0	0.0	0.3	0.2	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
%ile Back of Q (50%), veh/ln	0.0	8.1	0.0	0.0	0.0	5.9	4.1	3.8
%ile Storage Ratio (RQ%)	0.00	4.59	0.00	0.00	0.00	0.45	0.16	0.45
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	8	0
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

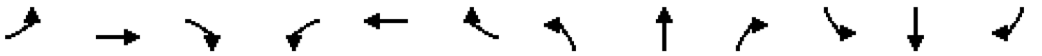
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	18	0
Lane Assignment		T+R		T+R		T+R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	410	0	108	0	301	0	0
Grp Sat Flow (s), veh/h/ln	0	1617	0	1819	0	1645	0	0
Q Serve Time (g_s), s	0.0	20.4	0.0	5.2	0.0	13.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	20.4	0.0	5.2	0.0	13.4	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.29	0.00	0.16	0.00	0.19	0.57	0.00
Lane Grp Cap (c), veh/h	0	735	0	449	0	748	0	0
V/C Ratio (X)	0.00	0.56	0.00	0.24	0.00	0.40	0.00	0.00
Avail Cap (c_a), veh/h	0	735	0	794	0	748	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	21.9	0.0	33.2	0.0	20.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.0	0.0	0.3	0.0	1.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	25.0	0.0	33.5	0.0	21.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	7.6	0.0	2.3	0.0	5.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	0.0	0.0	0.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	8.2	0.0	2.3	0.0	5.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	4.62	0.00	0.08	0.00	0.41	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	30.4
HCM 7th LOS	C



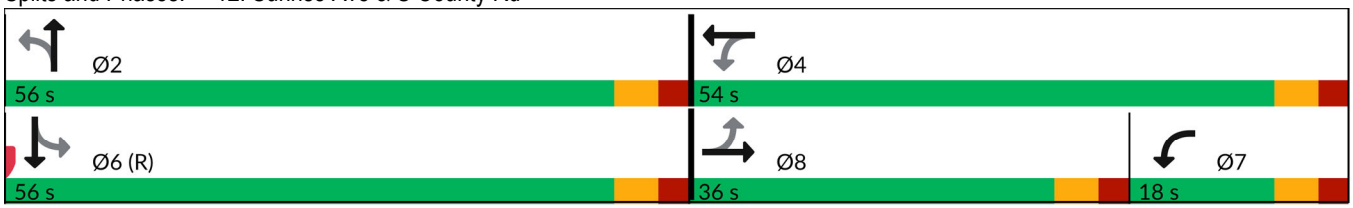
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	23	76	130	84	16	139	412	110	14	518	53
Future Volume (vph)	35	23	76	130	84	16	139	412	110	14	518	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	210		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.923			0.976			0.975			0.986	
Flt Protected		0.987		0.950				0.990			0.999	
Satd. Flow (prot)	0	1697	0	1770	1818	0	0	3416	0	0	3486	0
Flt Permitted		0.876		0.552				0.670			0.932	
Satd. Flow (perm)	0	1506	0	1028	1818	0	0	2312	0	0	3252	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		59			11			28			13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		716			834			109			368	
Travel Time (s)		16.3			19.0			2.5			8.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	25	83	141	91	17	151	448	120	15	563	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	146	0	141	108	0	0	719	0	0	636	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2			6		

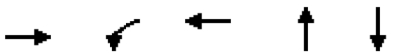


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	8	8		7	4		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		7.0	10.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	31.0	31.0		13.0	31.0		26.0	26.0		28.0	28.0	
Total Split (s)	36.0	36.0		18.0	54.0		56.0	56.0		56.0	56.0	
Total Split (%)	32.7%	32.7%		16.4%	49.1%		50.9%	50.9%		50.9%	50.9%	
Maximum Green (s)	30.0	30.0		12.0	48.0		50.0	50.0		50.0	50.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)		6.0		6.0	6.0			6.0			6.0	
Lead/Lag	Lead	Lead		Lag								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		2.0	2.0	
Recall Mode	None	None		None	None		Max	Max		C-Max	C-Max	
Walk Time (s)	10.0	10.0			10.0		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)	15.0	15.0			15.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	0	0			0		0	0		0	0	
Act Effct Green (s)		12.9		26.7	26.7			71.3			71.3	
Actuated g/C Ratio		0.12		0.24	0.24			0.65			0.65	
v/c Ratio		0.64		0.47	0.24			0.48			0.30	
Control Delay (s/veh)		39.9		41.2	30.1			9.5			9.3	
Queue Delay		0.0		0.0	0.0			0.2			0.0	
Total Delay (s/veh)		39.9		41.2	30.1			9.7			9.3	
LOS		D		D	C			A			A	
Approach Delay (s/veh)		39.9			36.4			9.7			9.3	
Approach LOS		D			D			A			A	
Queue Length 50th (ft)		59		84	56			110			86	
Queue Length 95th (ft)		121		126	93			123			150	
Internal Link Dist (ft)		636			754			29			288	
Turn Bay Length (ft)				210								
Base Capacity (vph)		453		369	799			1507			2111	
Starvation Cap Reductn		0		0	0			201			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.32		0.38	0.14			0.55			0.30	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 88 (80%), Referenced to phase 6:SBTL, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay (s/veh): 15.9		Intersection LOS: B	
Intersection Capacity Utilization 65.1%		ICU Level of Service C	
Analysis Period (min) 15			

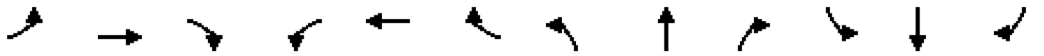
Splits and Phases: 12: Sunrise Ave & S County Rd





Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	146	141	108	719	636
v/c Ratio	0.64	0.47	0.24	0.48	0.30
Control Delay (s/veh)	39.9	41.2	30.1	9.5	9.3
Queue Delay	0.0	0.0	0.0	0.2	0.0
Total Delay (s/veh)	39.9	41.2	30.1	9.7	9.3
Queue Length 50th (ft)	59	84	56	110	86
Queue Length 95th (ft)	121	126	93	123	150
Internal Link Dist (ft)	636		754	29	288
Turn Bay Length (ft)		210			
Base Capacity (vph)	453	369	799	1507	2111
Starvation Cap Reductn	0	0	0	201	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.32	0.38	0.14	0.55	0.30

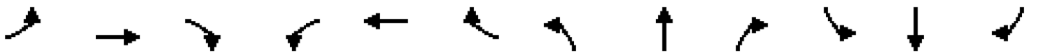
Intersection Summary



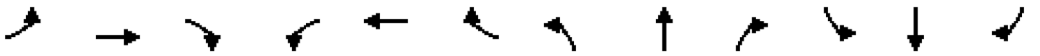
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	11	125	24	0	19	0	585	23	5	721	0
Future Volume (vph)	53	11	125	24	0	19	0	585	23	5	721	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5		4.5		4.5			4.5	
Lane Util. Factor	1.00	1.00	1.00	1.00		1.00		0.95			0.95	
Frt	1.00	1.00	0.85	1.00		0.85		0.99			1.00	
Flt Protected	0.95	1.00	1.00	0.95		1.00		1.00			1.00	
Satd. Flow (prot)	1770	1863	1583	1770		1583		3519			3538	
Flt Permitted	0.95	1.00	1.00	0.75		1.00		1.00			0.95	
Satd. Flow (perm)	1770	1863	1583	1397		1583		3519			3369	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	58	12	136	26	0	21	0	636	25	5	784	0
RTOR Reduction (vph)	0	0	117	0	0	18	0	2	0	0	0	0
Lane Group Flow (vph)	58	12	19	26	0	3	0	659	0	0	789	0
Turn Type	Perm	NA	Perm	Perm		Perm		NA		Perm	NA	
Protected Phases		8						6			2	
Permitted Phases	8		8	4		4				2		
Actuated Green, G (s)	15.0	15.0	15.0	15.0		15.0		86.0			86.0	
Effective Green, g (s)	15.0	15.0	15.0	15.0		15.0		86.0			86.0	
Actuated g/C Ratio	0.14	0.14	0.14	0.14		0.14		0.78			0.78	
Clearance Time (s)	4.5	4.5	4.5	4.5		4.5		4.5			4.5	
Vehicle Extension (s)	5.0	5.0	5.0	5.0		5.0		5.0			5.0	
Lane Grp Cap (vph)	241	254	215	190		215		2751			2633	
v/s Ratio Prot		0.01						0.19				
v/s Ratio Perm	c0.03		0.01	0.02		0.00					c0.23	
v/c Ratio	0.24	0.05	0.09	0.14		0.01		0.24			0.30	
Uniform Delay, d1	42.4	41.3	41.5	41.8		41.1		3.2			3.4	
Progression Factor	1.16	1.19	2.39	1.00		1.00		0.42			0.79	
Incremental Delay, d2	0.8	0.1	0.3	0.7		0.1		0.2			0.3	
Delay (s)	50.1	49.3	99.4	42.5		41.1		1.6			3.0	
Level of Service	D	D	F	D		D		A			A	
Approach Delay (s/veh)		82.6			41.9			1.6			3.0	
Approach LOS		F			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	13.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.29		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	53.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	11	125	24	0	19	0	585	23	5	721	0
Future Volume (vph)	53	11	125	24	0	19	0	585	23	5	721	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	70		100	0		0	0		0	0		0
Storage Lanes	1		1	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Frt			0.850			0.850		0.994				
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	1863	1583	1770	0	1583	0	3518	0	0	3539	0
Flt Permitted	0.950			0.750							0.952	
Satd. Flow (perm)	1770	1863	1583	1397	0	1583	0	3518	0	0	3369	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			136			21		7				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		735			781			263			276	
Travel Time (s)		16.7			17.8			6.0			6.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	58	12	136	26	0	21	0	636	25	5	784	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	58	12	136	26	0	21	0	661	0	0	789	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1		1		2		1	2	
Detector Template	Left	Thru	Right	Left		Right		Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20		20		100		20	100	
Trailing Detector (ft)	0	0	0	0		0		0		0	0	
Detector 1 Position(ft)	0	0	0	0		0		0		0	0	
Detector 1 Size(ft)	20	6	20	20		20		6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm	Perm		Perm		NA		Perm	NA	
Protected Phases		8						6			2	
Permitted Phases	8		8	4		4				2		

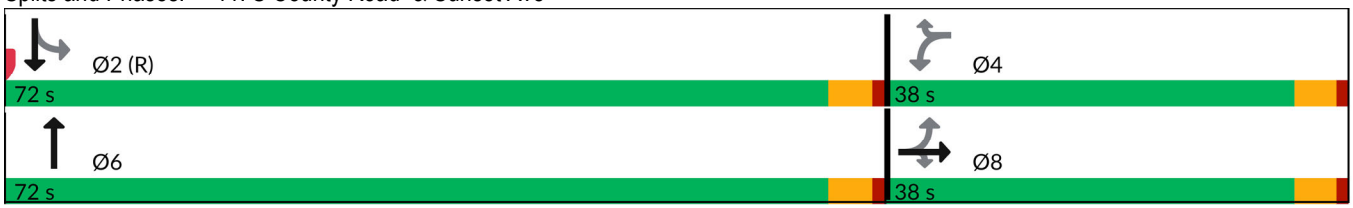


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	8	8	8	4		4		6		2	2	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0		15.0		10.0		10.0	10.0	
Minimum Split (s)	25.5	25.5	25.5	30.5		30.5		25.5		25.5	25.5	
Total Split (s)	38.0	38.0	38.0	38.0		38.0		72.0		72.0	72.0	
Total Split (%)	34.5%	34.5%	34.5%	34.5%		34.5%		65.5%		65.5%	65.5%	
Maximum Green (s)	33.5	33.5	33.5	33.5		33.5		67.5		67.5	67.5	
Yellow Time (s)	3.5	3.5	3.5	3.5		3.5		3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0		1.0		1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0			0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5		4.5		4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0	5.0	5.0		5.0		5.0		5.0	5.0	
Recall Mode	None	None	None	None		None		Max		C-Max	C-Max	
Walk Time (s)	10.0	10.0	10.0	10.0		10.0		10.0		10.0	10.0	
Flash Don't Walk (s)	16.0	16.0	16.0	16.0		16.0		10.0		10.0	10.0	
Pedestrian Calls (#/hr)	0	0	0	0		0		0		0	0	
Act Effct Green (s)	15.0	15.0	15.0	15.0		15.0		86.0			86.0	
Actuated g/C Ratio	0.14	0.14	0.14	0.14		0.14		0.78			0.78	
v/c Ratio	0.24	0.05	0.41	0.14		0.09		0.24			0.30	
Control Delay (s/veh)	51.7	49.7	20.9	43.8		17.7		1.6			3.0	
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.4			0.2	
Total Delay (s/veh)	51.7	49.7	21.0	43.8		17.7		1.9			3.3	
LOS	D	D	C	D		B		A			A	
Approach Delay (s/veh)		31.3			32.1			1.9			3.3	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)	41	8	42	16		0		19			94	
Queue Length 95th (ft)	m61	m14	m71	43		23		31			39	
Internal Link Dist (ft)		655			701			183			196	
Turn Bay Length (ft)	70		100									
Base Capacity (vph)	539	567	576	425		496		2750			2632	
Starvation Cap Reductn	0	0	0	0		0		1437			1037	
Spillback Cap Reductn	0	0	37	31		0		0			102	
Storage Cap Reductn	0	0	0	0		0		0			0	
Reduced v/c Ratio	0.11	0.02	0.25	0.07		0.04		0.50			0.49	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 97 (88%), Referenced to phase 2:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.41			
Intersection Signal Delay (s/veh): 6.9		Intersection LOS: A	
Intersection Capacity Utilization 53.2%		ICU Level of Service A	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 11: S County Road & Sunset Ave





Lane Group	EBL	EBT	EBR	WBL	WBR	NBT	SBT
Lane Group Flow (vph)	58	12	136	26	21	661	789
v/c Ratio	0.24	0.05	0.41	0.14	0.09	0.24	0.30
Control Delay (s/veh)	51.7	49.7	20.9	43.8	17.7	1.6	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.4	0.2
Total Delay (s/veh)	51.7	49.7	21.0	43.8	17.7	1.9	3.3
Queue Length 50th (ft)	41	8	42	16	0	19	94
Queue Length 95th (ft)	m61	m14	m71	43	23	31	39
Internal Link Dist (ft)		655				183	196
Turn Bay Length (ft)	70		100				
Base Capacity (vph)	539	567	576	425	496	2750	2632
Starvation Cap Reductn	0	0	0	0	0	1437	1037
Spillback Cap Reductn	0	0	37	31	0	0	102
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.02	0.25	0.07	0.04	0.50	0.49

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Traffic Volume (vph)	0	0	0	51	143	218	253	149	107	365
Future Volume (vph)	0	0	0	51	143	218	253	149	107	365
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		4.0	4.0	4.0	4.0
Lane Util. Factor					0.95		1.00	1.00	1.00	1.00
Frt					0.92		1.00	0.85	1.00	0.85
Flt Protected					0.99		0.95	1.00	0.95	1.00
Satd. Flow (prot)					3238		1770	1583	1770	1583
Flt Permitted					0.99		0.95	1.00	0.56	1.00
Satd. Flow (perm)					3238		1770	1583	1039	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	55	155	237	275	162	116	397
RTOR Reduction (vph)	0	0	0	0	178	0	0	79	0	0
Lane Group Flow (vph)	0	0	0	0	269	0	275	83	116	397
Turn Type				Perm	NA		Prot	Perm	pm+pt	Prot
Protected Phases					4		6		5	2
Permitted Phases				4				6	2	
Actuated Green, G (s)					17.5		35.7	35.7	44.5	44.5
Effective Green, g (s)					17.5		35.7	35.7	44.5	44.5
Actuated g/C Ratio					0.25		0.51	0.51	0.64	0.64
Clearance Time (s)					4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)					5.0		5.0	5.0	5.0	5.0
Lane Grp Cap (vph)					809		902	807	710	1006
v/s Ratio Prot							0.16		0.01	c0.25
v/s Ratio Perm					0.08			0.05	0.09	
v/c Ratio					0.33		0.30	0.10	0.16	0.39
Uniform Delay, d1					21.5		10.0	8.9	6.1	6.2
Progression Factor					1.00		0.44	0.07	0.97	0.99
Incremental Delay, d2					0.5		0.9	0.2	0.2	1.2
Delay (s)					22.0		5.3	0.9	6.2	7.3
Level of Service					C		A	A	A	A
Approach Delay (s/veh)		0.0			22.0		3.6		7.0	
Approach LOS		A			C		A		A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	10.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	42.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

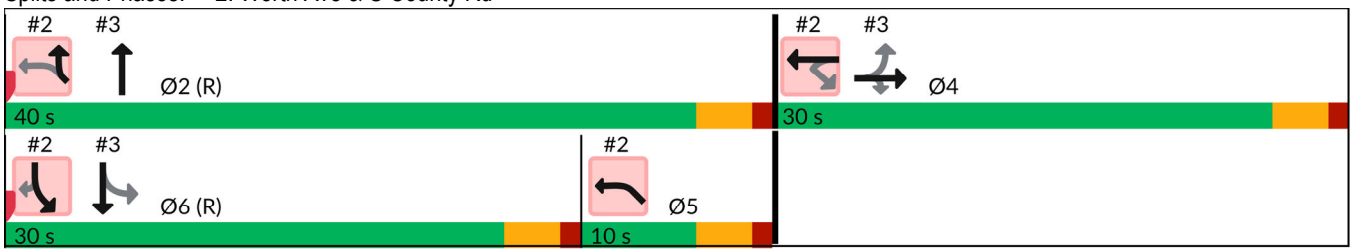
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Traffic Volume (vph)	0	0	0	51	143	218	253	149	107	365
Future Volume (vph)	0	0	0	51	143	218	253	149	107	365
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0	0	150	0
Storage Lanes	0		0	0		0	1	1	1	1
Taper Length (ft)	25			25			25		25	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt					0.920			0.850		0.850
Flt Protected					0.994		0.950		0.950	
Satd. Flow (prot)	0	0	0	0	3237	0	1770	1583	1770	1583
Flt Permitted					0.994		0.950		0.558	
Satd. Flow (perm)	0	0	0	0	3237	0	1770	1583	1039	1583
Right Turn on Red			Yes			Yes		Yes		
Satd. Flow (RTOR)					237			162		
Link Speed (mph)		30			30		30		30	
Link Distance (ft)		756			1065		277		366	
Travel Time (s)		17.2			24.2		6.3		8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	55	155	237	275	162	116	397
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	0	0	447	0	275	162	116	397
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Right
Median Width(ft)		0			0		12		12	
Link Offset(ft)		0			0		0		0	
Crosswalk Width(ft)		16			16		16		16	
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15	9	15	9
Number of Detectors				1	2		2	1	1	2
Detector Template				Left	Thru		Thru	Right	Left	Thru
Leading Detector (ft)				20	100		100	20	20	100
Trailing Detector (ft)				0	0		0	0	0	0
Detector 1 Position(ft)				0	0		0	0	0	0
Detector 1 Size(ft)				20	6		6	20	20	6
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel										
Detector 1 Extend (s)				0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)					94		94			94
Detector 2 Size(ft)					6		6			6
Detector 2 Type					Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel										
Detector 2 Extend (s)					0.0		0.0			0.0
Turn Type				Perm	NA		Prot	Perm	pm+pt	Prot
Protected Phases					4		6		5	2
Permitted Phases				4				6	2	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Detector Phase				4	4		6	6	5	2
Switch Phase										
Minimum Initial (s)				5.0	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)				30.0	30.0		30.0	30.0	9.5	30.0
Total Split (s)				30.0	30.0		30.0	30.0	10.0	40.0
Total Split (%)				42.9%	42.9%		42.9%	42.9%	14.3%	57.1%
Maximum Green (s)				26.0	26.0		26.0	26.0	6.0	36.0
Yellow Time (s)				3.0	3.0		3.0	3.0	3.0	3.0
All-Red Time (s)				1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)					0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)					4.0		4.0	4.0	4.0	4.0
Lead/Lag							Lead	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	
Vehicle Extension (s)				5.0	5.0		5.0	5.0	5.0	5.0
Recall Mode				None	None		C-Max	C-Max	None	C-Max
Walk Time (s)				10.0	10.0		10.0	10.0		10.0
Flash Don't Walk (s)				16.0	16.0		16.0	16.0		16.0
Pedestrian Calls (#/hr)				0	0		0	0		0
Act Effct Green (s)					17.5		36.5	36.5	44.5	44.5
Actuated g/C Ratio					0.25		0.52	0.52	0.64	0.64
v/c Ratio					0.45		0.30	0.18	0.16	0.39
Control Delay (s/veh)					10.4		6.4	0.6	7.6	9.1
Queue Delay					0.0		0.2	0.0	0.0	0.0
Total Delay (s/veh)					10.4		6.6	0.6	7.6	9.1
LOS					B		A	A	A	A
Approach Delay (s/veh)					10.4		4.4		8.8	
Approach LOS					B		A		A	
Queue Length 50th (ft)					38		25	0	16	77
Queue Length 95th (ft)					61		55	0	46	180
Internal Link Dist (ft)		676			985		197		286	
Turn Bay Length (ft)									150	
Base Capacity (vph)					1351		923	903	724	1007
Starvation Cap Reductn					0		215	0	0	0
Spillback Cap Reductn					0		0	0	0	0
Storage Cap Reductn					0		0	0	0	0
Reduced v/c Ratio					0.33		0.39	0.18	0.16	0.39

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 48 (69%), Referenced to phase 2:NWL and 6:SBL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.45			
Intersection Signal Delay (s/veh): 7.9		Intersection LOS: A	
Intersection Capacity Utilization 42.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Worth Ave & S County Rd





Lane Group	WBT	SBL	SBR	NWL	NWR
Lane Group Flow (vph)	447	275	162	116	397
v/c Ratio	0.45	0.30	0.18	0.16	0.39
Control Delay (s/veh)	10.4	6.4	0.6	7.6	9.1
Queue Delay	0.0	0.2	0.0	0.0	0.0
Total Delay (s/veh)	10.4	6.6	0.6	7.6	9.1
Queue Length 50th (ft)	38	25	0	16	77
Queue Length 95th (ft)	61	55	0	46	180
Internal Link Dist (ft)	985	197		286	
Turn Bay Length (ft)				150	
Base Capacity (vph)	1351	923	903	724	1007
Starvation Cap Reductn	0	215	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.33	0.39	0.18	0.16	0.39

Intersection Summary

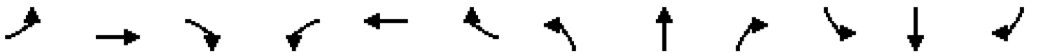
Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	310	119	0	75
Future Vol, veh/h	0	0	310	119	0	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	337	129	0	82

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	233
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	769
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	769
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s/v	0	10.24
HCM LOS		B

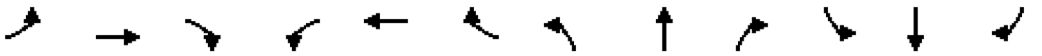
Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	769
HCM Lane V/C Ratio	-	-	0.106
HCM Control Delay (s/veh)	-	-	10.2
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.4



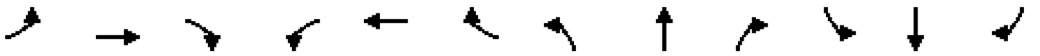
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	272	88	204	24	80	11	336	192	17	13	228	516
Future Volume (vph)	272	88	204	24	80	11	336	192	17	13	228	516
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95		0.97	1.00	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	0.97	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1610	3290	1583	1770	3475		3433	1863	1583	1770	3539	1583
Flt Permitted	0.95	0.97	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1610	3290	1583	1770	3475		3433	1863	1583	1770	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	296	96	222	26	87	12	365	209	18	14	248	561
RTOR Reduction (vph)	0	0	193	0	9	0	0	0	7	0	0	322
Lane Group Flow (vph)	148	244	29	26	90	0	365	209	11	14	248	239
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	3		4	4		1	6		5	2	
Permitted Phases			3						6			2
Actuated Green, G (s)	17.4	17.4	17.4	8.0	8.0		27.4	81.9	81.9	2.7	57.2	57.2
Effective Green, g (s)	17.4	17.4	17.4	8.0	8.0		27.4	81.9	81.9	2.7	57.2	57.2
Actuated g/C Ratio	0.13	0.13	0.13	0.06	0.06		0.20	0.61	0.61	0.02	0.43	0.43
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	4.0	4.0	2.0	4.0	4.0
Lane Grp Cap (vph)	209	427	205	105	207		701	1138	967	35	1510	675
v/s Ratio Prot	c0.09	0.07		0.01	c0.03		c0.11	0.11		0.01	0.07	
v/s Ratio Perm			0.02						0.01			c0.15
v/c Ratio	0.71	0.57	0.14	0.25	0.43		0.52	0.18	0.01	0.40	0.16	0.35
Uniform Delay, d1	55.9	54.8	51.7	60.1	60.8		47.5	11.4	10.2	64.8	23.7	25.9
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	8.6	1.2	0.1	0.5	0.5		0.3	0.4	0.0	2.7	0.2	1.5
Delay (s)	64.5	55.9	51.8	60.6	61.3		47.8	11.8	10.2	67.6	23.9	27.4
Level of Service	E	E	D	E	E		D	B	B	E	C	C
Approach Delay (s/veh)		56.5			61.2			33.9			27.0	
Approach LOS		E			E			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	39.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	134.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	61.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



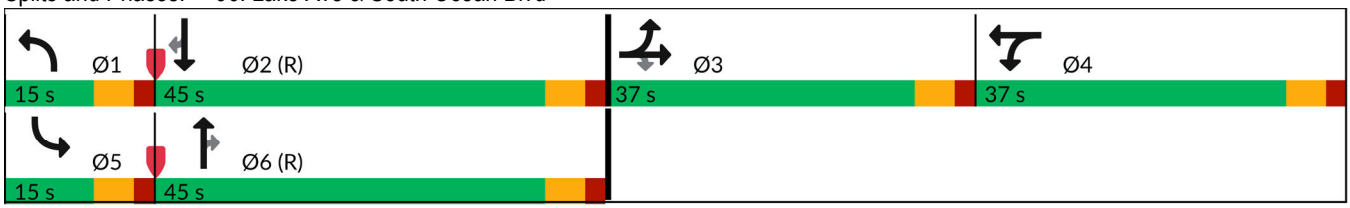
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	272	88	204	24	80	11	336	192	17	13	228	516
Future Volume (vph)	272	88	204	24	80	11	336	192	17	13	228	516
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		230	0		0	275		90	180		245
Storage Lanes	1		1	1		0	2		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95	0.95	0.97	1.00	1.00	1.00	0.95	1.00
Frt			0.850		0.982				0.850			0.850
Flt Protected	0.950	0.971		0.950			0.950			0.950		
Satd. Flow (prot)	1610	3292	1583	1770	3476	0	3433	1863	1583	1770	3539	1583
Flt Permitted	0.950	0.971		0.950			0.950			0.950		
Satd. Flow (perm)	1610	3292	1583	1770	3476	0	3433	1863	1583	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			222		10				122			561
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		706			244			532			608	
Travel Time (s)		16.0			5.5			12.1			13.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	296	96	222	26	87	12	365	209	18	14	248	561
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	148	244	222	26	99	0	365	209	18	14	248	561
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	3		4	4		1	6		5	2	
Permitted Phases			3						6			2



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	3	3	4	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		4.0	20.0	20.0	4.0	20.0	20.0
Minimum Split (s)	37.0	37.0	37.0	37.0	37.0		11.0	37.0	37.0	11.0	37.0	37.0
Total Split (s)	37.0	37.0	37.0	37.0	37.0		15.0	45.0	45.0	15.0	45.0	45.0
Total Split (%)	27.6%	27.6%	27.6%	27.6%	27.6%		11.2%	33.6%	33.6%	11.2%	33.6%	33.6%
Maximum Green (s)	31.0	31.0	31.0	31.0	31.0		9.0	39.0	39.0	9.0	39.0	39.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	4.0	4.0	2.0	4.0	4.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0	7.0		7.0	7.0
Flash Don't Walk (s)	24.0	24.0	24.0	24.0	24.0			24.0	24.0		24.0	24.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0	0		0	0
Act Effct Green (s)	17.4	17.4	17.4	8.0	8.0		27.4	85.4	85.4	5.7	57.1	57.1
Actuated g/C Ratio	0.13	0.13	0.13	0.06	0.06		0.20	0.64	0.64	0.04	0.43	0.43
v/c Ratio	0.71	0.57	0.56	0.25	0.46		0.52	0.18	0.02	0.19	0.16	0.56
Control Delay (s/veh)	73.0	59.1	11.6	65.1	61.1		51.9	12.8	0.1	67.1	24.4	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	73.0	59.1	11.6	65.1	61.1		51.9	12.8	0.1	67.1	24.4	4.5
LOS	E	E	B	E	E		D	B	A	E	C	A
Approach Delay (s/veh)		45.3			62.0			36.5			11.6	
Approach LOS		D			E			D			B	
Queue Length 50th (ft)	137	110	0	22	40		152	61	0	12	65	0
Queue Length 95th (ft)	207	148	71	52	70		207	151	0	35	106	78
Internal Link Dist (ft)		626			164			452			528	
Turn Bay Length (ft)	170		230				275		90	180		245
Base Capacity (vph)	372	761	536	409	811		702	1187	1053	118	1509	996
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.32	0.41	0.06	0.12		0.52	0.18	0.02	0.12	0.16	0.56

Intersection Summary			
Area Type:	Other		
Cycle Length: 134			
Actuated Cycle Length: 134			
Offset: 58 (43%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay (s/veh): 31.0		Intersection LOS: C	
Intersection Capacity Utilization 61.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 96: Lake Ave & South Ocean Blvd





Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	148	244	222	26	99	365	209	18	14	248	561
v/c Ratio	0.71	0.57	0.56	0.25	0.46	0.52	0.18	0.02	0.19	0.16	0.56
Control Delay (s/veh)	73.0	59.1	11.6	65.1	61.1	51.9	12.8	0.1	67.1	24.4	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	73.0	59.1	11.6	65.1	61.1	51.9	12.8	0.1	67.1	24.4	4.5
Queue Length 50th (ft)	137	110	0	22	40	152	61	0	12	65	0
Queue Length 95th (ft)	207	148	71	52	70	207	151	0	35	106	78
Internal Link Dist (ft)		626			164		452			528	
Turn Bay Length (ft)	170		230			275		90	180		245
Base Capacity (vph)	372	761	536	409	811	702	1187	1053	118	1509	996
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.32	0.41	0.06	0.12	0.52	0.18	0.02	0.12	0.16	0.56

Intersection Summary

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	70	168	35	0	0	0	0	119	51	29	41	0
Future Vol, veh/h	70	168	35	0	0	0	0	119	51	29	41	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	76	183	38	0	0	0	0	129	55	32	45	0
Number of Lanes	0	2	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	2
HCM Control Delay, s/veh	9.4	9	8.6
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	EBLn2	SBLn1
Vol Left, %	0%	45%	0%	41%
Vol Thru, %	70%	55%	71%	59%
Vol Right, %	30%	0%	29%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	170	154	119	70
LT Vol	0	70	0	29
Through Vol	119	84	84	41
RT Vol	51	0	35	0
Lane Flow Rate	185	167	129	76
Geometry Grp	2	5	5	2
Degree of Util (X)	0.235	0.25	0.177	0.105
Departure Headway (Hd)	4.576	5.374	4.939	4.964
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	785	668	726	721
Service Time	2.604	3.113	2.678	3
HCM Lane V/C Ratio	0.236	0.25	0.178	0.105
HCM Control Delay, s/veh	9	9.9	8.7	8.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.9	1	0.6	0.4



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	174	30	211	78	26	230
Future Volume (veh/h)	174	30	211	78	26	230
Number	7	14	6	16	5	2
Initial Q, veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Lanes Open During Work Zone						
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	189	33	229	85	28	250
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Opposing Right Turn Influence	Yes				Yes	
Cap, veh/h	222	39	813	302	711	1345
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.15	0.15	0.63	0.63	0.03	0.72
Unsig. Movement Delay						
Ln Grp Delay, s/veh	43.0	0.0	0.0	8.3	5.3	4.4
Ln Grp LOS	D			A	A	A
Approach Vol, veh/h	223		314			278
Approach Delay, s/veh	43.0		8.3			4.5
Approach LOS	D		A			A

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Case No		4.0		12.0	1.2	8.0		
Phs Duration (G+Y+Rc), s		70.6		19.4	8.4	62.2		
Change Period (Y+Rc), s		5.9		5.9	5.9	5.9		
Max Green (Gmax), s		52.1		26.1	6.1	40.1		
Max Allow Headway (MAH), s		4.7		3.3	3.8	4.8		
Max Q Clear (g_c+I1), s		5.9		13.2	2.5	9.2		
Green Ext Time (g_e), s		1.3		0.4	0.0	1.7		
Prob of Phs Call (p_c)		1.00		1.00	0.50	1.00		
Prob of Max Out (p_x)		0.00		0.00	1.00	0.00		

Left-Turn Movement Data								
Assigned Mvmt				7	5	1		
Mvmt Sat Flow, veh/h				1483	1781	0		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		1870		8		1301		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		0		259		483		

Left Lane Group Data								
Assigned Mvmt	0	0	0	7	5	1	0	0

Lane Assignment				L+T+RL (Pr/Pm)				
Lanes in Grp	0	0	0	1	1	0	0	0
Grp Vol (v), veh/h	0	0	0	223	28	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1750	1781	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	11.2	0.5	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	11.2	0.5	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	1066	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	58.3	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	49.1	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	56.3	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	0.85	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	263	711	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.85	0.04	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	507	782	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	37.3	5.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	5.7	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	43.0	5.3	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.7	0.1	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	5.1	0.2	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.56	0.10	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T						
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	250	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	3.9	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	3.9	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1345	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.19	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1345	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	4.1	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.18	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment						T+R		
Lanes in Grp	0	0	0	0	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	314	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1783	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	7.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	7.2	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	0.15	0.00	0.27	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	1115	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.28	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	1115	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	7.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.20	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	16.5
HCM 7th LOS	B



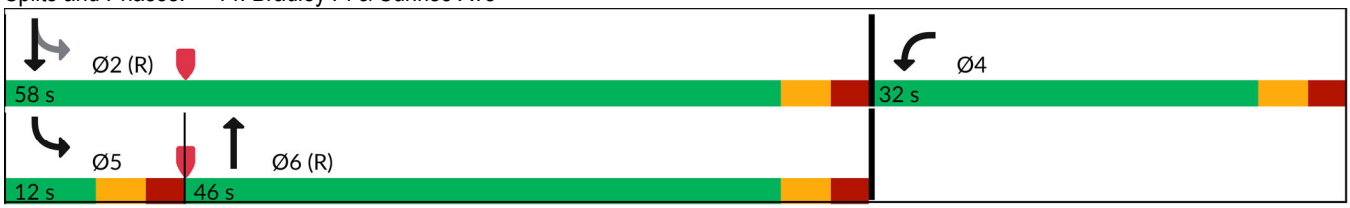
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	174	30	211	78	26	230
Future Volume (vph)	174	30	211	78	26	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	40	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.980		0.963			
Flt Protected	0.959				0.950	
Satd. Flow (prot)	1751	0	1794	0	1770	1863
Flt Permitted	0.959				0.497	
Satd. Flow (perm)	1751	0	1794	0	926	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	10		27			
Link Speed (mph)	30		30			30
Link Distance (ft)	295		402			207
Travel Time (s)	6.7		9.1			4.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	189	33	229	85	28	250
Shared Lane Traffic (%)						
Lane Group Flow (vph)	222	0	314	0	28	250
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases					2	



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	4		6		5	2
Switch Phase						
Minimum Initial (s)	10.0		12.0		5.0	12.0
Minimum Split (s)	25.9		30.0		10.9	26.9
Total Split (s)	32.0		46.0		12.0	58.0
Total Split (%)	35.6%		51.1%		13.3%	64.4%
Maximum Green (s)	26.1		40.1		6.1	52.1
Yellow Time (s)	3.4		3.4		3.4	3.4
All-Red Time (s)	2.5		2.5		2.5	2.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.9		5.9		5.9	5.9
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.5		2.5		3.0	2.5
Recall Mode	None		C-Max		None	C-Max
Walk Time (s)	7.0		7.0			
Flash Don't Walk (s)	13.0		14.0			
Pedestrian Calls (#/hr)	0		0			
Act Effct Green (s)	15.9		57.3		62.3	62.3
Actuated g/C Ratio	0.18		0.64		0.69	0.69
v/c Ratio	0.70		0.27		0.04	0.19
Control Delay (s/veh)	44.7		9.4		5.7	6.0
Queue Delay	0.0		0.0		0.0	0.0
Total Delay (s/veh)	44.7		9.4		5.7	6.0
LOS	D		A		A	A
Approach Delay (s/veh)	44.7		9.4			6.0
Approach LOS	D		A			A
Queue Length 50th (ft)	114		51		4	43
Queue Length 95th (ft)	175		156		15	90
Internal Link Dist (ft)	215		322			127
Turn Bay Length (ft)					40	
Base Capacity (vph)	514		1152		700	1290
Starvation Cap Reductn	0		0		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.43		0.27		0.04	0.19

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay (s/veh): 17.9		Intersection LOS: B	
Intersection Capacity Utilization 42.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 14: Bradley Pl & Sunrise Ave





Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	222	314	28	250
v/c Ratio	0.70	0.27	0.04	0.19
Control Delay (s/veh)	44.7	9.4	5.7	6.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	44.7	9.4	5.7	6.0
Queue Length 50th (ft)	114	51	4	43
Queue Length 95th (ft)	175	156	15	90
Internal Link Dist (ft)	215	322		127
Turn Bay Length (ft)			40	
Base Capacity (vph)	514	1152	700	1290
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.43	0.27	0.04	0.19

Intersection Summary

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	5	29	0	0	0	19	332	208	30	455	10
Future Vol, veh/h	2	5	29	0	0	0	19	332	208	30	455	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	5	32	0	0	0	21	361	226	33	495	11

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	967	1193	500	505	0	0	587	0	0
Stage 1	565	565	-	-	-	-	-	-	-
Stage 2	402	628	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	282	187	571	1059	-	-	988	-	-
Stage 1	569	508	-	-	-	-	-	-	-
Stage 2	675	476	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	267	0	571	1059	-	-	988	-	-
Mov Cap-2 Maneuver	267	0	-	-	-	-	-	-	-
Stage 1	558	0	-	-	-	-	-	-	-
Stage 2	653	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	12.31	0.29	0.53
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	1059	-	-	532	988	-	-
HCM Lane V/C Ratio	0.019	-	-	0.074	0.033	-	-
HCM Control Delay (s/veh)	8.5	-	-	12.3	8.8	-	-
HCM Lane LOS	A	-	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	326	406	141	89	595	75	218	192	48	118	382
Future Volume (vph)	326	406	141	89	595	75	218	192	48	118	382
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00
Frt	1.00	0.96		1.00	1.00	0.85	1.00	0.97		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		1.00	1.00
Satd. Flow (prot)	3433	3402		1770	3539	1583	1770	1807		1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.65	1.00		1.00	1.00
Satd. Flow (perm)	3433	3402		1770	3539	1583	1220	1807		1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	354	441	153	97	647	82	237	209	52	128	415
RTOR Reduction (vph)	0	0	0	0	0	57	0	0	0	0	68
Lane Group Flow (vph)	354	594	0	97	647	25	237	261	0	128	347
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		NA	pm+ov
Protected Phases	1	6		5	2		4	8		3	1
Permitted Phases						2	8				3
Actuated Green, G (s)	17.0	32.5		18.5	34.0	34.0	46.0	46.0		35.5	52.5
Effective Green, g (s)	17.0	32.5		18.5	34.0	34.0	46.0	46.0		35.5	52.5
Actuated g/C Ratio	0.15	0.30		0.17	0.31	0.31	0.42	0.42		0.32	0.48
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5
Vehicle Extension (s)	5.0	5.0		5.0	5.0	5.0	3.0	5.0		5.0	5.0
Lane Grp Cap (vph)	530	1005		297	1093	489	537	755		601	755
v/s Ratio Prot	c0.10	0.17		0.05	c0.18		c0.02	0.14		0.07	0.07
v/s Ratio Perm						0.02	c0.16				0.15
v/c Ratio	0.67	0.59		0.33	0.59	0.05	0.44	0.35		0.21	0.46
Uniform Delay, d1	43.8	33.1		40.3	32.1	26.7	23.8	21.8		27.1	19.3
Progression Factor	1.00	1.00		1.00	0.93	0.68	1.00	1.00		1.00	1.00
Incremental Delay, d2	4.2	2.6		2.9	2.3	0.2	0.6	0.6		0.8	0.9
Delay (s)	48.0	35.6		43.0	32.2	18.2	24.4	22.3		27.9	20.2
Level of Service	D	D		D	C	B	C	C		C	C
Approach Delay (s/veh)		40.3			32.1			23.3		22.0	
Approach LOS		D			C			C		C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	31.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	63.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



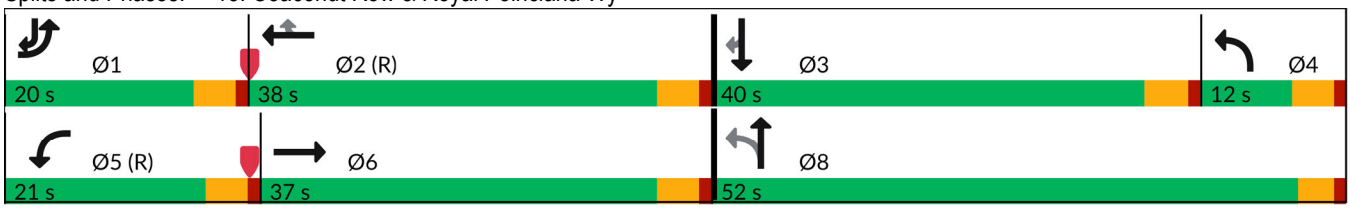
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	326	406	141	89	595	75	218	192	48	118	382
Future Volume (vph)	326	406	141	89	595	75	218	192	48	118	382
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		0	110		150	0		0		0
Storage Lanes	3		0	1		2	1		0		1
Taper Length (ft)	25			25			25				
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.961				0.850		0.970			0.850
Flt Protected	0.950			0.950			0.950				
Satd. Flow (prot)	3433	3401	0	1770	3539	1583	1770	1807	0	1863	1583
Flt Permitted	0.950			0.950			0.655				
Satd. Flow (perm)	3433	3401	0	1770	3539	1583	1220	1807	0	1863	1583
Right Turn on Red						Yes					Yes
Satd. Flow (RTOR)						104					130
Link Speed (mph)		30			30			30		30	
Link Distance (ft)		280			506			291		254	
Travel Time (s)		6.4			11.5			6.6		5.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	354	441	153	97	647	82	237	209	52	128	415
Shared Lane Traffic (%)											
Lane Group Flow (vph)	354	594	0	97	647	82	237	261	0	128	415
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		70			100			12		12	
Link Offset(ft)		0			0			0		0	
Crosswalk Width(ft)		16			16			16		16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		60	15		9	15		9		9
Number of Detectors	1	2		1	2	1	0	2		2	1
Detector Template	Left	Thru		Left	Thru	Right		Thru		Thru	Right
Leading Detector (ft)	20	100		20	100	20	0	100		100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel											
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94			94			94		94	
Detector 2 Size(ft)		6			6			6		6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex		Cl+Ex	
Detector 2 Channel											
Detector 2 Extend (s)		0.0			0.0			0.0		0.0	
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		NA	pm+ov
Protected Phases	1	6		5	2		4	8		3	1
Permitted Phases						2	8				3



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Detector Phase	1	6		5	2	2	4	8		3	1
Switch Phase											
Minimum Initial (s)	15.0	20.0		15.0	20.0	20.0	5.0	15.0		15.0	15.0
Minimum Split (s)	19.5	30.5		19.5	30.5	30.5	30.5	30.0		30.5	19.5
Total Split (s)	20.0	37.0		21.0	38.0	38.0	12.0	52.0		40.0	20.0
Total Split (%)	18.2%	33.6%		19.1%	34.5%	34.5%	10.9%	47.3%		36.4%	18.2%
Maximum Green (s)	15.5	32.5		16.5	33.5	33.5	7.5	48.0		35.5	15.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.0		3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag			Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes			Yes	Yes
Vehicle Extension (s)	5.0	5.0		5.0	5.0	5.0	3.0	5.0		5.0	5.0
Recall Mode	None	Max		C-Max	C-Max	C-Max	None	None		Max	None
Walk Time (s)		10.0			10.0	10.0	10.0	10.0		10.0	
Flash Don't Walk (s)		16.0			16.0	16.0	16.0	16.0		16.0	
Pedestrian Calls (#/hr)		0			0	0	0	0		0	
Act Effct Green (s)	17.0	32.5		18.5	34.0	34.0	45.5	46.0		35.5	52.5
Actuated g/C Ratio	0.15	0.30		0.17	0.31	0.31	0.41	0.42		0.32	0.48
v/c Ratio	0.67	0.59		0.33	0.59	0.15	0.45	0.35		0.21	0.50
Control Delay (s/veh)	50.5	36.0		43.6	32.7	2.7	26.9	23.4		28.3	10.4
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	50.5	36.0		43.6	32.7	2.7	26.9	23.4		28.3	10.4
LOS	D	D		D	C	A	C	C		C	B
Approach Delay (s/veh)		41.4			31.0			25.1		14.6	
Approach LOS		D			C			C		B	
Queue Length 50th (ft)	122	188		58	221	2	111	123		65	91
Queue Length 95th (ft)	171	247		110	283	14	174	189		113	153
Internal Link Dist (ft)		200			426			211		174	
Turn Bay Length (ft)	240			110		150					
Base Capacity (vph)	533	1004		297	1093	560	564	788		601	825
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0
Reduced v/c Ratio	0.66	0.59		0.33	0.59	0.15	0.42	0.33		0.21	0.50

Intersection Summary	
Area Type:	Other
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:WBT and 5:WBL, Start of Green, Master Intersection	
Natural Cycle: 115	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay (s/veh): 30.3	Intersection LOS: C
Intersection Capacity Utilization 63.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 15: Coaconut Row & Royal Poinciana Wy





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	354	594	97	647	82	237	261	128	415
v/c Ratio	0.67	0.59	0.33	0.59	0.15	0.45	0.35	0.21	0.50
Control Delay (s/veh)	50.5	36.0	43.6	32.7	2.7	26.9	23.4	28.3	10.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	50.5	36.0	43.6	32.7	2.7	26.9	23.4	28.3	10.4
Queue Length 50th (ft)	122	188	58	221	2	111	123	65	91
Queue Length 95th (ft)	171	247	110	283	14	174	189	113	153
Internal Link Dist (ft)		200		426			211	174	
Turn Bay Length (ft)	240		110		150				
Base Capacity (vph)	533	1004	297	1093	560	564	788	601	825
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.59	0.33	0.59	0.15	0.42	0.33	0.21	0.50

Intersection Summary

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	74	96	35	0	0	0	0	139	34	18	83	0
Future Vol, veh/h	74	96	35	0	0	0	0	139	34	18	83	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	80	104	38	0	0	0	0	151	37	20	90	0
Number of Lanes	0	1	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	9.4	8.9	8.6
HCM LOS	A	A	A

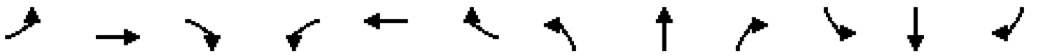
Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	0%	36%	18%
Vol Thru, %	80%	47%	82%
Vol Right, %	20%	17%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	173	205	101
LT Vol	0	74	18
Through Vol	139	96	83
RT Vol	34	35	0
Lane Flow Rate	188	223	110
Geometry Grp	1	1	1
Degree of Util (X)	0.234	0.284	0.144
Departure Headway (Hd)	4.485	4.59	4.721
Convergence, Y/N	Yes	Yes	Yes
Cap	801	782	759
Service Time	2.513	2.619	2.753
HCM Lane V/C Ratio	0.235	0.285	0.145
HCM Control Delay, s/veh	8.9	9.4	8.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.9	1.2	0.5

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	74	96	35	0	0	0	0	139	34	18	83	0
Future Vol, veh/h	74	96	35	0	0	0	0	139	34	18	83	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	80	104	38	0	0	0	0	151	37	20	90	0
Number of Lanes	0	2	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	2
HCM Control Delay, s/veh	9.2	8.9	8.6
HCM LOS	A	A	A

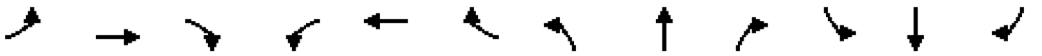
Lane	NBLn1	EBLn1	EBLn2	SBLn1
Vol Left, %	0%	61%	0%	18%
Vol Thru, %	80%	39%	58%	82%
Vol Right, %	20%	0%	42%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	173	122	83	101
LT Vol	0	74	0	18
Through Vol	139	48	48	83
RT Vol	34	0	35	0
Lane Flow Rate	188	133	90	110
Geometry Grp	2	5	5	2
Degree of Util (X)	0.236	0.204	0.123	0.145
Departure Headway (Hd)	4.518	5.525	4.923	4.755
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	795	648	727	754
Service Time	2.544	3.264	2.662	2.787
HCM Lane V/C Ratio	0.236	0.205	0.124	0.146
HCM Control Delay, s/veh	8.9	9.7	8.4	8.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.9	0.8	0.4	0.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	290	695	96	0	1100	44	242	49	19	43	65	353
Future Volume (vph)	290	695	96	0	1100	44	242	49	19	43	65	353
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.5	4.5
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.98			0.99		1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3475			3519		1770	1783		1770	1863	1583
Flt Permitted	0.95	1.00			1.00		0.60	1.00		0.71	1.00	1.00
Satd. Flow (perm)	1770	3475			3519		1120	1783		1320	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	315	755	104	0	1196	48	263	53	21	47	71	384
RTOR Reduction (vph)	0	8	0	0	2	0	0	15	0	0	0	281
Lane Group Flow (vph)	315	851	0	0	1242	0	263	59	0	47	71	103
Turn Type	Prot	NA			NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6			2		7	4		3	8	
Permitted Phases							4			8		8
Actuated Green, G (s)	16.0	65.0			44.5		25.0	19.5		19.5	16.5	16.5
Effective Green, g (s)	16.0	65.0			44.5		25.0	19.5		19.5	16.5	16.5
Actuated g/C Ratio	0.16	0.65			0.45		0.25	0.20		0.20	0.17	0.17
Clearance Time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.5	4.5
Vehicle Extension (s)	5.0	7.0			7.0		5.0	5.0		5.0	5.0	5.0
Lane Grp Cap (vph)	283	2258			1565		315	347		270	307	261
v/s Ratio Prot	c0.18	0.24			c0.35		c0.05	0.03		0.01	0.04	
v/s Ratio Perm							c0.16			0.03		0.07
v/c Ratio	1.11	0.38			0.79		0.83	0.17		0.17	0.23	0.40
Uniform Delay, d1	42.0	8.1			23.8		35.4	33.5		33.3	36.2	37.3
Progression Factor	1.00	1.00			0.93		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	87.4	0.5			3.8		18.8	0.5		0.6	0.8	2.1
Delay (s)	129.4	8.6			26.0		54.2	34.0		33.9	37.1	39.4
Level of Service	F	A			C		D	C		C	D	D
Approach Delay (s/veh)		41.0			26.0			49.8			38.5	
Approach LOS		D			C			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	35.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.5
Intersection Capacity Utilization	78.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	290	695	96	0	1100	44	242	49	19	43	65	353
Future Volume (vph)	290	695	96	0	1100	44	242	49	19	43	65	353
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		0	0		0	225		0
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.982			0.994			0.957				0.850
Flt Protected	0.950						0.950			0.950		
Satd. Flow (prot)	1770	3476	0	0	3518	0	1770	1783	0	1770	1863	1583
Flt Permitted	0.950						0.601			0.709		
Satd. Flow (perm)	1770	3476	0	0	3518	0	1120	1783	0	1321	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			4			19				336
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		354			401			476			251	
Travel Time (s)		8.0			9.1			10.8			5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	315	755	104	0	1196	48	263	53	21	47	71	384
Shared Lane Traffic (%)												
Lane Group Flow (vph)	315	859	0	0	1244	0	263	74	0	47	71	384
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2		1	2	1
Detector Template	Left	Thru			Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100			100		20	100		20	100	20
Trailing Detector (ft)	0	0			0		0	0		0	0	0
Detector 1 Position(ft)	0	0			0		0	0		0	0	0
Detector 1 Size(ft)	20	6			6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA			NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6			2		7	4		3	8	
Permitted Phases							4			8		8



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6			2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0			15.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	30.5			30.5		9.5	30.5		9.5	30.5	30.5
Total Split (s)	20.0	60.0			40.0		10.0	31.0		9.0	30.0	30.0
Total Split (%)	20.0%	60.0%			40.0%		10.0%	31.0%		9.0%	30.0%	30.0%
Maximum Green (s)	16.0	56.0			35.5		5.5	26.5		5.0	25.5	25.5
Yellow Time (s)	3.0	3.0			3.5		3.5	3.5		3.0	3.5	3.5
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.5	4.5
Lead/Lag	Lag				Lead		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes				Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	5.0	7.0			7.0		5.0	5.0		5.0	5.0	5.0
Recall Mode	None	C-Max			C-Max		None	None		None	None	None
Walk Time (s)		10.0			10.0			10.0			10.0	10.0
Flash Don't Walk (s)		16.0			16.0			16.0			16.0	16.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	16.0	66.6			46.1		22.8	19.5		20.4	14.9	14.9
Actuated g/C Ratio	0.16	0.67			0.46		0.23	0.20		0.20	0.15	0.15
v/c Ratio	1.11	0.37			0.77		0.90	0.20		0.16	0.26	0.74
Control Delay (s/veh)	127.6	8.6			26.2		68.6	26.5		27.2	37.2	15.5
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	127.6	8.6			26.2		68.6	26.5		27.2	37.2	15.5
LOS	F	A			C		E	C		C	D	B
Approach Delay (s/veh)		40.6			26.2			59.4			19.7	
Approach LOS		D			C			E			B	
Queue Length 50th (ft)	~231	103			258		~159	32		24	42	28
Queue Length 95th (ft)	#399	198			#564		197	62		44	72	109
Internal Link Dist (ft)		274			321			396			171	
Turn Bay Length (ft)	150									225		
Base Capacity (vph)	283	2323			1623		291	486		291	475	653
Starvation Cap Reductn	0	0			0		0	0		0	0	0
Spillback Cap Reductn	0	0			0		0	0		0	0	0
Storage Cap Reductn	0	0			0		0	0		0	0	0
Reduced v/c Ratio	1.11	0.37			0.77		0.90	0.15		0.16	0.15	0.59

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.11			
Intersection Signal Delay (s/veh): 33.8		Intersection LOS: C	
Intersection Capacity Utilization 78.8%		ICU Level of Service D	
Analysis Period (min) 15			

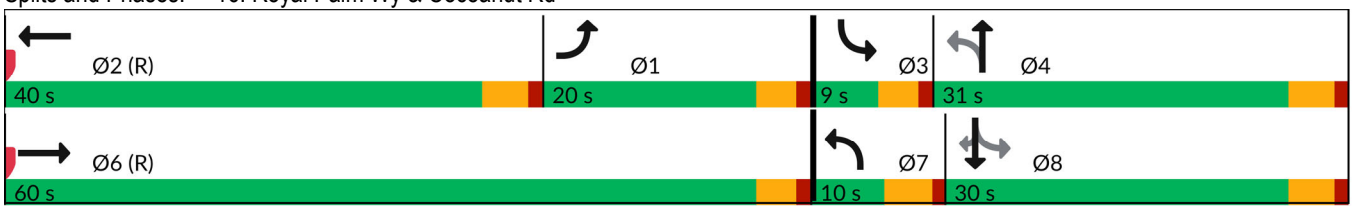
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 16: Royal Palm Wy & Cocoanut Rd





Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	315	859	1244	263	74	47	71	384
v/c Ratio	1.11	0.37	0.77	0.90	0.20	0.16	0.26	0.74
Control Delay (s/veh)	127.6	8.6	26.2	68.6	26.5	27.2	37.2	15.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	127.6	8.6	26.2	68.6	26.5	27.2	37.2	15.5
Queue Length 50th (ft)	~231	103	258	~159	32	24	42	28
Queue Length 95th (ft)	#399	198	#564	197	62	44	72	109
Internal Link Dist (ft)		274	321		396		171	
Turn Bay Length (ft)	150					225		
Base Capacity (vph)	283	2323	1623	291	486	291	475	653
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.11	0.37	0.77	0.90	0.15	0.16	0.15	0.59

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑	↱		↱
Traffic Vol, veh/h	0	0	27	168	0	12
Future Vol, veh/h	0	0	27	168	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	29	183	0	13

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	29
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	1045
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	1045
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s/v	0	8.49
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1045
HCM Lane V/C Ratio	-	-	0.012
HCM Control Delay (s/veh)	-	-	8.5
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	36	0	0	36	49	531	51	0	464	26
Future Vol, veh/h	0	0	36	0	0	36	49	531	51	0	464	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	39	0	0	39	53	577	55	0	504	28

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	518	-	-	289	533	0	0	633	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.23	-	-	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.319	-	-	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	0	0	556	0	0	709	1033	-	-	948	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	556	-	-	709	1033	-	-	948	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.96	10.38	1.06	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	304	-	-	556	709	948	-	-
HCM Lane V/C Ratio	0.052	-	-	0.07	0.055	-	-	-
HCM Control Delay (s/veh)	8.7	0.5	-	12	10.4	0	-	-
HCM Lane LOS	A	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	0.2	0	-	-



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	92	48	322	69	47	379
Future Volume (vph)	92	48	322	69	47	379
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4		5.6			5.6
Lane Util. Factor	1.00		0.95			0.95
Frt	0.95		0.97			1.00
Flt Protected	0.97		1.00			0.99
Satd. Flow (prot)	1720		3446			3520
Flt Permitted	0.97		1.00			0.87
Satd. Flow (perm)	1720		3446			3074
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	100	52	350	75	51	412
RTOR Reduction (vph)	31	0	16	0	0	0
Lane Group Flow (vph)	121	0	409	0	0	463
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Actuated Green, G (s)	15.4		49.6			49.6
Effective Green, g (s)	15.4		49.6			49.6
Actuated g/C Ratio	0.20		0.65			0.65
Clearance Time (s)	5.4		5.6			5.6
Vehicle Extension (s)	5.0		5.0			5.0
Lane Grp Cap (vph)	348		2248			2006
v/s Ratio Prot	c0.07		0.12			
v/s Ratio Perm						c0.15
v/c Ratio	0.35		0.18			0.23
Uniform Delay, d1	26.0		5.2			5.4
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	1.3		0.2			0.3
Delay (s)	27.3		5.4			5.7
Level of Service	C		A			A
Approach Delay (s/veh)	27.3		5.4			5.7
Approach LOS	C		A			A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	8.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.26		
Actuated Cycle Length (s)	76.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	51.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

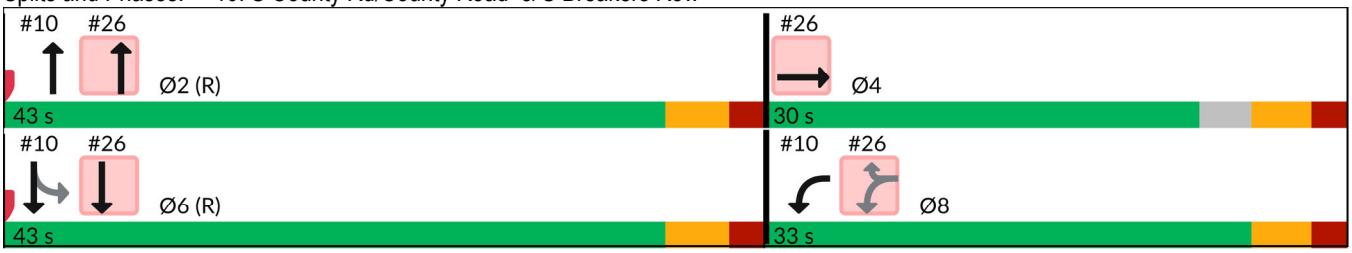


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Lane Configurations							
Traffic Volume (vph)	92	48	322	69	47	379	
Future Volume (vph)	92	48	322	69	47	379	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95	
Frt	0.954		0.974				
Flt Protected	0.968					0.995	
Satd. Flow (prot)	1720	0	3447	0	0	3522	
Flt Permitted	0.968					0.868	
Satd. Flow (perm)	1720	0	3447	0	0	3072	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)	39		47				
Link Speed (mph)	30		30			30	
Link Distance (ft)	374		229			1138	
Travel Time (s)	8.5		5.2			25.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	100	52	350	75	51	412	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	152	0	425	0	0	463	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	12		0			0	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9		9	15		
Number of Detectors	1		2		1	2	
Detector Template	Left		Thru		Left	Thru	
Leading Detector (ft)	20		100		20	100	
Trailing Detector (ft)	0		0		0	0	
Detector 1 Position(ft)	0		0		0	0	
Detector 1 Size(ft)	20		6		20	6	
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0		0.0	0.0	
Detector 1 Delay (s)	0.0		0.0		0.0	0.0	
Detector 2 Position(ft)			94			94	
Detector 2 Size(ft)			6			6	
Detector 2 Type			Cl+Ex			Cl+Ex	
Detector 2 Channel							
Detector 2 Extend (s)			0.0			0.0	
Turn Type	Prot		NA		Perm	NA	
Protected Phases	8		2			6	4
Permitted Phases					6		
Detector Phase	8		2		6	6	
Switch Phase							
Minimum Initial (s)	15.0		15.0		15.0	15.0	15.0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Minimum Split (s)	31.4		28.6		22.6	22.6	22.5
Total Split (s)	33.0		43.0		43.0	43.0	30.0
Total Split (%)	43.4%		56.6%		56.6%	56.6%	39%
Maximum Green (s)	27.6		37.4		37.4	37.4	24.6
Yellow Time (s)	3.4		3.6		3.6	3.6	3.4
All-Red Time (s)	2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0	
Total Lost Time (s)	5.4		5.6			5.6	
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	5.0		5.0		5.0	5.0	5.0
Recall Mode	None		C-Max		C-Max	C-Max	None
Walk Time (s)	10.0		7.0				
Flash Don't Walk (s)	16.0		16.0				
Pedestrian Calls (#/hr)	0		0				
Act Effct Green (s)	15.4		49.6			49.6	
Actuated g/C Ratio	0.20		0.65			0.65	
v/c Ratio	0.40		0.19			0.23	
Control Delay (s/veh)	22.7		4.9			5.9	
Queue Delay	0.0		0.0			0.0	
Total Delay (s/veh)	22.7		4.9			5.9	
LOS	C		A			A	
Approach Delay (s/veh)	22.7		4.9			5.9	
Approach LOS	C		A			A	
Queue Length 50th (ft)	46		31			40	
Queue Length 95th (ft)	95		52			64	
Internal Link Dist (ft)	294		149			1058	
Turn Bay Length (ft)							
Base Capacity (vph)	649		2264			2004	
Starvation Cap Reductn	0		0			0	
Spillback Cap Reductn	0		0			0	
Storage Cap Reductn	0		0			0	
Reduced v/c Ratio	0.23		0.19			0.23	

Intersection Summary			
Area Type:	Other		
Cycle Length: 76			
Actuated Cycle Length: 76			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.40			
Intersection Signal Delay (s/veh): 7.9		Intersection LOS: A	
Intersection Capacity Utilization 51.3%		ICU Level of Service A	
Analysis Period (min) 15			

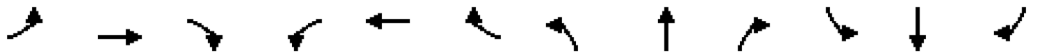
Splits and Phases: 10: S County Rd/County Road & S Breakers Row





Lane Group	WBL	NBT	SBT
Lane Group Flow (vph)	152	425	463
v/c Ratio	0.40	0.19	0.23
Control Delay (s/veh)	22.7	4.9	5.9
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	22.7	4.9	5.9
Queue Length 50th (ft)	46	31	40
Queue Length 95th (ft)	95	52	64
Internal Link Dist (ft)	294	149	1058
Turn Bay Length (ft)			
Base Capacity (vph)	649	2264	2004
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.23	0.19	0.23

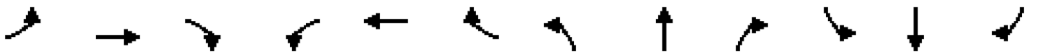
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	4	6	4	0	24	0	137	12	127	141	0
Future Volume (vph)	6	4	6	4	0	24	0	137	12	127	141	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.4			4.4			4.6			4.6	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.95			0.88			0.99			1.00	
Flt Protected		0.98			0.99			1.00			0.98	
Satd. Flow (prot)		1731			1634			1843			1820	
Flt Permitted		0.86			0.95			1.00			0.80	
Satd. Flow (perm)		1517			1561			1843			1485	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	4	7	4	0	26	0	149	13	138	153	0
RTOR Reduction (vph)	0	7	0	0	0	0	0	2	0	0	0	0
Lane Group Flow (vph)	0	11	0	0	30	0	0	160	0	0	291	0
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		8			8			6			2	
Permitted Phases	8			8						2		
Actuated Green, G (s)		4.7			4.7			56.3			56.3	
Effective Green, g (s)		4.7			4.7			56.3			56.3	
Actuated g/C Ratio		0.07			0.07			0.80			0.80	
Clearance Time (s)		4.4			4.4			4.6			4.6	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		101			104			1482			1194	
v/s Ratio Prot								0.09				
v/s Ratio Perm		0.01			c0.02						c0.20	
v/c Ratio		0.11			0.29			0.11			0.24	
Uniform Delay, d1		30.7			31.1			1.5			1.7	
Progression Factor		1.00			1.00			1.00			0.40	
Incremental Delay, d2		0.5			1.5			0.1			0.5	
Delay (s)		31.2			32.6			1.6			1.1	
Level of Service		C			C			A			A	
Approach Delay (s/veh)		31.2			32.6			1.6			1.1	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	4.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.25		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	39.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

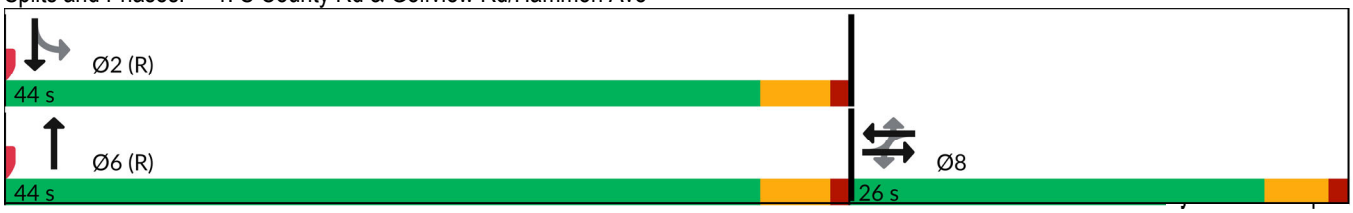


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	4	6	4	0	24	0	137	12	127	141	0
Future Volume (vph)	6	4	6	4	0	24	0	137	12	127	141	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		40	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.947			0.883			0.989				
Flt Protected		0.981			0.993						0.977	
Satd. Flow (prot)	0	1731	0	0	1633	0	0	1842	0	0	1820	0
Flt Permitted		0.860			0.949						0.797	
Satd. Flow (perm)	0	1517	0	0	1561	0	0	1842	0	0	1485	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		7						10				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1221			780			420			87	
Travel Time (s)		27.8			17.7			9.5			2.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	4	7	4	0	26	0	149	13	138	153	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	0	0	30	0	0	162	0	0	291	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0			0		1	0	
Detector Template	Left			Left						Left		
Leading Detector (ft)	20	0		20	0			0		20	0	
Trailing Detector (ft)	0	0		0	0			0		0	0	
Detector 1 Position(ft)	0	0		0	0			0		0	0	
Detector 1 Size(ft)	20	6		20	6			6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		8			8			6			2	
Permitted Phases	8			8						2		
Detector Phase	8	8		8	8			6		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0			5.0		5.0	5.0	
Minimum Split (s)	25.5	25.5		25.5	25.5			25.6		25.6	25.6	
Total Split (s)	26.0	26.0		26.0	26.0			44.0		44.0	44.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	37.1%	37.1%		37.1%	37.1%			62.9%		62.9%	62.9%	
Maximum Green (s)	21.6	21.6		21.6	21.6			39.4		39.4	39.4	
Yellow Time (s)	3.4	3.4		3.4	3.4			3.6		3.6	3.6	
All-Red Time (s)	1.0	1.0		1.0	1.0			1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.4			4.4			4.6			4.6	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Recall Mode	None	None		None	None			C-Max		C-Max	C-Max	
Walk Time (s)	8.0	8.0		8.0	8.0			8.0		8.0	8.0	
Flash Don't Walk (s)	13.0	13.0		13.0	13.0			13.0		13.0	13.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)		7.5			7.5			59.9			59.9	
Actuated g/C Ratio		0.11			0.11			0.86			0.86	
v/c Ratio		0.11			0.18			0.10			0.23	
Control Delay (s/veh)		23.4			30.9			1.9			1.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		23.4			30.9			1.9			1.2	
LOS		C			C			A			A	
Approach Delay (s/veh)		23.4			30.9			1.9			1.2	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		4			12			12			12	
Queue Length 95th (ft)		22			35			26			24	
Internal Link Dist (ft)		1141			700			340			7	
Turn Bay Length (ft)												
Base Capacity (vph)		472			481			1578			1271	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.04			0.06			0.10			0.23	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 52 (74%), Referenced to phase 2:SBTL and 6:NBT, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.23			
Intersection Signal Delay (s/veh): 4.0		Intersection LOS: A	
Intersection Capacity Utilization 39.6%		ICU Level of Service A	
Analysis Period (min) 15			

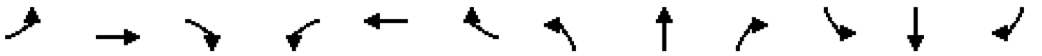
Splits and Phases: 1: S County Rd & Golfview Rd/Hammon Ave





Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	18	30	162	291
v/c Ratio	0.11	0.18	0.10	0.23
Control Delay (s/veh)	23.4	30.9	1.9	1.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.4	30.9	1.9	1.2
Queue Length 50th (ft)	4	12	12	12
Queue Length 95th (ft)	22	35	26	24
Internal Link Dist (ft)	1141	700	340	7
Turn Bay Length (ft)				
Base Capacity (vph)	472	481	1578	1271
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.04	0.06	0.10	0.23

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	23	57	0	0	0	0	390	6	98	272	0
Future Volume (vph)	68	23	57	0	0	0	0	390	6	98	272	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0			4.0	
Lane Util. Factor		1.00	1.00					0.95			0.95	
Frt		1.00	0.85					1.00			1.00	
Flt Protected		0.96	1.00					1.00			0.99	
Satd. Flow (prot)		1796	1583					3531			3493	
Flt Permitted		0.96	1.00					1.00			0.76	
Satd. Flow (perm)		1796	1583					3531			2684	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	74	25	62	0	0	0	0	424	7	107	296	0
RTOR Reduction (vph)	0	0	51	0	0	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	99	11	0	0	0	0	430	0	0	403	0
Turn Type	Perm	NA	Perm					NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4		4							6		
Actuated Green, G (s)		12.3	12.3					49.7			42.1	
Effective Green, g (s)		12.3	12.3					49.7			42.1	
Actuated g/C Ratio		0.18	0.18					0.71			0.60	
Clearance Time (s)		4.0	4.0					4.0			4.0	
Vehicle Extension (s)		5.0	5.0					5.0			5.0	
Lane Grp Cap (vph)		315	278					2507			1614	
v/s Ratio Prot								c0.12				
v/s Ratio Perm		0.06	0.01								c0.15	
v/c Ratio		0.31	0.04					0.17			0.25	
Uniform Delay, d1		25.2	23.9					3.4			6.5	
Progression Factor		1.00	1.00					1.01			1.00	
Incremental Delay, d2		1.2	0.1					0.1			0.4	
Delay (s)		26.4	24.1					3.5			6.9	
Level of Service		C	C					A			A	
Approach Delay (s/veh)		25.5			0.0			3.5			6.9	
Approach LOS		C			A			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	8.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.27		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	36.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

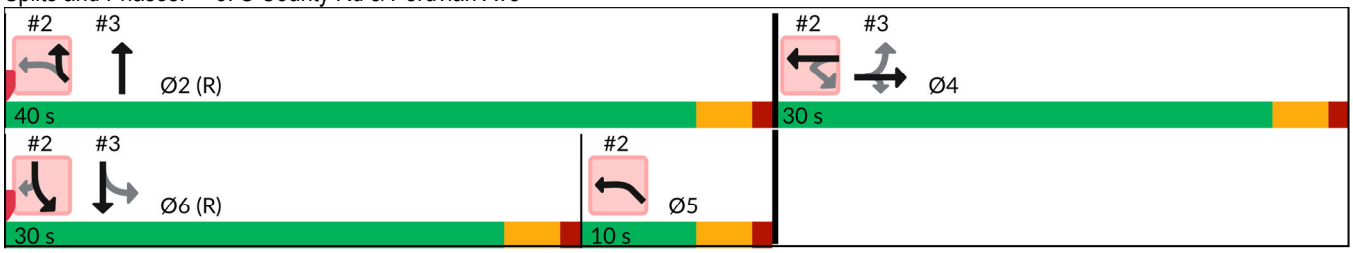
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	23	57	0	0	0	0	390	6	98	272	0
Future Volume (vph)	68	23	57	0	0	0	0	390	6	98	272	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Frt			0.850					0.998				
Flt Protected		0.964									0.987	
Satd. Flow (prot)	0	1796	1583	0	0	0	0	3532	0	0	3493	0
Flt Permitted		0.964									0.758	
Satd. Flow (perm)	0	1796	1583	0	0	0	0	3532	0	0	2683	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			78					3				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		756			55			277			163	
Travel Time (s)		17.2			1.3			6.3			3.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	74	25	62	0	0	0	0	424	7	107	296	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	99	62	0	0	0	0	431	0	0	403	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2		1	2	
Detector Template	Left	Thru	Right					Thru		Left	Thru	
Leading Detector (ft)	20	100	20					100		20	100	
Trailing Detector (ft)	0	0	0					0		0	0	
Detector 1 Position(ft)	0	0	0					0		0	0	
Detector 1 Size(ft)	20	6	20					6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4		4							6		
Detector Phase	4	4	4					2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0					5.0		5.0	5.0	

Lane Group	Ø5
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	5
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	30.0	30.0	30.0					30.0		30.0	30.0	
Total Split (s)	30.0	30.0	30.0					40.0		30.0	30.0	
Total Split (%)	42.9%	42.9%	42.9%					57.1%		42.9%	42.9%	
Maximum Green (s)	26.0	26.0	26.0					36.0		26.0	26.0	
Yellow Time (s)	3.0	3.0	3.0					3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0					1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0					0.0			0.0	
Total Lost Time (s)		4.0	4.0					4.0			4.0	
Lead/Lag										Lead	Lead	
Lead-Lag Optimize?										Yes	Yes	
Vehicle Extension (s)	5.0	5.0	5.0					5.0		5.0	5.0	
Recall Mode	None	None	None					C-Max		C-Max	C-Max	
Walk Time (s)	10.0	10.0	10.0					10.0		10.0	10.0	
Flash Don't Walk (s)	16.0	16.0	16.0					16.0		16.0	16.0	
Pedestrian Calls (#/hr)	0	0	0					0		0	0	
Act Effct Green (s)		12.3	12.3					49.7			43.7	
Actuated g/C Ratio		0.18	0.18					0.71			0.62	
v/c Ratio		0.31	0.18					0.17			0.24	
Control Delay (s/veh)		26.3	5.6					4.1			8.1	
Queue Delay		0.0	0.0					0.3			0.0	
Total Delay (s/veh)		26.3	5.6					4.3			8.1	
LOS		C	A					A			A	
Approach Delay (s/veh)		18.4						4.3			8.1	
Approach LOS		B						A			A	
Queue Length 50th (ft)		38	0					26			41	
Queue Length 95th (ft)		69	21					57			80	
Internal Link Dist (ft)		676			1			197			83	
Turn Bay Length (ft)												
Base Capacity (vph)		667	637					2506			1673	
Starvation Cap Reductn		0	0					1397			0	
Spillback Cap Reductn		0	0					0			0	
Storage Cap Reductn		0	0					0			0	
Reduced v/c Ratio		0.15	0.10					0.39			0.24	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 48 (69%), Referenced to phase 2:NWL and 6:SBL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.32			
Intersection Signal Delay (s/veh): 8.1		Intersection LOS: A	
Intersection Capacity Utilization 36.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: S County Rd & Peruvian Ave



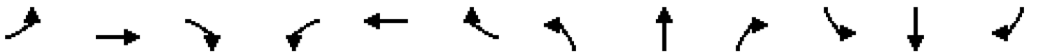
Lane Group	Ø5
Minimum Split (s)	9.5
Total Split (s)	10.0
Total Split (%)	14%
Maximum Green (s)	6.0
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	5.0
Recall Mode	None
Walk Time (s)	
Flash Don't Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary



Lane Group	EBT	EBR	NBT	SBT
Lane Group Flow (vph)	99	62	431	403
v/c Ratio	0.31	0.18	0.17	0.24
Control Delay (s/veh)	26.3	5.6	4.1	8.1
Queue Delay	0.0	0.0	0.3	0.0
Total Delay (s/veh)	26.3	5.6	4.3	8.1
Queue Length 50th (ft)	38	0	26	41
Queue Length 95th (ft)	69	21	57	80
Internal Link Dist (ft)	676		197	83
Turn Bay Length (ft)				
Base Capacity (vph)	667	637	2506	1673
Starvation Cap Reductn	0	0	1397	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.15	0.10	0.39	0.24

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	252	167	301	0	220	12	416	147	25	10	218	260
Future Volume (veh/h)	252	167	301	0	220	12	416	147	25	10	218	260
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	274	182	327	0	239	13	452	160	27	11	237	283
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			No			Yes			Yes		
Cap, veh/h	531	739	626	0	343	19	534	802	135	47	591	514
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.25	0.40	0.40	0.00	0.10	0.10	0.15	0.51	0.51	0.32	0.32	0.32
Unsig. Movement Delay												
Ln Grp Delay, s/veh	33.4	21.1	26.2	0.0	48.3	48.3	32.6	0.0	13.6	28.1	0.0	11.0
Ln Grp LOS	C	C	C		D	D	C		B	C		B
Approach Vol, veh/h		783			252			639			531	
Approach Delay, s/veh		27.5			48.3			27.0			19.0	
Approach LOS		C			D			C			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6	8	7
Case No		4.0		3.0	1.2	7.3	8.0	1.4
Phs Duration (G+Y+Rc), s		56.0		44.0	19.0	37.0	14.5	29.5
Change Period (Y+Rc), s		4.6		4.5	4.0	4.6	* 4.5	4.5
Max Green (Gmax), s		51.4		39.5	15.0	32.4	* 19	17.0
Max Allow Headway (MAH), s		5.3		4.5	3.8	5.6	5.3	3.8
Max Q Clear (g_c+I1), s		7.6		17.7	17.0	12.3	8.8	9.9
Green Ext Time (g_e), s		1.2		2.2	0.0	3.6	0.9	0.5
Prob of Phs Call (p_c)		1.00		1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)		0.00		0.00	1.00	0.00	0.14	0.00

Left-Turn Movement Data								
Assigned Mvmt					5	1	3	7
Mvmt Sat Flow, veh/h					1781	30	0	1781

Through Movement Data								
Assigned Mvmt		2		4		6	8	
Mvmt Sat Flow, veh/h		1560		1870		1823	3522	

Right-Turn Movement Data								
Assigned Mvmt		12		14		16	18	
Mvmt Sat Flow, veh/h		263		1585		1585	186	

Left Lane Group Data								
Assigned Mvmt	0	0	0	0	5	1	3	7

Lane Assignment					L (Pr/Pm)	L+T	L (Pr/Pm)	
Lanes in Grp	0	0	0	0	1	1	0	1
Grp Vol (v), veh/h	0	0	0	0	452	248	0	274
Grp Sat Flow (s), veh/h/ln	0	0	0	0	1781	1853	0	1781
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	15.0	0.0	0.0	7.9
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	15.0	10.3	0.0	7.9
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	882	1215	0	1128
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	34.4	32.4	0.0	8.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	22.1	32.4	0.0	1.2
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	19.8	0.0	0.0	1.2
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	20.2	10.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	10.3	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	0.00	1.00	0.04	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	534	638	0	531
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.85	0.39	0.00	0.52
Avail Cap (c_a), veh/h	0	0	0	0	534	638	0	531
Upstream Filter (I)	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	20.5	26.3	0.0	29.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	12.1	1.8	0.0	3.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	32.6	28.1	0.0	33.4
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	6.7	4.5	0.0	5.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	1.8	0.3	0.0	0.5
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	8.5	4.9	0.0	5.5
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.99	1.42	0.00	0.78
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	8	0
Lane Assignment				T			T	
Lanes in Grp	0	0	0	1	0	0	1	0
Grp Vol (v), veh/h	0	0	0	182	0	0	123	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1870	0	0	1777	0
Q Serve Time (g_s), s	0.0	0.0	0.0	6.5	0.0	0.0	6.7	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	6.5	0.0	0.0	6.7	0.0
Lane Grp Cap (c), veh/h	0	0	0	739	0	0	178	0
V/C Ratio (X)	0.00	0.00	0.00	0.25	0.00	0.00	0.69	0.00
Avail Cap (c_a), veh/h	0	0	0	739	0	0	329	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	20.3	0.0	0.0	43.5	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.8	0.0	0.0	4.8	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	21.1	0.0	0.0	48.3	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	2.8	0.0	0.0	2.9	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.2	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	3.0	0.0	0.0	3.2	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.12	0.00	0.00	0.08	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

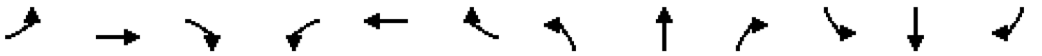
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	18	0
Lane Assignment		T+R		R		R	T+R	
Lanes in Grp	0	1	0	1	0	1	1	0
Grp Vol (v), veh/h	0	187	0	327	0	283	129	0
Grp Sat Flow (s), veh/h/ln	0	1823	0	1585	0	1585	1837	0
Q Serve Time (g_s), s	0.0	5.6	0.0	15.7	0.0	7.3	6.8	0.0
Cycle Q Clear Time (g_c), s	0.0	5.6	0.0	15.7	0.0	7.3	6.8	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.14	0.00	1.00	0.00	1.00	0.10	0.00
Lane Grp Cap (c), veh/h	0	937	0	626	0	514	184	0
V/C Ratio (X)	0.00	0.20	0.00	0.52	0.00	0.55	0.70	0.00
Avail Cap (c_a), veh/h	0	937	0	626	0	514	340	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d1), s/veh	0.0	13.2	0.0	23.1	0.0	6.8	43.6	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	3.1	0.0	4.2	4.8	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	13.6	0.0	26.2	0.0	11.0	48.3	0.0
1st-Term Q (Q1), veh/ln	0.0	2.2	0.0	14.6	0.0	10.5	3.1	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.5	0.0	0.6	0.2	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	2.3	0.0	15.1	0.0	11.1	3.3	0.0
%ile Storage Ratio (RQ%)	0.00	0.27	0.00	0.62	0.00	3.24	0.09	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	27.7
HCM 7th LOS	C

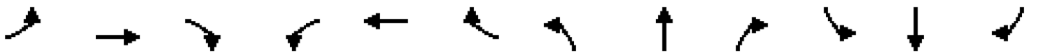
Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th Edition computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	252	167	301	0	220	12	416	147	25	10	218	260
Future Volume (vph)	252	167	301	0	220	12	416	147	25	10	218	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	0		0	0		0	0		0
Storage Lanes	1		1	0		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.992			0.978				0.850
Flt Protected	0.950						0.950				0.998	
Satd. Flow (prot)	1770	1863	1583	0	3511	0	1770	1822	0	0	1859	1583
Flt Permitted	0.509						0.436				0.986	
Satd. Flow (perm)	948	1863	1583	0	3511	0	812	1822	0	0	1837	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			327		5			12				283
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		693			1009			293			161	
Travel Time (s)		15.8			22.9			6.7			3.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	274	182	327	0	239	13	452	160	27	11	237	283
Shared Lane Traffic (%)												
Lane Group Flow (vph)	274	182	327	0	252	0	452	187	0	0	248	283
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1		2		1	2		1	2	1
Detector Template	Left	Thru	Right		Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20		100		20	100		20	100	20
Trailing Detector (ft)	0	0	0		0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0		0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20		6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm		NA		pm+pt	NA			NA	Perm
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4		4				2					6



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4		8		5	2			6	6
Switch Phase												
Minimum Initial (s)	10.0	20.0	20.0		10.0		15.0	15.0			15.0	15.0
Minimum Split (s)	14.5	26.5	26.5		23.6		19.5	34.6			34.6	34.6
Total Split (s)	21.0	44.0	44.0		23.0		19.0	56.0			37.0	37.0
Total Split (%)	21.0%	44.0%	44.0%		23.0%		19.0%	56.0%			37.0%	37.0%
Maximum Green (s)	17.0	39.5	39.5		18.5		15.0	51.4			32.4	32.4
Yellow Time (s)	3.0	3.5	3.5		3.5		3.0	3.6			3.6	3.6
All-Red Time (s)	1.0	1.0	1.0		1.0		1.0	1.0			1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)	4.0	4.5	4.5		4.5		4.0	4.6			4.6	4.6
Lead/Lag	Lag				Lead		Lead				Lag	Lag
Lead-Lag Optimize?	Yes				Yes		Yes				Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0			4.0	4.0
Recall Mode	Max	Max	Max		None		None	C-Max			C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	7.0
Flash Don't Walk (s)		15.0	15.0		12.0			23.0			23.0	23.0
Pedestrian Calls (#/hr)		0	0		0			0			0	0
Act Effct Green (s)	40.0	39.5	39.5		12.5		52.0	51.4			32.4	32.4
Actuated g/C Ratio	0.40	0.40	0.40		0.13		0.52	0.51			0.32	0.32
v/c Ratio	0.48	0.25	0.40		0.57		0.80	0.20			22.55	0.40
Control Delay (s/veh)	25.6	18.0	3.3		45.3		28.8	12.9			Error	4.9
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Delay (s/veh)	25.6	18.0	3.3		45.3		28.8	12.9			Error	4.9
LOS	C	B	A		D		C	B			F	A
Approach Delay (s/veh)		14.5			45.3			24.2			4610.6	
Approach LOS		B			D			C			F	
Queue Length 50th (ft)	127	79	0		79		177	57			~322	0
Queue Length 95th (ft)	197	97	11		115		#290	97			#479	56
Internal Link Dist (ft)		613			929			213			81	
Turn Bay Length (ft)	180											
Base Capacity (vph)	567	735	823		653		565	942			11	704
Starvation Cap Reductn	0	0	0		0		0	0			0	0
Spillback Cap Reductn	0	0	0		0		0	0			0	0
Storage Cap Reductn	0	0	0		0		0	0			0	0
Reduced v/c Ratio	0.48	0.25	0.40		0.39		0.80	0.20			22.55	0.40

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 92 (92%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 22.55			
Intersection Signal Delay (s/veh): 1127.7		Intersection LOS: F	
Intersection Capacity Utilization 72.6%		ICU Level of Service C	
Analysis Period (min) 15			

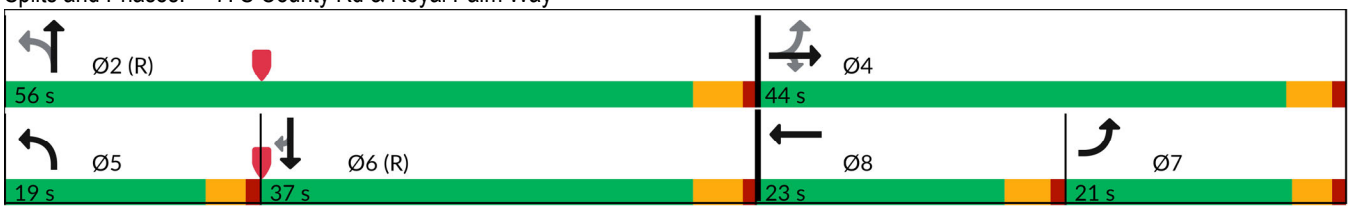
~ Volume exceeds capacity, queue is theoretically infinite.

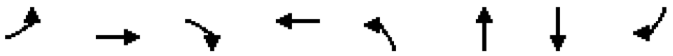
Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 7: S County Rd & Royal Palm Way



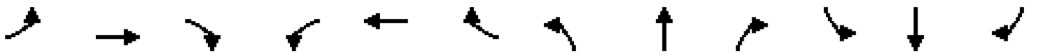


Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	274	182	327	252	452	187	248	283
v/c Ratio	0.48	0.25	0.40	0.57	0.80	0.20	22.55	0.40
Control Delay (s/veh)	25.6	18.0	3.3	45.3	28.8	12.9	Error	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.6	18.0	3.3	45.3	28.8	12.9	Error	4.9
Queue Length 50th (ft)	127	79	0	79	177	57	~322	0
Queue Length 95th (ft)	197	97	11	115	#290	97	#479	56
Internal Link Dist (ft)		613		929		213	81	
Turn Bay Length (ft)	180							
Base Capacity (vph)	567	735	823	653	565	942	11	704
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.25	0.40	0.39	0.80	0.20	22.55	0.40

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

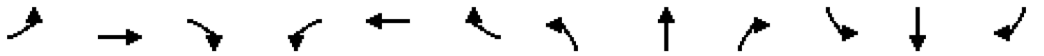
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	154	34	146	0	0	0	0	330	24	0	268	0
Future Volume (vph)	154	34	146	0	0	0	0	330	24	0	268	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0					4.0			4.0	
Lane Util. Factor	0.95	0.95	1.00					0.95			0.95	
Frt	1.00	1.00	0.85					0.99			1.00	
Flt Protected	0.95	0.97	1.00					1.00			1.00	
Satd. Flow (prot)	1681	1715	1583					3503			3539	
Flt Permitted	0.95	0.97	1.00					1.00			1.00	
Satd. Flow (perm)	1681	1715	1583					3503			3539	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	167	37	159	0	0	0	0	359	26	0	291	0
RTOR Reduction (vph)	0	0	135	0	0	0	0	3	0	0	0	0
Lane Group Flow (vph)	102	102	24	0	0	0	0	382	0	0	291	0
Turn Type	Split	NA	Perm					NA			NA	
Protected Phases	3	3						1 2			1 4	
Permitted Phases			3									
Actuated Green, G (s)	16.6	16.6	16.6					70.4			76.4	
Effective Green, g (s)	16.6	16.6	16.6					70.4			76.4	
Actuated g/C Ratio	0.15	0.15	0.15					0.64			0.69	
Clearance Time (s)	4.0	4.0	4.0									
Vehicle Extension (s)	3.0	3.0	3.0									
Lane Grp Cap (vph)	253	258	238					2241			2457	
v/s Ratio Prot	c0.06	0.06						c0.11			c0.08	
v/s Ratio Perm			0.02									
v/c Ratio	0.40	0.40	0.10					0.17			0.12	
Uniform Delay, d1	42.2	42.2	40.3					8.0			5.6	
Progression Factor	1.00	1.00	1.00					1.00			0.59	
Incremental Delay, d2	1.1	1.0	0.2					0.2			0.0	
Delay (s)	43.3	43.2	40.5					8.2			3.3	
Level of Service	D	D	D					A			A	
Approach Delay (s/veh)		42.0			0.0			8.2			3.3	
Approach LOS		D			A			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	18.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.21		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	35.8%	ICU Level of Service	A
Analysis Period (min)	15		

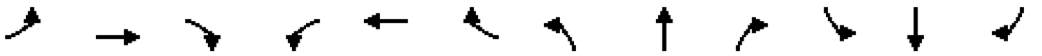
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	2	75	11	146	184	24	0	268	299
Future Volume (vph)	0	0	0	2	75	11	146	184	24	0	268	299
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0		4.0			4.0	
Lane Util. Factor					1.00	1.00		0.95			0.95	
Frt					1.00	0.85		0.99			0.92	
Flt Protected					1.00	1.00		0.98			1.00	
Satd. Flow (prot)					1861	1583		3432			3259	
Flt Permitted					1.00	1.00		0.60			1.00	
Satd. Flow (perm)					1861	1583		2114			3259	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	2	82	12	159	200	26	0	291	325
RTOR Reduction (vph)	0	0	0	0	0	11	0	3	0	0	136	0
Lane Group Flow (vph)	0	0	0	0	84	1	0	382	0	0	480	0
Turn Type				Perm	NA	Perm	custom	NA			NA	
Protected Phases					4			1 2 3			1	
Permitted Phases				4		4	2 3					
Actuated Green, G (s)					11.7	11.7		90.3			60.4	
Effective Green, g (s)					11.7	11.7		90.3			60.4	
Actuated g/C Ratio					0.11	0.11		0.82			0.55	
Clearance Time (s)					4.0	4.0					4.0	
Vehicle Extension (s)					3.0	3.0					3.0	
Lane Grp Cap (vph)					197	168		1735			1789	
v/s Ratio Prot											c0.15	
v/s Ratio Perm					0.05	0.00		c0.18				
v/c Ratio					0.43	0.01		0.22			0.27	
Uniform Delay, d1					46.0	44.0		2.2			13.1	
Progression Factor					1.00	1.00		0.13			0.92	
Incremental Delay, d2					1.5	0.0		0.1			0.4	
Delay (s)					47.5	44.0		0.3			12.4	
Level of Service					D	D		A			B	
Approach Delay (s/veh)		0.0			47.1			0.3			12.4	
Approach LOS		A			D			A			B	

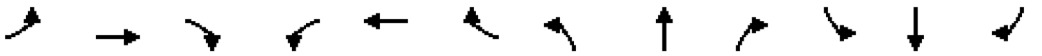
Intersection Summary			
HCM 2000 Control Delay (s/veh)	11.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.29		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	52.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	154	34	146	0	0	0	0	330	24	0	268	0
Future Volume (vph)	154	34	146	0	0	0	0	330	24	0	268	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	410		0	0		0	0		0	0		0
Storage Lanes	1		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850					0.990				
Flt Protected	0.950	0.969										
Satd. Flow (prot)	1681	1715	1583	0	0	0	0	3504	0	0	3539	0
Flt Permitted	0.950	0.969										
Satd. Flow (perm)	1681	1715	1583	0	0	0	0	3504	0	0	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			159					9				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		453			352			1138			135	
Travel Time (s)		10.3			8.0			25.9			3.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	167	37	159	0	0	0	0	359	26	0	291	0
Shared Lane Traffic (%)	39%											
Lane Group Flow (vph)	102	102	159	0	0	0	0	385	0	0	291	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2			2	
Detector Template	Left	Thru	Right					Thru			Thru	
Leading Detector (ft)	20	100	20					100			100	
Trailing Detector (ft)	0	0	0					0			0	
Detector 1 Position(ft)	0	0	0					0			0	
Detector 1 Size(ft)	20	6	20					6			6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0			0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0			0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0			0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Split	NA	Perm					NA			NA	
Protected Phases	3	3						1 2			1 4	
Permitted Phases			3									

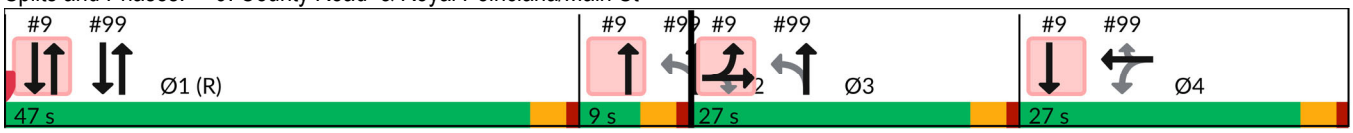
Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	1	2	4
Permitted Phases			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	3	3					1 2			1 4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0									
Minimum Split (s)	27.0	27.0	27.0									
Total Split (s)	27.0	27.0	27.0									
Total Split (%)	24.5%	24.5%	24.5%									
Maximum Green (s)	23.0	23.0	23.0									
Yellow Time (s)	3.0	3.0	3.0									
All-Red Time (s)	1.0	1.0	1.0									
Lost Time Adjust (s)	0.0	0.0	0.0									
Total Lost Time (s)	4.0	4.0	4.0									
Lead/Lag	Lead	Lead	Lead									
Lead-Lag Optimize?	Yes	Yes	Yes									
Vehicle Extension (s)	3.0	3.0	3.0									
Recall Mode	Min	Min	Min									
Walk Time (s)	7.0	7.0	7.0									
Flash Don't Walk (s)	16.0	16.0	16.0									
Pedestrian Calls (#/hr)	0	0	0									
Act Effct Green (s)	16.6	16.6	16.6					70.4			76.4	
Actuated g/C Ratio	0.15	0.15	0.15					0.64			0.69	
v/c Ratio	0.40	0.40	0.43					0.17			0.12	
Control Delay (s/veh)	46.7	46.4	9.9					8.5			3.6	
Queue Delay	0.0	0.0	0.0					0.0			0.7	
Total Delay (s/veh)	46.7	46.4	9.9					8.5			4.2	
LOS	D	D	A					A			A	
Approach Delay (s/veh)		30.5						8.5			4.2	
Approach LOS		C						A			A	
Queue Length 50th (ft)	70	70	0					47			17	
Queue Length 95th (ft)	120	120	56					88			25	
Internal Link Dist (ft)		373			272			1058			55	
Turn Bay Length (ft)	410											
Base Capacity (vph)	351	358	456					2245			2458	
Starvation Cap Reductn	0	0	0					0			1814	
Spillback Cap Reductn	0	0	0					0			0	
Storage Cap Reductn	0	0	0					0			0	
Reduced v/c Ratio	0.29	0.28	0.35					0.17			0.45	

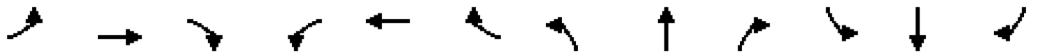
Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 87 (79%), Referenced to phase 1:NBSB, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.43			
Intersection Signal Delay (s/veh): 15.0		Intersection LOS: B	
Intersection Capacity Utilization 35.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 9: County Road & Royal Poinciana/Main St



Lane Group	Ø1	Ø2	Ø4
Detector Phase			
Switch Phase			
Minimum Initial (s)	20.0	5.0	10.0
Minimum Split (s)	27.0	27.0	27.0
Total Split (s)	47.0	9.0	27.0
Total Split (%)	43%	8%	25%
Maximum Green (s)	43.0	5.0	23.0
Yellow Time (s)	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	C-Max	Max	None
Walk Time (s)	7.0		7.0
Flash Don't Walk (s)	16.0		16.0
Pedestrian Calls (#/hr)	0		0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay (s/veh)			
Queue Delay			
Total Delay (s/veh)			
LOS			
Approach Delay (s/veh)			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary



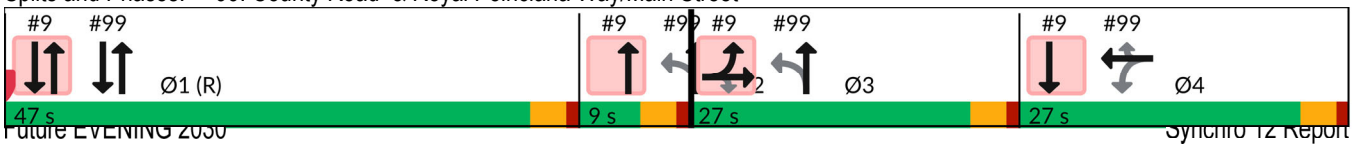
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	2	75	11	146	184	24	0	268	299
Future Volume (vph)	0	0	0	2	75	11	146	184	24	0	268	299
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Frt						0.850		0.990			0.921	
Flt Protected					0.999			0.980				
Satd. Flow (prot)	0	0	0	0	1861	1583	0	3434	0	0	3260	0
Flt Permitted					0.999			0.603				
Satd. Flow (perm)	0	0	0	0	1861	1583	0	2113	0	0	3260	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						89		17			301	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		401			408			135			263	
Travel Time (s)		9.1			9.3			3.1			6.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	2	82	12	159	200	26	0	291	325
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	84	12	0	385	0	0	616	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
Leading Detector (ft)				20	100	20	20	100			100	
Trailing Detector (ft)				0	0	0	0	0			0	
Detector 1 Position(ft)				0	0	0	0	0			0	
Detector 1 Size(ft)				20	6	20	20	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	custom	NA			NA	
Protected Phases					4			1 2 3			1	
Permitted Phases				4		4	2 3					
Detector Phase				4	4	4	2 3	1 2 3			1	
Switch Phase												
Minimum Initial (s)				10.0	10.0	10.0					20.0	

Lane Group	Ø2	Ø3
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	3
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	5.0	15.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)				27.0	27.0	27.0					27.0	
Total Split (s)				27.0	27.0	27.0					47.0	
Total Split (%)				24.5%	24.5%	24.5%					42.7%	
Maximum Green (s)				23.0	23.0	23.0					43.0	
Yellow Time (s)				3.0	3.0	3.0					3.0	
All-Red Time (s)				1.0	1.0	1.0					1.0	
Lost Time Adjust (s)					0.0	0.0					0.0	
Total Lost Time (s)					4.0	4.0					4.0	
Lead/Lag				Lag	Lag	Lag					Lead	
Lead-Lag Optimize?				Yes	Yes	Yes					Yes	
Vehicle Extension (s)				3.0	3.0	3.0					3.0	
Recall Mode				None	None	None					C-Max	
Walk Time (s)				7.0	7.0	7.0					7.0	
Flash Don't Walk (s)				16.0	16.0	16.0					16.0	
Pedestrian Calls (#/hr)				0	0	0					0	
Act Effct Green (s)					11.7	11.7		90.3			60.4	
Actuated g/C Ratio					0.11	0.11		0.82			0.55	
v/c Ratio					0.43	0.05		0.22			0.32	
Control Delay (s/veh)					52.4	0.4		0.6			6.9	
Queue Delay					0.0	0.0		0.3			0.6	
Total Delay (s/veh)					52.4	0.4		0.9			7.5	
LOS					D	A		A			A	
Approach Delay (s/veh)					45.9			0.9			7.5	
Approach LOS					D			A			A	
Queue Length 50th (ft)					57	0		0			46	
Queue Length 95th (ft)					103	0		2			91	
Internal Link Dist (ft)		321			328			55			183	
Turn Bay Length (ft)												
Base Capacity (vph)					389	401		1854			1926	
Starvation Cap Reductn					0	0		920			869	
Spillback Cap Reductn					0	0		0			0	
Storage Cap Reductn					0	0		0			0	
Reduced v/c Ratio					0.22	0.03		0.41			0.58	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 87 (79%), Referenced to phase 1:NBSB, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.43			
Intersection Signal Delay (s/veh): 8.6		Intersection LOS: A	
Intersection Capacity Utilization 52.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 99: County Road & Royal Poinciana Way/Main Street



Lane Group	Ø2	Ø3
Minimum Split (s)	27.0	27.0
Total Split (s)	9.0	27.0
Total Split (%)	8%	25%
Maximum Green (s)	5.0	23.0
Yellow Time (s)	3.0	3.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	Min
Walk Time (s)		7.0
Flash Don't Walk (s)		16.0
Pedestrian Calls (#/hr)		0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay (s/veh)		
Queue Delay		
Total Delay (s/veh)		
LOS		
Approach Delay (s/veh)		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary



Lane Group	EBL	EBT	EBR	NBT	SBT
Lane Group Flow (vph)	102	102	159	385	291
v/c Ratio	0.40	0.40	0.43	0.17	0.12
Control Delay (s/veh)	46.7	46.4	9.9	8.5	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.7
Total Delay (s/veh)	46.7	46.4	9.9	8.5	4.2
Queue Length 50th (ft)	70	70	0	47	17
Queue Length 95th (ft)	120	120	56	88	25
Internal Link Dist (ft)		373		1058	55
Turn Bay Length (ft)	410				
Base Capacity (vph)	351	358	456	2245	2458
Starvation Cap Reductn	0	0	0	0	1814
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.29	0.28	0.35	0.17	0.45

Intersection Summary



Lane Group	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	84	12	385	616
v/c Ratio	0.43	0.05	0.22	0.32
Control Delay (s/veh)	52.4	0.4	0.6	6.9
Queue Delay	0.0	0.0	0.3	0.6
Total Delay (s/veh)	52.4	0.4	0.9	7.5
Queue Length 50th (ft)	57	0	0	46
Queue Length 95th (ft)	103	0	2	91
Internal Link Dist (ft)	328		55	183
Turn Bay Length (ft)				
Base Capacity (vph)	389	401	1854	1926
Starvation Cap Reductn	0	0	920	869
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.22	0.03	0.41	0.58

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	17	46	74	37	18	65	217	52	11	293	35
Future Volume (veh/h)	11	17	46	74	37	18	65	217	52	11	293	35
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	18	50	80	40	20	71	236	57	12	318	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	50	43	91	266	238	119	265	889	224	61	1387	162
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.09	0.09	0.09	0.06	0.20	0.20	0.45	0.45	0.45	0.45	0.45	0.45
Unsig. Movement Delay												
Ln Grp Delay, s/veh	49.5	0.0	0.0	44.9	0.0	36.4	20.8	0.0	19.3	18.9	0.0	19.0
Ln Grp LOS	D			D		D	C		B	B		B
Approach Vol, veh/h		80			140			364			368	
Approach Delay, s/veh		49.5			41.3			20.0			18.9	
Approach LOS		D			D			C			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6	8	7
Case No		8.0		4.0		8.0	8.4	1.4
Phs Duration (G+Y+Rc), s		56.0		28.3		56.0	15.9	12.4
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0
Max Green (Gmax), s		50.0		48.0		50.0	30.0	12.0
Max Allow Headway (MAH), s		5.5		5.4		4.3	5.5	3.8
Max Q Clear (g_c+I1), s		14.3		5.1		9.1	7.0	2.0
Green Ext Time (g_e), s		2.5		0.3		1.5	0.4	0.1
Prob of Phs Call (p_c)		1.00		1.00		1.00	0.99	0.91
Prob of Max Out (p_x)		0.00		0.00		0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt		5				1	3	7
Mvmt Sat Flow, veh/h		482				57	137	1781

Through Movement Data								
Assigned Mvmt		2		4		6	8	
Mvmt Sat Flow, veh/h		1956		1176		3052	476	

Right-Turn Movement Data								
Assigned Mvmt		12		14		16	18	
Mvmt Sat Flow, veh/h		493		588		357	1021	

Left Lane Group Data								
Assigned Mvmt	0	5	0	0	0	1	3	7

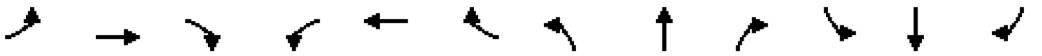
Lane Assignment		L+T				L+T	L+T+R	L (Pr/Pm)
Lanes in Grp	0	1	0	0	0	1	1	1
Grp Vol (v), veh/h	0	177	0	0	0	194	80	80
Grp Sat Flow (s), veh/h/ln	0	1318	0	0	0	1829	1633	1781
Q Serve Time (g_s), s	0.0	5.1	0.0	0.0	0.0	0.0	0.8	0.0
Cycle Q Clear Time (g_c), s	0.0	12.3	0.0	0.0	0.0	6.9	5.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1042	0	0	0	1103	1364	1333
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	1377
Perm LT Eff Green (g_p), s	0.0	50.0	0.0	0.0	0.0	50.0	9.9	7.9
Perm LT Serve Time (g_u), s	0.0	42.9	0.0	0.0	0.0	42.2	6.8	2.8
Perm LT Q Serve Time (g_ps), s	0.0	5.1	0.0	0.0	0.0	0.0	0.8	0.9
Time to First Blk (g_f), s	0.0	3.0	0.0	0.0	0.0	24.2	4.2	0.0
Serve Time pre Blk (g_fs), s	0.0	3.0	0.0	0.0	0.0	6.9	4.2	0.0
Prop LT Inside Lane (P_L)	0.00	0.40	0.00	0.00	0.00	0.06	0.15	1.00
Lane Grp Cap (c), veh/h	0	645	0	0	0	866	184	266
V/C Ratio (X)	0.00	0.28	0.00	0.00	0.00	0.22	0.43	0.30
Avail Cap (c_a), veh/h	0	645	0	0	0	866	476	357
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d1), s/veh	0.0	19.7	0.0	0.0	0.0	18.3	47.9	44.2
Incr Delay (d2), s/veh	0.0	1.1	0.0	0.0	0.0	0.6	1.6	0.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	20.8	0.0	0.0	0.0	18.9	49.5	44.9
1st-Term Q (Q1), veh/ln	0.0	3.0	0.0	0.0	0.0	3.0	2.1	2.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.2	0.0	0.0	0.0	3.1	2.2	2.1
%ile Storage Ratio (RQ%)	0.00	1.79	0.00	0.00	0.00	0.24	0.09	0.25
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	8	0
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	18	0
Lane Assignment		T+R		T+R		T+R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	187	0	60	0	174	0	0
Grp Sat Flow (s), veh/h/ln	0	1613	0	1764	0	1638	0	0
Q Serve Time (g_s), s	0.0	7.8	0.0	3.1	0.0	7.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	7.8	0.0	3.1	0.0	7.1	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.31	0.00	0.33	0.00	0.22	0.62	0.00
Lane Grp Cap (c), veh/h	0	733	0	357	0	744	0	0
V/C Ratio (X)	0.00	0.25	0.00	0.17	0.00	0.23	0.00	0.00
Avail Cap (c_a), veh/h	0	733	0	770	0	744	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	18.5	0.0	36.2	0.0	18.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.8	0.0	0.2	0.0	0.7	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	19.3	0.0	36.4	0.0	19.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.9	0.0	1.3	0.0	2.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	3.1	0.0	1.4	0.0	2.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.73	0.00	0.04	0.00	0.22	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	25.2
HCM 7th LOS	C

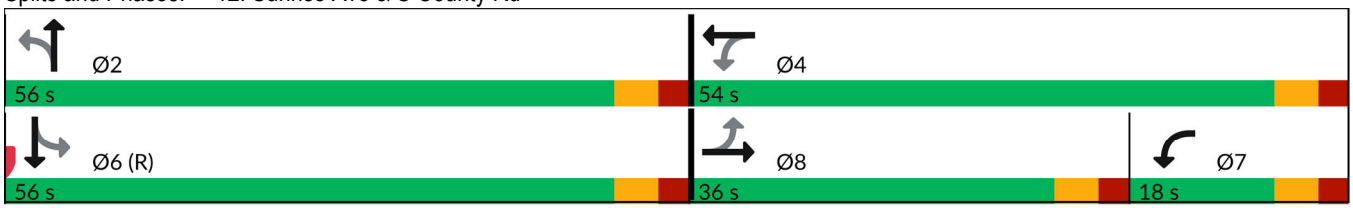
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	17	46	74	37	18	65	217	52	11	293	35
Future Volume (vph)	11	17	46	74	37	18	65	217	52	11	293	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	210		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.916			0.950			0.977			0.985	
Flt Protected		0.993		0.950				0.990			0.998	
Satd. Flow (prot)	0	1694	0	1770	1770	0	0	3423	0	0	3479	0
Flt Permitted		0.935		0.704				0.803			0.940	
Satd. Flow (perm)	0	1595	0	1311	1770	0	0	2777	0	0	3277	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		50			20			25			15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		716			834			109			368	
Travel Time (s)		16.3			19.0			2.5			8.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	12	18	50	80	40	20	71	236	57	12	318	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	80	0	80	60	0	0	364	0	0	368	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2			6		

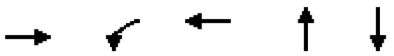


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	8	8		7	4		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		7.0	10.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	31.0	31.0		13.0	31.0		26.0	26.0		28.0	28.0	
Total Split (s)	36.0	36.0		18.0	54.0		56.0	56.0		56.0	56.0	
Total Split (%)	32.7%	32.7%		16.4%	49.1%		50.9%	50.9%		50.9%	50.9%	
Maximum Green (s)	30.0	30.0		12.0	48.0		50.0	50.0		50.0	50.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)		6.0		6.0	6.0			6.0			6.0	
Lead/Lag	Lead	Lead		Lag								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		2.0	2.0	
Recall Mode	None	None		None	None		Max	Max		C-Max	C-Max	
Walk Time (s)	10.0	10.0			10.0		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)	15.0	15.0			15.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	0	0			0		0	0		0	0	
Act Effct Green (s)		10.4		20.2	20.8			81.6			81.6	
Actuated g/C Ratio		0.09		0.18	0.19			0.74			0.74	
v/c Ratio		0.41		0.30	0.17			0.18			0.15	
Control Delay (s/veh)		27.9		40.1	26.4			5.5			5.7	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)		27.9		40.1	26.4			5.5			5.7	
LOS		C		D	C			A			A	
Approach Delay (s/veh)		27.9			34.2			5.5			5.7	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		20		47	23			48			42	
Queue Length 95th (ft)		67		89	58			65			63	
Internal Link Dist (ft)		636			754			29			288	
Turn Bay Length (ft)				210								
Base Capacity (vph)		471		350	783			2066			2435	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.17		0.23	0.08			0.18			0.15	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 88 (80%), Referenced to phase 6:SBTL, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.41			
Intersection Signal Delay (s/veh): 11.7		Intersection LOS: B	
Intersection Capacity Utilization 59.3%		ICU Level of Service B	
Analysis Period (min) 15			

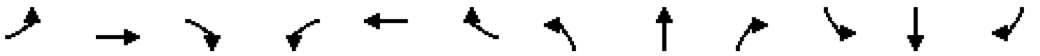
Splits and Phases: 12: Sunrise Ave & S County Rd





Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	80	80	60	364	368
v/c Ratio	0.41	0.30	0.17	0.18	0.15
Control Delay (s/veh)	27.9	40.1	26.4	5.5	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	27.9	40.1	26.4	5.5	5.7
Queue Length 50th (ft)	20	47	23	48	42
Queue Length 95th (ft)	67	89	58	65	63
Internal Link Dist (ft)	636		754	29	288
Turn Bay Length (ft)		210			
Base Capacity (vph)	471	350	783	2066	2435
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.17	0.23	0.08	0.18	0.15

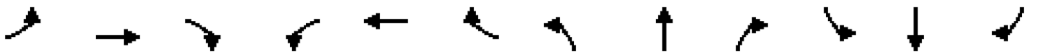
Intersection Summary



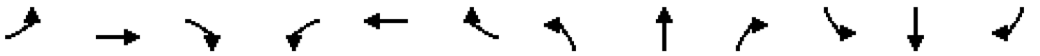
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	5	145	17	0	1	2	292	6	5	403	0
Future Volume (vph)	29	5	145	17	0	1	2	292	6	5	403	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5		4.5		4.5			4.5	
Lane Util. Factor	1.00	1.00	1.00	1.00		1.00		0.95			0.95	
Frt	1.00	1.00	0.85	1.00		0.85		1.00			1.00	
Flt Protected	0.95	1.00	1.00	0.95		1.00		1.00			1.00	
Satd. Flow (prot)	1770	1863	1583	1770		1583		3527			3537	
Flt Permitted	0.95	1.00	1.00	0.75		1.00		0.95			0.95	
Satd. Flow (perm)	1770	1863	1583	1405		1583		3365			3370	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	32	5	158	18	0	1	2	317	7	5	438	0
RTOR Reduction (vph)	0	0	136	0	0	1	0	1	0	0	0	0
Lane Group Flow (vph)	32	5	22	18	0	0	0	325	0	0	443	0
Turn Type	Perm	NA	Perm	Perm		Perm		NA		Perm	NA	
Protected Phases		8						6			2	
Permitted Phases	8		8	4		4				2		
Actuated Green, G (s)	15.0	15.0	15.0	15.0		15.0		86.0			86.0	
Effective Green, g (s)	15.0	15.0	15.0	15.0		15.0		86.0			86.0	
Actuated g/C Ratio	0.14	0.14	0.14	0.14		0.14		0.78			0.78	
Clearance Time (s)	4.5	4.5	4.5	4.5		4.5		4.5			4.5	
Vehicle Extension (s)	5.0	5.0	5.0	5.0		5.0		5.0			5.0	
Lane Grp Cap (vph)	241	254	215	191		215		2630			2634	
v/s Ratio Prot		0.00										
v/s Ratio Perm	c0.02		0.01	0.01		0.00		0.10			c0.13	
v/c Ratio	0.13	0.02	0.10	0.09		0.00		1.75dr			0.17	
Uniform Delay, d1	41.8	41.1	41.6	41.6		41.0		2.9			3.0	
Progression Factor	1.15	1.16	2.19	1.00		1.00		0.48			0.76	
Incremental Delay, d2	0.5	0.1	0.4	0.5		0.0		0.1			0.1	
Delay (s)	48.6	47.7	91.6	42.0		41.0		1.5			2.4	
Level of Service	D	D	F	D		D		A			A	
Approach Delay (s/veh)		83.4			42.0			1.5			2.4	
Approach LOS		F			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	18.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.16		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	44.6%	ICU Level of Service	A
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	5	145	17	0	1	2	292	6	5	403	0
Future Volume (vph)	29	5	145	17	0	1	2	292	6	5	403	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	70		100	0		0	0		0	0		0
Storage Lanes	1		1	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	1.00
Frt			0.850			0.850		0.997				
Flt Protected	0.950			0.950							0.999	
Satd. Flow (prot)	1770	1863	1583	1770	0	1583	0	3529	0	0	3536	0
Flt Permitted	0.950			0.754				0.954			0.952	
Satd. Flow (perm)	1770	1863	1583	1405	0	1583	0	3366	0	0	3369	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			158			15		4				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		735			781			263			276	
Travel Time (s)		16.7			17.8			6.0			6.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	32	5	158	18	0	1	2	317	7	5	438	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	5	158	18	0	1	0	326	0	0	443	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1		1	1	2		1	2	
Detector Template	Left	Thru	Right	Left		Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20		20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0		0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0		0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20		20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm	Perm		Perm		NA		Perm	NA	
Protected Phases		8						6			2	
Permitted Phases	8		8	4		4				2		



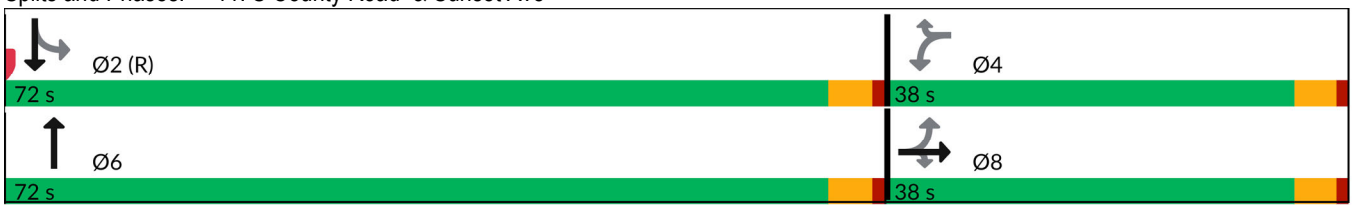
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	8	8	8	4		4		6		2	2	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0		15.0		10.0		10.0	10.0	
Minimum Split (s)	25.5	25.5	25.5	30.5		30.5		25.5		25.5	25.5	
Total Split (s)	38.0	38.0	38.0	38.0		38.0		72.0		72.0	72.0	
Total Split (%)	34.5%	34.5%	34.5%	34.5%		34.5%		65.5%		65.5%	65.5%	
Maximum Green (s)	33.5	33.5	33.5	33.5		33.5		67.5		67.5	67.5	
Yellow Time (s)	3.5	3.5	3.5	3.5		3.5		3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0		1.0		1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0			0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5		4.5		4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0	5.0	5.0		5.0		5.0		5.0	5.0	
Recall Mode	None	None	None	None		None		Max		C-Max	C-Max	
Walk Time (s)	10.0	10.0	10.0	10.0		10.0		10.0		10.0	10.0	
Flash Don't Walk (s)	16.0	16.0	16.0	16.0		16.0		10.0		10.0	10.0	
Pedestrian Calls (#/hr)	0	0	0	0		0		0		0	0	
Act Effct Green (s)	15.0	15.0	15.0	15.0		15.0		86.0			86.0	
Actuated g/C Ratio	0.14	0.14	0.14	0.14		0.14		0.78			0.78	
v/c Ratio	0.13	0.02	0.45	0.09		0.00		1.75dr			0.17	
Control Delay (s/veh)	49.7	48.0	19.4	43.0		0.0		2.1			2.5	
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.4			0.0	
Total Delay (s/veh)	49.7	48.0	19.4	43.0		0.0		2.5			2.5	
LOS	D	D	B	D		A		A			A	
Approach Delay (s/veh)		25.1			40.7			2.5			2.5	
Approach LOS		C			D			A			A	
Queue Length 50th (ft)	22	3	32	11		0		9			50	
Queue Length 95th (ft)	m43	m10	m83	33		0		15			7	
Internal Link Dist (ft)		655			701			183			196	
Turn Bay Length (ft)	70		100									
Base Capacity (vph)	539	567	591	427		492		1224			2632	
Starvation Cap Reductn	0	0	0	0		0		459			0	
Spillback Cap Reductn	0	0	0	0		0		0			0	
Storage Cap Reductn	0	0	0	0		0		0			0	
Reduced v/c Ratio	0.06	0.01	0.27	0.04		0.00		0.43			0.17	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 97 (88%), Referenced to phase 2:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.45			
Intersection Signal Delay (s/veh): 7.7		Intersection LOS: A	
Intersection Capacity Utilization 44.6%		ICU Level of Service A	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 11: S County Road & Sunset Ave





Lane Group	EBL	EBT	EBR	WBL	WBR	NBT	SBT
Lane Group Flow (vph)	32	5	158	18	1	326	443
v/c Ratio	0.13	0.02	0.45	0.09	0.00	1.75dr	0.17
Control Delay (s/veh)	49.7	48.0	19.4	43.0	0.0	2.1	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.4	0.0
Total Delay (s/veh)	49.7	48.0	19.4	43.0	0.0	2.5	2.5
Queue Length 50th (ft)	22	3	32	11	0	9	50
Queue Length 95th (ft)	m43	m10	m83	33	0	15	7
Internal Link Dist (ft)		655				183	196
Turn Bay Length (ft)	70		100				
Base Capacity (vph)	539	567	591	427	492	1224	2632
Starvation Cap Reductn	0	0	0	0	0	459	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.01	0.27	0.04	0.00	0.43	0.17

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.
dr Defacto Right Lane. Recode with 1 though lane as a right lane.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Traffic Volume (vph)	0	0	0	44	70	246	189	131	45	166
Future Volume (vph)	0	0	0	44	70	246	189	131	45	166
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		4.0	4.0	4.0	4.0
Lane Util. Factor					0.95		1.00	1.00	1.00	1.00
Frt					0.90		1.00	0.85	1.00	0.85
Flt Protected					0.99		0.95	1.00	0.95	1.00
Satd. Flow (prot)					3157		1770	1583	1770	1583
Flt Permitted					0.99		0.95	1.00	0.63	1.00
Satd. Flow (perm)					3157		1770	1583	1172	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	48	76	267	205	142	49	180
RTOR Reduction (vph)	0	0	0	0	214	0	0	60	0	0
Lane Group Flow (vph)	0	0	0	0	177	0	205	82	49	180
Turn Type				Perm	NA		Prot	Perm	pm+pt	Prot
Protected Phases					4		6		5	2
Permitted Phases				4				6	2	
Actuated Green, G (s)					14.0		40.4	40.4	48.0	48.0
Effective Green, g (s)					14.0		40.4	40.4	48.0	48.0
Actuated g/C Ratio					0.20		0.58	0.58	0.69	0.69
Clearance Time (s)					4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)					5.0		5.0	5.0	5.0	5.0
Lane Grp Cap (vph)					631		1021	913	834	1085
v/s Ratio Prot							c0.12		0.00	c0.11
v/s Ratio Perm					0.06			0.05	0.04	
v/c Ratio					0.28		0.20	0.09	0.06	0.17
Uniform Delay, d1					23.7		7.1	6.6	3.6	3.9
Progression Factor					1.00		0.41	0.06	0.90	0.89
Incremental Delay, d2					0.5		0.4	0.2	0.1	0.3
Delay (s)					24.2		3.4	0.6	3.3	3.8
Level of Service					C		A	A	A	A
Approach Delay (s/veh)		0.0			24.2		2.2		3.7	
Approach LOS		A			C		A		A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	11.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.23		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	35.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

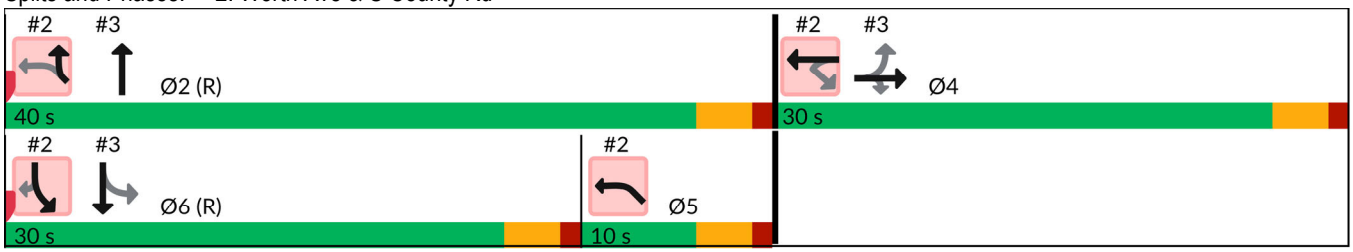
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Traffic Volume (vph)	0	0	0	44	70	246	189	131	45	166
Future Volume (vph)	0	0	0	44	70	246	189	131	45	166
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0	0	150	0
Storage Lanes	0		0	0		0	1	1	1	1
Taper Length (ft)	25			25			25		25	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt					0.898			0.850		0.850
Flt Protected					0.994		0.950		0.950	
Satd. Flow (prot)	0	0	0	0	3159	0	1770	1583	1770	1583
Flt Permitted					0.994		0.950		0.629	
Satd. Flow (perm)	0	0	0	0	3159	0	1770	1583	1172	1583
Right Turn on Red			Yes			Yes		Yes		
Satd. Flow (RTOR)					267			142		
Link Speed (mph)		30			30		30		30	
Link Distance (ft)		756			1065		277		366	
Travel Time (s)		17.2			24.2		6.3		8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	48	76	267	205	142	49	180
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	0	0	391	0	205	142	49	180
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Right
Median Width(ft)		0			0		12		12	
Link Offset(ft)		0			0		0		0	
Crosswalk Width(ft)		16			16		16		16	
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15	9	15	9
Number of Detectors				1	2		2	1	1	2
Detector Template				Left	Thru		Thru	Right	Left	Thru
Leading Detector (ft)				20	100		100	20	20	100
Trailing Detector (ft)				0	0		0	0	0	0
Detector 1 Position(ft)				0	0		0	0	0	0
Detector 1 Size(ft)				20	6		6	20	20	6
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel										
Detector 1 Extend (s)				0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)					94		94			94
Detector 2 Size(ft)					6		6			6
Detector 2 Type					Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel										
Detector 2 Extend (s)					0.0		0.0			0.0
Turn Type				Perm	NA		Prot	Perm	pm+pt	Prot
Protected Phases					4		6		5	2
Permitted Phases				4				6	2	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Detector Phase				4	4		6	6	5	2
Switch Phase										
Minimum Initial (s)				5.0	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)				30.0	30.0		30.0	30.0	9.5	30.0
Total Split (s)				30.0	30.0		30.0	30.0	10.0	40.0
Total Split (%)				42.9%	42.9%		42.9%	42.9%	14.3%	57.1%
Maximum Green (s)				26.0	26.0		26.0	26.0	6.0	36.0
Yellow Time (s)				3.0	3.0		3.0	3.0	3.0	3.0
All-Red Time (s)				1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)					0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)					4.0		4.0	4.0	4.0	4.0
Lead/Lag							Lead	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	
Vehicle Extension (s)				5.0	5.0		5.0	5.0	5.0	5.0
Recall Mode				None	None		C-Max	C-Max	None	C-Max
Walk Time (s)				10.0	10.0		10.0	10.0		10.0
Flash Don't Walk (s)				16.0	16.0		16.0	16.0		16.0
Pedestrian Calls (#/hr)				0	0		0	0		0
Act Effct Green (s)					14.0		42.0	42.0	48.0	48.0
Actuated g/C Ratio					0.20		0.60	0.60	0.69	0.69
v/c Ratio					0.46		0.19	0.14	0.06	0.17
Control Delay (s/veh)					9.2		4.2	0.4	4.8	4.9
Queue Delay					0.0		0.2	0.0	0.0	0.0
Total Delay (s/veh)					9.2		4.3	0.4	4.8	4.9
LOS					A		A	A	A	A
Approach Delay (s/veh)					9.2		2.7		4.9	
Approach LOS					A		A		A	
Queue Length 50th (ft)					23		14	0	5	20
Queue Length 95th (ft)					50		32	0	21	58
Internal Link Dist (ft)		676			985		197		286	
Turn Bay Length (ft)									150	
Base Capacity (vph)					1341		1062	1007	855	1085
Starvation Cap Reductn					0		326	0	0	0
Spillback Cap Reductn					0		0	0	0	0
Storage Cap Reductn					0		0	0	0	0
Reduced v/c Ratio					0.29		0.28	0.14	0.06	0.17

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 48 (69%), Referenced to phase 2:NWL and 6:SBL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.46			
Intersection Signal Delay (s/veh): 5.8		Intersection LOS: A	
Intersection Capacity Utilization 35.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Worth Ave & S County Rd





Lane Group	WBT	SBL	SBR	NWL	NWR
Lane Group Flow (vph)	391	205	142	49	180
v/c Ratio	0.46	0.19	0.14	0.06	0.17
Control Delay (s/veh)	9.2	4.2	0.4	4.8	4.9
Queue Delay	0.0	0.2	0.0	0.0	0.0
Total Delay (s/veh)	9.2	4.3	0.4	4.8	4.9
Queue Length 50th (ft)	23	14	0	5	20
Queue Length 95th (ft)	50	32	0	21	58
Internal Link Dist (ft)	985	197		286	
Turn Bay Length (ft)				150	
Base Capacity (vph)	1341	1062	1007	855	1085
Starvation Cap Reductn	0	326	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.29	0.28	0.14	0.06	0.17

Intersection Summary

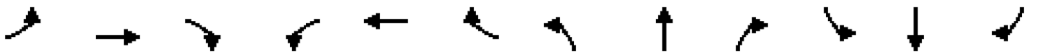
Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	170	68	0	76
Future Vol, veh/h	0	0	170	68	0	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	185	74	0	83

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	129
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	896
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	896
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s/v	0	9.42
HCM LOS		A

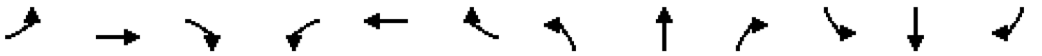
Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	896
HCM Lane V/C Ratio	-	-	0.092
HCM Control Delay (s/veh)	-	-	9.4
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.3



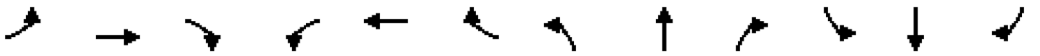
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	143	51	115	12	69	12	198	147	10	14	169	210
Future Volume (vph)	143	51	115	12	69	12	198	147	10	14	169	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95		0.97	1.00	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	0.97	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1610	3294	1583	1770	3461		3433	1863	1583	1770	3539	1583
Flt Permitted	0.95	0.97	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1610	3294	1583	1770	3461		3433	1863	1583	1770	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	155	55	125	13	75	13	215	160	11	15	184	228
RTOR Reduction (vph)	0	0	115	0	12	0	0	0	4	0	0	96
Lane Group Flow (vph)	77	133	10	13	76	0	215	160	7	15	184	132
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	3		4	4		1	6		5	2	
Permitted Phases			3						6			2
Actuated Green, G (s)	11.0	11.0	11.0	7.5	7.5		13.9	88.7	88.7	2.8	77.6	77.6
Effective Green, g (s)	11.0	11.0	11.0	7.5	7.5		13.9	88.7	88.7	2.8	77.6	77.6
Actuated g/C Ratio	0.08	0.08	0.08	0.06	0.06		0.10	0.66	0.66	0.02	0.58	0.58
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	4.0	4.0	2.0	4.0	4.0
Lane Grp Cap (vph)	132	270	129	99	193		356	1233	1047	36	2049	916
v/s Ratio Prot	c0.05	0.04		0.01	c0.02		c0.06	0.09		0.01	0.05	
v/s Ratio Perm			0.01						0.00			c0.08
v/c Ratio	0.58	0.49	0.08	0.13	0.39		0.60	0.13	0.01	0.42	0.09	0.14
Uniform Delay, d1	59.3	58.8	56.8	60.2	61.1		57.4	8.4	7.7	64.8	12.5	13.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.2	0.5	0.1	0.2	0.5		2.0	0.2	0.0	2.8	0.1	0.3
Delay (s)	63.5	59.3	56.9	60.4	61.5		59.4	8.6	7.7	67.6	12.6	13.3
Level of Service	E	E	E	E	E		E	A	A	E	B	B
Approach Delay (s/veh)		59.4			61.4			36.9			14.9	
Approach LOS		E			E			D			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	37.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.26		
Actuated Cycle Length (s)	134.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	47.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



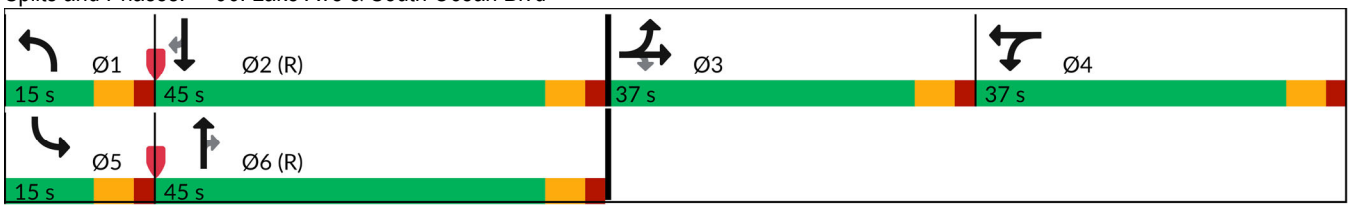
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	143	51	115	12	69	12	198	147	10	14	169	210
Future Volume (vph)	143	51	115	12	69	12	198	147	10	14	169	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		230	0		0	275		90	180		245
Storage Lanes	1		1	1		0	2		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95	0.95	0.97	1.00	1.00	1.00	0.95	1.00
Frt			0.850		0.978				0.850			0.850
Flt Protected	0.950	0.972		0.950			0.950			0.950		
Satd. Flow (prot)	1610	3295	1583	1770	3461	0	3433	1863	1583	1770	3539	1583
Flt Permitted	0.950	0.972		0.950			0.950			0.950		
Satd. Flow (perm)	1610	3295	1583	1770	3461	0	3433	1863	1583	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			125		13				122			228
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		706			244			532			608	
Travel Time (s)		16.0			5.5			12.1			13.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	155	55	125	13	75	13	215	160	11	15	184	228
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	77	133	125	13	88	0	215	160	11	15	184	228
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	3		4	4		1	6		5	2	
Permitted Phases			3						6			2



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	3	3	4	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		4.0	20.0	20.0	4.0	20.0	20.0
Minimum Split (s)	37.0	37.0	37.0	37.0	37.0		10.0	37.0	37.0	10.0	37.0	37.0
Total Split (s)	37.0	37.0	37.0	37.0	37.0		15.0	45.0	45.0	15.0	45.0	45.0
Total Split (%)	27.6%	27.6%	27.6%	27.6%	27.6%		11.2%	33.6%	33.6%	11.2%	33.6%	33.6%
Maximum Green (s)	31.0	31.0	31.0	31.0	31.0		9.0	39.0	39.0	9.0	39.0	39.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	4.0	4.0	2.0	4.0	4.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0	7.0		7.0	7.0
Flash Don't Walk (s)	24.0	24.0	24.0	24.0	24.0			24.0	24.0		24.0	24.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0	0		0	0
Act Effct Green (s)	11.0	11.0	11.0	7.5	7.5		13.9	92.3	92.3	5.7	77.7	77.7
Actuated g/C Ratio	0.08	0.08	0.08	0.06	0.06		0.10	0.69	0.69	0.04	0.58	0.58
v/c Ratio	0.59	0.49	0.51	0.13	0.43		0.61	0.12	0.01	0.20	0.09	0.23
Control Delay (s/veh)	76.4	64.4	16.7	62.2	58.1		64.7	9.2	0.0	67.3	13.8	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	76.4	64.4	16.7	62.2	58.1		64.7	9.2	0.0	67.3	13.8	2.5
LOS	E	E	B	E	E		E	A	A	E	B	A
Approach Delay (s/veh)		49.4			58.6			39.9			9.7	
Approach LOS		D			E			D			A	
Queue Length 50th (ft)	72	62	0	11	33		93	37	0	13	35	0
Queue Length 95th (ft)	128	95	60	34	62		134	98	0	37	63	41
Internal Link Dist (ft)		626			164			452			528	
Turn Bay Length (ft)	170		230				275		90	180		245
Base Capacity (vph)	372	762	462	409	810		355	1283	1128	118	2051	1013
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.17	0.27	0.03	0.11		0.61	0.12	0.01	0.13	0.09	0.23

Intersection Summary			
Area Type:	Other		
Cycle Length: 134			
Actuated Cycle Length: 134			
Offset: 58 (43%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay (s/veh): 33.6		Intersection LOS: C	
Intersection Capacity Utilization 47.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 96: Lake Ave & South Ocean Blvd





Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	77	133	125	13	88	215	160	11	15	184	228
v/c Ratio	0.59	0.49	0.51	0.13	0.43	0.61	0.12	0.01	0.20	0.09	0.23
Control Delay (s/veh)	76.4	64.4	16.7	62.2	58.1	64.7	9.2	0.0	67.3	13.8	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	76.4	64.4	16.7	62.2	58.1	64.7	9.2	0.0	67.3	13.8	2.5
Queue Length 50th (ft)	72	62	0	11	33	93	37	0	13	35	0
Queue Length 95th (ft)	128	95	60	34	62	134	98	0	37	63	41
Internal Link Dist (ft)		626			164		452			528	
Turn Bay Length (ft)	170		230			275		90	180		245
Base Capacity (vph)	372	762	462	409	810	355	1283	1128	118	2051	1013
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.17	0.27	0.03	0.11	0.61	0.12	0.01	0.13	0.09	0.23

Intersection Summary

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	63	83	30	0	0	0	0	73	29	16	37	0
Future Vol, veh/h	63	83	30	0	0	0	0	73	29	16	37	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	68	90	33	0	0	0	0	79	32	17	40	0
Number of Lanes	0	2	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	2
HCM Control Delay, s/veh	8.6	8	8
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	EBLn2	SBLn1
Vol Left, %	0%	60%	0%	30%
Vol Thru, %	72%	40%	58%	70%
Vol Right, %	28%	0%	42%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	102	105	72	53
LT Vol	0	63	0	16
Through Vol	73	42	42	37
RT Vol	29	0	30	0
Lane Flow Rate	111	114	78	58
Geometry Grp	2	5	5	2
Degree of Util (X)	0.133	0.165	0.1	0.073
Departure Headway (Hd)	4.304	5.234	4.637	4.59
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	836	689	777	783
Service Time	2.316	2.934	2.337	2.605
HCM Lane V/C Ratio	0.133	0.165	0.1	0.074
HCM Control Delay, s/veh	8	9	7.9	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.6	0.3	0.2