

TURNING MOVEMENT COUNTS (AM PEAK)													
Cocoanut Rw & Royal Poinciana													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2023	476	573	141	26	187	19	54	215	80	1	86	250
	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	476	573	141	26	187	19	54	215	80	1	86	250
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	500	602	148	27	197	20	57	226	84	1	90	263
	2028 FUTURE TRAFFIC	500	602	148	27	197	20	57	226	84	1	90	263

TURNING MOVEMENT COUNTS (PM PEAK)													
Cocoanut Rw & Royal Poinciana													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2023	255	325	96	67	586	44	226	197	87	2	166	486
	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	255	325	96	67	586	44	226	197	87	2	166	486
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	268	342	101	70	616	46	238	207	91	2	174	511
	2028 FUTURE TRAFFIC	268	342	101	70	616	46	238	207	91	2	174	511

TURNING MOVEMENT COUNTS (AM PEAK)													
S Ocean Blvd & Southern BI													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2023	0	178	274	116	137	0	145	0	379	0	0	0
	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	178	274	116	137	0	145	0	379	0	0	0
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	0	187	288	122	144	0	152	0	398	0	0	0
	2028 FUTURE TRAFFIC	0	187	288	122	144	0	152	0	398	0	0	0

TURNING MOVEMENT COUNTS (PM PEAK)													
S Ocean Blvd & Southern BI													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2023	0	178	222	375	599	0	265	0	193	0	0	0
	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	178	222	375	599	0	265	0	193	0	0	0
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	0	187	233	394	630	0	279	0	203	0	0	0
	2028 FUTURE TRAFFIC	0	187	233	394	630	0	279	0	203	0	0	0

TURNING MOVEMENT COUNTS (AM PEAK)													
S Lake Dr & Royal Palm Way													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2023	0	1433	247	2	503	0	0	0	25	0	0	0
	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	1433	247	2	503	0	0	0	25	0	0	0
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	0	1506	260	2	529	0	0	0	26	0	0	0
	2028 FUTURE TRAFFIC	0	1506	260	2	529	0	0	0	26	0	0	0
	S Lake Drive One-Way SB	0	1506	260	2	529	0	0	0	0	0	0	0

TURNING MOVEMENT COUNTS (PM PEAK)													
S Lake Dr & Royal Palm Way													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2023	0	719	148	30	1483	0	2	0	50	0	0	0
	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	719	148	30	1483	0	2	0	50	0	0	0
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	0	756	156	32	1559	0	2	0	53	0	0	0
	2028 FUTURE TRAFFIC	0	756	156	32	1559	0	2	0	53	0	0	0
	S Lake Drive One-Way SB		756	156	32	1559	0	0	0	0	0	0	0

TURNING MOVEMENT COUNTS (AM PEAK)													
S Lake Dr & Brazilian Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2023	0	2	0	43	1	11	1	30	14	75	183	5
	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	2	0	43	1	11	1	30	14	75	183	5
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	0	2	0	45	1	12	1	32	15	79	192	5
	2028 FUTURE TRAFFIC	0	2	0	45	1	12	1	32	15	79	192	5
	S Lake Drive One-Way SB	0	2	0	45	2	0	0	0	0	79	192	5

TURNING MOVEMENT COUNTS (PM PEAK)													
S Lake Dr & Brazilian Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2023	2	5	1	23	3	19	0	52	17	32	130	1
	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	2	5	1	23	3	19	0	52	17	32	130	1
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	2	5	1	24	3	20	0	55	18	34	137	1
	2028 FUTURE TRAFFIC	2	5	1	24	3	20	0	55	18	34	137	1
	S Lake Drive One-Way SB	0	7	1	24	3	0	0	0	0	34	137	1

TURNING MOVEMENT COUNTS (AM PEAK)													
S. Lake Dr & Chilean Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2023	0	0	0	6	0	20	0	22	0	0	158	0
	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	0	0	6	0	20	0	22	0	0	158	0
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	0	0	0	6	0	21	0	23	0	0	166	0
	2028 FUTURE TRAFFIC	0	0	0	6	0	21	0	23	0	0	166	0
	S Lake Drive One-Way SB	0	0	0	6	0	0	0	0	0	0	166	0

TURNING MOVEMENT COUNTS (PM PEAK)													
S Lake Dr & Chilean Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2023	0	0	0	15	0	22	0	60	0	0	86	0
	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	0	0	15	0	22	0	60	0	0	86	0
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	0	0	0	16	0	23	0	63	0	0	90	0
	2028 FUTURE TRAFFIC	0	0	0	16	0	23	0	63	0	0	90	0
	S Lake Drive One-Way SB	0	0	0	16	0	0	0	0	0	0	90	0

TURNING MOVEMENT COUNTS (AM PEAK)													
S Lake Dr & Peruvian Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2023	0	0	0	0	0	0	0	21	26	151	0	5
	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	0	0	0	0	0	0	21	26	151	0	5
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	0	0	0	0	0	0	0	22	27	159	0	5
	2028 FUTURE TRAFFIC	0	0	0	0	0	0	0	22	27	159	0	5
	S Lake Drive One-Way SB	0	0	0	0	0	0	0	0	49	159	0	5

TURNING MOVEMENT COUNTS (PM PEAK)													
S Lake Dr & Peruvian Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2023	0	0	0	0	0	0	0	56	18	98	0	2
	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	0	0	0	0	0	0	56	18	98	0	2
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	0	0	0	0	0	0	0	59	19	103	0	2
	2028 FUTURE TRAFFIC	0	0	0	0	0	0	0	59	19	103	0	2

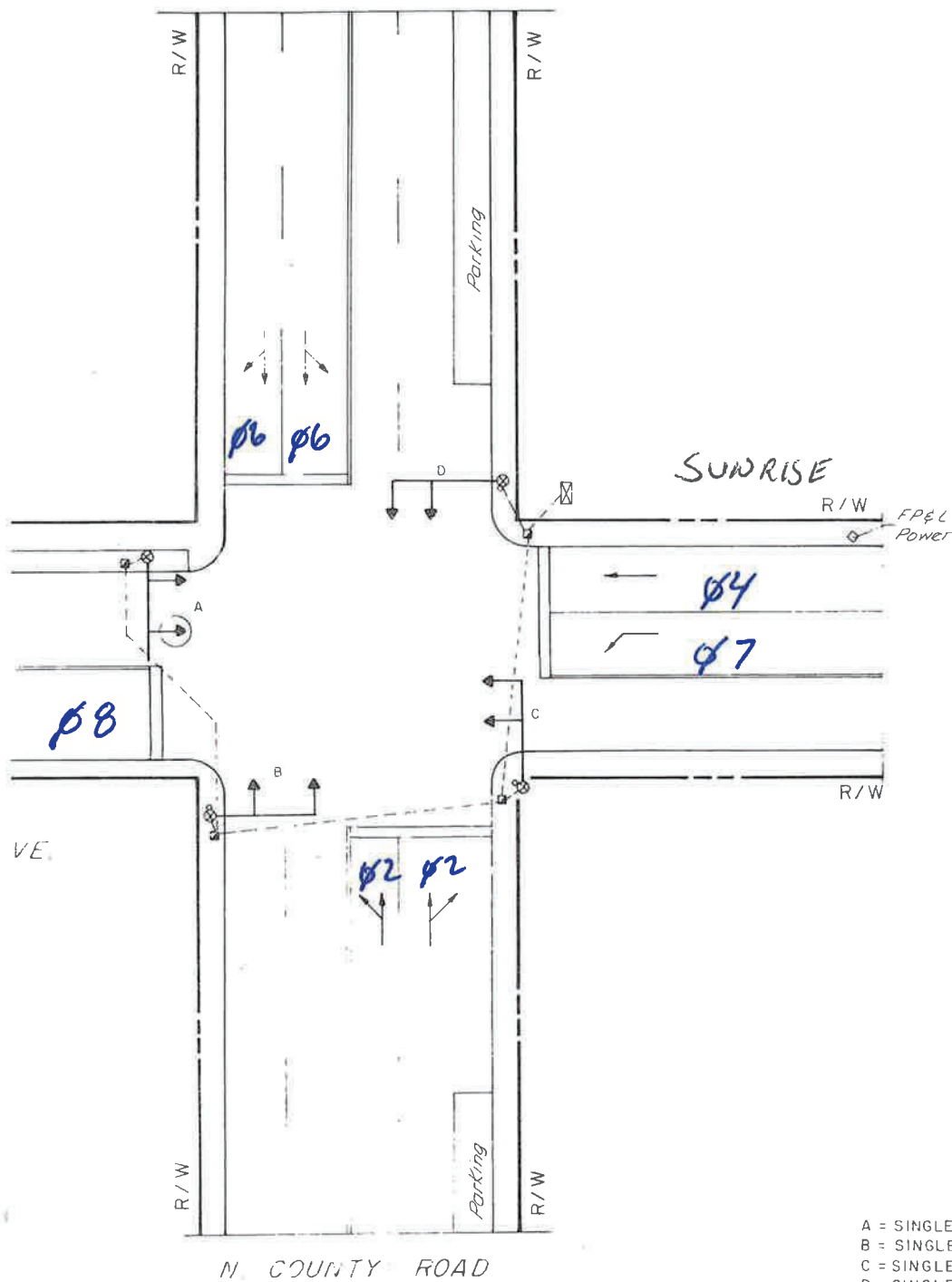
TURNING MOVEMENT COUNTS (AM PEAK)													
Cocoanut Row & Worth Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2023	0	0	0	0	41	36	0	0	0	0	0	12
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	0	0	0	0	41	36	0	0	0	0	0	12
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	0	0	0	0	43	38	0	0	0	0	0	13
	2028 FUTURE TRAFFIC	0	0	0	0	43	38	0	0	0	0	0	13

TURNING MOVEMENT COUNTS (PM PEAK)													
Cocoanut Row & Worth Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2023	0	0	0	0	50	181	0	0	0	0	0	14
	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	0	0	0	50	181	0	0	0	0	0	14
	ANNUAL GROWTH RATE	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	GROWTH ADJUSTED VOLUMES	0	0	0	0	53	190	0	0	0	0	0	15
	2028 FUTURE TRAFFIC	0	0	0	0	53	190	0	0	0	0	0	15



APPENDIX C

Signal Timing Sheets
2023 Synchro Output Reports



Scale 1" = 20'

- A = SINGLE MAST ARM 20'
- B = SINGLE MAST ARM 20'
- C = SINGLE MAST ARM 20'
- D = SINGLE MAST ARM 20'

LEGEND

CONTROLLER CABINET

Controller Timing Plan (MM)2-1 Plan 1

[illegible]

W ↑

SUNSET/
COUNTY

φ 2
↓

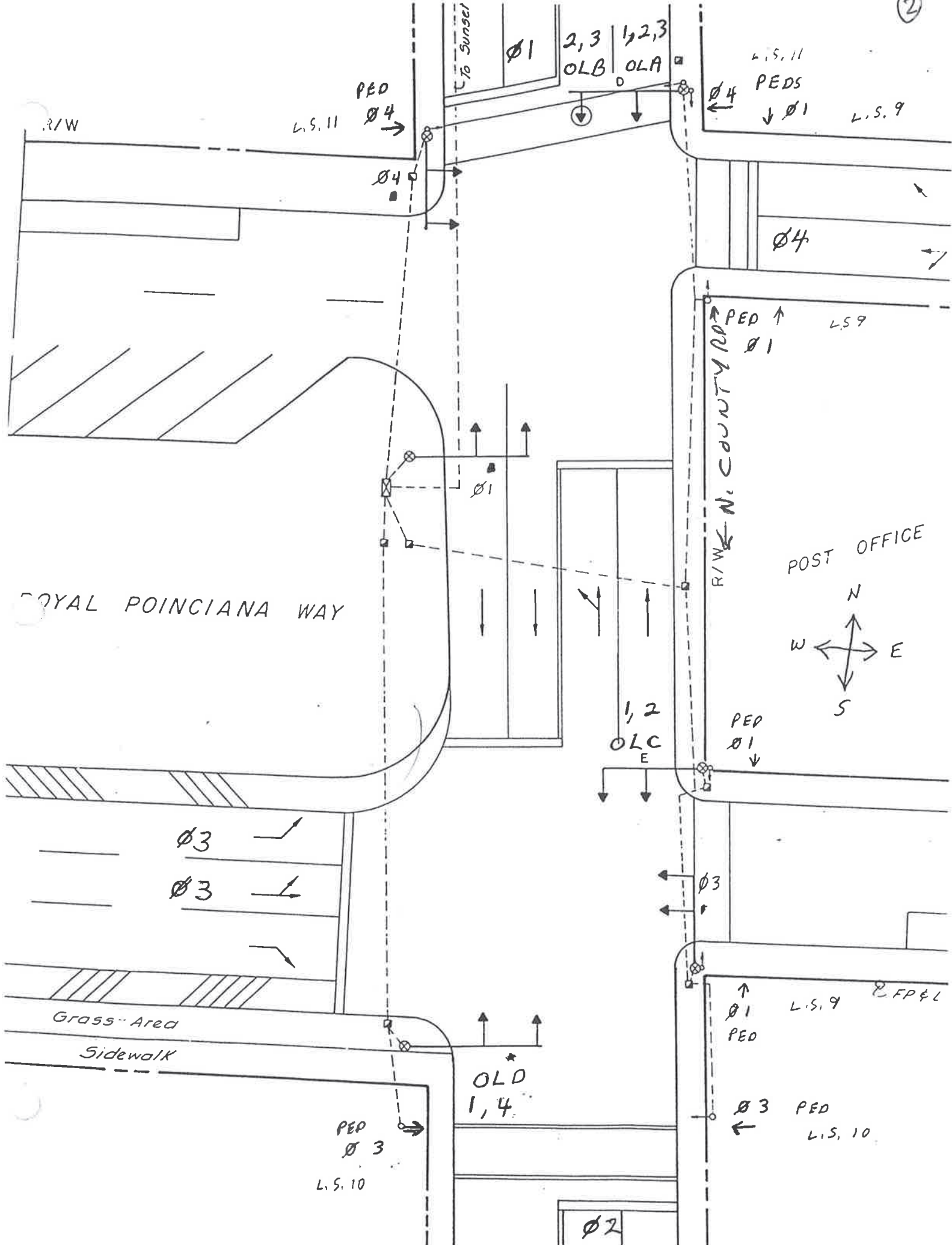
φ 4

φ 8

φ 6
↑

Controller Timing Plan (MM)2-1

[illegible]



R/W

PED Ø4
L.S. 11

To Sunset

Ø1

2, 3
OLB

1, 2, 3
OLA

L.S. 11
PEDS
↓ Ø1

L.S. 9

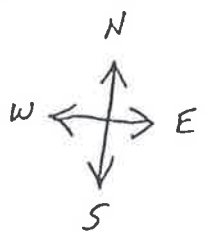
Ø4

PED Ø1
L.S. 9

L.S. 9

R/W N. COUNTY RD

POST OFFICE



PED Ø1

1, 2
OLC
E

Ø3

Ø1 PED
L.S. 9

FP & L

Ø3 PED
L.S. 10

ROYAL POINCIANA WAY

Ø3

Ø3

Grass Area

Sidewalk

PED Ø3
L.S. 10

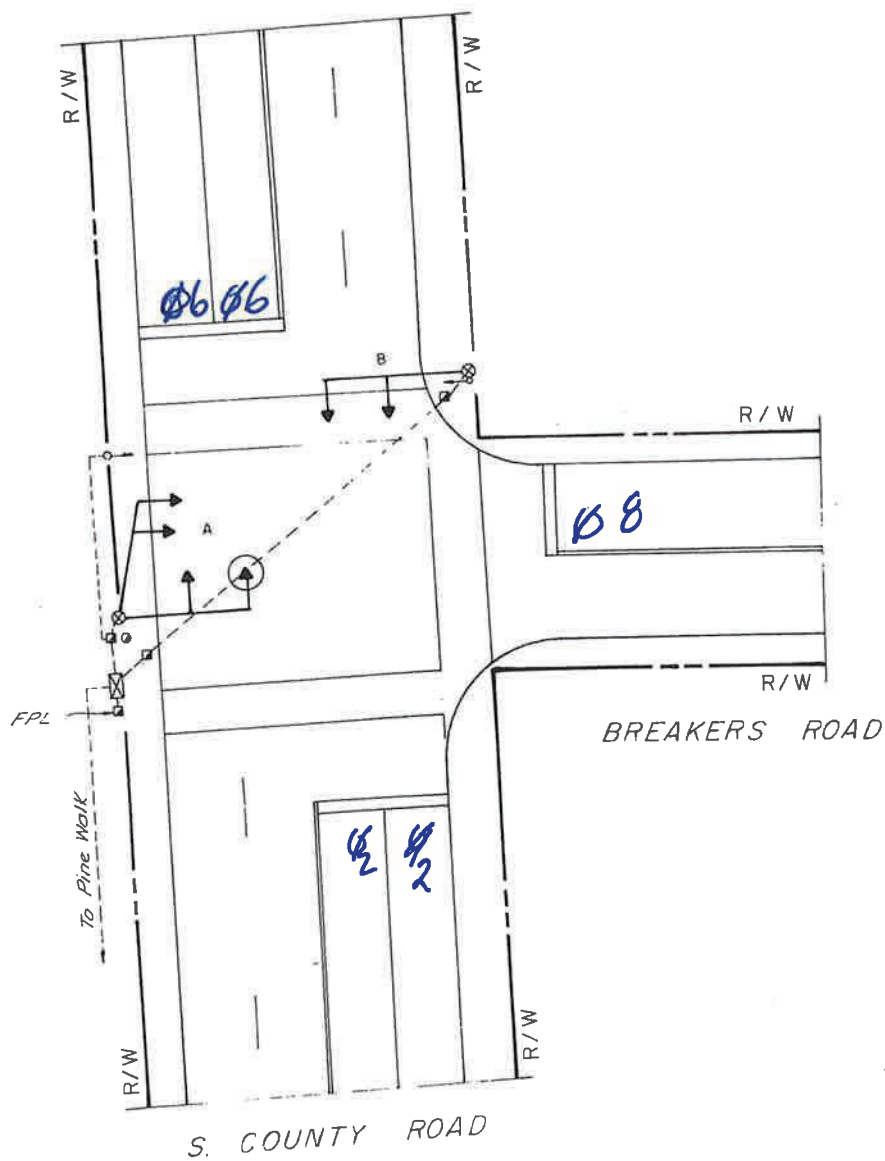
OLD
1, 4

Ø2

PHASE	1	2	3	4	5	6	7	8	A	B	C	D
SIG#	1	TIMING	3	4	N/U	N/U	N/U	N/U	A	B	C	D
OVLP									1,2,3	2,3	1,2	1,4
GRN	1G-B		3G-B	4G-B					9G-B	10G-B	11G-B	12G-B
YEL	1Y-B		3Y-B	4Y-B					9Y-B	10Y-B	11Y-B	12Y-B
RED	1R-B		3R-B	4R-B					9R-B	10R-B	11R-B	12R-B
GRN ARROW												
YEL ARROW												
RED ARROW												
WALK	13G-B		15G-B	16G-B								
D-WALK	13R-B		15R-B	16R-B								
PED DET	PIP- 17A		PIP- 19A	PIP- 20A								

SR. A-1-A (N.CO. ROAD) AND ROYAL POINCIANA WAY
PALM BEACH, FLORIDA

Controller Timing Plan (MM)2-1
Plan 1[illegible]



A = TWIN MAST ARM 20' B 20'
 B = SINGLE MAST ARM 25'



A = TWIN MAST ARM 20' & 20'
B = SINGLE MAST ARM 20'

Royal Poinciana - County & Breaker/Pinewalk

Time Base Day Plan/Schedule

Day Plan (MM)5-3

Plan	Event	Action Plan	Start Time
1	1	1	9:00 AM
1	2	2	6:00 PM

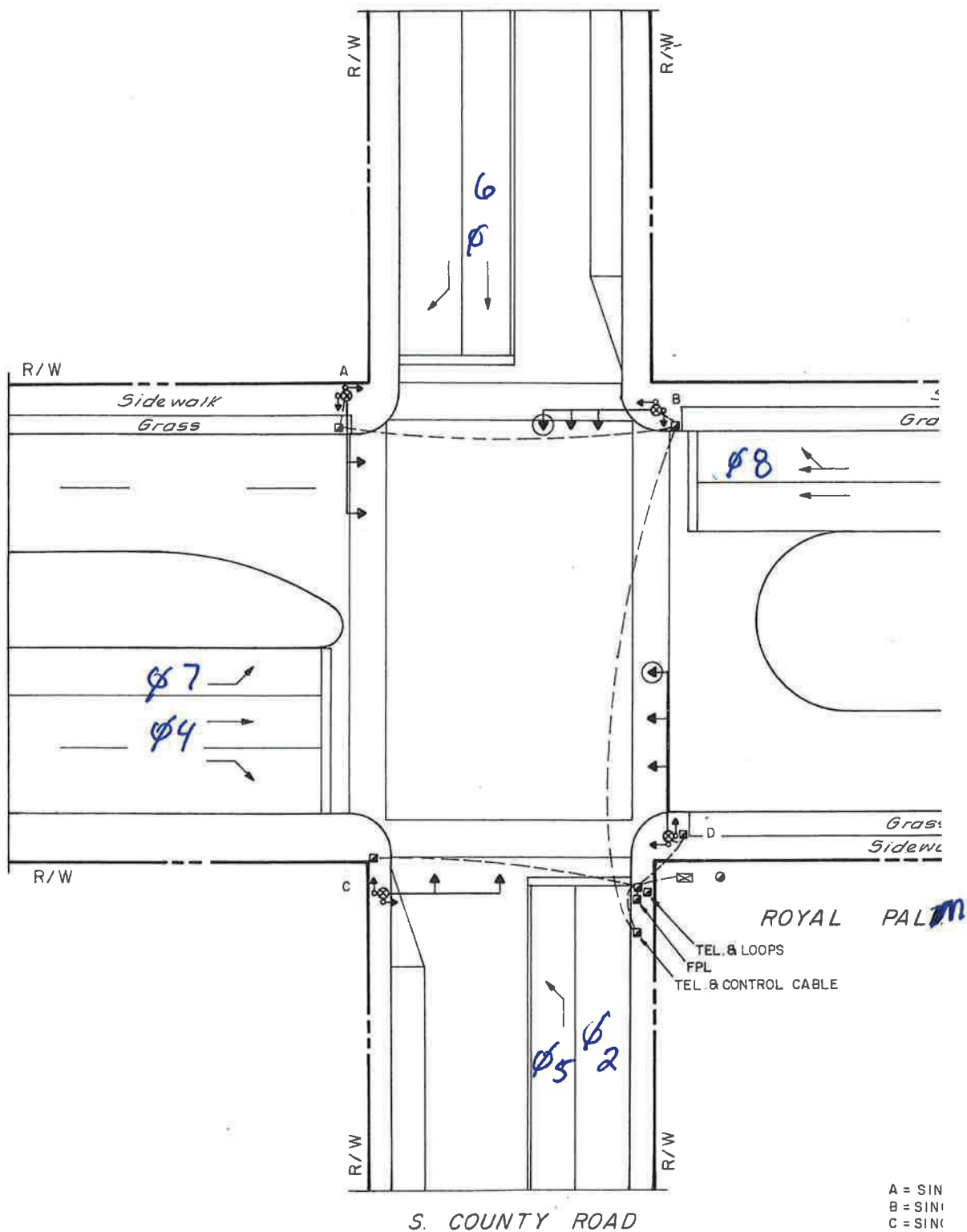
Schedule (MM)5-4

Schedule Number	Day Plan Number	Months	Days of Week	Days of Month
1	1	Jan, Feb, Mar, Apr, May, Jun, Jul, Aug, Sept, Oct, Nov, Dec	Sun, Mon, Tues, Wed, Thurs, Fri, Sat	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31

Controller Timing Plan (MM)2-1 Plan 1

[illegible]

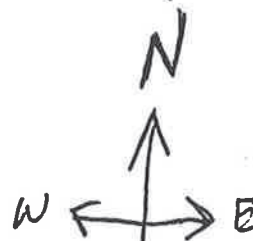
NA



A = SIN
B = SIN
C = SIN
D = SIN

Controller Timing Plan (MM)2-1
Plan 1

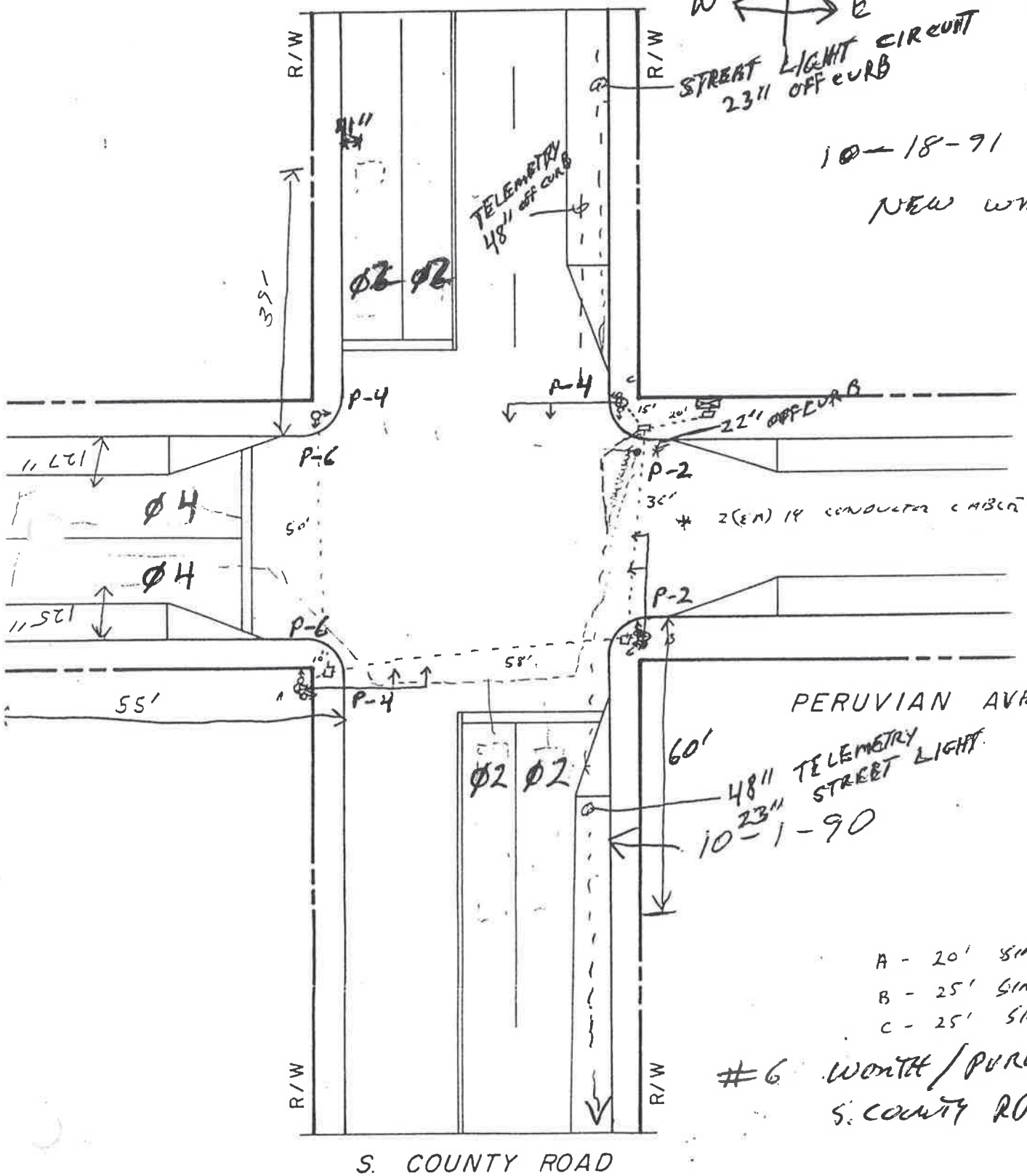
* LOOP 1
FROM
OPPOSIT
J. BOX



STREET LIGHT CIRCUIT
23" OFF CURB

10-18-91

NEW WORK



* 2 (EN) 14 CONDUCTOR CABLE

PERUVIAN AVE

48" TELEMETRY
STREET LIGHT
23" OFF CURB
10-1-90

- A - 20' SINGLE
- B - 25' SINGLE
- C - 25' SINGLE

#6 WORTH / PERUVIAN
S. COUNTY RD.

S. COUNTY ROAD



R/W

R/W

Ø 6

Ø 4 ← ONE WAY

Ø 2

Ø 5

WORTH AVE.

R/W

W

N

Royal Poinciana - Coutnty & Worth/Peruvian

Time Base Day Plan/Schedule

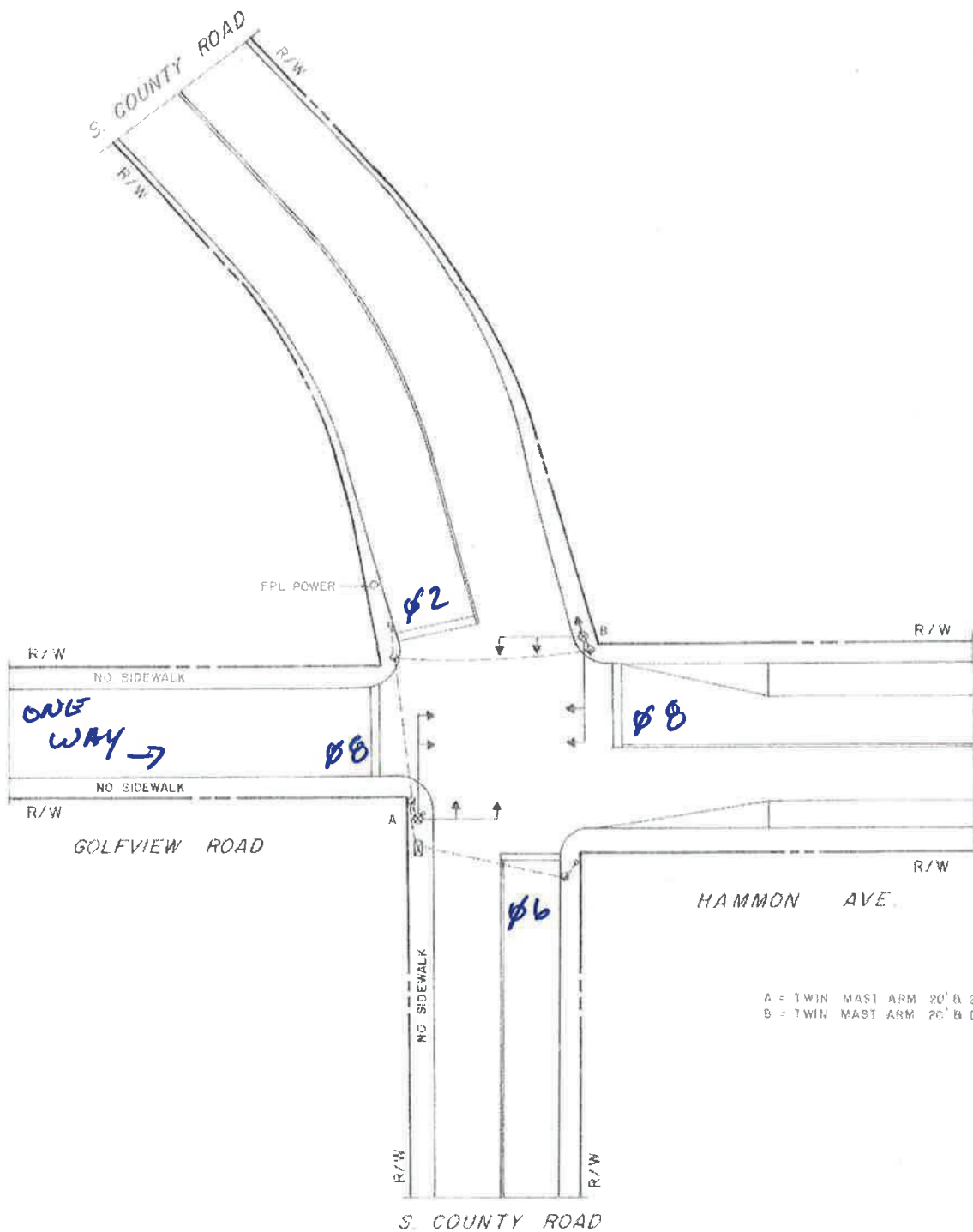
Day Plan (MM)5-3

Plan	Event	Action Plan	Start Time
1	1	1	9:00 AM
1	2	2	5:00 PM

Schedule (MM)5-4

Schedule Number	Day Plan Number	Months	Days of Week	Days of Month
1	1	Jan, Feb, Mar, Apr, May, Jun, Jul, Aug, Sept, Oct, Nov, Dec	Sun, Mon, Tues, Wed, Thurs, Fri, Sat	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31

Controller Timing Plan (MM)2-1
Plan 1[illegible]

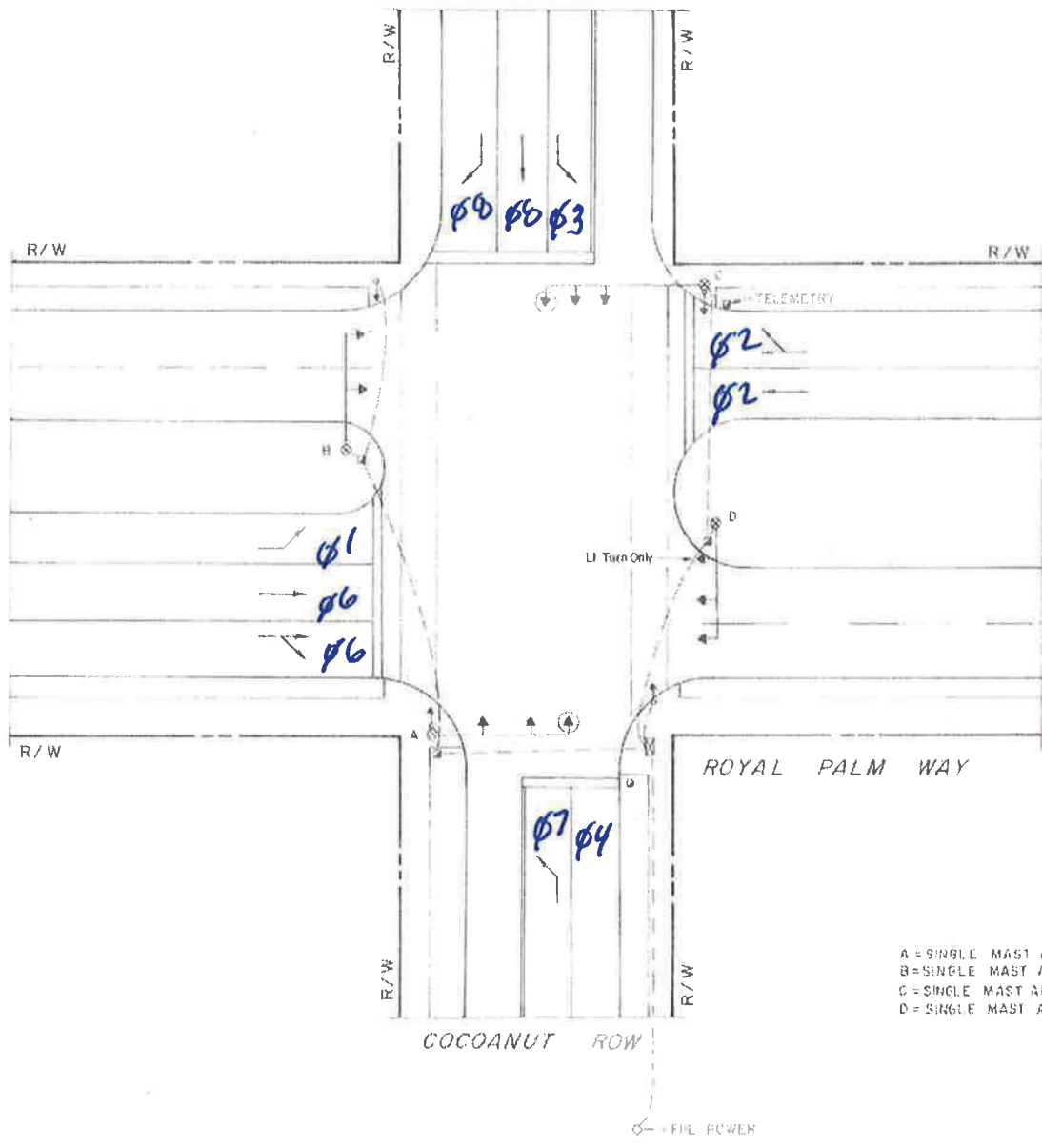


Scale 1" = 20'

A = TWIN MAST ARM 20' & 25'
 B = TWIN MAST ARM 20' & 25'

- LEGEND
- ☒ CONTROLLER CABINET
 - ⊠ TRAFFIC JUNCTION
 - ⊗ MAST ARM BASE
 - PEDESTRIAN BUTTON (ONLY)
 - PEDESTRIAN SIGNAL
 - UNDERGROUND CONDUIT

Contr
Plan 1[illegible]



- A = SINGLE MAST ARM 30'
- B = SINGLE MAST ARM 25'
- C = SINGLE MAST ARM 35'
- D = SINGLE MAST ARM 25'

LEGEND

- ☒ CONTROLLER CABINET
- ⬢ TRAFFIC JUNCTION
- ⊗ MAST ARM BASE
- PEDESTRIAN BUTTON (ONLY)
- PEDESTRIAN SIGNAL
- UNDERGROUND CONDUIT
- ⬇ MAST ARM WITH 3-SECTION SIGNAL HEADS

Royal Poinciana - Royal Palm & Coconut Row

Time Base Day Plan/Schedule

Day Plan (MM)5-3

Plan	Event	Action Plan	Start Time
1	1	1	7:30 AM
1	2	2	9:30 AM
1	3	3	1:30 PM
1	4	4	5:30 PM

Schedule (MM)5-4

Schedule Number	Day Plan Number	Months	Days of Week	Days of Month
1	1	Jan, Feb, Mar, Apr, May, Jun, Jul, Aug, Sept, Oct, Nov, Dec	Sun, Mon, Tues, Wed, Thurs, Fri, Sat	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31
2	3			
3	3			
4	4			

Royal Poinciana - Royal Palm & Coconut Row

Controller Timing Plan (MM)2-1
Plan 1[illegible]

ROYAL POINCIANA & COCONUT ROW

BRADLEY



WALK
Ø 3
↓

WALK
Ø 8
↓

Ø 3
↓

↑ (OL) (OL)
C A
(4) (14, 8)

← Ø 2

← ROYAL
POINCIANA

Ø 1

Ø 5

ROYAL
POINCIANA →

Ø 6 →

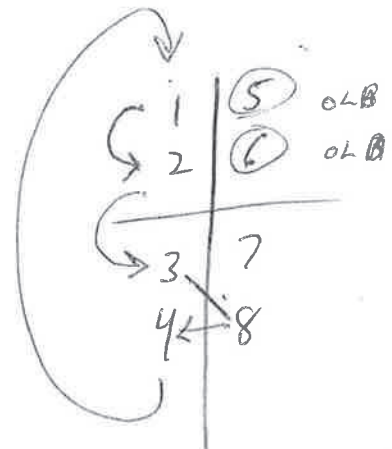
↑
WALK
Ø 3

②
3, 8
(OL)
B
↓

COCONUT ROW

↑
Ø 8
4

↑
Ø 8
WALK



WALK TIME Ø 6 ①

N ↑

SUNRISE / BRADLEY

φ 4

φ 6

φ 2

φ 5

.....

[illegible]

HCM Signalized Intersection Capacity Analysis

1: S County Rd & Golfview Rd/Hammon Ave

02/28/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	1	7	9	0	7	0	187	17	40	224	0
Future Volume (vph)	8	1	7	9	0	7	0	187	17	40	224	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	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.94			0.94			0.99			1.00	
Flt Protected		0.98			0.97			1.00			0.99	
Satd. Flow (prot)		1708			1704			1842			1849	
Flt Permitted		1.00			1.00			1.00			0.94	
Satd. Flow (perm)		1751			1751			1842			1757	
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	1	8	10	0	8	0	203	18	43	243	0
RTOR Reduction (vph)	0	8	0	0	0	0	0	3	0	0	0	0
Lane Group Flow (vph)	0	10	0	0	18	0	0	218	0	0	286	0
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8						6		
Actuated Green, G (s)		1.3			1.3			31.0			31.0	
Effective Green, g (s)		1.3			1.3			31.0			31.0	
Actuated g/C Ratio		0.03			0.03			0.75			0.75	
Clearance Time (s)		4.5			4.5			4.5			4.5	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		55			55			1382			1318	
v/s Ratio Prot								0.12				
v/s Ratio Perm		0.01			c0.01						c0.16	
v/c Ratio		0.19			0.33			0.16			0.22	
Uniform Delay, d1		19.5			19.6			1.5			1.5	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		1.6			3.5			0.2			0.4	
Delay (s)		21.1			23.0			1.7			1.9	
Level of Service		C			C			A			A	
Approach Delay (s)		21.1			23.0			1.7			1.9	
Approach LOS		C			C			A			A	
Intersection Summary												
HCM 2000 Control Delay		3.2			HCM 2000 Level of Service			A				
HCM 2000 Volume to Capacity ratio		0.22										
Actuated Cycle Length (s)		41.3			Sum of lost time (s)			9.0				
Intersection Capacity Utilization		40.3%			ICU Level of Service			A				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

02/28/2023

2: Worth Ave & S County Rd

										
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Traffic Volume (vph)	0	0	0	19	61	83	237	42	62	142
Future Volume (vph)	0	0	0	19	61	83	237	42	62	142
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	4.5
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)					3250		1770	1583	1770	1583
Flt Permitted					0.99		0.95	1.00	0.58	1.00
Satd. Flow (perm)					3250		1770	1583	1079	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	21	66	90	258	46	67	154
RTOR Reduction (vph)	0	0	0	0	79	0	0	18	0	0
Lane Group Flow (vph)	0	0	0	0	98	0	258	28	67	154
Turn Type				Perm	NA		Prot	Perm	pm+pt	Prot
Protected Phases					4		6		5	2
Permitted Phases				4				6	2	
Actuated Green, G (s)					10.9		54.3	54.3	71.1	70.6
Effective Green, g (s)					10.9		54.3	54.3	71.1	70.6
Actuated g/C Ratio					0.12		0.60	0.60	0.79	0.78
Clearance Time (s)					4.0		4.0	4.0	4.0	4.5
Vehicle Extension (s)					5.0		5.0	5.0	5.0	5.0
Lane Grp Cap (vph)					393		1067	955	950	1241
v/s Ratio Prot							c0.15		0.01	c0.10
v/s Ratio Perm					0.03			0.02	0.05	
v/c Ratio					0.25		0.24	0.03	0.07	0.12
Uniform Delay, d1					35.8		8.3	7.2	2.6	2.3
Progression Factor					1.00		0.39	0.04	1.00	1.00
Incremental Delay, d2					0.7		0.5	0.1	0.1	0.2
Delay (s)					36.5		3.8	0.4	2.6	2.5
Level of Service					D		A	A	A	A
Approach Delay (s)		0.0			36.5		3.3		2.6	
Approach LOS		A			D		A		A	
Intersection Summary										
HCM 2000 Control Delay			11.4		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)				12.0	
Intersection Capacity Utilization			32.2%		ICU Level of Service				A	
Analysis Period (min)			15							
c Critical Lane Group										

HCM Signalized Intersection Capacity Analysis

3: S County Rd & Peruvian Ave

02/28/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	35	35	0	0	0	0	217	17	48	230	0
Future Volume (vph)	20	35	35	0	0	0	0	217	17	48	230	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.5			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)		1829	1583					3502			3509	
Flt Permitted		0.98	1.00					1.00			0.86	
Satd. Flow (perm)		1829	1583					3502			3060	
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)	22	38	38	0	0	0	0	236	18	52	250	0
RTOR Reduction (vph)	0	0	33	0	0	0	0	3	0	0	0	0
Lane Group Flow (vph)	0	60	5	0	0	0	0	251	0	0	302	0
Turn Type	Perm	NA	Perm					NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4		4							6		
Actuated Green, G (s)		10.9	10.9					70.6			54.3	
Effective Green, g (s)		10.9	10.9					70.6			54.3	
Actuated g/C Ratio		0.12	0.12					0.78			0.60	
Clearance Time (s)		4.0	4.0					4.5			4.0	
Vehicle Extension (s)		5.0	5.0					5.0			5.0	
Lane Grp Cap (vph)		221	191					2747			1846	
v/s Ratio Prot								c0.07				
v/s Ratio Perm		0.03	0.00								c0.10	
v/c Ratio		0.27	0.02					0.09			0.16	
Uniform Delay, d1		35.9	34.9					2.3			7.9	
Progression Factor		1.00	1.00					1.16			1.00	
Incremental Delay, d2		1.4	0.1					0.1			0.2	
Delay (s)		37.3	35.0					2.7			8.0	
Level of Service		D	C					A			A	
Approach Delay (s)		36.4			0.0			2.7			8.0	
Approach LOS		D			A			A			A	
Intersection Summary												
HCM 2000 Control Delay		10.2			HCM 2000 Level of Service			B				
HCM 2000 Volume to Capacity ratio		0.17										
Actuated Cycle Length (s)		90.0			Sum of lost time (s)			12.0				
Intersection Capacity Utilization		28.9%			ICU Level of Service			A				
Analysis Period (min)		15										
c Critical Lane Group												

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	0	0	0	0	0	54	0	225	0	1	310	38
Future Vol, veh/h	0	0	0	0	0	54	0	225	0	1	310	38
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	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	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	0	0	0	59	0	245	0	1	337	41
Major/Minor				Minor1		Major1		Major2				
Conflicting Flow All				-	-	123	-	0	-	245	0	0
Stage 1				-	-	-	-	-	-	-	-	-
Stage 2				-	-	-	-	-	-	-	-	-
Critical Hdwy				-	-	6.94	-	-	-	4.14	-	-
Critical Hdwy Stg 1				-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2				-	-	-	-	-	-	-	-	-
Follow-up Hdwy				-	-	3.32	-	-	-	2.22	-	-
Pot Cap-1 Maneuver				0	0	905	0	-	0	1318	-	-
Stage 1				0	0	-	0	-	0	-	-	-
Stage 2				0	0	-	0	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver				-	0	905	-	-	-	1318	-	-
Mov Cap-2 Maneuver				-	0	-	-	-	-	-	-	-
Stage 1				-	0	-	-	-	-	-	-	-
Stage 2				-	0	-	-	-	-	-	-	-
Approach				WB		NB		SB				
HCM Control Delay, s				9.3		0		0				
HCM LOS				A								
Minor Lane/Major Mvmt		NBTWBLn1		SBL	SBT	SBR						
Capacity (veh/h)		-	905	1318	-	-						
HCM Lane V/C Ratio		-	0.065	0.001	-	-						
HCM Control Delay (s)		-	9.3	7.7	0	-						
HCM Lane LOS		-	A	A	A	-						
HCM 95th %tile Q(veh)		-	0.2	0	-	-						

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	0	0	70	0	0	0	0	302	42	0	354	0
Future Vol, veh/h	0	0	70	0	0	0	0	302	42	0	354	0
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	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	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	76	0	0	0	0	328	46	0	385	0
Major/Minor	Minor2			Major1			Major2					
Conflicting Flow All	-	-	193	-	-	-	-	0	0	-	-	0
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	0	816	-	-	-	0	-	-	0	-	0
Stage 1	0	0	-	-	-	-	0	-	-	0	-	0
Stage 2	0	0	-	-	-	-	0	-	-	0	-	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	0	816	-	-	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-	-	-	-
Approach	EB			NB			SB					
HCM Control Delay, s	9.9			0			0					
HCM LOS	A											
Minor Lane/Major Mvmt	NBT			NBR			EBLn1			SBT		
Capacity (veh/h)	-			-			816			-		
HCM Lane V/C Ratio	-			-			0.093			-		
HCM Control Delay (s)	-			-			9.9			-		
HCM Lane LOS	-			-			A			-		
HCM 95th %tile Q(veh)	-			-			0.3			-		

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	13	35	4	15	17	25	229	13	21	318	13
Future Vol, veh/h	5	13	35	4	15	17	25	229	13	21	318	13
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	-	-	-
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	14	38	4	16	18	27	249	14	23	346	14
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	586	716	353	728	709	125	360	0	0	263	0	0
Stage 1	399	399	-	303	303	-	-	-	-	-	-	-
Stage 2	187	317	-	425	406	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.23	7.33	6.53	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	408	355	690	325	358	903	1197	-	-	1300	-	-
Stage 1	626	601	-	682	663	-	-	-	-	-	-	-
Stage 2	797	654	-	606	597	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	371	338	690	287	341	903	1197	-	-	1300	-	-
Mov Cap-2 Maneuver	371	338	-	287	341	-	-	-	-	-	-	-
Stage 1	610	588	-	664	646	-	-	-	-	-	-	-
Stage 2	741	637	-	547	584	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	12.9		13.4			0.8			0.5			
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1197	-	-	516	469	1300	-	-				
HCM Lane V/C Ratio	0.023	-	-	0.112	0.083	0.018	-	-				
HCM Control Delay (s)	8.1	0.1	-	12.9	13.4	7.8	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.3	0.1	-	-				

HCM Signalized Intersection Capacity Analysis

7: S County Rd & Royal Palm Way

02/28/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	433	193	179	0	103	32	110	152	5	0	154	90
Future Volume (vph)	433	193	179	0	103	32	110	152	5	0	154	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.6	4.6		4.6		4.5	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		0.96		1.00	1.00			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		3413		1770	1855			1863	1583
Flt Permitted	0.46	1.00	1.00		1.00		0.54	1.00			1.00	1.00
Satd. Flow (perm)	851	1863	1583		3413		1010	1855			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)	471	210	195	0	112	35	120	165	5	0	167	98
RTOR Reduction (vph)	0	0	129	0	31	0	0	1	0	0	0	64
Lane Group Flow (vph)	471	210	66	0	116	0	120	169	0	0	167	34
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
Actuated Green, G (s)	30.2	30.2	30.2		10.2		50.4	50.4			30.9	30.9
Effective Green, g (s)	30.2	30.2	30.2		10.2		50.4	50.4			30.9	30.9
Actuated g/C Ratio	0.34	0.34	0.34		0.11		0.56	0.56			0.34	0.34
Clearance Time (s)	4.5	4.6	4.6		4.6		4.5	4.6			4.6	4.6
Vehicle Extension (s)	3.0	4.0	4.0		3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	444	626	532		387		693	1041			641	544
v/s Ratio Prot	c0.18	0.11			0.03		c0.03	0.09			c0.09	
v/s Ratio Perm	c0.17		0.04				0.07					0.02
v/c Ratio	1.06	0.34	0.12		0.30		0.17	0.16			0.26	0.06
Uniform Delay, d1	27.9	22.3	20.6		36.5		9.5	9.5			21.2	19.7
Progression Factor	1.00	1.00	1.00		1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	59.8	0.4	0.1		0.4		0.1	0.3			1.0	0.2
Delay (s)	87.6	22.7	20.8		37.0		9.6	9.8			22.2	20.0
Level of Service	F	C	C		D		A	A			C	B
Approach Delay (s)		57.2			37.0			9.7			21.4	
Approach LOS		E			D			A			C	
Intersection Summary												
HCM 2000 Control Delay			40.6				HCM 2000 Level of Service				D	
HCM 2000 Volume to Capacity ratio			0.58									
Actuated Cycle Length (s)			89.8				Sum of lost time (s)			18.2		
Intersection Capacity Utilization			72.5%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

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	0	0	0	1	11	155	480	0	0	219	66	
Future Vol, veh/h	0	0	0	0	1	11	155	480	0	0	219	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	-	-	-	-	-	-	
Veh in Median Storage, #	-	-	-	-	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	0	0	1	12	168	522	0	0	238	72	
Major/Minor				Minor1		Major1		Major2					
Conflicting Flow All				-	1168	522	310	0	-	-	-	-	0
Stage 1				-	858	-	-	-	-	-	-	-	-
Stage 2				-	310	-	-	-	-	-	-	-	-
Critical Hdwy				-	6.53	6.23	4.13	-	-	-	-	-	-
Critical Hdwy Stg 1				-	5.53	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2				-	5.53	-	-	-	-	-	-	-	-
Follow-up Hdwy				-	4.019	3.319	2.219	-	-	-	-	-	-
Pot Cap-1 Maneuver				0	193	554	1249	-	0	0	-	-	-
Stage 1				0	373	-	-	-	0	0	-	-	-
Stage 2				0	658	-	-	-	0	0	-	-	-
Platoon blocked, %								-			-	-	
Mov Cap-1 Maneuver				-	0	554	1249	-	-	-	-	-	-
Mov Cap-2 Maneuver				-	0	-	-	-	-	-	-	-	-
Stage 1				-	0	-	-	-	-	-	-	-	-
Stage 2				-	0	-	-	-	-	-	-	-	-
Approach				WB		NB		SB					
HCM Control Delay, s				11.6		2		0					
HCM LOS				B									
Minor Lane/Major Mvmt		NBL	NBTWBLn1	SBT	SBR								
Capacity (veh/h)		1249	-	554	-	-							
HCM Lane V/C Ratio		0.135	-	0.022	-	-							
HCM Control Delay (s)		8.3	0	11.6	-	-							
HCM Lane LOS		A	A	B	-	-							
HCM 95th %tile Q(veh)		0.5	-	0.1	-	-							

HCM Signalized Intersection Capacity Analysis

9: Royal Poinciana Way & N County Rd

02/28/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	250	53	175	0	0	0	102	571	43	0	227	0
Future Volume (vph)	250	53	175	0	0	0	102	571	43	0	227	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	
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					0.99			1.00	
Satd. Flow (prot)	1681	1714	1583					3482			3539	
Flt Permitted	0.95	0.97	1.00					0.50			1.00	
Satd. Flow (perm)	1681	1714	1583					1740			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)	272	58	190	0	0	0	111	621	47	0	247	0
RTOR Reduction (vph)	0	0	148	0	0	0	0	4	0	0	0	0
Lane Group Flow (vph)	163	167	42	0	0	0	0	775	0	0	247	0
Turn Type	Split	NA	Perm				Perm	NA			NA	
Protected Phases	3	3						1 2			1 4	
Permitted Phases			3				1 2					
Actuated Green, G (s)	22.3	22.3	22.3					53.9			63.2	
Effective Green, g (s)	22.3	22.3	22.3					53.9			63.2	
Actuated g/C Ratio	0.22	0.22	0.22					0.54			0.63	
Clearance Time (s)	4.5	4.5	4.5									
Vehicle Extension (s)	3.0	3.0	3.0									
Lane Grp Cap (vph)	374	382	353					937			2236	
v/s Ratio Prot	0.10	c0.10									c0.07	
v/s Ratio Perm			0.03					c0.45				
v/c Ratio	0.44	0.44	0.12					1.44dl			0.11	
Uniform Delay, d1	33.4	33.4	31.0					19.2			7.3	
Progression Factor	1.00	1.00	1.00					1.00			0.41	
Incremental Delay, d2	3.7	3.6	0.7					8.3			0.0	
Delay (s)	37.1	37.1	31.7					27.5			3.0	
Level of Service	D	D	C					C			A	
Approach Delay (s)		35.1			0.0			27.5			3.0	
Approach LOS		D			A			C			A	
Intersection Summary												
HCM 2000 Control Delay			26.1				HCM 2000 Level of Service				C	
HCM 2000 Volume to Capacity ratio			0.68									
Actuated Cycle Length (s)			100.0				Sum of lost time (s)			18.0		
Intersection Capacity Utilization			60.5%				ICU Level of Service			B		
Analysis Period (min)			15									
dl Defacto Left Lane. Recode with 1 though lane as a left lane.												
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

81: N County Rd & E Main Street

02/28/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↰	↱		↰			↰	↱
Traffic Volume (vph)	0	0	0	7	35	3	102	571	0	0	227	143
Future Volume (vph)	0	0	0	7	35	3	102	571	0	0	227	143
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	
Lane Util. Factor					1.00	1.00		0.95			0.95	
Frt					1.00	0.85		1.00			0.94	
Flt Protected					0.99	1.00		0.99			1.00	
Satd. Flow (prot)					1847	1583		3513			3335	
Flt Permitted					0.99	1.00		0.81			1.00	
Satd. Flow (perm)					1847	1583		2858			3335	
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	8	38	3	111	621	0	0	247	155
RTOR Reduction (vph)	0	0	0	0	0	3	0	0	0	0	78	0
Lane Group Flow (vph)	0	0	0	0	46	0	0	732	0	0	324	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		80.7			48.4	
Effective Green, g (s)					10.3	10.3		80.7			48.4	
Actuated g/C Ratio					0.10	0.10		0.81			0.48	
Clearance Time (s)					4.5	4.5					4.5	
Vehicle Extension (s)					3.0	3.0					3.0	
Lane Grp Cap (vph)					190	163		2306			1614	
v/s Ratio Prot											0.10	
v/s Ratio Perm					0.02	0.00		c0.26				
v/c Ratio					0.24	0.00		0.32			0.20	
Uniform Delay, d1					41.3	40.2		2.5			14.7	
Progression Factor					1.00	1.00		0.09			1.00	
Incremental Delay, d2					0.7	0.0		0.3			0.3	
Delay (s)					41.9	40.2		0.5			15.0	
Level of Service					D	D		A			B	
Approach Delay (s)		0.0			41.8			0.5			15.0	
Approach LOS		A			D			A			B	
Intersection Summary												
HCM 2000 Control Delay			7.1				HCM 2000 Level of Service			A		
HCM 2000 Volume to Capacity ratio			0.34									
Actuated Cycle Length (s)			100.0				Sum of lost time (s)			18.0		
Intersection Capacity Utilization			55.0%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

10: S County Rd & S Breakers Row

02/28/2023

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	20	18	691	36	14	377
Future Volume (vph)	20	18	691	36	14	377
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		4.5			4.5
Lane Util. Factor	1.00		0.95			0.95
Frt	0.94		0.99			1.00
Flt Protected	0.97		1.00			1.00
Satd. Flow (prot)	1699		3513			3533
Flt Permitted	0.97		1.00			0.93
Satd. Flow (perm)	1699		3513			3282
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	20	751	39	15	410
RTOR Reduction (vph)	18	0	3	0	0	0
Lane Group Flow (vph)	24	0	787	0	0	425
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Actuated Green, G (s)	6.0		50.0			50.0
Effective Green, g (s)	6.0		50.0			50.0
Actuated g/C Ratio	0.09		0.77			0.77
Clearance Time (s)	4.5		4.5			4.5
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	156		2702			2524
v/s Ratio Prot	c0.01		c0.22			
v/s Ratio Perm						0.13
v/c Ratio	0.15		0.29			0.17
Uniform Delay, d1	27.2		2.2			2.0
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	0.5		0.3			0.1
Delay (s)	27.6		2.5			2.1
Level of Service	C		A			A
Approach Delay (s)	27.6		2.5			2.1
Approach LOS	C		A			A
Intersection Summary						
HCM 2000 Control Delay			3.2		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.28			
Actuated Cycle Length (s)			65.0		Sum of lost time (s)	9.0
Intersection Capacity Utilization			40.6%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

11: S County Road & Sunset Ave

02/28/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	2	44	10	2	4	50	745	25	6	315	18
Future Volume (vph)	24	2	44	10	2	4	50	745	25	6	315	18
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	
Lane Util. Factor		1.00	1.00		1.00			0.95			0.95	
Frt		1.00	0.85		0.97			1.00			0.99	
Flt Protected		0.96	1.00		0.97			1.00			1.00	
Satd. Flow (prot)		1780	1583		1747			3512			3507	
Flt Permitted		0.73	1.00		0.83			0.91			0.94	
Satd. Flow (perm)		1369	1583		1490			3196			3307	
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	2	48	11	2	4	54	810	27	7	342	20
RTOR Reduction (vph)	0	0	43	0	4	0	0	2	0	0	3	0
Lane Group Flow (vph)	0	28	5	0	13	0	0	889	0	0	366	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Actuated Green, G (s)		8.7	8.7		8.7			64.2			64.2	
Effective Green, g (s)		8.7	8.7		8.7			64.2			64.2	
Actuated g/C Ratio		0.11	0.11		0.11			0.78			0.78	
Clearance Time (s)		4.5	4.5		4.5			4.5			4.5	
Vehicle Extension (s)		5.0	5.0		5.0			5.0			5.0	
Lane Grp Cap (vph)		145	168		158			2505			2592	
v/s Ratio Prot												
v/s Ratio Perm		c0.02	0.00		0.01			c0.28			0.11	
v/c Ratio		0.19	0.03		0.08			0.36			0.14	
Uniform Delay, d1		33.4	32.8		33.0			2.7			2.2	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		1.4	0.2		0.5			0.4			0.1	
Delay (s)		34.8	33.0		33.5			3.0			2.3	
Level of Service		C	C		C			A			A	
Approach Delay (s)		33.6			33.5			3.0			2.3	
Approach LOS		C			C			A			A	
Intersection Summary												
HCM 2000 Control Delay		4.9										
HCM 2000 Level of Service												
HCM 2000 Volume to Capacity ratio		0.34										
Actuated Cycle Length (s)		81.9										
Intersection Capacity Utilization		56.0%										
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

12: Sunrise Ave & S County Rd

02/28/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	19	25	62	22	13	43	657	76	17	251	21
Future Volume (vph)	54	19	25	62	22	13	43	657	76	17	251	21
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		0.97		1.00	0.94			0.99			0.99	
Flt Protected		0.97		0.95	1.00			1.00			1.00	
Satd. Flow (prot)		1751		1770	1760			3477			3490	
Flt Permitted		0.81		0.74	1.00			0.92			0.90	
Satd. Flow (perm)		1453		1383	1760			3194			3136	
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)	59	21	27	67	24	14	47	714	83	18	273	23
RTOR Reduction (vph)	0	16	0	0	10	0	0	7	0	0	5	0
Lane Group Flow (vph)	0	91	0	67	28	0	0	837	0	0	309	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)		8.5		20.0	20.0			38.0			38.0	
Effective Green, g (s)		8.5		20.0	20.0			38.0			38.0	
Actuated g/C Ratio		0.12		0.29	0.29			0.54			0.54	
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)		176		425	502			1733			1702	
v/s Ratio Prot				c0.01	0.02							
v/s Ratio Perm		c0.06		0.03				c0.26			0.10	
v/c Ratio		0.52		0.16	0.06			0.48			0.18	
Uniform Delay, d1		28.8		19.8	18.1			9.9			8.1	
Progression Factor		1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2		2.6		0.2	0.0			1.0			0.2	
Delay (s)		31.4		20.0	18.2			10.9			8.4	
Level of Service		C		C	B			B			A	
Approach Delay (s)		31.4			19.3			10.9			8.4	
Approach LOS		C			B			B			A	
Intersection Summary												
HCM 2000 Control Delay			12.6			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.46									
Actuated Cycle Length (s)			70.0			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												

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	7	15	58	6	12	27	491	188	5	243	3
Future Vol, veh/h	5	7	15	58	6	12	27	491	188	5	243	3
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	16	63	7	13	29	534	204	5	264	3
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	980	1072	266	880	869	534	267	0	0	738	0	0
Stage 1	276	276	-	592	592	-	-	-	-	-	-	-
Stage 2	704	796	-	288	277	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	229	220	773	268	290	546	1297	-	-	868	-	-
Stage 1	730	682	-	493	494	-	-	-	-	-	-	-
Stage 2	428	399	-	720	681	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	215	214	773	250	282	546	1297	-	-	868	-	-
Mov Cap-2 Maneuver	215	214	-	250	282	-	-	-	-	-	-	-
Stage 1	714	678	-	482	483	-	-	-	-	-	-	-
Stage 2	403	390	-	693	677	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	16		23.5		0.3		0.2					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1297	-	-	358	276	868	-	-				
HCM Lane V/C Ratio	0.023	-	-	0.082	0.299	0.006	-	-				
HCM Control Delay (s)	7.8	-	-	16	23.5	9.2	-	-				
HCM Lane LOS	A	-	-	C	C	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.3	1.2	0	-	-				

HCM Signalized Intersection Capacity Analysis

02/28/2023

14: Bradley PI & Sunrise Ave

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	54	55	414	77	19	190
Future Volume (vph)	54	55	414	77	19	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9		5.9		5.9	5.9
Lane Util. Factor	1.00		1.00		1.00	1.00
Frt	0.93		0.98		1.00	1.00
Flt Protected	0.98		1.00		0.95	1.00
Satd. Flow (prot)	1694		1823		1770	1863
Flt Permitted	0.98		1.00		0.35	1.00
Satd. Flow (perm)	1694		1823		651	1863
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	59	60	450	84	21	207
RTOR Reduction (vph)	53	0	7	0	0	0
Lane Group Flow (vph)	66	0	527	0	21	207
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases					2	
Actuated Green, G (s)	8.0		39.1		45.9	45.9
Effective Green, g (s)	8.0		39.1		45.9	45.9
Actuated g/C Ratio	0.12		0.60		0.70	0.70
Clearance Time (s)	5.9		5.9		5.9	5.9
Vehicle Extension (s)	2.5		2.5		3.0	2.5
Lane Grp Cap (vph)	206		1084		470	1301
v/s Ratio Prot	c0.04		c0.29		0.00	c0.11
v/s Ratio Perm					0.03	
v/c Ratio	0.32		0.49		0.04	0.16
Uniform Delay, d1	26.4		7.6		4.0	3.4
Progression Factor	1.00		1.00		1.00	1.00
Incremental Delay, d2	0.7		1.6		0.0	0.3
Delay (s)	27.0		9.1		4.0	3.6
Level of Service	C		A		A	A
Approach Delay (s)	27.0		9.1			3.7
Approach LOS	C		A			A
Intersection Summary						
HCM 2000 Control Delay			10.1		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.46			
Actuated Cycle Length (s)			65.7		Sum of lost time (s)	17.7
Intersection Capacity Utilization			44.6%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

15: Coconut Row & Royal Poinciana Way

02/28/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	476	573	141	26	187	19	54	215	80	0	86	250
Future Volume (vph)	476	573	141	26	187	19	54	215	80	0	86	250
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	4.0			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	0.96			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	3435		1770	3539	1583	1770	1787			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	3435		1770	3539	1583	1298	1787			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)	517	623	153	28	203	21	59	234	87	0	93	272
RTOR Reduction (vph)	0	18	0	0	0	14	0	17	0	0	0	171
Lane Group Flow (vph)	517	758	0	28	203	7	59	304	0	0	93	101
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA			NA	pt+ov
Protected Phases	1	6		5	2		4	8			3	3 1
Permitted Phases		6				2	8			3		
Actuated Green, G (s)	15.1	38.1		5.8	28.8	28.8	25.2	25.2			15.5	30.6
Effective Green, g (s)	15.1	38.1		5.8	28.8	28.8	25.2	25.2			15.5	30.6
Actuated g/C Ratio	0.18	0.46		0.07	0.35	0.35	0.31	0.31			0.19	0.37
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.0			4.5	
Vehicle Extension (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0			5.0	
Lane Grp Cap (vph)	631	1594		125	1241	555	425	548			351	590
v/s Ratio Prot	c0.15	c0.22		0.02	0.06		0.01	c0.17			0.05	0.06
v/s Ratio Perm						0.00	0.03					
v/c Ratio	0.82	0.48		0.22	0.16	0.01	0.14	0.55			0.26	0.17
Uniform Delay, d1	32.2	15.1		36.0	18.4	17.4	20.7	23.8			28.4	17.3
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	11.4	1.0		1.9	0.3	0.0	0.3	2.1			0.8	0.3
Delay (s)	43.5	16.2		37.9	18.6	17.4	21.0	25.8			29.3	17.5
Level of Service	D	B		D	B	B	C	C			C	B
Approach Delay (s)		27.1			20.7			25.1			20.5	
Approach LOS		C			C			C			C	
Intersection Summary												
HCM 2000 Control Delay			25.0			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.64									
Actuated Cycle Length (s)			82.1			Sum of lost time (s)			18.0			
Intersection Capacity Utilization			59.9%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

16: Royal Palm Wy & Coconut Rd

02/28/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	313	921	40	0	272	41	48	21	6	68	36	165
Future Volume (vph)	313	921	40	0	272	41	48	21	6	68	36	165
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	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			0.98		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	3517			3469		1770	1798		1770	1863	1583
Flt Permitted	0.95	1.00			1.00		0.73	1.00		0.42	1.00	1.00
Satd. Flow (perm)	1770	3517			3469		1363	1798		779	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)	340	1001	43	0	296	45	52	23	7	74	39	179
RTOR Reduction (vph)	0	2	0	0	10	0	0	7	0	0	0	156
Lane Group Flow (vph)	340	1042	0	0	331	0	52	23	0	74	39	23
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)	10.6	56.1			41.0		10.7	5.9		20.0	10.7	10.7
Effective Green, g (s)	10.6	56.1			41.0		10.7	5.9		20.0	10.7	10.7
Actuated g/C Ratio	0.12	0.66			0.48		0.13	0.07		0.24	0.13	0.13
Clearance Time (s)	4.5	4.5			4.5		4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	7.0			7.0		3.0	5.0		3.0	5.0	5.0
Lane Grp Cap (vph)	220	2318			1671		194	124		294	234	199
v/s Ratio Prot	c0.19	c0.30			0.10		0.02	0.01		c0.03	0.02	
v/s Ratio Perm							0.02			c0.03		0.01
v/c Ratio	1.55	0.45			0.20		0.27	0.19		0.25	0.17	0.11
Uniform Delay, d1	37.2	7.0			12.6		33.5	37.3		26.1	33.2	33.0
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	266.8	0.6			0.3		0.7	1.6		0.5	0.7	0.5
Delay (s)	304.0	7.7			12.9		34.3	38.9		26.6	33.9	33.5
Level of Service	F	A			B		C	D		C	C	C
Approach Delay (s)		80.5			12.9			36.0			31.8	
Approach LOS		F			B			D			C	
Intersection Summary												
HCM 2000 Control Delay			61.0				HCM 2000 Level of Service			E		
HCM 2000 Volume to Capacity ratio			0.61									
Actuated Cycle Length (s)			85.1				Sum of lost time (s)			18.0		
Intersection Capacity Utilization			51.5%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

Intersection						
Intersection Delay, s/veh	6.8					
Intersection LOS	A					
Approach	EB		WB		NB	
Entry Lanes	1		1		1	
Conflicting Circle Lanes	1		1		1	
Adj Approach Flow, veh/h	971		275		570	
Demand Flow Rate, veh/h	990		281		581	
Vehicles Circulating, veh/h	129		161		686	
Vehicles Exiting, veh/h	161		686		129	
Follow-Up Headway, s	3.186		3.186		3.186	
Ped Vol Crossing Leg, #/h	0		0		0	
Ped Cap Adj	1.000		1.000		1.000	
Approach Delay, s/veh	10.4		2.3		2.9	
Approach LOS	B		A		A	
Lane	Left	Bypass	Left	Bypass	Left	Bypass
Designated Moves	T	R	L	R	L	R
Assumed Moves	T	R	L	R	L	R
RT Channelized	Free		Free		Free	
Lane Util	1.000		1.000		1.000	
Critical Headway, s	5.193		5.193		5.193	
Entry Flow, veh/h	686	304	129	152	161	420
Cap Entry Lane, veh/h	993	1938	962	1938	569	1938
Entry HV Adj Factor	0.980	0.980	0.977	0.980	0.981	0.980
Flow Entry, veh/h	673	298	126	149	158	412
Cap Entry, veh/h	974	1900	940	1900	558	1900
V/C Ratio	0.691	0.157	0.134	0.078	0.283	0.217
Control Delay, s/veh	15.0	0.0	5.1	0.0	10.4	0.0
LOS	B	A	A	A	B	A
95th %tile Queue, veh	6	1	0	0	1	1

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1506	260	2	529	0	26
Future Vol, veh/h	1506	260	2	529	0	26
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	1637	283	2	575	0	28

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1920
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	4.14	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.22	-
Pot Cap-1 Maneuver	-	304	0
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	304	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	20.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	257	-	-	304	-
HCM Lane V/C Ratio	0.11	-	-	0.007	-
HCM Control Delay (s)	20.7	-	-	16.9	0.1
HCM Lane LOS	C	-	-	C	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

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	0	2	0	43	1	11	1	30	14	75	183	5
Future Vol, veh/h	0	2	0	43	1	11	1	30	14	75	183	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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2	0	47	1	12	1	33	15	82	199	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.8	8.1	7.4	9.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	0%	78%	29%
Vol Thru, %	67%	100%	2%	70%
Vol Right, %	31%	0%	20%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	45	2	55	263
LT Vol	1	0	43	75
Through Vol	30	2	1	183
RT Vol	14	0	11	5
Lane Flow Rate	49	2	60	286
Geometry Grp	1	1	1	1
Degree of Util (X)	0.057	0.003	0.078	0.327
Departure Headway (Hd)	4.189	4.748	4.71	4.124
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	859	757	765	863
Service Time	2.194	2.753	2.714	2.188
HCM Lane V/C Ratio	0.057	0.003	0.078	0.331
HCM Control Delay	7.4	7.8	8.1	9.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0	0.3	1.4

Intersection						
Int Delay, s/veh	1.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	39	9	56	162
Future Vol, veh/h	0	0	39	9	56	162
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	-	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	42	10	61	176
Major/Minor		Minor2		Major2		
Conflicting Flow All		298	176	0	0	
Stage 1		298	-	-	-	
Stage 2		0	-	-	-	
Critical Hdwy		6.52	6.22	4.12	-	
Critical Hdwy Stg 1		5.52	-	-	-	
Critical Hdwy Stg 2		-	-	-	-	
Follow-up Hdwy		4.018	3.318	2.218	-	
Pot Cap-1 Maneuver		614	867	-	-	
Stage 1		667	-	-	-	
Stage 2		-	-	-	-	
Platoon blocked, %					-	
Mov Cap-1 Maneuver		0	867	-	-	
Mov Cap-2 Maneuver		0	-	-	-	
Stage 1		0	-	-	-	
Stage 2		0	-	-	-	
Approach		NB		SB		
HCM Control Delay, s		9.4				
HCM LOS		A				
Minor Lane/Major Mvmt	NBLn1	SBL	SBT			
Capacity (veh/h)	867	-	-			
HCM Lane V/C Ratio	0.06	-	-			
HCM Control Delay (s)	9.4	-	-			
HCM Lane LOS	A	-	-			
HCM 95th %tile Q(veh)	0.2	-	-			

Intersection

Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	20	0	22	0	158
Future Vol, veh/h	6	20	0	22	0	158
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	22	0	24	0	172
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	7.1	6.6	8
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	23%	0%
Vol Thru, %	0%	0%	100%
Vol Right, %	100%	77%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	22	26	158
LT Vol	0	6	0
Through Vol	0	0	158
RT Vol	22	20	0
Lane Flow Rate	24	28	172
Geometry Grp	1	1	1
Degree of Util (X)	0.023	0.03	0.191
Departure Headway (Hd)	3.511	3.855	4.001
Convergence, Y/N	Yes	Yes	Yes
Cap	1014	916	900
Service Time	1.553	1.932	2.013
HCM Lane V/C Ratio	0.024	0.031	0.191
HCM Control Delay	6.6	7.1	8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.1	0.7

Intersection

Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↰			↰			↱	
Traffic Vol, veh/h	0	0	0	0	0	0	0	21	26	151	0	5
Future Vol, veh/h	0	0	0	0	0	0	0	21	26	151	0	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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	23	28	164	0	5
Number of Lanes	0	0	0	0	1	0	0	1	0	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	0	7	8.2
HCM LOS	-	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	97%
Vol Thru, %	45%	100%	0%
Vol Right, %	55%	0%	3%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	47	0	156
LT Vol	0	0	151
Through Vol	21	0	0
RT Vol	26	0	5
Lane Flow Rate	51	0	170
Geometry Grp	1	1	1
Degree of Util (X)	0.053	0	0.195
Departure Headway (Hd)	3.727	4.312	4.146
Convergence, Y/N	Yes	Yes	Yes
Cap	957	0	870
Service Time	1.764	2.411	2.153
HCM Lane V/C Ratio	0.053	0	0.195
HCM Control Delay	7	7.4	8.2
HCM Lane LOS	A	N	A
HCM 95th-tile Q	0.2	0	0.7

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑	↑		↑
Traffic Vol, veh/h	0	0	41	36	0	12
Future Vol, veh/h	0	0	41	36	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, #	-786432		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	45	39	0	13

Major/Minor	Major2	Minor2
Conflicting Flow All	-	0 - 45
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 1025
Stage 1	-	- 0 -
Stage 2	-	- 0 -
Platoon blocked, %	-	-
Mov Cap-1 Maneuver	-	- - 1025
Mov Cap-2 Maneuver	-	- -
Stage 1	-	- -
Stage 2	-	- -

Approach	WB	SB
HCM Control Delay, s	0	8.6
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1025
HCM Lane V/C Ratio	-	-	0.013
HCM Control Delay (s)	-	-	8.6
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0

HCM Signalized Intersection Capacity Analysis

1: S County Rd & Golfview Rd/Hammon Ave

02/28/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	6	10	7	0	31	0	147	16	124	358	0
Future Volume (vph)	8	6	10	7	0	31	0	147	16	124	358	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	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.94			0.89			0.99			1.00	
Flt Protected		0.98			0.99			1.00			0.99	
Satd. Flow (prot)		1731			1644			1839			1839	
Flt Permitted		1.00			1.00			1.00			0.88	
Satd. Flow (perm)		1760			1659			1839			1640	
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	7	11	8	0	34	0	160	17	135	389	0
RTOR Reduction (vph)	0	11	0	0	0	0	0	4	0	0	0	0
Lane Group Flow (vph)	0	16	0	0	42	0	0	173	0	0	524	0
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8						6		
Actuated Green, G (s)		1.6			1.6			29.1			29.1	
Effective Green, g (s)		1.6			1.6			29.1			29.1	
Actuated g/C Ratio		0.04			0.04			0.73			0.73	
Clearance Time (s)		4.5			4.5			4.5			4.5	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		70			66			1347			1202	
v/s Ratio Prot								0.09				
v/s Ratio Perm		0.01			0.03						0.32	
v/c Ratio		0.23			0.64			0.13			0.44	
Uniform Delay, d1		18.5			18.8			1.6			2.1	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		1.7			18.4			0.2			1.2	
Delay (s)		20.2			37.1			1.8			3.2	
Level of Service		C			D			A			A	
Approach Delay (s)		20.2			37.1			1.8			3.2	
Approach LOS		C			D			A			A	
Intersection Summary												
HCM 2000 Control Delay		5.3			HCM 2000 Level of Service			A				
HCM 2000 Volume to Capacity ratio		0.45										
Actuated Cycle Length (s)		39.7			Sum of lost time (s)			9.0				
Intersection Capacity Utilization		49.8%			ICU Level of Service			A				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

02/28/2023

2: Worth Ave & S County Rd

										
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Traffic Volume (vph)	0	0	0	68	68	110	337	145	55	146
Future Volume (vph)	0	0	0	68	68	110	337	145	55	146
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	4.5
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					0.99		0.95	1.00	0.95	1.00
Satd. Flow (prot)					3257		1770	1583	1770	1583
Flt Permitted					0.99		0.95	1.00	0.47	1.00
Satd. Flow (perm)					3257		1770	1583	881	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	74	74	120	366	158	60	159
RTOR Reduction (vph)	0	0	0	0	97	0	0	74	0	0
Lane Group Flow (vph)	0	0	0	0	171	0	366	84	60	159
Turn Type				Perm	NA		Prot	Perm	pm+pt	Prot
Protected Phases					4		6		5	2
Permitted Phases				4				6	2	
Actuated Green, G (s)					17.2		48.0	48.0	64.8	64.3
Effective Green, g (s)					17.2		48.0	48.0	64.8	64.3
Actuated g/C Ratio					0.19		0.53	0.53	0.72	0.71
Clearance Time (s)					4.0		4.0	4.0	4.0	4.5
Vehicle Extension (s)					5.0		5.0	5.0	5.0	5.0
Lane Grp Cap (vph)					622		944	844	760	1130
v/s Ratio Prot							c0.21		0.01	c0.10
v/s Ratio Perm					0.05			0.05	0.05	
v/c Ratio					0.27		0.39	0.10	0.08	0.14
Uniform Delay, d1					31.1		12.4	10.4	6.0	4.1
Progression Factor					1.00		0.38	0.08	1.00	1.00
Incremental Delay, d2					0.5		1.2	0.2	0.1	0.3
Delay (s)					31.6		5.9	1.1	6.1	4.3
Level of Service					C		A	A	A	A
Approach Delay (s)		0.0			31.6		4.4		4.8	
Approach LOS		A			C		A		A	
Intersection Summary										
HCM 2000 Control Delay			11.7		HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.33							
Actuated Cycle Length (s)			90.0		Sum of lost time (s)				12.0	
Intersection Capacity Utilization			40.2%		ICU Level of Service				A	
Analysis Period (min)			15							
c Critical Lane Group										

HCM Signalized Intersection Capacity Analysis

3: S County Rd & Peruvian Ave

02/28/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	73	133	0	0	0	0	254	24	63	391	0
Future Volume (vph)	61	73	133	0	0	0	0	254	24	63	391	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.5			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)		1821	1583					3494			3515	
Flt Permitted		0.98	1.00					1.00			0.86	
Satd. Flow (perm)		1821	1583					3494			3045	
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)	66	79	145	0	0	0	0	276	26	68	425	0
RTOR Reduction (vph)	0	0	117	0	0	0	0	5	0	0	0	0
Lane Group Flow (vph)	0	145	28	0	0	0	0	297	0	0	493	0
Turn Type	Perm	NA	Perm					NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4		4							6		
Actuated Green, G (s)		17.2	17.2					64.3			48.0	
Effective Green, g (s)		17.2	17.2					64.3			48.0	
Actuated g/C Ratio		0.19	0.19					0.71			0.53	
Clearance Time (s)		4.0	4.0					4.5			4.0	
Vehicle Extension (s)		5.0	5.0					5.0			5.0	
Lane Grp Cap (vph)		348	302					2496			1624	
v/s Ratio Prot								c0.08				
v/s Ratio Perm		0.08	0.02								c0.16	
v/c Ratio		0.42	0.09					0.12			0.30	
Uniform Delay, d1		32.0	30.0					4.0			11.7	
Progression Factor		1.00	1.00					1.14			1.00	
Incremental Delay, d2		1.7	0.3					0.1			0.5	
Delay (s)		33.7	30.2					4.7			12.2	
Level of Service		C	C					A			B	
Approach Delay (s)		32.0			0.0			4.7			12.2	
Approach LOS		C			A			A			B	
Intersection Summary												
HCM 2000 Control Delay		15.4										
HCM 2000 Volume to Capacity ratio		0.30										
Actuated Cycle Length (s)		90.0										
Intersection Capacity Utilization		38.1%										
Analysis Period (min)		15										
c Critical Lane Group												

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	0	0	0	0	0	68	0	338	0	2	404	75
Future Vol, veh/h	0	0	0	0	0	68	0	338	0	2	404	75
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	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	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	0	0	0	74	0	367	0	2	439	82

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	-	184	-	0	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	4.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	2.22
Pot Cap-1 Maneuver	0	0	827	0	-	0
Stage 1	0	0	-	0	-	0
Stage 2	0	0	-	0	-	0
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	827	-	-	1188
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBTWBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	827	1188	-
HCM Lane V/C Ratio	-	0.089	0.002	-
HCM Control Delay (s)	-	9.8	8	0
HCM Lane LOS	-	A	A	A
HCM 95th %tile Q(veh)	-	0.3	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	121	0	0	0	0	488	41	0	490	0
Future Vol, veh/h	0	0	121	0	0	0	0	488	41	0	490	0
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	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	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	132	0	0	0	0	530	45	0	533	0
Major/Minor	Minor2			Major1			Major2					
Conflicting Flow All	-	-	267	-	-	-	0	0	-	-	-	0
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	0	731	-	-	-	0	-	-	0	-	0
Stage 1	0	0	-	-	-	-	0	-	-	0	-	0
Stage 2	0	0	-	-	-	-	0	-	-	0	-	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	0	731	-	-	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-	-	-	-
Approach	EB			NB			SB					
HCM Control Delay, s	11			0			0					
HCM LOS	B											
Minor Lane/Major Mvmt	NBT			NBR			EBLn1			SBT		
Capacity (veh/h)	-			-			731			-		
HCM Lane V/C Ratio	-			-			0.18			-		
HCM Control Delay (s)	-			-			11			-		
HCM Lane LOS	-			-			B			-		
HCM 95th %tile Q(veh)	-			-			0.7			-		

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	10	39	21	23	37	34	400	23	15	421	39
Future Vol, veh/h	17	10	39	21	23	37	34	400	23	15	421	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	-	-	-
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	18	11	42	23	25	40	37	435	25	16	458	42

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	815	1045	479	1047	1041	218	500	0	0	460	0	0
Stage 1	511	511	-	509	509	-	-	-	-	-	-	-
Stage 2	304	534	-	538	532	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.23	7.33	6.53	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	282	228	586	194	229	787	1062	-	-	1099	-	-
Stage 1	544	536	-	516	537	-	-	-	-	-	-	-
Stage 2	681	524	-	526	525	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	232	213	586	164	214	787	1062	-	-	1099	-	-
Mov Cap-2 Maneuver	232	213	-	164	214	-	-	-	-	-	-	-
Stage 1	518	525	-	492	512	-	-	-	-	-	-	-
Stage 2	586	499	-	468	515	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	17.8		23		0.8		0.3	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1062	-	-	353	287	1099	-
HCM Lane V/C Ratio	0.035	-	-	0.203	0.307	0.015	-
HCM Control Delay (s)	8.5	0.2	-	17.8	23	8.3	0
HCM Lane LOS	A	A	-	C	C	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.7	1.3	0	-

HCM Signalized Intersection Capacity Analysis

7: S County Rd & Royal Palm Way

02/28/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	247	199	230	1	191	30	238	200	17	9	249	250
Future Volume (vph)	247	199	230	1	191	30	238	200	17	9	249	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.6	4.6		4.6		4.5	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		0.98		1.00	0.99			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		3466		1770	1841			1859	1583
Flt Permitted	0.39	1.00	1.00		0.95		0.41	1.00			0.99	1.00
Satd. Flow (perm)	718	1863	1583		3307		756	1841			1841	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)	268	216	250	1	208	33	259	217	18	10	271	272
RTOR Reduction (vph)	0	0	165	0	14	0	0	3	0	0	0	179
Lane Group Flow (vph)	268	216	85	0	228	0	259	232	0	0	281	93
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)	30.9	30.9	30.9		11.9		50.5	50.5			30.9	30.9
Effective Green, g (s)	30.9	30.9	30.9		11.9		50.5	50.5			30.9	30.9
Actuated g/C Ratio	0.34	0.34	0.34		0.13		0.56	0.56			0.34	0.34
Clearance Time (s)	4.5	4.6	4.6		4.6		4.5	4.6			4.6	4.6
Vehicle Extension (s)	3.0	4.0	4.0		3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	413	635	539		434		590	1026			627	539
v/s Ratio Prot	c0.10	0.12					c0.07	0.13				
v/s Ratio Perm	c0.12		0.05		0.07		c0.17				0.15	0.06
v/c Ratio	0.65	0.34	0.16		0.53		0.44	0.23			0.45	0.17
Uniform Delay, d1	23.4	22.3	20.8		36.7		11.3	10.2			23.2	20.9
Progression Factor	1.00	1.00	1.00		1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	3.5	0.4	0.2		1.2		0.5	0.5			2.3	0.7
Delay (s)	26.9	22.7	21.0		37.9		11.8	10.7			25.5	21.6
Level of Service	C	C	C		D		B	B			C	C
Approach Delay (s)		23.7			37.9			11.3			23.6	
Approach LOS		C			D			B			C	
Intersection Summary												
HCM 2000 Control Delay			22.3				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.57									
Actuated Cycle Length (s)			90.6				Sum of lost time (s)			18.2		
Intersection Capacity Utilization			67.1%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

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	0	0	0	4	1	28	49	425	0	0	501	26
Future Vol, veh/h	0	0	0	4	1	28	49	425	0	0	501	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	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	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	0	4	1	30	53	462	0	0	545	28
Major/Minor												
Minor1				Major1				Major2				
Conflicting Flow All	841	1141	462	573	0	-	-	-	-	-	0	-
Stage 1	568	568	-	-	-	-	-	-	-	-	-	-
Stage 2	273	573	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.63	6.53	6.23	4.13	-	-	-	-	-	-	-	-
Critical Hdwy Stg 1	5.43	5.53	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.83	5.53	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	2.219	-	-	-	-	-	-	-	-
Pot Cap-1 Maneuver	319	200	599	998	-	0	0	-	-	-	-	-
Stage 1	566	505	-	-	-	0	0	-	-	-	-	-
Stage 2	749	503	-	-	-	0	0	-	-	-	-	-
Platoon blocked, %					-			-		-		-
Mov Cap-1 Maneuver	296	0	599	998	-	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	296	0	-	-	-	-	-	-	-	-	-	-
Stage 1	526	0	-	-	-	-	-	-	-	-	-	-
Stage 2	749	0	-	-	-	-	-	-	-	-	-	-
Approach												
WB				NB				SB				
HCM Control Delay, s	11.3			0.9				0				
HCM LOS	B											
Minor Lane/Major Mvmt												
NBL				NBTWBLn1				SBT SBR				
Capacity (veh/h)	998	-	599	-	-	-	-	-	-	-	-	-
HCM Lane V/C Ratio	0.053	-	0.051	-	-	-	-	-	-	-	-	-
HCM Control Delay (s)	8.8	0	11.3	-	-	-	-	-	-	-	-	-
HCM Lane LOS	A	A	B	-	-	-	-	-	-	-	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-	-	-	-	-	-	-	-

HCM Signalized Intersection Capacity Analysis

9: Royal Poinciana Way & N County Rd

02/28/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	162	68	154	0	0	0	197	318	35	0	227	0
Future Volume (vph)	162	68	154	0	0	0	197	318	35	0	227	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	
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					0.98			1.00	
Satd. Flow (prot)	1681	1733	1583					3444			3539	
Flt Permitted	0.95	0.98	1.00					0.74			1.00	
Satd. Flow (perm)	1681	1733	1583					2580			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)	176	74	167	0	0	0	214	346	38	0	247	0
RTOR Reduction (vph)	0	0	143	0	0	0	0	3	0	0	0	0
Lane Group Flow (vph)	123	127	24	0	0	0	0	595	0	0	247	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)	15.2	15.2	15.2					83.3			43.3	
Effective Green, g (s)	15.2	15.2	15.2					83.3			43.3	
Actuated g/C Ratio	0.14	0.14	0.14					0.77			0.40	
Clearance Time (s)	4.5	4.5	4.5								4.5	
Vehicle Extension (s)	3.0	3.0	3.0								3.0	
Lane Grp Cap (vph)	237	245	223					1999			1425	
v/s Ratio Prot											0.07	
v/s Ratio Perm	0.07	0.07	0.01					c0.23				
v/c Ratio	0.52	0.52	0.11					0.30			0.17	
Uniform Delay, d1	42.8	42.8	40.2					3.5			20.6	
Progression Factor	1.00	1.00	1.00					1.00			0.40	
Incremental Delay, d2	1.9	1.9	0.2					0.4			0.3	
Delay (s)	44.7	44.6	40.4					3.9			8.6	
Level of Service	D	D	D					A			A	
Approach Delay (s)		43.0			0.0			3.9			8.6	
Approach LOS		D			A			A			A	
Intersection Summary												
HCM 2000 Control Delay			17.7				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.36									
Actuated Cycle Length (s)			107.5				Sum of lost time (s)			18.0		
Intersection Capacity Utilization			52.9%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

81: N County Rd & E Main Street

02/28/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	32	100	20	197	318	0	0	227	143
Future Volume (vph)	0	0	0	32	100	20	197	318	0	0	227	143
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	
Lane Util. Factor					1.00	1.00		0.95			0.95	
Frt					1.00	0.85		1.00			0.94	
Flt Protected					0.99	1.00		0.98			1.00	
Satd. Flow (prot)					1840	1583		3473			3335	
Flt Permitted					0.99	1.00		0.66			1.00	
Satd. Flow (perm)					1840	1583		2342			3335	
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	35	109	22	214	346	0	0	247	155
RTOR Reduction (vph)	0	0	0	0	0	19	0	0	0	0	81	0
Lane Group Flow (vph)	0	0	0	0	144	3	0	560	0	0	321	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)					15.2	15.2		83.3			43.3	
Effective Green, g (s)					15.2	15.2		83.3			43.3	
Actuated g/C Ratio					0.14	0.14		0.77			0.40	
Clearance Time (s)					4.5	4.5					4.5	
Vehicle Extension (s)					3.0	3.0					3.0	
Lane Grp Cap (vph)					260	223		1814			1343	
v/s Ratio Prot											0.10	
v/s Ratio Perm					0.08	0.00		c0.24				
v/c Ratio					0.55	0.01		0.31			0.24	
Uniform Delay, d1					43.0	39.7		3.6			21.2	
Progression Factor					1.00	1.00		1.81			1.00	
Incremental Delay, d2					2.5	0.0		0.4			0.4	
Delay (s)					45.5	39.7		6.9			21.6	
Level of Service					D	D		A			C	
Approach Delay (s)		0.0			44.8			6.9			21.6	
Approach LOS		A			D			A			C	
Intersection Summary												
HCM 2000 Control Delay			17.7				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.38									
Actuated Cycle Length (s)			107.5				Sum of lost time (s)			18.0		
Intersection Capacity Utilization			52.9%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

10: S County Rd & S Breakers Row

02/28/2023

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	70	46	504	75	44	539
Future Volume (vph)	70	46	504	75	44	539
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		4.5			4.5
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)	1711		3470			3526
Flt Permitted	0.97		1.00			0.88
Satd. Flow (perm)	1711		3470			3103
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	76	50	548	82	48	586
RTOR Reduction (vph)	41	0	11	0	0	0
Lane Group Flow (vph)	85	0	619	0	0	634
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Actuated Green, G (s)	12.0		44.0			44.0
Effective Green, g (s)	12.0		44.0			44.0
Actuated g/C Ratio	0.18		0.68			0.68
Clearance Time (s)	4.5		4.5			4.5
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	315		2348			2100
v/s Ratio Prot	c0.05		0.18			
v/s Ratio Perm						c0.20
v/c Ratio	0.27		0.26			0.30
Uniform Delay, d1	22.7		4.1			4.3
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	0.5		0.3			0.4
Delay (s)	23.2		4.4			4.6
Level of Service	C		A			A
Approach Delay (s)	23.2		4.4			4.6
Approach LOS	C		A			A
Intersection Summary						
HCM 2000 Control Delay			6.2		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.29			
Actuated Cycle Length (s)			65.0		Sum of lost time (s)	9.0
Intersection Capacity Utilization			56.2%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

02/28/2023

11: S County Road & Sunset Ave

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	1	67	11	7	4	54	434	14	3	677	23
Future Volume (vph)	20	1	67	11	7	4	54	434	14	3	677	23
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	
Lane Util. Factor		1.00	1.00		1.00			0.95			0.95	
Frt		1.00	0.85		0.98			1.00			1.00	
Flt Protected		0.95	1.00		0.98			0.99			1.00	
Satd. Flow (prot)		1778	1583		1776			3506			3521	
Flt Permitted		0.77	1.00		0.88			0.81			0.95	
Satd. Flow (perm)		1436	1583		1604			2864			3359	
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)	22	1	73	12	8	4	59	472	15	3	736	25
RTOR Reduction (vph)	0	0	63	0	3	0	0	2	0	0	2	0
Lane Group Flow (vph)	0	23	10	0	21	0	0	544	0	0	762	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Actuated Green, G (s)		11.8	11.8		11.8			62.7			62.7	
Effective Green, g (s)		11.8	11.8		11.8			62.7			62.7	
Actuated g/C Ratio		0.14	0.14		0.14			0.75			0.75	
Clearance Time (s)		4.5	4.5		4.5			4.5			4.5	
Vehicle Extension (s)		5.0	5.0		5.0			5.0			5.0	
Lane Grp Cap (vph)		202	223		226			2150			2522	
v/s Ratio Prot												
v/s Ratio Perm		c0.02	0.01		0.01			0.19			c0.23	
v/c Ratio		0.11	0.05		0.09			0.25			0.30	
Uniform Delay, d1		31.3	31.0		31.2			3.2			3.4	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		0.5	0.2		0.4			0.3			0.3	
Delay (s)		31.8	31.2		31.6			3.5			3.7	
Level of Service		C	C		C			A			A	
Approach Delay (s)		31.3			31.6			3.5			3.7	
Approach LOS		C			C			A			A	
Intersection Summary												
HCM 2000 Control Delay			5.9									
HCM 2000 Level of Service											A	
HCM 2000 Volume to Capacity ratio			0.27									
Actuated Cycle Length (s)			83.5								9.0	
Intersection Capacity Utilization			57.3%								B	
ICU Level of Service												
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

12: Sunrise Ave & S County Rd

02/28/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	33	62	70	58	9	40	318	98	17	568	49
Future Volume (vph)	42	33	62	70	58	9	40	318	98	17	568	49
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		0.94		1.00	0.98			0.97			0.99	
Flt Protected		0.98		0.95	1.00			1.00			1.00	
Satd. Flow (prot)		1723		1770	1824			3410			3494	
Flt Permitted		0.87		0.66	1.00			0.85			0.94	
Satd. Flow (perm)		1521		1230	1824			2918			3276	
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	36	67	76	63	10	43	346	107	18	617	53
RTOR Reduction (vph)	0	38	0	0	7	0	0	22	0	0	5	0
Lane Group Flow (vph)	0	111	0	76	66	0	0	474	0	0	683	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)		11.4		23.0	23.0			37.0			37.0	
Effective Green, g (s)		11.4		23.0	23.0			37.0			37.0	
Actuated g/C Ratio		0.16		0.32	0.32			0.51			0.51	
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)		240		434	582			1499			1683	
v/s Ratio Prot				c0.01	0.04							
v/s Ratio Perm		c0.07		0.04				0.16			c0.21	
v/c Ratio		0.46		0.18	0.11			0.32			0.41	
Uniform Delay, d1		27.5		20.1	17.3			10.2			10.7	
Progression Factor		1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2		1.4		0.2	0.1			0.6			0.7	
Delay (s)		28.9		20.3	17.4			10.7			11.5	
Level of Service		C		C	B			B			B	
Approach Delay (s)		28.9			18.9			10.7			11.5	
Approach LOS		C			B			B			B	
Intersection Summary												
HCM 2000 Control Delay			13.7			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.40									
Actuated Cycle Length (s)			72.0			Sum of lost time (s)			18.0			
Intersection Capacity Utilization			63.9%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	4	32	112	4	16	27	328	178	3	517	4
Future Vol, veh/h	2	4	32	112	4	16	27	328	178	3	517	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	2	4	35	122	4	17	29	357	193	3	562	4
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1092	1178	564	1005	987	357	566	0	0	550	0	0
Stage 1	570	570	-	415	415	-	-	-	-	-	-	-
Stage 2	522	608	-	590	572	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	192	191	525	220	247	687	1006	-	-	1020	-	-
Stage 1	506	505	-	615	592	-	-	-	-	-	-	-
Stage 2	538	486	-	494	504	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	180	185	525	197	239	687	1006	-	-	1020	-	-
Mov Cap-2 Maneuver	180	185	-	197	239	-	-	-	-	-	-	-
Stage 1	491	503	-	597	575	-	-	-	-	-	-	-
Stage 2	505	472	-	456	502	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	14.9		49		0.4		0					
HCM LOS	B		E									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1006	-	-	406	217	1020	-	-				
HCM Lane V/C Ratio	0.029	-	-	0.102	0.661	0.003	-	-				
HCM Control Delay (s)	8.7	-	-	14.9	49	8.5	-	-				
HCM Lane LOS	A	-	-	B	E	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.3	4.1	0	-	-				

HCM Signalized Intersection Capacity Analysis

02/28/2023

14: Bradley PI & Sunrise Ave

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	160	37	250	87	27	353
Future Volume (vph)	160	37	250	87	27	353
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9		5.9		5.9	5.9
Lane Util. Factor	1.00		1.00		1.00	1.00
Frt	0.97		0.97		1.00	1.00
Flt Protected	0.96		1.00		0.95	1.00
Satd. Flow (prot)	1745		1798		1770	1863
Flt Permitted	0.96		1.00		0.43	1.00
Satd. Flow (perm)	1745		1798		802	1863
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	174	40	272	95	29	384
RTOR Reduction (vph)	15	0	16	0	0	0
Lane Group Flow (vph)	199	0	351	0	29	384
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases					2	
Actuated Green, G (s)	12.2		33.3		40.9	40.9
Effective Green, g (s)	12.2		33.3		40.9	40.9
Actuated g/C Ratio	0.19		0.51		0.63	0.63
Clearance Time (s)	5.9		5.9		5.9	5.9
Vehicle Extension (s)	2.5		2.5		3.0	2.5
Lane Grp Cap (vph)	328		922		530	1174
v/s Ratio Prot	c0.11		c0.20		0.00	c0.21
v/s Ratio Perm					0.03	
v/c Ratio	0.61		0.38		0.05	0.33
Uniform Delay, d1	24.2		9.6		5.0	5.6
Progression Factor	1.00		1.00		1.00	1.00
Incremental Delay, d2	2.7		1.2		0.0	0.7
Delay (s)	26.8		10.8		5.1	6.3
Level of Service	C		B		A	A
Approach Delay (s)	26.8		10.8			6.2
Approach LOS	C		B			A
Intersection Summary						
HCM 2000 Control Delay			12.3		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.46			
Actuated Cycle Length (s)			64.9		Sum of lost time (s)	17.7
Intersection Capacity Utilization			43.4%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

15: Coconut Row & Royal Poinciana Way

02/28/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	255	325	96	67	586	44	226	197	87	2	166	486
Future Volume (vph)	255	325	96	67	586	44	226	197	87	2	166	486
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			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	3418		1770	3539	1583	1770	1777			1862	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.54	1.00			1.00	1.00
Satd. Flow (perm)	3433	3418		1770	3539	1583	1013	1777			1857	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)	277	353	104	73	637	48	246	214	95	2	180	528
RTOR Reduction (vph)	0	26	0	0	0	31	0	15	0	0	0	40
Lane Group Flow (vph)	277	431	0	73	637	17	246	294	0	0	182	488
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		Perm	NA	pt+ov
Protected Phases	1	6		5	2		4	8			3	3 1
Permitted Phases						2	8			3		
Actuated Green, G (s)	19.7	40.5		15.5	36.3	36.3	34.4	34.4			24.4	44.1
Effective Green, g (s)	19.7	40.5		15.5	36.3	36.3	34.4	34.4			24.4	44.1
Actuated g/C Ratio	0.19	0.39		0.15	0.35	0.35	0.33	0.33			0.23	0.42
Clearance Time (s)	4.5	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			5.0	
Lane Grp Cap (vph)	650	1332		264	1236	553	375	588			436	671
v/s Ratio Prot	0.08	c0.13		0.04	c0.18		c0.03	0.17				c0.31
v/s Ratio Perm						0.01	0.18				0.10	
v/c Ratio	0.43	0.32		0.28	0.52	0.03	0.66	0.50			0.42	0.73
Uniform Delay, d1	37.1	22.1		39.2	26.8	22.2	33.1	27.8			33.7	24.9
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	0.9	0.6		2.6	1.5	0.1	5.5	1.4			1.4	4.8
Delay (s)	38.1	22.8		41.8	28.4	22.3	38.6	29.2			35.1	29.7
Level of Service	D	C		D	C	C	D	C			D	C
Approach Delay (s)		28.5			29.3			33.4			31.1	
Approach LOS		C			C			C			C	
Intersection Summary												
HCM 2000 Control Delay			30.4			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.63									
Actuated Cycle Length (s)			103.9			Sum of lost time (s)				18.0		
Intersection Capacity Utilization			73.7%			ICU Level of Service				D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

16: Royal Palm Wy & Coconut Rd

02/28/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	165	550	24	0	834	30	225	61	12	97	73	369
Future Volume (vph)	165	550	24	0	834	30	225	61	12	97	73	369
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	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	0.98		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			3521		1770	1817		1770	1863	1583
Flt Permitted	0.95	1.00			1.00		0.61	1.00		0.71	1.00	1.00
Satd. Flow (perm)	1770	3517			3521		1129	1817		1314	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)	179	598	26	0	907	33	245	66	13	105	79	401
RTOR Reduction (vph)	0	3	0	0	2	0	0	7	0	0	0	220
Lane Group Flow (vph)	179	621	0	0	938	0	245	72	0	105	79	181
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)	10.6	55.8			40.7		31.9	21.3		25.9	18.3	18.3
Effective Green, g (s)	10.6	55.8			40.7		31.9	21.3		25.9	18.3	18.3
Actuated g/C Ratio	0.11	0.57			0.41		0.32	0.22		0.26	0.19	0.19
Clearance Time (s)	4.5	4.5			4.5		4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	7.0			7.0		3.0	5.0		3.0	5.0	5.0
Lane Grp Cap (vph)	191	1998			1459		435	394		381	347	294
v/s Ratio Prot	c0.10	0.18			c0.27		c0.06	0.04		0.02	0.04	
v/s Ratio Perm							c0.12			0.05		0.11
v/c Ratio	0.94	0.31			0.64		0.56	0.18		0.28	0.23	0.62
Uniform Delay, d1	43.5	11.1			22.9		26.0	31.4		28.3	33.9	36.7
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	46.9	0.4			2.2		1.7	0.5		0.4	0.7	5.5
Delay (s)	90.4	11.5			25.1		27.7	31.8		28.7	34.6	42.2
Level of Service	F	B			C		C	C		C	C	D
Approach Delay (s)		29.1			25.1			28.7			38.7	
Approach LOS		C			C			C			D	
Intersection Summary												
HCM 2000 Control Delay		29.8			HCM 2000 Level of Service			C				
HCM 2000 Volume to Capacity ratio		0.67										
Actuated Cycle Length (s)		98.2			Sum of lost time (s)			18.0				
Intersection Capacity Utilization		70.6%			ICU Level of Service			C				
Analysis Period (min)		15										
c Critical Lane Group												

Intersection						
Intersection Delay, s/veh	4.1					
Intersection LOS	A					
Approach	EB		WB		NB	
Entry Lanes	1		1		1	
Conflicting Circle Lanes	1		1		1	
Adj Approach Flow, veh/h	434		1059		498	
Demand Flow Rate, veh/h	443		1080		508	
Vehicles Circulating, veh/h	416		294		197	
Vehicles Exiting, veh/h	294		197		416	
Follow-Up Headway, s	3.186		3.186		3.186	
Ped Vol Crossing Leg, #/h	0		0		0	
Ped Cap Adj	1.000		1.000		1.000	
Approach Delay, s/veh	3.6		4.2		4.3	
Approach LOS	A		A		A	
Lane	Left	Bypass	Left	Bypass	Left	Bypass
Designated Moves	T	R	L	R	L	R
Assumed Moves	T	R	L	R	L	R
RT Channelized	Free		Free		Free	
Lane Util	1.000		1.000		1.000	
Critical Headway, s	5.193		5.193		5.193	
Entry Flow, veh/h	197	246	416	664	294	214
Cap Entry Lane, veh/h	745	1938	842	1938	928	1938
Entry HV Adj Factor	0.980	0.980	0.981	0.980	0.980	0.980
Flow Entry, veh/h	193	241	408	651	288	210
Cap Entry, veh/h	731	1900	826	1900	909	1900
V/C Ratio	0.264	0.127	0.494	0.343	0.317	0.111
Control Delay, s/veh	8.0	0.0	11.0	0.0	7.4	0.0
LOS	A	A	B	A	A	A
95th %tile Queue, veh	1	0	3	2	1	0

Intersection

Int Delay, s/veh 1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	719	148	30	1483	2	50
Future Vol, veh/h	719	148	30	1483	2	50
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	782	161	33	1612	2	54

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	943
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	723
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	723
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.3	12.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	538	-	-	723	-
HCM Lane V/C Ratio	0.101	-	-	0.045	-
HCM Control Delay (s)	12.4	-	-	10.2	2.1
HCM Lane LOS	B	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	5	1	23	3	19	0	52	17	32	130	1
Future Vol, veh/h	2	5	1	23	3	19	0	52	17	32	130	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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	5	1	25	3	21	0	57	18	35	141	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.6	7.6	7.5	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	25%	51%	20%
Vol Thru, %	75%	62%	7%	80%
Vol Right, %	25%	12%	42%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	69	8	45	163
LT Vol	0	2	23	32
Through Vol	52	5	3	130
RT Vol	17	1	19	1
Lane Flow Rate	75	9	49	177
Geometry Grp	1	1	1	1
Degree of Util (X)	0.084	0.011	0.059	0.203
Departure Headway (Hd)	4.02	4.515	4.344	4.127
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	880	797	830	865
Service Time	2.098	2.517	2.344	2.179
HCM Lane V/C Ratio	0.085	0.011	0.059	0.205
HCM Control Delay	7.5	7.6	7.6	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0	0.2	0.8

Intersection

Int Delay, s/veh 3.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	69	19	60	91
Future Vol, veh/h	0	0	69	19	60	91
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	-	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	75	21	65	99

Major/Minor	Minor2	Major2
Conflicting Flow All	229	99
Stage 1	229	-
Stage 2	0	-
Critical Hdwy	6.52	6.22
Critical Hdwy Stg 1	5.52	-
Critical Hdwy Stg 2	-	-
Follow-up Hdwy	4.018	3.318
Pot Cap-1 Maneuver	671	957
Stage 1	715	-
Stage 2	-	-
Platoon blocked, %		-
Mov Cap-1 Maneuver	0	957
Mov Cap-2 Maneuver	0	-
Stage 1	0	-
Stage 2	0	-

Approach	NB	SB
HCM Control Delay, s	9.2	
HCM LOS	A	

Minor Lane/Major Mvmt	NBLn1	SBL	SBT
Capacity (veh/h)	957	-	-
HCM Lane V/C Ratio	0.1	-	-
HCM Control Delay (s)	9.2	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-

Intersection

Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	22	0	60	0	86
Future Vol, veh/h	15	22	0	60	0	86
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	24	0	65	0	93
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	7.2	6.7	7.6
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	41%	0%
Vol Thru, %	0%	0%	100%
Vol Right, %	100%	59%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	60	37	86
LT Vol	0	15	0
Through Vol	0	0	86
RT Vol	60	22	0
Lane Flow Rate	65	40	93
Geometry Grp	1	1	1
Degree of Util (X)	0.063	0.044	0.105
Departure Headway (Hd)	3.475	3.93	4.054
Convergence, Y/N	Yes	Yes	Yes
Cap	1027	905	885
Service Time	1.509	1.981	2.074
HCM Lane V/C Ratio	0.063	0.044	0.105
HCM Control Delay	6.7	7.2	7.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.1	0.4

Intersection

Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	56	18	98	0	2
Future Vol, veh/h	0	0	0	0	0	0	0	56	18	98	0	2
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	0	0	0	0	0	0	0	61	20	107	0	2
Number of Lanes	0	0	0	0	1	0	0	1	0	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	0	7.3	7.8
HCM LOS	-	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	98%
Vol Thru, %	76%	100%	0%
Vol Right, %	24%	0%	2%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	74	0	100
LT Vol	0	0	98
Through Vol	56	0	0
RT Vol	18	0	2
Lane Flow Rate	80	0	109
Geometry Grp	1	1	1
Degree of Util (X)	0.086	0	0.126
Departure Headway (Hd)	3.869	4.258	4.177
Convergence, Y/N	Yes	Yes	Yes
Cap	926	0	861
Service Time	1.893	2.341	2.19
HCM Lane V/C Ratio	0.086	0	0.127
HCM Control Delay	7.3	7.3	7.8
HCM Lane LOS	A	N	A
HCM 95th-tile Q	0.3	0	0.4

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑	↑		↑
Traffic Vol, veh/h	0	0	50	181	0	14
Future Vol, veh/h	0	0	50	181	0	14
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, #	-917504	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	54	197	0	15

Major/Minor	Major2	Minor2
Conflicting Flow All	-	0 - 54
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 1013
Stage 1	-	- 0 -
Stage 2	-	- 0 -
Platoon blocked, %	-	-
Mov Cap-1 Maneuver	-	- - 1013
Mov Cap-2 Maneuver	-	- -
Stage 1	-	- -
Stage 2	-	- -

Approach	WB	SB
HCM Control Delay, s	0	8.6
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1013
HCM Lane V/C Ratio	-	-	0.015
HCM Control Delay (s)	-	-	8.6
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0



APPENDIX D

Forecasted 2028 Synchro Output Reports

HCM Signalized Intersection Capacity Analysis

1: S County Rd & Golfview Rd/Hammon Ave

Future AM 2028

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	1	7	9	0	7	0	197	27	42	242	0
Future Volume (vph)	8	1	7	9	0	7	0	197	27	42	242	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	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.94			0.94			0.98			1.00	
Flt Protected		0.98			0.97			1.00			0.99	
Satd. Flow (prot)		1708			1704			1833			1849	
Flt Permitted		1.00			1.00			1.00			0.94	
Satd. Flow (perm)		1751			1751			1833			1742	
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	1	8	10	0	8	0	214	29	46	263	0
RTOR Reduction (vph)	0	8	0	0	0	0	0	2	0	0	0	0
Lane Group Flow (vph)	0	10	0	0	18	0	0	241	0	0	309	0
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8						6		
Actuated Green, G (s)		1.6			1.6			59.4			59.4	
Effective Green, g (s)		1.6			1.6			59.4			59.4	
Actuated g/C Ratio		0.02			0.02			0.85			0.85	
Clearance Time (s)		4.5			4.5			4.5			4.5	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		40			40			1555			1478	
v/s Ratio Prot								0.13				
v/s Ratio Perm		0.01			c0.01						c0.18	
v/c Ratio		0.25			0.45			0.15			0.21	
Uniform Delay, d1		33.6			33.8			0.9			1.0	
Progression Factor		1.00			1.00			1.00			0.91	
Incremental Delay, d2		3.3			7.9			0.2			0.3	
Delay (s)		37.0			41.6			1.1			1.2	
Level of Service		D			D			A			A	
Approach Delay (s)		37.0			41.6			1.1			1.2	
Approach LOS		D			D			A			A	
Intersection Summary												
HCM 2000 Control Delay		3.5			HCM 2000 Level of Service			A				
HCM 2000 Volume to Capacity ratio		0.22										
Actuated Cycle Length (s)		70.0			Sum of lost time (s)			9.0				
Intersection Capacity Utilization		44.1%			ICU Level of Service			A				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

2: Worth Ave & S County Rd

Future AM 2028

										
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Traffic Volume (vph)	0	0	0	27	66	101	249	44	65	149
Future Volume (vph)	0	0	0	27	66	101	249	44	65	149
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	4.5
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)					3240		1770	1583	1770	1583
Flt Permitted					0.99		0.95	1.00	0.58	1.00
Satd. Flow (perm)					3240		1770	1583	1085	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	29	72	110	271	48	71	162
RTOR Reduction (vph)	0	0	0	0	93	0	0	19	0	0
Lane Group Flow (vph)	0	0	0	0	118	0	271	29	71	162
Turn Type				Perm	NA		Prot	Perm	pm+pt	Prot
Protected Phases					4		6		5	2
Permitted Phases				4				6	2	
Actuated Green, G (s)					10.6		42.9	42.9	51.4	50.9
Effective Green, g (s)					10.6		42.9	42.9	51.4	50.9
Actuated g/C Ratio					0.15		0.61	0.61	0.73	0.73
Clearance Time (s)					4.0		4.0	4.0	4.0	4.5
Vehicle Extension (s)					5.0		5.0	5.0	5.0	5.0
Lane Grp Cap (vph)					490		1084	970	840	1151
v/s Ratio Prot							c0.15		0.01	c0.10
v/s Ratio Perm					0.04			0.02	0.06	
v/c Ratio					0.24		0.25	0.03	0.08	0.14
Uniform Delay, d1					26.2		6.2	5.3	2.9	2.9
Progression Factor					1.00		0.44	0.05	1.02	1.01
Incremental Delay, d2					0.5		0.5	0.1	0.1	0.3
Delay (s)					26.7		3.3	0.3	3.0	3.2
Level of Service					C		A	A	A	A
Approach Delay (s)		0.0			26.7		2.8		3.1	
Approach LOS		A			C		A		A	
Intersection Summary										
HCM 2000 Control Delay			9.5		HCM 2000 Level of Service				A	
HCM 2000 Volume to Capacity ratio			0.24							
Actuated Cycle Length (s)			70.0		Sum of lost time (s)				12.0	
Intersection Capacity Utilization			33.8%		ICU Level of Service				A	
Analysis Period (min)			15							
c Critical Lane Group										

HCM Signalized Intersection Capacity Analysis

3: S County Rd & Peruvian Ave

Future AM 2028

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	37	37	0	0	0	0	242	18	74	242	0
Future Volume (vph)	21	37	37	0	0	0	0	242	18	74	242	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.5			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)		1829	1583					3502			3498	
Flt Permitted		0.98	1.00					1.00			0.82	
Satd. Flow (perm)		1829	1583					3502			2920	
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)	23	40	40	0	0	0	0	263	20	80	263	0
RTOR Reduction (vph)	0	0	34	0	0	0	0	4	0	0	0	0
Lane Group Flow (vph)	0	63	6	0	0	0	0	279	0	0	343	0
Turn Type	Perm	NA	Perm					NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4		4							6		
Actuated Green, G (s)		10.6	10.6					50.9			42.9	
Effective Green, g (s)		10.6	10.6					50.9			42.9	
Actuated g/C Ratio		0.15	0.15					0.73			0.61	
Clearance Time (s)		4.0	4.0					4.5			4.0	
Vehicle Extension (s)		5.0	5.0					5.0			5.0	
Lane Grp Cap (vph)		276	239					2546			1789	
v/s Ratio Prot								c0.08				
v/s Ratio Perm		0.03	0.00								c0.12	
v/c Ratio		0.23	0.03					0.11			0.19	
Uniform Delay, d1		26.1	25.3					2.8			5.9	
Progression Factor		1.00	1.00					1.07			1.00	
Incremental Delay, d2		0.9	0.1					0.1			0.2	
Delay (s)		27.0	25.4					3.1			6.2	
Level of Service		C	C					A			A	
Approach Delay (s)		26.4			0.0			3.1			6.2	
Approach LOS		C			A			A			A	
Intersection Summary												
HCM 2000 Control Delay		7.8										
HCM 2000 Volume to Capacity ratio		0.20										
Actuated Cycle Length (s)		70.0										
Intersection Capacity Utilization		30.7%										
Analysis Period (min)		15										
c Critical Lane Group												

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	0	0	0	0	0	57	0	236	0	1	326	40
Future Vol, veh/h	0	0	0	0	0	57	0	236	0	1	326	40
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	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	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	0	0	0	62	0	257	0	1	354	43
Major/Minor				Minor1		Major1		Major2				
Conflicting Flow All				-	-	129	-	0	-	257	0	0
Stage 1				-	-	-	-	-	-	-	-	-
Stage 2				-	-	-	-	-	-	-	-	-
Critical Hdwy				-	-	6.94	-	-	-	4.14	-	-
Critical Hdwy Stg 1				-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2				-	-	-	-	-	-	-	-	-
Follow-up Hdwy				-	-	3.32	-	-	-	2.22	-	-
Pot Cap-1 Maneuver				0	0	897	0	-	0	1305	-	-
Stage 1				0	0	-	0	-	0	-	-	-
Stage 2				0	0	-	0	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver				-	0	897	-	-	-	1305	-	-
Mov Cap-2 Maneuver				-	0	-	-	-	-	-	-	-
Stage 1				-	0	-	-	-	-	-	-	-
Stage 2				-	0	-	-	-	-	-	-	-
Approach				WB		NB		SB				
HCM Control Delay, s				9.3		0		0				
HCM LOS				A								
Minor Lane/Major Mvmt		NBTWBLn1		SBL	SBT	SBR						
Capacity (veh/h)		-	897	1305	-	-						
HCM Lane V/C Ratio		-	0.069	0.001	-	-						
HCM Control Delay (s)		-	9.3	7.8	0	-						
HCM Lane LOS		-	A	A	A	-						
HCM 95th %tile Q(veh)		-	0.2	0	-	-						

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	0	0	74	0	0	0	0	317	44	0	372	0
Future Vol, veh/h	0	0	74	0	0	0	0	317	44	0	372	0
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	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	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	80	0	0	0	0	345	48	0	404	0
Major/Minor	Minor2			Major1			Major2					
Conflicting Flow All	-	-	202	-	-	-	-	0	0	-	-	0
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	0	805	-	-	-	0	-	-	0	-	0
Stage 1	0	0	-	-	-	-	0	-	-	0	-	0
Stage 2	0	0	-	-	-	-	0	-	-	0	-	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	0	805	-	-	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-	-	-	-
Approach	EB			NB			SB					
HCM Control Delay, s	10			0			0					
HCM LOS	B											
Minor Lane/Major Mvmt	NBT			NBR			EBLn1			SBT		
Capacity (veh/h)	-			-			805			-		
HCM Lane V/C Ratio	-			-			0.1			-		
HCM Control Delay (s)	-			-			10			-		
HCM Lane LOS	-			-			B			-		
HCM 95th %tile Q(veh)	-			-			0.3			-		

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								 	 			
Traffic Vol, veh/h	5	14	37	4	16	18	26	241	14	22	234	14
Future Vol, veh/h	5	14	37	4	16	18	26	241	14	22	234	14
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	-	-	-
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	15	40	4	17	20	28	262	15	24	254	15
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	506	643	262	655	635	131	269	0	0	277	0	0
Stage 1	310	310	-	318	318	-	-	-	-	-	-	-
Stage 2	196	333	-	337	317	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.23	7.33	6.53	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	463	391	776	365	395	895	1293	-	-	1284	-	-
Stage 1	699	658	-	669	653	-	-	-	-	-	-	-
Stage 2	788	643	-	676	654	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	421	373	776	323	376	895	1293	-	-	1284	-	-
Mov Cap-2 Maneuver	421	373	-	323	376	-	-	-	-	-	-	-
Stage 1	681	644	-	652	636	-	-	-	-	-	-	-
Stage 2	730	626	-	612	640	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	12		12.7		0.8		0.6					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1293	-	-	577	506	1284	-	-				
HCM Lane V/C Ratio	0.022	-	-	0.105	0.082	0.019	-	-				
HCM Control Delay (s)	7.8	0.1	-	12	12.7	7.9	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.3	0.1	-	-				

HCM Signalized Intersection Capacity Analysis

7: S County Rd & Royal Palm Way

Future AM 2028

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	455	203	188	0	108	34	116	160	5	0	162	95
Future Volume (vph)	455	203	188	0	108	34	116	160	5	0	162	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.6	4.6		4.6		4.5	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		0.96		1.00	1.00			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		3412		1770	1855			1863	1583
Flt Permitted	0.65	1.00	1.00		1.00		0.51	1.00			1.00	1.00
Satd. Flow (perm)	1219	1863	1583		3412		942	1855			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)	495	221	204	0	117	37	126	174	5	0	176	103
RTOR Reduction (vph)	0	0	119	0	33	0	0	1	0	0	0	72
Lane Group Flow (vph)	495	221	85	0	121	0	126	178	0	0	176	31
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
Actuated Green, G (s)	41.9	41.8	41.8		10.3		49.0	49.0			30.0	30.0
Effective Green, g (s)	41.9	41.8	41.8		10.3		49.0	49.0			30.0	30.0
Actuated g/C Ratio	0.42	0.42	0.42		0.10		0.49	0.49			0.30	0.30
Clearance Time (s)	4.5	4.6	4.6		4.6		4.5	4.6			4.6	4.6
Vehicle Extension (s)	3.0	4.0	4.0		3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	659	778	661		351		581	908			558	474
v/s Ratio Prot	c0.20	0.12			0.04		c0.03	0.10			c0.09	
v/s Ratio Perm	c0.11		0.05				0.07					0.02
v/c Ratio	0.75	0.28	0.13		0.34		0.22	0.20			0.32	0.07
Uniform Delay, d1	23.8	19.2	17.9		41.7		14.3	14.4			27.1	25.0
Progression Factor	1.00	1.00	1.00		1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	7.7	0.9	0.4		0.6		0.2	0.5			1.5	0.3
Delay (s)	31.6	20.1	18.3		42.3		14.5	14.9			28.5	25.3
Level of Service	C	C	B		D		B	B			C	C
Approach Delay (s)		25.9			42.3			14.7			27.3	
Approach LOS		C			D			B			C	
Intersection Summary												
HCM 2000 Control Delay			25.6				HCM 2000 Level of Service				C	
HCM 2000 Volume to Capacity ratio			0.53									
Actuated Cycle Length (s)			100.0				Sum of lost time (s)			18.2		
Intersection Capacity Utilization			73.3%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

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	0	0	1	12	163	504	0	0	230	69	
Future Vol, veh/h	0	0	0	0	1	12	163	504	0	0	230	69	
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	-	-	-	-	-	-	
Veh in Median Storage, #	-	-	-	-	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	0	0	1	13	177	548	0	0	250	75	
Major/Minor				Minor1		Major1		Major2					
Conflicting Flow All				-	1227	548	325	0	-	-	-	-	0
Stage 1				-	902	-	-	-	-	-	-	-	-
Stage 2				-	325	-	-	-	-	-	-	-	-
Critical Hdwy				-	6.53	6.23	4.13	-	-	-	-	-	-
Critical Hdwy Stg 1				-	5.53	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2				-	5.53	-	-	-	-	-	-	-	-
Follow-up Hdwy				-	4.019	3.319	2.219	-	-	-	-	-	-
Pot Cap-1 Maneuver				0	178	535	1233	-	0	0	-	-	-
Stage 1				0	356	-	-	-	0	0	-	-	-
Stage 2				0	648	-	-	-	0	0	-	-	-
Platoon blocked, %								-			-	-	
Mov Cap-1 Maneuver				-	0	535	1233	-	-	-	-	-	-
Mov Cap-2 Maneuver				-	0	-	-	-	-	-	-	-	-
Stage 1				-	0	-	-	-	-	-	-	-	-
Stage 2				-	0	-	-	-	-	-	-	-	-
Approach				WB		NB		SB					
HCM Control Delay, s				11.9		2.1		0					
HCM LOS				B									
Minor Lane/Major Mvmt		NBL	NBTWBLn1	SBT	SBR								
Capacity (veh/h)		1233	-	535	-	-							
HCM Lane V/C Ratio		0.144	-	0.024	-	-							
HCM Control Delay (s)		8.4	0	11.9	-	-							
HCM Lane LOS		A	A	B	-	-							
HCM 95th %tile Q(veh)		0.5	-	0.1	-	-							

HCM Signalized Intersection Capacity Analysis

9: S County Road & Royal Poinciana Way/Main Street

Future AM 2028

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	7	37	3	107	602	45	0	241	153
Future Volume (vph)	0	0	0	7	37	3	107	602	45	0	241	153
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			0.94	
Flt Protected					0.99	1.00		0.99			1.00	
Satd. Flow (prot)					1847	1583		3483			3333	
Flt Permitted					0.99	1.00		0.81			1.00	
Satd. Flow (perm)					1847	1583		2853			3333	
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	8	40	3	116	654	49	0	262	166
RTOR Reduction (vph)	0	0	0	0	0	3	0	3	0	0	93	0
Lane Group Flow (vph)	0	0	0	0	48	0	0	816	0	0	335	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)					10.2	10.2		66.8			36.5	
Effective Green, g (s)					10.2	10.2		66.8			36.5	
Actuated g/C Ratio					0.12	0.12		0.79			0.43	
Clearance Time (s)					4.0	4.0					4.0	
Vehicle Extension (s)					3.0	3.0					3.0	
Lane Grp Cap (vph)					221	189		2242			1431	
v/s Ratio Prot											0.10	
v/s Ratio Perm					0.03	0.00		c0.29				
v/c Ratio					0.22	0.00		0.36			0.23	
Uniform Delay, d1					33.8	32.9		2.7			15.4	
Progression Factor					1.00	1.00		0.08			1.00	
Incremental Delay, d2					0.5	0.0		0.4			0.4	
Delay (s)					34.3	32.9		0.6			15.8	
Level of Service					C	C		A			B	
Approach Delay (s)		0.0			34.2			0.6			15.8	
Approach LOS		A			C			A			B	
Intersection Summary												
HCM 2000 Control Delay			6.9				HCM 2000 Level of Service			A		
HCM 2000 Volume to Capacity ratio			0.38									
Actuated Cycle Length (s)			85.0				Sum of lost time (s)			16.0		
Intersection Capacity Utilization			56.2%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

81: S County Road

Future AM 2028

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								 			 	
Traffic Volume (vph)	267	56	184	0	0	0	0	602	45	0	241	0
Future Volume (vph)	267	56	184	0	0	0	0	602	45	0	241	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	1713	1583					3502			3539	
Flt Permitted	0.95	0.97	1.00					1.00			1.00	
Satd. Flow (perm)	1681	1713	1583					3502			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)	290	61	200	0	0	0	0	654	49	0	262	0
RTOR Reduction (vph)	0	0	159	0	0	0	0	5	0	0	0	0
Lane Group Flow (vph)	174	177	41	0	0	0	0	698	0	0	262	0
Turn Type	Split	NA	Perm					NA			NA	
Protected Phases	3	3						1 2			1 4	
Permitted Phases			3									
Actuated Green, G (s)	17.3	17.3	17.3					45.5			50.7	
Effective Green, g (s)	17.3	17.3	17.3					45.5			50.7	
Actuated g/C Ratio	0.20	0.20	0.20					0.54			0.60	
Clearance Time (s)	4.0	4.0	4.0									
Vehicle Extension (s)	3.0	3.0	3.0									
Lane Grp Cap (vph)	342	348	322					1874			2110	
v/s Ratio Prot	c0.10	0.10						c0.20			c0.07	
v/s Ratio Perm			0.03									
v/c Ratio	0.51	0.51	0.13					0.37			0.12	
Uniform Delay, d1	30.1	30.1	27.7					11.5			7.5	
Progression Factor	1.00	1.00	1.00					1.00			0.44	
Incremental Delay, d2	5.3	5.2	0.8					0.6			0.0	
Delay (s)	35.4	35.3	28.5					12.0			3.3	
Level of Service	D	D	C					B			A	
Approach Delay (s)		32.9			0.0			12.0			3.3	
Approach LOS		C			A			B			A	
Intersection Summary												
HCM 2000 Control Delay			18.1		HCM 2000 Level of Service				B			
HCM 2000 Volume to Capacity ratio			0.39									
Actuated Cycle Length (s)			85.0		Sum of lost time (s)				16.0			
Intersection Capacity Utilization			37.2%		ICU Level of Service				A			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

10: S County Rd & S Breakers Row

Future AM 2028

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	21	19	726	38	15	239
Future Volume (vph)	21	19	726	38	15	239
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		0.99			1.00
Flt Protected	0.97		1.00			1.00
Satd. Flow (prot)	1698		3513			3529
Flt Permitted	0.97		1.00			0.90
Satd. Flow (perm)	1698		3513			3200
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	21	789	41	16	260
RTOR Reduction (vph)	19	0	3	0	0	0
Lane Group Flow (vph)	25	0	827	0	0	276
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Actuated Green, G (s)	9.0		56.0			56.0
Effective Green, g (s)	9.0		56.0			56.0
Actuated g/C Ratio	0.12		0.74			0.74
Clearance Time (s)	5.4		5.6			5.6
Vehicle Extension (s)	5.0		5.0			5.0
Lane Grp Cap (vph)	201		2588			2357
v/s Ratio Prot	c0.02		c0.24			
v/s Ratio Perm						0.09
v/c Ratio	0.13		0.32			0.12
Uniform Delay, d1	30.0		3.4			2.9
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	0.6		0.3			0.1
Delay (s)	30.6		3.8			3.0
Level of Service	C		A			A
Approach Delay (s)	30.6		3.8			3.0
Approach LOS	C		A			A
Intersection Summary						
HCM 2000 Control Delay			4.6		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.29			
Actuated Cycle Length (s)			76.0		Sum of lost time (s)	11.0
Intersection Capacity Utilization			42.9%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

11: S County Road & Sunset Ave

Future AM 2028

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	3	46	16	2	4	53	785	30	6	331	19
Future Volume (vph)	25	3	46	16	2	4	53	785	30	6	331	19
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	
Lane Util. Factor		1.00	1.00		1.00			0.95			0.95	
Frt		1.00	0.85		0.98			0.99			0.99	
Flt Protected		0.96	1.00		0.96			1.00			1.00	
Satd. Flow (prot)		1783	1583		1754			3510			3507	
Flt Permitted		0.77	1.00		0.82			0.90			0.94	
Satd. Flow (perm)		1429	1583		1487			3172			3304	
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	3	50	17	2	4	58	853	33	7	360	21
RTOR Reduction (vph)	0	0	43	0	3	0	0	2	0	0	3	0
Lane Group Flow (vph)	0	30	7	0	20	0	0	942	0	0	385	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Actuated Green, G (s)		12.0	12.0		12.0			69.0			69.0	
Effective Green, g (s)		12.0	12.0		12.0			69.0			69.0	
Actuated g/C Ratio		0.13	0.13		0.13			0.77			0.77	
Clearance Time (s)		4.5	4.5		4.5			4.5			4.5	
Vehicle Extension (s)		5.0	5.0		5.0			5.0			5.0	
Lane Grp Cap (vph)		190	211		198			2431			2533	
v/s Ratio Prot												
v/s Ratio Perm		c0.02	0.00		0.01			c0.30			0.12	
v/c Ratio		0.16	0.03		0.10			0.39			0.15	
Uniform Delay, d1		34.5	33.9		34.3			3.5			2.8	
Progression Factor		0.80	1.29		1.00			1.00			0.50	
Incremental Delay, d2		0.7	0.1		0.5			0.5			0.1	
Delay (s)		28.4	43.9		34.7			4.0			1.5	
Level of Service		C	D		C			A			A	
Approach Delay (s)		38.0			34.7			4.0			1.5	
Approach LOS		D			C			A			A	
Intersection Summary												
HCM 2000 Control Delay			5.7									
HCM 2000 Level of Service											A	
HCM 2000 Volume to Capacity ratio			0.35									
Actuated Cycle Length (s)			90.0								9.0	
Intersection Capacity Utilization			57.9%								B	
ICU Level of Service												
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

12: Sunrise Ave & S County Rd

Future AM 2028

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	21	26	65	23	14	45	694	83	20	266	22
Future Volume (vph)	57	21	26	65	23	14	45	694	83	20	266	22
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		0.97		1.00	0.94			0.98			0.99	
Flt Protected		0.97		0.95	1.00			1.00			1.00	
Satd. Flow (prot)		1752		1770	1758			3476			3490	
Flt Permitted		0.81		0.69	1.00			0.91			0.88	
Satd. Flow (perm)		1453		1290	1758			3179			3068	
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)	62	23	28	71	25	15	49	754	90	22	289	24
RTOR Reduction (vph)	0	16	0	0	11	0	0	6	0	0	4	0
Lane Group Flow (vph)	0	97	0	71	29	0	0	887	0	0	331	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)		10.2		21.9	21.9			56.1			56.1	
Effective Green, g (s)		10.2		21.9	21.9			56.1			56.1	
Actuated g/C Ratio		0.11		0.24	0.24			0.62			0.62	
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)		164		344	427			1981			1912	
v/s Ratio Prot				c0.01	0.02							
v/s Ratio Perm		c0.07		0.04				c0.28			0.11	
v/c Ratio		0.59		0.21	0.07			0.45			0.17	
Uniform Delay, d1		37.9		29.8	26.2			8.9			7.2	
Progression Factor		0.91		1.00	1.00			0.76			1.00	
Incremental Delay, d2		5.4		0.3	0.1			0.7			0.2	
Delay (s)		39.9		30.1	26.3			7.4			7.4	
Level of Service		D		C	C			A			A	
Approach Delay (s)		39.9			28.7			7.4			7.4	
Approach LOS		D			C			A			A	
Intersection Summary												
HCM 2000 Control Delay			11.6			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.45									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)			18.0			
Intersection Capacity Utilization			67.3%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

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	5	7	16	61	6	13	28	516	198	5	255	3
Future Vol, veh/h	5	7	16	61	6	13	28	516	198	5	255	3
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	17	66	7	14	30	561	215	5	277	3
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1028	1125	279	922	911	561	280	0	0	776	0	0
Stage 1	289	289	-	621	621	-	-	-	-	-	-	-
Stage 2	739	836	-	301	290	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	212	205	760	251	274	527	1283	-	-	840	-	-
Stage 1	719	673	-	475	479	-	-	-	-	-	-	-
Stage 2	409	382	-	708	672	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	198	199	760	233	266	527	1283	-	-	840	-	-
Mov Cap-2 Maneuver	198	199	-	233	266	-	-	-	-	-	-	-
Stage 1	702	669	-	464	468	-	-	-	-	-	-	-
Stage 2	383	373	-	680	668	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	16.5		25.8			0.3			0.2			
HCM LOS	C		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1283	-	-	344	259	840	-	-				
HCM Lane V/C Ratio	0.024	-	-	0.088	0.336	0.006	-	-				
HCM Control Delay (s)	7.9	-	-	16.5	25.8	9.3	-	-				
HCM Lane LOS	A	-	-	C	D	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.3	1.4	0	-	-				

HCM Signalized Intersection Capacity Analysis

Future AM 2028

14: Bradley PI & Sunrise Ave

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	57	58	435	81	20	200
Future Volume (vph)	57	58	435	81	20	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9		5.9		5.9	5.9
Lane Util. Factor	1.00		1.00		1.00	1.00
Frt	0.93		0.98		1.00	1.00
Flt Protected	0.98		1.00		0.95	1.00
Satd. Flow (prot)	1694		1823		1770	1863
Flt Permitted	0.98		1.00		0.36	1.00
Satd. Flow (perm)	1694		1823		663	1863
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	62	63	473	88	22	217
RTOR Reduction (vph)	48	0	5	0	0	0
Lane Group Flow (vph)	77	0	556	0	22	217
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases					2	
Actuated Green, G (s)	10.9		59.0		67.3	67.3
Effective Green, g (s)	10.9		59.0		67.3	67.3
Actuated g/C Ratio	0.12		0.66		0.75	0.75
Clearance Time (s)	5.9		5.9		5.9	5.9
Vehicle Extension (s)	2.5		2.5		3.0	2.5
Lane Grp Cap (vph)	205		1195		525	1393
v/s Ratio Prot	c0.05		c0.31		0.00	c0.12
v/s Ratio Perm					0.03	
v/c Ratio	0.37		0.47		0.04	0.16
Uniform Delay, d1	36.4		7.7		4.0	3.2
Progression Factor	0.89		0.28		1.00	1.00
Incremental Delay, d2	0.8		1.2		0.0	0.2
Delay (s)	33.3		3.3		4.1	3.5
Level of Service	C		A		A	A
Approach Delay (s)	33.3		3.3			3.5
Approach LOS	C		A			A
Intersection Summary						
HCM 2000 Control Delay			7.4		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.45			
Actuated Cycle Length (s)			90.0		Sum of lost time (s)	17.7
Intersection Capacity Utilization			46.0%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

15: Coaconut Row & Royal Poinciana Wy

Future AM 2028

											
Movement	EBL	EBT	EBR2	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	500	602	148	27	197	20	57	226	84	90	263
Future Volume (vph)	500	602	148	27	197	20	57	226	84	90	263
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		4.0		4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00		0.95		1.00	1.00
Frt	1.00	0.97		1.00	1.00	0.85		0.97		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99		1.00	1.00
Satd. Flow (prot)	3433	3434		1770	3539	1583		3392		1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.89		1.00	1.00
Satd. Flow (perm)	3433	3434		1770	3539	1583		3046		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)	543	654	161	29	214	22	62	246	91	98	286
RTOR Reduction (vph)	0	90	0	0	0	15	0	0	0	0	130
Lane Group Flow (vph)	543	725	0	29	214	7	0	399	0	98	156
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)	23.2	26.0		24.5	27.3	27.3		26.5		26.0	49.2
Effective Green, g (s)	23.2	26.0		24.5	27.3	27.3		26.5		26.0	49.2
Actuated g/C Ratio	0.26	0.29		0.27	0.30	0.30		0.29		0.29	0.55
Clearance Time (s)	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		5.0		5.0	5.0
Lane Grp Cap (vph)	884	992		481	1073	480		896		538	944
v/s Ratio Prot	c0.16	c0.21		0.02	0.06					0.05	0.04
v/s Ratio Perm						0.00		c0.13			0.06
v/c Ratio	0.61	0.73		0.06	0.20	0.01		0.45		0.18	0.17
Uniform Delay, d1	29.5	28.8		24.2	23.2	21.9		25.8		24.0	10.2
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.25	0.55
Incremental Delay, d2	1.8	4.7		0.2	0.4	0.1		0.7		0.7	0.2
Delay (s)	31.3	33.6		24.5	23.7	22.0		26.5		30.8	5.8
Level of Service	C	C		C	C	C		C		C	A
Approach Delay (s)		32.7			23.6			26.5		12.2	
Approach LOS		C			C			C		B	
Intersection Summary											
HCM 2000 Control Delay			27.4				HCM 2000 Level of Service			C	
HCM 2000 Volume to Capacity ratio			0.63								
Actuated Cycle Length (s)			90.0				Sum of lost time (s)			18.0	
Intersection Capacity Utilization			58.6%				ICU Level of Service			B	
Analysis Period (min)			15								
c Critical Lane Group											

HCM Signalized Intersection Capacity Analysis

16: Royal Palm Wy & Coconut Rd

Future AM 2028

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	329	968	42	0	286	43	50	22	6	71	38	173
Future Volume (vph)	329	968	42	0	286	43	50	22	6	71	38	173
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	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			0.98		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	3517			3470		1770	1800		1770	1863	1583
Flt Permitted	0.95	1.00			1.00		0.73	1.00		0.57	1.00	1.00
Satd. Flow (perm)	1770	3517			3470		1360	1800		1057	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)	358	1052	46	0	311	47	54	24	7	77	41	188
RTOR Reduction (vph)	0	2	0	0	9	0	0	6	0	0	0	167
Lane Group Flow (vph)	358	1096	0	0	349	0	54	25	0	77	41	21
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)	25.5	71.7			41.7		12.7	8.7		17.9	11.3	11.3
Effective Green, g (s)	25.5	71.7			41.7		12.7	8.7		17.9	11.3	11.3
Actuated g/C Ratio	0.25	0.71			0.41		0.13	0.09		0.18	0.11	0.11
Clearance Time (s)	4.5	4.5			4.5		4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	7.0			7.0		3.0	5.0		3.0	5.0	5.0
Lane Grp Cap (vph)	449	2509			1439		188	155		235	209	177
v/s Ratio Prot	c0.20	c0.31			0.10		0.01	0.01		c0.02	0.02	
v/s Ratio Perm							0.02			c0.04		0.01
v/c Ratio	0.80	0.44			0.24		0.29	0.16		0.33	0.20	0.12
Uniform Delay, d1	35.1	6.0			19.1		39.6	42.5		35.5	40.5	40.1
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	9.5	0.6			0.4		0.8	1.0		0.8	1.0	0.6
Delay (s)	44.6	6.6			19.5		40.4	43.5		36.3	41.4	40.8
Level of Service	D	A			B		D	D		D	D	D
Approach Delay (s)		15.9			19.5			41.5			39.7	
Approach LOS		B			B			D			D	
Intersection Summary												
HCM 2000 Control Delay	20.8			HCM 2000 Level of Service			C					
HCM 2000 Volume to Capacity ratio	0.55											
Actuated Cycle Length (s)	100.5			Sum of lost time (s)			18.0					
Intersection Capacity Utilization	52.6%			ICU Level of Service			A					
Analysis Period (min)	15											
c Critical Lane Group												

Intersection						
Intersection Delay, s/veh	7.6					
Intersection LOS	A					
Approach	EB		WB		NB	
Entry Lanes	1		1		1	
Conflicting Circle Lanes	1		1		1	
Adj Approach Flow, veh/h	1021		290		598	
Demand Flow Rate, veh/h	1041		296		610	
Vehicles Circulating, veh/h	136		168		722	
Vehicles Exiting, veh/h	168		722		136	
Follow-Up Headway, s	3.186		3.186		3.186	
Ped Vol Crossing Leg, #/h	0		0		0	
Ped Cap Adj	1.000		1.000		1.000	
Approach Delay, s/veh	11.7		2.4		3.1	
Approach LOS	B		A		A	
Lane	Left	Bypass	Left	Bypass	Left	Bypass
Designated Moves	T	R	L	R	L	R
Assumed Moves	T	R	L	R	L	R
RT Channelized	Free		Free		Free	
Lane Util	1.000		1.000		1.000	
Critical Headway, s	5.193		5.193		5.193	
Entry Flow, veh/h	722	319	136	160	168	442
Cap Entry Lane, veh/h	986	1938	955	1938	549	1938
Entry HV Adj Factor	0.980	0.980	0.978	0.980	0.982	0.980
Flow Entry, veh/h	708	313	133	157	165	433
Cap Entry, veh/h	967	1900	934	1900	539	1900
V/C Ratio	0.732	0.165	0.142	0.083	0.306	0.228
Control Delay, s/veh	16.8	0.0	5.2	0.0	11.1	0.0
LOS	C	A	A	A	B	A
95th %tile Queue, veh	7	1	0	0	1	1

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1506	260	2	529	0	26
Future Vol, veh/h	1506	260	2	529	0	26
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	1637	283	2	575	0	28

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1920
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	304
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	304
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	20.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	257	-	-	304	-
HCM Lane V/C Ratio	0.11	-	-	0.007	-
HCM Control Delay (s)	20.7	-	-	16.9	0.1
HCM Lane LOS	C	-	-	C	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

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	0	2	0	45	1	12	1	32	15	79	192	5
Future Vol, veh/h	0	2	0	45	1	12	1	32	15	79	192	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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2	0	49	1	13	1	35	16	86	209	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.8	8.2	7.5	9.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	0%	78%	29%
Vol Thru, %	67%	100%	2%	70%
Vol Right, %	31%	0%	21%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	48	2	58	276
LT Vol	1	0	45	79
Through Vol	32	2	1	192
RT Vol	15	0	12	5
Lane Flow Rate	52	2	63	300
Geometry Grp	1	1	1	1
Degree of Util (X)	0.061	0.003	0.083	0.345
Departure Headway (Hd)	4.212	4.794	4.746	4.134
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	854	750	759	861
Service Time	2.219	2.801	2.75	2.202
HCM Lane V/C Ratio	0.061	0.003	0.083	0.348
HCM Control Delay	7.5	7.8	8.2	9.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0	0.3	1.5

Intersection						
Int Delay, s/veh	1.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	41	9	59	170
Future Vol, veh/h	0	0	41	9	59	170
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	-	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	45	10	64	185
Major/Minor		Minor2		Major2		
Conflicting Flow All		313	185	0	0	
Stage 1		313	-	-	-	
Stage 2		0	-	-	-	
Critical Hdwy		6.52	6.22	4.12	-	
Critical Hdwy Stg 1		5.52	-	-	-	
Critical Hdwy Stg 2		-	-	-	-	
Follow-up Hdwy		4.018	3.318	2.218	-	
Pot Cap-1 Maneuver		602	857	-	-	
Stage 1		657	-	-	-	
Stage 2		-	-	-	-	
Platoon blocked, %					-	
Mov Cap-1 Maneuver		0	857	-	-	
Mov Cap-2 Maneuver		0	-	-	-	
Stage 1		0	-	-	-	
Stage 2		0	-	-	-	
Approach		NB		SB		
HCM Control Delay, s		9.5				
HCM LOS		A				
Minor Lane/Major Mvmt	NBLn1	SBL	SBT			
Capacity (veh/h)	857	-	-			
HCM Lane V/C Ratio	0.063	-	-			
HCM Control Delay (s)	9.5	-	-			
HCM Lane LOS	A	-	-			
HCM 95th %tile Q(veh)	0.2	-	-			

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	21	0	23	0	166
Future Vol, veh/h	6	21	0	23	0	166
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	23	0	25	0	180
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	7.1	6.7	8
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	22%	0%
Vol Thru, %	0%	0%	100%
Vol Right, %	100%	78%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	23	27	166
LT Vol	0	6	0
Through Vol	0	0	166
RT Vol	23	21	0
Lane Flow Rate	25	29	180
Geometry Grp	1	1	1
Degree of Util (X)	0.024	0.032	0.201
Departure Headway (Hd)	3.519	3.864	4.004
Convergence, Y/N	Yes	Yes	Yes
Cap	1010	912	899
Service Time	1.566	1.947	2.017
HCM Lane V/C Ratio	0.025	0.032	0.2
HCM Control Delay	6.7	7.1	8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.1	0.7

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	22	27	159	0	5
Future Vol, veh/h	0	0	0	0	0	0	0	22	27	159	0	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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	24	29	173	0	5
Number of Lanes	0	0	0	0	1	0	0	1	0	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	0	7	8.2
HCM LOS	-	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	97%
Vol Thru, %	45%	100%	0%
Vol Right, %	55%	0%	3%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	49	0	164
LT Vol	0	0	159
Through Vol	22	0	0
RT Vol	27	0	5
Lane Flow Rate	53	0	178
Geometry Grp	1	1	1
Degree of Util (X)	0.055	0	0.205
Departure Headway (Hd)	3.734	4.434	4.149
Convergence, Y/N	Yes	Yes	Yes
Cap	955	0	870
Service Time	1.773	2.434	2.155
HCM Lane V/C Ratio	0.055	0	0.205
HCM Control Delay	7	7.4	8.2
HCM Lane LOS	A	N	A
HCM 95th-tile Q	0.2	0	0.8

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑	↑		↑
Traffic Vol, veh/h	0	0	43	38	0	13
Future Vol, veh/h	0	0	43	38	0	13
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, #	-851968		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	47	41	0	14

Major/Minor	Major2	Minor2
Conflicting Flow All	-	0 - 47
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 1022
Stage 1	-	- 0 -
Stage 2	-	- 0 -
Platoon blocked, %	-	-
Mov Cap-1 Maneuver	-	- - 1022
Mov Cap-2 Maneuver	-	- -
Stage 1	-	- -
Stage 2	-	- -

Approach	WB	SB
HCM Control Delay, s	0	8.6
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1022
HCM Lane V/C Ratio	-	-	0.014
HCM Control Delay (s)	-	-	8.6
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0

HCM Signalized Intersection Capacity Analysis

1: S County Rd & Golfview Rd/Hammon Ave

Future PM 2028

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	6	11	7	0	33	0	154	25	130	413	0
Future Volume (vph)	8	6	11	7	0	33	0	154	25	130	413	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	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.94			0.89			0.98			1.00	
Flt Protected		0.98			0.99			1.00			0.99	
Satd. Flow (prot)		1727			1642			1828			1841	
Flt Permitted		0.88			0.93			1.00			0.88	
Satd. Flow (perm)		1537			1540			1828			1631	
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	7	12	8	0	36	0	167	27	141	449	0
RTOR Reduction (vph)	0	11	0	0	0	0	0	4	0	0	0	0
Lane Group Flow (vph)	0	17	0	0	44	0	0	190	0	0	590	0
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8						6		
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)		4.5			4.5			4.5			4.5	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		111			112			1459			1302	
v/s Ratio Prot								0.10				
v/s Ratio Perm		0.01			c0.03						c0.36	
v/c Ratio		0.15			0.39			0.13			0.45	
Uniform Delay, d1		30.4			31.0			1.6			2.2	
Progression Factor		1.00			1.00			1.00			1.68	
Incremental Delay, d2		0.6			2.3			0.2			1.1	
Delay (s)		31.1			33.2			1.8			4.8	
Level of Service		C			C			A			A	
Approach Delay (s)		31.1			33.2			1.8			4.8	
Approach LOS		C			C			A			A	
Intersection Summary												
HCM 2000 Control Delay		6.5			HCM 2000 Level of Service			A				
HCM 2000 Volume to Capacity ratio		0.45										
Actuated Cycle Length (s)		70.0			Sum of lost time (s)			9.0				
Intersection Capacity Utilization		54.0%			ICU Level of Service			A				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

2: Worth Ave & S County Rd

Future PM 2028

										
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations					↔↔		↔	↔	↔	↔
Traffic Volume (vph)	0	0	0	108	84	191	354	152	55	153
Future Volume (vph)	0	0	0	108	84	191	354	152	55	153
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	4.5
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					0.99		0.95	1.00	0.95	1.00
Satd. Flow (prot)					3228		1770	1583	1770	1583
Flt Permitted					0.99		0.95	1.00	0.47	1.00
Satd. Flow (perm)					3228		1770	1583	874	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	117	91	208	385	165	60	166
RTOR Reduction (vph)	0	0	0	0	155	0	0	78	0	0
Lane Group Flow (vph)	0	0	0	0	261	0	385	87	60	166
Turn Type				Perm	NA		Prot	Perm	pm+pt	Prot
Protected Phases					4		6		5	2
Permitted Phases				4				6	2	
Actuated Green, G (s)					17.7		37.0	37.0	44.3	43.8
Effective Green, g (s)					17.7		37.0	37.0	44.3	43.8
Actuated g/C Ratio					0.25		0.53	0.53	0.63	0.63
Clearance Time (s)					4.0		4.0	4.0	4.0	4.5
Vehicle Extension (s)					5.0		5.0	5.0	5.0	5.0
Lane Grp Cap (vph)					816		935	836	595	990
v/s Ratio Prot							c0.22		0.00	c0.10
v/s Ratio Perm					0.08			0.06	0.06	
v/c Ratio					0.32		0.41	0.10	0.10	0.17
Uniform Delay, d1					21.3		9.9	8.2	7.2	5.5
Progression Factor					1.00		0.41	0.08	1.20	1.27
Incremental Delay, d2					0.5		1.3	0.2	0.2	0.4
Delay (s)					21.7		5.3	0.9	8.8	7.3
Level of Service					C		A	A	A	A
Approach Delay (s)		0.0			21.7		4.0		7.7	
Approach LOS		A			C		A		A	
Intersection Summary										
HCM 2000 Control Delay			10.9			HCM 2000 Level of Service			B	
HCM 2000 Volume to Capacity ratio			0.38							
Actuated Cycle Length (s)			70.0			Sum of lost time (s)			12.0	
Intersection Capacity Utilization			45.4%			ICU Level of Service			A	
Analysis Period (min)			15							
c Critical Lane Group										

HCM Signalized Intersection Capacity Analysis

3: S County Rd & Peruvian Ave

Future PM 2028

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	77	140	0	0	0	0	342	25	85	411	0
Future Volume (vph)	64	77	140	0	0	0	0	342	25	85	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					4.5			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)		1821	1583					3503			3509	
Flt Permitted		0.98	1.00					1.00			0.82	
Satd. Flow (perm)		1821	1583					3503			2895	
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	84	152	0	0	0	0	372	27	92	447	0
RTOR Reduction (vph)	0	0	114	0	0	0	0	6	0	0	0	0
Lane Group Flow (vph)	0	154	38	0	0	0	0	393	0	0	539	0
Turn Type	Perm	NA	Perm					NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4		4							6		
Actuated Green, G (s)		17.7	17.7					43.8			37.0	
Effective Green, g (s)		17.7	17.7					43.8			37.0	
Actuated g/C Ratio		0.25	0.25					0.63			0.53	
Clearance Time (s)		4.0	4.0					4.5			4.0	
Vehicle Extension (s)		5.0	5.0					5.0			5.0	
Lane Grp Cap (vph)		460	400					2191			1530	
v/s Ratio Prot								c0.11				
v/s Ratio Perm		0.08	0.02								c0.19	
v/c Ratio		0.33	0.10					0.18			0.35	
Uniform Delay, d1		21.3	20.0					5.5			9.6	
Progression Factor		1.00	1.00					1.09			1.00	
Incremental Delay, d2		0.9	0.2					0.2			0.6	
Delay (s)		22.2	20.2					6.2			10.2	
Level of Service		C	C					A			B	
Approach Delay (s)		21.3			0.0			6.2			10.2	
Approach LOS		C			A			A			B	
Intersection Summary												
HCM 2000 Control Delay			11.6									
HCM 2000 Volume to Capacity ratio			0.34									
Actuated Cycle Length (s)			70.0									
Intersection Capacity Utilization			42.1%									
Analysis Period (min)			15									
c Critical Lane Group												

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	0	0	0	0	0	71	0	355	0	2	425	79
Future Vol, veh/h	0	0	0	0	0	71	0	355	0	2	425	79
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	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	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	0	0	0	77	0	386	0	2	462	86
Major/Minor				Minor1		Major1		Major2				
Conflicting Flow All				-	-	193	-	0	-	386	0	0
Stage 1				-	-	-	-	-	-	-	-	-
Stage 2				-	-	-	-	-	-	-	-	-
Critical Hdwy				-	-	6.94	-	-	-	4.14	-	-
Critical Hdwy Stg 1				-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2				-	-	-	-	-	-	-	-	-
Follow-up Hdwy				-	-	3.32	-	-	-	2.22	-	-
Pot Cap-1 Maneuver				0	0	816	0	-	0	1169	-	-
Stage 1				0	0	-	0	-	0	-	-	-
Stage 2				0	0	-	0	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver				-	0	816	-	-	-	1169	-	-
Mov Cap-2 Maneuver				-	0	-	-	-	-	-	-	-
Stage 1				-	0	-	-	-	-	-	-	-
Stage 2				-	0	-	-	-	-	-	-	-
Approach				WB		NB		SB				
HCM Control Delay, s				9.9		0		0				
HCM LOS				A								
Minor Lane/Major Mvmt		NBTWBLn1		SBL	SBT	SBR						
Capacity (veh/h)		-	816	1169	-	-						
HCM Lane V/C Ratio		-	0.095	0.002	-	-						
HCM Control Delay (s)		-	9.9	8.1	0	-						
HCM Lane LOS		-	A	A	A	-						
HCM 95th %tile Q(veh)		-	0.3	0	-	-						

Intersection												
Intersection Delay, s/veh	11.8											
Intersection LOS	B											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	127	0	0	0	0	513	43	0	515	0
Future Vol, veh/h	0	0	127	0	0	0	0	513	43	0	515	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	0	0	138	0	0	0	0	558	47	0	560	0
Number of Lanes	0	0	1	0	0	0	0	2	0	0	2	0

Approach	EB						NB			SB		
Opposing Approach							SB			NB		
Opposing Lanes	0						2			2		
Conflicting Approach Left	SB						EB					
Conflicting Lanes Left	2						1			0		
Conflicting Approach Right	NB									EB		
Conflicting Lanes Right	2						0			1		
HCM Control Delay	10.1						13.5			10.4		
HCM LOS	B						B			B		

Lane	NBLn1	NBLn2	EBLn1	SBLn1	SBLn2
Vol Left, %	0%	0%	0%	0%	0%
Vol Thru, %	100%	80%	0%	100%	100%
Vol Right, %	0%	20%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	342	214	127	258	258
LT Vol	0	0	0	0	0
Through Vol	342	171	0	258	258
RT Vol	0	43	127	0	0
Lane Flow Rate	372	233	138	280	280
Geometry Grp	7	7	2	7	7
Degree of Util (X)	0.567	0.346	0.213	0.43	0.294
Departure Headway (Hd)	5.493	5.351	5.559	5.643	3.891
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	662	677	647	641	929
Service Time	3.193	3.051	3.574	3.343	1.591
HCM Lane V/C Ratio	0.562	0.344	0.213	0.437	0.301
HCM Control Delay	15.1	10.9	10.1	12.5	8.2
HCM Lane LOS	C	B	B	B	A
HCM 95th-tile Q	3.6	1.5	0.8	2.2	1.2

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↑	↗		↕	
Traffic Vol, veh/h	18	11	41	22	24	39	36	420	24	16	442	41
Future Vol, veh/h	18	11	41	22	24	39	36	420	24	16	442	41
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	-	-	-
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	20	12	45	24	26	42	39	457	26	17	480	45
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	857	1098	503	1100	1094	229	525	0	0	483	0	0
Stage 1	537	537	-	535	535	-	-	-	-	-	-	-
Stage 2	320	561	-	565	559	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.23	7.33	6.53	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	264	212	568	178	213	774	1040	-	-	1078	-	-
Stage 1	527	522	-	498	523	-	-	-	-	-	-	-
Stage 2	667	509	-	509	510	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	212	197	568	148	198	774	1040	-	-	1078	-	-
Mov Cap-2 Maneuver	212	197	-	148	198	-	-	-	-	-	-	-
Stage 1	500	511	-	473	496	-	-	-	-	-	-	-
Stage 2	567	483	-	448	499	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	19.2		25.7		0.8		0.3					
HCM LOS	C		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1040	-	-	329	265	1078	-	-				
HCM Lane V/C Ratio	0.038	-	-	0.231	0.349	0.016	-	-				
HCM Control Delay (s)	8.6	0.2	-	19.2	25.7	8.4	0	-				
HCM Lane LOS	A	A	-	C	D	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.9	1.5	0	-	-				

HCM Signalized Intersection Capacity Analysis

7: S County Rd & Royal Palm Way

Future PM 2028

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	260	209	242	1	201	32	250	210	18	9	262	263
Future Volume (vph)	260	209	242	1	201	32	250	210	18	9	262	263
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.6	4.6		4.6		4.5	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		0.98		1.00	0.99			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		3465		1770	1840			1860	1583
Flt Permitted	0.51	1.00	1.00		0.95		0.44	1.00			0.99	1.00
Satd. Flow (perm)	952	1863	1583		3306		812	1840			1842	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)	283	227	263	1	218	35	272	228	20	10	285	286
RTOR Reduction (vph)	0	0	185	0	14	0	0	2	0	0	0	168
Lane Group Flow (vph)	283	227	78	0	240	0	272	246	0	0	295	118
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)	29.8	29.7	29.7		12.8		61.6	61.6			41.6	41.6
Effective Green, g (s)	29.8	29.7	29.7		12.8		61.6	61.6			41.6	41.6
Actuated g/C Ratio	0.30	0.30	0.30		0.13		0.61	0.61			0.41	0.41
Clearance Time (s)	4.5	4.6	4.6		4.6		4.5	4.6			4.6	4.6
Vehicle Extension (s)	3.0	4.0	4.0		3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	383	550	467		421		645	1127			762	655
v/s Ratio Prot	c0.09	0.12					c0.07	0.13				
v/s Ratio Perm	c0.13		0.05		0.07		c0.19				0.16	0.07
v/c Ratio	0.74	0.41	0.17		0.57		0.42	0.22			0.39	0.18
Uniform Delay, d1	33.0	28.4	26.2		41.3		9.8	8.7			20.6	18.7
Progression Factor	1.00	1.00	1.00		1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	7.3	0.7	0.2		1.9		0.4	0.4			1.5	0.6
Delay (s)	40.2	29.1	26.5		43.1		10.2	9.1			22.0	19.3
Level of Service	D	C	C		D		B	A			C	B
Approach Delay (s)		32.3			43.1			9.7			20.7	
Approach LOS		C			D			A			C	
Intersection Summary												
HCM 2000 Control Delay			24.9				HCM 2000 Level of Service				C	
HCM 2000 Volume to Capacity ratio			0.57									
Actuated Cycle Length (s)			100.5				Sum of lost time (s)			18.2		
Intersection Capacity Utilization			68.5%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

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	0	0	0	4	1	29	51	447	0	0	527	27
Future Vol, veh/h	0	0	0	4	1	29	51	447	0	0	527	27
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	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	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	0	4	1	32	55	486	0	0	573	29
Major/Minor				Minor1		Major1		Major2				
Conflicting Flow All				883	1198	486	602	0	-	-	-	0
Stage 1				596	596	-	-	-	-	-	-	-
Stage 2				287	602	-	-	-	-	-	-	-
Critical Hdwy				6.63	6.53	6.23	4.13	-	-	-	-	-
Critical Hdwy Stg 1				5.43	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2				5.83	5.53	-	-	-	-	-	-	-
Follow-up Hdwy				3.519	4.019	3.319	2.219	-	-	-	-	-
Pot Cap-1 Maneuver				300	185	580	973	-	0	0	-	-
Stage 1				549	491	-	-	-	0	0	-	-
Stage 2				737	488	-	-	-	0	0	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver				277	0	580	973	-	-	-	-	-
Mov Cap-2 Maneuver				277	0	-	-	-	-	-	-	-
Stage 1				507	0	-	-	-	-	-	-	-
Stage 2				737	0	-	-	-	-	-	-	-
Approach				WB		NB		SB				
HCM Control Delay, s				11.6		0.9		0				
HCM LOS				B								
Minor Lane/Major Mvmt	NBL	NBT	WBLn1	SBT	SBR							
Capacity (veh/h)	973	-	580	-	-							
HCM Lane V/C Ratio	0.057	-	0.054	-	-							
HCM Control Delay (s)	8.9	0	11.6	-	-							
HCM Lane LOS	A	A	B	-	-							
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-							

HCM Signalized Intersection Capacity Analysis

9: S County Road & Royal Poinciana Way/Main Street

Future PM 2028

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	34	105	21	207	350	37	0	249	164
Future Volume (vph)	0	0	0	34	105	21	207	350	37	0	249	164
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			0.94	
Flt Protected					0.99	1.00		0.98			1.00	
Satd. Flow (prot)					1840	1583		3446			3329	
Flt Permitted					0.99	1.00		0.66			1.00	
Satd. Flow (perm)					1840	1583		2306			3329	
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	37	114	23	225	380	40	0	271	178
RTOR Reduction (vph)	0	0	0	0	0	20	0	3	0	0	83	0
Lane Group Flow (vph)	0	0	0	0	151	3	0	642	0	0	366	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)					15.0	15.0		87.0			54.6	
Effective Green, g (s)					15.0	15.0		87.0			54.6	
Actuated g/C Ratio					0.14	0.14		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)					250	215		1823			1652	
v/s Ratio Prot											0.11	
v/s Ratio Perm					0.08	0.00		c0.28				
v/c Ratio					0.60	0.01		0.35			0.22	
Uniform Delay, d1					44.7	41.1		3.3			15.7	
Progression Factor					1.00	1.00		0.27			1.72	
Incremental Delay, d2					4.1	0.0		0.1			0.3	
Delay (s)					48.8	41.1		1.0			27.2	
Level of Service					D	D		A			C	
Approach Delay (s)		0.0			47.8			1.0			27.2	
Approach LOS		A			D			A			C	
Intersection Summary												
HCM 2000 Control Delay			16.7		HCM 2000 Level of Service						B	
HCM 2000 Volume to Capacity ratio			0.42									
Actuated Cycle Length (s)			110.0		Sum of lost time (s)						16.0	
Intersection Capacity Utilization			51.9%		ICU Level of Service						A	
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

81: S County Road

Future PM 2028

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	194	71	162	0	0	0	0	350	37	0	249	0
Future Volume (vph)	194	71	162	0	0	0	0	350	37	0	249	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	1728	1583					3489			3539	
Flt Permitted	0.95	0.98	1.00					1.00			1.00	
Satd. Flow (perm)	1681	1728	1583					3489			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)	211	77	176	0	0	0	0	380	40	0	271	0
RTOR Reduction (vph)	0	0	145	0	0	0	0	6	0	0	0	0
Lane Group Flow (vph)	141	147	31	0	0	0	0	414	0	0	271	0
Turn Type	Split	NA	Perm					NA			NA	
Protected Phases	3	3						1 2			1 4	
Permitted Phases			3									
Actuated Green, G (s)	19.4	19.4	19.4					63.6			73.6	
Effective Green, g (s)	19.4	19.4	19.4					63.6			73.6	
Actuated g/C Ratio	0.18	0.18	0.18					0.58			0.67	
Clearance Time (s)	4.0	4.0	4.0									
Vehicle Extension (s)	3.0	3.0	3.0									
Lane Grp Cap (vph)	296	304	279					2017			2367	
v/s Ratio Prot	0.08	c0.09						c0.12			c0.08	
v/s Ratio Perm			0.02									
v/c Ratio	0.48	0.48	0.11					0.21			0.11	
Uniform Delay, d1	40.7	40.8	38.1					11.1			6.5	
Progression Factor	1.00	1.00	1.00					1.00			0.38	
Incremental Delay, d2	1.2	1.2	0.2					0.2			0.0	
Delay (s)	41.9	42.0	38.2					11.3			2.5	
Level of Service	D	D	D					B			A	
Approach Delay (s)		40.6			0.0			11.3			2.5	
Approach LOS		D			A			B			A	
Intersection Summary												
HCM 2000 Control Delay			21.0									HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio			0.26									
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												

HCM Signalized Intersection Capacity Analysis

10: S County Rd & S Breakers Row

Future PM 2028

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	74	48	530	79	46	566
Future Volume (vph)	74	48	530	79	46	566
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)	1712		3470			3526
Flt Permitted	0.97		1.00			0.86
Satd. Flow (perm)	1712		3470			3057
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	80	52	576	86	50	615
RTOR Reduction (vph)	43	0	9	0	0	0
Lane Group Flow (vph)	89	0	653	0	0	665
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)	272		2415			2127
v/s Ratio Prot	c0.05		0.19			
v/s Ratio Perm						c0.22
v/c Ratio	0.33		0.27			0.31
Uniform Delay, d1	28.3		4.3			4.5
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	1.5		0.3			0.4
Delay (s)	29.8		4.6			4.9
Level of Service	C		A			A
Approach Delay (s)	29.8		4.6			4.9
Approach LOS	C		A			A
Intersection Summary						
HCM 2000 Control Delay			7.0		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.32			
Actuated Cycle Length (s)			76.0		Sum of lost time (s)	11.0
Intersection Capacity Utilization			60.5%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

11: S County Road & Sunset Ave

Future PM 2028

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	5	70	36	9	26	57	472	39	15	712	24
Future Volume (vph)	21	5	70	36	9	26	57	472	39	15	712	24
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	
Lane Util. Factor		1.00	1.00		1.00			0.95			0.95	
Frt		1.00	0.85		0.95			0.99			1.00	
Flt Protected		0.96	1.00		0.98			1.00			1.00	
Satd. Flow (prot)		1789	1583		1728			3486			3519	
Flt Permitted		0.79	1.00		0.83			0.79			0.94	
Satd. Flow (perm)		1471	1583		1466			2772			3307	
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)	23	5	76	39	10	28	62	513	42	16	774	26
RTOR Reduction (vph)	0	0	68	0	24	0	0	2	0	0	1	0
Lane Group Flow (vph)	0	28	8	0	53	0	0	615	0	0	815	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Actuated Green, G (s)		12.1	12.1		12.1			88.9			88.9	
Effective Green, g (s)		12.1	12.1		12.1			88.9			88.9	
Actuated g/C Ratio		0.11	0.11		0.11			0.81			0.81	
Clearance Time (s)		4.5	4.5		4.5			4.5			4.5	
Vehicle Extension (s)		5.0	5.0		5.0			5.0			5.0	
Lane Grp Cap (vph)		161	174		161			2240			2672	
v/s Ratio Prot												
v/s Ratio Perm		0.02	0.01		c0.04			0.22			c0.25	
v/c Ratio		0.17	0.05		0.33			0.27			0.31	
Uniform Delay, d1		44.4	43.8		45.2			2.6			2.7	
Progression Factor		1.09	1.91		1.00			1.54			0.71	
Incremental Delay, d2		1.0	0.2		2.5			0.3			0.3	
Delay (s)		49.6	84.0		47.7			4.3			2.2	
Level of Service		D	F		D			A			A	
Approach Delay (s)		74.8			47.7			4.3			2.2	
Approach LOS		E			D			A			A	
Intersection Summary												
HCM 2000 Control Delay			9.8									
HCM 2000 Level of Service											A	
HCM 2000 Volume to Capacity ratio			0.31									
Actuated Cycle Length (s)			110.0								9.0	
Intersection Capacity Utilization			60.6%								B	
ICU Level of Service												
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

12: Sunrise Ave & S County Rd

Future PM 2028

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	39	65	74	61	9	44	348	124	30	609	51
Future Volume (vph)	44	39	65	74	61	9	44	348	124	30	609	51
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		0.94		1.00	0.98			0.96			0.99	
Flt Protected		0.99		0.95	1.00			1.00			1.00	
Satd. Flow (prot)		1726		1770	1826			3397			3493	
Flt Permitted		0.87		0.55	1.00			0.83			0.91	
Satd. Flow (perm)		1528		1022	1826			2820			3173	
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)	48	42	71	80	66	10	48	378	135	33	662	55
RTOR Reduction (vph)	0	31	0	0	7	0	0	18	0	0	3	0
Lane Group Flow (vph)	0	130	0	80	69	0	0	543	0	0	747	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)		14.8		26.4	26.4			71.6			71.6	
Effective Green, g (s)		14.8		26.4	26.4			71.6			71.6	
Actuated g/C Ratio		0.13		0.24	0.24			0.65			0.65	
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)		205		283	438			1835			2065	
v/s Ratio Prot				c0.01	0.04							
v/s Ratio Perm		c0.08		0.05				0.19			c0.24	
v/c Ratio		0.63		0.28	0.16			0.30			0.36	
Uniform Delay, d1		45.0		40.3	33.0			8.3			8.8	
Progression Factor		1.00		1.00	1.00			0.53			1.00	
Incremental Delay, d2		6.3		0.6	0.2			0.4			0.5	
Delay (s)		51.3		40.8	33.2			4.8			9.3	
Level of Service		D		D	C			A			A	
Approach Delay (s)		51.3			37.1			4.8			9.3	
Approach LOS		D			D			A			A	
Intersection Summary												
HCM 2000 Control Delay		14.5										
HCM 2000 Volume to Capacity ratio		0.40										
Actuated Cycle Length (s)		110.0										
Intersection Capacity Utilization		66.1%										
Analysis Period (min)		15										
c Critical Lane Group												

Intersection												
Int Delay, s/veh	7.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↱	↰	↱	↱	↰	
Traffic Vol, veh/h	2	4	34	118	4	17	28	345	187	3	543	4
Future Vol, veh/h	2	4	34	118	4	17	28	345	187	3	543	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	2	4	37	128	4	18	30	375	203	3	590	4
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1146	1236	592	1054	1035	375	594	0	0	578	0	0
Stage 1	598	598	-	435	435	-	-	-	-	-	-	-
Stage 2	548	638	-	619	600	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	176	176	506	204	232	671	982	-	-	996	-	-
Stage 1	489	491	-	600	580	-	-	-	-	-	-	-
Stage 2	521	471	-	476	490	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	164	170	506	181	224	671	982	-	-	996	-	-
Mov Cap-2 Maneuver	164	170	-	181	224	-	-	-	-	-	-	-
Stage 1	474	490	-	581	562	-	-	-	-	-	-	-
Stage 2	487	456	-	436	489	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	15.4		63.6		0.4		0					
HCM LOS	C		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	982	-	-	389	200	996	-	-				
HCM Lane V/C Ratio	0.031	-	-	0.112	0.755	0.003	-	-				
HCM Control Delay (s)	8.8	-	-	15.4	63.6	8.6	-	-				
HCM Lane LOS	A	-	-	C	F	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.4	5.1	0	-	-				

HCM Signalized Intersection Capacity Analysis

14: Bradley PI & Sunrise Ave

Future PM 2028

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	168	39	263	91	28	371
Future Volume (vph)	168	39	263	91	28	371
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9		5.9		5.9	5.9
Lane Util. Factor	1.00		1.00		1.00	1.00
Frt	0.97		0.97		1.00	1.00
Flt Protected	0.96		1.00		0.95	1.00
Satd. Flow (prot)	1745		1798		1770	1863
Flt Permitted	0.96		1.00		0.44	1.00
Satd. Flow (perm)	1745		1798		821	1863
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	183	42	286	99	30	403
RTOR Reduction (vph)	11	0	10	0	0	0
Lane Group Flow (vph)	214	0	375	0	30	403
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases					2	
Actuated Green, G (s)	15.9		52.6		62.3	62.3
Effective Green, g (s)	15.9		52.6		62.3	62.3
Actuated g/C Ratio	0.18		0.58		0.69	0.69
Clearance Time (s)	5.9		5.9		5.9	5.9
Vehicle Extension (s)	2.5		2.5		3.0	2.5
Lane Grp Cap (vph)	308		1050		608	1289
v/s Ratio Prot	c0.12		c0.21		0.00	c0.22
v/s Ratio Perm					0.03	
v/c Ratio	0.70		0.36		0.05	0.31
Uniform Delay, d1	34.8		9.8		4.9	5.4
Progression Factor	1.00		1.00		1.00	1.00
Incremental Delay, d2	6.2		0.9		0.0	0.6
Delay (s)	40.9		10.8		5.0	6.1
Level of Service	D		B		A	A
Approach Delay (s)	40.9		10.8			6.0
Approach LOS	D		B			A
Intersection Summary						
HCM 2000 Control Delay			15.3		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.44			
Actuated Cycle Length (s)			90.0		Sum of lost time (s)	17.7
Intersection Capacity Utilization			44.8%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

15: Coaconut Row & Royal Poinciana Wy

Future PM 2028

												
Movement	EBL	EBT	EBR2	WBL	WBT	WBR	NBL	NBT	NBR	SBL2	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	268	342	101	70	616	46	238	207	91	2	174	511
Future Volume (vph)	268	342	101	70	616	46	238	207	91	2	174	511
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		4.0			4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00		0.95			1.00	1.00
Frt	1.00	0.97		1.00	1.00	0.85		0.97			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.98			1.00	1.00
Satd. Flow (prot)	3433	3418		1770	3539	1583		3374			1862	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.71			1.00	1.00
Satd. Flow (perm)	3433	3418		1770	3539	1583		2439			1855	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)	291	372	110	76	670	50	259	225	99	2	189	555
RTOR Reduction (vph)	0	60	0	0	0	32	0	0	0	0	0	62
Lane Group Flow (vph)	291	422	0	76	670	18	0	583	0	0	191	493
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		Perm	NA	pm+ov
Protected Phases	1	6		5	2		4	8			3	1
Permitted Phases						2	8			3		3
Actuated Green, G (s)	18.3	46.3		12.2	40.2	40.2		38.5			38.0	56.3
Effective Green, g (s)	18.3	46.3		12.2	40.2	40.2		38.5			38.0	56.3
Actuated g/C Ratio	0.17	0.42		0.11	0.37	0.37		0.35			0.35	0.51
Clearance Time (s)	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		5.0			5.0	5.0
Lane Grp Cap (vph)	571	1438		196	1293	578		853			640	874
v/s Ratio Prot	0.08	0.12		0.04	c0.19							c0.09
v/s Ratio Perm						0.01		c0.24			0.10	0.22
v/c Ratio	0.51	0.29		0.39	0.52	0.03		0.68			0.30	0.56
Uniform Delay, d1	41.8	21.0		45.4	27.3	22.4		30.5			26.3	18.4
Progression Factor	1.00	1.00		1.02	1.07	1.00		1.00			1.00	1.00
Incremental Delay, d2	1.5	0.5		2.6	1.5	0.1		2.9			1.2	1.4
Delay (s)	43.3	21.6		49.0	30.7	22.5		33.5			27.5	19.8
Level of Service	D	C		D	C	C		C			C	B
Approach Delay (s)		29.7			32.0			33.5			21.8	
Approach LOS		C			C			C			C	
Intersection Summary												
HCM 2000 Control Delay			29.0				HCM 2000 Level of Service				C	
HCM 2000 Volume to Capacity ratio			0.64									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)			18.0		
Intersection Capacity Utilization			75.1%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

16: Royal Palm Wy & Coconut Rd

Future PM 2028

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	173	578	25	0	877	32	236	64	13	102	77	388
Future Volume (vph)	173	578	25	0	877	32	236	64	13	102	77	388
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	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	0.97		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	3517			3520		1770	1816		1770	1863	1583
Flt Permitted	0.95	1.00			1.00		0.68	1.00		0.70	1.00	1.00
Satd. Flow (perm)	1770	3517			3520		1260	1816		1308	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)	188	628	27	0	953	35	257	70	14	111	84	422
RTOR Reduction (vph)	0	3	0	0	3	0	0	7	0	0	0	258
Lane Group Flow (vph)	188	652	0	0	985	0	257	77	0	111	84	164
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)	14.1	55.0			36.4		32.5	27.0		30.5	26.0	26.0
Effective Green, g (s)	14.1	55.0			36.4		32.5	27.0		30.5	26.0	26.0
Actuated g/C Ratio	0.14	0.55			0.36		0.32	0.27		0.30	0.26	0.26
Clearance Time (s)	4.5	4.5			4.5		4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	7.0			7.0		3.0	5.0		3.0	5.0	5.0
Lane Grp Cap (vph)	249	1934			1281		437	490		419	484	411
v/s Ratio Prot	c0.11	0.19			c0.28		c0.03	0.04		0.01	0.05	
v/s Ratio Perm							c0.16			0.07		0.10
v/c Ratio	0.76	0.34			0.77		0.59	0.16		0.26	0.17	0.40
Uniform Delay, d1	41.3	12.4			28.1		27.6	27.8		25.8	28.7	30.6
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	12.2	0.5			4.5		2.0	0.7		0.3	0.4	1.3
Delay (s)	53.5	12.9			32.6		29.6	28.5		26.1	29.0	31.9
Level of Service	D	B			C		C	C		C	C	C
Approach Delay (s)		22.0			32.6			29.3			30.5	
Approach LOS		C			C			C			C	
Intersection Summary												
HCM 2000 Control Delay	28.5			HCM 2000 Level of Service			C					
HCM 2000 Volume to Capacity ratio	0.70											
Actuated Cycle Length (s)	100.0			Sum of lost time (s)			18.0					
Intersection Capacity Utilization	73.6%			ICU Level of Service			D					
Analysis Period (min)	15											
c Critical Lane Group												

Intersection						
Intersection Delay, s/veh	4.4					
Intersection LOS	A					
Approach	EB		WB		NB	
Entry Lanes	1		1		1	
Conflicting Circle Lanes	1		1		1	
Adj Approach Flow, veh/h	456		1113		524	
Demand Flow Rate, veh/h	465		1136		534	
Vehicles Circulating, veh/h	437		309		207	
Vehicles Exiting, veh/h	309		207		437	
Follow-Up Headway, s	3.186		3.186		3.186	
Ped Vol Crossing Leg, #/h	0		0		0	
Ped Cap Adj	1.000		1.000		1.000	
Approach Delay, s/veh	3.8		4.6		4.4	
Approach LOS	A		A		A	
Lane	Left	Bypass	Left	Bypass	Left	Bypass
Designated Moves	T	R	L	R	L	R
Assumed Moves	T	R	L	R	L	R
RT Channelized		Free		Free		Free
Lane Util	1.000		1.000		1.000	
Critical Headway, s	5.193		5.193		5.193	
Entry Flow, veh/h	207	258	437	699	309	225
Cap Entry Lane, veh/h	730	1938	830	1938	919	1938
Entry HV Adj Factor	0.980	0.980	0.979	0.980	0.981	0.980
Flow Entry, veh/h	203	253	428	685	303	221
Cap Entry, veh/h	716	1900	812	1900	901	1900
V/C Ratio	0.284	0.133	0.527	0.361	0.336	0.116
Control Delay, s/veh	8.4	0.0	11.9	0.0	7.7	0.0
LOS	A	A	B	A	A	A
95th %tile Queue, veh	1	0	3	2	1	0

Intersection

Int Delay, s/veh 3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	756	156	32	1559	2	53
Future Vol, veh/h	756	156	32	1559	2	53
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	822	170	35	1695	2	58

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	992
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	693
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	693
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.4	12.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	519	-	-	693	-
HCM Lane V/C Ratio	0.111	-	-	0.05	-
HCM Control Delay (s)	12.8	-	-	10.5	4.3
HCM Lane LOS	B	-	-	B	A
HCM 95th %tile Q(veh)	0.4	-	-	0.2	-

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	5	1	24	3	20	0	55	18	34	137	1
Future Vol, veh/h	2	5	1	24	3	20	0	55	18	34	137	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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	5	1	26	3	22	0	60	20	37	149	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.6	7.7	7.5	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	25%	51%	20%
Vol Thru, %	75%	62%	6%	80%
Vol Right, %	25%	12%	43%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	73	8	47	172
LT Vol	0	2	24	34
Through Vol	55	5	3	137
RT Vol	18	1	20	1
Lane Flow Rate	79	9	51	187
Geometry Grp	1	1	1	1
Degree of Util (X)	0.089	0.011	0.062	0.215
Departure Headway (Hd)	4.031	4.551	4.374	4.135
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	876	791	824	862
Service Time	2.114	2.553	2.374	2.19
HCM Lane V/C Ratio	0.09	0.011	0.062	0.217
HCM Control Delay	7.5	7.6	7.7	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0	0.2	0.8

Intersection						
Int Delay, s/veh	3.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	73	20	63	96
Future Vol, veh/h	0	0	73	20	63	96
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	-	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	79	22	68	104
Major/Minor		Minor2		Major2		
Conflicting Flow All		240	104	0	0	
Stage 1		240	-	-	-	
Stage 2		0	-	-	-	
Critical Hdwy		6.52	6.22	4.12	-	
Critical Hdwy Stg 1		5.52	-	-	-	
Critical Hdwy Stg 2		-	-	-	-	
Follow-up Hdwy		4.018	3.318	2.218	-	
Pot Cap-1 Maneuver		661	951	-	-	
Stage 1		707	-	-	-	
Stage 2		-	-	-	-	
Platoon blocked, %					-	
Mov Cap-1 Maneuver		0	951	-	-	
Mov Cap-2 Maneuver		0	-	-	-	
Stage 1		0	-	-	-	
Stage 2		0	-	-	-	
Approach		NB		SB		
HCM Control Delay, s		9.2				
HCM LOS		A				
Minor Lane/Major Mvmt	NBLn1	SBL	SBT			
Capacity (veh/h)	951	-	-			
HCM Lane V/C Ratio	0.106	-	-			
HCM Control Delay (s)	9.2	-	-			
HCM Lane LOS	A	-	-			
HCM 95th %tile Q(veh)	0.4	-	-			

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	23	0	63	0	90
Future Vol, veh/h	16	23	0	63	0	90
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	25	0	68	0	98
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	7.2	6.8	7.6
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	41%	0%
Vol Thru, %	0%	0%	100%
Vol Right, %	100%	59%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	63	39	90
LT Vol	0	16	0
Through Vol	0	0	90
RT Vol	63	23	0
Lane Flow Rate	68	42	98
Geometry Grp	1	1	1
Degree of Util (X)	0.066	0.046	0.11
Departure Headway (Hd)	3.482	3.947	4.061
Convergence, Y/N	Yes	Yes	Yes
Cap	1024	901	883
Service Time	1.517	2	2.081
HCM Lane V/C Ratio	0.066	0.047	0.111
HCM Control Delay	6.8	7.2	7.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.1	0.4

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	59	19	103	0	2
Future Vol, veh/h	0	0	0	0	0	0	0	59	19	103	0	2
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	0	0	0	0	0	0	0	64	21	112	0	2
Number of Lanes	0	0	0	0	1	0	0	1	0	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	0	7.3	7.8
HCM LOS	-	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	98%
Vol Thru, %	76%	100%	0%
Vol Right, %	24%	0%	2%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	78	0	105
LT Vol	0	0	103
Through Vol	59	0	0
RT Vol	19	0	2
Lane Flow Rate	85	0	114
Geometry Grp	1	1	1
Degree of Util (X)	0.091	0	0.133
Departure Headway (Hd)	3.872	4.273	4.181
Convergence, Y/N	Yes	Yes	Yes
Cap	925	0	859
Service Time	1.898	2.363	2.195
HCM Lane V/C Ratio	0.092	0	0.133
HCM Control Delay	7.3	7.4	7.8
HCM Lane LOS	A	N	A
HCM 95th-tile Q	0.3	0	0.5

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑	↑		↑
Traffic Vol, veh/h	0	0	53	190	0	15
Future Vol, veh/h	0	0	53	190	0	15
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, #	-983040	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	58	207	0	16
Major/Minor		Major2		Minor2		
Conflicting Flow All		-	0	-	-	58
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	1008	-
Stage 1		-	-	0	-	-
Stage 2		-	-	0	-	-
Platoon blocked, %		-	-	-	-	-
Mov Cap-1 Maneuver		-	-	-	1008	-
Mov Cap-2 Maneuver		-	-	-	-	-
Stage 1		-	-	-	-	-
Stage 2		-	-	-	-	-
Approach		WB		SB		
HCM Control Delay, s		0		8.6		
HCM LOS				A		
Minor Lane/Major Mvmt	WBT	WBR	SBLn1			
Capacity (veh/h)	-	-	1008			
HCM Lane V/C Ratio	-	-	0.016			
HCM Control Delay (s)	-	-	8.6			
HCM Lane LOS	-	-	A			
HCM 95th %tile Q(veh)	-	-	0			



APPENDIX E

Existing (2023) and Forecasted (2028) Queue Synchro Output Reports

1: S County Rd & Golfview Rd/Hammon Ave



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	18	18	221	286
v/c Ratio	0.06	0.06	0.13	0.18
Control Delay	11.4	13.9	1.6	1.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	11.4	13.9	1.6	1.8
Queue Length 50th (ft)	2	3	0	0
Queue Length 95th (ft)	13	14	35	48
Internal Link Dist (ft)	1141	700	340	7
Turn Bay Length (ft)				
Base Capacity (vph)	839	835	1691	1612
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	0.02	0.02	0.13	0.18
Intersection Summary				

2: Worth Ave & S County Rd



Lane Group	WBT	SBL	SBR	NWL	NWR
Lane Group Flow (vph)	177	258	46	67	154
v/c Ratio	0.38	0.24	0.05	0.07	0.12
Control Delay	20.1	4.4	0.2	2.8	2.9
Queue Delay	0.0	0.3	0.0	0.0	0.0
Total Delay	20.1	4.7	0.2	2.8	2.9
Queue Length 50th (ft)	24	20	0	6	15
Queue Length 95th (ft)	52	36	0	18	37
Internal Link Dist (ft)	985	197		286	
Turn Bay Length (ft)				150	
Base Capacity (vph)	1178	1084	995	975	1242
Starvation Cap Reductn	0	387	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	0.37	0.05	0.07	0.12
Intersection Summary					

3: S County Rd & Peruvian Ave

	→	↘	↑	↓
Lane Group	EBT	EBR	NBT	SBT
Lane Group Flow (vph)	60	38	254	302
v/c Ratio	0.27	0.15	0.09	0.16
Control Delay	37.9	4.6	2.8	9.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	37.9	4.6	2.8	9.5
Queue Length 50th (ft)	32	0	18	39
Queue Length 95th (ft)	65	12	36	68
Internal Link Dist (ft)	1430		197	83
Turn Bay Length (ft)				
Base Capacity (vph)	629	589	2750	1875
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	0.10	0.06	0.09	0.16
Intersection Summary				

7: S County Rd & Royal Palm Way



Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	471	210	195	147	120	170	167	98
v/c Ratio	1.06	0.34	0.30	0.35	0.17	0.16	0.26	0.16
Control Delay	88.4	24.2	4.6	30.4	10.0	9.9	22.6	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	88.4	24.2	4.6	30.4	10.0	9.9	22.6	3.7
Queue Length 50th (ft)	~259	88	0	31	30	43	67	0
Queue Length 95th (ft)	#392	146	44	60	56	76	118	25
Internal Link Dist (ft)		613		929		213	81	
Turn Bay Length (ft)	180							
Base Capacity (vph)	445	838	819	802	699	1042	641	620
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	1.06	0.25	0.24	0.18	0.17	0.16	0.26	0.16

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.

9: Royal Poinciana Way & N County Rd



Lane Group	EBL	EBT	EBR	NBT	SBT
Lane Group Flow (vph)	163	167	190	779	247
v/c Ratio	0.44	0.44	0.38	1.44dl	0.11
Control Delay	35.7	35.7	6.4	30.3	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.4
Total Delay	35.7	35.7	6.4	30.3	3.9
Queue Length 50th (ft)	94	96	0	202	12
Queue Length 95th (ft)	144	147	49	#391	16
Internal Link Dist (ft)		889		1059	61
Turn Bay Length (ft)	410				
Base Capacity (vph)	504	513	607	941	2232
Starvation Cap Reductn	0	0	0	0	1552
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.32	0.33	0.31	0.83	0.36

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.

81: N County Rd & E Main Street



Lane Group	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	46	3	732	402
v/c Ratio	0.24	0.01	0.32	0.24
Control Delay	44.5	0.0	0.5	10.6
Queue Delay	0.0	0.0	0.5	0.6
Total Delay	44.5	0.0	0.9	11.1
Queue Length 50th (ft)	28	0	3	44
Queue Length 95th (ft)	62	0	m3	88
Internal Link Dist (ft)	650		61	176
Turn Bay Length (ft)				
Base Capacity (vph)	286	342	2524	1691
Starvation Cap Reductn	0	0	1230	883
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.16	0.01	0.57	0.50

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

10: S County Rd & S Breakers Row



Lane Group	WBL	NBT	SBT
Lane Group Flow (vph)	42	790	425
v/c Ratio	0.10	0.26	0.15
Control Delay	13.8	3.2	3.0
Queue Delay	0.0	0.0	0.0
Total Delay	13.8	3.2	3.0
Queue Length 50th (ft)	7	0	0
Queue Length 95th (ft)	29	93	49
Internal Link Dist (ft)	294	149	1059
Turn Bay Length (ft)			
Base Capacity (vph)	678	2996	2796
Starvation Cap Reductn	0	309	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.06	0.29	0.15
Intersection Summary			

11: S County Road & Sunset Ave

	→	↘	←	↑	↓
Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	28	48	17	891	369
v/c Ratio	0.11	0.14	0.06	0.34	0.13
Control Delay	29.0	10.0	24.4	3.8	3.0
Queue Delay	0.0	0.0	0.0	0.5	0.0
Total Delay	29.0	10.0	24.4	4.3	3.0
Queue Length 50th (ft)	14	0	6	80	26
Queue Length 95th (ft)	34	28	22	109	39
Internal Link Dist (ft)	655		701	176	196
Turn Bay Length (ft)					
Base Capacity (vph)	352	443	386	2641	2736
Starvation Cap Reductn	0	0	0	1199	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.08	0.11	0.04	0.62	0.13
Intersection Summary					

12: Sunrise Ave & S County Rd



Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	107	67	38	844	314
v/c Ratio	0.42	0.15	0.07	0.45	0.17
Control Delay	28.6	16.8	11.4	12.3	9.8
Queue Delay	0.0	0.0	0.0	0.1	0.0
Total Delay	28.6	16.8	11.4	12.4	9.8
Queue Length 50th (ft)	36	19	7	123	36
Queue Length 95th (ft)	79	44	25	187	64
Internal Link Dist (ft)	636		754	29	288
Turn Bay Length (ft)					
Base Capacity (vph)	534	641	1165	1878	1842
Starvation Cap Reductn	0	0	0	221	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.20	0.10	0.03	0.51	0.17
Intersection Summary					

14: Bradley Pl & Sunrise Ave



Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	119	534	21	207
v/c Ratio	0.35	0.43	0.04	0.16
Control Delay	15.3	8.8	4.5	4.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	15.3	8.8	4.5	4.8
Queue Length 50th (ft)	19	79	2	26
Queue Length 95th (ft)	54	227	9	50
Internal Link Dist (ft)	215	322		127
Turn Bay Length (ft)			40	
Base Capacity (vph)	503	1236	525	1323
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	0.43	0.04	0.16
Intersection Summary				

15: Coconut Row & Royal Poinciana Way



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	517	776	28	203	21	59	321	93	272
v/c Ratio	0.78	0.46	0.08	0.17	0.03	0.13	0.57	0.25	0.34
Control Delay	40.9	17.0	28.2	19.9	0.1	20.3	24.9	29.7	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.9	17.0	28.2	19.9	0.1	20.3	24.9	29.7	2.6
Queue Length 50th (ft)	128	99	12	37	0	21	119	40	0
Queue Length 95th (ft)	#210	239	34	65	0	47	196	81	29
Internal Link Dist (ft)		791		910			1	111	
Turn Bay Length (ft)	240		110			150			
Base Capacity (vph)	659	1687	339	1178	611	450	859	620	935
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	0.78	0.46	0.08	0.17	0.03	0.13	0.37	0.15	0.29

Intersection Summary

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

Queue shown is maximum after two cycles.

16: Royal Palm Wy & Coconut Rd



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	340	1044	341	52	30	74	39	179
v/c Ratio	1.49	0.44	0.20	0.22	0.14	0.26	0.17	0.52
Control Delay	273.3	7.9	12.7	29.4	30.6	27.6	36.2	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	273.3	7.9	12.7	29.4	30.6	27.6	36.2	11.6
Queue Length 50th (ft)	~264	132	51	27	12	31	20	0
Queue Length 95th (ft)	#467	222	90	49	37	65	50	57
Internal Link Dist (ft)		274	321		396		171	
Turn Bay Length (ft)	150					225		
Base Capacity (vph)	228	2398	1733	298	567	316	583	618
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	1.49	0.44	0.20	0.17	0.05	0.23	0.07	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.

1: S County Rd & Golfview Rd/Hammon Ave

	→	←	↑	↓
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	27	42	177	524
v/c Ratio	0.09	0.14	0.11	0.35
Control Delay (s/veh)	9.6	12.6	1.9	3.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.6	12.6	1.9	3.1
Queue Length 50th (ft)	3	8	0	0
Queue Length 95th (ft)	13	20	30	115
Internal Link Dist (ft)	1141	700	340	7
Turn Bay Length (ft)				
Base Capacity (vph)	885	829	1663	1483
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	0.11	0.35
Intersection Summary				

2: Worth Ave & S County Rd



Lane Group	WBT	SBL	SBR	NWL	NWR
Lane Group Flow (vph)	268	366	158	60	159
v/c Ratio	0.37	0.38	0.17	0.08	0.14
Control Delay (s/veh)	17.3	7.0	0.6	5.6	5.5
Queue Delay	0.0	0.2	0.2	0.0	0.0
Total Delay (s/veh)	17.3	7.2	0.8	5.6	5.5
Queue Length 50th (ft)	37	39	0	8	24
Queue Length 95th (ft)	63	78	0	27	62
Internal Link Dist (ft)	985	197		286	
Turn Bay Length (ft)				150	
Base Capacity (vph)	1200	959	930	792	1131
Starvation Cap Reductn	0	163	332	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.22	0.46	0.26	0.08	0.14
Intersection Summary					

3: S County Rd & Peruvian Ave

	→	↘	↑	↓
Lane Group	EBT	EBR	NBT	SBT
Lane Group Flow (vph)	145	145	302	493
v/c Ratio	0.42	0.35	0.12	0.30
Control Delay (s/veh)	34.1	7.1	5.3	14.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	34.1	7.1	5.3	14.5
Queue Length 50th (ft)	73	0	28	84
Queue Length 95th (ft)	113	42	51	145
Internal Link Dist (ft)	1430		197	83
Turn Bay Length (ft)				
Base Capacity (vph)	627	640	2501	1651
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	4
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.23	0.23	0.12	0.30
Intersection Summary				

7: S County Rd & Royal Palm Way



Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	268	216	250	242	259	235	281	272
v/c Ratio	0.65	0.34	0.36	0.54	0.44	0.23	0.45	0.38
Control Delay (s/veh)	31.0	23.8	4.3	39.2	13.5	11.1	26.8	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	31.0	23.8	4.3	39.2	13.5	11.1	26.8	4.7
Queue Length 50th (ft)	117	91	0	65	73	63	125	0
Queue Length 95th (ft)	187	149	48	103	128	113	211	54
Internal Link Dist (ft)		613		929		213	81	
Turn Bay Length (ft)	180							
Base Capacity (vph)	425	832	846	759	596	1029	627	718
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	0.63	0.26	0.30	0.32	0.43	0.23	0.45	0.38
Intersection Summary								

9: Royal Poinciana Way & N County Rd



Lane Group	EBL	EBT	EBR	NBT	SBT
Lane Group Flow (vph)	123	127	167	598	247
v/c Ratio	0.52	0.52	0.46	0.30	0.17
Control Delay (s/veh)	49.6	49.4	10.0	4.3	9.1
Queue Delay	78.6	77.9	0.0	0.0	0.6
Total Delay (s/veh)	128.1	127.2	10.0	4.3	9.7
Queue Length 50th (ft)	84	87	0	48	30
Queue Length 95th (ft)	135	138	55	94	38
Internal Link Dist (ft)		889		1059	61
Turn Bay Length (ft)	410				
Base Capacity (vph)	359	370	469	2002	1426
Starvation Cap Reductn	0	0	0	0	852
Spillback Cap Reductn	261	269	0	71	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.26	1.26	0.36	0.31	0.43
Intersection Summary					

81: N County Rd & E Main Street



Lane Group	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	144	22	560	402
v/c Ratio	0.56	0.07	0.31	0.28
Control Delay (s/veh)	50.3	0.5	7.9	15.4
Queue Delay	0.0	0.0	1.1	0.8
Total Delay (s/veh)	50.3	0.5	9.0	16.2
Queue Length 50th (ft)	94	0	77	61
Queue Length 95th (ft)	146	0	136	109
Internal Link Dist (ft)	650		61	176
Turn Bay Length (ft)				
Base Capacity (vph)	393	422	1815	1424
Starvation Cap Reductn	0	0	971	706
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.37	0.05	0.66	0.56
Intersection Summary				

10: S County Rd & S Breakers Row



Lane Group	WBL	NBT	SBT
Lane Group Flow (vph)	126	630	634
v/c Ratio	0.29	0.26	0.29
Control Delay (s/veh)	15.3	4.9	5.4
Queue Delay	0.0	0.2	0.0
Total Delay (s/veh)	15.3	5.1	5.4
Queue Length 50th (ft)	24	47	52
Queue Length 95th (ft)	64	69	76
Internal Link Dist (ft)	294	149	1059
Turn Bay Length (ft)			
Base Capacity (vph)	701	2454	2186
Starvation Cap Reductn	0	1035	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.18	0.44	0.29
Intersection Summary			

11: S County Road & Sunset Ave

					
Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	23	73	24	546	764
v/c Ratio	0.09	0.21	0.08	0.25	0.29
Control Delay (s/veh)	28.5	9.1	24.9	4.1	4.2
Queue Delay	0.0	0.0	0.0	0.4	0.2
Total Delay (s/veh)	28.5	9.1	24.9	4.5	4.5
Queue Length 50th (ft)	10	0	9	43	64
Queue Length 95th (ft)	29	33	28	63	87
Internal Link Dist (ft)	655		701	176	196
Turn Bay Length (ft)					
Base Capacity (vph)	358	450	403	2212	2594
Starvation Cap Reductn	0	0	0	1121	1005
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.06	0.16	0.06	0.50	0.48
Intersection Summary					

12: Sunrise Ave & S County Rd

					
Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	149	76	73	496	688
v/c Ratio	0.53	0.17	0.13	0.32	0.40
Control Delay (s/veh)	26.2	17.1	14.4	10.6	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	26.2	17.1	14.4	10.6	12.1
Queue Length 50th (ft)	41	22	18	56	90
Queue Length 95th (ft)	93	48	44	101	150
Internal Link Dist (ft)	636		754	29	288
Turn Bay Length (ft)					
Base Capacity (vph)	545	631	1137	1546	1717
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	0.27	0.12	0.06	0.32	0.40
Intersection Summary					

14: Bradley PI & Sunrise Ave



Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	214	367	29	384
v/c Ratio	0.59	0.37	0.05	0.34
Control Delay (s/veh)	26.7	10.7	6.0	7.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	26.7	10.7	6.0	7.5
Queue Length 50th (ft)	61	48	3	57
Queue Length 95th (ft)	117	161	14	124
Internal Link Dist (ft)	215	322		127
Turn Bay Length (ft)			40	
Base Capacity (vph)	473	989	553	1133
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	0.45	0.37	0.05	0.34
Intersection Summary				

15: Coconut Row & Royal Poinciana Way



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	277	457	73	637	48	246	309	182	528
v/c Ratio	0.43	0.34	0.28	0.51	0.07	0.66	0.51	0.42	0.74
Control Delay (s/veh)	38.5	21.1	43.0	30.0	0.2	40.5	29.2	37.0	20.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	38.5	21.1	43.0	30.0	0.2	40.5	29.2	37.0	20.2
Queue Length 50th (ft)	87	101	44	174	0	126	152	103	189
Queue Length 95th (ft)	111	142	88	267	0	197	235	169	216
Internal Link Dist (ft)		791		910			1	111	
Turn Bay Length (ft)	240		110			150			
Base Capacity (vph)	1008	1358	264	1237	655	375	622	455	885
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	0.27	0.34	0.28	0.51	0.07	0.66	0.50	0.40	0.60

Intersection Summary

16: Royal Palm Wy & Coconut Rd



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	179	624	940	245	79	105	79	401
v/c Ratio	0.93	0.31	0.64	0.59	0.20	0.26	0.24	0.80
Control Delay (s/veh)	95.5	12.0	25.7	31.9	30.2	24.2	34.9	24.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	95.5	12.0	25.7	31.9	30.2	24.2	34.9	24.9
Queue Length 50th (ft)	112	98	237	115	37	45	42	75
Queue Length 95th (ft)	#265	157	346	181	77	83	83	188
Internal Link Dist (ft)		274	321		396		171	
Turn Bay Length (ft)	150					225		
Base Capacity (vph)	192	2022	1477	412	485	425	491	616
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	0.93	0.31	0.64	0.59	0.16	0.25	0.16	0.65

Intersection Summary

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

Queue shown is maximum after two cycles.

Queues

Future AM 2028

1: S County Rd & Golfview Rd/Hammon Ave



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	18	18	243	309
v/c Ratio	0.10	0.10	0.14	0.19
Control Delay	22.8	29.7	0.9	1.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	22.8	29.7	0.9	1.0
Queue Length 50th (ft)	4	7	0	1
Queue Length 95th (ft)	21	25	35	44
Internal Link Dist (ft)	1141	700	340	7
Turn Bay Length (ft)				
Base Capacity (vph)	568	562	1745	1658
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	0.03	0.14	0.19
Intersection Summary				

2: Worth Ave & S County Rd



Lane Group	WBT	SBL	SBR	NWL	NWR
Lane Group Flow (vph)	211	271	48	71	162
v/c Ratio	0.36	0.25	0.05	0.08	0.14
Control Delay	14.4	3.7	0.1	3.7	3.8
Queue Delay	0.0	0.3	0.0	0.0	0.0
Total Delay	14.4	4.0	0.1	3.7	3.8
Queue Length 50th (ft)	20	17	0	6	15
Queue Length 95th (ft)	45	32	0	26	53
Internal Link Dist (ft)	985	197		286	
Turn Bay Length (ft)				150	
Base Capacity (vph)	1272	1106	1021	851	1152
Starvation Cap Reductn	0	366	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	0.37	0.05	0.08	0.14
Intersection Summary					

3: S County Rd & Peruvian Ave

	→	↘	↑	↓
Lane Group	EBT	EBR	NBT	SBT
Lane Group Flow (vph)	63	40	283	343
v/c Ratio	0.23	0.13	0.11	0.19
Control Delay	26.9	2.0	3.4	7.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	26.9	2.0	3.4	7.0
Queue Length 50th (ft)	25	0	20	30
Queue Length 95th (ft)	52	6	35	60
Internal Link Dist (ft)	1430		197	83
Turn Bay Length (ft)				
Base Capacity (vph)	679	642	2551	1825
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	0.06	0.11	0.19
Intersection Summary				

7: S County Rd & Royal Palm Way

								
Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	495	221	204	154	126	179	176	103
v/c Ratio	0.75	0.28	0.26	0.40	0.22	0.20	0.32	0.19
Control Delay	35.1	20.5	3.6	34.9	15.0	15.0	29.0	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.1	20.5	3.6	34.9	15.0	15.0	29.0	4.8
Queue Length 50th (ft)	249	91	0	37	42	61	86	0
Queue Length 95th (ft)	366	146	42	67	76	102	144	31
Internal Link Dist (ft)		613		929		213	81	
Turn Bay Length (ft)	180							
Base Capacity (vph)	659	778	780	674	582	909	558	556
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	0.75	0.28	0.26	0.23	0.22	0.20	0.32	0.19
Intersection Summary								

9: S County Road & Royal Poinciana Way/Main Street



Lane Group	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	48	3	819	428
v/c Ratio	0.22	0.01	0.37	0.28
Control Delay	36.3	0.0	0.6	10.2
Queue Delay	0.0	0.0	0.2	0.5
Total Delay	36.3	0.0	0.8	10.8
Queue Length 50th (ft)	24	0	0	45
Queue Length 95th (ft)	55	0	0	77
Internal Link Dist (ft)	328		55	183
Turn Bay Length (ft)				
Base Capacity (vph)	500	512	2267	1525
Starvation Cap Reductn	0	0	600	688
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.10	0.01	0.49	0.51
Intersection Summary				

Queues
81: S County Road

Future AM 2028

					
Lane Group	EBL	EBT	EBR	NBT	SBT
Lane Group Flow (vph)	174	177	200	703	262
v/c Ratio	0.51	0.51	0.42	0.37	0.12
Control Delay	35.8	35.7	7.4	12.2	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.5
Total Delay	35.8	35.7	7.4	12.2	4.0
Queue Length 50th (ft)	86	88	0	107	12
Queue Length 95th (ft)	152	153	53	150	14
Internal Link Dist (ft)		373		1058	55
Turn Bay Length (ft)	410				
Base Capacity (vph)	355	362	492	1881	2112
Starvation Cap Reductn	0	0	0	0	1443
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.49	0.49	0.41	0.37	0.39
Intersection Summary					

10: S County Rd & S Breakers Row



Lane Group	WBL	NBT	SBT
Lane Group Flow (vph)	44	830	276
v/c Ratio	0.12	0.30	0.11
Control Delay	17.2	4.4	3.8
Queue Delay	0.0	0.3	0.0
Total Delay	17.2	4.7	3.8
Queue Length 50th (ft)	9	78	22
Queue Length 95th (ft)	35	106	35
Internal Link Dist (ft)	294	149	1058
Turn Bay Length (ft)			
Base Capacity (vph)	630	2795	2542
Starvation Cap Reductn	0	1148	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.07	0.50	0.11
Intersection Summary			

Queues
11: S County Road & Sunset Ave

Future AM 2028

					
Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	30	50	23	944	388
v/c Ratio	0.13	0.16	0.09	0.38	0.15
Control Delay	27.0	14.0	29.0	4.4	1.7
Queue Delay	0.0	0.0	0.0	1.0	0.0
Total Delay	27.0	14.0	29.0	5.4	1.7
Queue Length 50th (ft)	18	8	9	87	7
Queue Length 95th (ft)	m35	m37	31	116	23
Internal Link Dist (ft)	655		701	183	196
Turn Bay Length (ft)					
Base Capacity (vph)	412	492	433	2497	2602
Starvation Cap Reductn	0	0	0	1195	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.07	0.10	0.05	0.73	0.15
Intersection Summary					
m Volume for 95th percentile queue is metered by upstream signal.					

12: Sunrise Ave & S County Rd

	→	↘	←	↑	↓
Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	113	71	40	893	335
v/c Ratio	0.53	0.20	0.09	0.42	0.16
Control Delay	36.2	25.5	16.5	8.1	8.3
Queue Delay	0.0	0.0	0.0	0.1	0.0
Total Delay	36.2	25.5	16.5	8.1	8.3
Queue Length 50th (ft)	44	31	11	95	40
Queue Length 95th (ft)	78	59	32	116	70
Internal Link Dist (ft)	636		754	29	288
Turn Bay Length (ft)					
Base Capacity (vph)	416	430	828	2114	2037
Starvation Cap Reductn	0	0	0	231	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.27	0.17	0.05	0.47	0.16
Intersection Summary					

14: Bradley PI & Sunrise Ave



Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	125	561	22	217
v/c Ratio	0.49	0.44	0.04	0.16
Control Delay	26.0	3.1	3.4	3.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	26.0	3.1	3.4	3.7
Queue Length 50th (ft)	37	31	2	27
Queue Length 95th (ft)	85	79	9	55
Internal Link Dist (ft)	215	322		127
Turn Bay Length (ft)			40	
Base Capacity (vph)	475	1271	571	1393
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	0.26	0.44	0.04	0.16
Intersection Summary				

15: Coaconut Row & Royal Poinciana Wy



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	543	815	29	214	22	399	98	286
v/c Ratio	0.61	0.75	0.06	0.20	0.04	0.45	0.18	0.27
Control Delay	32.6	29.5	24.8	24.4	0.1	27.7	31.4	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.6	29.5	24.8	24.4	0.1	27.7	31.4	1.2
Queue Length 50th (ft)	137	187	12	48	0	96	46	0
Queue Length 95th (ft)	189	257	33	76	0	140	86	17
Internal Link Dist (ft)		200		426		211	174	
Turn Bay Length (ft)	240		110		150			
Base Capacity (vph)	883	1082	481	1075	569	1218	538	1059
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	0.75	0.06	0.20	0.04	0.33	0.18	0.27
Intersection Summary								

16: Royal Palm Wy & Coconut Rd



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	358	1098	358	54	31	77	41	188
v/c Ratio	0.80	0.43	0.24	0.28	0.16	0.36	0.21	0.57
Control Delay	49.9	6.5	18.8	37.5	34.7	38.5	42.7	13.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.9	6.5	18.8	37.5	34.7	38.5	42.7	13.1
Queue Length 50th (ft)	215	127	72	29	14	42	25	0
Queue Length 95th (ft)	#356	205	116	58	40	77	54	60
Internal Link Dist (ft)		274	321		396		171	
Turn Bay Length (ft)	150					225		
Base Capacity (vph)	449	2576	1511	191	470	214	481	548
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	0.43	0.24	0.28	0.07	0.36	0.09	0.34

Intersection Summary

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

Queue shown is maximum after two cycles.

Queues

Future PM 2028

1: S County Rd & Golfview Rd/Hammon Ave



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	28	44	194	590
v/c Ratio	0.16	0.27	0.12	0.43
Control Delay	21.9	32.2	2.1	5.7
Queue Delay	0.0	0.0	0.0	0.1
Total Delay	21.9	32.2	2.1	5.8
Queue Length 50th (ft)	6	18	14	57
Queue Length 95th (ft)	27	45	33	193
Internal Link Dist (ft)	1141	700	340	7
Turn Bay Length (ft)				
Base Capacity (vph)	480	473	1555	1385
Starvation Cap Reductn	0	0	0	125
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.06	0.09	0.12	0.47
Intersection Summary				

2: Worth Ave & S County Rd



Lane Group	WBT	SBL	SBR	NWL	NWR
Lane Group Flow (vph)	416	385	165	60	166
v/c Ratio	0.43	0.39	0.17	0.10	0.17
Control Delay	10.8	6.3	0.6	9.3	9.6
Queue Delay	0.0	0.2	0.0	0.0	0.0
Total Delay	10.8	6.4	0.6	9.3	9.6
Queue Length 50th (ft)	37	34	0	9	31
Queue Length 95th (ft)	60	71	0	35	86
Internal Link Dist (ft)	985	197		286	
Turn Bay Length (ft)				150	
Base Capacity (vph)	1329	976	947	623	990
Starvation Cap Reductn	0	118	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.31	0.45	0.17	0.10	0.17
Intersection Summary					

3: S County Rd & Peruvian Ave

	→	↘	↑	↓
Lane Group	EBT	EBR	NBT	SBT
Lane Group Flow (vph)	154	152	399	539
v/c Ratio	0.33	0.30	0.18	0.34
Control Delay	21.4	4.7	7.3	12.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	21.4	4.7	7.3	12.1
Queue Length 50th (ft)	54	0	40	70
Queue Length 95th (ft)	84	33	67	134
Internal Link Dist (ft)	1430		197	83
Turn Bay Length (ft)				
Base Capacity (vph)	676	683	2199	1597
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	0.23	0.22	0.18	0.34
Intersection Summary				

7: S County Rd & Royal Palm Way



Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	283	227	263	254	272	248	295	286
v/c Ratio	0.74	0.41	0.40	0.59	0.42	0.22	0.39	0.35
Control Delay	46.1	29.9	4.8	44.1	12.0	10.0	24.0	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.1	29.9	4.8	44.1	12.0	10.0	24.0	4.2
Queue Length 50th (ft)	154	118	0	76	71	61	125	0
Queue Length 95th (ft)	207	164	51	113	141	125	235	58
Internal Link Dist (ft)		613		929		213	81	
Turn Bay Length (ft)	180							
Base Capacity (vph)	455	739	787	634	646	1130	762	823
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	0.62	0.31	0.33	0.40	0.42	0.22	0.39	0.35
Intersection Summary								

9: S County Road & Royal Poinciana Way/Main Street



Lane Group	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	151	23	645	449
v/c Ratio	0.60	0.08	0.35	0.26
Control Delay	54.0	0.5	1.5	19.3
Queue Delay	0.0	0.0	0.2	0.6
Total Delay	54.0	0.5	1.8	19.9
Queue Length 50th (ft)	103	0	5	81
Queue Length 95th (ft)	159	0	15	138
Internal Link Dist (ft)	328		55	183
Turn Bay Length (ft)				
Base Capacity (vph)	384	401	1902	1734
Starvation Cap Reductn	0	0	582	884
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.39	0.06	0.49	0.53
Intersection Summary				

Queues
81: S County Road

Future PM 2028

					
Lane Group	EBL	EBT	EBR	NBT	SBT
Lane Group Flow (vph)	141	147	176	420	271
v/c Ratio	0.47	0.48	0.42	0.21	0.11
Control Delay	45.5	45.6	8.7	12.3	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.5
Total Delay	45.5	45.6	8.7	12.3	3.3
Queue Length 50th (ft)	94	98	0	67	14
Queue Length 95th (ft)	155	161	57	117	12
Internal Link Dist (ft)		373		1058	55
Turn Bay Length (ft)	410				
Base Capacity (vph)	351	361	470	2021	2352
Starvation Cap Reductn	0	0	0	0	1688
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.40	0.41	0.37	0.21	0.41
Intersection Summary					

10: S County Rd & S Breakers Row



Lane Group	WBL	NBT	SBT
Lane Group Flow (vph)	132	662	665
v/c Ratio	0.35	0.26	0.30
Control Delay	19.6	5.0	5.5
Queue Delay	0.0	0.3	0.0
Total Delay	19.6	5.3	5.5
Queue Length 50th (ft)	32	56	62
Queue Length 95th (ft)	79	80	89
Internal Link Dist (ft)	294	149	1058
Turn Bay Length (ft)			
Base Capacity (vph)	707	2527	2218
Starvation Cap Reductn	0	1198	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.19	0.50	0.30
Intersection Summary			

11: S County Road & Sunset Ave

					
Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	28	76	77	617	816
v/c Ratio	0.14	0.27	0.34	0.27	0.30
Control Delay	47.5	21.3	33.9	4.8	2.4
Queue Delay	0.0	0.0	0.0	0.5	0.1
Total Delay	47.5	21.3	33.9	5.3	2.5
Queue Length 50th (ft)	21	9	32	48	38
Queue Length 95th (ft)	m42	m65	79	125	55
Internal Link Dist (ft)	655		701	183	196
Turn Bay Length (ft)					
Base Capacity (vph)	448	534	465	2288	2728
Starvation Cap Reductn	0	0	0	1143	774
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.06	0.14	0.17	0.54	0.42
Intersection Summary					
m Volume for 95th percentile queue is metered by upstream signal.					

12: Sunrise Ave & S County Rd

	→	↘	←	↑	↓
Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	161	80	76	561	750
v/c Ratio	0.68	0.27	0.18	0.30	0.36
Control Delay	49.0	34.7	27.8	4.7	9.8
Queue Delay	0.0	0.0	0.0	0.2	0.0
Total Delay	49.0	34.7	27.8	4.9	9.8
Queue Length 50th (ft)	85	45	37	62	118
Queue Length 95th (ft)	147	79	70	38	183
Internal Link Dist (ft)	636		754	29	288
Turn Bay Length (ft)					
Base Capacity (vph)	442	375	801	1884	2104
Starvation Cap Reductn	0	0	0	519	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.36	0.21	0.09	0.41	0.36
Intersection Summary					

14: Bradley PI & Sunrise Ave



Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	225	385	30	403
v/c Ratio	0.71	0.35	0.05	0.31
Control Delay	44.3	11.4	5.7	6.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	44.3	11.4	5.7	6.9
Queue Length 50th (ft)	114	105	5	78
Queue Length 95th (ft)	176	201	16	152
Internal Link Dist (ft)	215	322		127
Turn Bay Length (ft)			40	
Base Capacity (vph)	515	1106	634	1288
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	0.44	0.35	0.05	0.31
Intersection Summary				

15: Coaconut Row & Royal Poinciana Wy



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	291	482	76	670	50	583	191	555
v/c Ratio	0.51	0.32	0.31	0.52	0.08	0.68	0.30	0.60
Control Delay	45.0	18.4	47.4	32.2	3.0	34.8	27.0	14.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.0	18.4	47.4	32.2	3.0	34.8	27.0	14.5
Queue Length 50th (ft)	96	90	52	169	0	190	101	197
Queue Length 95th (ft)	141	153	99	281	12	224	141	251
Internal Link Dist (ft)		200		426		211	174	
Turn Bay Length (ft)	240		110		150			
Base Capacity (vph)	570	1526	271	1293	644	1073	641	932
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	0.51	0.32	0.28	0.52	0.08	0.54	0.30	0.60
Intersection Summary								

16: Royal Palm Wy & Coconut Rd



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	188	655	988	257	84	111	84	422
v/c Ratio	0.76	0.34	0.77	0.59	0.17	0.26	0.17	0.63
Control Delay	60.5	12.9	33.2	32.5	25.7	24.8	29.9	11.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.5	12.9	33.2	32.5	25.7	24.8	29.9	11.4
Queue Length 50th (ft)	115	113	294	121	36	48	42	37
Queue Length 95th (ft)	#205	150	375	191	74	88	81	135
Internal Link Dist (ft)		274	321		396		171	
Turn Bay Length (ft)	150					225		
Base Capacity (vph)	274	1938	1284	437	497	419	484	669
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	0.69	0.34	0.77	0.59	0.17	0.26	0.17	0.63

Intersection Summary

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

Queue shown is maximum after two cycles.



APPENDIX F

Collected Parking Accumulation Data

Prepared by National Data & Surveying Services
Parking Study

Project: 23-140150

City: Palm Beach, FL

Segment	Street	From	To	Side of the Street	Restriction	Space	3/4/2023, Saturday		3/8/2023, Wednesday
							3:00PM-5:00PM	6:00PM-8:00PM	12:00PM-2:00PM
1W	Cocoanut Row	Royal Palm Way	Brazilian Ave	W	Parking by Permit	7	0	0	3
1E	Cocoanut Row	Royal Palm Way	Brazilian Ave	E	Parking by Permit	3	0	1	1
2W	Cocoanut Row	Brazilian Ave	Australian Ave	W	Parking by Permit	10	5	6	0
2E	Cocoanut Row	Brazilian Ave	Australian Ave	E	2 Hr Parking 9am-6pm	10	7	7	2
3W	Cocoanut Row	Australian Ave	Chilean Ave	W	No Parking Stopping or Standing Anytime	0	0	0	0
3E	Cocoanut Row	Australian Ave	Chilean Ave	E	2 Hr Parking 9am-6pm Except Sundays and Holidays	4	4	2	Maintenance
4W	Cocoanut Row	Chilean Ave	Peruvian Ave	W	2 Hr Parking 9am-6pm Except Sundays and Holidays/Compact Cars Only	4	3	4	Maintenance
4E	Cocoanut Row	Chilean Ave	Peruvian Ave	E	2 Hr Parking 9am-6pm	9	8	9	Maintenance
5W	Cocoanut Row	Peruvian Ave	Worth Ave	W	1 Hr Parking All Other Times	6	6	6	6
5W	Cocoanut Row	Peruvian Ave	Worth Ave	W	No Parking Commercial Loading Zone Mon-Sat 15 Min 8am-6pm	1	1	1	1
5E	Cocoanut Row	Peruvian Ave	Worth Ave	E	1 Hr Parking 9am-6pm	12	12	12	12
6W	Hibiscus Ave	Royal Palm Way	Brazilian Ave	W	1 Hr Parking 9am-6pm except Sundays and Holidays	4	1	1	3
6W	Hibiscus Ave	Royal Palm Way	Brazilian Ave	W	Parking By Permit Only 9am-6pm except Sunday and Holidays	5	2	2	0
6E	Hibiscus Ave	Royal Palm Way	Brazilian Ave	E	No Parking Anytime	0	0	0	0
7W	Hibiscus Ave	Brazilian Ave	Australian Ave	W	2 Hr Parking 9am-6pm except Sundays and Holidays	9	9	9	9
7E	Hibiscus Ave	Brazilian Ave	Australian Ave	E	No Parking Anytime	0	0	0	0
8W	Hibiscus Ave	Australian Ave	Chilean Ave	W	Parking By Permit Only 9am-6pm except Sunday and Holidays	6	0	6	0
8E	Hibiscus Ave	Australian Ave	Chilean Ave	E	No Parking Anytime	0	0	0	0
9W	Hibiscus Ave	Chilean Ave	Peruvian Ave	W	1 Hr Parking 9am-6pm	5	5	5	5
9E	Hibiscus Ave	Chilean Ave	Peruvian Ave	E	No Parking Anytime	0	0	0	0
10W	Hibiscus Ave	Peruvian Ave	Worth Ave	W	No Parking	0	0	0	0
10E	Hibiscus Ave	Peruvian Ave	Worth Ave	E	No Parking	0	0	0	0
11W	Hibiscus Ave	Royal Palm Way	Brazilian Ave	W	Pay Parking	10	10	4	9
11E	Hibiscus Ave	Royal Palm Way	Brazilian Ave	E	Pay Parking	17	17	11	15
12W	Hibiscus Ave	Brazilian Ave	Australian Ave	W	Pay Parking	8	8	2	7
12E	Hibiscus Ave	Brazilian Ave	Australian Ave	E	Pay Parking	14	14	7	13
13W	Hibiscus Ave	Australian Ave	Chilean Ave	W	Pay Parking	8	8	3	8
13E	Hibiscus Ave	Australian Ave	Chilean Ave	E	Pay Parking	9	9	3	9
14W	Hibiscus Ave	Chilean Ave	Peruvian Ave	W	Pay Parking	8	7	4	7
14E	Hibiscus Ave	Chilean Ave	Peruvian Ave	E	Pay Parking	11	11	4	11
15W	Hibiscus Ave	Peruvian Ave	Worth Ave	W	Pay Parking	10	10	3	9
15E	Hibiscus Ave	Peruvian Ave	Worth Ave	E	Pay Parking	9	9	3	8
1N	Brazilian Ave	Cocoanut Row	Hibiscus Ave	N	2 Hr Parking 9am-6pm	3	3	3	0
1N	Brazilian Ave	Cocoanut Row	Hibiscus Ave	N	Parking By Permit Only 9am-6pm except Sunday and Holidays	11	7	6	5
1S	Brazilian Ave	Cocoanut Row	Hibiscus Ave	S	Parking By Permit Only 9am-6pm except Sunday and Holidays	4	2	3	2
1S	Brazilian Ave	Cocoanut Row	Hibiscus Ave	S	2 Hr Parking 9am-6pm	15	14	10	14
2N	Brazilian Ave	Hibiscus Ave	S County Rd	N	1 Hr Parking All Other Times/No Parking Commercial Loading Zone Mon-Sat 15 Min 8am-6pm	3	1	2	3
2N	Brazilian Ave	Hibiscus Ave	S County Rd	N	2 Hr Parking 9am-6pm	14	14	10	14
2S	Brazilian Ave	Hibiscus Ave	S County Rd	S	Parking By Permit Only 9am-6pm except Sunday and Holidays	7	6	5	5
2S	Brazilian Ave	Hibiscus Ave	S County Rd	S	1 Hr Parking 9am-6pm	7	7	6	7
3N	Brazilian Ave	S County Rd	S Ocean Blvd	N	Pay Parking	7	7	2	1
3N	Brazilian Ave	S County Rd	S Ocean Blvd	N	Parking By Permit Only/2 Hr Parking 9am-6pm	17	9	2	7
3S	Brazilian Ave	S County Rd	S Ocean Blvd	S	Pay Parking	7	6	2	2
3S	Brazilian Ave	S County Rd	S Ocean Blvd	S	2 Hr Parking 9am-6pm	5	5	1	1
3S	Brazilian Ave	S County Rd	S Ocean Blvd	S	Parking By Permit Only	10	3	4	1
4N	Australian Ave	Cocoanut Row	Hibiscus Ave	N	Parking By Permit Only 9am-Midnight except Sundays and Holidays	15	8	9	6
4N	Australian Ave	Cocoanut Row	Hibiscus Ave	N	2 Hr Parking 9am-6pm	3	2	2	1
4N	Australian Ave	Cocoanut Row	Hibiscus Ave	N	No Parking Passenger Loading Zone 15 Min	1	0	0	0
4S	Australian Ave	Cocoanut Row	Hibiscus Ave	S	2 Hr Parking 9am-6pm	21	21	20	19
5N	Australian Ave	Hibiscus Ave	S County Rd	N	2 Hr Parking 9am-6pm	7	7	7	4
5N	Australian Ave	Hibiscus Ave	S County Rd	N	Parking By Permit Only 8am to 12 Midnight	7	5	7	4
5S	Australian Ave	Hibiscus Ave	S County Rd	S	2 Hr Parking 9am-6pm	4	4	4	3
5S	Australian Ave	Hibiscus Ave	S County Rd	S	No Parking Commercial Loading Zone Mon-Sat 15 Min 8am-6pm	2	0	0	0
5S	Australian Ave	Hibiscus Ave	S County Rd	S	Parking By Permit Only 8am to 12 Midnight	6	4	4	5
6N	Australian Ave	S County Rd	S Ocean Blvd	N	No Parking Police Vehicles Only	4	4	4	4
6N	Australian Ave	S County Rd	S Ocean Blvd	N	Parking By Permit Only 8am-6pm	15	6	5	5
6N	Australian Ave	S County Rd	S Ocean Blvd	N	Handicap	1	0	0	0
6N	Australian Ave	S County Rd	S Ocean Blvd	N	Chief Parking	1	0	0	1
6S	Australian Ave	S County Rd	S Ocean Blvd	S	Parking By Permit Only 8am-6pm	16	10	7	12
6S	Australian Ave	S County Rd	S Ocean Blvd	S	No Parking Police Vehicles Only	4	3	2	4
6S	Australian Ave	S County Rd	S Ocean Blvd	S	Fire Department	1	0	0	1
7N	Chilean Ave	Cocoanut Row	Hibiscus Ave	N	Parking By Permit Only 9am-6pm except Sunday and Holidays	15	4	5	9
7N	Chilean Ave	Cocoanut Row	Hibiscus Ave	N	2 Hr Parking 9am-6pm	3	2	2	1
7S	Chilean Ave	Cocoanut Row	Hibiscus Ave	S	1 Hr Parking 9am-6pm	15	13	7	11
7S	Chilean Ave	Cocoanut Row	Hibiscus Ave	S	No Parking Passenger Loading Zone 15 Min	1	0	0	0
8N	Chilean Ave	Hibiscus Ave	S County Rd	N	No Parking Town Officials Only 8am-6pm Mon-Fri/2 Hr Parking All Other Times	8	7	6	8
8N	Chilean Ave	Hibiscus Ave	S County Rd	N	1 Hr Parking 9am-6pm	7	7	4	7
8S	Chilean Ave	Hibiscus Ave	S County Rd	S	1 Hr Parking 9am-6pm	3	2	2	3
8S	Chilean Ave	Hibiscus Ave	S County Rd	S	Parking By Permit Only 9am-6pm except Sunday and Holidays	12	8	6	8
9N	Chilean Ave	S County Rd	S Ocean Blvd	N	Pay Parking	9	9	5	8
9N	Chilean Ave	S County Rd	S Ocean Blvd	N	Parking By Permit Only 8am to 12 Midnight	10	8	3	8
9N	Chilean Ave	S County Rd	S Ocean Blvd	N	1 Hr Parking 9am-6pm	4	4	1	4
9S	Chilean Ave	S County Rd	S Ocean Blvd	S	Lifeguard Parking Only	6	0	0	0
9S	Chilean Ave	S County Rd	S Ocean Blvd	S	Parking By Permit 8am to 12 Midnight	10	10	6	3
9S	Chilean Ave	S County Rd	S Ocean Blvd	S	1 Hr Parking 9am-6pm	1	1	1	1
10N	Peruvian Ave	Cocoanut Row	Hibiscus Ave	N	Pay Parking	19	19	0	17
10N	Peruvian Ave	Cocoanut Row	Hibiscus Ave	N	No Parking Commercial Loading Zone 15 Min 8am-6pm	1	0	0	0
10S	Peruvian Ave	Cocoanut Row	Hibiscus Ave	S	Pay Parking	16	16	0	13
11N	Peruvian Ave	Hibiscus Ave	S County Rd	N	Pay Parking	18	9	15	7
11S	Peruvian Ave	Hibiscus Ave	S County Rd	S	No Parking Commercial Loading Zone Mon-Sat 15 Min 8am-10am/2 Hr Parking All Other Times	2	0	0	0
11S	Peruvian Ave	Hibiscus Ave	S County Rd	S	Pay Parking	19	19	19	12
12N	Peruvian Ave	S County Rd	S Ocean Blvd	N	1 Hr Parking 9am-11am/Passenger Loading Only	2	1	2	2
12N	Peruvian Ave	S County Rd	S Ocean Blvd	N	Parking By Permit Only	19	5	8	0
12N	Peruvian Ave	S County Rd	S Ocean Blvd	N	No Parking Commercial Loading Zone Mon-Sat 15 Min 8am-10am	1	0	0	0
12S	Peruvian Ave	S County Rd	S Ocean Blvd	S	15 Min Parking Enforced 24 Hrs Post Office Customers Only	5	0	0	0
12S	Peruvian Ave	S County Rd	S Ocean Blvd	S	1 Hr Parking 9am-6pm	1	0	1	1
12S	Peruvian Ave	S County Rd	S Ocean Blvd	S	Parking By Permit Only	7	5	5	4
12S	Peruvian Ave	S County Rd	S Ocean Blvd	S	Pay Parking	2	0	1	1

Parking Study

Project: 23-140150

City: Palm Beach, FL

Segment	Street	From	To	Side of the Street	Restriction	Space	3/4/2023, Saturday		3/8/2023, Wednesday
							3:00PM-5:00PM	6:00PM-8:00PM	12:00PM-2:00PM
13N	Sunset Ave	N County Rd	Bradley Pl	N	1 Hr Parking 9am-6pm	19	15	17	18
13N	Sunset Ave	N County Rd	Bradley Pl	N	No Parking Loading Zone 8am-5pm Passenger Loading Zone 5pm-12am	1	0	0	0
13S	Sunset Ave	Bradley Pl	N County Rd	S	1 Hr Parking 9am-6pm	20	20	20	18
13S	Sunset Ave	Bradley Pl	N County Rd	S	Passenger Loading Zone	1	1	1	0
13N	Royal Poinciana Way	Midblock	Bradley Pl	N	1 Hr Parking 9am-6am/ Passenger Loading Only/ Taxi Stand Only 10pm-4am	8	7	7	8
13N	Royal Poinciana Way	Midblock	Bradley Pl	N	Handicap	1	1	0	1
13S	Royal Poinciana Way	Bradley Pl	Midblock	S	1 Hr Parking 9am-6m	13	12	13	12
15N	Royal Poinciana Way	N County Rd	Midblock	N	1 Hr Parking	17	12	13	16
15N	Royal Poinciana Way	N County Rd	Midblock	N	Handicap	1	1	0	1
15S	Royal Poinciana Way	Midblock	N County Rd	S	Handicap	2	2	1	0
15S	Royal Poinciana Way	Midblock	N County Rd	S	1 Hr Parking 9am-6pm	21	19	21	21
16N	Royal Poinciana Way	Midblock	Bradley Pl	N	2 Hr Parking 9am-6pm	23	21	21	19
16S	Royal Poinciana Way	Bradley Pl	Midblock	S	2 Hr Parking 9am-6pm	15	11	11	11
16E	Bradley Pl	Sunrise Ave	Park Ave	E	2 Hr Parking 9am-6pm	5	4	5	1
17N	Royal Poinciana Way	N County Rd	Midblock	N	2 Hr Parking 5am-6pm	16	14	16	14
17S	Royal Poinciana Way	Midblock	N County Rd	S	2 Hr Parking 5am-6pm	22	13	21	21
17E	Bradley Pl	Sunset Ave	Sunrise Ave	E	2 Hr Parking 9am-6pm	9	7	9	8
18E	Bradley Pl	Royal Poinciana Way	Sunset Ave	E	2 Hr Parking	5	3	4	3
18E	Bradley Pl	Royal Poinciana Way	Sunset Ave	E	Pay Parking	3	3	1	2
19E	N Country Rd	Sunrise Ave	Park Ave	E	1 Hr Parking 9am-6pm	8	3	2	4
20E	N Country Rd	Sunset Ave	Sunrise Ave	E	2 Hr Parking 9am-6pm	10	10	6	10
21E	N Country Rd	E Main St	Sunset Ave	E	No Parking	0	0	0	0

Parking Study

Project: 23-140150

City: Palm Beach, FL

Lot	Space Type	Space	3/4/2023, Saturday		3/8/2023, Wednesday
			3:00PM-5:00PM	6:00PM-8:00PM	12:00PM-2:00PM
001	Regular	21	18	10	20
	Illegal	-	4	1	0
002	Regular	9	9	9	9
	First Horizon Bank	12	12	6	12
	Lori Jayne	2	2	0	2
	30 Minutes Only	2	2	1	2
	Aristokids	4	4	2	4
	Palm Beach Boys	2	1	2	1
003	Reserved	58	40	58	50
004	No Access	-			
005	Regular	51	12	10	50
006	Unmarked Spaces	16	10	12	8
007	Regular	20	20	20	8
	Illegal	-	5	5	0
008	Reserved	40	5	20	37
	First Horizon Bank	2	0	0	2
009	Regular	10	9	7	6
010	Regular	7	6	6	5
011	Handicap	1	0	0	1
	Unmarked Spaces	5	0	0	1
012	Regular	37	20	14	32
	Handicap	4	0	0	3
013	Regular	6	0	0	3
014	Valet	79	79	26	79
015	Regular	15	1	1	10
016	Reserved	22	2	1	9
017	Reserved	13	13	13	13
	Illegal	-	3	1	0
018	Regular	17	1	1	8
	Handicap	1	0	0	1
019	Reserved	42	21	38	20
020	Regular	46	22	41	37
021	Regular	2	2	0	2
	Illegal	-	1	0	3
022	Reserved	8	6	6	8
	Handicap	1	0	0	1
023	Valet	-	172	102	106
024	Regular	22	16	19	21
025	Regular	1	1	0	1
	Handicap	4	2	2	3
	Bank Patron	25	10	25	25
	NK Holding	5	3	3	4
	Postal Service	5	2	3	2
	Postal Customer	9	3	8	6
026	Regular	15	9	6	11
027	No Access	-			
028	Regular	32	14	4	29
	Handicap	3	0	0	0
	Garage 1	66	5	6	20
	Garage 2	60	2	1	24
029	Regular	51	14	1	25
030	Regular	145	129	63	142
	Handicap	4	0	0	4
	Subterranean	176	102	26	152
	Illegal	-	3	0	0
031	Reserved	60	20	36	34
	Handicap	4	1	1	1
	Reserved Guard	10	0	6	1
	Mildred Hot	5	0	0	2
	Non Inv. Sol	1	0	0	1
032	Regular	209	202	147	206
	Handicap	7	7	2	5
	Pick Up	2	2	2	2
033	Regular	8	2	8	7
	Handicap	1	0	1	0
	Illegal	-	0	7	0
034	Regular	46	18	40	20
	Handicap	1	1	1	0
035	Guest	9	4	0	4
	Handicap	2	2	0	0
	Salon	2	0	0	1
	Bank Customers	8	6	0	2
036	Reserved	25	23	16	9
	Handicap	1	0	0	0
	Illegal	-	7	1	0
037	Regular	15	7	6	12
038	Regular	6	5	3	6
	Handicap	1	0	0	1
039	Regular	13	11	13	13
	Handicap	2	0	2	2
040	Regular	53	28	18	26
	Handicap	3	0	0	0
	PNC Reserved	8	0	0	3

Notes: Spaces/inventories provided for all UNMARKED SPACES are only approximate, occupancy may exceed the inventory

Illegal parking - cars parked on unmarked spaces in marked parking lots (observed in lots 001,007,017,021,030,033 and 036)

Lot 004 and Lot 027 - No access to parking lots

Lot 023 - Valet use, unmarked spaces to park

Parking Turnover & Occupancy

Project: 23-140150
City: Palm Beach, FL

Date: 3/4/2023
Day: Saturday

S Country Rd btwn Royal Palm Way to Brazilian Ave																						
Segment	Side	Restriction	Time									Duration										
			11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	8:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS
1W TO	W	Loading Zone	FB10	L576	W360	7147		PD73			99LZ	C004	7									
			KH18	X	DV67	X	0B11	5161		8GUI	9097	KJ40	5	2								
		1 Hr Parking 9am to 6pm	TN46	9KQC	X	43VH	X	4963	X	X550	X	WP03	2	4								
			7PLD	X	AXVX	X	02LW	X	X	X	X	NU29	1	2			1					
			BI41	X	1JVH	BKWL	5987	5M48	BMGU	X	YK37	X	4	3								
			36DV	BVJI	LN73	CY17		5081	WC11	X	X	X	5			1						
			RF83	JV41	BU93	X	HZ26	DU23	TR81	X	X	X	4	1		1						
			64DJ	BM6U	DELT	6759	CCNB		AZSK	X	X	X	5			1						
			587I	BJBT	8622	55AR	9541	EU66	MISU	X	QA99	X	6	2								
			MX42	LPZ4		LL52	BLAU	BP72	GH40	X	X	X	5			1						
			9XMC	TM76	ZI07	BLEP	0HSX	493	51G1	T091	YB27	X	8	1								
			7631	2I07	AUMC	WN46	BN79	04AR	M968	5DLU	238J	YB21	10									
1E TO	E	1 Hr Parking 9am to 6pm	9RBZ		7GUQ	X	X	OMAN	X	03BY	P551	X	2	2	1							
			85BC	V604	X	X	PL98	CU28		127U	6BUG	X	4	1	1							
			BKWL	DM66	00AD	X	WRC6	FE42	X	MU50	MT17	X	4	3								
			62IA	W444	BZHZ	YA50	X	BA03	TH79	X	X	X	4	1		1						
			2257	1736	DY95	GRWE	264Z	APK3	AZJJ	X	X	X	6			1						
			DGUZ	BYK	IP27	RIUR	ASOV	X		DM81	X	RZ03	5	2								
			D389	JDS1	TT63	DY96		8629	BV47	X	5LUX	06HV	7	1								
			1289	SE96	X		AMTQ	X		AVRA	X	ML08	2	3								
			BM5E	XZ98	18NK	XW86	LL87	AGBC			8146	WE43	8									
OCCUPANCY:			21	20	20	20	18	20	15	19	21	21	104	28	2	6	1	0	0	0	0	

S Country Rd btwn Brazilian Ave to Australian Ave																							
Segment	Side	Restriction	Time										Duration										
			11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	8:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	
2W TO	W	1 Hr Parking 9am to 6pm	3QXE	QD56	X	PJ26	1686	WC45	X	BW62	X	X	3	2	1								
			48LS	UG82	X	1493	2B38	X	DEIE	51QD	7HKE	X	4	3									
			1IIZ	HN63	X	X	QA28	X	X	X	X	X	1		1			1					
			7647	X	6445	X	X	UB11	WJ73	8LRV	X	FY94	3	2	1								
			E536		8455	4LEK	X	X	3XCC		AZYB	DBHV	5		1								
			BA88	X	X	ABCM	FN56	TP12	6KCU	X	X	X	3		1	1							
			BAHK	X	X	X	X	X	X		ZM49	YT68	2						1				
			98JT	I3TK	VU34	X	3979	D915	X	X		O8VC	4	1	1								

			T587	X	X	8073	FT27	B2LM		YH18	ZC23	16TW	6		1		YH18							
		Handicap	7NPJ	PL37	F703	X			7541		9XXA		SG56	5	1									
2E TO	E	Passenger Loading Zone 6pm to 12am	CR46		HV3H	X	QA38	DEAA	TF06			H109	5	1										
			BZLA	X		28VN	58AY						2	1										
			9BFF	TV96	X	X	AX29	X					IV02	2	1	1								
		1 Hr Parking 9am to 6pm	1109	D026	PC81	X	8629	TL20	CCVM	X	ZY46	ZY42	6	2										
			AM42	67CQ	7886	X	CCKF	63F1	WT51	X	AVZV	X	4	3										
				NA89	7840	X	X	HA13	4GSH	ABNX	A319	X	4	1	1									
		Police Motorcycle Parking	7750	X	X	X	X	X	X		8539	2HTC	2						1					
			7239	X						YY16	X	X	X		1		1							
		30 Minutes Parking 9am to 6pm	6962	X						BGJJ	DR42	X	AH22	2	2									
			ZP39	X						Q55Y	3BUP	X	X	1	1	1								
			6182	X							7747		8JPL	2	1									
		OCCUPANCY:			20	19	16	17	16	16	16	15	15	20	66	23	10	2	0	1	2	0	0	0

S Country Rd btwn Australian Ave to Chilean Ave																						
Segment	Side	Restriction	Time										Duration									
			11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	8:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS
3W TO	W	1 Hr Parking 9am to 6pm	AUZR	ANB5	ZW62	EG27	H927		55MR				6									
			4445	X	3123	CP15	J660	GQ52					4	1								
		Passenger Loading Zone 6pm to 12am		5703		570B	X				2T16		2	1								
			3825	X	3HHW	CM19	X	48CY			2HTC		3	2								
3E TO	E	Town Council Only	MA53	X	55MX	X				EV76	K535	X	1	3								
			TF16	X	AUZM					A749	X	X	1	1	1							
			DGUQ	02MW	4797	3941				55MR	X	X	4		1							
				BBRT	WLLL	X	X			AYWQ	1814	X	2	1	1							
			L605			JE34							2									
					X625	X								1								
4W TO	W	30 Minutes Parking Town Business Only			I22F						AVVW	X	1	1								
			80ZF	X						574C	LE87	1239		3	1							
										DV70	X				1							
			7610	X	X	X	X	X	X	X	X										1	
			HW56	X	X			CK04	X		ORPL	ORPL	2	1	1							
		ABMI	X	X			C985		2554	X		1	1	1								
		Handicap	3H8H	X	X		OGAI						1		1							
		1 Hr Parking 9am to 6pm	90A5	X	XC04	30AR	X	57WR	AZLH	X	X	ATWN	3	2	1							
BAUX	68XS		7915	6FLC	X	X	X	Z641	64GF		5			1								
DDXX			YT38	AM99			D225	X	X	839C	4		1									
		Loading Zone 30 Minutes 8am-6pm			USPS	58YA					WU10	3										
OCCUPANCY:			15	15	17	14	9	7	8	11	14	9	48	17	8	1	0	0	0	0	1	0

S Country Rd btwn Chilean Ave to Peruvian Ave																						
Segment	Side	Restriction	Time										Duration									
			11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	8:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS
5E TO	E	1 Hr Parking 9am to 6pm		INUF	X	X		5FTY	X	AZ27		AVNX	2	1	1							
			YT39	X	X	7172	X	OZ8I	AFHU			X598	3	1	1							
				BKSQ	X	8JWD	X	KX23	X	X	AA3H	X		3	1							
			56YG	ZD29	X	AULY	X	KC65	4XCT		45AN		4	2								
			5A74	X	X	X	X	X	X	X	X	X										1
		Y074	II96	X	890D	X	X	BZJN		7ND5	EA38	4	1	1								
Loading Zone			WZ94	IB08	X		DBHI	NL95	G546	FW0G	QG22		6	1								
OCCUPANCY:			5	7	7	6	6	7	7	4	5	5	19	9	4	0	0	0	0		0	1

S Country Rd btwn Peruvian Ave to Worth Ave																						
Segment	Side	Restriction	Time										Duration									
			11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	8:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS
6E TO	E	Bus Stop	9504	X		BZKP				UV09			2	1								
		1 Hr Parking 9am to 6pm	7864	X	X	X	X	X	X	X	X	X										1
			5252	X	862C	ICP20	QB13	DP78	X	X	4YIF	X	3	2	1							
				7886	1767	BI55	X	X	1RWZ	3115	X	X	3		2							
				LL55	9KBB	X	X	R766	TG88	X	TAG6	X	2	2	1							
				IME5	X	C997	X	BIZF	6529		AWQL		3	2								
OCCUPANCY:			3	6	5	6	5	5	5	5	4	13	7	4	0	0	0	0	0	0	1	

Worth Ave btwn Hibiscus Ave to Coconut Row																							
Segment	Side	Restriction	Time									Duration											
			11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	8:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	
7S TO	S	Loading Zone						8119		66YC	LEY1	F543	4										
		2 Hour Parking	BBPJ	X	J831	X	X	UR15	LLVR	7218	X	X	2	1	2								
			BNCE	51BR	6IBR	EQ29		AURY	03XB	X	X	X	5			1							
			WR81	X	X	X	RU62	HA77	RH82	X	X	90JA	3		1	1							
			DJ13	X	X	X	8601	X	APVH	AZJD	X	5772	2	2		1							
			OMJD	X	X	ES36	BZKP	X	JU38	X	81AM	X	1	3	1								
			OX4H	X	X	X	X	X	X	X	I169	RA09	2							1			
		30 Minutes Parking	NU42	X	I9FV	X	DECP	8TR5	FT94	X	X	RF65	3	2	1								
			P625	X	ICKZ	X	IL25	AAXV	BOSS	X	X	5269	3	2	1								
			63BZ	X	X	X	X	5214	ER42	X	X	X	1			1	1						
			5M52	B5MI	DGLP	X	5497	5612	2714	R080	X	YX15	6	2									
		2 Hour Parking	SG19	PA9U	X	X	X	X	X	X	BA21	9991	3						1				
			HK33	19NY	RQ35	X	8FBP	5847	AFGK	AXCA	X	X	5	1	1								
			5725	X	X	X	X	X	X	AN37	X	GY44	1	1					1				
			QE03	X	X	X	X	CBAJ	CBUH	X	X	NILE	2		1		1						
			OBTG	X	99RE	X	59BJ	GC24	DFQF	4488	X	EX36	4	3									

			6829	X	X	CJ49	57JG	AMNW	X	LU60	X	2	2	1								
			2409	X	X	X	X	X	5899	35PP	X	33PE	2	1				1				
		Loading Zone						BQWV	X	90UV	X		2									
									68LM	F629	X	1	1									
							55AX	OBAY		2												
7N TO	N	2 Hour Parking	NI4U	BWB A	X	X	X	AMMM	N6PN	HQ85	X	EX81	4	1		1						
			3938	CQ3C	7HKE	X	X	SUOG	R541	X	4297	X	3	2	1							
			GZ72	X	X	X	X	RJ41	KH88	X	X	X	1				1	1				
			8PXF	GQ88				I935	UD58	X	X	X	3				1					
			F897	4879	X	X	2816	29MN	PV73	3712	X	5MLT	5	1	1							
			66ME	X	X		9ECG		BQEW	X	X	66AM	2			2						
		30 Minutes Parking	BF85	8ZBL	14NZ	X	5WWY	57KH	5399	01CC	X	AZMP	6	2								
			13TH	FZ8Z	EZBZ	X	RM15	WJ45	X	C911	X	X	3	2	1							
		2 Hour Parking	6813	X	X	X	X	X	YE62	BRAE	X	X	1			1			1			
			5H53	X	X	X	X	X	X	X	X	4741	1								1	
			EV66	X	X	X	3910	9BPT	X		M537	X	1	2			1					
			2162	X	X	X	Z5RS	8TRS	4862	61DU	9349	X	4	1			1					
			BLXU	X	X	X	X	X	X	482C	X	A9HT	1	1					1			
			DAYX	JU88	X	X	X	BYQJ	DJFT		PZ35	A9ME	5				1					
			3MYR	BZJN	AYMN	X	61ZR	BCEW	69TG		LF98	X	5	2								
			97KP	X	X	X	GV44	3728	8RAE		49ME	QA37	5				1					
			TU31	X	X	X	X	5489	BKUV	M397	X	X	2			1			1			
			ZZ85			3318	X	ZX97	AAKS	S655	4259	5878	6	1								
			05GX	9ZBJ	X	X	Q1RM	01RN	AYBY	X	X	X	3			1	1					
			AQJF	X	X	X	7AFM	1GQN	X	IW28	WZ90	X	2	2			1					
			ID09	X	X	X	X	X	X	232F	255L	X	1	1					1			
			EK41	JP03	X	X	54BX	X	MJ27	QQ21	X	X	2	1	2							
			ZU06	3QZE	OMLY	X	8515	X	8539	X	AQLM	X	2	4								
			CK02	X	X	X	5236	QE03	X	X	2992	X	1	1	1	1						
OCCUPANCY:			40	40	39	39	39	41	42	41	45	44	123	47	20	14	4	2	4	1	1	0

Worth Ave btwn S County Rd to Hibiscus Ave																						
Segment	Side	Restriction	Time										Duration									
			11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	8:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS
		30 Minutes Parking	52AX	CD56	XF82	X	77MJ	AWAN	9PAS	X	NA66	X	4	3								
			8212	X	X	DF82	6021	IEWN	OJ84	AAMP	6471	X	5	1	1							
			3MYR	HW11	X	BVL1	WZ49	X	D625	3MVR	77AX	X	4	3								
			4D78	9NKV	FQ77	8719	8110	YARA	O7LP	BF17		AFEP	9									
			FPCC	I442	DKTF	X	X	OTUV	X	8417	X	X	2	1	2							
			63GJ	C004	D7DW	X	X	XY05	X	8XMV	66OC	X	3	2	1							
			BSUB	6100	XDT2	27DP	X	4835	KQ37	X	X	EVET	5	1	1							
			7010	X	BB65	V113	X	GJ13		16GN	SV93	2183	5	2								

85 TO	S	2 Hour Parking	ABNY	X	X	X	X	IX93	39AK	3254	X	X	2		1		1					
			LN3H	X	ICSB	X	HN90	X	PQ83	X	X	X		3		1						
			BJGE	X	X	34KY	X	BSMV	X	6PNH	X	A6MN	1	3	1							
			4879	2487	39VB	WMKI	X	G833	K7UT	2335	5C02	ABEB	8	1								
			A6DQ	X	9267	X	AXDP	X	V698	9JUI	X	YK81	2	4								
		30 Minutes Parking	8KWC	T777	X	CG07	KX16	X	X	BJ6U	X	GH28	3	2	1							
			IKAY	NC47		9HBF	X	BC43	QE04	CP14	X	LD29	5	2								
			VP84	X	1205		BLAG	BQKZ	WZ94	L596	9TIA	X	5	2								
			DFC6	X	EU55	X	1QOH	DFQL	X	JE80	X	DGLP	2	4								
		Loading Zone		EN19	7992	X	X	BWKQ	BFBD				3		1							
		2 Hour Parking	XW27	X	634Q	888B	X	3PBU	X	V508	VK10	X	2	4								
				YR71	X	X	1EZW	N542	GD33	FAN6	X	BW97	4	1	1							
			BFB	X	X	X	BN96	X	X	UT28	X	BPWK	1	1	1	1						
				TU36	AGNQ		AYQF	BZRT	1611	X	X	5LZX	5		1							
			WW08	X	BY92	X	BPUM	X	X	2PJD	X	X		2	2							
			9KQC	DHA	X	2335	X	PN32	X	3794	X	KHKI	2	4								
8N TO	N	Loading Zone		I908		1955			MF82	X	ONES	3	1									
		2 Hour Parking	2604	X	IL25	F821	X	AH2H	X	B559	X	98IM	2	4								
			6554	X	5YYZ	61PG	BH82	X	DJ13	X	X	X	2	2		1						
			5L25	HQ56	382	DFLV	QF07	X	X	TJ87	X	UF33	5	1	1							
			8688	X	X	FK08	X	DFQL	BZKP	X	X	X	1	1	1	1						
			2003	X	X	EAFA	X	X	X	KC94	X	X			2	1						
			D3BF	7HKE	85AP	X	3672	BC43	BWKQ	NI17		DP30	7	1								
			DEGV	AR11	X	63AY	BYUN	X	X	LX43	X		2	2	1							
			89JT	DEGC	X	BA09	KU25	40NN	X			SURF	4	2								
			3692	X	X	X	X	X	X	AUDZ	X157	X	1	1					1			
				JU38	X	FB46	X	2335	X	BUUV	H63D	X	1	4								
			KC5M	AUSA	X	AJ45	ARJZ	RF75	CBLY	X	X	8RCN	5	1	1							
			8354	CCNB	X	X	XY05	X	X	X	X	RV93	2		1		1					
			13TH	8359	59RQ	X	6A43	X	YX95	JY05	OMJD	X	4	3								
			2631	833F	VS10	6889	TE51	X	AVVM	X	JJ32	X	4	3								
			1540	2335	X	KV57	X	X	X		D6XR		2	1		1						
			BUXX	BZKP	X	6KSY	X	6163	X	E211	KV78	X	2	4								
			829T	X	5171	C3NH	5CEL	G038	X		28PC	X	3	3								
			46GB	74VK	VL2D	WELS	DEWN	H271	FOX6	X	X	X	6			1						
			45QY	1379	9368	X	X	MY58	X				2	1	1							
		30 Minutes Parking		AZ03		1300	X	NC05	05AZ		QY85	BDPZ	5	1								
			153	QG22	X	5426	X	BI56	X	X	X	BL83	2	2		1						
				6392	B6PQ	X	X	JAS4	1ELI	X	TI27		4	1	1							
			2394	6QRL	DEMM	X	HW26	X	5221	JF77	X	X	3	2	1							
OCCUPANCY:			41	48	45	46	47	47	46	42	43	43	154	87	24	8	2	0	1	0	0	0

Worth Ave btwn S Ocean Blvd to S County Rd																							
Segment	Side	Restriction	Time										Duration										
			11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	8:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	
9S TO	S	Pay to Park	2366	5142	58MM	X	X	BA63	X	CF90	X		2	2	1								
			2866	X	X	X	X	08AP	X	PH4Q			1	1			1						
			GING	X	5371	X	II48	X	X					2	1								
			6987	7845	90TR	X	X	3974	X				2	1	1								
			3624	4581		FK83	X		RR11		2432	X	3	2									
			WR41	7135	X	Z437	X	PI07	P522				3	2									
			OPLO	X	BZ50	X	X	6035	X	EM14			1	2	1								
		Loading Zone	VT25	ICON	1DT5	X	X	CCKF	BMVV				4		1								
		2 Hour Parking	DFXA	X	X	X	X	BOYS	X	9132	X			2			1						
			IL25	HA53	X	X	FH11	1253	X	2AXC		E08Q	4	1	1								
			BWBA	4MLY	GR75	X	HOYA	V264	OMJO		UR23	73QX	7	1									
			LOSR	X	5256	X	7874	2RAF	NT78	X	X		2	2	1								
			CA29	X	VM20	X	X	F417	AYXB	X	X	X	1	1	1	1							
			N965	76KB	HMH3	X	X	MB36	BZKP	7670	X	X	4		2								
			GN4	VA23	X	X	X	8MDT	EN52	175E	X	X	3		1	1							
			XL46	YV83	WW08	X	5RRD	X	X	HA25	X	X	2	1	2								
			8819	X	JJFN	X		9086	X	V432	X	1QYV	1	4									
			49LN	LM96	98WT	X	08JM	ABT2	MBBC	5698	X	AURA	6	2									
			MBLN	8742	CCAM	OHRF	X	X	X	9558	X		3	1		1							
			MBCH	X	X	5002	X	JI5X	P567	2XNH	X		2	2	1								
			ERO3	X	08E5	Q263	ARGP	AD78	NK09	X	X		4	1	1								
			B820	X	AFFE	262	526	QC88	9975	X	ND80	X	4	3									
			DF05	AH85	BKXM	X	X	ABNY	X		AR97	X	2	2	1								
			8888	X	5JBV	X	X	X	GB72		BETN	X	1	2		1							
			H662	X	X	X	4PMT	X	1525	TX74	X	X	1	1	1	1							
			VQ73	R419	77MU	95AC	X	61DU	X	BJGJ	X		3	3									
			K14T	AGKL	X	X	X	BLBV		AB27	1RFD	X	3	1		1							
			FK16	523X	X	DN51	X	XN10	X	CCAZ	X		1	4									
9N TO	N	Pay to Park	YI51	HK33	X	1030	X	IR4R	X	X			1	2	1								
				IL02	X	8KQE	H662	LU34	ZH42				4	1									
			6064	LL62	AVVH	X	X	6546	X				2	1	1								
			6600	2BVA	MK01	X	X	5593	B2HM		AZYB	X	4	1	1								
				5267	X	X	X	QEEP	BADC	1AMD	X		2	1		1							
			54BH	X	X	A355	X	X	X						1	1							
			8115	X	X	NK61	BTTD	X	Q263	X			1	2	1								
			LN35	BJK2	24FB	X	X	I6IB	X	87WQ		FE42	4	1	1								
			P522	1896	BJKZ	X	X		H810	X	X		2		2								
		Loading Zone		8932	JW42	X	X	X			4188	X	1	1		1							
			1452	ICON	X	X		CM71	X		X	X	1	2	1								

		30 Minutes Parking	P333	BUXW	6372	V399	X	WM33	9615	I263		8NJT	7	1								
			AJCM	UK77	571W	P198	X	DCOM	RP76		WV04	X	5	2								
			AMDA	KN21	BIDB	T189	9AHF	RA26	1VBT		58AQ		8									
				5NQK	KN71	A4XB	X	18IM	X	X	X		2	1		1						
		Loading Zone		5FGD	T777					QP80	X	X	2		1							
			CCKE	3XEL				MU5D	MILY	MILY	X495	X	5	1								
		2 Hour Parking	HJTG	E950	5989	JU38	X	7892	MU50	094I	B299	X	6	2								
			BVCD	KOLY	9867	WQ17	X	709N	55UF	X		P911	5	2								
			GYTR	AVTB	77IP	6086	X	OP90	DBJU	74KL	IK43	FY01	8	1								
		OCCUPANCY:		43	48	46	46	44	45	45	32	33	25	140	68	27	10	2	0	0	0	0

Sunrise Ave btwn N County Rd to Bradley PI																								
Segment	Side	Restriction	Time									Duration												
			11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	8:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS		
105 TO	S	1 Hr Parking 9am to 6pm		CCMK							BXWD	QQ03	NK09	4										
			GBVV								13ZA	X	X	1		1								
					4NKU		ADBx	X	X	BDZ0	X	XI12	2	1	1									
			XV63		AK92	DHTX		2FAQ	X	X	X	X	3				1							
			3XST	X	X	X	X	X	X	X	X	X										1		
				ABRB	AYXV				UM09	X	X	X	2				1							
					H4QN	QI92		4751	8694	AEKS	X	RR99	5	1										
				BUGP	99Q5		57ED	X	X	X	X	X	2					1						
				7840	6235	9662	0X5X	055X	X	X	X	X	4					1						
			10MC	76KB				8RRL	X	X	X	X	2					1						
			5781	AV77	X	X	X	X	691R	X	KIEL	8073	3	1				1						
				301K	GOYZ		03ND	Z710	X	X	X	X	3						1					
				74JK	X	X	X	X	X	X	X	X										1		
			5710	X	X	X	X	X	X	X	X	X	VT14	1								1		
				XZ90	X	265F	X	X	X	X	X	AWII	X		2				1					
					35AU	X	X	3396	X	X	RSIN	X			1	2								
		Mortorcycle Parking			9649				QE65	345D	X	7374	X	54MY	3	2								
		1 Hr Parking 9am to 6pm			H297	QZ	QZ26	ID97						NG3V	5									
					WY85	X	CK02	W135							2	1								
					6562	X	7878	X					XZ36		1	2								
		Compact Cars				TB07	X				CM98	X	AZLX	7EZV	2	2								
		1 Hr Parking 9am to 6pm			PZ29	41MH	X	X	Z158		3944	X	GW10	X	2	2	1							
					IAZO	X					EW69	X	34TX		1	2								
					6PXH	X	ABKD	5CEL			5H88	X	CW64	X	2	3								
					BXW5	X	X	7UGR			5125		5554	LL63	4		1							
					4WW5	XY91	PI89				PA37	X	OZVF	X	3	2								
				41ZD	X				QC33	X	X	X		1		1								
				58YK					90CY	X	X	X	X	1				1						

10N TO	N	1 Hr Parking 9am to 6pm	ORWE	1HTF	DHTX		22TN	IA20	X	X	X	X	4				1						
			JHK1						GF75	X	2QRB	X	1	2									
						WF28	13ZA	X	ADBX	X	X	X	1	1		1							
						BI5D	DJ56	X	X	X	X	X	1					1					
			HZ97	1386	6551		IP6K	3210	V424	X	NC82	X	5	2									
					QT22	J238							2										
			APUH	X		5CEL		AA75	8HT5				3	1									
							GYO3	X	X	X	X	X							1				
					8544	X	ABIN	X	X	X	X	X		1					1				
			GP29	PI89	X	I7VT	ZNPT	X	X	X	X	X	2	1					1				
				44HV	7064	X	X	X		X	FK53	X	2	1		1							
					DIKN		90GH	X	X	X	X	X	1						1				
			VY45	X	64AZ	X	X	X	X	X	X	X		1							1		
			5G78	X			TY05	X	X	ZB50	X	X		1	2								
									9PBU	X	X	2RKM	1		1								
			NE78	ZZ58	X249	B7ER	7UCB	X	57PC	BLBL	265F	X	6	2									
			301K	29NH	A55K		XY39	X	WY85	X	X	X	3	1		1							
			AZ52	X		YR10		80BW	B7EB	PA73	X	83QD	4	2									
			GT86	X		AGBC		LD97	X	X	X	X	1	1			1						
			4YIH	X	X	X		79GF	2020	51HF	X	DIMG	3	1		1							
			LD97	MJ45	5452	QZ26	X	X	X	X	X	XJ84	4						1				
			SB56	90BS	PUB2		364F	X	X	4XBR	X	MP29	4	1	1								
			HZ17	XM93	X	Y547	10P3		RX34	AZMP	X	X	4	1	1								
			8UBZ	X	9UBZ		7268	X	TC76	TXC76	23AU	X	3	3									
			BA39	X	X	X	X	X	X	X	X	X											1
				AUHA	X	1IIZ	YD39		Z966		8621	SJ44	5	1									
			YC39	UX87	TE78	6559	IACK		TWKJ	X	PJ46	X	5	2									
		Handicap			KZ4Y	CBLA	X				J107	X			1	2							
OCCUPANCY:			35	41	41	32	32	36	49	49	51	50	124	51	11	6	9	7	0	1	2	2	

Parking Study

Project: 23-140150

City: Palm Beach, FL

Duration		0 - 1 HRS	1 - 2 HRS	2 - 3 HRS	3 - 4 HRS	4 - 5 HRS	5 - 6 HRS	6 - 7 HRS	7 - 8 HRS	8 - 9 HRS	9 - 10 HRS
Saturday	Number of Vehicles	790	337	110	47	18	10	7	2	4	4
	Percentage of total	59.44%	25.36%	8.28%	3.54%	1.35%	0.75%	0.53%	0.15%	0.30%	0.30%



APPENDIX G

Collected Valet Parking Data
Valet Parking Agreements
Valet Parking & Permit Application

RESTAURANT LOCATION #1

Meat Market Steakhouse

Snapshot Queue

Location: Meat Market 191 Bradley Pl S/O Seminole Ave

City: Palm Beach, FL

Time	Vehicles in Queue	
	Weekend (4/15/2023)	Weekday (4/17/2023)
5:00 PM		
5:01 PM		
5:02 PM		
5:03 PM		
5:04 PM		
5:05 PM		
5:06 PM		
5:07 PM	2	
5:08 PM	1	
5:09 PM	1	
5:10 PM	1	
5:11 PM		
5:12 PM		
5:13 PM	1	
5:14 PM		
5:15 PM	2	
5:16 PM	1	
5:17 PM		
5:18 PM		
5:19 PM		
5:20 PM		
5:21 PM		
5:22 PM		
5:23 PM		
5:24 PM		
5:25 PM		
5:26 PM	1	1
5:27 PM	1	1
5:28 PM	1	
5:29 PM		
5:30 PM		
5:31 PM		
5:32 PM		
5:33 PM	2	
5:34 PM	1	

5:35 PM	1	
5:36 PM		
5:37 PM		
5:38 PM		
5:39 PM	1	
5:40 PM		
5:41 PM		
5:42 PM	1	
5:43 PM	1	
5:44 PM	2	
5:45 PM		
5:46 PM		
5:47 PM		
5:48 PM		
5:49 PM	2	
5:50 PM	2	
5:51 PM	3	
5:52 PM	1	
5:53 PM	1	
5:54 PM	2	
5:55 PM		
5:56 PM	1	
5:57 PM	1	1
5:58 PM		
5:59 PM		
6:00 PM		
6:01 PM		
6:02 PM		
6:03 PM	1	
6:04 PM	1	
6:05 PM	2	
6:06 PM	1	
6:07 PM	1	
6:08 PM	1	
6:09 PM	1	
6:10 PM		
6:11 PM		
6:12 PM		
6:13 PM		
6:14 PM	1	1
6:15 PM	1	1
6:16 PM		1
6:17 PM		2

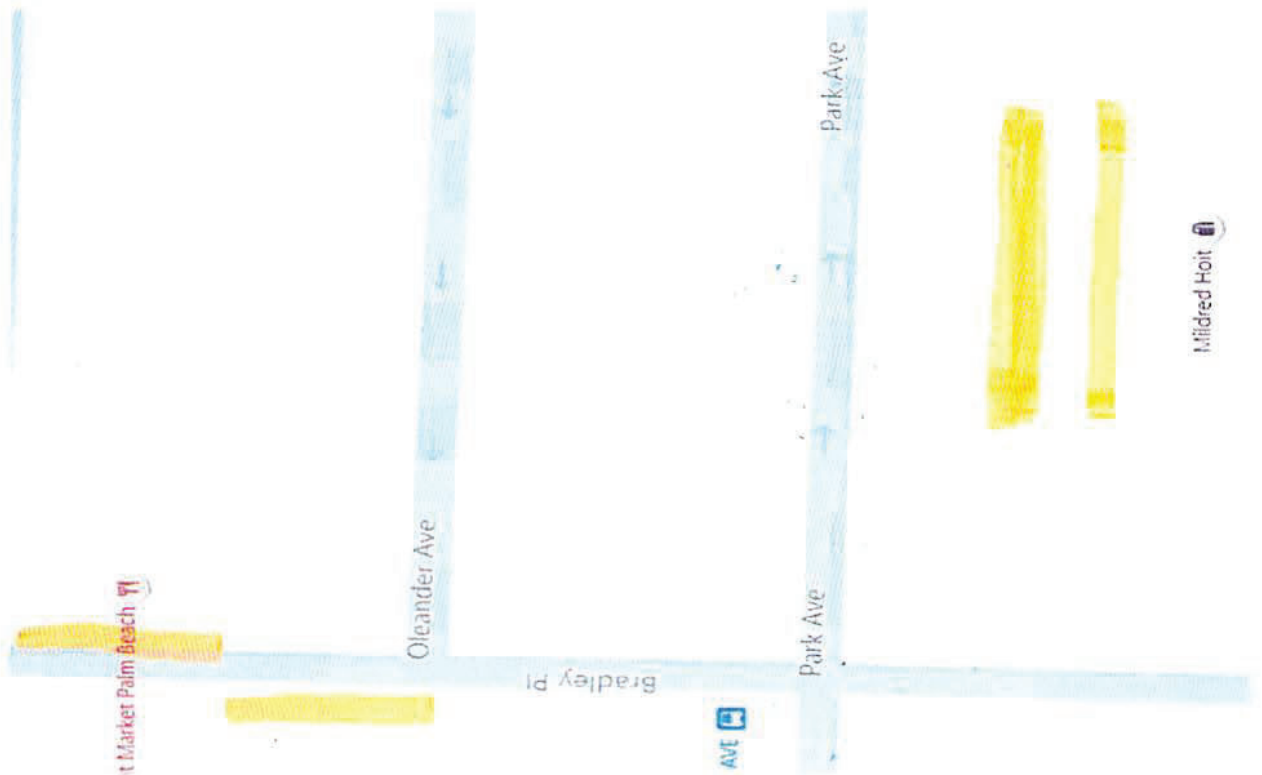
6:18 PM		1
6:19 PM	1	1
6:20 PM	1	1
6:21 PM		
6:22 PM		
6:23 PM		
6:24 PM	2	
6:25 PM	1	1
6:26 PM		
6:27 PM		
6:28 PM		
6:29 PM		
6:30 PM		
6:31 PM	1	
6:32 PM	1	
6:33 PM	1	
6:34 PM	1	
6:35 PM	2	
6:36 PM		
6:37 PM	1	
6:38 PM	1	
6:39 PM	1	
6:40 PM	1	
6:41 PM	1	
6:42 PM	1	
6:43 PM	2	
6:44 PM	4	4
6:45 PM	3	3
6:46 PM	3	3
6:47 PM	2	2
6:48 PM	1	1
6:49 PM	1	1
6:50 PM	1	2
6:51 PM	1	1
6:52 PM		1
6:53 PM		1
6:54 PM	1	
6:55 PM	2	1
6:56 PM	3	
6:57 PM	2	
6:58 PM	2	1
6:59 PM	4	1
7:00 PM	5	

7:01 PM	7	
7:02 PM	5	1
7:03 PM	3	
7:04 PM	3	
7:05 PM	4	
7:06 PM	1	
7:07 PM	1	1
7:08 PM	1	1
7:09 PM	1	1
7:10 PM		1
7:11 PM		1
7:12 PM		1
7:13 PM		2
7:14 PM		1
7:15 PM	1	2
7:16 PM	1	2
7:17 PM	1	2
7:18 PM	1	1
7:19 PM	1	
7:20 PM		
7:21 PM		
7:22 PM	1	
7:23 PM	1	
7:24 PM	2	
7:25 PM	1	
7:26 PM	1	
7:27 PM	1	
7:28 PM	1	
7:29 PM	2	
7:30 PM	1	
7:31 PM	1	
7:32 PM	2	1
7:33 PM	1	
7:34 PM	1	
7:35 PM	2	
7:36 PM		
7:37 PM	1	1
7:38 PM	1	1
7:39 PM	1	
7:40 PM	3	
7:41 PM	2	
7:42 PM	3	
7:43 PM	2	2

7:44 PM	2	2
7:45 PM	2	1
7:46 PM	3	
7:47 PM	3	
7:48 PM	2	
7:49 PM	3	
7:50 PM	1	
7:51 PM		
7:52 PM		
7:53 PM	1	
7:54 PM	1	
7:55 PM		
7:56 PM	1	1
7:57 PM		
7:58 PM		
7:59 PM	1	
8:00 PM		
8:01 PM	2	
8:02 PM	2	
8:03 PM	1	
8:04 PM	1	
8:05 PM		
8:06 PM	1	
8:07 PM	2	
8:08 PM	3	
8:09 PM	3	
8:10 PM		
8:11 PM		
8:12 PM		
8:13 PM		
8:14 PM	1	
8:15 PM	1	
8:16 PM	1	
8:17 PM		
8:18 PM	1	
8:19 PM	1	
8:20 PM	2	
8:21 PM	1	
8:22 PM	1	
8:23 PM		
8:24 PM	2	
8:25 PM		
8:26 PM		

8:27 PM		
8:28 PM	2	
8:29 PM	1	
8:30 PM	1	
8:31 PM		
8:32 PM	1	
8:33 PM	1	
8:34 PM	1	
8:35 PM	1	
8:36 PM		
8:37 PM		
8:38 PM	1	
8:39 PM	1	
8:40 PM		
8:41 PM	2	
8:42 PM	2	
8:43 PM	1	
8:44 PM	1	
8:45 PM		
8:46 PM	1	
8:47 PM		
8:48 PM		
8:49 PM		
8:50 PM	1	
8:51 PM		
8:52 PM	1	
8:53 PM	1	
8:54 PM		
8:55 PM		
8:56 PM		
8:57 PM	1	
8:58 PM	1	
8:59 PM	1	
Totals	229	60

- Biltmore Galleria Parking
- Available Street in front of restaurant



RESTAURANT LOCATION #2

Echo Palm Beach

Snapshot Queue

Location: Echo-230A Sunrise Ave S/O Sunrise Ave
City: Palm Beach, FL

Time	Vehicles in Queue	
	Weekend (4/15/2023)	Weekday (4/17/2023)
5:00 PM		
5:01 PM		
5:02 PM		1
5:03 PM	1	
5:04 PM	1	
5:05 PM		1
5:06 PM	1	
5:07 PM	1	
5:08 PM	1	
5:09 PM	2	
5:10 PM	1	
5:11 PM	1	
5:12 PM	1	1
5:13 PM	1	
5:14 PM	1	
5:15 PM	1	
5:16 PM	1	1
5:17 PM	1	
5:18 PM		1
5:19 PM	1	
5:20 PM	2	
5:21 PM	2	
5:22 PM	2	
5:23 PM	1	
5:24 PM		
5:25 PM		
5:26 PM		
5:27 PM		1
5:28 PM	1	
5:29 PM	2	
5:30 PM	2	
5:31 PM		
5:32 PM		1
5:33 PM		
5:34 PM		
5:35 PM		1
5:36 PM		
5:37 PM	1	
5:38 PM	1	
5:39 PM		
5:40 PM	1	
5:41 PM		
5:42 PM		
5:43 PM		
5:44 PM		
5:45 PM		
5:46 PM		1
5:47 PM	2	
5:48 PM	1	1
5:49 PM		
5:50 PM		
5:51 PM		1
5:52 PM	1	
5:53 PM		1
5:54 PM		
5:55 PM		

*Parking Lot Behind Restaurant

*Entrance by left hand side of Restaurant while parking is on right hand side

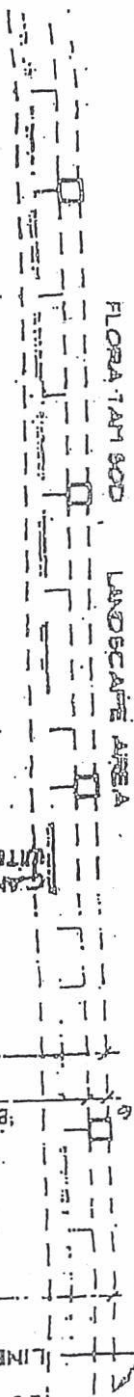
*one civilian (local) said side parking too big

5:56 PM	1	
5:57 PM		
5:58 PM	1	
5:59 PM		1
6:00 PM		1
6:01 PM		1
6:02 PM		
6:03 PM		
6:04 PM		
6:05 PM	1	
6:06 PM	1	
6:07 PM		
6:08 PM		
6:09 PM		
6:10 PM		1
6:11 PM		1
6:12 PM		
6:13 PM	1	
6:14 PM	1	
6:15 PM	2	
6:16 PM	1	
6:17 PM		
6:18 PM		
6:19 PM		
6:20 PM		
6:21 PM		
6:22 PM		1
6:23 PM		
6:24 PM		
6:25 PM		
6:26 PM		1
6:27 PM		
6:28 PM		
6:29 PM		
6:30 PM		
6:31 PM		
6:32 PM		1
6:33 PM		
6:34 PM	1	1
6:35 PM		
6:36 PM		
6:37 PM		
6:38 PM		
6:39 PM		
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6:42 PM	3	
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6:45 PM	6	1
6:46 PM	4	
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6:51 PM	3	
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6:55 PM	1	
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6:57 PM		
6:58 PM	1	1
6:59 PM	1	

7:00 PM	1	1
7:01 PM	1	1
7:02 PM	1	
7:03 PM	1	
7:04 PM		
7:05 PM		1
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7:08 PM	2	
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7:10 PM	1	
7:11 PM		
7:12 PM		
7:13 PM		
7:14 PM		
7:15 PM		
7:16 PM	1	
7:17 PM	1	
7:18 PM	1	
7:19 PM		
7:20 PM	2	
7:21 PM	2	
7:22 PM		
7:23 PM		1
7:24 PM	3	
7:25 PM	2	1
7:26 PM		
7:27 PM	1	
7:28 PM	1	
7:29 PM		
7:30 PM	1	
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7:38 PM		
7:39 PM	1	
7:40 PM	2	
7:41 PM	2	
7:42 PM	1	
7:43 PM		
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7:45 PM	1	1
7:46 PM		
7:47 PM	1	
7:48 PM		
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7:55 PM	1	
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8:04 PM		
8:05 PM	1	
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8:18 PM	2	
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8:20 PM	1	
8:21 PM		
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8:29 PM	1	
8:30 PM		
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8:34 PM	1	
8:35 PM		
8:36 PM		
8:37 PM		
8:38 PM		
8:39 PM	1	
8:40 PM	1	
8:41 PM	1	
8:42 PM	1	
8:43 PM	1	
8:44 PM	1	
8:45 PM		
8:46 PM		
8:47 PM	1	
8:48 PM	1	
8:49 PM		
8:50 PM		
8:51 PM		
8:52 PM		
8:53 PM		
8:54 PM		
8:55 PM		
8:56 PM		
8:57 PM		
8:58 PM	1	
8:59 PM		
Totals	146	31

FLORATAM 900 LANDSCAPE AREA



1 2 3
PARKING CARS
H.C.

Restaurant
tenant

H.C.

1 2 3
H.C.

Recreation
tenant

LINE OF WALL ABOVE

145'-0"
103'-0"
21'-0"

CANARY ISLAND DATE PALM
WITH GIANT MONDO GROUND COVER

DUMPSTER
LOCATION

149'-0"

91'-10"

32'-3"

WALKWAY

2'-0"

39'-0"

A

B

TOP / 41.15

11'-0"

10'

12'

17'

PARKING ALLOCATION

EXHIBIT "E"

Lessor represents and warrants that it neither consulted nor negotiated with any broker or finder with respect to the Premises other than as may be listed in Summary paragraph 12 (hereinafter referred to as the "Broker"). Lessor agrees to indemnify, defend and save Lessee harmless from and against any claims for fees or commissions from anyone, other than Broker, with whom Lessor has dealt in connection with the Premises or this Lease.

34. PARKING:

21

(A) For and in consideration of the Fixed Annual Rent, Lessee and its employees, agents and invitees shall be permitted to utilize collectively the following parking spaces at the Property: (1) During the daytime hours (7:00 a.m. - 5:59 p.m.), Lessee shall be provided with the exclusive use of the four (4) parking spaces immediately behind the Premises, the non-exclusive use of the three (3) handicapped spaces immediately behind the Premises, and the non-exclusive use of all other parking spaces, except for (i) the three (3) parking spaces identified on Exhibit "E" that are exclusively for the benefit of the tenant of Suite B of the Building, (ii) the twelve (12) parking spaces reserved for the Palm Beach Hotel Condominium, and (iii) one (1) space on the ground floor for the benefit of Lessor; and (2) During the evening hours (6:00 p.m. through 6:59 a.m.), Lessee shall have exclusive use of all parking spaces at the Property except the twelve (12) parking spaces, identified on Exhibit "E" that are reserved for the exclusive use of the Palm Beach Hotel Condominium and the one (1) ground floor space for the Lessor. The use of the parking spaces on the Property by Lessee and its employees, agents and invitees shall be subject to any Rule and Regulation applicable thereto. Lessor reserves the right to implement a system to monitor compliance with parking rules.

(B) Lessee recognizes that (i) the tenant of Suite B of the Building has the exclusive use of three (3) parking spaces located directly behind the Suite B of the Building, during the daytime (7:00 a.m. - 5:59 p.m.), (ii) twelve (12) tenants of the Palm Beach Hotel Condominium and their invitees shall have exclusive use of twelve (12) parking spaces on the top floor of the parking garage all day, and (iii) Lessor shall have the right to use one ground floor space all day. Lessee shall have the right to license to others the use of Lessee's exclusive parking spaces during the evening hours and to derive such revenue therefrom as is possible; provided, however, that Lessee shall not permit any such licensing if or to the extent that it would or may create a problem with the Town of Palm Beach or otherwise regarding parking for the Building.

35. ENVIRONMENTAL:

(A) The Premises shall at all times be operated by Lessee in compliance with all applicable federal, state and local environmental, health and safety laws and regulations and local ordinances now in force or that may hereafter be in force, pertaining to the Premises or the Lessee's use thereof, and all permits, required thereunder have been obtained and complied with in all respects.

(B) There will be no releases, spills, discharges, leaks or disposal (collectively including petroleum products

RESTAURANT LOCATION #3

Palm Beach Catch

Snapshot Queue

Location: PB Catch-251 Sunrise Ave N/O Sunrise Ave

City: Palm Beach, FL

Time	Vehicles in Queue	
	Weekend (4/15/2023)	Weekday (4/17/2023)
5:00 PM		
5:01 PM		
5:02 PM		
5:03 PM		
5:04 PM		
5:05 PM		
5:06 PM		
5:07 PM		
5:08 PM		
5:09 PM		
5:10 PM		
5:11 PM	1	
5:12 PM		
5:13 PM		
5:14 PM		
5:15 PM		
5:16 PM		
5:17 PM		
5:18 PM		
5:19 PM		
5:20 PM	1	
5:21 PM		
5:22 PM		
5:23 PM		
5:24 PM		
5:25 PM		
5:26 PM		
5:27 PM	1	
5:28 PM	1	
5:29 PM	1	
5:30 PM		
5:31 PM		
5:32 PM	1	
5:33 PM		
5:34 PM		
5:35 PM		
5:36 PM		
5:37 PM		
5:38 PM		
5:39 PM		
5:40 PM		
5:41 PM		1
5:42 PM		
5:43 PM		
5:44 PM		
5:45 PM	1	
5:46 PM	1	

They used bank for parking while some parked on street

Valed Started Operation

5:47 PM	1	
5:48 PM		
5:49 PM		
5:50 PM		
5:51 PM		
5:52 PM	1	
5:53 PM		
5:54 PM	1	
5:55 PM		1
5:56 PM		
5:57 PM		
5:58 PM		
5:59 PM		1
6:00 PM		
6:01 PM		
6:02 PM		
6:03 PM		
6:04 PM		
6:05 PM	1	
6:06 PM		1
6:07 PM		
6:08 PM		
6:09 PM		
6:10 PM		
6:11 PM	1	1
6:12 PM		
6:13 PM		
6:14 PM		
6:15 PM		
6:16 PM		
6:17 PM		
6:18 PM		
6:19 PM		
6:20 PM		
6:21 PM		
6:22 PM		
6:23 PM	1	
6:24 PM		
6:25 PM		
6:26 PM		
6:27 PM		
6:28 PM	1	
6:29 PM		
6:30 PM		
6:31 PM		
6:32 PM		
6:33 PM		1
6:34 PM		
6:35 PM		
6:36 PM		
6:37 PM		
6:38 PM		
6:39 PM		
6:40 PM		
6:41 PM		

6:42 PM	2	
6:43 PM	1	1
6:44 PM		1
6:45 PM	1	
6:46 PM	2	
6:47 PM	1	
6:48 PM	1	
6:49 PM		1
6:50 PM		1
6:51 PM		
6:52 PM		
6:53 PM		1
6:54 PM		1
6:55 PM		
6:56 PM		
6:57 PM		
6:58 PM	2	
6:59 PM	1	
7:00 PM	2	
7:01 PM	1	1
7:02 PM	2	
7:03 PM	1	
7:04 PM		
7:05 PM		
7:06 PM		
7:07 PM		
7:08 PM		
7:09 PM		
7:10 PM		
7:11 PM		
7:12 PM		1
7:13 PM		
7:14 PM		
7:15 PM		
7:16 PM		
7:17 PM		
7:18 PM		
7:19 PM		
7:20 PM		
7:21 PM		
7:22 PM	1	
7:23 PM		
7:24 PM		
7:25 PM		1
7:26 PM	1	
7:27 PM		
7:28 PM	1	1
7:29 PM		
7:30 PM		
7:31 PM		
7:32 PM		
7:33 PM		
7:34 PM		1
7:35 PM		
7:36 PM		

7:37 PM	1	
7:38 PM	1	
7:39 PM	1	
7:40 PM	3	
7:41 PM	2	1
7:42 PM	1	1
7:43 PM		
7:44 PM		
7:45 PM		
7:46 PM		1
7:47 PM		
7:48 PM		
7:49 PM		
7:50 PM		
7:51 PM	1	
7:52 PM	1	
7:53 PM	1	
7:54 PM	1	
7:55 PM	1	
7:56 PM		
7:57 PM		
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8:16 PM		
8:17 PM	1	
8:18 PM		
8:19 PM		
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8:22 PM		
8:23 PM	2	
8:24 PM	1	
8:25 PM		
8:26 PM		
8:27 PM		
8:28 PM		
8:29 PM		
8:30 PM		
8:31 PM		

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8:33 PM	1	
8:34 PM		
8:35 PM		
8:36 PM		
8:37 PM		
8:38 PM		
8:39 PM		
8:40 PM		
8:41 PM	1	
8:42 PM		
8:43 PM		
8:44 PM		
8:45 PM		
8:46 PM	1	
8:47 PM		
8:48 PM		
8:49 PM		
8:50 PM		
8:51 PM		
8:52 PM	1	
8:53 PM		
8:54 PM	2	
8:55 PM	1	
8:56 PM		
8:57 PM		
8:58 PM	1	
8:59 PM		
Totals	63	20

COUNTY

ROAD

BRADLEY
PLACE

Wells
FARBU
PUBlix

1 HR PARKING 1 HR PARKING

← ← ← ← ←

(N)

(E)

DROP - OFF

RED LOADING

1 HR PARKING

P.B.

CATCH

1 HR PARKING

H D V T

CHASE BANK

All guests will be dropped off in designated red zone spaces!
JACKET WILL UTILIZED Sunrider Avenue Street Parking!

(N)

RESTAURANT LOCATION #4

Lola 41

Snapshot Queue

Location: Lola 41-290 Sunset Ave E/O Bradley Pl

City: Palm Beach, FL

Time	Vehicles in Queue	
	Weekend (4/15/2023)	Weekday (4/17/2023)
5:00 PM		
5:01 PM		
5:02 PM		
5:03 PM		
5:04 PM		
5:05 PM		
5:06 PM		
5:07 PM		
5:08 PM		
5:09 PM		
5:10 PM		
5:11 PM		
5:12 PM		
5:13 PM		
5:14 PM	1	
5:15 PM		1
5:16 PM		1
5:17 PM		
5:18 PM		
5:19 PM		
5:20 PM	1	
5:21 PM		
5:22 PM		
5:23 PM		1
5:24 PM	1	
5:25 PM		
5:26 PM		
5:27 PM		
5:28 PM		
5:29 PM	1	
5:30 PM		
5:31 PM		
5:32 PM		
5:33 PM		
5:34 PM		

5:35 PM		1
5:36 PM		
5:37 PM		
5:38 PM		
5:39 PM		
5:40 PM		
5:41 PM		1
5:42 PM		
5:43 PM		
5:44 PM		
5:45 PM		
5:46 PM		
5:47 PM	2	
5:48 PM		1
5:49 PM		
5:50 PM		
5:51 PM	3	
5:52 PM	1	
5:53 PM		
5:54 PM	2	
5:55 PM		
5:56 PM	1	
5:57 PM	1	
5:58 PM		1
5:59 PM		
6:00 PM		
6:01 PM		
6:02 PM		1
6:03 PM		1
6:04 PM		
6:05 PM	1	1
6:06 PM	1	
6:07 PM	1	
6:08 PM	2	
6:09 PM	1	
6:10 PM		
6:11 PM	1	
6:12 PM	3	
6:13 PM	2	
6:14 PM	3	
6:15 PM	1	
6:16 PM		
6:17 PM		

6:18 PM		1
6:19 PM		
6:20 PM		
6:21 PM		
6:22 PM		
6:23 PM		
6:24 PM		1
6:25 PM	2	
6:26 PM		
6:27 PM		
6:28 PM	1	
6:29 PM		1
6:30 PM	3	
6:31 PM	4	
6:32 PM	3	
6:33 PM	3	
6:34 PM	4	
6:35 PM	3	
6:36 PM	1	
6:37 PM		
6:38 PM		
6:39 PM	1	
6:40 PM	1	
6:41 PM		
6:42 PM		
6:43 PM	1	
6:44 PM		
6:45 PM		
6:46 PM	1	
6:47 PM		
6:48 PM		
6:49 PM		1
6:50 PM		1
6:51 PM		
6:52 PM	2	
6:53 PM		
6:54 PM	1	
6:55 PM	2	
6:56 PM		
6:57 PM		1
6:58 PM		1
6:59 PM		1
7:00 PM	1	

7:01 PM	2	
7:02 PM	2	1
7:03 PM	2	
7:04 PM	2	
7:05 PM	2	
7:06 PM	1	
7:07 PM	1	
7:08 PM	1	
7:09 PM	1	
7:10 PM		
7:11 PM	1	
7:12 PM		
7:13 PM		
7:14 PM	2	1
7:15 PM	1	
7:16 PM		
7:17 PM		
7:18 PM		
7:19 PM		
7:20 PM	1	
7:21 PM	1	
7:22 PM	2	
7:23 PM	1	1
7:24 PM	1	
7:25 PM	1	
7:26 PM	2	
7:27 PM	2	
7:28 PM	2	
7:29 PM		2
7:30 PM	2	2
7:31 PM	1	2
7:32 PM	1	1
7:33 PM	2	1
7:34 PM	1	
7:35 PM	2	1
7:36 PM	3	1
7:37 PM	3	
7:38 PM	2	
7:39 PM	1	1
7:40 PM	1	
7:41 PM	1	
7:42 PM	3	
7:43 PM	3	

7:44 PM	2	
7:45 PM	2	
7:46 PM	1	1
7:47 PM	1	1
7:48 PM	1	1
7:49 PM	1	
7:50 PM		1
7:51 PM	1	
7:52 PM	2	
7:53 PM	2	
7:54 PM	1	
7:55 PM	2	
7:56 PM	2	
7:57 PM	2	
7:58 PM	3	
7:59 PM	1	
8:00 PM	2	
8:01 PM	1	
8:02 PM		
8:03 PM	1	
8:04 PM		
8:05 PM	1	
8:06 PM		
8:07 PM		
8:08 PM		
8:09 PM	1	
8:10 PM	1	
8:11 PM		
8:12 PM	1	
8:13 PM	1	
8:14 PM	1	
8:15 PM	2	
8:16 PM	2	
8:17 PM	2	
8:18 PM	2	
8:19 PM		
8:20 PM	1	
8:21 PM		
8:22 PM	1	
8:23 PM	1	
8:24 PM	1	
8:25 PM	2	
8:26 PM	2	

8:27 PM	2	
8:28 PM		
8:29 PM		
8:30 PM	1	
8:31 PM	1	
8:32 PM	1	
8:33 PM	2	
8:34 PM	2	
8:35 PM		
8:36 PM	1	
8:37 PM	1	
8:38 PM	1	
8:39 PM	1	
8:40 PM		
8:41 PM	2	
8:42 PM	4	
8:43 PM		
8:44 PM		
8:45 PM	1	
8:46 PM	1	
8:47 PM	2	
8:48 PM	1	
8:49 PM	1	
8:50 PM	1	
8:51 PM		
8:52 PM	1	
8:53 PM		
8:54 PM		
8:55 PM	1	
8:56 PM		
8:57 PM	1	
8:58 PM	1	
8:59 PM	1	
Totals	202	36

Search

LoLa 41 Palm Beach

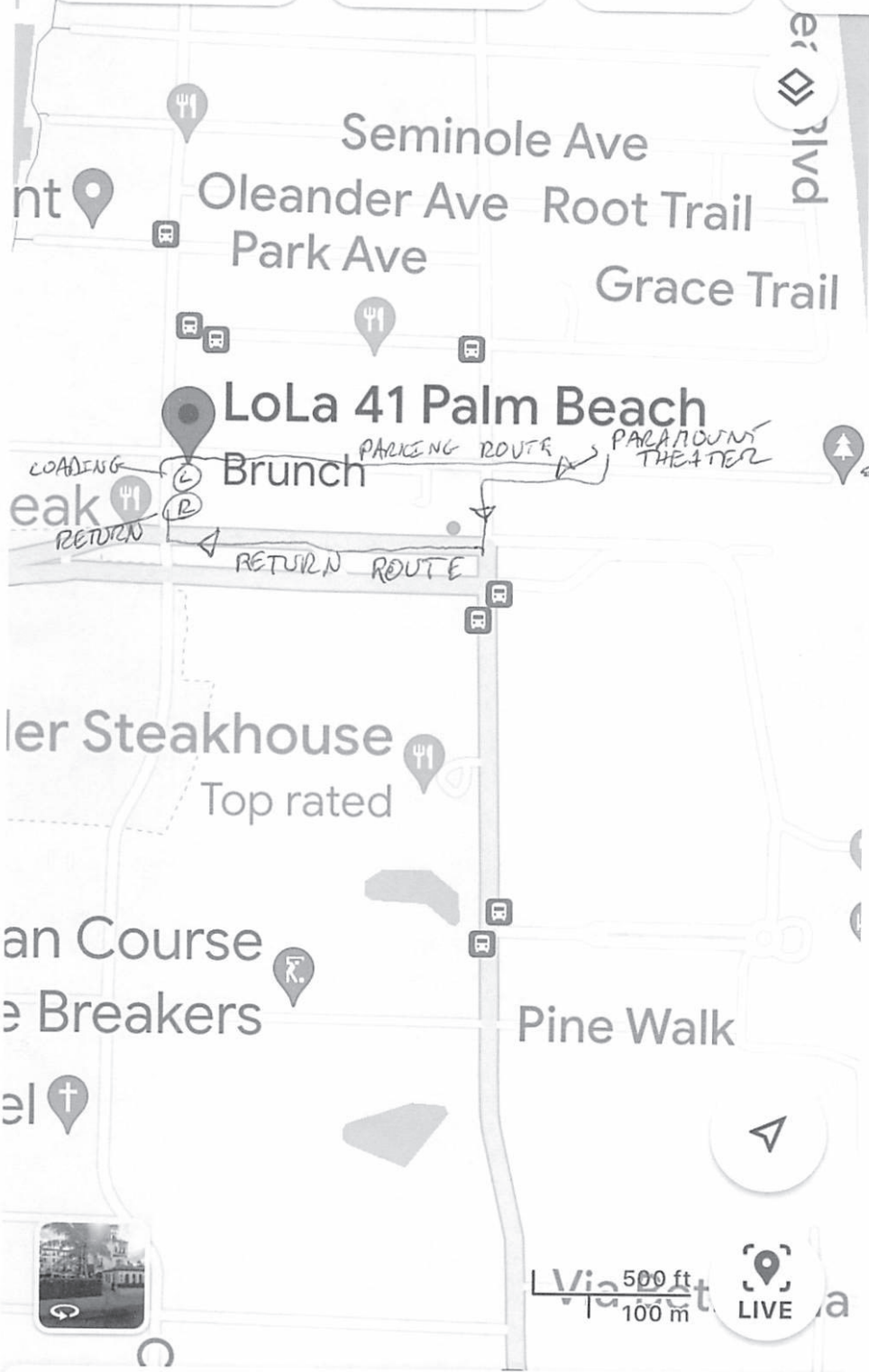


Restaurants

Shopping

Coffee

Hotels



LoLa 41 Palm Beach

4.1 ★★★★★ (180)

RESTAURANT LOCATION #5

Trevini

Snapshot Queue

Location: Trevini-223 Sunset Ave N/O Sunset Ave

City: Palm Beach, FL

Time	Vehicles in Queue	
	Weekend (4/15/2023)	Weekday (4/17/2023)
5:00 PM	1	
5:01 PM	2	
5:02 PM		
5:03 PM		
5:04 PM		
5:05 PM		
5:06 PM		
5:07 PM		
5:08 PM	1	
5:09 PM		
5:10 PM		
5:11 PM		
5:12 PM		
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5:14 PM		1
5:15 PM		1
5:16 PM		1
5:17 PM		
5:18 PM		
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5:21 PM		
5:22 PM		
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5:27 PM	1	
5:28 PM		
5:29 PM		
5:30 PM		
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5:33 PM	1	
5:34 PM		

5:35 PM		1
5:36 PM		
5:37 PM		
5:38 PM		1
5:39 PM		
5:40 PM	1	
5:41 PM		
5:42 PM		1
5:43 PM		1
5:44 PM		1
5:45 PM		1
5:46 PM		1
5:47 PM		
5:48 PM	1	
5:49 PM		
5:50 PM	1	
5:51 PM		
5:52 PM	1	
5:53 PM	1	
5:54 PM	2	1
5:55 PM	1	
5:56 PM		
5:57 PM	1	
5:58 PM	1	
5:59 PM	2	1
6:00 PM	1	
6:01 PM	1	
6:02 PM	1	1
6:03 PM		
6:04 PM		1
6:05 PM		
6:06 PM		
6:07 PM		
6:08 PM		
6:09 PM		
6:10 PM		
6:11 PM		1
6:12 PM	1	
6:13 PM	1	1
6:14 PM	2	
6:15 PM		
6:16 PM		1
6:17 PM	1	2

6:18 PM	1	
6:19 PM	2	
6:20 PM		
6:21 PM	1	
6:22 PM	1	2
6:23 PM		1
6:24 PM		1
6:25 PM	2	2
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6:37 PM		2
6:38 PM		3
6:39 PM	1	3
6:40 PM		2
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6:44 PM		
6:45 PM		
6:46 PM	2	
6:47 PM		1
6:48 PM		
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6:50 PM	1	
6:51 PM		3
6:52 PM	1	
6:53 PM		3
6:54 PM		4
6:55 PM	2	5
6:56 PM		6
6:57 PM	3	5
6:58 PM		6
6:59 PM	2	7
7:00 PM		8

7:01 PM	2	6
7:02 PM	1	5
7:03 PM	2	6
7:04 PM	2	5
7:05 PM	3	3
7:06 PM	1	4
7:07 PM		4
7:08 PM	1	5
7:09 PM	1	3
7:10 PM		3
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7:14 PM		1
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7:16 PM		
7:17 PM	1	1
7:18 PM	1	
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7:20 PM		
7:21 PM		
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7:27 PM		
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7:30 PM	1	1
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7:37 PM	1	
7:38 PM		
7:39 PM		
7:40 PM		4
7:41 PM		
7:42 PM	3	
7:43 PM	1	

7:44 PM		
7:45 PM	1	
7:46 PM		
7:47 PM		
7:48 PM	2	
7:49 PM		
7:50 PM		
7:51 PM		
7:52 PM		
7:53 PM	1	
7:54 PM		
7:55 PM		
7:56 PM		
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8:27 PM	1	
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8:46 PM		
8:47 PM		
8:48 PM		
8:49 PM		
8:50 PM		
8:51 PM		
8:52 PM		
8:53 PM		
8:54 PM		
8:55 PM	1	
8:56 PM	1	
8:57 PM	1	
8:58 PM	1	
8:59 PM	1	
Totals	101	175



CUSHMAN & WAKEFIELD
SPACE FOR LEASE
MICHAEL O'BRIEN
561 227 2060

LOW AHEAD
TO ZONE
PARKING
PRIVATE PROPERTY
NO PARKING
EXCEPT BY PERMIT

223

TREVINI
VALET
↑

RESTAURANT LOCATION #6
Cucina Palm Beach

Snapshot Queue

Location: Cucina-257 Royal Poinciana Way N/O Royal Poinciana Way
City: Palm Beach, FL

Time	Vehicles in Queue	
	Weekend (4/15/2023)	Weekday (4/21/2023)
5:00 PM		
5:01 PM		
5:02 PM		
5:03 PM		
5:04 PM		
5:05 PM		
5:06 PM		
5:07 PM		
5:08 PM		
5:09 PM		
5:10 PM		
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5:28 PM		
5:29 PM		
5:30 PM		
5:31 PM		
5:32 PM		
5:33 PM		
5:34 PM		
5:35 PM		
5:36 PM		
5:37 PM		
5:38 PM		
5:39 PM		
5:40 PM		
5:41 PM		
5:42 PM		
5:43 PM		
5:44 PM		
5:45 PM		
5:46 PM		

 Valet Started Operation

Client Parked on street in front of Restaurant
Valet Parking behind Restaurant

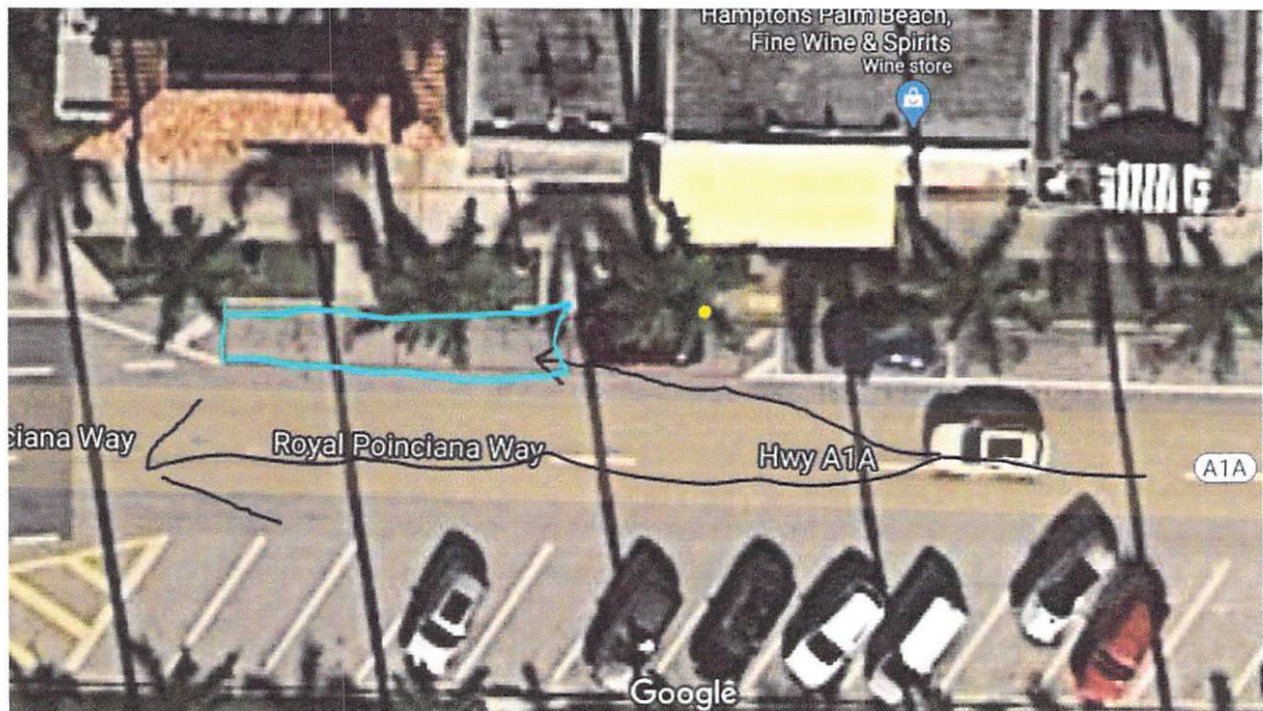
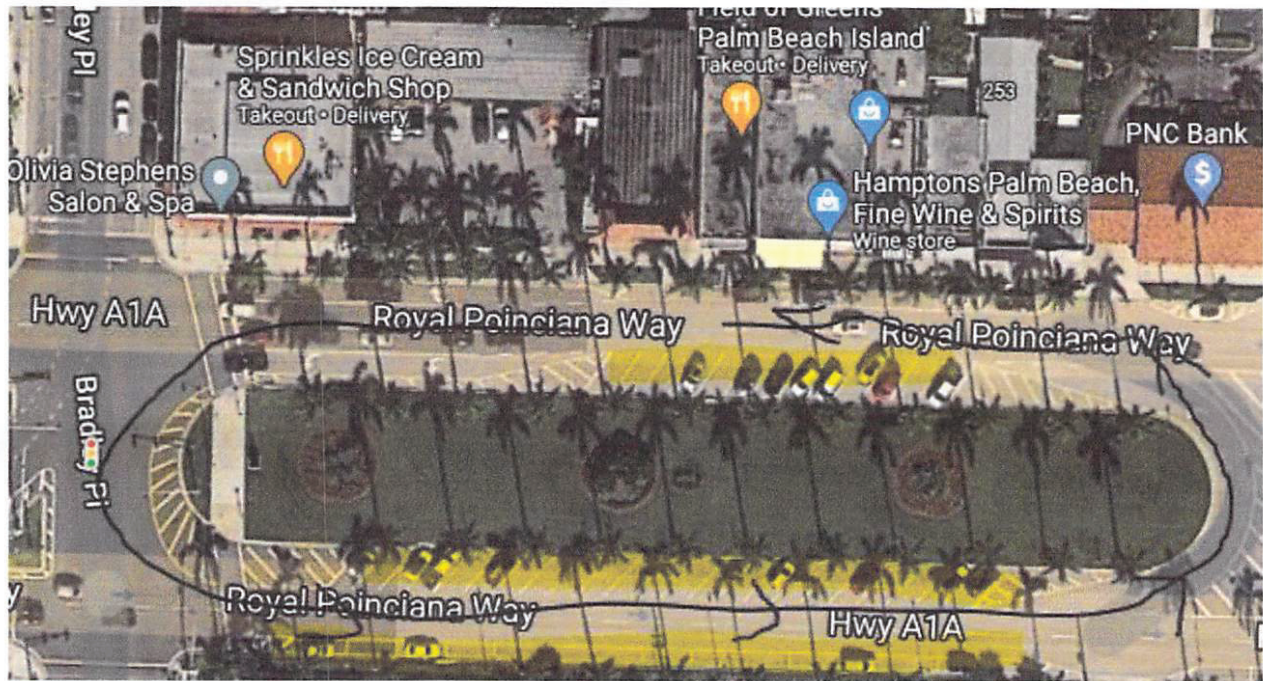
5:47 PM		
5:48 PM		
5:49 PM		
5:50 PM		
5:51 PM		
5:52 PM		
5:53 PM		
5:54 PM		
5:55 PM		
5:56 PM		1
5:57 PM		
5:58 PM	1	
5:59 PM	1	
6:00 PM		
6:01 PM		
6:02 PM		
6:03 PM		1
6:04 PM		
6:05 PM		
6:06 PM		
6:07 PM		
6:08 PM		
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6:10 PM	1	
6:11 PM		
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6:17 PM		
6:18 PM		
6:19 PM		
6:20 PM		
6:21 PM		
6:22 PM		
6:23 PM		
6:24 PM		1
6:25 PM		
6:26 PM		
6:27 PM		
6:28 PM		
6:29 PM		
6:30 PM		
6:31 PM	1	
6:32 PM		
6:33 PM		
6:34 PM		
6:35 PM		
6:36 PM		
6:37 PM		
6:38 PM		
6:39 PM		1
6:40 PM		
6:41 PM		

6:42 PM		
6:43 PM		
6:44 PM		
6:45 PM		
6:46 PM		
6:47 PM		
6:48 PM		
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6:53 PM		
6:54 PM		
6:55 PM		
6:56 PM		
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6:58 PM		1
6:59 PM		
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7:22 PM		1
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7:24 PM		1
7:25 PM		
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7:27 PM		
7:28 PM		
7:29 PM		
7:30 PM		
7:31 PM		
7:32 PM	1	
7:33 PM	1	
7:34 PM		
7:35 PM	1	
7:36 PM		

7:37 PM		
7:38 PM	1	
7:39 PM	1	
7:40 PM		
7:41 PM		
7:42 PM		1
7:43 PM		
7:44 PM		
7:45 PM		1
7:46 PM		
7:47 PM		
7:48 PM		1
7:49 PM		
7:50 PM	1	
7:51 PM	1	
7:52 PM		
7:53 PM		
7:54 PM		
7:55 PM		1
7:56 PM		
7:57 PM		1
7:58 PM		
7:59 PM		1
8:00 PM		
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8:04 PM		
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8:15 PM		
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8:17 PM		
8:18 PM		
8:19 PM		
8:20 PM		
8:21 PM		
8:22 PM		
8:23 PM		
8:24 PM		
8:25 PM	1	
8:26 PM	2	
8:27 PM		
8:28 PM		
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8:31 PM		

8:32 PM		
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8:38 PM		
8:39 PM		
8:40 PM		
8:41 PM		
8:42 PM		
8:43 PM		
8:44 PM		
8:45 PM		
8:46 PM		
8:47 PM		
8:48 PM		
8:49 PM		
8:50 PM		
8:51 PM		
8:52 PM	1	
8:53 PM		
8:54 PM		
8:55 PM		
8:56 PM		
8:57 PM		
8:58 PM	1	
8:59 PM		
Totals	19	15

Cucina Palm Beach // Via Valet // Traffic Schematic
 257 Royal Poinciana Way, Palm Beach, FL 33480



- Yellow dot represents Valet Stand.
- Cyan box represents passenger loading/unloading zone.
- Black lines represent traffic flow direction.
- Highlighted areas are parking spots to be utilized

RESTAURANT LOCATION #7
Henry's Palm Beach

Snapshot Queue

Location: Henry's-229 Royal Poinciana Way N/O Royal Poinciana Way

City: Palm Beach, FL

Time	Vehicles in Queue	
	Weekend (4/15/2023)	Weekday (4/17/2023)
5:00 PM		
5:01 PM		
5:02 PM		
5:03 PM		
5:04 PM		
5:05 PM		
5:06 PM		
5:07 PM		
5:08 PM		
5:09 PM		
5:10 PM		
5:11 PM		
5:12 PM		
5:13 PM		
5:14 PM		
5:15 PM		
5:16 PM		
5:17 PM		
5:18 PM		
5:19 PM		
5:20 PM		
5:21 PM		
5:22 PM		
5:23 PM		
5:24 PM		
5:25 PM		
5:26 PM		
5:27 PM		
5:28 PM		
5:29 PM		
5:30 PM		
5:31 PM		
5:32 PM		
5:33 PM		
5:34 PM		1

Shuttle

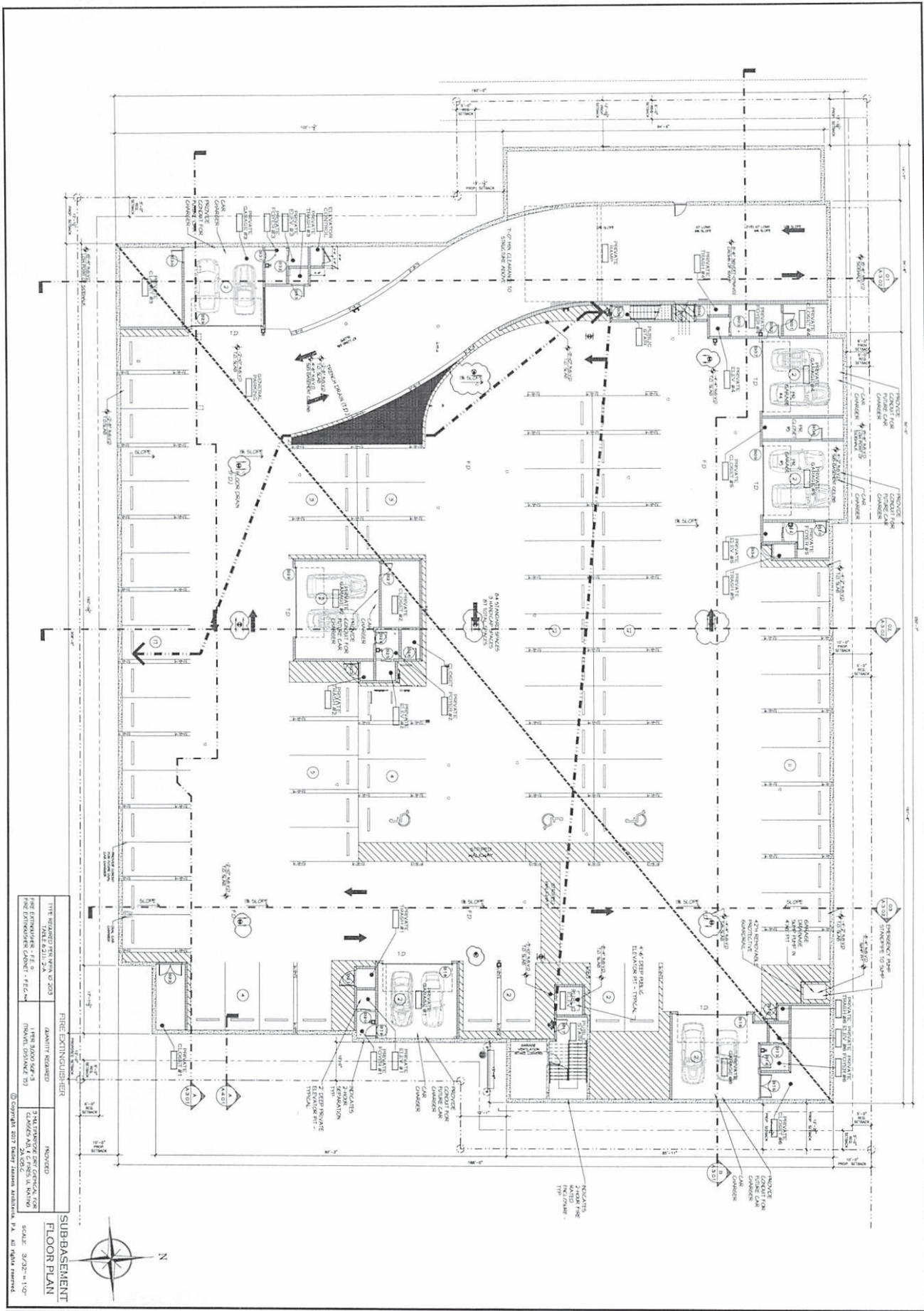
5:35 PM		
5:36 PM		
5:37 PM		
5:38 PM		
5:39 PM		
5:40 PM		
5:41 PM		
5:42 PM		
5:43 PM		
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5:45 PM		
5:46 PM		
5:47 PM		
5:48 PM		
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6:08 PM		
6:09 PM		
6:10 PM		
6:11 PM		1
6:12 PM		
6:13 PM		
6:14 PM		
6:15 PM		
6:16 PM		
6:17 PM	1	

6:18 PM	1	
6:19 PM	2	
6:20 PM	2	
6:21 PM	2	
6:22 PM	1	
6:23 PM	3	
6:24 PM		
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6:26 PM		
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6:41 PM		
6:42 PM		
6:43 PM		
6:44 PM		
6:45 PM	1	
6:46 PM	2	
6:47 PM		
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7:01 PM	2	
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7:38 PM	2	
7:39 PM	2	
7:40 PM	2	
7:41 PM	2	
7:42 PM	3	
7:43 PM	1	

7:44 PM		
7:45 PM		
7:46 PM		
7:47 PM	1	
7:48 PM		
7:49 PM		
7:50 PM		
7:51 PM	1	
7:52 PM	2	
7:53 PM		
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8:51 PM		
8:52 PM		
8:53 PM		
8:54 PM		
8:55 PM		
8:56 PM		
8:57 PM		
8:58 PM		
8:59 PM	1	
Totals	89	6



DATE: 07-20-2017 - PERMIT SET

DRAWN: 10/1/2017 - REV 01

REVIEW: 07/01/2010 REV 04

SITE PLAN REVIEW #13-2014

7/ SPECIAL EXCEPTIONS AND VARIANCES

ARCW # 8-108-2014

Proposed New Two Story Mixed Use Building

221 & 231 Royal Poinciana Way

and 214 & 216 Sunset Avenue

TOWN OF PALM BEACH

DJA DAILEY JANSSEN ARCHITECTS

400 CLEMATIS STREET, SUITE 200
WEST PALM BEACH, FLORIDA, 33401

LICENSE WAAC001974
TEL 561-833-4707

Henry's

RESTAURANT LOCATION #8
Almond Palm Beach

Snapshot Queue

Location: Almond-207 Royal Poinciana Way N/O Royal Poinciana Way

City: Palm Beach, FL

Time	Vehicles in Queue	
	Weekend (4/15/2023)	Weekday (4/21/2023)
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5:01 PM		
5:02 PM		
5:03 PM		
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5:05 PM		
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5:07 PM		
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5:21 PM		
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5:27 PM		1
5:28 PM		
5:29 PM		
5:30 PM		
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5:34 PM		

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5:42 PM		
5:43 PM		
5:44 PM		
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5:56 PM		
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6:01 PM		
6:02 PM		
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6:04 PM		
6:05 PM	1	
6:06 PM		
6:07 PM		
6:08 PM		
6:09 PM		
6:10 PM		
6:11 PM		
6:12 PM		
6:13 PM	2	
6:14 PM	2	
6:15 PM		
6:16 PM		
6:17 PM	1	

6:18 PM		
6:19 PM		
6:20 PM		
6:21 PM		
6:22 PM		
6:23 PM		
6:24 PM		
6:25 PM		
6:26 PM		1
6:27 PM		
6:28 PM		
6:29 PM		
6:30 PM		
6:31 PM		
6:32 PM	1	
6:33 PM		
6:34 PM		
6:35 PM		
6:36 PM		
6:37 PM		
6:38 PM		
6:39 PM	1	
6:40 PM		1
6:41 PM		
6:42 PM		1
6:43 PM		
6:44 PM		
6:45 PM		
6:46 PM		
6:47 PM		
6:48 PM		
6:49 PM		
6:50 PM		
6:51 PM		
6:52 PM		
6:53 PM		
6:54 PM		
6:55 PM		
6:56 PM	1	1
6:57 PM		
6:58 PM	1	
6:59 PM	1	
7:00 PM		

7:01 PM	1	
7:02 PM		
7:03 PM	1	
7:04 PM	1	1
7:05 PM		
7:06 PM		
7:07 PM		1
7:08 PM		
7:09 PM	1	
7:10 PM		1
7:11 PM		
7:12 PM		
7:13 PM		1
7:14 PM		
7:15 PM	1	1
7:16 PM		1
7:17 PM		
7:18 PM		
7:19 PM		
7:20 PM		
7:21 PM		
7:22 PM		
7:23 PM		
7:24 PM		
7:25 PM		
7:26 PM	1	
7:27 PM		1
7:28 PM		
7:29 PM		
7:30 PM		
7:31 PM		
7:32 PM		
7:33 PM		
7:34 PM		
7:35 PM		
7:36 PM		
7:37 PM		
7:38 PM		
7:39 PM		
7:40 PM		
7:41 PM		
7:42 PM		2
7:43 PM	1	1

7:44 PM		1
7:45 PM		
7:46 PM		1
7:47 PM		
7:48 PM		
7:49 PM		1
7:50 PM		1
7:51 PM		1
7:52 PM		1
7:53 PM		
7:54 PM		
7:55 PM		
7:56 PM	1	1
7:57 PM		
7:58 PM		1
7:59 PM		
8:00 PM		
8:01 PM		
8:02 PM		
8:03 PM		
8:04 PM		
8:05 PM		
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8:07 PM		
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8:44 PM		
8:45 PM		
8:46 PM		
8:47 PM		
8:48 PM		
8:49 PM		
8:50 PM		
8:51 PM		
8:52 PM		
8:53 PM		
8:54 PM		
8:55 PM		
8:56 PM		
8:57 PM		
8:58 PM		
8:59 PM		
Totals	21	23

RESTAURANT LOCATION #9
Carriage House Club

Snapshot Queue

Location: Carriage House Club-264-270 S County Rd W/O S County Rd
City: Palm Beach, FL

Time	Vehicles in Queue	
	Weekend (4/22/2023)	Weekday (4/17/2023)
5:00 PM		
5:01 PM		
5:02 PM		
5:03 PM		
5:04 PM		
5:05 PM		
5:06 PM		
5:07 PM		
5:08 PM		
5:09 PM		
5:10 PM		
5:11 PM		
5:12 PM		
5:13 PM		
5:14 PM		
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5:44 PM		
5:45 PM		
5:46 PM		
5:47 PM		
5:48 PM		
5:49 PM		
5:50 PM		
5:51 PM		

*Valet Booth Came out at 6PM

*After parking in lot in JPM spaces, vehicles were taken
somewhere else

5:52 PM		
5:53 PM		
5:54 PM		
5:55 PM		
5:56 PM		
5:57 PM		
5:58 PM		
5:59 PM		
6:00 PM		
6:01 PM		
6:02 PM		
6:03 PM		1
6:04 PM	2	1
6:05 PM		
6:06 PM		
6:07 PM		
6:08 PM		
6:09 PM		1
6:10 PM	2	2
6:11 PM	2	1
6:12 PM		3
6:13 PM		1
6:14 PM		2
6:15 PM		1
6:16 PM		1
6:17 PM		1
6:18 PM		
6:19 PM		1
6:20 PM		1
6:21 PM		1
6:22 PM		
6:23 PM		
6:24 PM		
6:25 PM		
6:26 PM		
6:27 PM		2
6:28 PM		2
6:29 PM	1	3
6:30 PM		3
6:31 PM		3
6:32 PM		1
6:33 PM		2
6:34 PM		2
6:35 PM	1	5
6:36 PM	2	2
6:37 PM		2
6:38 PM	2	1
6:39 PM	2	1
6:40 PM	2	1
6:41 PM		1
6:42 PM		2
6:43 PM		1
6:44 PM		2
6:45 PM		1
6:46 PM		2
6:47 PM		1
6:48 PM		2
6:49 PM		2
6:50 PM	2	1
6:51 PM		1

6:52 PM	1	1
6:53 PM	2	1
6:54 PM	1	
6:55 PM		
6:56 PM	1	1
6:57 PM		1
6:58 PM	1	1
6:59 PM	3	
7:00 PM		
7:01 PM		
7:02 PM	3	2
7:03 PM	3	4
7:04 PM	2	4
7:05 PM		3
7:06 PM	1	2
7:07 PM	1	1
7:08 PM		
7:09 PM		1
7:10 PM	1	
7:11 PM	1	
7:12 PM	1	2
7:13 PM	1	
7:14 PM	1	1
7:15 PM		1
7:16 PM		2
7:17 PM	1	2
7:18 PM		2
7:19 PM		
7:20 PM		1
7:21 PM		1
7:22 PM		
7:23 PM		
7:24 PM		
7:25 PM		1
7:26 PM	1	1
7:27 PM	1	1
7:28 PM		1
7:29 PM		1
7:30 PM		1
7:31 PM	1	
7:32 PM	1	
7:33 PM	1	1
7:34 PM		2
7:35 PM		1
7:36 PM		
7:37 PM	2	1
7:38 PM	2	
7:39 PM	1	1
7:40 PM		2
7:41 PM	1	1
7:42 PM		1
7:43 PM		
7:44 PM		
7:45 PM		1
7:46 PM	1	
7:47 PM	1	
7:48 PM		
7:49 PM		1
7:50 PM		1
7:51 PM		1

7:52 PM		1
7:53 PM		
7:54 PM	1	1
7:55 PM	1	1
7:56 PM	1	
7:57 PM		
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7:59 PM		
8:00 PM		
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8:02 PM		
8:03 PM		
8:04 PM		
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8:07 PM		
8:08 PM	1	
8:09 PM	1	
8:10 PM	1	
8:11 PM		
8:12 PM		
8:13 PM		
8:14 PM		
8:15 PM		
8:16 PM	1	
8:17 PM		
8:18 PM		
8:19 PM		
8:20 PM		
8:21 PM	1	
8:22 PM		
8:23 PM		
8:24 PM		
8:25 PM		
8:26 PM		
8:27 PM		
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8:30 PM		
8:31 PM		
8:32 PM		
8:33 PM		
8:34 PM		
8:35 PM		
8:36 PM		
8:37 PM		
8:38 PM		
8:39 PM	1	
8:40 PM		
8:41 PM		
8:42 PM		
8:43 PM		
8:44 PM		
8:45 PM		
8:46 PM		
8:47 PM		
8:48 PM		
8:49 PM		
8:50 PM		
8:51 PM		

8:52 PM		
8:53 PM		
8:54 PM		
8:55 PM		
8:56 PM		
8:57 PM	1	
8:58 PM		
8:59 PM		
Totals	66	121



LEGEND



INBOUND VALET CIRCULATION



OUTBOUND VALET CIRCULATION



VEHICLE DROP-OFF/PICK-UP
LOCATION

 SITE

 230 ROYAL PALM WAY

 J.P. MORGAN

FIGURE 3

Valet Operations: Circulation Path

Carriage House/264 Grill

KHA # 14037900

Kimley»Horn

RESTAURANT LOCATION #10

La Goulue

Snapshot Queue

Location: 288 S County Rd S/O Royal Palm Way

City: Palm Beach, FL

Time	Vehicles in Queue	
	Weekend (4/15/2023)	Weekday (4/17/2023)
5:00 PM		
5:01 PM		
5:02 PM		
5:03 PM		
5:04 PM		
5:05 PM		
5:06 PM		
5:07 PM		
5:08 PM		
5:09 PM		
5:10 PM		
5:11 PM		
5:12 PM		
5:13 PM		1
5:14 PM		
5:15 PM	1	
5:16 PM	1	
5:17 PM		
5:18 PM		
5:19 PM		
5:20 PM		
5:21 PM	1	1
5:22 PM		
5:23 PM	1	
5:24 PM	1	
5:25 PM	1	
5:26 PM	2	
5:27 PM		
5:28 PM	1	
5:29 PM	1	
5:30 PM		
5:31 PM		
5:32 PM		
5:33 PM	1	
5:34 PM	1	

5:35 PM		
5:36 PM	1	
5:37 PM		
5:38 PM		1
5:39 PM		
5:40 PM	1	
5:41 PM	1	
5:42 PM		
5:43 PM	1	1
5:44 PM	1	
5:45 PM	1	
5:46 PM	1	1
5:47 PM	1	1
5:48 PM		
5:49 PM		1
5:50 PM	2	2
5:51 PM	1	2
5:52 PM	1	2
5:53 PM		1
5:54 PM	1	1
5:55 PM	1	
5:56 PM		
5:57 PM		1
5:58 PM		
5:59 PM		
6:00 PM	1	
6:01 PM		1
6:02 PM	1	1
6:03 PM		1
6:04 PM		1
6:05 PM		1
6:06 PM		
6:07 PM		
6:08 PM		
6:09 PM		
6:10 PM		
6:11 PM	1	
6:12 PM	1	
6:13 PM		
6:14 PM		
6:15 PM	1	
6:16 PM		1
6:17 PM	1	1

6:18 PM	1	1
6:19 PM	1	1
6:20 PM		
6:21 PM	1	
6:22 PM		
6:23 PM		
6:24 PM		1
6:25 PM	1	
6:26 PM	1	1
6:27 PM	2	
6:28 PM	1	
6:29 PM	2	
6:30 PM		
6:31 PM	1	
6:32 PM	1	
6:33 PM	1	
6:34 PM	2	1
6:35 PM		
6:36 PM	2	
6:37 PM	4	
6:38 PM		
6:39 PM	1	
6:40 PM	1	
6:41 PM		1
6:42 PM		
6:43 PM		
6:44 PM	1	1
6:45 PM		1
6:46 PM	2	1
6:47 PM	2	
6:48 PM		1
6:49 PM		1
6:50 PM	2	2
6:51 PM	1	1
6:52 PM	1	1
6:53 PM		1
6:54 PM	1	1
6:55 PM	1	2
6:56 PM	2	2
6:57 PM	1	1
6:58 PM		1
6:59 PM		1
7:00 PM	1	1

7:01 PM	1	
7:02 PM	2	
7:03 PM	2	
7:04 PM	2	1
7:05 PM	2	2
7:06 PM	1	3
7:07 PM	2	2
7:08 PM	3	1
7:09 PM	2	2
7:10 PM	2	2
7:11 PM	2	1
7:12 PM	2	2
7:13 PM	3	1
7:14 PM	3	
7:15 PM	3	1
7:16 PM	4	1
7:17 PM	2	1
7:18 PM	3	
7:19 PM	3	
7:20 PM	1	
7:21 PM	2	
7:22 PM	2	1
7:23 PM	1	1
7:24 PM		1
7:25 PM	1	2
7:26 PM		2
7:27 PM		4
7:28 PM	2	4
7:29 PM	4	3
7:30 PM	2	3
7:31 PM		2
7:32 PM	3	1
7:33 PM	1	1
7:34 PM	1	1
7:35 PM	1	
7:36 PM	1	
7:37 PM	1	
7:38 PM		1
7:39 PM		
7:40 PM		1
7:41 PM	1	2
7:42 PM		3
7:43 PM		2

7:44 PM		1
7:45 PM		1
7:46 PM	1	
7:47 PM		1
7:48 PM	1	1
7:49 PM	1	1
7:50 PM		1
7:51 PM	3	1
7:52 PM		2
7:53 PM	1	1
7:54 PM		
7:55 PM		1
7:56 PM	1	
7:57 PM	2	1
7:58 PM	1	1
7:59 PM	1	1
8:00 PM	2	
8:01 PM		
8:02 PM	1	
8:03 PM	1	
8:04 PM	2	
8:05 PM	3	
8:06 PM	3	
8:07 PM	3	
8:08 PM	2	
8:09 PM	2	
8:10 PM	1	
8:11 PM	1	
8:12 PM	3	
8:13 PM	2	
8:14 PM	3	
8:15 PM	3	
8:16 PM		
8:17 PM	2	
8:18 PM		
8:19 PM		
8:20 PM		
8:21 PM	1	
8:22 PM	2	
8:23 PM	2	
8:24 PM	2	
8:25 PM	3	
8:26 PM	2	

8:27 PM	3	
8:28 PM	1	
8:29 PM	1	
8:30 PM	1	
8:31 PM	2	
8:32 PM	2	
8:33 PM	3	
8:34 PM	3	
8:35 PM	3	
8:36 PM	3	
8:37 PM	2	
8:38 PM	2	
8:39 PM	3	
8:40 PM	4	
8:41 PM	1	
8:42 PM	1	
8:43 PM	3	
8:44 PM	2	
8:45 PM	4	
8:46 PM		
8:47 PM		
8:48 PM	2	
8:49 PM	2	
8:50 PM	2	
8:51 PM	1	
8:52 PM		
8:53 PM	1	
8:54 PM		
8:55 PM	1	
8:56 PM		
8:57 PM		
8:58 PM		
8:59 PM		
Totals	249	117



FRISBIE GROUP

221 Royal Poinciana Way, Suite 1, Palm Beach, FL 33480

September 21, 2022

Michael Gerber, Member
OnPoint Valet LLC/MPIRE Valet, LLC
600 S. Dixie Highway, #613
West Palm Beach, FL 33401

VIA EMAIL

Re: Parking Lots Behind First Horizon Bank, 180 Royal Palm Way, Palm Beach, FL

Dear Mike:

As we have discussed, you wish to continue providing evening valet parking services for Café L'Europe and La Goulue in the two parking areas behind First Horizon Bank.

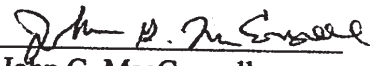
Subject to the Bank's continuing approval of such parking and the property owner's right to terminate such approval immediately upon giving notice, OnPoint Valet LLC and MPIRE Valet, LLC's may use the lots behind First Horizon Bank for its valeting operation for the two above-named restaurants. Such use is limited to valet service provided to La Goulue's and Café L'Europe's evening customers and may commence after the Bank's lot is fully vacated, but in no event before 5:30 PM.

This is the same arrangement as in effect currently.

If you have any questions, please call me.

Sincerely yours,

**FRISBIE GROUP for
FG Palm Beach Fund LLC**

By: 
John G. MacConnell
Property Manager
561.339.0632

Search

La Goulue Palm Beach



Q Reserve a table

Q Top-rated

Q Takeout

Estate: vvaruna

k 80°



Burge

La Goulue Palm
Beach

Royal Pal

LOADING
Brunch
RETURN

PARKING

One Roya



PARKING
ROUTE



Brand Vacuums
Inc

PARKING

uum cleaner store

Brazilian Ave

RETURN
ROUTE



Australian Ave

100 ft
20 m



La Goulue Palm Beach

4.2 ★★★★★ (173)

RESTAURANT LOCATION #11
Buccan Palm Beach

Snapshot Queue

Location: Buccan-350 S County Rd S/O Australian Ave

City: Palm Beach, FL

Time	Vehicles in Queue	
	Weekend (4/15/2023)	Weekday (4/17/2023)
5:00 PM		2
5:01 PM		
5:02 PM	1	
5:03 PM		1
5:04 PM	1	2
5:05 PM		3
5:06 PM		
5:07 PM		
5:08 PM		1
5:09 PM		1
5:10 PM		2
5:11 PM		1
5:12 PM		
5:13 PM	1	
5:14 PM	2	1
5:15 PM	1	
5:16 PM		1
5:17 PM	1	
5:18 PM		
5:19 PM		
5:20 PM	1	1
5:21 PM	1	
5:22 PM		
5:23 PM	1	
5:24 PM	1	
5:25 PM	1	
5:26 PM		
5:27 PM	1	
5:28 PM		
5:29 PM	1	
5:30 PM		2
5:31 PM	1	
5:32 PM	1	1
5:33 PM	1	
5:34 PM	2	1

5:35 PM	1	
5:36 PM	1	
5:37 PM		
5:38 PM		
5:39 PM		1
5:40 PM		
5:41 PM		
5:42 PM		
5:43 PM		1
5:44 PM	1	1
5:45 PM	1	
5:46 PM		
5:47 PM	2	1
5:48 PM		1
5:49 PM		
5:50 PM		
5:51 PM	2	
5:52 PM		
5:53 PM		2
5:54 PM	1	1
5:55 PM		1
5:56 PM		
5:57 PM		
5:58 PM	1	
5:59 PM		1
6:00 PM		
6:01 PM	1	
6:02 PM	3	1
6:03 PM	1	
6:04 PM	1	1
6:05 PM	1	
6:06 PM		1
6:07 PM		
6:08 PM		
6:09 PM		
6:10 PM	1	1
6:11 PM		
6:12 PM		1
6:13 PM		1
6:14 PM		
6:15 PM		1
6:16 PM	1	1
6:17 PM		

6:18 PM	1	2
6:19 PM		
6:20 PM		1
6:21 PM	1	2
6:22 PM		1
6:23 PM		2
6:24 PM		1
6:25 PM	3	1
6:26 PM		1
6:27 PM	3	1
6:28 PM	1	1
6:29 PM		2
6:30 PM		1
6:31 PM		
6:32 PM		
6:33 PM	1	
6:34 PM		
6:35 PM		
6:36 PM		1
6:37 PM	1	
6:38 PM		2
6:39 PM	1	
6:40 PM		1
6:41 PM		1
6:42 PM		2
6:43 PM		
6:44 PM		1
6:45 PM	1	1
6:46 PM	1	
6:47 PM	1	
6:48 PM		1
6:49 PM	1	
6:50 PM		
6:51 PM		1
6:52 PM		
6:53 PM		1
6:54 PM		1
6:55 PM		1
6:56 PM		1
6:57 PM		1
6:58 PM	1	
6:59 PM	2	1
7:00 PM		3

7:01 PM	1	
7:02 PM	1	1
7:03 PM		1
7:04 PM		2
7:05 PM	1	1
7:06 PM		1
7:07 PM	1	
7:08 PM		
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7:10 PM		
7:11 PM	1	
7:12 PM		
7:13 PM	1	
7:14 PM		2
7:15 PM		2
7:16 PM	2	
7:17 PM		1
7:18 PM		
7:19 PM		
7:20 PM		
7:21 PM		1
7:22 PM		1
7:23 PM	2	2
7:24 PM		2
7:25 PM	1	2
7:26 PM		1
7:27 PM	2	3
7:28 PM	1	4
7:29 PM		2
7:30 PM		1
7:31 PM		1
7:32 PM		
7:33 PM		1
7:34 PM	2	3
7:35 PM		2
7:36 PM		2
7:37 PM		1
7:38 PM	1	
7:39 PM		1
7:40 PM	3	1
7:41 PM	2	
7:42 PM	1	1
7:43 PM	2	

7:44 PM	3	
7:45 PM	2	1
7:46 PM	3	
7:47 PM	1	
7:48 PM		1
7:49 PM		2
7:50 PM	1	1
7:51 PM	2	
7:52 PM		2
7:53 PM		1
7:54 PM	1	
7:55 PM		
7:56 PM	1	
7:57 PM		
7:58 PM		
7:59 PM	1	
8:00 PM	3	
8:01 PM		
8:02 PM		
8:03 PM	1	
8:04 PM	2	
8:05 PM	2	
8:06 PM	1	
8:07 PM		
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8:13 PM	1	
8:14 PM		
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8:16 PM	1	
8:17 PM		
8:18 PM		
8:19 PM		
8:20 PM		
8:21 PM	3	
8:22 PM		
8:23 PM		
8:24 PM	2	
8:25 PM	2	
8:26 PM	2	

8:27 PM	3	
8:28 PM	4	
8:29 PM	2	
8:30 PM		
8:31 PM		
8:32 PM		
8:33 PM		
8:34 PM		
8:35 PM	1	
8:36 PM		
8:37 PM	2	
8:38 PM	2	
8:39 PM		
8:40 PM		
8:41 PM	2	
8:42 PM		
8:43 PM		
8:44 PM	1	
8:45 PM		
8:46 PM		
8:47 PM		
8:48 PM	2	
8:49 PM		
8:50 PM		
8:51 PM		
8:52 PM	1	
8:53 PM	1	
8:54 PM		
8:55 PM	1	
8:56 PM	3	
8:57 PM	2	
8:58 PM		
8:59 PM	2	
Totals	147	126

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Le B
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Truffles Of
Palm Beach

Palm Beach

Royal Park

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Buccan

New American Cuisine · Palm Beach,...

Buccan





350 Realty Corp.

PH 914-761-8880 FX 914-428-2145

PO Box 28 Gedney Station

White Plains NY 10605-0028

SEPTEMBER, 2022

**TOWN OF PALM BEACH
360 SOUTH COUNTY RD.
PALM BEACH, FL. 33480**

Re: Valet Parking

To Whom It May Concern,

Landlord, 350 Realty Corp., permits Buccan Restaurant to use the parking lot at 350 South County Road for their Valet Service during the hours of 5:00 pm – midnight/closing, to park cars for customers of the Buccan Restaurant only.

Sincerely,



350 Realty Corp.

Marsha Stocker, manager

mstocker@loverealtygroup.com

RESTAURANT LOCATION #12

Bricktops

Snapshot Queue

Location: Bricktops - 375 S County Rd N/O Peruvian Ave

City: Palm Beach, FL

Time	Vehicles in Queue	
	Weekend (4/15/2023)	Weekday (4/17/2023)
5:00 PM		
5:01 PM		
5:02 PM		
5:03 PM		
5:04 PM	1	
5:05 PM		
5:06 PM		
5:07 PM		
5:08 PM		
5:09 PM		
5:10 PM		
5:11 PM		
5:12 PM		
5:13 PM		
5:14 PM		
5:15 PM		
5:16 PM		
5:17 PM		
5:18 PM		
5:19 PM	1	
5:20 PM		
5:21 PM		1
5:22 PM		
5:23 PM		
5:24 PM		
5:25 PM		
5:26 PM		
5:27 PM		
5:28 PM		
5:29 PM		1
5:30 PM		
5:31 PM		
5:32 PM		
5:33 PM		
5:34 PM		

5:35 PM		
5:36 PM		
5:37 PM		
5:38 PM	1	
5:39 PM		1
5:40 PM		
5:41 PM		1
5:42 PM		
5:43 PM		
5:44 PM		
5:45 PM		
5:46 PM	1	
5:47 PM		
5:48 PM		
5:49 PM	1	
5:50 PM		
5:51 PM	1	
5:52 PM	1	1
5:53 PM	1	
5:54 PM	1	
5:55 PM	1	1
5:56 PM	1	
5:57 PM	1	
5:58 PM	3	
5:59 PM	2	1
6:00 PM	2	
6:01 PM	2	
6:02 PM	2	1
6:03 PM	1	
6:04 PM		
6:05 PM		1
6:06 PM		
6:07 PM		
6:08 PM		
6:09 PM		
6:10 PM	1	
6:11 PM	1	
6:12 PM	3	1
6:13 PM	2	1
6:14 PM	1	1
6:15 PM	1	
6:16 PM	1	
6:17 PM	1	

6:18 PM		1
6:19 PM	3	1
6:20 PM		
6:21 PM	1	
6:22 PM	1	1
6:23 PM		1
6:24 PM		1
6:25 PM		2
6:26 PM		
6:27 PM	2	
6:28 PM	2	1
6:29 PM		2
6:30 PM		
6:31 PM		
6:32 PM		
6:33 PM	1	
6:34 PM		
6:35 PM		1
6:36 PM		
6:37 PM	1	
6:38 PM	2	
6:39 PM	2	
6:40 PM	1	
6:41 PM	2	1
6:42 PM	1	
6:43 PM	3	
6:44 PM	1	
6:45 PM	1	
6:46 PM	3	2
6:47 PM	2	1
6:48 PM	1	
6:49 PM		
6:50 PM		1
6:51 PM	1	2
6:52 PM		3
6:53 PM	1	2
6:54 PM		3
6:55 PM		3
6:56 PM		2
6:57 PM	1	3
6:58 PM	1	2
6:59 PM		3
7:00 PM		1

7:01 PM	2	1
7:02 PM		2
7:03 PM	1	3
7:04 PM		1
7:05 PM		
7:06 PM	1	
7:07 PM		
7:08 PM		
7:09 PM	1	
7:10 PM	2	
7:11 PM	3	
7:12 PM	2	1
7:13 PM	2	2
7:14 PM	1	
7:15 PM		
7:16 PM		
7:17 PM	1	
7:18 PM		
7:19 PM	1	
7:20 PM	1	
7:21 PM		1
7:22 PM		
7:23 PM	2	
7:24 PM		
7:25 PM		1
7:26 PM		
7:27 PM	2	
7:28 PM	3	
7:29 PM		1
7:30 PM		
7:31 PM	1	
7:32 PM	1	1
7:33 PM		1
7:34 PM	1	
7:35 PM	2	1
7:36 PM	1	
7:37 PM		
7:38 PM		
7:39 PM	2	
7:40 PM		1
7:41 PM	2	2
7:42 PM		1
7:43 PM	2	

7:44 PM	1	
7:45 PM	1	
7:46 PM	1	
7:47 PM	2	
7:48 PM		
7:49 PM	1	1
7:50 PM	1	
7:51 PM	1	
7:52 PM	1	1
7:53 PM		
7:54 PM		
7:55 PM		1
7:56 PM		
7:57 PM		
7:58 PM		
7:59 PM		
8:00 PM		
8:01 PM		
8:02 PM		
8:03 PM	1	
8:04 PM		
8:05 PM		
8:06 PM	1	
8:07 PM	2	
8:08 PM	2	
8:09 PM	2	
8:10 PM	2	
8:11 PM		
8:12 PM		
8:13 PM	1	
8:14 PM		
8:15 PM		
8:16 PM		
8:17 PM	2	
8:18 PM	2	
8:19 PM	3	
8:20 PM	1	
8:21 PM		
8:22 PM		
8:23 PM		
8:24 PM		
8:25 PM	1	
8:26 PM	3	

8:27 PM	3	
8:28 PM	4	
8:29 PM	3	
8:30 PM	1	
8:31 PM	1	
8:32 PM	1	
8:33 PM	1	
8:34 PM	2	
8:35 PM	2	
8:36 PM	3	
8:37 PM	1	
8:38 PM	1	
8:39 PM		
8:40 PM		
8:41 PM	1	
8:42 PM	2	
8:43 PM	2	
8:44 PM	2	
8:45 PM	1	
8:46 PM		
8:47 PM		
8:48 PM		
8:49 PM	1	
8:50 PM	1	
8:51 PM		
8:52 PM	1	
8:53 PM		
8:54 PM		
8:55 PM	1	
8:56 PM		
8:57 PM		
8:58 PM	1	
8:59 PM	1	
Totals	175	75

375 S County Rd



375 S County Rd
Building



375 S County Rd, Palm Beach, FL 33480

Photos

Directory

Search for places

→ Drop off
--- → Return

42 marked spaces in parking garage

Valet Service from 11am - 10pm

2 valets on for lunch / 2 on for dinner

10-20 cars parked for lunch during off season

20-50 cars parked for lunch during season

20-50 cars parked for dinner

RESTAURANT LOCATION #13
Pizza Al Fresco

Snapshot Queue

Location: Pizza Al Fresco-14 Via Mizner S/O Peruvian Ave

City: Palm Beach, FL

Time	Vehicles in Queue	
	Weekend (4/15/2023)	Weekday (4/17/2023)
5:00 PM	1	
5:01 PM	1	
5:02 PM	1	
5:03 PM	1	
5:04 PM	1	
5:05 PM	1	
5:06 PM	1	
5:07 PM	1	
5:08 PM	1	
5:09 PM	1	
5:10 PM		
5:11 PM		
5:12 PM		
5:13 PM		
5:14 PM		
5:15 PM		
5:16 PM		
5:17 PM		1
5:18 PM		1
5:19 PM		1
5:20 PM		
5:21 PM		
5:22 PM		
5:23 PM		
5:24 PM		
5:25 PM		
5:26 PM		
5:27 PM		
5:28 PM		
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5:30 PM		
5:31 PM		
5:32 PM		
5:33 PM		
5:34 PM		
5:35 PM		
5:36 PM		
5:37 PM		
5:38 PM		
5:39 PM		
5:40 PM		
5:41 PM		

 Vallet Started Operation

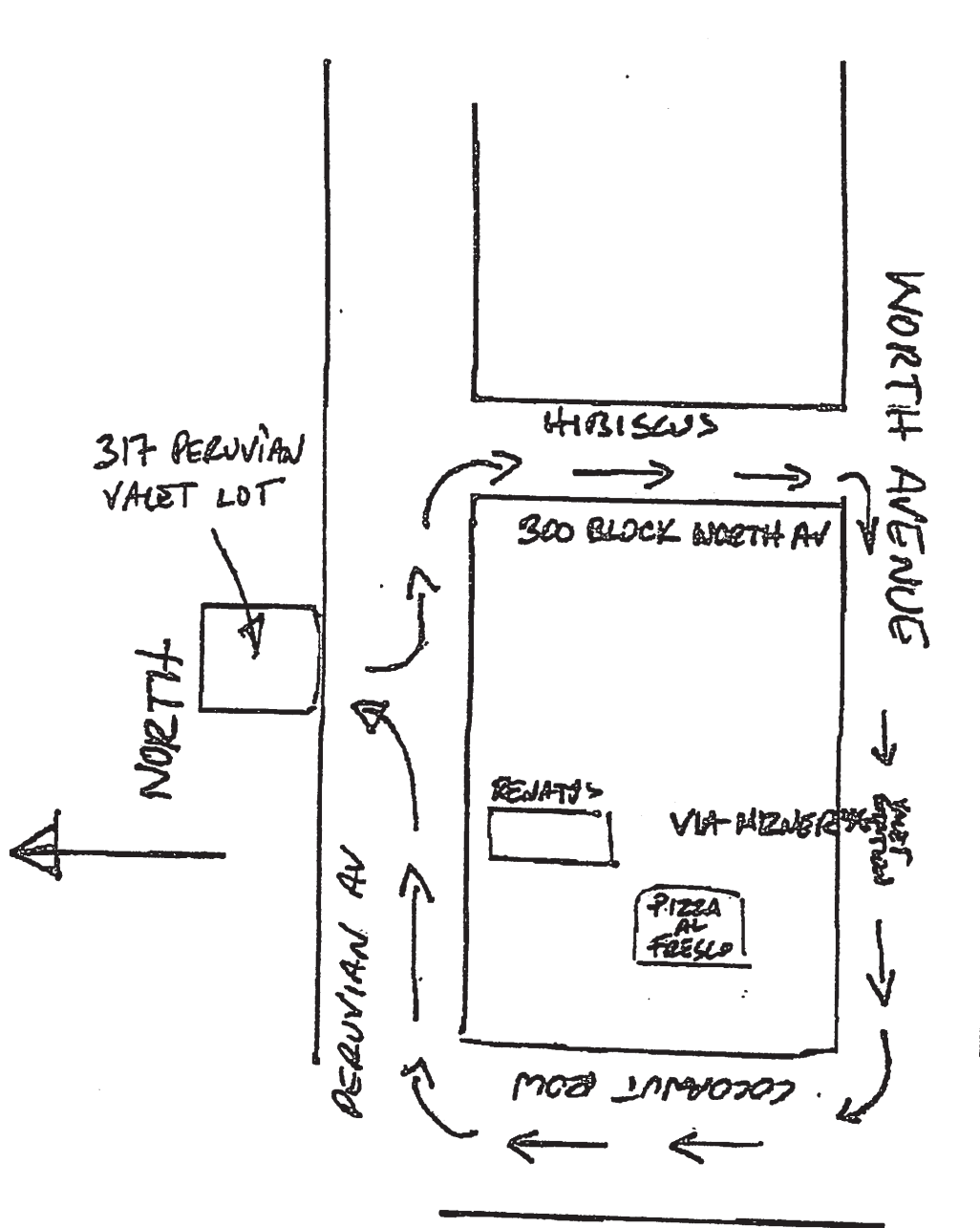
5:42 PM		
5:43 PM	1	
5:44 PM	2	
5:45 PM	2	
5:46 PM	4	
5:47 PM	4	
5:48 PM	4	1
5:49 PM	2	1
5:50 PM	1	
5:51 PM	2	
5:52 PM	2	
5:53 PM	1	1
5:54 PM	2	1
5:55 PM	1	
5:56 PM		1
5:57 PM	1	
5:58 PM	3	
5:59 PM	2	
6:00 PM	3	2
6:01 PM	2	1
6:02 PM	1	1
6:03 PM	2	
6:04 PM	4	
6:05 PM	1	1
6:06 PM	1	
6:07 PM		
6:08 PM		1
6:09 PM	1	2
6:10 PM		1
6:11 PM	1	
6:12 PM	2	1
6:13 PM	3	2
6:14 PM	1	2
6:15 PM		
6:16 PM		
6:17 PM	4	
6:18 PM	6	
6:19 PM	4	1
6:20 PM	4	1
6:21 PM	4	3
6:22 PM	6	2
6:23 PM	6	1
6:24 PM	6	2
6:25 PM	5	2
6:26 PM	5	1
6:27 PM	4	
6:28 PM	5	2
6:29 PM	4	1
6:30 PM	3	
6:31 PM	4	1

6:32 PM	4	1
6:33 PM	5	
6:34 PM	3	1
6:35 PM	3	1
6:36 PM	4	1
6:37 PM	3	
6:38 PM	3	
6:39 PM	1	
6:40 PM	4	
6:41 PM	2	
6:42 PM	2	
6:43 PM	1	
6:44 PM		1
6:45 PM		3
6:46 PM		2
6:47 PM	1	3
6:48 PM	1	2
6:49 PM		2
6:50 PM		2
6:51 PM	1	1
6:52 PM		1
6:53 PM		3
6:54 PM		
6:55 PM	1	
6:56 PM	1	
6:57 PM	2	
6:58 PM	1	1
6:59 PM		1
7:00 PM		1
7:01 PM		1
7:02 PM		
7:03 PM		
7:04 PM		
7:05 PM		
7:06 PM	1	
7:07 PM		
7:08 PM		
7:09 PM		
7:10 PM		
7:11 PM		
7:12 PM		
7:13 PM		
7:14 PM	1	
7:15 PM		
7:16 PM		
7:17 PM		1
7:18 PM		
7:19 PM	1	
7:20 PM	2	1
7:21 PM		

7:22 PM		
7:23 PM		
7:24 PM		1
7:25 PM		
7:26 PM		1
7:27 PM		
7:28 PM		
7:29 PM	1	
7:30 PM		
7:31 PM		
7:32 PM	1	
7:33 PM	1	
7:34 PM	1	
7:35 PM	2	1
7:36 PM	2	
7:37 PM		
7:38 PM		
7:39 PM	1	
7:40 PM	1	
7:41 PM		
7:42 PM		1
7:43 PM	1	1
7:44 PM	3	
7:45 PM	2	
7:46 PM	2	
7:47 PM	2	1
7:48 PM	2	1
7:49 PM	3	
7:50 PM	1	
7:51 PM	2	
7:52 PM	2	
7:53 PM	2	
7:54 PM	3	
7:55 PM	3	
7:56 PM	3	1
7:57 PM	2	1
7:58 PM	1	1
7:59 PM	1	
8:00 PM	1	
8:01 PM	1	
8:02 PM	2	
8:03 PM	5	
8:04 PM	3	
8:05 PM	2	
8:06 PM	3	
8:07 PM	3	
8:08 PM	2	
8:09 PM	2	
8:10 PM	1	
8:11 PM	1	

8:12 PM	2	
8:13 PM	2	
8:14 PM	2	
8:15 PM	1	
8:16 PM	3	
8:17 PM	2	
8:18 PM	1	
8:19 PM	1	
8:20 PM	1	
8:21 PM	1	
8:22 PM	1	
8:23 PM	1	
8:24 PM	1	
8:25 PM	1	
8:26 PM	2	
8:27 PM	1	
8:28 PM	1	
8:29 PM	1	
8:30 PM	1	
8:31 PM	1	
8:32 PM	2	
8:33 PM	2	
8:34 PM	2	
8:35 PM	2	
8:36 PM	1	
8:37 PM	1	
8:38 PM	1	
8:39 PM	1	
8:40 PM	2	
8:41 PM	2	
8:42 PM	1	
8:43 PM	1	
8:44 PM	1	
8:45 PM	1	
8:46 PM	1	
8:47 PM	1	
8:48 PM	1	
8:49 PM		
8:50 PM		
8:51 PM		
8:52 PM	1	
8:53 PM	1	
8:54 PM	1	
8:55 PM	1	
8:56 PM	1	
8:57 PM	2	
8:58 PM	2	
8:59 PM	4	
Totals	318	79

PIZZA AL FRESCO VALET TRAFFIC PATTERN



FIFTEENTH AMENDMENT TO PARKING AGREEMENT

THIS FIFTEENTH AMENDMENT dated as of the th~~25~~ day of ~~Aug.~~^{Aug.}, 2022, by and between LOVE III, LLC, a Florida limited liability company ("Lessor") and MIZNER, INC., a Florida corporation doing business as Renato's ("Lessee").

Lessor and Lessee previously entered in to a parking agreement (the "Agreement") dated March 31, 2005, pursuant to which Lessor afforded Lessee the right to park nineteen (19) vehicles at the parking lot located at 330 Peruvian Avenue, Palm Beach, between the hours of 6:00 p.m. and 1:00 a.m., seven (7) days per week. The Agreement was previously amended to extend the term thereof through September 30, 2022. The parties now desire to further extend the term of the Agreement and amend the Agreement as provided below.

NOW, THEREFORE, in consideration of the premises and of the mutual promises herein contained, the parties agree as follows:

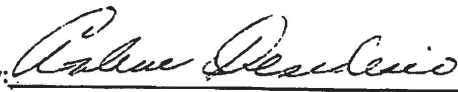
1. The term of the Agreement is hereby extended through September 30, 2023.
2. Except as amended hereby, the Agreement and all of the terms and provisions thereof shall remain in full force and effect and is hereby ratified by the parties.

IN WITNESS WHEREOF, the Parties have affixed their signatures below effective the date first above written.

LOVE III, LLC, a Florida limited liability company

By: 
Marsha Stocker
Its: 

MIZNER, INC., a Florida corporation

By: 
Arlene Desiderio
Its: President

RESTAURANT LOCATION #14

BiCE Ristorante

Snapshot Queue

Location: Bice-313 Worth Ave S/O Peruvian Ave

City: Palm Beach, FL

Time	Vehicles in Queue	
	Weekend (4/22/2023)	Weekday (4/17/2023)
5:00 PM		
5:01 PM		
5:02 PM		
5:03 PM		
5:04 PM		
5:05 PM		
5:06 PM		
5:07 PM		1
5:08 PM		
5:09 PM		
5:10 PM		
5:11 PM		
5:12 PM		
5:13 PM		
5:14 PM		
5:15 PM	1	
5:16 PM		
5:17 PM		
5:18 PM		
5:19 PM		
5:20 PM	2	
5:21 PM	1	
5:22 PM		
5:23 PM		
5:24 PM		
5:25 PM		1
5:26 PM		
5:27 PM		
5:28 PM		
5:29 PM		
5:30 PM		
5:31 PM		
5:32 PM		
5:33 PM	1	
5:34 PM		
5:35 PM		
5:36 PM		
5:37 PM	1	2
5:38 PM		2
5:39 PM	1	1
5:40 PM	2	1
5:41 PM		2

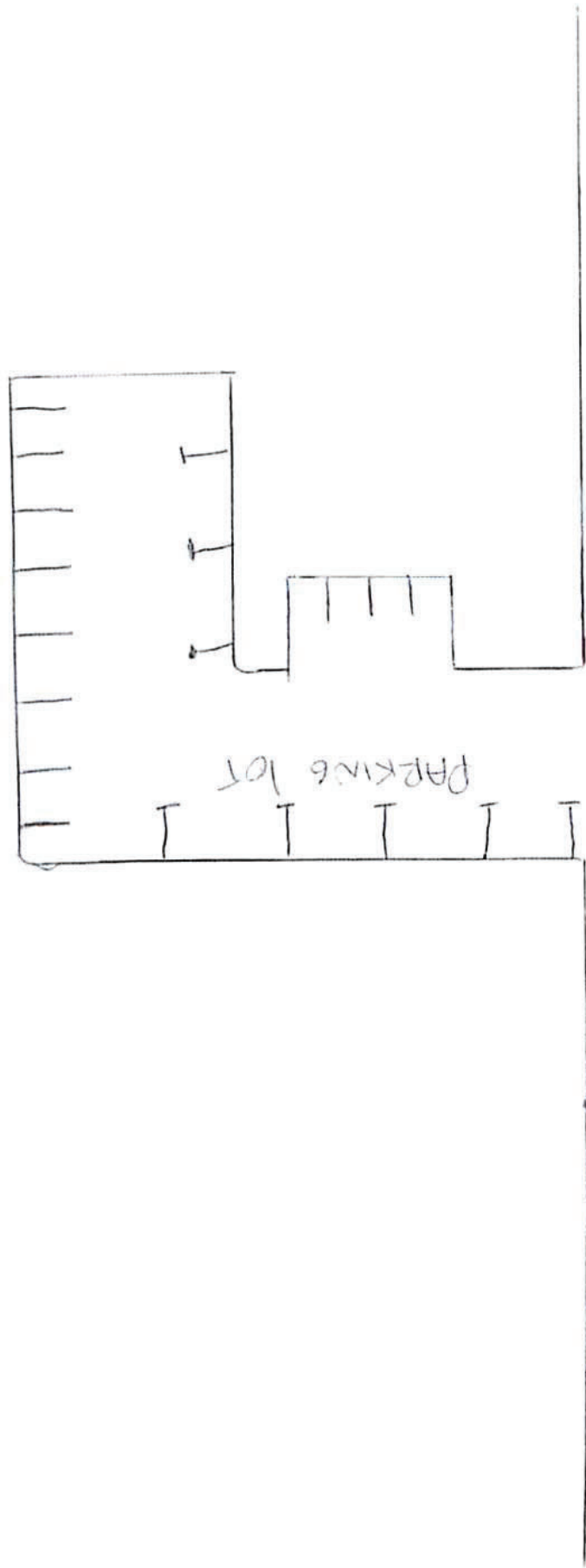
 Vallet Started Operation

5:42 PM	2	
5:43 PM		3
5:44 PM	1	2
5:45 PM		2
5:46 PM	1	2
5:47 PM	2	
5:48 PM		
5:49 PM		
5:50 PM		1
5:51 PM		1
5:52 PM		
5:53 PM		
5:54 PM		1
5:55 PM		1
5:56 PM	1	2
5:57 PM		2
5:58 PM	1	
5:59 PM		1
6:00 PM		1
6:01 PM		2
6:02 PM		
6:03 PM	1	1
6:04 PM		1
6:05 PM		1
6:06 PM		2
6:07 PM		1
6:08 PM		
6:09 PM	2	
6:10 PM	1	
6:11 PM		1
6:12 PM	1	
6:13 PM	1	
6:14 PM	1	
6:15 PM		
6:16 PM		2
6:17 PM	1	1
6:18 PM		1
6:19 PM		2
6:20 PM	1	
6:21 PM	1	
6:22 PM		
6:23 PM	1	
6:24 PM	1	
6:25 PM		
6:26 PM		2
6:27 PM	1	1
6:28 PM		1
6:29 PM	3	1
6:30 PM	2	1
6:31 PM	1	

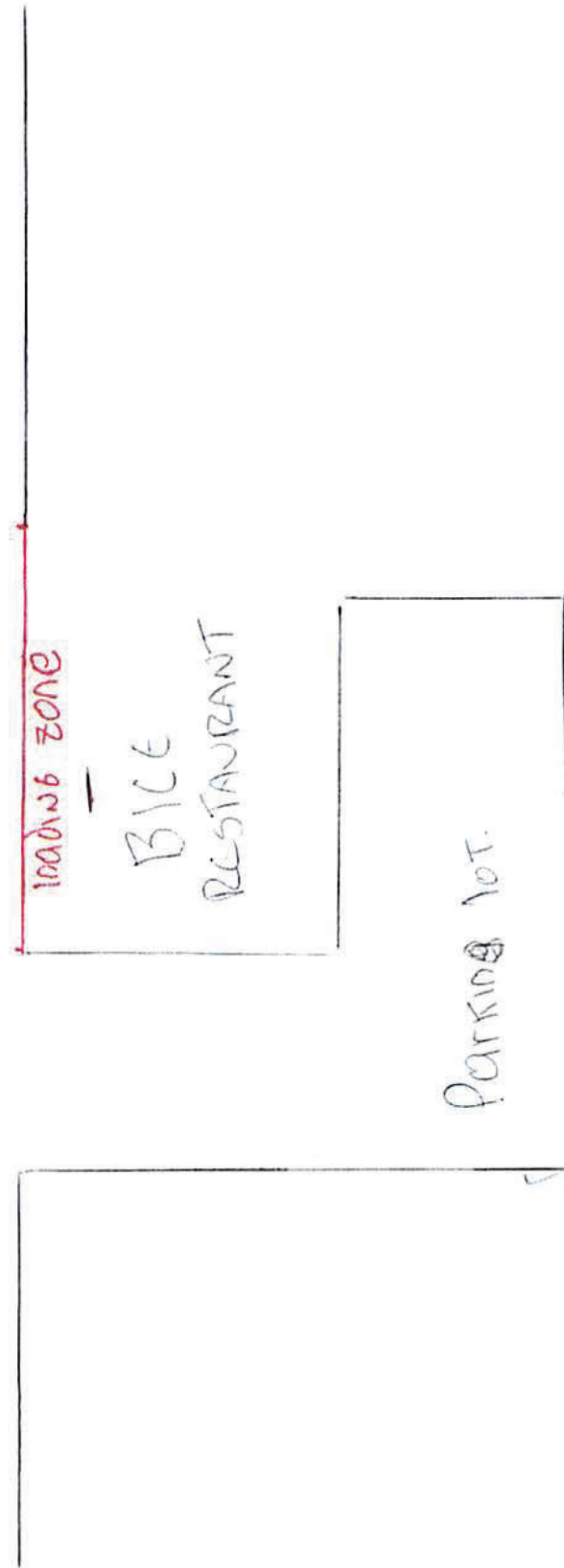
6:32 PM		
6:33 PM		
6:34 PM	1	
6:35 PM	1	
6:36 PM		
6:37 PM		
6:38 PM	1	1
6:39 PM	1	
6:40 PM	2	
6:41 PM	1	
6:42 PM		1
6:43 PM		1
6:44 PM	2	2
6:45 PM	2	2
6:46 PM	1	1
6:47 PM	2	2
6:48 PM	1	2
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6:50 PM		1
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6:52 PM	2	2
6:53 PM	2	1
6:54 PM	3	1
6:55 PM	2	4
6:56 PM	2	3
6:57 PM		4
6:58 PM	1	4
6:59 PM	1	3
7:00 PM	1	2
7:01 PM		1
7:02 PM	1	
7:03 PM	1	
7:04 PM	3	1
7:05 PM	3	
7:06 PM	3	
7:07 PM	3	
7:08 PM	2	
7:09 PM	3	1
7:10 PM	1	
7:11 PM	1	
7:12 PM	1	
7:13 PM	1	2
7:14 PM	2	3
7:15 PM		1
7:16 PM	1	2
7:17 PM	1	2
7:18 PM	1	
7:19 PM	1	1
7:20 PM		
7:21 PM	1	

7:22 PM	1	
7:23 PM		
7:24 PM	1	1
7:25 PM	3	
7:26 PM	2	
7:27 PM	2	
7:28 PM	1	1
7:29 PM		
7:30 PM	1	1
7:31 PM	2	1
7:32 PM	1	
7:33 PM	1	
7:34 PM	1	
7:35 PM	1	
7:36 PM	1	
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7:38 PM	1	1
7:39 PM		2
7:40 PM		1
7:41 PM	1	2
7:42 PM	2	
7:43 PM	1	
7:44 PM		
7:45 PM		
7:46 PM	1	
7:47 PM	2	
7:48 PM	2	
7:49 PM	1	
7:50 PM		
7:51 PM		1
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7:53 PM	1	
7:54 PM		
7:55 PM	2	
7:56 PM	2	
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7:59 PM		
8:00 PM		
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8:02 PM		
8:03 PM	2	
8:04 PM		
8:05 PM	2	
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8:22 PM	1	
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8:24 PM	2	
8:25 PM	1	
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8:27 PM	1	
8:28 PM	1	
8:29 PM		
8:30 PM		
8:31 PM	1	
8:32 PM	1	
8:33 PM	1	
8:34 PM		
8:35 PM		
8:36 PM	1	
8:37 PM		
8:38 PM	2	
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8:40 PM	2	
8:41 PM	2	
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8:43 PM	2	
8:44 PM	2	
8:45 PM	2	
8:46 PM		
8:47 PM		
8:48 PM	1	
8:49 PM		
8:50 PM	1	
8:51 PM	1	
8:52 PM	1	
8:53 PM	1	
8:54 PM	2	
8:55 PM		
8:56 PM	1	
8:57 PM	1	
8:58 PM		
8:59 PM	1	
Totals	211	118



PERUVIAN AVE



RESTAURANT LOCATION #15

Club Colette

Snapshot Queue

Location: Club Colette -215 Peruvian Ave N/O Peruvian Ave

City: Palm Beach, FL

Time	Vehicles in Queue	
	Weekend (4/15/2023)	Weekday (4/17/2023)
5:00 PM		
5:01 PM		
5:02 PM		
5:03 PM		
5:04 PM		
5:05 PM		
5:06 PM		
5:07 PM		
5:08 PM		
5:09 PM		
5:10 PM		
5:11 PM		
5:12 PM		
5:13 PM		
5:14 PM		
5:15 PM		
5:16 PM		
5:17 PM		
5:18 PM		
5:19 PM		
5:20 PM		
5:21 PM		
5:22 PM		
5:23 PM		
5:24 PM		
5:25 PM		
5:26 PM		
5:27 PM		
5:28 PM		
5:29 PM		
5:30 PM		
5:31 PM		
5:32 PM		
5:33 PM		
5:34 PM		

 Vallet Start

5:35 PM		
5:36 PM		
5:37 PM		
5:38 PM		
5:39 PM		
5:40 PM		
5:41 PM		1
5:42 PM		1
5:43 PM		1
5:44 PM		1
5:45 PM		1
5:46 PM		
5:47 PM		
5:48 PM		
5:49 PM		
5:50 PM		
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7:20 PM	3	1
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7:23 PM	2	
7:24 PM	1	
7:25 PM	2	
7:26 PM		
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7:31 PM	1	1
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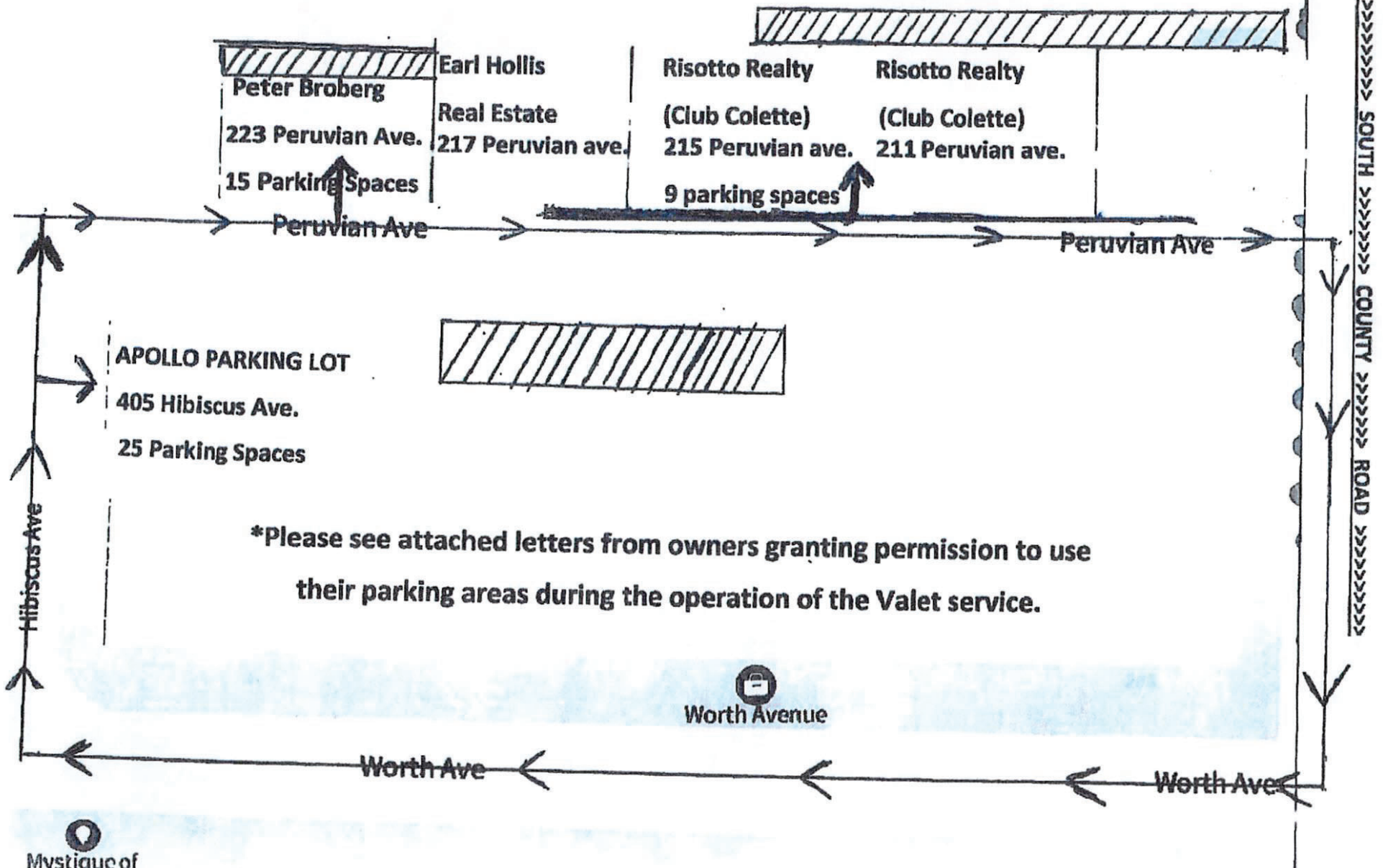
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Totals	195	56

ted Operation

Schematic Plan

Number of Passenger Loading & Unloading spaces requested: 3

Business Proposed to be Served: Club Colette (private dining club)

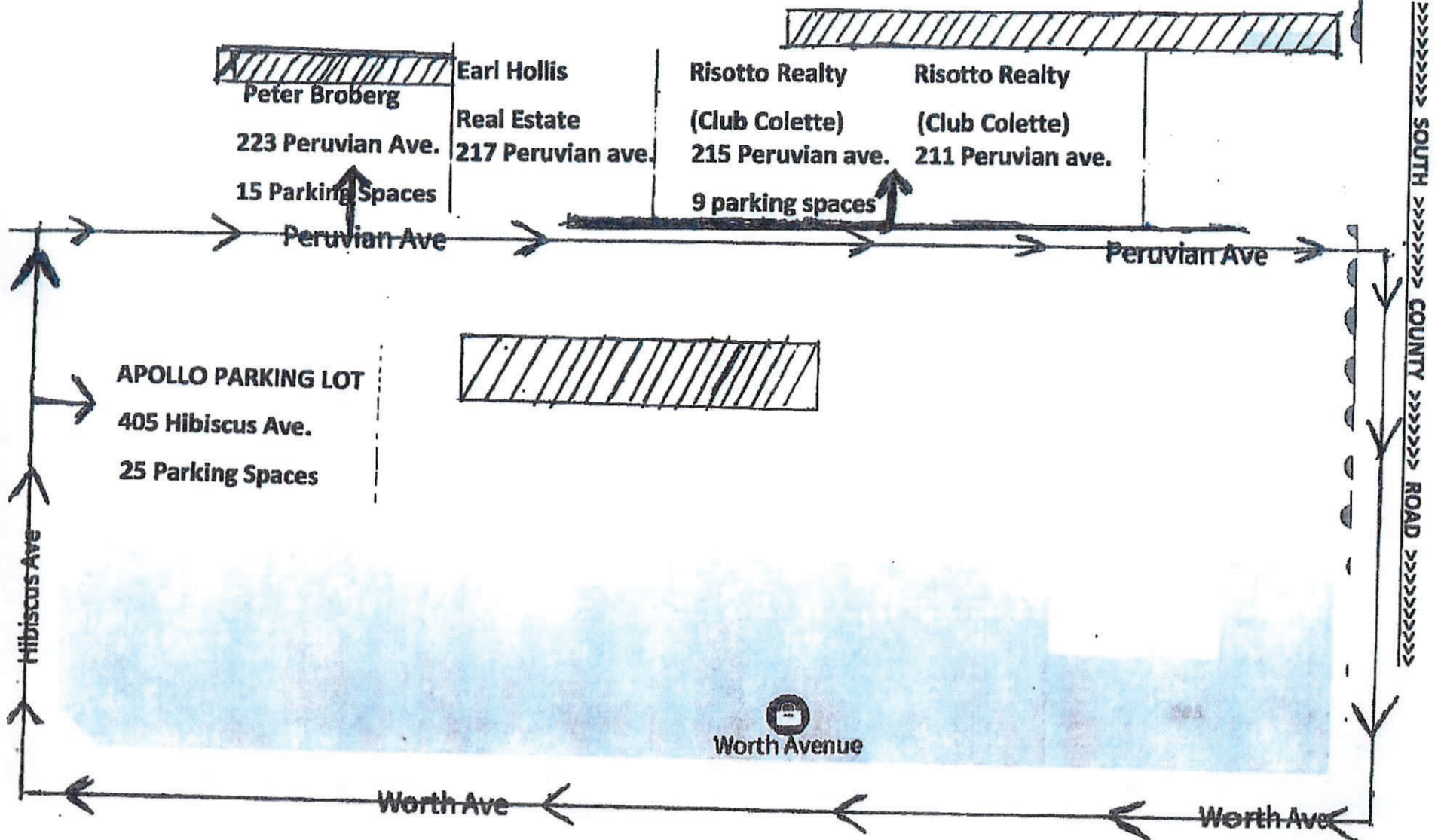


Schematic Traffic Circulation Plan

Hours of Operation of the Valet Service: 6:00pm-12:00am

Number of Valet Parkers: 2-5

Projected Number of Trips from staging area to Parking areas: 80



Parking Space Agreement

This Parking Space Agreement is made on December 18, 2019 by and between **Apollo Parking Garage, Inc.** with a mailing address of 405 Hibiscus Avenue, Palm Beach, Florida and **Classic Cuisine, Inc. d/b/a Club Colette** with a mailing address of 215 Peruvian Avenue, Palm Beach, FL 33480.

1. Parking Spaces shall only be used for the parking of passenger vehicles by Club Colette's valet team in the evenings. (25 spaces).
2. Club Colette will provide a current Certificate of Insurance to Apollo Parking Garage, Inc. and do so annually.
3. Club Colette shall pay in 2019 for the balance of December: \$500.00
Club Colette shall pay for the months January, February, March, April, May, November and December: \$1,300.00 per month.
Club Colette shall pay for the months of June, July, August, September and October: \$500.00 per month.

Payment due date will be the first day of each calendar month.

Both parties have executed this Parking Space Agreement on the day and year written above

Apollo Parking Garage, Inc.

Classic Cuisine, Inc. dba Club Colette
Daniel Ponton

By: 
Name: THOMAS PETERUTI
Its: PRESIDENT
THOMAS PETERUTI
VICE PRESIDENT

By: 
Name: DANIEL PONTON
Its: OWNER

COE AND BROBERG, LLP

ATTORNEYS AND COUNSELORS

325 PERUVIAN AVENUE

PALM BEACH, FLORIDA 33480

PETER A. BROBERG
JOHN B. O'NEILL

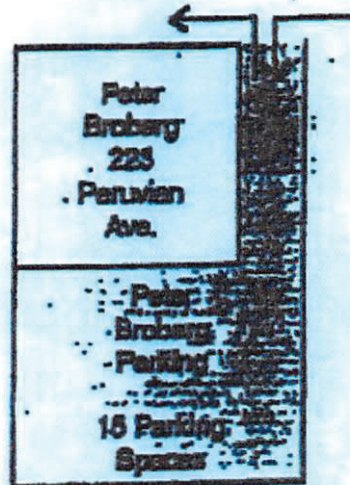
(361) 833-8188
FAX (361) 833-0033

CHARLES FRANCIS COE (1930-1993)
GUSTAVE T. BROBERG, JR. (1930-2001)

October 14, 2002

Classic Cuisine, Inc.
d/b/a club colette
215 Peruvian Ave.
Palm Beach, FL 33480

We give Classic Cuisine, Inc., d/b/a club colette, permission to use our private parking lot, containing 15 parking spaces, between the hours of 6:00 pm - 12:00 am for motor vehicle storage purposes.



We will notify the Town at least fifteen (15) days in advance of our terminating your permission to use the parking lot under the conditions stated above.

Sincerely,

Peter S. Broberg

RESTAURANT LOCATION #16
Café Via Flora

Snapshot Queue

Location: Cafe Via Flora-240 Worth Ave S/O Worth Ave

City: Palm Beach, FL

Time	Vehicles in Queue	
	Weekend (4/15/2023)	Weekday (4/17/2023)
5:00 PM		
5:01 PM		
5:02 PM		
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5:04 PM		
5:05 PM		
5:06 PM		
5:07 PM		
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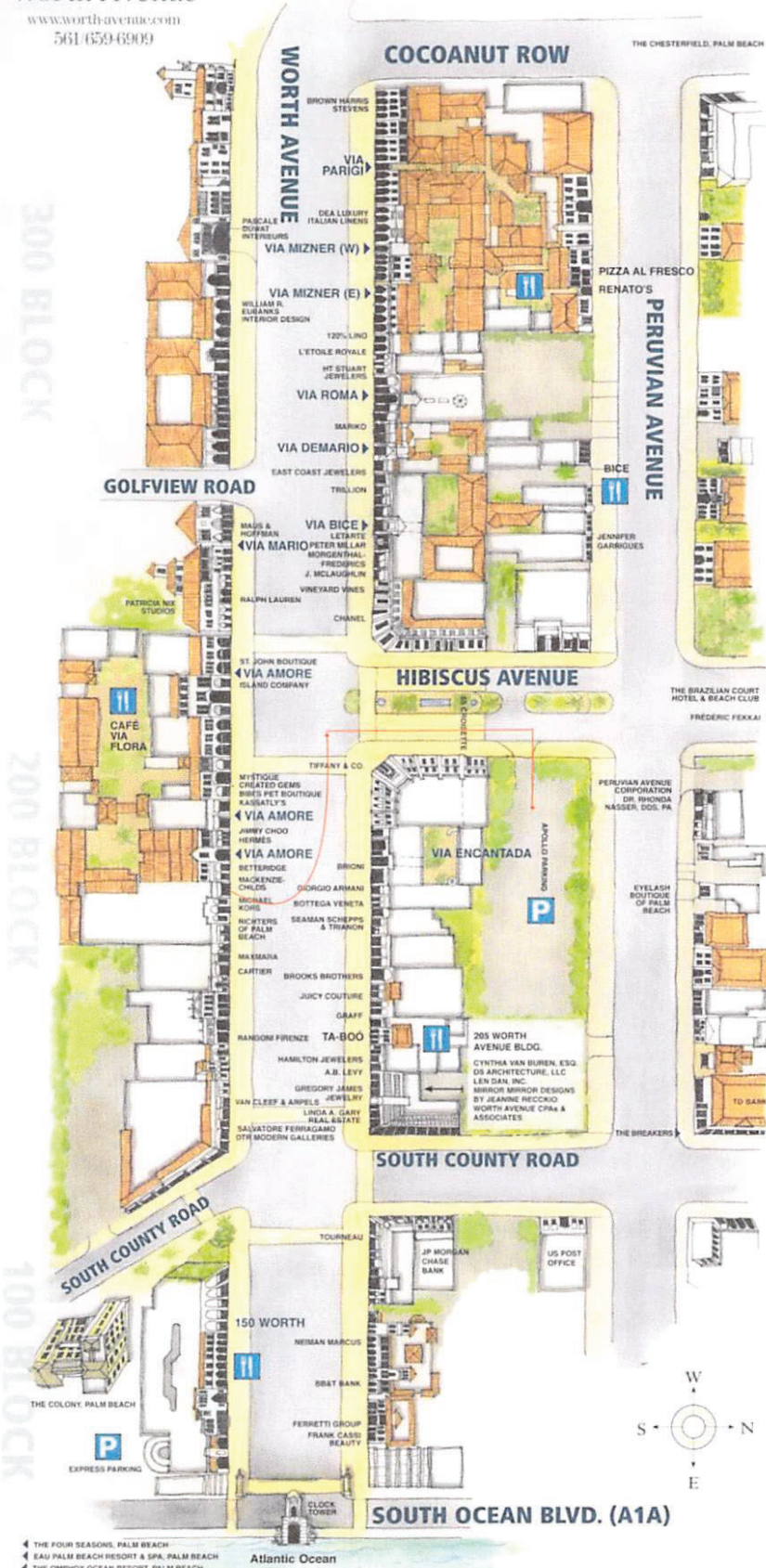
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Totals	70	20

ted Operation

OFFICIAL WORTH AVENUE™ ASSOCIATION MAP

Worth Avenue

www.worth-avenue.com
561-659-6909



THE VIAS

VIA PARIGI
GALERIA OF SCULPTURE
STUBBS & WOOTTON

VIA MIZNER
BABALU PALM BEACH
BRIDGES, MARSH &
ASSOCIATES
DIANE FIRSHEN
JENNIFER MILLER JEWELRY
PIZZA AL FRESCO
RENATO'S RESTAURANT
VIA MIZNER PROPERTIES

VIA ROMA

VIA DEMARIO
BONNE ROSEMAN'S BLT
NEW PALM, LLC
PATI ESMA ANTIQUE &
ESTATE JEWELRY
SIENNA CHARLES TRAVEL

VIA BICE
ACENTO
BICE RESTAURANT
MARIYANNA SUZANNA

VIA MARIO
TOM MATHIEU & CO.

VIA AMORE
BISA NY
BISA NY PET BOUTIQUE
CAFE VIA FLORA
CHARLOTTE KELLOGG
LOVE REALTY
MARLEY'S PALM BEACH
COLLECTION
PALM BEACH SOCIETY
MAGAZINE
PEGGY DAVEN
SHERRY FRANKEL'S
MELANIE
SUSAN E. RILEY

VIA ENCANTADA
CALYPSO ST. BARTH

150 WORTH

1ST FLOOR
ALEX AND ANI
ALTONA
ANNA RUBINACCI
CHRISTOPLE
EDWARD BEINER, PURVEYOR OF
FINE EYEWEAR
EMILIO PUCCI
GUCCI
LOUIS VUITTON
PRETTY BALLERINAS
ROBERTA ROLLER RABBIT
SAKS FIFTH AVENUE
STARBUCKS
TAMARA COMOLLI FINE
JEWELRY COLLECTION

2ND FLOOR
TORY BURCH
VICOMTE A
VILBERGUDIN
WORTH AVENUE YACHTS
ARESH
CALAMASSO ITALY
COLORIST HAIR STUDIO & SPA
ENGEL & VOLKERS REAL
ESTATE
GIGI'S TAP & TABLE
KOSK LUXURY BOUTIQUE
LOLE
SAKS FIFTH AVENUE - MEN'S

ILLUSTRATION BY CHRISTINA LUNN, LUNNARTSTUDIO.COM

RESTAURANT LOCATION #17

Ta-boo

Snapshot Queue

Location: Ta-Boo-221 Worth Ave N/O Worth Ave

City: Palm Beach, FL

Time	Vehicles in Queue	
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Totals	162	23

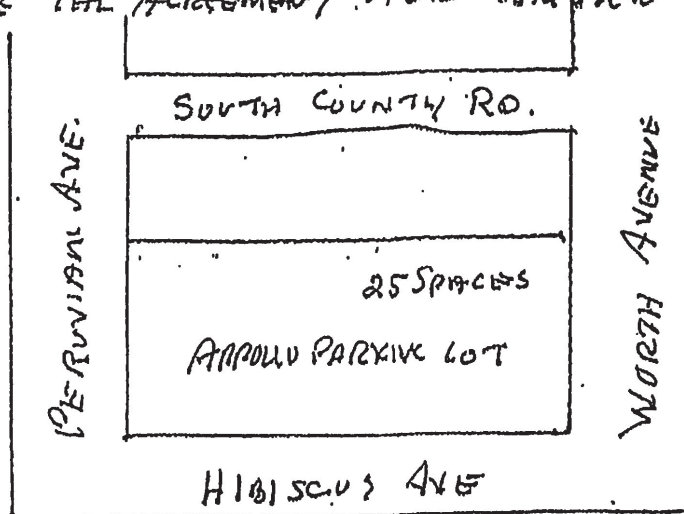
APOLLO PARKING
405 Hibiscus Ave
Palm Beach, FL.
561 659-4979

TABOO RESTAURANT
221 WORTH AVENUE
PALM BEACH, FL. 33480

RE: EVENING PARKING
APOLLO PARKING LOT
405 Hibiscus Ave

GENTLEMEN:

PLEASE ACCEPT THIS LETTER AS EVIDENCE
OF OUR VERBAL AGREEMENT TO ALLOW TABOO TO
USE OUR PARKING LOT CONTAINING 25 SPACES, AFTER
SIX (6) PM. APOLLO RESERVES THE RIGHT TO CHANGE
OR TERMINATE THE AGREEMENT UPON WRITTEN NOTICE



WE WILL NOTIFY THE TOWN AT LEAST FIFTEEN (15)
DAYS IN ADVANCE OF OUR TERMINATING PERMISSION TO USE
THE PARKING LOT UNDER THE CONDITIONS STATED ABOVE.

Sincerely

RESTAURANT LOCATION #18

Le Bilboquet

Snapshot Queue

Location: Le Bilboquet-245A Worth Ave N/O Worth Ave

City: Palm Beach, FL

Time	Vehicles in Queue	
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5:02 PM		
5:03 PM		2
5:04 PM		1
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5:06 PM		1
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5:23 PM		
5:24 PM		1
5:25 PM		
5:26 PM		
5:27 PM	2	1
5:28 PM	1	1
5:29 PM		
5:30 PM	1	1
5:31 PM		
5:32 PM		
5:33 PM		1
5:34 PM		2
5:35 PM	2	1
5:36 PM	4	

 Valet Start

5:37 PM	3	
5:38 PM	2	
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5:40 PM		
5:41 PM		
5:42 PM		
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6:03 PM	1	2
6:04 PM	1	2
6:05 PM	2	2
6:06 PM	2	1
6:07 PM	1	1
6:08 PM		
6:09 PM		
6:10 PM	2	
6:11 PM	1	
6:12 PM		
6:13 PM		
6:14 PM	1	
6:15 PM	1	
6:16 PM	3	
6:17 PM	2	
6:18 PM	1	
6:19 PM		
6:20 PM	1	1
6:21 PM	1	2

6:22 PM		2
6:23 PM	1	2
6:24 PM	1	2
6:25 PM	2	2
6:26 PM	1	2
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6:30 PM	4	3
6:31 PM	4	2
6:32 PM	4	3
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6:35 PM		
6:36 PM	1	2
6:37 PM		
6:38 PM		
6:39 PM		
6:40 PM		
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6:44 PM	2	
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6:47 PM	2	1
6:48 PM	2	1
6:49 PM	3	
6:50 PM	2	
6:51 PM	3	1
6:52 PM	3	
6:53 PM	4	1
6:54 PM	2	
6:55 PM	2	1
6:56 PM	1	2
6:57 PM		1
6:58 PM		
6:59 PM		
7:00 PM	2	
7:01 PM	2	1
7:02 PM		1
7:03 PM		
7:04 PM		1
7:05 PM	2	
7:06 PM		

7:07 PM		2
7:08 PM		1
7:09 PM		1
7:10 PM		
7:11 PM		
7:12 PM		1
7:13 PM		
7:14 PM		
7:15 PM	1	
7:16 PM	1	2
7:17 PM		1
7:18 PM		
7:19 PM	2	
7:20 PM	1	
7:21 PM	1	
7:22 PM		1
7:23 PM		1
7:24 PM		
7:25 PM	3	
7:26 PM	2	1
7:27 PM		
7:28 PM		
7:29 PM	1	
7:30 PM		1
7:31 PM		
7:32 PM		
7:33 PM		
7:34 PM		1
7:35 PM	3	
7:36 PM	2	1
7:37 PM	2	1
7:38 PM	1	
7:39 PM	2	
7:40 PM	3	
7:41 PM	1	1
7:42 PM	1	
7:43 PM	2	1
7:44 PM	1	1
7:45 PM	4	
7:46 PM	2	
7:47 PM		1
7:48 PM		1
7:49 PM	1	1
7:50 PM		
7:51 PM	1	2

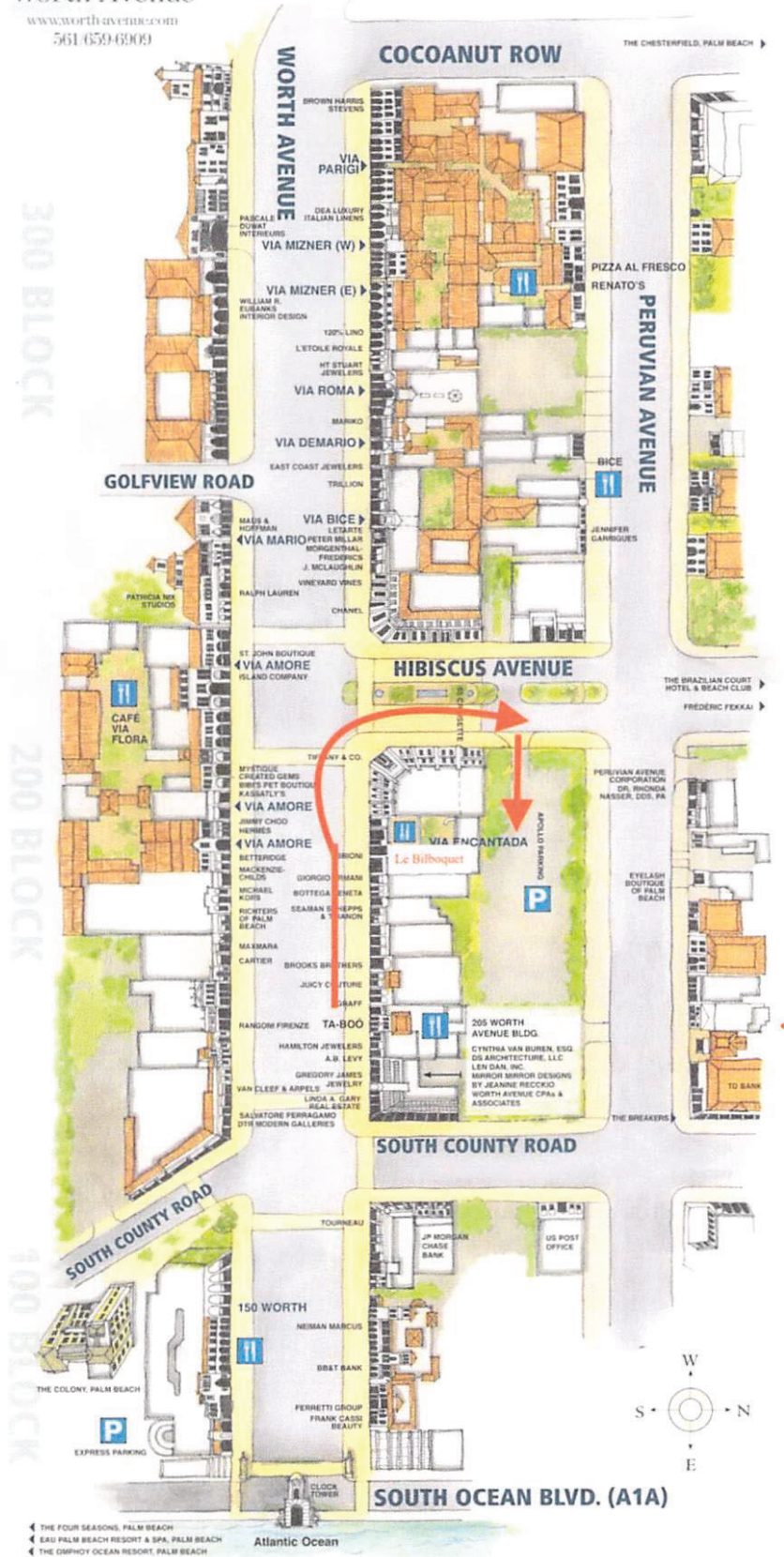
7:52 PM		1
7:53 PM		
7:54 PM	1	1
7:55 PM	4	
7:56 PM	3	
7:57 PM	2	
7:58 PM	2	1
7:59 PM	3	2
8:00 PM	3	
8:01 PM	4	
8:02 PM	3	
8:03 PM	3	
8:04 PM	2	
8:05 PM	3	
8:06 PM	2	
8:07 PM	3	
8:08 PM	2	
8:09 PM	2	
8:10 PM	2	
8:11 PM	3	
8:12 PM	4	
8:13 PM	5	
8:14 PM	1	
8:15 PM		
8:16 PM		
8:17 PM		
8:18 PM	1	
8:19 PM		
8:20 PM	1	
8:21 PM	2	
8:22 PM	6	
8:23 PM	7	
8:24 PM	3	
8:25 PM	1	
8:26 PM	2	
8:27 PM	2	
8:28 PM	4	
8:29 PM	3	
8:30 PM	3	
8:31 PM	3	
8:32 PM	2	
8:33 PM	1	
8:34 PM	3	
8:35 PM	1	
8:36 PM	2	

8:37 PM	1	
8:38 PM	1	
8:39 PM	1	
8:40 PM		
8:41 PM	2	
8:42 PM	3	
8:43 PM	1	
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8:45 PM	3	
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8:54 PM	1	
8:55 PM		
8:56 PM		
8:57 PM		
8:58 PM		
8:59 PM	2	
Totals	309	130

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THE VIAS

VIA PARIGI
GALLERIA OF SCULPTURE
STUBBS & WOOTTON

VIA MIZNER
BABALU PALM BEACH
BROOKS, MARSH &
ASSOCIATES
DIANE FROSTEN
JENNIFER MILLER JEWELRY
PIZZA AL FRESCO
RENATO'S RESTAURANT
VIA MIZNER PROPERTIES

VIA ROMA

VIA DEMARIO
BONNIE ROSEMAN'S BLT
NEW PALM, LLC
PATRICK EBBIA ANTIQUE &
ESTATE JEWELRY
SIENNA CHARLES TRAVEL

VIA BICE
ACENTO
BICE RESTAURANT
MARYANNA SUGARNA

VIA MARIO
TOM MATHEU & CO.

VIA AMORE
BIBA NY
BIBA'S PET BOUTIQUE
CAFE VIA FLORA
CHARLOTTE KELLOGG
LOVE REALTY
MARLEY'S PALM BEACH
COLLECTION
PALM BEACH SOCIETY
MAGAZINE
PEGGY DAVEN
SHERRY FRANKEL'S
MELANIE
SUSAN E. RILEY

VIA ENCANTADA
CALYPSO ST. BARTH

150 WORTH

1ST FLOOR
ALEX AND AM
ALTONA
ANINA RUBINACCI
CHRISTOPLE
EDWARD BENER, PURVEYOR OF
FINE EYEWEAR
EMILIO PUCCI
GUCCI
LOUIS VUITTON
PRETTY BALLERINAS
ROBERTA COLLIER RABBIT
SAKS FIFTH AVENUE
STARRICKS
TAMARA COMOLLI FINE
JEWELRY COLLECTION

2ND FLOOR
TORY BURCH
VICENTE A
VILBREGUIN
WORTH AVENUE YACHTS
AREFEN
CALABRESI ITALY
COLORIST PAIR STUDIO & SPA
ENGEL & VOLKERS REAL
ESTATE
GGG'S TAP & TABLE
KIOUX LUXURY BOUTIQUE
LOLE
SAKS FIFTH AVENUE - MEN'S

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