September 7, 2023
Revised November 20, 2023
Revised February 9, 2024
Revised March 12, 2024
Revised April 10, 2024
Revised May 31, 2024

Eric Czerniejewski, P.E., ENV SP
Traffic Engineering Division Manager
The Corradino Group
5200 NW 33rd Ave, Suite 203
Ft. Lauderdale, FL

RE: ***Paramount Theater Redevelopment***
Traffic Impact Evaluation
Palm Beach, Florida
Kimley-Horn #241020000

Dear Eric:

Kimley-Horn and Associates, Inc. has been retained to perform a traffic impact evaluation for the proposed redevelopment of the site located at 139 North County Road in Palm Beach, Florida (see Figure 1). The Parcel Control Number (PCN) for the project site is 50-43-43-15-09-000-0140. Included in this evaluation are analyses that were previously prepared to determine compliance with the Traffic Performance Standards (TPS) of Palm Beach County, as defined in Article 12 of the County's Unified Land Development Code (ULDC). Further analysis has been included to address the following additional evaluations requested by the Town of Palm Beach:

- Intersection operational analyses
- Driveway analyses

A buildout date of 2027 has been assumed for the purposes of this evaluation.

The site currently contains 9,683 square feet of general retail space, 14,745 square feet of general office space, and a 2,205 square foot place of worship. The proposed plan of redevelopment includes renovating existing buildings on site on site for a private club with 475 members. Maximum seating/occupancy of the private club will be 412 people at one time. The private club is proposed to operate as private facility and will not be open to the general public.

LEGEND

Site Location

XX% Project Traffic %

FIGURE 1
Paramount Palm Beach
KH #241020000
Site Location

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TRIP GENERATION DETERMINATION

A trip generation determination was prepared to determine the impacts of the proposed redevelopment. Following is a summary of calculations undertaken using ITE and Palm Beach County Traffic Division rates, as well as a comparison to count data available from the Town for another private club use.

Trip Generation: Palm Beach County / ITE Data

Trip generation rates and equations published by the Palm Beach County Traffic Division were used for the daily, AM peak hour, and PM peak hour trip generation calculations for the existing and proposed site. The County does not publish trip generation data for a private club use. Based upon prior traffic studies that have been prepared for and approved for other private club applications in the Town, the "Fine Dining Restaurant" category is expected to provide a conservative estimate of actual traffic generated by the private club use, particularly during the peak hours throughout the day on a typical weekday basis. Therefore, the fine dining restaurant trip generation rates were applied to this use as a conservative approximation for the trips generated by the proposed use, based upon precedent set with Palm Beach County Traffic Division staff. Note that, given the specific characteristics of tenants in the existing building and proposed future redeveloped building, pass-by traffic is anticipated to be minimal. Therefore, no pass-by capture has been applied in this analysis.

Table 1 summarizes the trip generation calculations for the proposed redevelopment. Based upon the operations plan proposed by the Applicant, the following maximum occupancy is proposed for the club throughout the day:

- 150 attendees during the morning peak period (7:00 AM – 11:00 AM)
- 250 attendees during the lunchtime peak period (11:00 AM – 2:00 PM)
- 150 attendees during the afternoon peak period (2:00 PM – 5:00 PM)
- 412 attendees during the evening peak period (5:00 PM – midnight)

As shown in Table 1, the proposed redevelopment of the site would result in 367 net new external daily trips, a decrease of 4 net new external AM peak hour trips (-6 in, +2 out), an increase of 5 net new mid-day peak hour trips (+14 in, -9 out), and an increase of 29 net new external PM peak hour trips (+41 in, -12 out).

Table 1: Trip Generation Calculations

Land Use	Intensity	Daily Trips	AM Peak Hour			Mid-Day Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out	Total	In	Out
Existing Scenario >5 Years											
Strip Retail Plaza (<40k)	9.683 KSF	527	23	14	9	49	25	24	64	32	32
General Office (10k-250k)	14.745 KSF	160	22	19	3	16	8	8	21	4	17
Church/Synagogue	2.205 KSF	17	1	1	0	0	0	0	1	0	1
	Subtotal	*704*	*46*	*34*	*12*	*65*	*33*	*32*	*86*	*36*	*50*
Driveway Volumes		704	46	34	12	65	33	32	86	36	50
Net New External Trips		704	46	34	12	65	33	32	86	36	50
Proposed Scenario											
Fine Dining Restaurant*	412 Seats***	1,071	42 ***	28	14	70 ***	47	23	115	77	38
	Subtotal	*1,071*	*42*	*28*	*14*	*70*	*47*	*23*	*115*	*77*	*38*
Driveway Volumes		1,071	42	28	14	70	47	23	115	77	38
Net New External Trips		1,071	42	28	14	70	47	23	115	77	38
Proposed Net External Trips-Existing Net New External Trips		367	-4	-6	2	5	14	-9	29	41	-12

Land Use	Daily	Pass By **	AM Peak Hour	Mid-Day Peak Hour	PM Peak Hour
Strip Retail Plaza (<40k)	54.45 trips/1,000 sf	0.0%	2.36 trips/1,000 sf (60% in, 40% out)	3.32 trips/1,000 sf (50% in, 50% out)	6.59 trips/1,000 sf (50% in, 50% out)
General Office (10k-250k)	10.84 trips/1,000 sf	0.0%	1.52 trips/1,000 sf (88% in, 12% out)	1.11 trips/1,000 sf (50% in, 50% out)	1.44 trips/1,000 sf (17% in, 83% out)
Church/Synagogue	7.6 trips/1,000 sf	0.0%	0.33 trips/1,000 sf (62% in, 38% out)	0 trips/1,000 sf (62% in, 38% out)	0.49 trips/1,000 sf (47% in, 53% out)
Fine Dining Restaurant *	2.6 trips/seat	0.0%	.28 trips/seat (67% in, 33% out)	.28 trips/seat (67% in, 33% out)***	.28 trips/seat (67% in, 33% out)

**Proposed use is a Private Club; Trip generation rates applied for this use based on seats per ITE Land Use 931.*

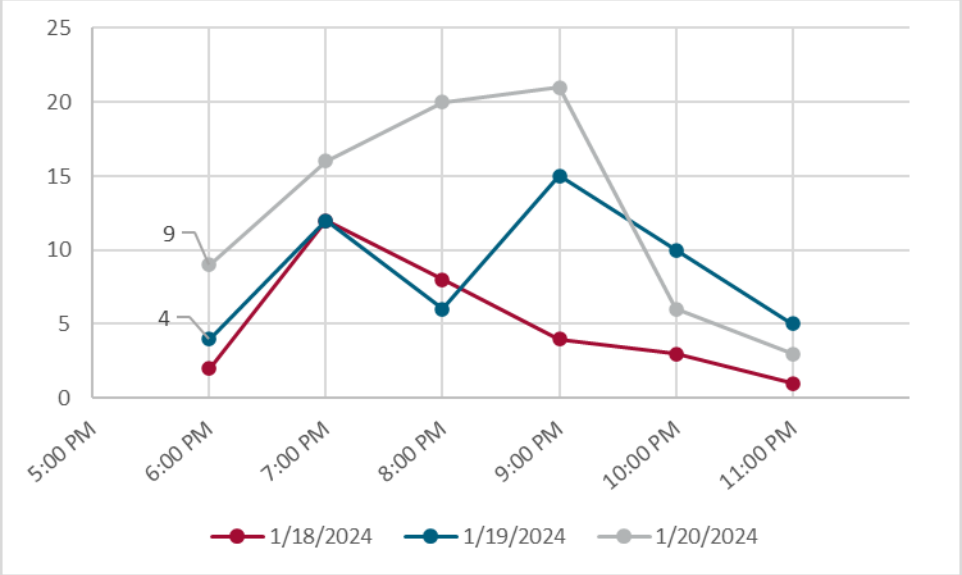
***Based upon location and nature of actual uses on site, no pass-by capture was assumed.*

**** Based upon maximum of 150 attendees (equated to seats) during AM peak hour and 250 attendees (equated to seats) during mid-day peak hour. PM peak hour trip generation rate applied during the other time periods*

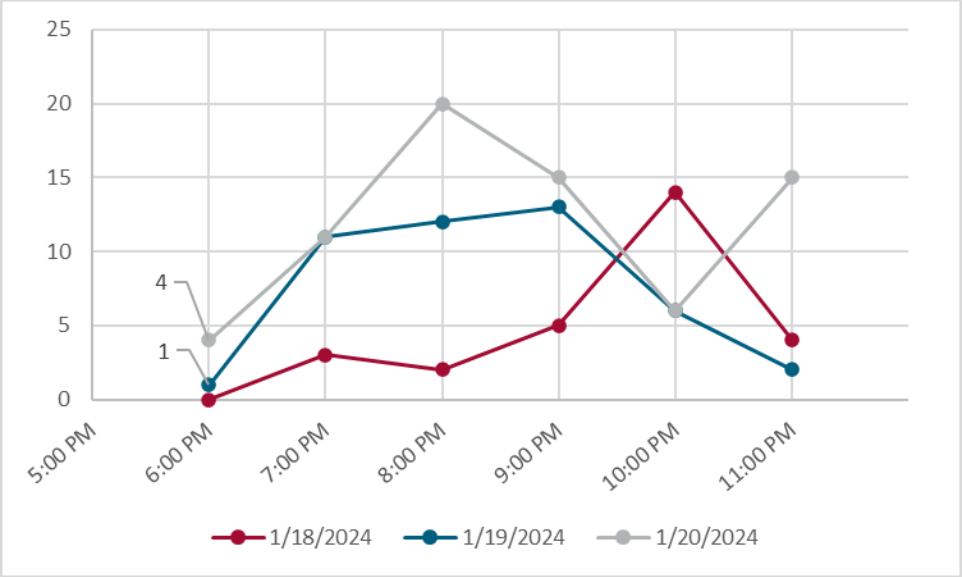
Trip Generation: Private Club Data

In conjunction with an application to modify the prior approval for the Carriage House private club, inbound and outbound driveway volume data was collected at the Carriage House private club on Thursday, January 18, 2024; Friday, January 19, 2024; and Saturday, January 20, 2024 during the club peak hours, between 6:00 PM and 1:00 AM. The Carriage House club is a 232- member private club with 153 seats. Data that was collected on that site was obtained, and is summarized in the following graphs.

Graph 1: Carriage House Inbound Volumes

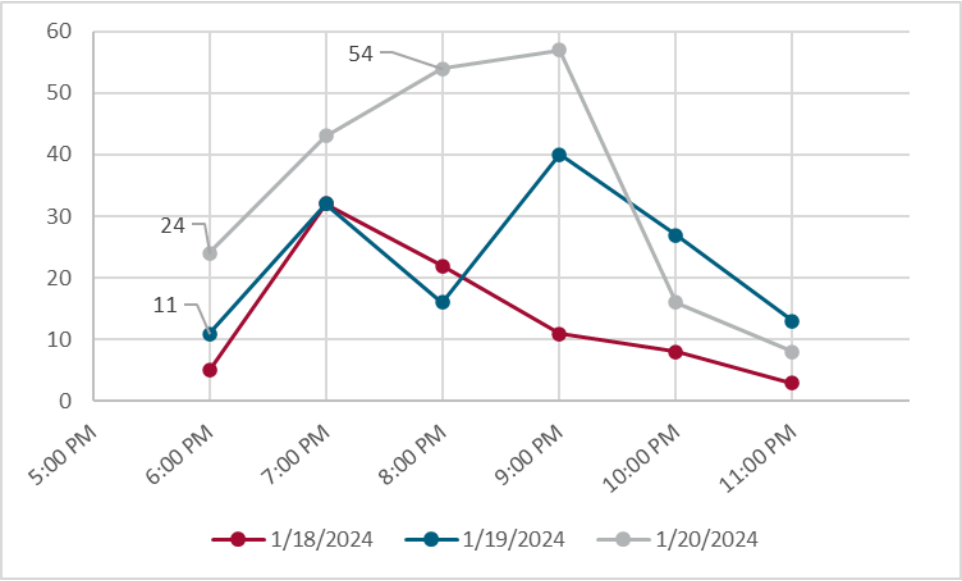


Graph 2: Carriage House Outbound Volumes

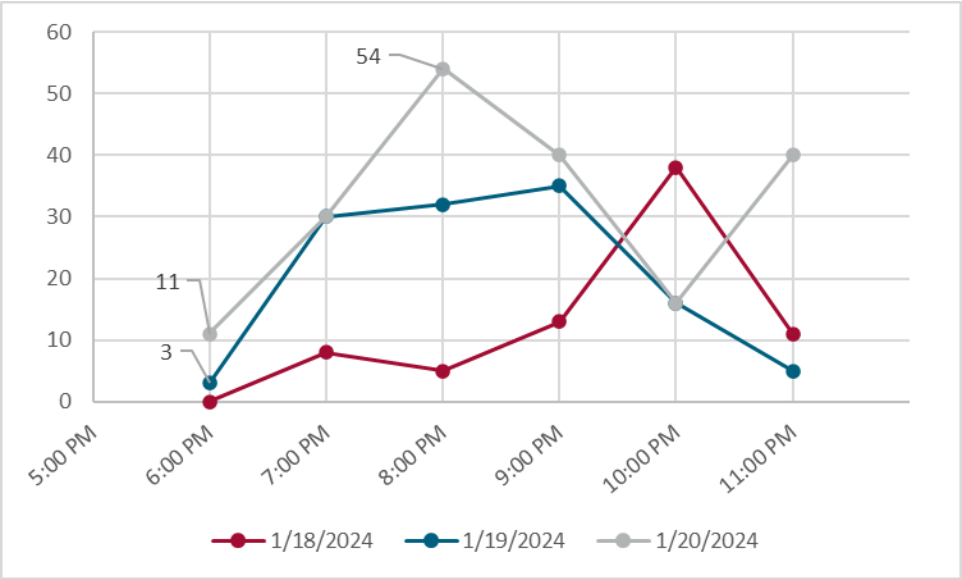


To compare the Carriage House driveway volumes to the future Paramount driveway volumes, the occupancy associated with each private club was utilized. The Carriage House currently operates with an occupancy of 153 persons, and the Paramount is projected to operate with an occupancy of 412 persons. Therefore, it was assumed the expected driveway volumes for the Paramount Theatre would be 2.7 times the amount that was observed for the Carriage House, based on the ratio of occupancy for each private club. The following graphs (Graph 3 and Graph 4), show the results of extrapolating the driveway volumes for the 153-occupant private club to that of a 412-occupant private club.

Graph 3:Extrapolated Inbound Driveway Volumes to Paramount Site, Based Upon Occupancy



Graph 4: Extrapolated Outbound Driveway Volumes to Paramount Site, Based Upon Occupancy



As noted above, the peak period of traffic generally occurs later in the evening (8:00 PM / 9:00 PM), during which time traffic volumes on the surrounding roadway network are significantly lower. The extrapolated peak hour volumes from 6:00 PM – 7:00 PM on a Friday are 11 inbound trips and 3 outbound trips. By comparison, the PM peak hour volumes used in the analysis, based upon the "Fine Dining" trip generation rate, was 77 inbound trips and 38 outbound trips, resulting in an analysis that conservatively overestimates the peak hour trips that would be generated by the private club during the peak hour conditions on the surrounding roadway network.

SIGNIFICANCE ANALYSIS

Based on the PM peak hour traffic generation for this site, it was determined that the radius of developmental influence (RDI) for this project is one half-mile. The project traffic was distributed across the links within the RDI based on the distribution illustrated in Figure 1 to determine if the addition of project traffic will significantly impact the roadway links, based on Palm Beach County TPS methodology.

Table 2 and Table 3 summarize the AM peak hour and PM peak hour significance analyses, respectively. Note that the LOS D capacity values are applied from the LOS D values published in Table 12.B.2.C-1 1A within Article 12 of the Palm Beach County Unified Land Development Code (ULDC), with reductions applied to certain roadway links depending upon whether left turn lanes are present.

Table 2: Test 1 AM Peak Hour Significance Analysis

ROADWAY	FROM	TO	EXISTING NUMBER OF LANES	LOS D GENERAL SVC. VOLUME	PROJECT TRIPS						
					PROJECT % ASSIGNMENT	NB/EB IN/OUT?	AM PEAK HOUR				
							TRIPS		% IMPACT			
							NB/EB	SB/WB	NB/EB	Sig?	SB/WB	Sig?
Royal Poinciana Way	Flagler Drive	N County Road	4L	1,340 *	25%	i	-8	-2	-0.60%	No	-0.15%	No
Sunset Avenue	Bradley Place	N County Road	2L	810	15%	i	-5	0	-0.62%	No	0.00%	No
Sunrise Avenue	Bradley Place	N County Road	2L	650 *	15%	i	-5	-1	-0.77%	No	-0.15%	No
Sunrise Avenue	N County Road	N Ocean Boulevard	2L	810	10%	i	-3	-1	-0.37%	No	-0.12%	No
N County Road	Barton Avenue	Royal Poinciana Way	4L	1,340 *	30%	i	-9	-2	-0.67%	No	-0.15%	No
N County Road	Royal Poinciana Way	Sunset Avenue	4L	1,340 *	55%	i	-17	-4	-1.27%	No	-0.30%	No
N County Road	Sunset Avenue	Sunrise Avenue	4L	1,340 *	NB: 0%; SB: 30% in 45% out	i + o	0	-13	0.00%	No	-0.97%	No
N County Road	Sunrise Avenue	Country Club Road	2L	700 *	20%	o	-2	-6	-0.29%	No	-0.86%	No
Cocoanut Row	Barton Avenue	Royal Poinciana Way	2L	810	5%	i	-2	0	-0.25%	No	0.00%	No
Bradley Place	Royal Poinciana Way	Sunset Avenue	2L	650 *	10%	i	-3	-1	-0.46%	No	-0.15%	No
Bradley Place	Sunset Avenue	Sunrise Avenue	2L	810	5%	i	-2	0	-0.25%	No	0.00%	No
Bradley Place	Sunrise Avenue	Wells Road	2L	810	5%	o	0	-2	0.00%	No	-0.25%	No

**Left turn lanes not present and capacity has been reduced by 20%.*

Table 3: Test 1 PM Peak Hour Significance Analysis

ROADWAY	FROM	TO	EXISTING NUMBER OF LANES	LOS D GENERAL SVC. VOLUME	PROJECT TRIPS						
					PROJECT % ASSIGNMENT	NB/EB IN/OUT?	PM PEAK HOUR				
							TRIPS		% IMPACT			
							NB/EB	SB/WB	NB/EB	Sig?	SB/WB	Sig?
Royal Poinciana Way	Flagler Drive	N County Road	4L	1,340 *	25%	i	10	-3	0.75%	No	-0.22%	No
Sunset Avenue	Bradley Place	N County Road	2L	810	15%	i	6	0	0.74%	No	0.00%	No
Sunrise Avenue	Bradley Place	N County Road	2L	650 *	15%	i	6	-2	0.92%	No	-0.31%	No
Sunrise Avenue	N County Road	N Ocean Boulevard	2L	810	10%	i	4	-1	0.49%	No	-0.12%	No
N County Road	Barton Avenue	Royal Poinciana Way	4L	1,340 *	30%	i	12	-4	0.90%	No	-0.30%	No
N County Road	Royal Poinciana Way	Sunset Avenue	4L	1,340 *	55%	i	23	-7	1.72%	Yes	-0.52%	No
N County Road	Sunset Avenue	Sunrise Avenue	4L	1,340 *	NB: 0%; SB: 30% in 45% out	i + o	0	7	0.00%	No	0.52%	No
N County Road	Sunrise Avenue	Country Club Road	2L	700 *	20%	o	-2	8	-0.29%	No	1.14%	Yes
Cocoanut Row	Barton Avenue	Royal Poinciana Way	2L	810	5%	i	2	-1	0.25%	No	-0.12%	No
Bradley Place	Royal Poinciana Way	Sunset Avenue	2L	650 *	10%	i	4	-1	0.62%	No	-0.15%	No
Bradley Place	Sunset Avenue	Sunrise Avenue	2L	810	5%	i	2	-1	0.25%	No	-0.12%	No
Bradley Place	Sunrise Avenue	Wells Road	2L	810	5%	o	-1	2	-0.12%	No	0.25%	No

**Left turn lanes not present and capacity has been reduced by 20%.*

As shown in Table 2 and Table 3, North County Road between Royal Poinciana Way and Sunset Avenue (northbound) and North County Road between Country Club Road and Sunrise Avenue (Southbound) are expected to be significantly impacted by the addition of project traffic; therefore, further link analysis is necessary on those two directional segments, per Palm Beach County TPS requirements. Table 4 summarizes the results of the capacity analysis for the significantly impacted links. As illustrated in this table, these two significantly impacted directional links are not expected to be over capacity during the future year scenario with the addition of project traffic.

Table 4: Test 1 PM Peak Hour Capacity Analysis

Roadway			Committed			Direction	Significantly Impacted?	Count Year	Count Year Traffic Volume	Committed Traffic - Option #1			Committed Traffic - Option #2			Utilized (Maximum) Committed Traffic	Project Traffic	2027 Total Traffic	Meets Standard ??	Back-ground Def. ??
	From	To	Lanes	Facility Type	LOS D Service Volume					Committed Traffic (from TPS)	1.0% Traffic Growth	Committed plus 1.0%	Historic Growth Rate (from TPS)	Max Historic Growth or 1%	Max Historic Growth					
N County Road	Royal Poinciana Way	Sunset Avenue	4L	Class II	1,340	NB/EB	Yes	2024	561	5	17	22	1.96%	1.96%	34	34	23	618	Yes	-
			4L	Class II	1,340	SB/WB	No	-	-	-	-	-	-	-	-	-	-	-	-	-
N County Road	Sunrise Avenue	Country Club Road	2L	Class II	700	NB/EB	No	-	-	-	-	-	-	-	-	-	-	-	-	-
			2L	Class II	700	SB/WB	Yes	2024	639	12	19	31	1.96%	1.96%	38	38	8	685	Yes	-

Actual trip assignment on the roadways is illustrated in Figure 2.


Root Trl.
30%
County Rd.
Park Ave.
5%
0 (2)
0 (-1)
Bradley Pl.
0 (-2)
15% out
Sunrise Ave.
-1 (6)
-1 (8)
20%
0(-2)
10% in
90% out
10%
1 (-7)
30% in
45% out
0 (0)
0 (-1)
0 (2)
15% in
Sunset Ave.
100% in
0% out
-1 (6)
0 (-1)
10%
-1 (4)
1 (-4)
55%
-3 (23)
1 (-3)
Royal Poinciana Way
25% out
Main St.
25% in
-2 (10)
0 (-1)
0 (2)
1 (-4)
-2 (12)
30%
Cocoanut Row
NORTH
LEGEND
Site Location
XX% Project Traffic %
FIGURE 2
Paramount Palm Beach
KH #241020000
Trip Assignment
Kimley»Horn

INTERSECTION OPERATIONAL ANALYSIS

As requested by the Town of Palm Beach, the surrounding intersections to the site have been analyzed to determine the impacts of the proposed development on the surrounding road network. The intersection analysis includes LOS and delay analyses for the following intersections:

1. Sunrise Avenue & County Road
2. Sunset Avenue & County Road
3. Royal Poinciana Way & County Road
4. Bradley Place & Sunrise Avenue
5. Bradley Place & Sunset Avenue
6. Bradley Place & Royal Poinciana Way

The study intersections were analyzed for the following three scenarios: Existing Year (2024), Background Year (2027), and Future Total (2027).

Additionally, the site will maintain existing access on Sunset Avenue (inbound) and Sunrise Avenue (outbound). Therefore, the Future Total (2027) analysis scenario also includes an evaluation of these driveways at proposed buildout of the project.

DATA COLLECTION

Existing count data was collected on Wednesday, March 13th, 2024 at the intersections listed above during the following time periods:

- AM peak (7:00 AM – 9:00 AM)
- Mid-Day peak (10:00 AM – 2:00 PM
- PM peak (4:00 PM – 8:00 PM)

The counts were collected to determine a baseline for traffic operations within the vicinity of the site. Existing count data is summarized by movement during 15-minute intervals and data summaries are included in the Appendix, for reference.

VOLUME ADJUSTMENT

The existing data collected was assumed to be collected during peak season and therefore no peak season correction factor was applied.

Existing traffic count data was adjusted to future year conditions using a compounding annual growth rate of 2.33%, plus the addition of committed development traffic identified in conjunction with he Town's consultant to develop Background Year (2027) traffic volumes. This growth rate was calculated using FDOT count station data on roadway links within the vicinity of the project. Growth rate calculations are also included in the Appendix, for reference. Project traffic data was then added to the Background Year (2027) traffic volumes to develop Future Total (2027) traffic volumes. Credit was not applied for the traffic generated by the existing site in the intersection analysis to provide a conservative approach.

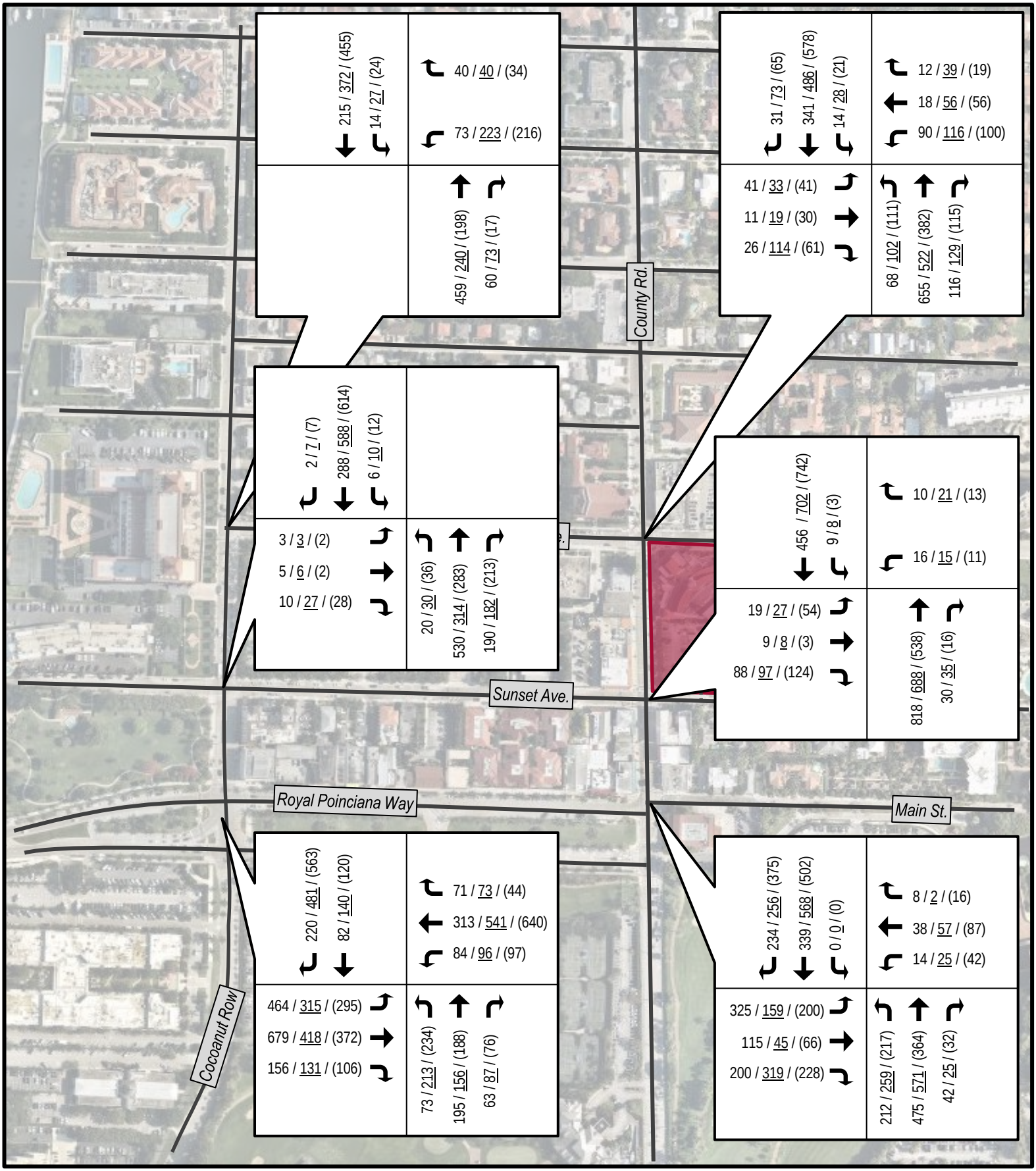
EXISTING YEAR (2024) ANALYSIS

Table 5 summarizes the results of the existing year *Synchro* analysis. HCM 2000 methodology was used to develop LOS and delay at each of the study intersections due to the presence of shared turn lanes. As summarized in this table, the Synchro analysis identifies LOS D or better operating conditions during the AM and PM peak hours.

Table 5: Existing Year (2024) Synchro Summary

#	Intersection	Control Type	Movement	AM Peak Hour		Mid-Day Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
1	Sunrise Avenue & County Road	Signalized	EB	39.2	D	40.3	D	50.9	D
			WB	29.7	C	27.1	C	36.8	D
			NB	1.2	A	1.7	A	1.3	A
			SB	7.6	A	10.1	B	8.6	A
			Overall	7.6	A	11.4	B	12.4	B
2	Sunset Avenue & County Road	Signalized	EB	33.8	C	33.8	C	46.0	D
			WB	32.2	C	32.3	C	41.9	D
			NB	0.4	A	4.1	A	0.2	A
			SB	0.3	A	0.5	A	0.5	A
			Overall	3.5	A	5.6	A	6.5	A
3	Royal Poinciana Way & County Road	Signalized	EB	32.3	C	28.4	C	33.5	C
			WB	40.8	D	41.0	D	49.5	D
			NB	15.5	B	27.5	C	22.6	C
			SB	7.1	A	19.4	B	31.4	C
			Overall	19.3	B	25.3	C	30.6	C
6	Bradley Place & Sunrise Avenue	Signalized	EB	-	-	-	-	-	-
			WB	38.6	D	41.6	D	42.2	D
			NB	6.0	A	7.0	A	6.6	A
			SB	6.3	A	8.5	A	8.0	A
			Overall	10.4	B	16.9	B	16.7	B
7	Bradley Place & Sunset Avenue	Unsignalized	EB	12.3	B	14.2	B	14.5	B
			WB	-	-	-	-	-	-
			NB	-	-	-	-	-	-
			SB	-	-	-	-	-	-
			Overall	-	-	-	-	-	-
8	Royal Poinciana Way & Bradley Place	Signalized	EB	27.5	C	27.1	C	30.2	C
			WB	21.5	C	25.1	C	29.6	C
			NB	22.2	C	21.9	C	23.6	C
			SB	18.6	B	23.7	C	28.2	C
			Overall	24.5	C	24.9	C	28.3	C

Figure 3 illustrates the turning movement volumes for the existing year analyses.



LEGEND

- Site Location
- XX AM Volumes
- XX Mid-Day Volumes
- (XX) PM Volumes

FIGURE 3
Paramount Palm Beach
KH #241020000
Existing Year TMC's

Kimley»Horn

BACKGROUND YEAR (2027) ANALYSIS

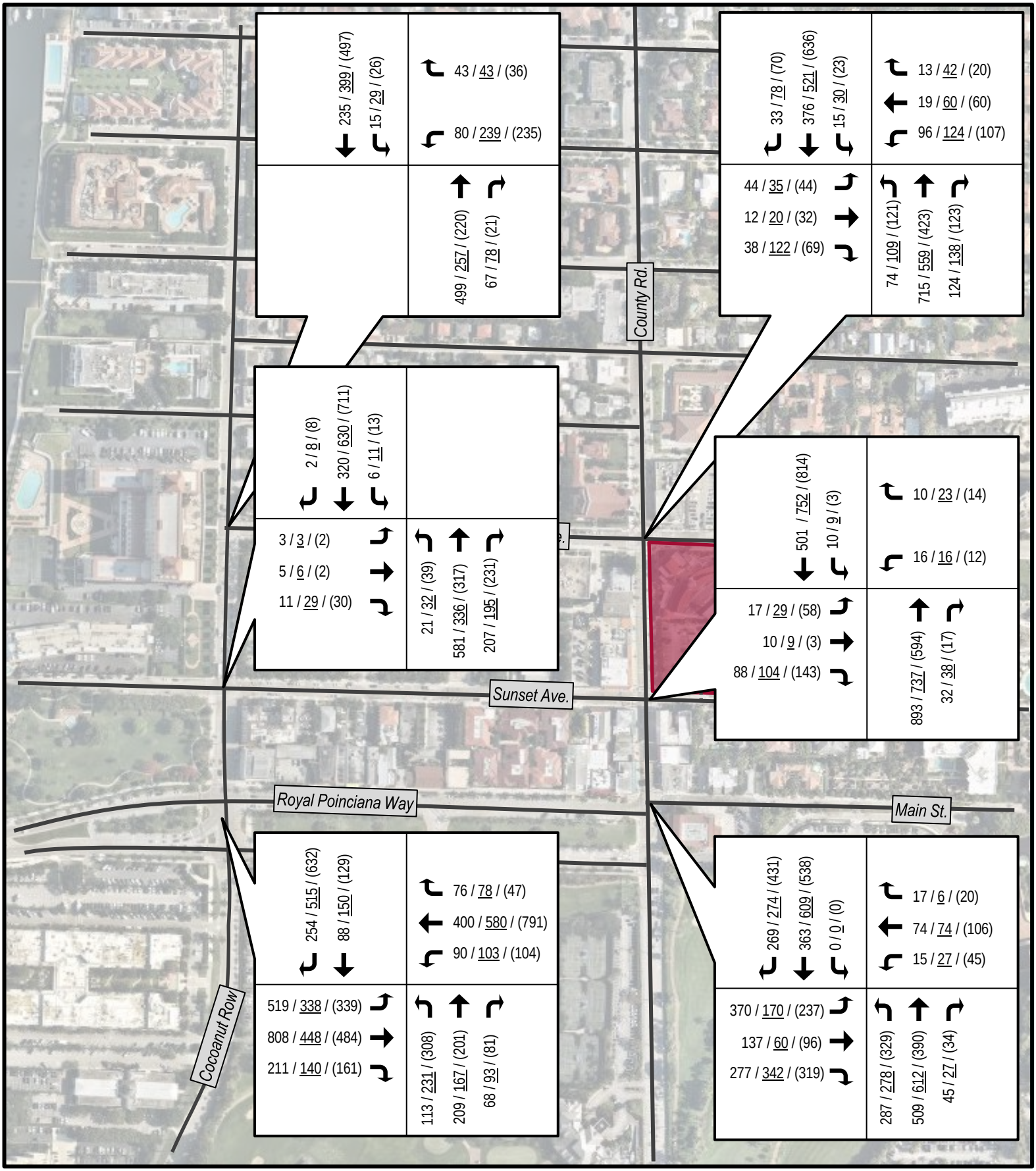
The Background Year (2027) scenario was analyzed to develop future baseline operations for the surrounding area based on existing count data, and the addition of ambient background growth. Volume development sheets are included in the Appendix, for reference.

Table 6 summarizes the results of the background year *Synchro* analysis. HCM 2000 methodology was used to develop LOS and delay at each of the study intersections due to the presence of shared turn lanes. As illustrated in this table, the Synchro analysis identifies that the intersections are expected operate at LOS D or better during the AM and PM peak hours.

Table 6: Background Year (2027) Synchro Summary

#	Intersection	Control Type	Movement	AM Peak Hour		Mid-Day Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
1	Sunrise Avenue & County Road	Signalized	EB	39.5	D	40.0	D	50.4	D
			WB	29.7	C	26.4	C	35.7	D
			NB	1.4	A	2.2	A	1.8	A
			SB	7.8	A	11.0	B	9.6	A
			Overall	7.8	A	11.8	B	12.8	B
2	Sunset Avenue & County Road	Signalized	EB	34.1	C	34.0	C	47.5	D
			WB	32.2	C	32.3	C	41.9	D
			NB	0.3	A	4.2	A	0.1	A
			SB	0.4	A	0.6	A	0.6	A
			Overall	3.6	A	5.7	A	6.8	A
3	Royal Poinciana Way & County Road	Signalized	EB	34.0	C	28.7	C	39.1	D
			WB	40.8	D	42.1	D	49.6	D
			NB	22.4	C	46.2	D	26.9	C
			SB	7.7	A	20.6	C	31.8	C
			Overall	23.2	C	32.9	C	33.4	C
6	Bradley Place & Sunrise Avenue	Signalized	EB	-	-	-	-	-	-
			WB	38.8	D	41.1	D	41.7	D
			NB	6.3	A	7.6	A	7.2	A
			SB	6.3	A	9.1	A	8.6	A
			Overall	10.6	B	17.2	B	16.9	B
7	Bradley Place & Sunset Avenue	Unsignalized	EB	12.8	B	14.9	B	15.6	B
			WB	-	-	-	-	-	-
			NB	-	-	-	-	-	-
			SB	-	-	-	-	-	-
			Overall	-	-	-	-	-	-
8	Royal Poinciana Way & Bradley Place	Signalized	EB	31.6	C	28.5	C	38.3	D
			WB	21.9	C	26.3	C	34.8	C
			NB	22.6	C	22.2	C	25.4	C
			SB	18.7	B	24.9	C	34.0	C
			Overall	26.9	C	26.0	C	33.9	C

Figure 4 illustrates the volumes for the background year analyses.



NORTH

LEGEND

- Site Location
- XX AM Volumes
- XX Mid-Day Volumes
- (XX) PM Volumes

FIGURE 4
Paramount Palm Beach
KH #241020000
Background Year TMC's

Kimley»Horn

FUTURE YEAR (2027) ANALYSIS

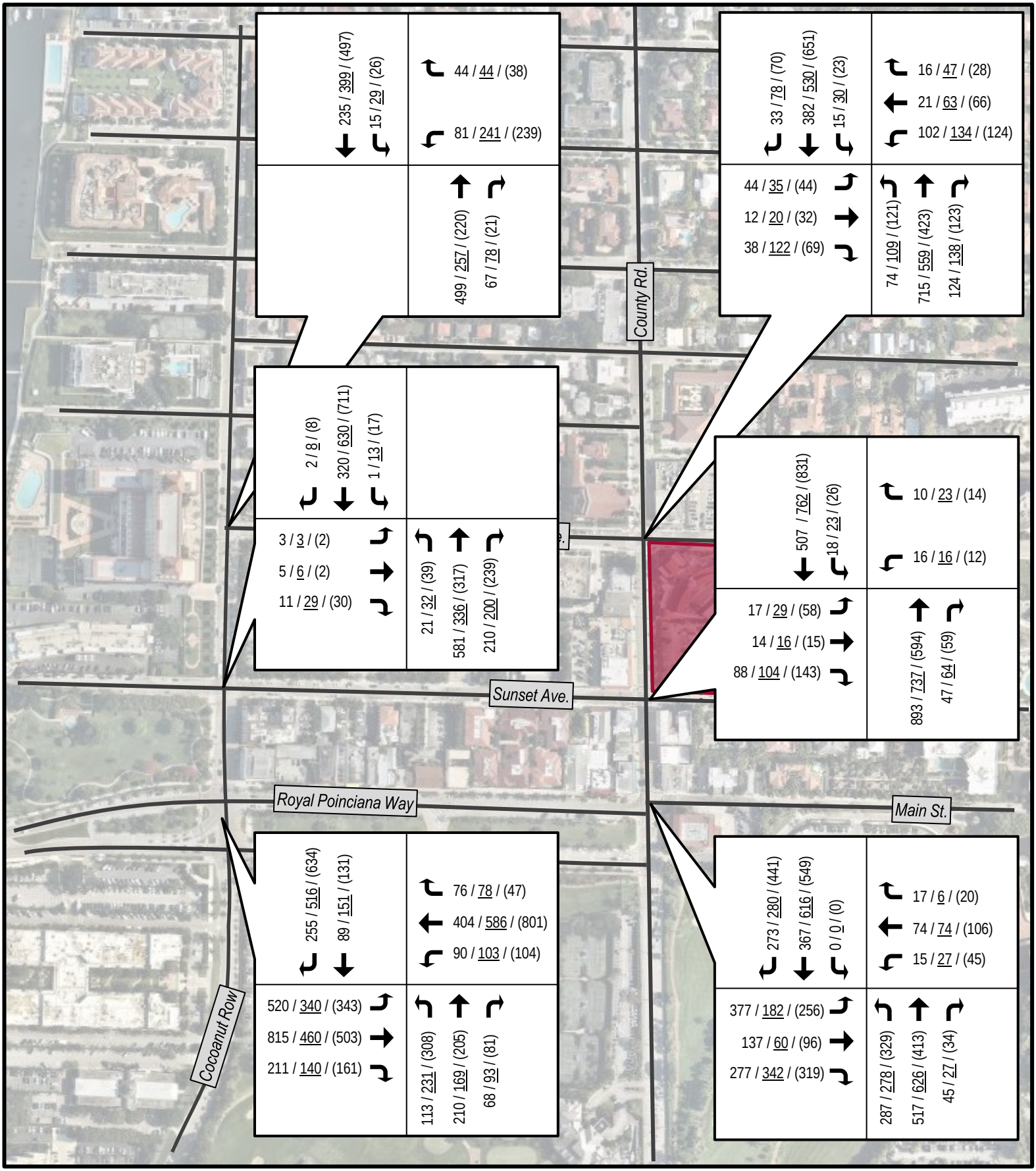
The Future Year (2027) scenario was analyzed to determine future operations for the surrounding area and project driveways based on existing count data, background growth, committed projects plus traffic generated by redevelopment of this site. Volume development sheets are included in the Appendix, for reference.

Error! Reference source not found. summarizes the results of the future year *Synchro* analysis. HCM 6th E dition methodology was used to develop LOS and delay at a majority of the intersections. However, HCM 2000 methodology was used to develop LOS and delay at each of the Royal Poinciana Way intersections due to the presence of shared turn lanes. As summarized in this table, the Synchro analysis reported LOS D or better operations during the AM and PM peak hours at these intersections. Note that the Town has implemented adaptive signal control, which is continuing to collect data in order to provide optimal signal timing and phasing patterns to reduce driver delay and maximize signal system efficiency. In the future, as it is fully implemented at this and other intersections, an optimized timing pattern, which may differ from what is used in the analysis, may be in place.

Table 7: Future Year (2027) Synchro Summary

#	Intersection	Control Type	Movement	AM Peak Hour		Mid-Day Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
1	Sunrise Avenue & County Road	Signalized	EB	39.5	D	40.0	D	50.4	D
			WB	29.6	C	26.2	C	35.2	D
			NB	1.4	A	2.3	A	1.9	A
			SB	7.9	A	11.3	B	10.2	B
			Overall	7.9	A	12.1	B	13.5	B
2	Sunset Avenue & County Road	Signalized	EB	34.0	C	33.8	C	47.1	D
			WB	32.1	C	32.3	C	41.9	D
			NB	0.3	A	4.2	A	0.1	A
			SB	0.4	A	0.6	A	0.6	A
			Overall	3.6	A	5.7	A	6.8	A
3	Royal Poinciana Way & County Road	Signalized	EB	34.3	C	28.9	C	40.4	D
			WB	40.8	D	42.1	D	49.6	D
			NB	22.9	C	51.6	D	27.6	C
			SB	7.9	A	21.1	C	31.6	C
			Overall	23.4	C	35.0	D	33.8	C
4	Sunrise Avenue & North Driveway	Minor Street Stop Controlled (Outbound Only)	EB	-	-	-	-	-	-
			WB	-	-	-	-	-	-
			NB	10.2	B	11.5	B	11.3	B
			SB	-	-	-	-	-	-
			Overall	-	-	-	-	-	-
5	Sunset Avenue & South Driveway	Free-Flow (Inbound Only)	EB	-	-	-	-	-	-
			WB	-	-	-	-	-	-
			NB	-	-	-	-	-	-
			SB	-	-	-	-	-	-
			Overall	-	-	-	-	-	-
6	Bradley Place & Sunrise Avenue	Signalized	EB	-	-	-	-	-	-
			WB	38.8	D	41.0	D	41.5	D
			NB	6.3	A	7.6	A	7.3	A
			SB	6.3	A	9.1	A	8.7	A
			Overall	10.6	B	17.3	B	17.1	B
7	Bradley Place & Sunset Avenue	Unsignalized	EB	12.8	B	14.9	B	15.7	B
			WB	-	-	-	-	-	-
			NB	-	-	-	-	-	-
			SB	-	-	-	-	-	-
			Overall	-	-	-	-	-	-
8	Royal Poinciana Way & Bradley Place	Signalized	EB	31.8	C	28.6	C	41.3	D
			WB	21.9	C	26.4	C	37.7	D
			NB	22.6	C	22.3	C	24.8	C
			SB	18.8	B	25.3	C	28.3	C
			Overall	27.0	C	26.1	C	34.3	C

As noted, the proposed project driveways were analyzed to determine the LOS and delay at the proposed access locations. Access to the site for most users is proposed to be maintained via two driveway connections; one inbound-only driveway on Sunset Avenue and one outbound-only driveway on Sunrise Avenue. Figure 5 illustrates the turning movement volumes for the future year analyses. Furthermore, Figure 6 illustrates the expected project traffic driveway volumes after full buildout. The analysis indicated that both driveways would operate acceptably and that the 95th percentile outbound queue at the Sunrise Avenue driveway would not exceed 1 vehicle during the AM or PM peak hours; Therefore, driveway operations will not impede on traffic flow on the surrounding road network.



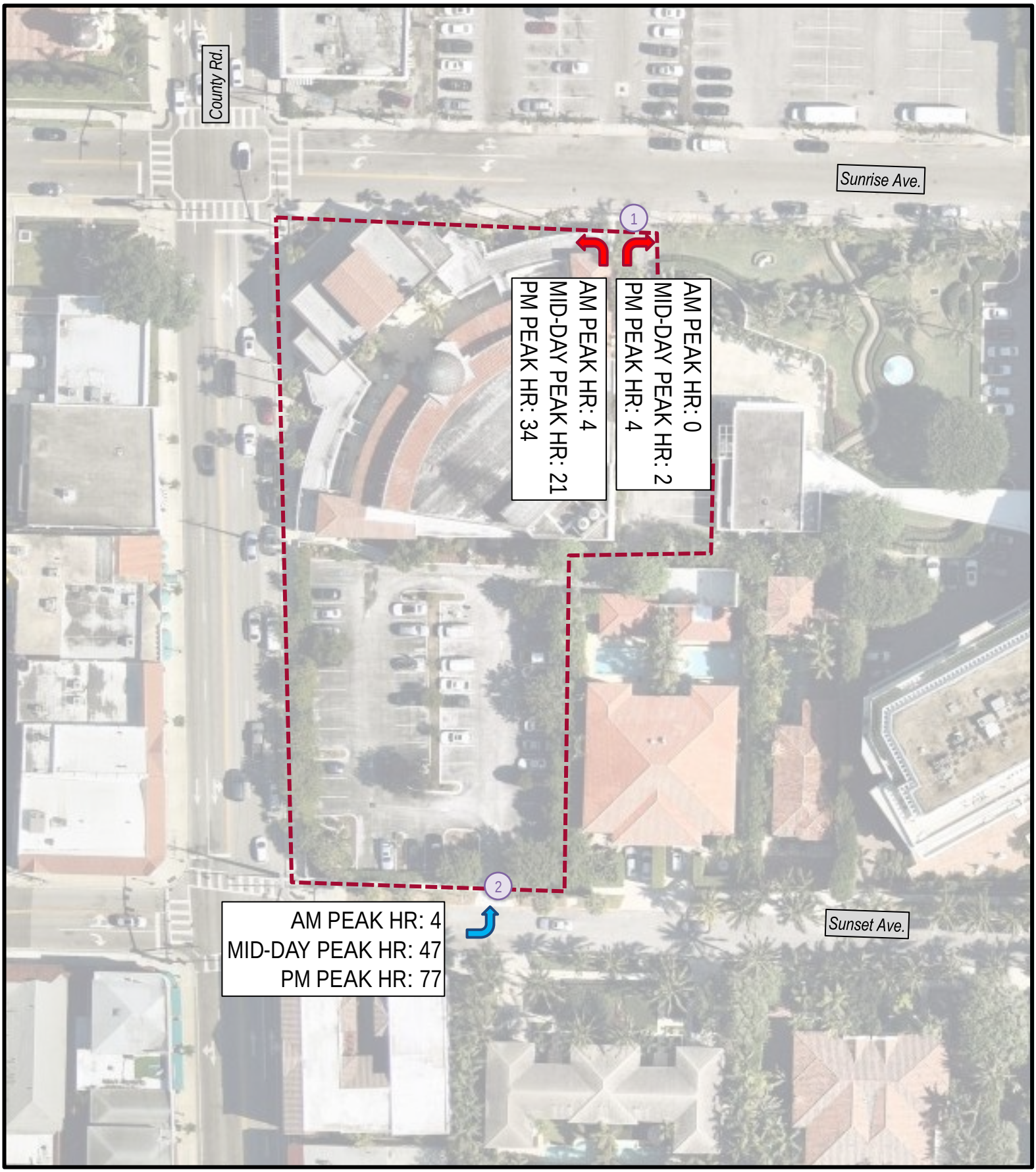
NORTH

LEGEND

- Site Location
- XX AM Volumes
- XX Mid-Day Volumes
- (XX) PM Volumes

FIGURE 5
Paramount Palm Beach
KH #241020000
Future Total TMC's

Kimley»Horn



NORTH

LEGEND

Site Location

Inbound / Outbound

FIGURE 6
Paramount Palm Beach
KH #241020000
Driveway Volumes

Kimley»Horn

INTERSECTION QUEUE ANALYSIS

A detailed analysis of the signalized intersections along North County Road was conducted to determine whether the dedicated turn lanes had sufficient queue storage to accommodate the expected 95th percentile queues in the future year scenario. *Synchro 11* software was utilized to calculate the 95th percentile queues at each intersection. The existing storage at each dedicated turn lane was compared to the results of the AM, Mid-Day and PM peak hour queue analyses and all of the queues were found to be contained within their respective turn lanes. Table 8 summarizes the results of this analysis.

Table 8: 95th Percentile Queue Analysis – Future Year (2027) Analysis

#	Intersection	Control Type	Movement	Storage (ft)	AM Peak Hour 95th %ile Queue (ft)	Mid-Day Peak Hour 95th %ile Queue (ft)	PM Peak Hour 95th %ile Queue (ft)
1	Sunrise Avenue & County Road	Signalized	WBL	140	80	102	112
2	Sunset Avenue & County Road	Signalized	EBL	80	28	m41	82
3	Royal Poinciana Way & County Road	Signalized	EBL WBR	430 230	228 0	112 0	197 0

Note:

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

ALTERNATIVE MODE ACCESS

North County Road is the major centralized roadway within the Town and provides connectivity north and south for the island. Therefore, this roadway likely experiences high pedestrian volumes in comparison to other streets in Town and, as such, the primary considerations for modes of alternative modes of transportation besides vehicles is related to pedestrian access. The commercial building immediately abuts the public sidewalk and includes entryways along North County Road and Sunrise Avenue that face the sidewalks along these streets, making the entrances directly accessible to pedestrians and encouraging pedestrian activity on the public sidewalk. In addition, parallel parking spaces are provided between the sidewalk and the travel lanes on North County Road, providing protection and comfort for pedestrians in comparison to situations where there is no buffer between the sidewalk and travel lanes.

There are no bicycle lanes on North County Road. PalmTran service is provided with limited frequency Monday through Saturday on North County Road adjacent to the site. Therefore, bus travel may be a potential alternative mode of travel for some site employees.

PROGRAMMED IMPROVEMENTS

No construction-based programmed transportation improvements are located within the project's radius of development influence. Therefore, the existing capacities have continued to be used in the analysis.

COMPREHENSIVE PLAN LOS ANALYSIS

In addition to the evaluation conducted to determine compliance with the County's Traffic Performance Standards, the following additional analysis has been prepared to determine the LOS for each of the road segments in the Town in comparison to the Town's Comprehensive Plan Transportation Element. Table 9 and Table 10 summarize the LOS for each of the roadway links analyzed. As summarized in these tables, only Bradley Place north of Royal Poinciana Way is projected to not meet the Town's two-way peak hour LOS standard identified in the Comprehensive Plan Standards during future background and total future conditions. As noted, this is a background deficiency not created by the project. The project does not create any new roadway link deficiencies on the surrounding transportation network.

Table 9: AM Future Total (2027) Peak Hour Link LOS

Location No.	Street Segment	Facility Type	2024 Peak Hour Volume	Roadway Class	LOS C		LOS D		LOS E		Existing Peak Hour LOS	Future Background (2027) Volumes	Background (2027) Peak Hour LOS	Project Distribution	Project Traffic Volume	Future (2027) Total Volume	Future (2027) Peak Hour LOS
					Peak Hour Capacity	v/c ratio	Peak Hour Capacity	v/c ratio	Peak Hour Capacity	v/c ratio							
6	North County Road (North of Breakers Row)	4L ART Undivided	1,296	II	983	1.32	2,190	0.59	2,280	0.57	D	1,388	D	30%	13	1,401	D
7	North County Road (North of Royal Poinciana Way)	4L ART Undivided	1,594	II	983	1.62	2,190	0.73	2,280	0.70	D	1,708	D	55%	23	1,731	D
9	Cocoanut Row (North of Whitehall Way)	2L COLL Undivided	750	II	594	1.26	1,197	0.63	1,269	0.59	D	804	D	2%	1	805	D
10	Bradley Place (North of Royal Poinciana Way)	2L COLL Undivided	1,249	II	594	2.10	1,197	1.04	1,269	0.98	E	1,339	F	10%	4	1,343	F
13	Royal Poinciana Way (West of Cocoanut Row)	4L ART Divided	1,798	II	1,310	1.37	2,920	0.62	3,040	0.59	D	1,926	D	25%	11	1,937	D
14	Royal Poinciana Way (West of County Road)	4L ART Divided	1,307	II	1,310	1.00	2,920	0.45	3,040	0.43	C	1,400	D	25%	11	1,411	D

NOTES:

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

Table 10: PM Future Total (2027) Peak Hour Link LOS

Location No.	Street Segment	Facility Type	2024 Peak Hour Volume	Roadway Class	LOS C		LOS D		LOS E		Existing Peak Hour LOS	Future Background (2027) Volumes	Background (2027) Peak Hour LOS	Project Distribution	Project Traffic Volume	Future (2027) Total Volume	Future (2027) Peak Hour LOS
					Peak Hour Capacity	v/c ratio	Peak Hour Capacity	v/c ratio	Peak Hour Capacity	v/c ratio							
6	North County Road (North of Breakers Row)	4L ART Undivided	1,428	II	983	1.45	2,190	0.65	2,280	0.63	D	1,531	D	30%	35	1,566	D
7	North County Road (North of Royal Poinciana Way)	4L ART Undivided	1,486	II	983	1.51	2,190	0.68	2,280	0.65	D	1,593	D	55%	63	1,656	D
9	Cocoanut Row (North of Whitehall Way)	2L COLL Undivided	845	II	594	1.42	1,197	0.71	1,269	0.67	D	906	D	2%	2	908	D
10	Bradley Place (North of Royal Poinciana Way)	2L COLL Undivided	1,260	II	594	2.12	1,197	1.05	1,269	0.99	E	1,350	F	10%	12	1,362	F
13	Royal Poinciana Way (West of Cocoanut Row)	4L ART Divided	2,169	II	1,310	1.66	2,920	0.74	3,040	0.71	D	2,324	D	25%	29	2,353	D
14	Royal Poinciana Way (West of County Road)	4L ART Divided	1,325	II	1,310	1.01	2,920	0.45	3,040	0.44	D	1,420	D	25%	29	1,449	D

NOTE:

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

VALET OPERATIONAL ANALYSIS

The redeveloped site is proposed to include valet operations for the private club. Following is a review of the proposed valet routing, anticipated queuing and pick-up/drop-off operations.

Private Club Valet Operations:

The valet stand for the private club on site is to be located within the surface parking lot. Vehicular access and circulation is illustrated in Figure 7 and is described below. The valet will be in continuous operation during the hours in which the club is in operation.

Club Occupancy by Time-of-Day

Following is the anticipated maximum occupant load for private club operations throughout the day. Note that the "typical" occupant load is anticipated to be lower than these numbers; for clarification, these numbers represent maximum anticipated occupant load during those time periods:

Weekday

7:00 AM – 11:00 AM: 150 occupants

11:00 AM – 3:00 PM: 250 occupants

3:00 PM – 5:00 PM: 150 occupants

5:00 PM – Close: 412 occupants

Weekend

Open – Close: 412 occupants

Valet Route

Patron arrival: Patron vehicles will arrive via the Sunset Avenue driveway on the south side of the site and then proceed north and then west to the valet stand. At the valet stand, the patron will exit the vehicle and the valet operator will proceed to park the vehicle within the valet parking lot. (see routes outlined in in Figure 8).

Because of the reduced occupancy load before 5 PM on weekdays, the on-site parking supply is anticipated to accommodate valet needs onsite during that time period. After 5:30 PM on weekdays and after 2:30 PM on weekends, supplemental parking will be available in an off-site lot located at 40 Cocoanut Row. Figure 9 illustrates the supplemental route to this off-site location.

Patron departure: The valet operator will retrieve the patron vehicle from parking area to return the vehicle to the valet stand. The patron will then retrieve the vehicle and exit the parking lot to the north side of the property to exit onto Sunrise Avenue (see routes outlined in Figure 10).

Figure 11 illustrates the supplemental route from the off-site location that may be in use after 5:30 PM on weekdays and after 2:30 PM on weekends.

Valet Queuing Calculations

Calculations have been undertaken for each of the occupancy scenarios defined above (150 occupants, 250 occupants, 412 occupants) and are included in Tables A-1, A-2 and A-3 in the Appendix. Following is further detail of the calculations undertaken for the 412-person scenario.

Queue length calculation: The anticipated queue length at the valet stand was calculated using the following assumptions and data:

Peak hour vehicles (from trip generation calculations): *PM peak hour (115 vph, inbound: 77 vph, outbound: 38 vph)*

Percent valet: *100%*

Assumed average vehicle dwell time for passenger loading/unloading: *60 seconds / vehicle*

Number of valet positions used for patron loading/unloading: *3 valet positions*

Calculations are provided in the attached Table A -1. As noted in that table, the 95th percentile valet queue calculations result in the following:

Total (412-person scenario): 5.484 vehicles

Therefore, the 95th percentile queue of vehicles staged in the club pick-up/drop-off area is anticipated to be six vehicles or fewer. The area adjacent to the valet stand can accommodate the six vehicles being serviced at a time without affecting operations on Sunset Avenue for entering vehicles. Note that all club patrons would be required to use valet parking (no self-parking allowed). Parking is provided on site within the surface parking lots, as shown in Figure 7.

Additionally, as included in Tables A-2 and A-3, calculations have also been undertaken for the 150-person occupancy and the 250-person occupancy scenarios, respectively. The 95th percentile queuing was calculated as the following for each scenario:

150-persons: 2 vehicles

250-persons: 5 vehicles

Note that, in all scenarios, the input includes a calculation of the number of valet positions in continuous use at the valet stand. This does not represent the total number of valet attendants who are working at that point in time; there may be more attendants on constant rotation at each valet position (e.g., two attendants physically present at the stand while two or more attendants are in process parking or retrieving vehicles).

NORTH

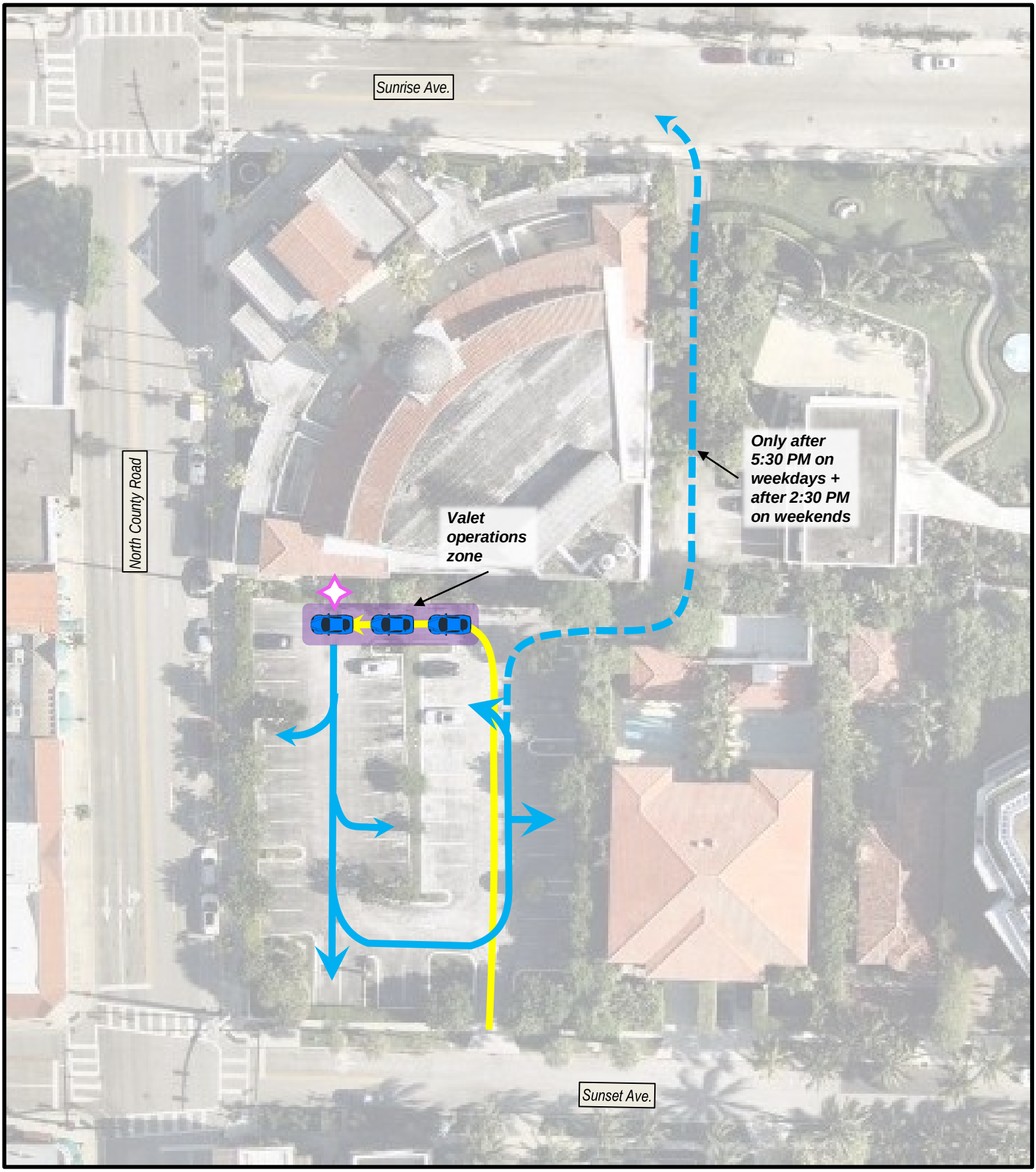
LEGEND

Vehicle Queue

Valet Service Zone

FIGURE 7
Paramount Palm Beach
KH #241020000
Valet Parking Operations

Kimley»Horn



NORTH

LEGEND

- Patron Arrival
- Valet Route to Parking
- Valet Stand

FIGURE 8

Paramount Palm Beach

KH #241020000

Valet Parking / Circulation: PATRON ARRIVAL

Kimley»Horn

NORTH

LEGEND

Valet Route to Off-Site Parking (only after 5:30 PM on weekdays and 2:30 PM on weekends)

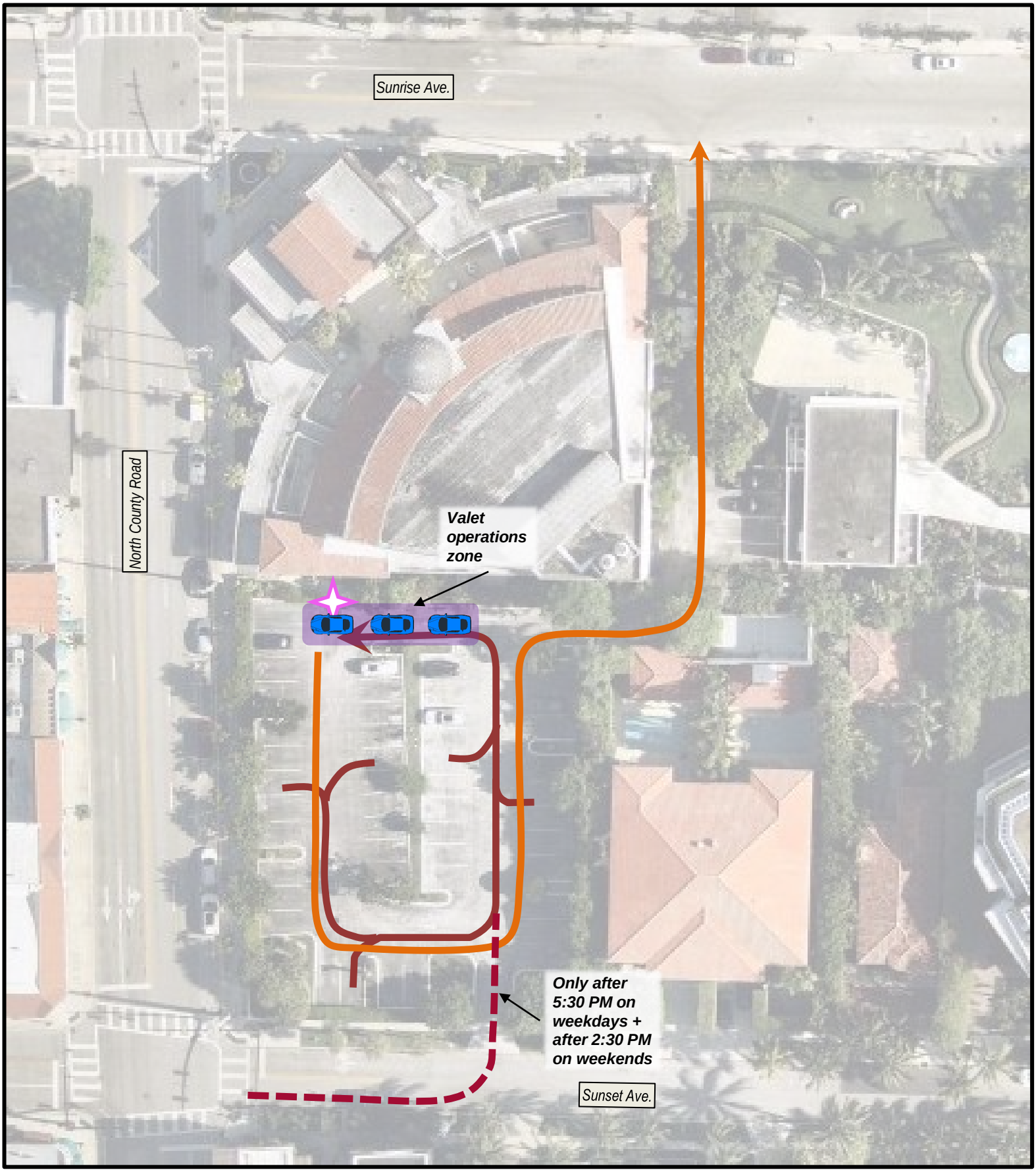
FIGURE 9

Paramount Palm Beach

KH #241020000

Valet Parking / Circulation: PATRON ARRIVAL -- OFFSITE

Kimley»Horn



NORTH

LEGEND

- Patron Departure
- Valet Route From Parking
- Valet Stand

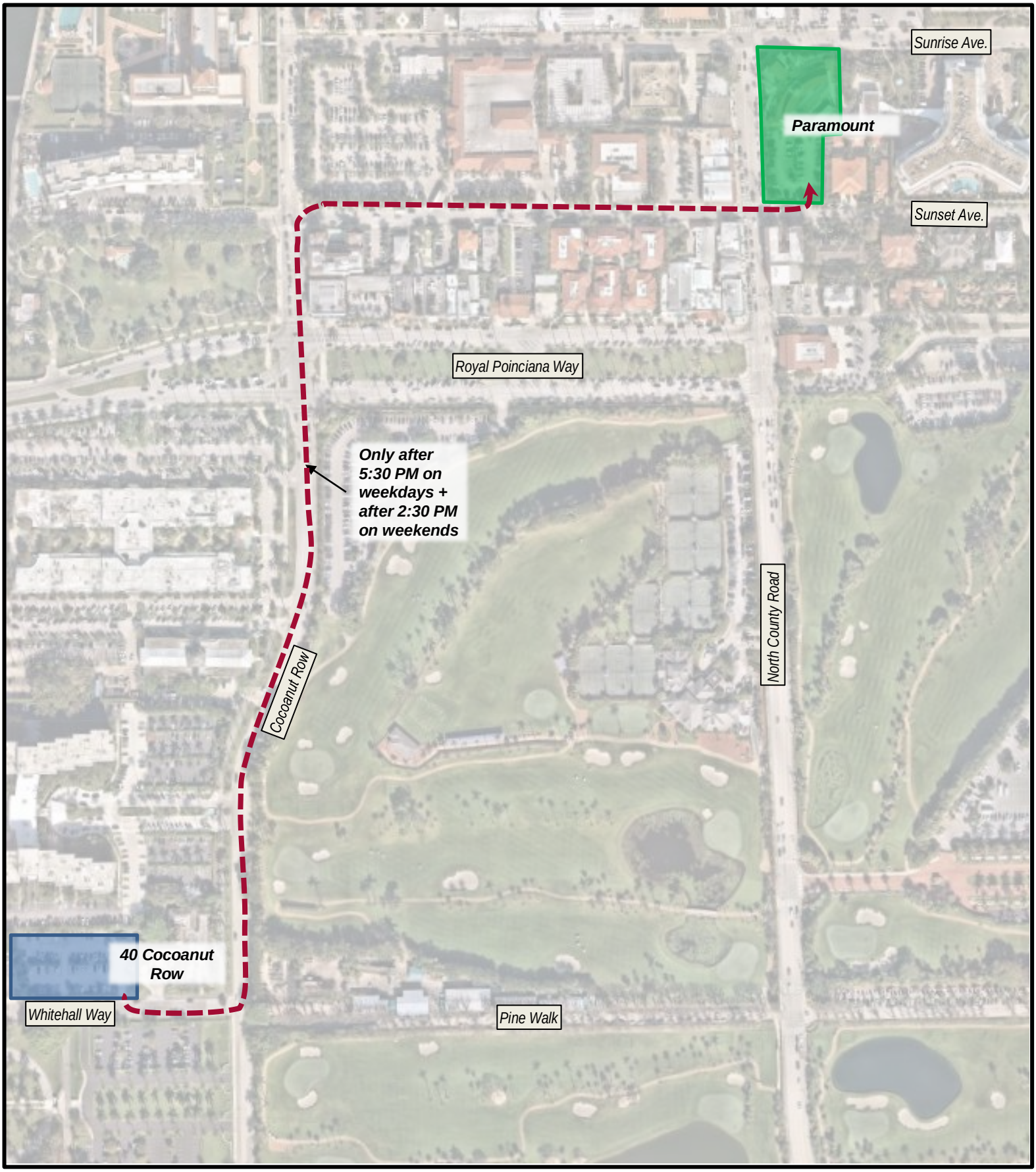
FIGURE 10

Paramount Palm Beach

KH #241020000

Valet Parking / Circulation: PATRON DEPARTURE

Kimley»Horn



NORTH

LEGEND

Valet Route from Off-Site Parking (only after 5:30 PM on weekdays and 2:30 PM on weekends)

FIGURE 11

Paramount Palm Beach

KH #241020000

Valet Parking / Circulation: PATRON DEPARTURE – OFFSITE

Kimley»Horn

CONCLUSION

Kimley-Horn and Associates, Inc. has prepared a traffic study to evaluate the potential impact of redevelopment for the project site located at 139 North County Road in Palm Beach, Florida. The site currently contains 9,683 square feet of general retail space, 14,745 square feet of general office space, and a 2,205 square foot place of worship. The proposed plan of redevelopment includes renovating the existing uses on site and will result in a final development program of a 475-member private club, with maximum occupancy on site of 412 people.

The analysis conservatively evaluates the proposed use as a "Fine Dining" restaurant. This resulted in evaluating the site as generating 77 inbound peak hour trips and 38 outbound trips during the weekday PM peak hour. Based upon extrapolating actual count data from the Carriage House as provided to the Town of Palm Beach, a private club use that can accommodate 412 occupants is assumed to generate 11 inbound trips and 4 outbound trips during the PM peak hour. Even with the more conservative "Fine Dining" trip generation rates used in the analysis, the site meets the TPS requirements defined in Article 12 of the Palm Beach County Unified Land Development Code, and the intersections meet the Town's LOS standards. The analysis according to the Town's comprehensive plan requirements shows that the site meets LOS D two-way standards on the adjacent transportation network except for the link of Bradley Place north of Royal Poinciana Way, which is a background deficiency.

In addition, a valet operations evaluation was conducted for the private club use. The queuing area provided is anticipated to accommodate the demand for the site without queues spilling out of the property. Valet parking needs are anticipated to be accommodated on site during typical weekday conditions. After 5:30 PM on weekdays and after 2:30 PM on weekends, additional valet parking can be provided at the off-site location at 40 Cocoanut Row, illustrated in the figures contained in this report.

Please contact me via telephone at (561) 840-0248 or via e-mail at chris.heggen@kimley-horn.com should you have any questions regarding this evaluation.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Christopher W. Heggen, P.E.
Transportation Engineer

Florida Registration
Number 58636

CHRISTOPHER W. HEGGEN LICENSE No. 58636 STATE OF FLORIDA PROFESSIONAL ENGINEER

This item has been electronically signed and sealed by Christopher W. Heggen, P.E. using a Digital Signature and date. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

Christopher W Heggen
2024.05.31
12:58:43 -04'00'

Registry No. 35106

Attachments

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APPENDIX

Property Detail

Parcel Control Number:	50-43-43-15-09-000-0140	Location Address:	139 N COUNTY RD		
Owners:	WEG PARAMOUNT LLC				
Mailing Address:	1801 CENTREPARK DR E STE 125,WEST PALM BEACH FL 33401 7428				
Last Sale:	MAR-2021	Book/Page#:	32305 / 677	Price:	$14,000,000
Property Use Code:	1200 - STORE/OFFICE/RESIDENTIAL	Zoning:	C-TS - COMMERCIAL TOWN SERVING (50-PALM BEACH)		
Legal Description:	SUNRISE AVE ADD LTS 14 & 15 & LT 16 (LESS NLY 107.78 FT OF ELY 83.84 FT & SLY 58.49 FT OF ELY 50.62 FT) FLORAL PARK PB2P6 LTS 164 TO 172 INC (LESS W 15 FT PALM BCH AVE R/W)	Total SF:	35992	Acres	1.3324

2022 Values (Preliminary)

Improvement Value	$5,924,214
Land Value	$6,649,946
Total Market Value	$12,574,160
Assessed Value	$12,574,160
Exemption Amount	$0
Taxable Value	$12,574,160

All values are as of January 1st each year.

2022 Taxes (Preliminary)

Ad Valorem	$197,395
Non Ad Valorem	$16,558
Total Tax	$213,953

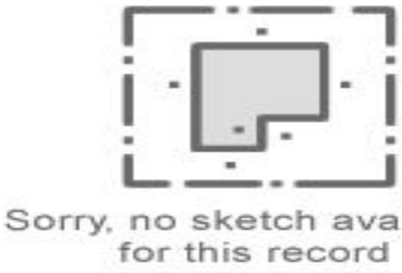
2023 Qualified Exemptions

No Details Found

Applicants

No Details Found

Building Footprint (Building 1)



Subarea and Square Footage (Building 1)

Description	Area Sq. Footage
RESTAURANT	1216
MULTIPLE TENANT RETAIL SAL	4078
MULTIPLE TENANT RETAIL SAL	13752
MULTIPLE TENANT RETAIL SAL	13244
MULTIPLE TENANT RETAIL SAL	2432
MULTIPLE TENANT RETAIL SAL	1270
Total Square Footage :	35992

Extra Features

Description	Year Built	Unit
Paving- Asphalt	1985	18516
Patio	1985	6500

Unit may represent the perimeter, square footage, linear footage, total number or other measurement.

Structural Details (Building 1)

	Description	
1.	Year Built	1926
2.	RETAIL MULTI OCCUP	35992

MAP

Owner: WEG PARAMOUNT LLC PCN: 50434315090000140 1 of 1

Dorothy Jacks, CFA, AAS PALM BEACH COUNTY PROPERTY APPRAISER www.pbcgov.org/PAPA 10/18/2022

PROPOSED SITE PLAN

SCALE: 1" = 40'
0' 20' 40'

N

Paramount Theater
139 N COUNTY RD
PALM BEACH, FL 33480

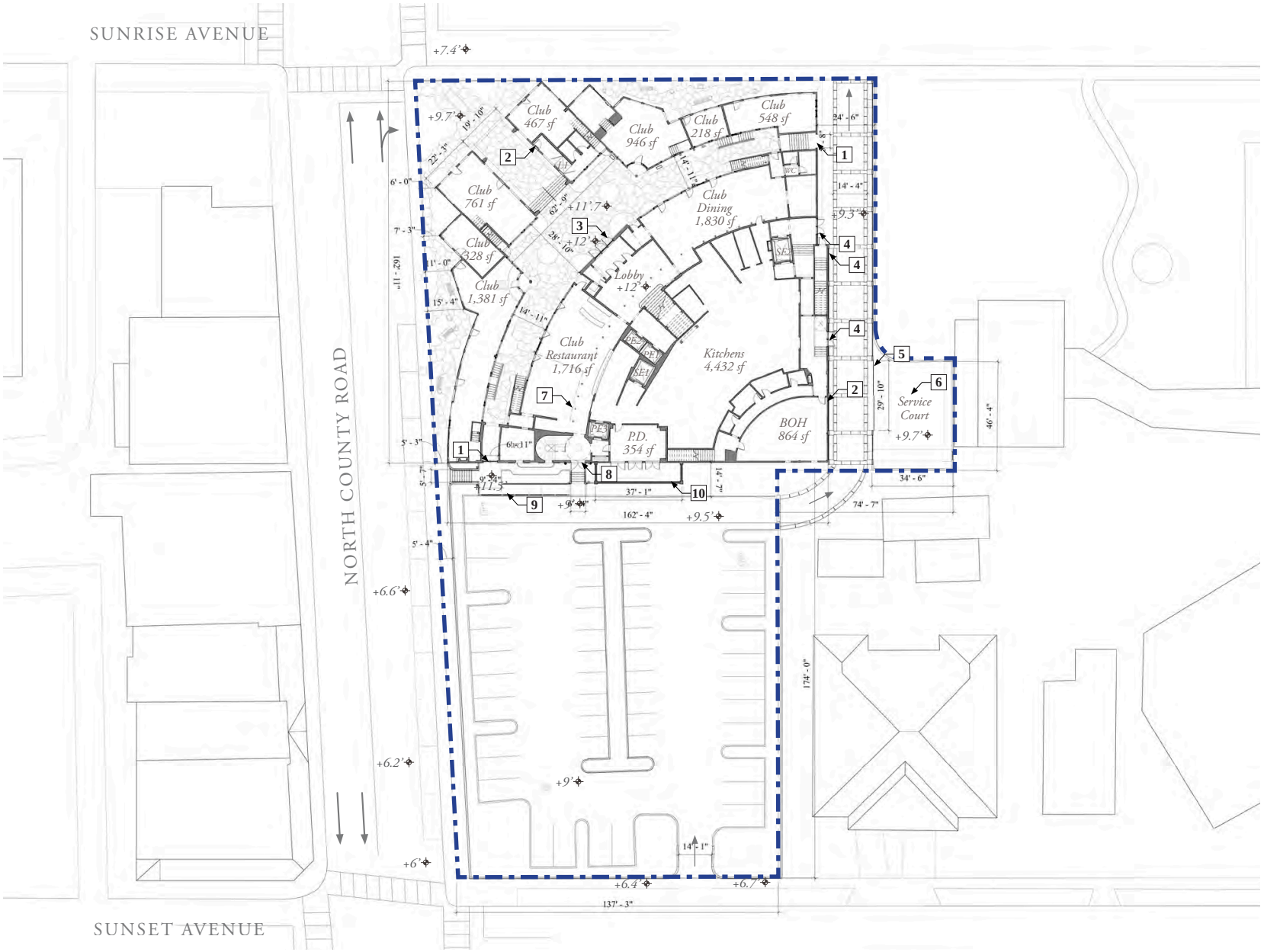
RAMSA
ROBERT A.M. STERN ARCHITECTS
One Park Avenue, New York, NY 10016
T. (212) 967-5100

Stantec
One Biscayne Tower 1670
2 South Biscayne Boulevard Miami, Fl 33131
T. (305) 482-8700
Stantec Architecture Inc. - AA26000733 Elvira Prieto-Santamaria Lic. # AR95213

STATE OF FLORIDA
ELVIRA PRIETO-SANTAMARIA
AR95213
REGISTERED ARCHITECT

02/14/24
FINAL
DROP OFF

C-2



PROPOSED PLAN: GROUND FLOOR

NOTES

GROUND FLOOR AREA:
16,477 SF

DESIGN NOTES:

1. Widen existing portals

2. ADA access to patio

3. Reintroduce historic front doors *(sheets D-10 & D-11)*

4. New service/egress doors

5. Service gate *(sheet A-17.3, C-7)*

6. Service court *(see sheet A-17.3 for equipment location and details)*

7. Restore historic colonnade

8. New southern entry *(sheets D-20 & D-21)*

9. ADA access to patio from parking lot *(see sheet D-21)*

10. Screened garden for Private Dining

SCALE: 1" = 40'
0' 20' 40'

Paramount Theater
139 N COUNTY RD
PALM BEACH, FL 33480

RAMSA
ROBERT A.M. STERN ARCHITECTS
One Park Avenue, New York, NY 10016
T. (212) 967-5100

Stantec
One Biscayne Tower 1670
2 South Biscayne Boulevard Miami, Fl 33131
T. (305) 482-8700
Stantec Architecture Inc. - AA26000733 Elvira Prieto-Santamaria Lic. # AR95213

STATE OF FLORIDA
ELVIRA PRIETO-SANTAMARIA
REGISTERED ARCHITECT
AR95213

02/14/24
FINAL
DROP OFF

C-3.1

Palm Beach County Trip Generation Rates

(Must be used with traffic studies submitted to the County on or after 9/1/2022. However, immediate use is highly recommended)

Gr	Landuse	ITE Code	Unit	Daily Rate/Equation	Pass-By %	AM Peak Hour		PM Peak Hour	
						In/Out	Rate/Equation	In/Out	Rate/Equation
Industrial	General Light Industrial	110	1000 S.F.	4.87	10%	88/12	0.74	14/86	0.65
	Manufacturing	140	1000 S.F.	4.75	10%	76/24	0.68	31/69	0.74
	Warehouse	150	1000 S.F.	1.71	10%	77/23	0.17	28/72	0.18
	Mini-Warehouse/SS	151	1000 S.F.	1.45	10%	59/41	0.09	47/53	0.15
	HCF Center Warehouse - Non Sort	155	1000 S.F.	1.81	10%	81/19	0.15	39/61	0.16
Residential	Single Family Detached	210	Dwelling Unit	10	0%	26/74	0.7	63/37	0.94
	Multifamily Low-Rise Housing upto 3 story (Apartment/Condo/TH)	220	Dwelling Unit	6.74	0%	24/76	0.4	63/37	0.51
	Multifamily Mid-Rise Housing 4-10 story (Apartment/Condo/TH)	221	Dwelling Unit	4.54	0%	23/77	0.37	61/39	0.39
	55+ SF Detached	251	Dwelling Unit	4.31	0%	33/67	0.24	61/39	0.30
	55+ SF Attached	252	Dwelling Unit	3.24	0%	34/66	0.2	56/44	0.25
	Congregate Care Facility	253	Dwelling Unit	2.21	0%	58/42	0.08	49/51	0.18
	Assisted Living Facility	254	Beds	2.6	0%	60/40	0.18	39/61	0.24
Ldg	Hotel	310	Rooms	7.99	10%	56/44	0.46	51/49	0.59
Rec	Golf Course	430	Holes	30.38	5%	79/21	1.76	53/47	2.91
	Health/Fitness Club	492	1000 S.F.	32.93	5%	51/49	1.31	57/43	3.45
Institutional	Elementary School	520	Students	2.27	0%	54/46	0.74	46/54	0.16
	Middle/Junior School	522	Students	2.1	0%	54/46	0.67	48/52	0.15
	High School	525	Students	1.94	0%	68/32	0.52	48/52	0.14
	Private School (K-8)	530	Students	3.17[a]	0%	56/44	1.01	46/54	0.26
	Private School (K-12)	532	Students	2.48	0%	63/37	0.79	43/57	0.17
	Church/Synagogue[b]	560	1000 S.F.	7.6	5%	62/38	0.32	44/56	0.49
	Day Care	565	Students	4.09	50%	53/47	0.78	47/53	0.79
	Library	590	1000 S.F.	72.05	10%	71/29	1	48/52	8.16
Med	Hospital	610	1000 S.F.	10.77	10%	67/33	0.82	35/65	0.86
	Nursing Home	620	Beds	3.06	10%	72/28	0.14	33/67	0.14
Office	General Office (10k-250k SF GFA)[h]	710	1000 S.F.	10.84	10%	88/12	1.52	17/83	1.44
	General Office (>250k SF GFA)[h]	710	1000 S.F.	Ln(T) = 0.87 Ln(X) + 3.05	10%	88/12	Ln(T) = 0.86Ln(X) + 1.16	17/83	1.44
	Small Office Building (<=10k SF GFA)	712	1000 S.F.	14.39	10%	82/18	1.67	34/66	2.16
	Medical Office (Stand-Alone)	720	1000 S.F.	T=42.97(X)-108.01	10%	79/21	3.10	30/70	3.93
	Medical Office (Near Hospital)	720	1000 S.F.	31.86	10%	81/19	2.68	25/75	2.84
	Government Office	730	1000 S.F.	22.59	10%	75/25	3.34	25/75	1.71

Palm Beach County Trip Generation Rates

(Must be used with traffic studies submitted to the County on or after 9/1/2022. However, immediate use is highly recommended)

Gr	Landuse	ITE Code	Unit	Daily Rate/Equation	Pass-By %	AM Peak Hour		PM Peak Hour	
						In/Out	Rate/Equation	In/Out	Rate/Equation
Retail	Nursery (Garden Center)	817	Acre	108.1	0%	50/50	2.82	50/50	8.06
	Nursery (Wholesale)	818	Acre	19.50	0%	50/50	0.23	50/50	0.36
	Landscape Services	PBC	Acre[c]	121.70	0%	40/60	34.4	58/42	15.1
	Shop Center (>150ksf)	820	1000 S.F.	37.01	24%	62/38	0.84	48/52	3.4
	Shop Plaza (40-150ksf) w/Sup Market	821	1000 S.F.	94.49	39%	62/38	3.53	48/52	9.03
	Shop Plaza (40-150ksf) w/out Sup Market	821	1000 S.F.	67.52	39%	62/38	1.73	49/51	5.19
	Strip Retail Plaza (<40ksf)	822	1000 S.F.	54.45	63%	60/40	2.36	50/50	6.59
	Automobile Sales (New)	840	1000 S.F.	27.84	15%	73/27	1.86	40/60	2.42
	Automobile Parts Sales	843	1000 S.F.	54.57	28%	55/45	2.51	48/52	4.9
	Tire Store	848	1000 S.F.	27.69	28%	64/36	2.61	43/57	3.75
	Supermarket	850	1000 S.F.	93.84	36%	59/41	2.86	50/50	8.95
	Pharmacy + DT	881	1000 S.F.	108.40	50%	52/48	3.74	50/50	10.25
Services	Drive-In Bank	912	1000 S.F.	100.35	47%	58/42	9.95	50/50	21.01
	Fine Dining Restaurant	931	1000 S.F.	83.84	44%	50/50	0.73	67/33	7.8
	High Turnover Sit-Down Rest.	932	1000 S.F.	107.2	43%	55/45	9.57	61/39	9.05
	Fast Food Restaurant w/o DT	933	1000 S.F.	450.49	45%	58/42	43.18	50/50	33.21
	Fast Food Restaurant + DT	934	1000 S.F.	467.48	49%	51/49	44.61	52/48	33.03
	Coffee/Donut Shop w/o DT	936	1000 S.F.	441.88[d]	45%	51/49	93.08	50/50	32.29
	Coffee/Donut Shop + DT	937	1000 S.F.	533.57	49%	51/49	85.88	50/50	38.99
	Coffee/Donut Shop + DT w/No Seat	938	DT Lanes	179	49%	50/50	39.81	50/50	15.08
	Gas Station w/Convenience Store[e]	FDOT	FP, 1000 S.F.	14.3*PM Trips	61%	50/50	Note f	50/50	12.3*FP+15.5*(X)
	Carwash (Automated)[g]	PBC	Lane	166.00	0%	50/50	11.97	50/50	13.65

Footnotes

a) Based on Daily to AM peak ratio for LUC 532 (Private School (K-12)

b) Weekend peak hour rate = 10.36 per 1,000 s.f. with a 48/52 directional split

c) Landscape Services acreage consists of overnight vehicle and equipment storage as well as areas (covered or uncovered) for chemicals, fertilizers, landscape materials (excluding plants) and other items needed for day-to-day operations. Not included are drive aisles, customer/employee parking, structures shared by nursery and landscape services, facilities that solely serve the onsite landscape activities or any nursery growing areas.

d) Based on Daily to PM ratio for ITE Code 937 (Coffee Donut Shop + DT)

e) FP=Fueling Position. Use both FP and Convenience Store size in estimating trips using the provided equation. Note that no internalization between the gas pumps and convenience store, as per ULDC Artice 12, should be applied to estimate the net trips.

f) Use PM rates

g) Daily rate taken from PBC trip gen. study. Peak hour rates derived by applying peak to daily ratios for gas station to daily carwash rate from older ITE TGM. New PBC rate study underway.

h) Based on PBC analysis of ITE TGM data plots

Modification History

3/2/2020: Added Landscape Services, modification history, edited formatting

7/25/2022: Updated with ITE TG Manual 11th ed information

Land Use: 931
Fine Dining Restaurant

Description

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

Additional Data

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

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

Source Numbers

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

Fine Dining Restaurant
(931)

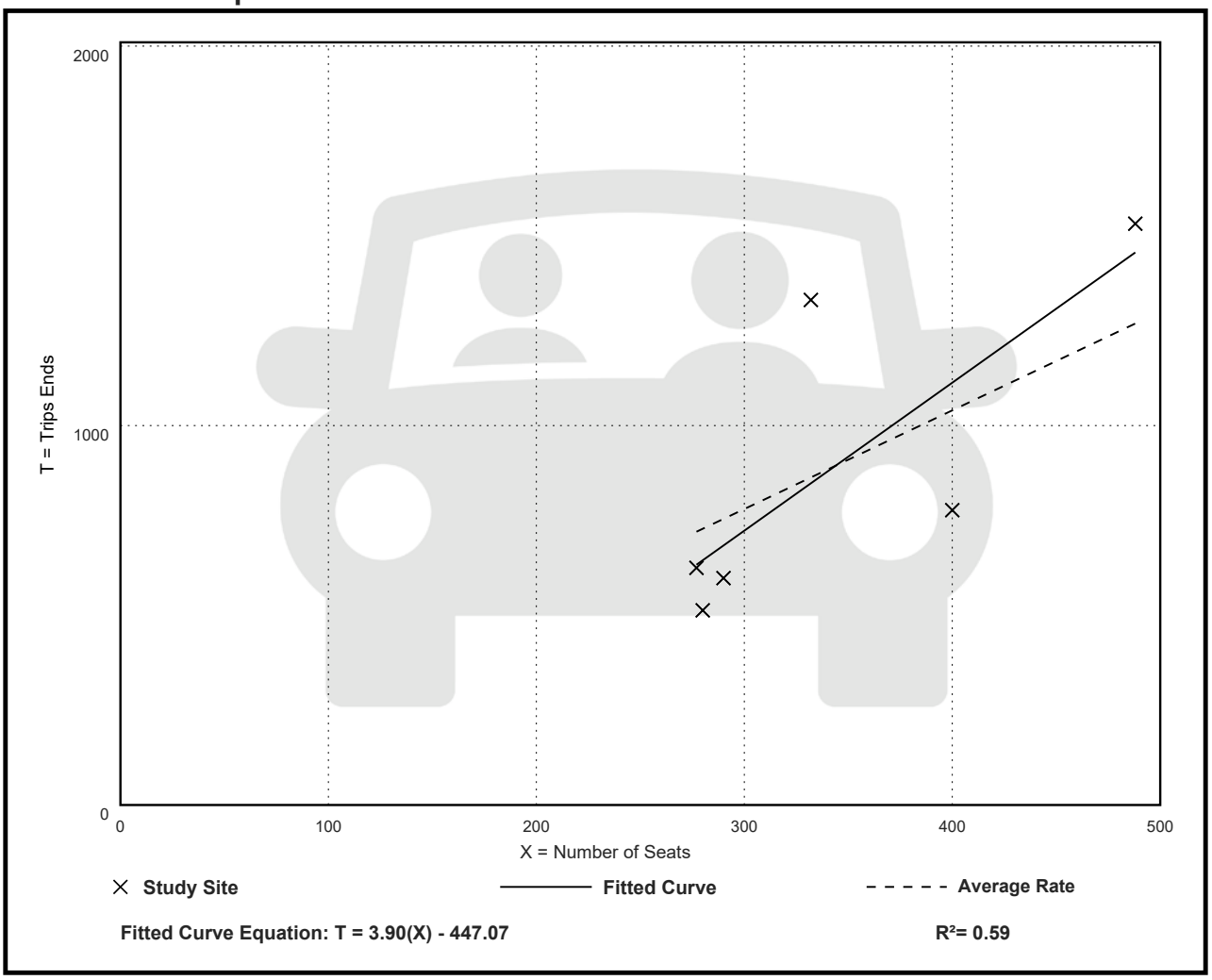
Vehicle Trip Ends vs: Seats
On a: Weekday

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

Vehicle Trip Generation per Seat

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

Data Plot and Equation



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

R^2= 0.59

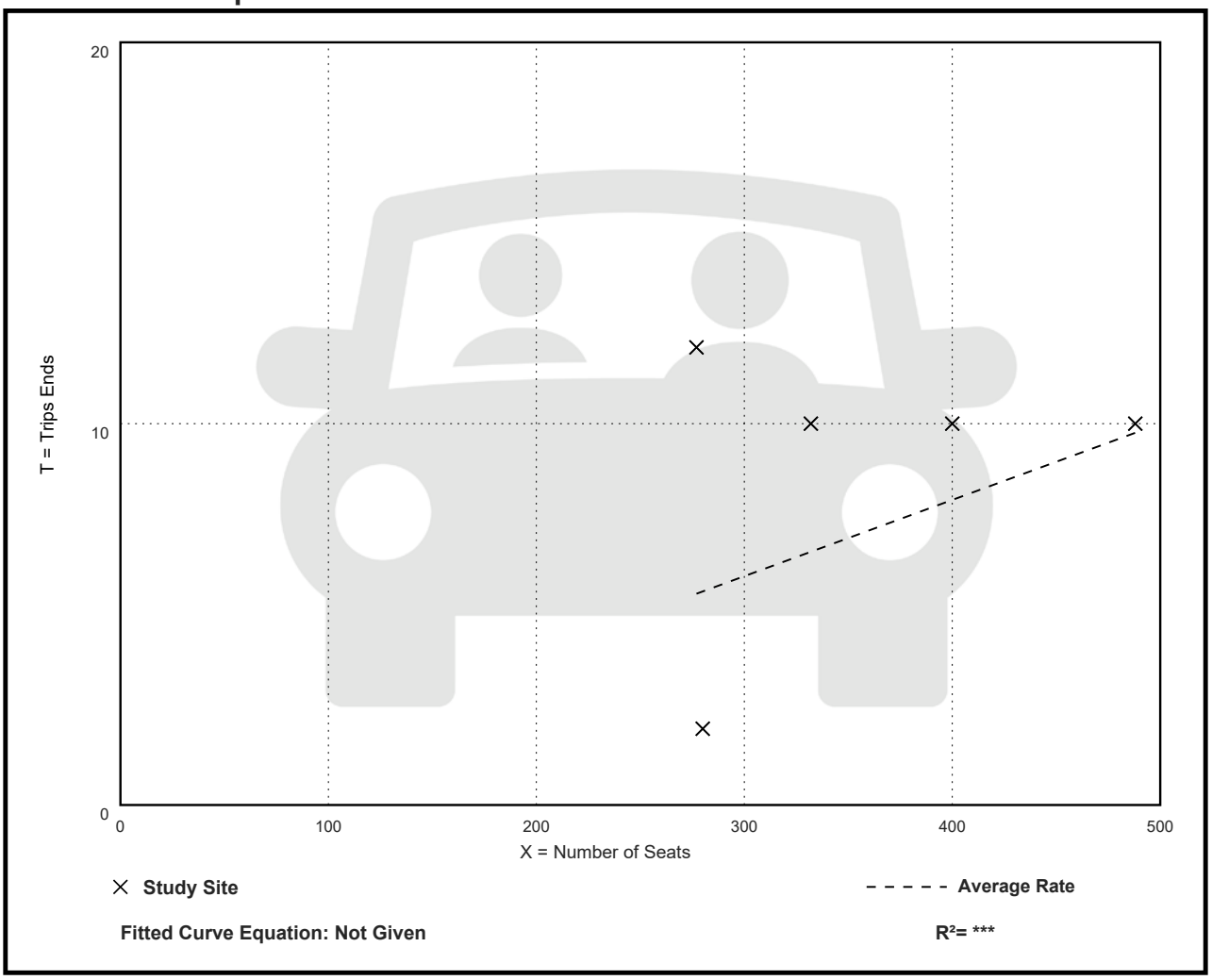
Fine Dining Restaurant
(931)

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

Vehicle Trip Generation per Seat

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

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

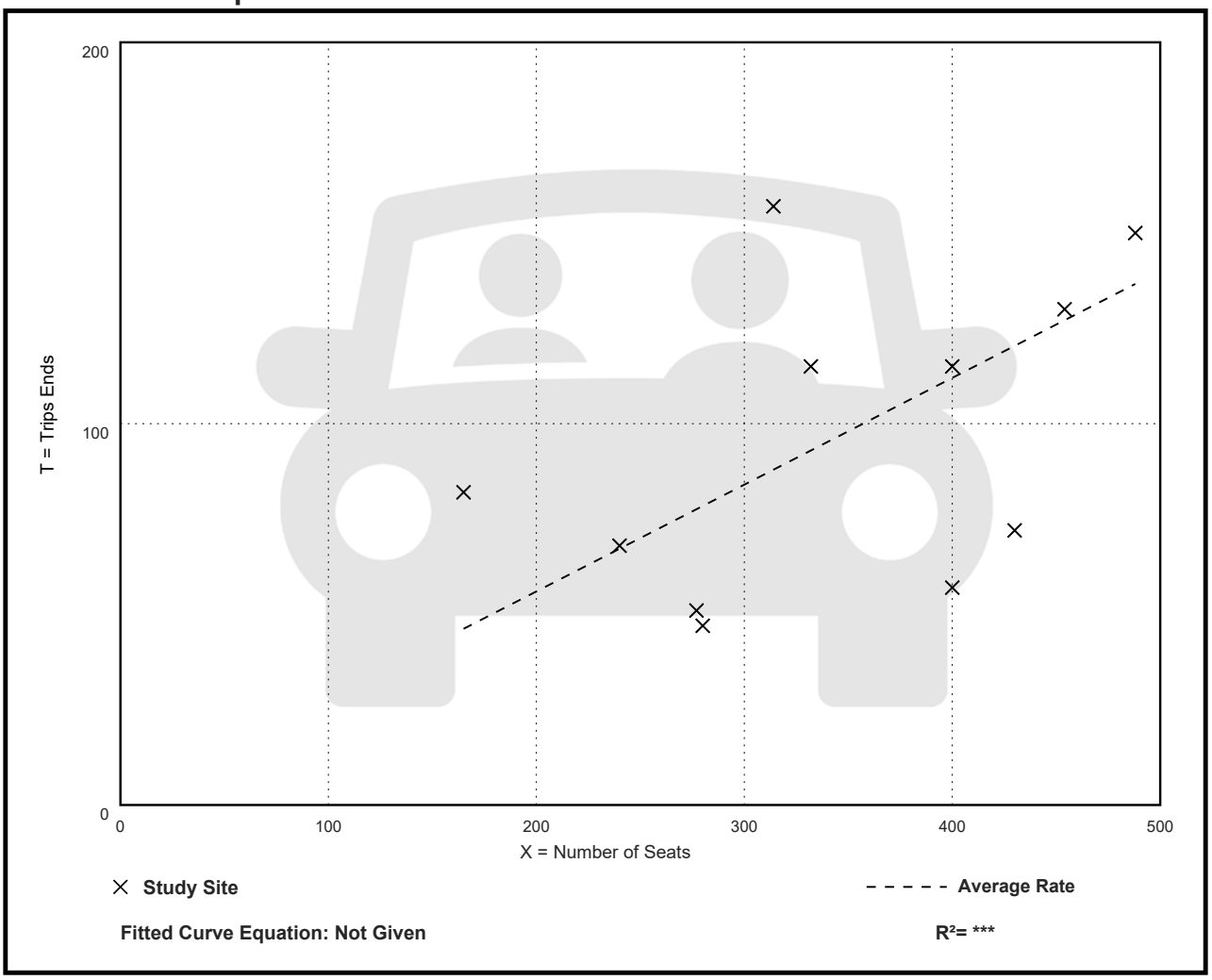
Fine Dining Restaurant
(931)

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

Vehicle Trip Generation per Seat

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

Data Plot and Equation



Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use			
Source: ITE *Trip Generation Manual* , 11th Edition			
Land Use Code	710		
Land Use	General Office Building		
Setting	General Urban/Suburban		
Time Period	Weekday		
# Data Sites	11		
	% of 24-Hour Vehicle Trips		
Time	Total	Entering	Exiting
12:00 - 1:00 AM	0.1%	0.2%	0.1%
1:00 - 2:00 AM	0.0%	0.0%	0.1%
2:00 - 3:00 AM	0.0%	0.0%	0.0%
3:00 - 4:00 AM	0.1%	0.0%	0.1%
4:00 - 5:00 AM	0.2%	0.2%	0.2%
5:00 - 6:00 AM	0.3%	0.4%	0.1%
6:00 - 7:00 AM	2.6%	4.8%	0.5%
7:00 - 8:00 AM	7.8%	13.6%	2.0%
8:00 - 9:00 AM	8.9%	14.3%	3.4%
9:00 - 10:00 AM	5.3%	6.3%	4.4%
10:00 - 11:00 AM	5.7%	5.5%	6.0%
11:00 - 12:00 PM	8.1%	6.0%	10.3%
12:00 - 1:00 PM	10.2%	10.2%	10.1%
1:00 - 2:00 PM	7.8%	9.0%	6.6%
2:00 - 3:00 PM	7.4%	8.3%	6.5%
3:00 - 4:00 PM	7.8%	7.3%	8.4%
4:00 - 5:00 PM	10.3%	5.4%	15.2%
5:00 - 6:00 PM	9.9%	4.0%	15.8%
6:00 - 7:00 PM	2.1%	1.7%	2.6%
7:00 - 8:00 PM	1.6%	0.9%	2.3%
8:00 - 9:00 PM	1.0%	0.7%	1.3%
9:00 - 10:00 PM	1.1%	0.5%	1.6%
10:00 - 11:00 PM	1.2%	0.3%	2.1%
11:00 - 12:00 AM	0.3%	0.4%	0.2%

Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use			
Source: ITE *Trip Generation Manual* , 11th Edition			
Land Use Code	822		
Land Use	Strip Retail Plaza		
Setting	General Urban/Suburban		
Time Period	Weekday		
# Data Sites	2		
	% of 16-Hour Vehicle Trips		
Time	Total	Entering	Exiting
12:00 - 1:00 AM	--	--	--
1:00 - 2:00 AM	--	--	--
2:00 - 3:00 AM	--	--	--
3:00 - 4:00 AM	--	--	--
4:00 - 5:00 AM	--	--	--
5:00 - 6:00 AM	--	--	--
6:00 - 7:00 AM	0.5%	--	--
7:00 - 8:00 AM	2.2%	--	--
8:00 - 9:00 AM	4.5%	--	--
9:00 - 10:00 AM	5.8%	--	--
10:00 - 11:00 AM	6.5%	--	--
11:00 - 12:00 PM	6.3%	--	--
12:00 - 1:00 PM	6.1%	--	--
1:00 - 2:00 PM	6.9%	--	--
2:00 - 3:00 PM	6.1%	--	--
3:00 - 4:00 PM	7.4%	--	--
4:00 - 5:00 PM	8.0%	--	--
5:00 - 6:00 PM	8.0%	--	--
6:00 - 7:00 PM	8.0%	--	--
7:00 - 8:00 PM	8.5%	--	--
8:00 - 9:00 PM	8.5%	--	--
9:00 - 10:00 PM	6.7%	--	--
10:00 - 11:00 PM	--	--	--
11:00 - 12:00 AM	--	--	--

VOLUME DEVELOPMENT SHEET
PARAMOUNT PALM BEACH
SUNRISE AVE & COUNTY ROAD
EXISTING GEOMETRY

Growth Rate = 2.33%
Peak Season = 1
Buildout Year = 2027
Years = 3

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
'Existing Volume on 3/13/2024	68	655	116	14	341	31	41	11	32	90	18	12	
Peak Season Volume	68	655	116	14	341	31	41	11	32	90	18	12	
Traffic Volume Growth	5	47	8	1	24	2	3	1	2	6	1	1	
Committed Development													
Royal Poinciana Playhouse		1			1								
Breakers		12			6								
Palm House Hotel	2								3				
165 Bradley Place	1								1				
1.0% Traffic Volume Growth	2	20	4	0	10	1	1	0	1	3	1	0	
Committed + 1.0% Growth	5	33	4	0	17	1	1	0	5	3	1	0	
Max (Committed + 1.0% or Historic Growth)	5	47	8	1	24	2	3	1	5	6	1	1	
TOPB Committed Traffic													
Inbound Traffic Assignment	1.0%	9.0%											Inbound
Inbound Traffic Volumes	1	13											146
Outbound Traffic Assignment					9.0%				1.0%				Outbound
Outbound Traffic Volumes					11				1				118
Project Traffic	1	13	0	0	11	0	0	0	1	0	0	0	
Background Traffic Volumes	74	715	124	15	376	33	44	12	38	96	19	13	
Project Traffic													
Inbound Traffic Assignment					20.0%								Inbound
Inbound Traffic Volumes					6								28
Outbound Traffic Assignment										45.0%	15.0%	20.0%	Outbound
Outbound Traffic Volumes										6	2	3	14
Project Traffic	0	0	0	0	6	0	0	0	0	6	2	3	
TOTAL TRAFFIC	**74**	**715**	**124**	**15**	**382**	**33**	**44**	**12**	**38**	**102**	**21**	**16**	

Mid-Day Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
'Existing Volume on 3/13/2024	102	522	129	28	486	73	33	19	114	116	56	39	
Peak Season Volume	102	522	129	28	486	73	33	19	114	116	56	39	
Traffic Volume Growth	7	37	9	2	35	5	2	1	8	8	4	3	
Committed Development													
Royal Poinciana Playhouse		1			1								
Breakers		5			5								
Palm House Hotel	3								3				
165 Bradley Place	1								1				
1.0% Traffic Volume Growth	3	16	4	1	15	2	1	1	3	4	2	1	
Committed + 1.0% Growth	7	22	4	1	21	2	1	1	7	4	2	1	
Max (Committed + 1.0% or Historic Growth)	7	37	9	2	35	5	2	1	8	8	4	3	
TOPB Committed Traffic													
Inbound Traffic Assignment	1.0%	9.0%											Inbound
Inbound Traffic Volumes													0
Outbound Traffic Assignment					9.0%				1.0%				Outbound
Outbound Traffic Volumes													0
Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Volumes	109	559	138	30	521	78	35	20	122	124	60	42	
Project Traffic													
Inbound Traffic Assignment					20.0%								Inbound
Inbound Traffic Volumes					9								47
Outbound Traffic Assignment										45.0%	15.0%	20.0%	Outbound
Outbound Traffic Volumes										10	3	5	23
Project Traffic	0	0	0	0	9	0	0	0	0	10	3	5	
TOTAL TRAFFIC	**109**	**559**	**138**	**30**	**530**	**78**	**35**	**20**	**122**	**134**	**63**	**47**	

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
'Existing Volume on 3/13/2024	111	382	115	21	578	65	41	30	61	100	56	19	
Peak Season Volume	111	382	115	21	578	65	41	30	61	100	56	19	
Traffic Volume Growth	8	27	8	2	41	5	3	2	4	7	4	1	
Committed Development													
Royal Poinciana Playhouse		5			12								
Breakers		5			9								
Palm House Hotel	3								3				
165 Bradley Place	1								1				
1.0% Traffic Volume Growth	3	12	3	1	18	2	1	1	2	3	2	1	
Committed + 1.0% Growth	7	22	3	1	39	2	1	1	6	3	2	1	
Max (Committed + 1.0% or Historic Growth)	8	27	8	2	41	5	3	2	6	7	4	1	
TOPB Committed Traffic													
Inbound Traffic Assignment	1.0%	9.0%											Inbound
Inbound Traffic Volumes	2	14											155
Outbound Traffic Assignment					9.0%				1.0%				Outbound
Outbound Traffic Volumes					17				2				191
Project Traffic	2	14	0	0	17	0	0	0	2	0	0	0	
Background Traffic Volumes	121	423	123	23	636	70	44	32	69	107	60	20	
Project Traffic													
Inbound Traffic Assignment					20.0%								Inbound
Inbound Traffic Volumes					15								77
Outbound Traffic Assignment										45.0%	15.0%	20.0%	Outbound
Outbound Traffic Volumes										17	6	8	38
Project Traffic	0	0	0	0	15	0	0	0	0	17	6	8	
TOTAL TRAFFIC	**121**	**423**	**123**	**23**	**651**	**70**	**44**	**32**	**69**	**124**	**66**	**28**	

VOLUME DEVELOPMENT SHEET
PARAMOUNT PALM BEACH
SUNSET AVE & COUNTY ROAD
EXISTING GEOMETRY

Growth Rate = 2.33%
Peak Season = 1
Buildout Year = 2027
Years = 3

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
'Existing Volume on 3/13/2024	0	818	30	9	456	0	16	9	88	16	0	10	
Peak Season Volume	0	818	30	9	456	0	16	9	88	16	0	10	
Traffic Volume Growth	0	59	2	1	33	0	1	1	6	1	0	1	
Committed Development													
Royal Poinciana Playhouse		1			1								
Breakers													
Palm House Hotel													
165 Bradley Place		1			1								
1.0% Traffic Volume Growth	0	25	1	0	14	0	0	0	3	0	0	0	
Committed + 1.0% Growth	0	27	1	0	16	0	0	0	3	0	0	0	
Max (Committed + 1.0% or Historic Growth)	0	59	2	1	33	0	1	1	6	1	0	1	
TOPB Committed Traffic													
Inbound Traffic Assignment		11.0%											Inbound
Inbound Traffic Volumes		16											146
Outbound Traffic Assignment					10.0%				5.0%				Outbound
Outbound Traffic Volumes					12				6				118
Project Traffic	0	16	0	0	12	0	0	0	6	0	0	0	
Background Traffic Volumes	0	893	32	10	501	0	17	10	100	17	0	11	
Project Traffic													
Inbound Traffic Assignment			55.0%	30.0%				15.0%					Inbound
Inbound Traffic Volumes			15	8				4					28
Outbound Traffic Assignment					45.0%								Outbound
Outbound Traffic Volumes					6								14
Project Traffic	0	0	15	8	6	0	0	4	0	0	0	0	
TOTAL TRAFFIC	**0**	**893**	**47**	**18**	**507**	**0**	**17**	**14**	**100**	**17**	**0**	**11**	

Mid-Day Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
'Existing Volume on 3/13/2024	0	688	35	8	702	0	27	8	97	15	0	21	
Peak Season Volume	0	688	35	8	702	0	27	8	97	15	0	21	
Traffic Volume Growth	0	49	3	1	50	0	2	1	7	1	0	2	
Committed Development													
Royal Poinciana Playhouse		1			1								
Breakers													
Palm House Hotel													
165 Bradley Place		1			1								
1.0% Traffic Volume Growth	0	21	1	0	21	0	1	0	3	0	0	1	
Committed + 1.0% Growth	0	23	1	0	23	0	1	0	3	0	0	1	
Max (Committed + 1.0% or Historic Growth)	0	49	3	1	50	0	2	1	7	1	0	2	
TOPB Committed Traffic													
Inbound Traffic Assignment		11.0%											Inbound
Inbound Traffic Volumes													0
Outbound Traffic Assignment					10.0%				5.0%				Outbound
Outbound Traffic Volumes													0
Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Volumes	0	737	38	9	752	0	29	9	104	16	0	23	
Project Traffic													
Inbound Traffic Assignment			55.0%	30.0%				15.0%					Inbound
Inbound Traffic Volumes			26	14				7					47
Outbound Traffic Assignment					45.0%								Outbound
Outbound Traffic Volumes					10								23
Project Traffic	0	0	26	14	10	0	0	7	0	0	0	0	
TOTAL TRAFFIC	**0**	**737**	**64**	**23**	**762**	**0**	**29**	**16**	**104**	**16**	**0**	**23**	

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
'Existing Volume on 3/13/2024	0	538	16	3	742	0	54	3	124	11	0	13	
Peak Season Volume	0	538	16	3	742	0	54	3	124	11	0	13	
Traffic Volume Growth	0	39	1	0	53	0	4	0	9	1	0	1	
Committed Development													
Royal Poinciana Playhouse		5			12								
Breakers													
Palm House Hotel													
165 Bradley Place		1			1								
1.0% Traffic Volume Growth	0	16	0	0	22	0	2	0	4	0	0	0	
Committed + 1.0% Growth	0	22	0	0	35	0	2	0	4	0	0	0	
Max (Committed + 1.0% or Historic Growth)	0	39	1	0	53	0	4	0	9	1	0	1	
TOPB Committed Traffic													
Inbound Traffic Assignment		11.0%											Inbound
Inbound Traffic Volumes		17											155
Outbound Traffic Assignment					10.0%				5.0%				Outbound
Outbound Traffic Volumes					19				10				191
Project Traffic	0	17	0	0	19	0	0	0	10	0	0	0	
Background Traffic Volumes	0	594	17	3	814	0	58	3	143	12	0	14	
Project Traffic													
Inbound Traffic Assignment			55.0%	30.0%				15.0%					Inbound
Inbound Traffic Volumes			42	23				12					77
Outbound Traffic Assignment					45.0%								Outbound
Outbound Traffic Volumes					17								38
Project Traffic	0	0	42	23	17	0	0	12	0	0	0	0	
TOTAL TRAFFIC	**0**	**594**	**59**	**26**	**831**	**0**	**58**	**15**	**143**	**12**	**0**	**14**	

VOLUME DEVELOPMENT SHEET
PARAMOUNT PALM BEACH
ROYAL POINCIANA WAY & COUNTY ROAD
EXISTING GEOMETRY

Growth Rate =	2.33%
Peak Season =	1
Buildout Year =	2027
Years =	3

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
'Existing Volume on 3/13/2024	212	475	42	0	339	234	325	115	200	14	38	8	
Peak Season Volume	212	475	42	0	339	234	325	115	200	14	38	8	
Traffic Volume Growth	15	34	3	0	24	17	23	8	14	1	3	1	
Committed Development													
Royal Poinciana Playhouse	1					1	1		1				
Breakers	20	1		5	2			19	11		35	9	
Palm House Hotel													
165 Bradley Place	1	1			1				1				
1.0% Traffic Volume Growth	6	14	1	0	10	7	10	3	6	0	1	0	
Committed + 1.0% Growth	28	16	1	5	13	8	11	22	19	0	36	9	
Max (Committed + 1.0% or Historic Growth)	28	34	3	5	24	17	23	22	19	1	36	9	
TOPB Committed Traffic													
Inbound Traffic Assignment							15.0%		40.0%				Inbound
Inbound Traffic Volumes							22		58				146
Outbound Traffic Assignment	40.0%					15.0%							Outbound
Outbound Traffic Volumes	47					18							118
Project Traffic	47	0	0	0	0	18	22	0	58	0	0	0	
Background Traffic Volumes	287	509	45	5	363	269	370	137	277	15	74	17	
Project Traffic													
Inbound Traffic Assignment		30.0%					25.0%						Inbound
Inbound Traffic Volumes		8					7						28
Outbound Traffic Assignment					30.0%	25.0%							Outbound
Outbound Traffic Volumes					4	4							14
Project Traffic	0	8	0	0	4	4	7	0	0	0	0	0	
TOTAL TRAFFIC	**287**	**517**	**45**	**5**	**367**	**273**	**377**	**137**	**277**	**15**	**74**	**17**	

Mid-Day Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
'Existing Volume on 3/13/2024	259	571	25	0	568	256	159	45	319	25	57	2	
Peak Season Volume	259	571	25	0	568	256	159	45	319	25	57	2	
Traffic Volume Growth	19	41	2	0	41	18	11	3	23	2	4	0	
Committed Development													
Royal Poinciana Playhouse	1					1	1		1				
Breakers	8	1		4	1			14	8		15	4	
Palm House Hotel													
165 Bradley Place	1	1			1				1				
1.0% Traffic Volume Growth	8	17	1	0	17	8	5	1	10	1	2	0	
Committed + 1.0% Growth	18	19	1	4	19	9	6	15	20	1	17	4	
Max (Committed + 1.0% or Historic Growth)	19	41	2	4	41	18	11	15	23	2	17	4	
TOPB Committed Traffic													
Inbound Traffic Assignment							15.0%		40.0%				Inbound
Inbound Traffic Volumes													0
Outbound Traffic Assignment	40.0%					15.0%							Outbound
Outbound Traffic Volumes													0
Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Volumes	278	612	27	4	609	274	170	60	342	27	74	6	
Project Traffic													
Inbound Traffic Assignment		30.0%					25.0%						Inbound
Inbound Traffic Volumes		14					12						47
Outbound Traffic Assignment					30.0%	25.0%							Outbound
Outbound Traffic Volumes					7	6							23
Project Traffic	0	14	0	0	7	6	12	0	0	0	0	0	
TOTAL TRAFFIC	**278**	**626**	**27**	**4**	**616**	**280**	**182**	**60**	**342**	**27**	**74**	**6**	

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
'Existing Volume on 3/13/2024	217	364	32	0	502	375	200	66	228	42	87	16	
Peak Season Volume	217	364	32	0	502	375	200	66	228	42	87	16	
Traffic Volume Growth	16	26	2	0	36	27	14	5	16	3	6	1	
Committed Development													
Royal Poinciana Playhouse	12					12	5		5				
Breakers	16	1		7	2			28	16		16	4	
Palm House Hotel													
165 Bradley Place	1	1			1				1				
1.0% Traffic Volume Growth	7	11	1	0	15	11	6	2	7	1	3	0	
Committed + 1.0% Growth	36	13	1	7	18	23	11	30	29	1	19	4	
Max (Committed + 1.0% or Historic Growth)	36	26	2	7	36	27	14	30	29	3	19	4	
TOPB Committed Traffic													
Inbound Traffic Assignment							15.0%		40.0%				Inbound
Inbound Traffic Volumes							23		62				155
Outbound Traffic Assignment	40.0%					15.0%							Outbound
Outbound Traffic Volumes	76					29							191
Project Traffic	76	0	0	0	0	29	23	0	62	0	0	0	
Background Traffic Volumes	329	390	34	7	538	431	237	96	319	45	106	20	
Project Traffic													
Inbound Traffic Assignment		30.0%					25.0%						Inbound
Inbound Traffic Volumes		23					19						77
Outbound Traffic Assignment					30.0%	25.0%							Outbound
Outbound Traffic Volumes					11	10							38
Project Traffic	0	23	0	0	11	10	19	0	0	0	0	0	
TOTAL TRAFFIC	**329**	**413**	**34**	**7**	**549**	**441**	**256**	**96**	**319**	**45**	**106**	**20**	

VOLUME DEVELOPMENT SHEET
PARAMOUNT PALM BEACH
BRADLEY PLACE & SUNRISE AVENUE
EXISTING GEOMETRY

Growth Rate = 2.33%
Peak Season = 1
Buildout Year = 2027
Years = 3

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
'Existing Volume on 3/13/2024	0	459	60	14	214	0	0	0	0	73	0	40	
Peak Season Volume	0	459	60	14	214	0	0	0	0	73	0	40	
Traffic Volume Growth	0	33	4	1	15	0	0	0	0	5	0	3	
Committed Development													
Royal Poinciana Playhouse													
Breakers													
Palm House Hotel													
165 Bradley Place													
1.0% Traffic Volume Growth	0	14	2	0	6	0	0	0	0	2	0	1	
Committed + 1.0% Growth	0	14	2	0	6	0	0	0	0	2	0	1	
Max (Committed + 1.0% or Historic Growth)	0	33	4	1	15	0	0	0	0	5	0	3	
TOPB Committed Traffic													
Inbound Traffic Assignment		5.0%	2.0%										Inbound
Inbound Traffic Volumes		7	3										146
Outbound Traffic Assignment					5.0%					2.0%			Outbound
Outbound Traffic Volumes					6					2			118
Project Traffic	0	7	3	0	6	0	0	0	0	2	0	0	
Background Traffic Volumes	0	499	67	15	235	0	0	0	0	80	0	43	
Project Traffic													
Inbound Traffic Assignment													Inbound
Inbound Traffic Volumes													28
Outbound Traffic Assignment										10.0%		5.0%	Outbound
Outbound Traffic Volumes										1		1	14
Project Traffic	0	0	0	0	0	0	0	0	0	1	0	1	
TOTAL TRAFFIC	**0**	**499**	**67**	**15**	**235**	**0**	**0**	**0**	**0**	**81**	**0**	**44**	

Mid-Day Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
'Existing Volume on 3/13/2024	0	240	73	27	372	0	0	0	0	223	0	40	
Peak Season Volume	0	240	73	27	372	0	0	0	0	223	0	40	
Traffic Volume Growth	0	17	5	2	27	0	0	0	0	16	0	3	
Committed Development													
Royal Poinciana Playhouse													
Breakers													
Palm House Hotel													
165 Bradley Place													
1.0% Traffic Volume Growth	0	7	2	1	11	0	0	0	0	7	0	1	
Committed + 1.0% Growth	0	7	2	1	11	0	0	0	0	7	0	1	
Max (Committed + 1.0% or Historic Growth)	0	17	5	2	27	0	0	0	0	16	0	3	
TOPB Committed Traffic													
Inbound Traffic Assignment		5.0%	2.0%										Inbound
Inbound Traffic Volumes													0
Outbound Traffic Assignment					5.0%					2.0%			Outbound
Outbound Traffic Volumes													0
Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Volumes	0	257	78	29	399	0	0	0	0	239	0	43	
Project Traffic													
Inbound Traffic Assignment													Inbound
Inbound Traffic Volumes													47
Outbound Traffic Assignment										10.0%		5.0%	Outbound
Outbound Traffic Volumes										2		1	23
Project Traffic	0	0	0	0	0	0	0	0	0	2	0	1	
TOTAL TRAFFIC	**0**	**257**	**78**	**29**	**399**	**0**	**0**	**0**	**0**	**241**	**0**	**44**	

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
'Existing Volume on 3/13/2024	0	198	17	24	455	0	0	0	0	216	0	34	
Peak Season Volume	0	198	17	24	455	0	0	0	0	216	0	34	
Traffic Volume Growth	0	14	1	2	33	0	0	0	0	15	0	2	
Committed Development													
Royal Poinciana Playhouse													
Breakers													
Palm House Hotel													
165 Bradley Place													
1.0% Traffic Volume Growth	0	6	1	1	14	0	0	0	0	7	0	1	
Committed + 1.0% Growth	0	6	1	1	14	0	0	0	0	7	0	1	
Max (Committed + 1.0% or Historic Growth)	0	14	1	2	33	0	0	0	0	15	0	2	
TOPB Committed Traffic													
Inbound Traffic Assignment		5.0%	2.0%										Inbound
Inbound Traffic Volumes		8	3										155
Outbound Traffic Assignment					5.0%					2.0%			Outbound
Outbound Traffic Volumes					10					4			191
Project Traffic	0	8	3	0	10	0	0	0	0	4	0	0	
Background Traffic Volumes	0	220	21	26	498	0	0	0	0	235	0	36	
Project Traffic													
Inbound Traffic Assignment													Inbound
Inbound Traffic Volumes													77
Outbound Traffic Assignment										10.0%		5.0%	Outbound
Outbound Traffic Volumes										4		2	38
Project Traffic	0	0	0	0	0	0	0	0	0	4	0	2	
TOTAL TRAFFIC	**0**	**220**	**21**	**26**	**498**	**0**	**0**	**0**	**0**	**239**	**0**	**38**	

VOLUME DEVELOPMENT SHEET
PARAMOUNT PALM BEACH
BRADLEY PLACE & SUNSET AVENUE
EXISTING GEOMETRY

Growth Rate = 2.33%
Peak Season = 1
Buildout Year = 2027
Years = 3

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
'Existing Volume on 3/13/2024	20	530	190	6	288	2	3	5	10	0	0	0	
Peak Season Volume	20	530	190	6	288	2	3	5	10	0	0	0	
Traffic Volume Growth	1	38	14	0	21	0	0	0	1	0	0	0	
Committed Development													
Royal Poinciana Playhouse													
Breakers													
Palm House Hotel													
165 Bradley Place													
1.0% Traffic Volume Growth	1	16	6	0	9	0	0	0	0	0	0	0	
Committed + 1.0% Growth	1	16	6	0	9	0	0	0	0	0	0	0	
Max (Committed + 1.0% or Historic Growth)	1	38	14	0	21	0	0	0	1	0	0	0	
TOPB Committed Traffic													
Inbound Traffic Assignment		9.0%	2.0%										Inbound
Inbound Traffic Volumes		13	3										146
Outbound Traffic Assignment					9.0%								Outbound
Outbound Traffic Volumes					11								118
Project Traffic	0	13	3	0	11	0	0	0	0	0	0	0	
Background Traffic Volumes	21	581	207	6	320	2	3	5	11	0	0	0	
Project Traffic													
Inbound Traffic Assignment			10.0%	5.0%									Inbound
Inbound Traffic Volumes			3	1									28
Outbound Traffic Assignment													Outbound
Outbound Traffic Volumes													14
Project Traffic	0	0	3	1	0	0	0	0	0	0	0	0	
TOTAL TRAFFIC	**21**	**581**	**210**	**7**	**320**	**2**	**3**	**5**	**11**	**0**	**0**	**0**	

Mid-Day Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
'Existing Volume on 3/13/2024	30	314	182	10	588	7	3	6	27	0	0	0	
Peak Season Volume	30	314	182	10	588	7	3	6	27	0	0	0	
Traffic Volume Growth	2	22	13	1	42	1	0	0	2	0	0	0	
Committed Development													
Royal Poinciana Playhouse													
Breakers													
Palm House Hotel													
165 Bradley Place													
1.0% Traffic Volume Growth	1	10	6	0	18	0	0	0	1	0	0	0	
Committed + 1.0% Growth	1	10	6	0	18	0	0	0	1	0	0	0	
Max (Committed + 1.0% or Historic Growth)	2	22	13	1	42	1	0	0	2	0	0	0	
TOPB Committed Traffic													
Inbound Traffic Assignment		9.0%	2.0%										Inbound
Inbound Traffic Volumes													0
Outbound Traffic Assignment					9.0%								Outbound
Outbound Traffic Volumes													0
Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Volumes	32	336	195	11	630	8	3	6	29	0	0	0	
Project Traffic													
Inbound Traffic Assignment			10.0%	5.0%									Inbound
Inbound Traffic Volumes			5	2									47
Outbound Traffic Assignment													Outbound
Outbound Traffic Volumes													23
Project Traffic	0	0	5	2	0	0	0	0	0	0	0	0	
TOTAL TRAFFIC	**32**	**336**	**200**	**13**	**630**	**8**	**3**	**6**	**29**	**0**	**0**	**0**	

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
'Existing Volume on 3/13/2024	36	283	213	12	648	7	2	2	28	0	0	0	
Peak Season Volume	36	283	213	12	648	7	2	2	28	0	0	0	
Traffic Volume Growth	3	20	15	1	46	1	0	0	2	0	0	0	
Committed Development													
Royal Poinciana Playhouse													
Breakers													
Palm House Hotel													
165 Bradley Place													
1.0% Traffic Volume Growth	1	9	6	0	20	0	0	0	1	0	0	0	
Committed + 1.0% Growth	1	9	6	0	20	0	0	0	1	0	0	0	
Max (Committed + 1.0% or Historic Growth)	3	20	15	1	46	1	0	0	2	0	0	0	
TOPB Committed Traffic													
Inbound Traffic Assignment		9.0%	2.0%										Inbound
Inbound Traffic Volumes		14	3										155
Outbound Traffic Assignment					9.0%								Outbound
Outbound Traffic Volumes					17								191
Project Traffic	0	14	3	0	17	0	0	0	0	0	0	0	
Background Traffic Volumes	39	317	231	13	711	8	2	2	30	0	0	0	
Project Traffic													
Inbound Traffic Assignment			10.0%	5.0%									Inbound
Inbound Traffic Volumes			8	4									77
Outbound Traffic Assignment													Outbound
Outbound Traffic Volumes													38
Project Traffic	0	0	8	4	0	0	0	0	0	0	0	0	
TOTAL TRAFFIC	**39**	**317**	**239**	**17**	**711**	**8**	**2**	**2**	**30**	**0**	**0**	**0**	

VOLUME DEVELOPMENT SHEET
PARAMOUNT PALM BEACH
BRADLEY PLACE & ROYAL POINCIANA WAY
EXISTING GEOMETRY

Growth Rate = 2.33%
Peak Season = 1
Buildout Year = 2027
Years = 3

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
'Existing Volume on 3/13/2024	73	195	63	0	82	220	464	679	156	84	313	71	
Peak Season Volume	73	195	63	0	82	220	464	679	156	84	313	71	
Traffic Volume Growth	5	14	5	0	6	16	33	49	11	6	22	5	
Committed Development													
Royal Poinciana Playhouse													
Breakers													
Palm House Hotel													
165 Bradley Place													
1.0% Traffic Volume Growth	2	6	2	0	2	7	14	21	5	3	9	2	
Committed + 1.0% Growth	2	6	2	0	2	7	14	21	5	3	9	2	
Max (Committed + 1.0% or Historic Growth)	5	14	5	0	6	16	33	49	11	6	22	5	
TOPB Committed Traffic													
Inbound Traffic Assignment							15.0%	55.0%	30.0%				Inbound
Inbound Traffic Volumes							22	80	44				146
Outbound Traffic Assignment	30.0%					15.0%					55.0%		Outbound
Outbound Traffic Volumes	35					18					65		118
Project Traffic	35	0	0	0	0	18	22	80	44	0	65	0	
Background Traffic Volumes	113	209	68	0	88	254	519	808	211	90	400	76	
Project Traffic													
Inbound Traffic Assignment		5.0%					5.0%	25.0%					Inbound
Inbound Traffic Volumes		1					1	7					28
Outbound Traffic Assignment					5.0%	5.0%					25.0%		Outbound
Outbound Traffic Volumes					1	1					4		14
Project Traffic	0	1	0	0	1	1	1	7	0	0	4	0	
TOTAL TRAFFIC	**113**	**210**	**68**	**0**	**89**	**255**	**520**	**815**	**211**	**90**	**404**	**76**	

Mid-Day Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
'Existing Volume on 3/13/2024	216	156	87	0	140	481	315	418	131	96	541	73	
Peak Season Volume	216	156	87	0	140	481	315	418	131	96	541	73	
Traffic Volume Growth	15	11	6	0	10	34	23	30	9	7	39	5	
Committed Development													
Royal Poinciana Playhouse													
Breakers													
Palm House Hotel													
165 Bradley Place													
1.0% Traffic Volume Growth	7	5	3	0	4	15	10	13	4	3	16	2	
Committed + 1.0% Growth	7	5	3	0	4	15	10	13	4	3	16	2	
Max (Committed + 1.0% or Historic Growth)	15	11	6	0	10	34	23	30	9	7	39	5	
TOPB Committed Traffic													
Inbound Traffic Assignment							15.0%	55.0%	30.0%				Inbound
Inbound Traffic Volumes													0
Outbound Traffic Assignment	30.0%					15.0%					55.0%		Outbound
Outbound Traffic Volumes													0
Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Volumes	231	167	93	0	150	515	338	448	140	103	580	78	
Project Traffic													
Inbound Traffic Assignment		5.0%					5.0%	25.0%					Inbound
Inbound Traffic Volumes		2					2	12					47
Outbound Traffic Assignment					5.0%	5.0%					25.0%		Outbound
Outbound Traffic Volumes					1	1					6		23
Project Traffic	0	2	0	0	1	1	2	12	0	0	6	0	
TOTAL TRAFFIC	**231**	**169**	**93**	**0**	**151**	**516**	**340**	**460**	**140**	**103**	**586**	**78**	

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
'Existing Volume on 3/13/2024	234	188	76	0	120	563	295	372	106	97	640	44	
Peak Season Volume	234	188	76	0	120	563	295	372	106	97	640	44	
Traffic Volume Growth	17	13	5	0	9	40	21	27	8	7	46	3	
Committed Development													
Royal Poinciana Playhouse													
Breakers													
Palm House Hotel													
165 Bradley Place													
1.0% Traffic Volume Growth	7	6	2	0	4	17	9	11	3	3	19	1	
Committed + 1.0% Growth	7	6	2	0	4	17	9	11	3	3	19	1	
Max (Committed + 1.0% or Historic Growth)	17	13	5	0	9	40	21	27	8	7	46	3	
TOPB Committed Traffic													
Inbound Traffic Assignment							15.0%	55.0%	30.0%				Inbound
Inbound Traffic Volumes							23	85	47				155
Outbound Traffic Assignment	30.0%					15.0%					55.0%		Outbound
Outbound Traffic Volumes	57					29					105		191
Project Traffic	57	0	0	0	0	29	23	85	47	0	105	0	
Background Traffic Volumes	308	201	81	0	129	632	339	484	161	104	791	47	
Project Traffic													
Inbound Traffic Assignment		5.0%					5.0%	25.0%					Inbound
Inbound Traffic Volumes		4					4	19					77
Outbound Traffic Assignment					5.0%	5.0%					25.0%		Outbound
Outbound Traffic Volumes					2	2					10		38
Project Traffic	0	4	0	0	2	2	4	19	0	0	10	0	
TOTAL TRAFFIC	**308**	**205**	**81**	**0**	**131**	**634**	**343**	**503**	**161**	**104**	**801**	**47**	

TOWN OF PALM BEACH ROADWAY	AM PEAK HOUR ENTERING TRIPS	AM PEAK HOUR EXITING TRIPS	PM PEAK HOUR ENTERING TRIPS	PM PEAK HOUR EXITING TRIPS
Royal Poinciana Avenue	146	118	155	191
Royal Palm Way	203	85	155	238
Southern Boulevard	42	32	51	62

NORTH

LEGEND

Site Location

XX% Project Traffic %

FIGURE 12
Paramount Palm Beach
KH #241020000
AM Committed TOPB Traffic

Kimley»Horn

NORTH

LEGEND

Site Location

XX% Project Traffic %

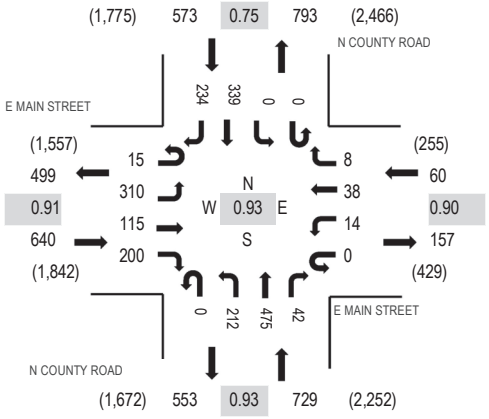
FIGURE 13
Paramount Palm Beach
KH #241020000
PM Committed TOPB Traffic

Kimley»Horn

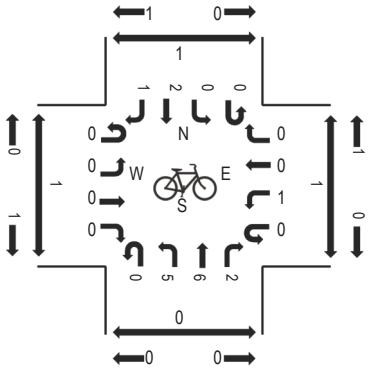
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 9 N COUNTY ROAD & E MAIN STREET AM
Date: Wednesday, March 13, 2024
Peak Hour: 08:45 AM - 09:45 AM
Peak 15-Minutes: 09:00 AM - 09:15 AM

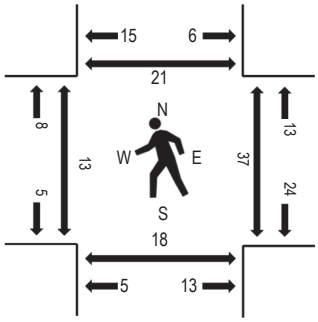
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

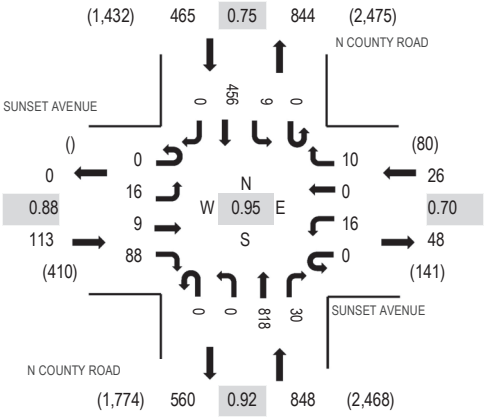
Traffic Counts - Motorized Vehicles

Interval Start Time	E MAIN STREET Eastbound				E MAIN STREET Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	56	16	67	0	0	23	1	0	33	73	19	0	0	26	27	341	1,563	1	1	3	1
7:45 AM	3	58	11	27	0	2	22	1	0	38	81	15	0	0	54	32	344	1,689	1	4	5	0
8:00 AM	3	113	16	54	0	1	19	1	0	25	116	16	0	0	61	47	472	1,847	6	5	4	0
8:15 AM	3	47	16	32	0	3	15	2	0	42	133	16	0	0	54	43	406	1,915	3	8	7	1
8:30 AM	2	116	20	40	0	1	17	0	0	30	119	10	0	0	54	58	467	1,997	1	9	7	0
8:45 AM	3	99	24	53	0	3	7	3	0	43	138	9	0	0	85	35	502	2,002	3	6	5	6
9:00 AM	4	83	32	59	0	4	7	3	0	69	119	10	0	0	89	61	540	1,961	6	10	6	3
9:15 AM	3	50	22	40	0	2	9	0	0	48	124	14	0	0	95	81	488	1,813	0	6	1	3
9:30 AM	5	78	37	48	0	5	15	2	0	52	94	9	0	0	70	57	472	1,716	4	15	6	9
9:45 AM	4	70	21	47	0	2	11	2	0	50	107	7	0	0	84	56	461	1,688	3	12	3	8
10:00 AM	5	50	18	37	0	2	19	1	0	38	113	10	0	0	59	40	392	1,631	4	7	2	5
10:15 AM	3	38	12	38	0	7	11	2	0	43	96	6	0	0	75	60	391		1	9	0	10
10:30 AM	5	53	17	40	0	3	9	1	0	36	107	4	0	0	111	58	444		5	13	8	7
10:45 AM	2	9	12	21	0	1	12	4	0	27	103	10	0	0	116	87	404		4	11	4	13
Count Total	45	920	274	603	0	36	196	23	0	574	1,523	155	0	0	1,033	742	6,124		42	116	61	66
Peak Hour	15	310	115	200	0	14	38	8	0	212	475	42	0	0	339	234	2,002		13	37	18	21

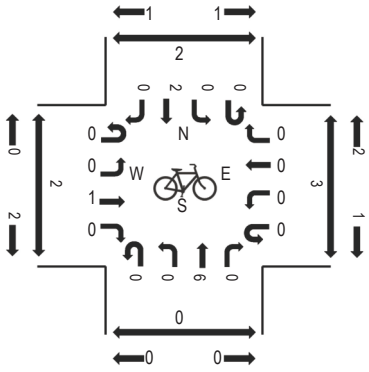
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 11 N COUNTY ROAD & SUNSET AVENUE AM
Date: Wednesday, March 13, 2024
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

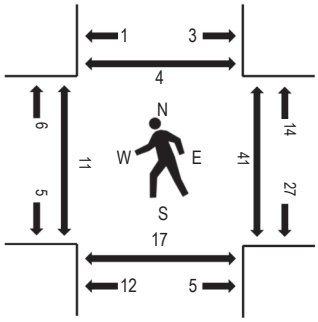
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

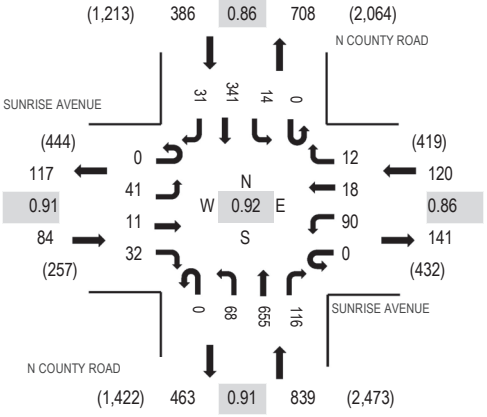
Traffic Counts - Motorized Vehicles

Interval Start Time	SUNSET AVENUE Eastbound				SUNSET AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	2	0	11	0	2	0	1	0	0	124	5	0	0	43	0	188	1,048	1	3	2	0
7:45 AM	0	1	1	14	0	4	0	0	0	0	133	6	0	0	70	0	229	1,213	7	4	5	0
8:00 AM	0	0	0	20	0	5	0	3	0	0	225	4	0	0	79	0	336	1,367	0	10	10	2
8:15 AM	0	4	0	21	0	1	0	1	0	0	186	0	0	5	77	0	295	1,388	5	10	4	1
8:30 AM	0	3	2	16	0	8	0	4	0	0	220	9	0	2	89	0	353	1,452	3	11	5	1
8:45 AM	0	5	4	18	0	3	0	1	0	0	232	8	0	3	109	0	383	1,418	3	9	3	2
9:00 AM	0	5	2	24	0	2	0	2	0	0	193	6	0	1	122	0	357	1,363	3	11	4	0
9:15 AM	0	3	1	30	0	3	0	3	0	0	173	7	0	3	136	0	359	1,291	2	10	5	1
9:30 AM	0	8	1	27	0	1	0	2	0	0	169	8	0	0	103	0	319	1,214	8	16	6	3
9:45 AM	0	8	2	31	0	1	0	5	0	0	169	10	0	3	99	0	328	1,245	4	16	5	2
10:00 AM	0	4	2	27	0	1	0	3	0	0	156	9	0	2	81	0	285	1,243	4	10	3	2
10:15 AM	0	5	1	26	0	2	0	3	0	0	129	9	0	1	106	0	282		7	13	2	1
10:30 AM	0	10	2	30	0	3	0	6	0	0	154	9	0	3	133	0	350		10	12	6	6
10:45 AM	0	5	3	31	0	5	0	5	0	0	110	5	0	2	160	0	326		8	10	7	1
Count Total	0	63	21	326	0	41	0	39	0	0	2,373	95	0	25	1,407	0	4,390		65	145	67	22
Peak Hour	0	16	9	88	0	16	0	10	0	0	818	30	0	9	456	0	1,452		11	41	17	4

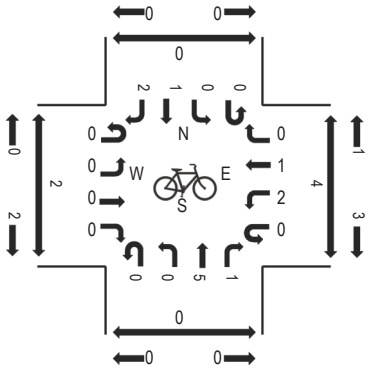
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 12 N COUNTY ROAD & SUNRISE AVENUE AM
Date: Wednesday, March 13, 2024
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

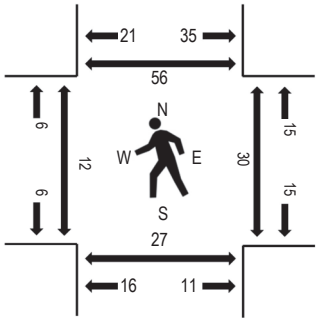
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

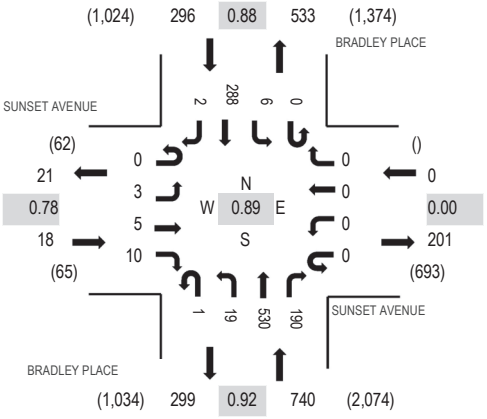
Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE AVENUE Eastbound				SUNRISE AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	6	5	3	0	3	4	4	0	10	101	16	0	0	37	2	191	1,052	0	1	1	7
7:45 AM	0	7	7	5	0	13	5	1	0	4	114	16	0	0	50	4	226	1,206	6	6	5	23
8:00 AM	0	7	1	4	0	15	5	7	0	13	190	30	0	2	59	4	337	1,368	2	7	6	10
8:15 AM	0	10	2	3	0	16	5	1	0	10	150	27	0	3	63	8	298	1,387	8	19	2	15
8:30 AM	0	11	4	8	0	22	5	4	0	10	172	41	0	2	60	6	345	1,429	4	6	11	11
8:45 AM	0	12	2	8	0	26	4	1	0	13	205	25	0	2	81	9	388	1,412	3	11	9	18
9:00 AM	0	10	2	6	0	16	2	3	0	20	152	25	0	5	103	12	356	1,354	2	5	6	13
9:15 AM	0	8	3	10	0	26	7	4	0	25	126	25	0	5	97	4	340	1,273	3	8	1	14
9:30 AM	0	8	6	5	0	15	10	6	0	19	141	25	0	1	81	11	328	1,220	6	4	10	15
9:45 AM	0	2	4	9	0	23	9	9	0	21	139	22	0	1	73	18	330	1,241	5	5	8	8
10:00 AM	0	8	2	11	0	19	6	2	0	18	119	22	0	3	52	13	275	1,223	6	19	10	13
10:15 AM	0	7	3	8	0	23	9	3	0	11	93	35	0	1	76	18	287		7	5	3	9
10:30 AM	0	5	1	14	0	28	11	4	0	17	124	25	0	4	100	16	349		4	5	6	7
10:45 AM	0	3	7	10	0	30	10	3	0	23	82	17	0	3	111	13	312		3	4	2	2
Count Total	0	104	49	104	0	275	92	52	0	214	1,908	351	0	32	1,043	138	4,362		59	105	80	165
Peak Hour	0	41	11	32	0	90	18	12	0	68	655	116	0	14	341	31	1,429		12	30	27	56

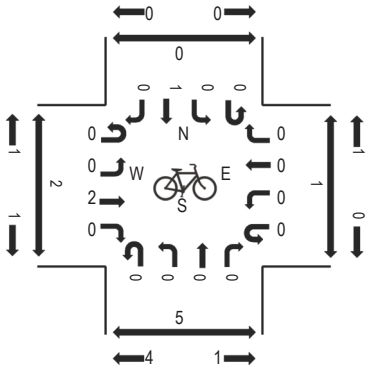
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 13 BRADLEY PLACE & SUNSET AVENUE AM
Date: Wednesday, March 13, 2024
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 09:00 AM - 09:15 AM

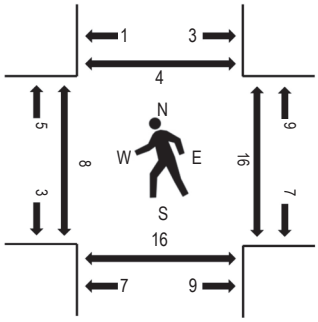
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

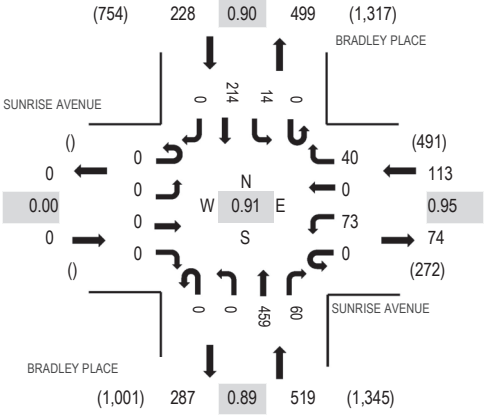
Traffic Counts - Motorized Vehicles

Interval Start Time	SUNSET AVENUE Eastbound				SUNSET AVENUE Westbound				BRADLEY PLACE Northbound				BRADLEY PLACE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	0	0	0	0	0	0	0	0	2	65	46	0	0	41	0	154	715	0	4	2	1
7:45 AM	0	0	0	1	0	0	0	0	0	2	68	20	0	1	41	1	134	834	2	3	4	1
8:00 AM	0	0	0	0	0	0	0	0	0	5	126	58	0	0	55	0	244	963	2	3	8	1
8:15 AM	0	0	1	5	0	0	0	0	0	3	84	36	0	3	51	0	183	1,015	2	5	6	2
8:30 AM	0	0	0	0	0	0	0	0	0	5	149	48	0	2	68	1	273	1,054	1	3	2	0
8:45 AM	0	2	2	1	0	0	0	0	0	6	142	49	0	1	60	0	263	1,035	2	4	9	3
9:00 AM	0	0	1	5	0	0	0	0	1	6	141	54	0	3	84	1	296	1,007	3	5	2	1
9:15 AM	0	1	2	4	0	0	0	0	0	2	98	39	0	0	76	0	222	964	2	4	3	0
9:30 AM	0	1	0	8	0	0	0	0	0	8	99	54	0	4	80	0	254	947	11	5	5	3
9:45 AM	0	0	1	5	0	0	0	0	0	3	96	48	0	5	77	0	235	972	4	10	12	4
10:00 AM	0	1	0	5	0	0	0	0	0	3	87	68	0	5	84	0	253	905	1	7	11	1
10:15 AM	0	1	0	3	0	0	0	0	1	3	64	46	0	2	85	0	205		3	7	4	1
10:30 AM	0	0	0	6	0	0	0	0	0	7	108	53	0	7	97	1	279		3	7	14	0
10:45 AM	0	0	4	5	0	0	0	0	0	3	41	27	0	3	85	0	168		1	6	8	3
Count Total	0	6	11	48	0	0	0	0	2	58	1,368	646	0	36	984	4	3,163		37	73	90	21
Peak Hour	0	3	5	10	0	0	0	0	1	19	530	190	0	6	288	2	1,054		8	16	16	4

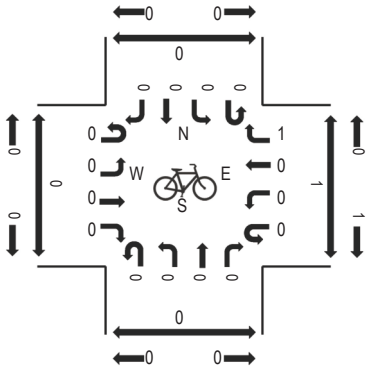
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 14 BRADLEY PLACE & SUNRISE AVENUE AM
Date: Wednesday, March 13, 2024
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 09:00 AM - 09:15 AM

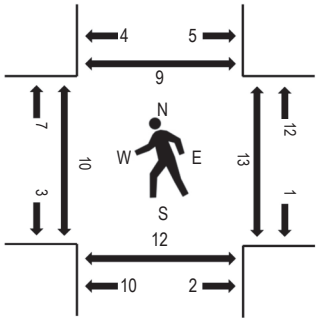
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

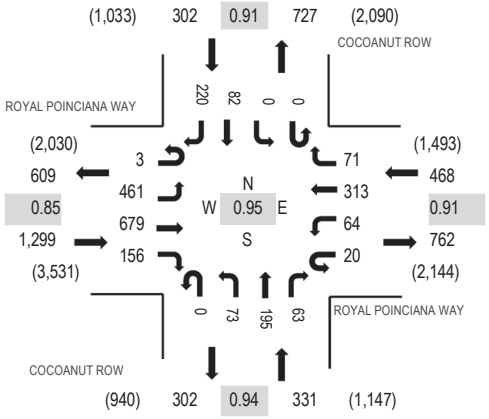
Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE AVENUE Eastbound				SUNRISE AVENUE Westbound				BRADLEY PLACE Northbound				BRADLEY PLACE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	0	0	0	0	15	0	10	0	0	51	12	0	1	24	0	113	574	0	1	1	0
7:45 AM	0	0	0	0	0	7	0	9	0	0	55	8	0	2	34	0	115	686	0	2	1	0
8:00 AM	0	0	0	0	0	17	0	14	0	0	106	15	0	1	39	0	192	781	0	3	2	2
8:15 AM	0	0	0	0	0	13	0	19	0	0	69	13	0	1	39	0	154	824	0	4	0	0
8:30 AM	0	0	0	0	0	19	0	6	0	0	132	14	0	5	49	0	225	860	0	5	0	4
8:45 AM	0	0	0	0	0	22	0	11	0	0	127	10	0	4	36	0	210	829	0	3	3	1
9:00 AM	0	0	0	0	0	17	0	11	0	0	121	17	0	2	67	0	235	814	2	2	5	0
9:15 AM	0	0	0	0	0	15	0	12	0	0	79	19	0	3	62	0	190	778	8	3	4	4
9:30 AM	0	0	0	0	0	33	0	11	0	0	84	11	0	8	47	0	194	751	2	5	4	0
9:45 AM	0	0	0	0	0	37	0	6	0	0	84	14	0	9	45	0	195	795	1	5	2	1
10:00 AM	0	0	0	0	0	31	0	13	0	0	71	14	0	14	56	0	199	767	1	1	2	1
10:15 AM	0	0	0	0	0	37	0	12	0	0	48	9	0	9	48	0	163		2	1	0	1
10:30 AM	0	0	0	0	0	35	0	14	0	0	94	23	0	11	61	0	238		2	6	2	1
10:45 AM	0	0	0	0	0	33	0	12	0	0	36	9	0	14	63	0	167		1	6	1	0
Count Total	0	0	0	0	0	331	0	160	0	0	1,157	188	0	84	670	0	2,590		19	47	27	15
Peak Hour	0	0	0	0	0	73	0	40	0	0	459	60	0	14	214	0	860		10	13	12	9

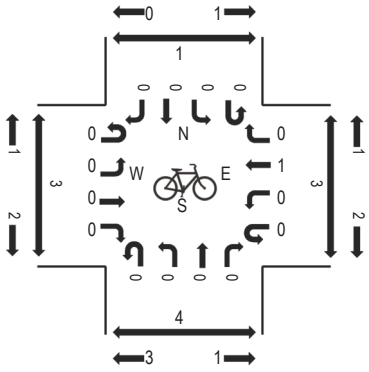
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 15 COCOANUT ROW & ROYAL POINCIANA WAY AM
Date: Wednesday, March 13, 2024
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

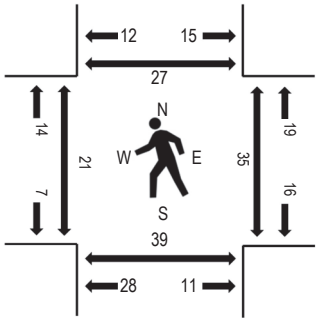
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ROYAL POINCIANA WAY Eastbound				ROYAL POINCIANA WAY Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	81	124	25	18	4	50	5	0	19	22	19	0	0	11	32	410	1,842	1	2	3	3
7:45 AM	0	59	110	16	14	14	56	13	0	14	37	12	0	0	7	35	387	2,040	3	4	6	3
8:00 AM	0	132	207	48	15	6	57	10	0	17	42	14	0	0	13	49	610	2,286	7	15	7	4
8:15 AM	0	68	106	26	12	13	56	14	0	16	50	16	0	0	14	44	435	2,296	4	6	6	7
8:30 AM	1	129	200	35	4	16	66	16	0	11	48	13	0	0	19	50	608	2,400	5	14	11	5
8:45 AM	0	125	190	44	9	11	66	24	0	20	68	18	0	0	19	39	633	2,368	5	11	9	5
9:00 AM	0	118	167	40	3	19	84	15	0	27	35	20	0	0	29	63	620	2,302	8	7	10	10
9:15 AM	2	89	122	37	4	18	97	16	0	15	44	12	0	0	15	68	539	2,188	3	3	9	7
9:30 AM	2	94	130	39	3	20	94	22	0	28	43	25	0	0	19	57	576	2,096	8	5	10	10
9:45 AM	2	93	143	47	2	14	76	16	0	22	46	20	0	0	23	63	567	2,080	4	14	13	3
10:00 AM	3	90	94	27	4	11	86	16	0	23	46	16	0	0	30	60	506	1,819	1	10	8	4
10:15 AM	3	62	81	19	2	16	71	13	0	26	40	26	0	0	25	63	447		8	10	10	8
10:30 AM	1	107	115	30	3	11	93	16	0	25	43	16	0	0	28	72	560		9	9	14	6
10:45 AM	1	17	7	23	5	23	38	13	0	18	53	22	0	1	36	49	306		11	18	21	5
Count Total	15	1,264	1,796	456	98	196	990	209	0	281	617	249	0	1	288	744	7,204		77	128	137	80
Peak Hour	3	461	679	156	20	64	313	71	0	73	195	63	0	0	82	220	2,400		21	35	39	27

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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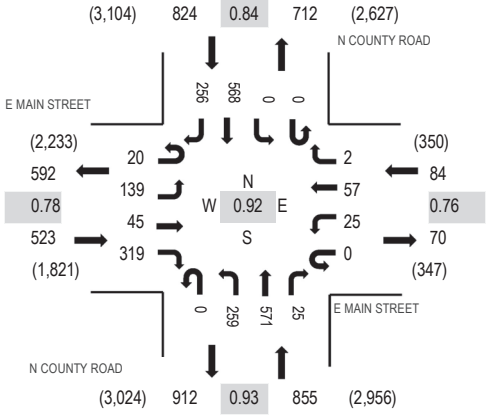
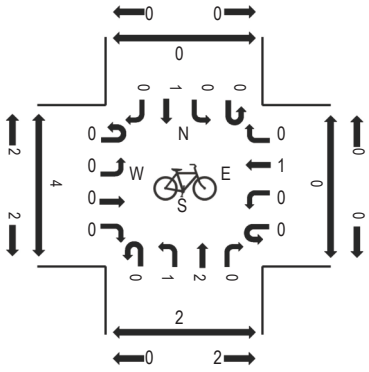
Location: 9 N COUNTY ROAD & E MAIN STREET Noon
Date: Wednesday, March 13, 2024
Peak Hour: 12:30 PM - 01:30 PM
Peak 15-Minutes: 01:00 PM - 01:15 PM

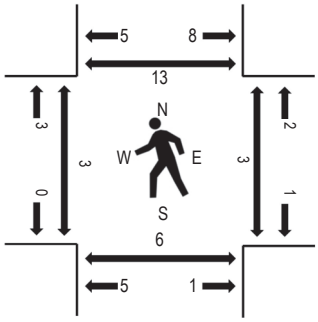
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	E MAIN STREET Eastbound				E MAIN STREET Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	5	57	10	54	0	2	4	2	0	45	113	5	0	0	105	58	460	2,000	2	6	0	19
11:15 AM	2	43	16	48	0	4	10	2	0	41	118	9	0	0	102	70	465	1,958	2	5	3	1
11:30 AM	4	61	17	52	0	6	8	1	0	49	123	9	0	0	145	85	560	1,919	3	0	4	8
11:45 AM	6	41	13	48	0	7	13	6	0	54	106	14	0	0	136	71	515	1,980	5	14	10	7
12:00 PM	1	10	5	26	0	8	11	3	0	40	114	6	0	0	133	61	418	2,042	2	1	0	2
12:15 PM	1	21	3	61	0	8	8	3	0	33	132	4	0	0	116	36	426	2,247	6	3	2	4
12:30 PM	0	23	7	118	0	6	11	0	0	60	145	5	0	0	170	76	621	2,286	1	1	0	0
12:45 PM	4	43	14	85	0	8	10	0	0	64	135	7	0	0	155	52	577	2,228	0	1	4	5
1:00 PM	11	63	18	87	0	5	20	0	0	69	155	7	0	0	120	68	623	2,077	0	0	1	6
1:15 PM	5	10	6	29	0	6	16	2	0	66	136	6	0	0	123	60	465	2,016	2	1	1	2
1:30 PM	5	52	18	80	0	8	19	3	0	52	115	10	0	0	126	75	563	2,049	1	2	0	4
1:45 PM	3	16	10	22	0	5	8	5	0	43	137	6	0	0	96	75	426	2,031	7	7	0	3
2:00 PM	6	77	19	74	0	4	12	4	0	59	106	11	0	0	126	64	562	2,112	1	4	7	11
2:15 PM	5	21	15	44	0	6	12	10	0	67	118	12	0	0	112	76	498		1	6	2	5
2:30 PM	2	37	30	57	0	6	27	4	0	68	104	9	0	0	112	89	545		7	1	0	11
2:45 PM	7	27	17	49	0	5	19	3	0	40	120	9	0	0	119	92	507		10	2	3	14
Count Total	67	602	218	934	0	94	208	48	0	850	1,977	129	0	0	1,996	1,108	8,231		50	54	37	102
Peak Hour	20	139	45	319	0	25	57	2	0	259	571	25	0	0	568	256	2,286		3	3	6	13

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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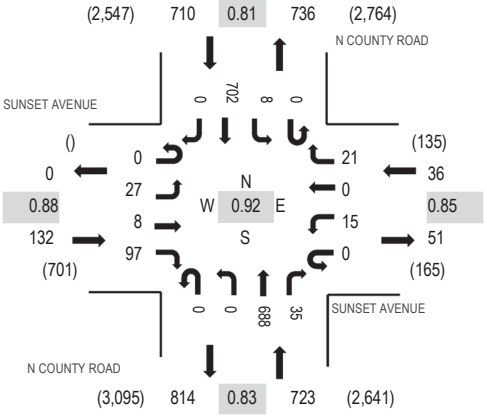
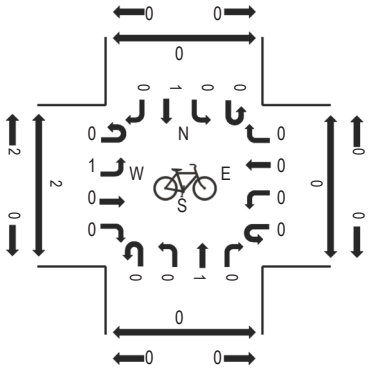
Location: 11 N COUNTY ROAD & SUNSET AVENUE Noon
Date: Wednesday, March 13, 2024
Peak Hour: 12:30 PM - 01:30 PM
Peak 15-Minutes: 12:30 PM - 12:45 PM

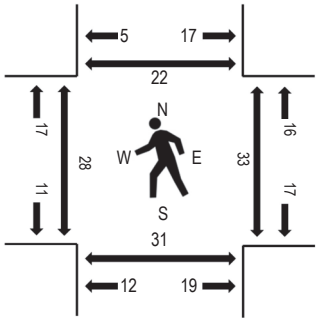
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNSET AVENUE Eastbound				SUNSET AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	9	0	39	0	3	0	1	0	0	166	7	0	3	134	0	362	1,543	6	10	3	3
11:15 AM	0	9	0	30	0	4	0	2	0	0	163	7	0	3	131	0	349	1,512	5	9	3	2
11:30 AM	0	10	1	42	0	4	0	4	0	0	177	9	0	1	180	0	428	1,469	6	11	3	1
11:45 AM	0	24	2	32	0	5	0	7	0	0	149	8	0	1	176	0	404	1,475	4	5	6	4
12:00 PM	0	5	1	34	0	5	0	3	0	0	126	2	0	0	155	0	331	1,476	9	9	6	13
12:15 PM	0	14	1	20	0	5	0	5	0	0	136	7	0	0	118	0	306	1,561	5	14	15	3
12:30 PM	0	8	1	20	0	7	0	2	0	0	171	6	0	1	218	0	434	1,601	7	7	11	3
12:45 PM	0	7	1	27	0	0	0	5	0	0	175	8	0	5	177	0	405	1,569	7	14	7	13
1:00 PM	0	5	6	25	0	7	0	5	0	0	203	14	0	1	150	0	416	1,512	5	4	6	5
1:15 PM	0	7	0	25	0	1	0	9	0	0	139	7	0	1	157	0	346	1,499	9	8	7	1
1:30 PM	0	13	1	43	0	4	0	5	0	0	166	4	0	4	162	0	402	1,503	0	5	3	3
1:45 PM	0	6	6	41	0	5	0	5	0	0	153	7	0	0	125	0	348	1,471	10	13	8	5
2:00 PM	0	13	3	36	0	3	0	6	0	0	183	3	0	4	152	0	403	1,493	8	0	4	13
2:15 PM	0	7	3	29	0	2	0	4	0	0	144	6	0	0	155	0	350		13	10	6	3
2:30 PM	0	10	5	31	0	3	0	9	0	0	142	5	0	2	163	0	370		2	12	2	0
2:45 PM	0	8	0	41	0	2	0	3	0	0	141	7	0	1	167	0	370		5	8	3	4
Count Total	0	155	31	515	0	60	0	75	0	0	2,534	107	0	27	2,520	0	6,024		101	139	93	76
Peak Hour	0	27	8	97	0	15	0	21	0	0	688	35	0	8	702	0	1,601		28	33	31	22

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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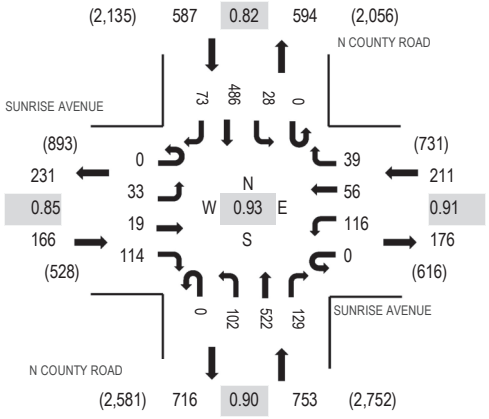
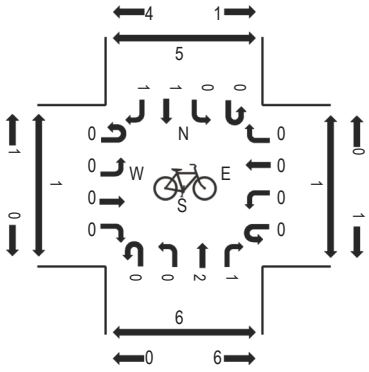
Location: 12 N COUNTY ROAD & SUNRISE AVENUE Noon
Date: Wednesday, March 13, 2024
Peak Hour: 12:30 PM - 01:30 PM
Peak 15-Minutes: 12:30 PM - 12:45 PM

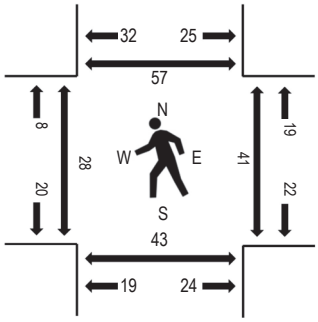
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE AVENUE Eastbound				SUNRISE AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	6	3	19	0	24	4	2	0	23	112	29	0	3	99	15	339	1,571	5	9	10	9
11:15 AM	0	16	10	7	0	20	10	4	0	28	132	24	0	5	118	17	391	1,585	4	5	5	11
11:30 AM	0	9	14	21	0	37	11	12	0	24	125	32	0	5	112	7	409	1,510	7	9	12	9
11:45 AM	0	10	6	12	0	31	16	4	0	33	119	37	0	2	144	18	432	1,565	7	9	11	14
12:00 PM	0	10	2	20	0	32	8	5	0	33	82	18	0	4	114	25	353	1,582	9	2	7	22
12:15 PM	0	10	2	16	0	14	11	12	0	20	88	31	0	3	93	16	316	1,652	9	14	8	13
12:30 PM	0	5	4	32	0	26	5	18	0	15	140	35	0	6	161	17	464	1,717	8	18	12	12
12:45 PM	0	6	5	25	0	26	24	8	0	25	134	33	0	11	127	25	449	1,628	10	12	13	21
1:00 PM	0	11	6	32	0	30	19	6	0	35	139	35	0	4	92	14	423	1,513	4	2	10	5
1:15 PM	0	11	4	25	0	34	8	7	0	27	109	26	0	7	106	17	381	1,490	6	9	8	19
1:30 PM	0	5	4	25	0	26	17	4	0	39	124	25	0	4	93	9	375	1,460	5	9	2	7
1:45 PM	0	7	8	19	0	22	8	4	0	37	102	21	0	3	95	8	334	1,452	4	7	4	5
2:00 PM	0	8	8	16	0	29	11	5	0	33	132	34	0	4	110	10	400	1,480	5	5	8	12
2:15 PM	0	4	4	14	0	31	11	4	0	39	91	27	0	2	114	10	351		9	2	9	5
2:30 PM	0	5	4	17	0	30	11	5	0	29	106	24	0	5	115	16	367		4	5	5	11
2:45 PM	0	3	8	10	0	29	11	5	0	35	90	21	0	4	137	9	362		0	5	1	3
Count Total	0	126	92	310	0	441	185	105	0	475	1,825	452	0	72	1,830	233	6,146		96	122	125	178
Peak Hour	0	33	19	114	0	116	56	39	0	102	522	129	0	28	486	73	1,717		28	41	43	57

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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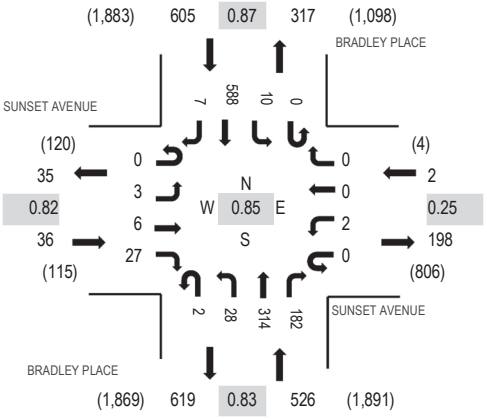
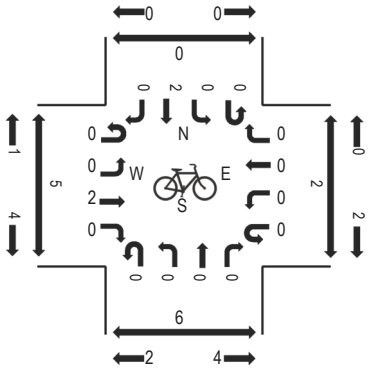
Location: 13 BRADLEY PLACE & SUNSET AVENUE Noon
Date: Wednesday, March 13, 2024
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:00 PM - 02:15 PM

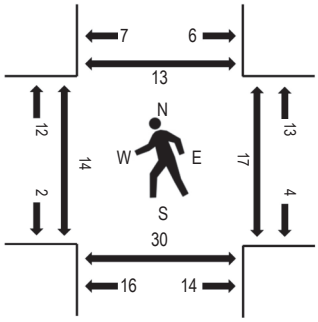
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNSET AVENUE Eastbound				SUNSET AVENUE Westbound				BRADLEY PLACE Northbound				BRADLEY PLACE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	1	0	6	0	0	0	0	0	6	95	58	0	9	95	2	272	1,127	7	6	4	1
11:15 AM	0	0	3	2	0	0	0	0	0	6	92	48	0	5	102	4	262	953	2	9	7	2
11:30 AM	0	2	0	7	0	0	0	0	0	11	94	68	0	8	129	0	319	817	8	11	12	2
11:45 AM	0	1	1	7	0	0	0	0	0	6	49	44	0	9	157	0	274	674	4	4	11	2
12:00 PM	0	0	3	6	0	0	0	0	0	2	18	28	0	4	37	0	98	655	3	4	11	1
12:15 PM	0	0	0	4	0	0	0	0	0	1	40	36	0	2	43	0	126	886	4	6	11	3
12:30 PM	0	1	3	3	0	0	0	1	0	3	63	47	0	3	49	3	176	931	6	4	6	5
12:45 PM	0	2	0	4	0	0	0	0	1	4	66	31	0	9	136	2	255	1,063	3	9	5	1
1:00 PM	0	0	0	6	0	0	0	0	1	12	99	61	0	7	142	1	329	942	3	8	5	2
1:15 PM	0	0	2	5	0	0	0	1	1	4	34	23	0	2	96	3	171	958	2	3	4	2
1:30 PM	0	0	0	6	0	0	0	0	0	9	100	50	0	6	137	0	308	1,092	4	8	8	3
1:45 PM	0	0	2	2	0	0	0	0	0	5	22	27	0	9	66	1	134	1,049	6	12	9	4
2:00 PM	0	1	1	5	0	0	0	0	0	5	95	64	0	2	171	1	345	1,169	0	6	6	1
2:15 PM	0	1	2	6	0	0	0	0	0	11	93	41	0	0	147	4	305		5	7	5	7
2:30 PM	0	0	2	7	0	2	0	0	2	5	67	42	0	3	134	1	265		6	2	7	1
2:45 PM	0	1	1	9	0	0	0	0	0	7	59	35	0	5	136	1	254		3	2	12	4
Count Total	0	10	20	85	0	2	0	2	5	97	1,086	703	0	83	1,777	23	3,893		66	101	123	41
Peak Hour	0	3	6	27	0	2	0	0	2	28	314	182	0	10	588	7	1,169		14	17	30	13

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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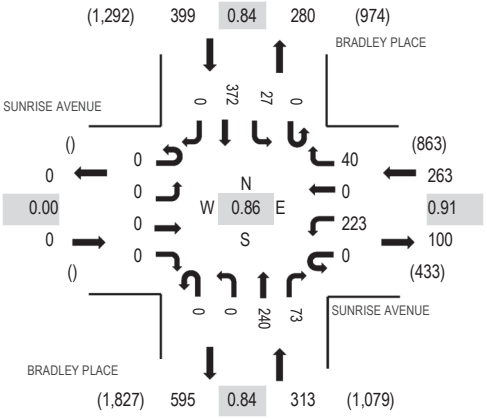
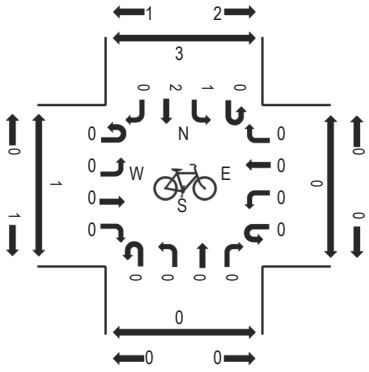
Location: 14 BRADLEY PLACE & SUNRISE AVENUE Noon
Date: Wednesday, March 13, 2024
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:00 PM - 02:15 PM

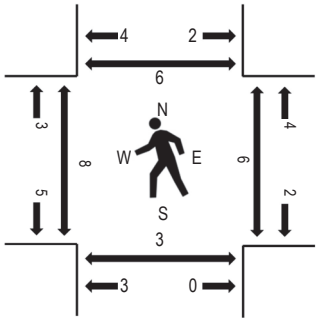
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

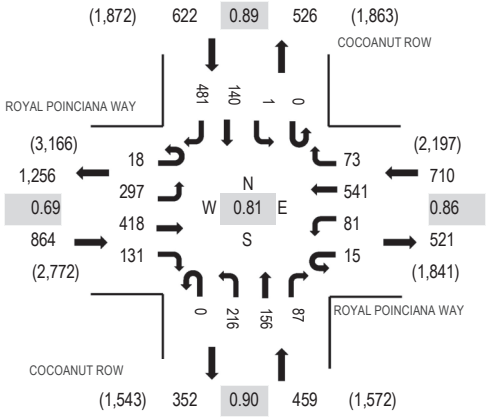
Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE AVENUE Eastbound				SUNRISE AVENUE Westbound				BRADLEY PLACE Northbound				BRADLEY PLACE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	0	0	0	0	41	0	9	0	0	79	10	0	10	52	0	201	923	6	5	3	4
11:15 AM	0	0	0	0	0	41	0	15	0	0	69	26	0	10	69	0	230	806	0	2	3	0
11:30 AM	0	0	0	0	0	39	0	12	0	0	74	24	0	11	90	0	250	658	1	10	1	1
11:45 AM	0	0	0	0	0	65	0	18	0	0	45	4	0	13	97	0	242	539	1	3	3	3
12:00 PM	0	0	0	0	1	21	0	5	0	0	18	5	0	11	23	0	84	537	1	0	0	2
12:15 PM	0	0	0	0	0	13	0	5	0	0	17	17	0	5	25	0	82	713	1	2	1	2
12:30 PM	0	0	0	0	0	14	0	7	0	0	40	21	0	14	35	0	131	798	3	7	3	6
12:45 PM	0	0	0	0	0	54	0	13	0	0	54	19	0	11	89	0	240	917	1	1	2	0
1:00 PM	0	0	0	0	0	55	0	8	0	0	64	30	0	17	86	0	260	799	1	1	4	0
1:15 PM	0	0	0	0	0	47	0	14	0	0	19	13	0	14	60	0	167	821	0	2	3	1
1:30 PM	0	0	0	0	0	54	0	12	0	0	71	21	0	10	82	0	250	913	4	2	4	3
1:45 PM	0	0	0	0	0	28	0	9	0	0	17	9	0	7	52	0	122	871	2	4	3	3
2:00 PM	0	0	0	0	0	60	0	12	0	0	69	22	0	10	109	0	282	975	0	2	1	0
2:15 PM	0	0	0	0	0	49	0	10	0	0	71	25	0	4	100	0	259		4	3	0	1
2:30 PM	0	0	0	0	0	56	0	10	0	0	48	13	0	3	78	0	208		2	1	0	3
2:45 PM	0	0	0	0	0	58	0	8	0	0	52	13	0	10	85	0	226		2	0	2	2
Count Total	0	0	0	0	1	695	0	167	0	0	807	272	0	160	1,132	0	3,234		29	45	33	31
Peak Hour	0	0	0	0	0	223	0	40	0	0	240	73	0	27	372	0	975		8	6	3	6

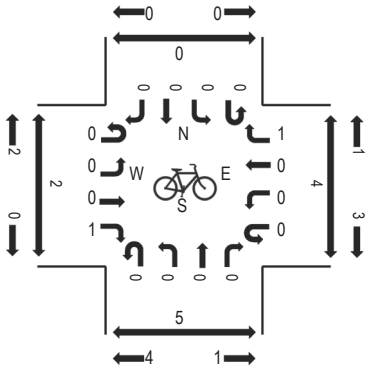
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 15 COCOANUT ROW & ROYAL POINCIANA WAY Noon
Date: Wednesday, March 13, 2024
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:00 PM - 02:15 PM

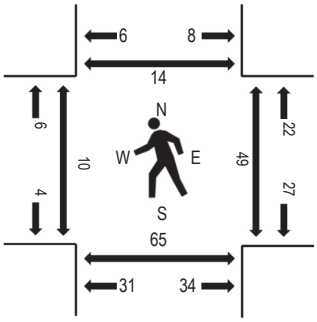
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

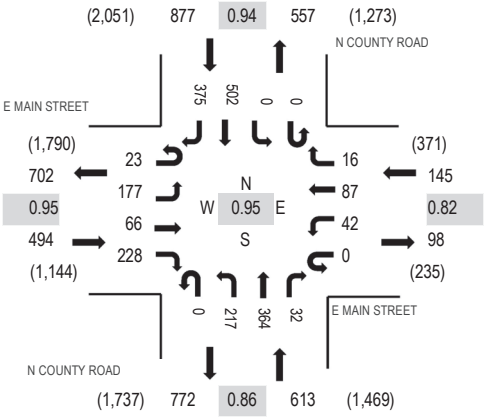
Traffic Counts - Motorized Vehicles

Interval Start Time	ROYAL POINCIANA WAY Eastbound				ROYAL POINCIANA WAY Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	83	132	40	3	27	93	24	0	21	48	19	0	0	40	68	598	2,259	8	7	11	5
11:15 AM	4	75	86	26	0	24	79	21	0	28	46	17	0	0	36	71	513	1,884	4	15	12	1
11:30 AM	1	104	124	27	5	28	93	23	0	22	40	22	0	0	22	107	618	1,658	12	5	11	9
11:45 AM	2	53	67	27	6	17	94	12	0	35	26	21	0	0	50	120	530	1,420	6	12	7	3
12:00 PM	0	2	5	26	3	26	15	15	0	16	50	22	0	0	31	12	223	1,421	9	9	14	4
12:15 PM	0	11	28	69	7	34	12	13	1	4	37	28	0	2	31	10	287	1,962	5	5	6	2
12:30 PM	0	19	40	27	34	63	1	53	1	1	38	49	0	5	36	13	380	1,982	5	17	13	4
12:45 PM	1	56	79	28	3	23	45	17	1	39	43	60	0	3	57	76	531	2,344	8	16	17	16
1:00 PM	3	108	155	33	10	27	150	21	0	45	35	23	0	1	43	110	764	2,078	7	5	13	8
1:15 PM	2	10	16	9	3	30	36	17	0	20	39	29	0	0	48	48	307	2,133	10	10	12	3
1:30 PM	3	94	136	48	6	34	157	17	0	49	32	21	0	0	38	107	742	2,421	8	12	20	6
1:45 PM	2	10	23	14	3	18	38	7	0	24	37	24	1	0	31	33	265	2,327	11	17	27	4
2:00 PM	3	108	160	40	2	20	163	21	0	64	45	19	0	0	34	140	819	2,655	4	10	20	5
2:15 PM	6	74	68	19	6	25	110	25	0	46	36	18	0	0	42	120	595		1	15	14	5
2:30 PM	9	61	103	41	2	22	141	15	0	58	32	22	0	1	28	113	648		4	9	10	3
2:45 PM	0	54	87	31	5	14	127	12	0	48	43	28	0	0	36	108	593		1	15	21	1
Count Total	36	922	1,309	505	98	432	1,354	313	3	520	627	422	1	12	603	1,256	8,413		103	179	228	79
Peak Hour	18	297	418	131	15	81	541	73	0	216	156	87	0	1	140	481	2,655		10	49	65	14

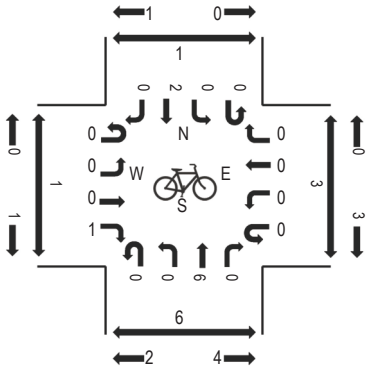
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 9 N COUNTY ROAD & E MAIN STREET PM
Date: Wednesday, March 13, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:00 PM - 03:15 PM

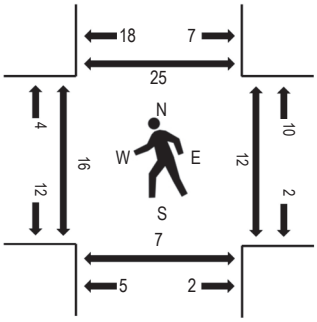
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

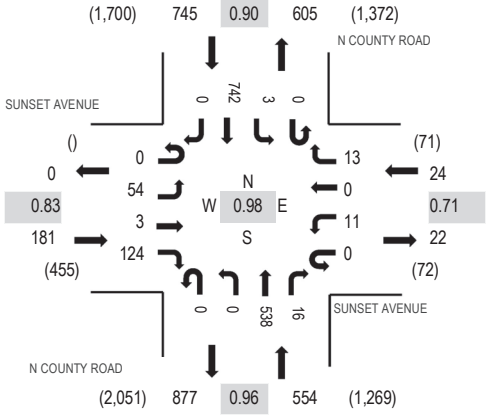
Traffic Counts - Motorized Vehicles

Interval Start Time	E MAIN STREET Eastbound				E MAIN STREET Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	7	39	19	63	0	13	27	1	0	63	109	7	0	0	135	78	561	2,129	7	3	1	10
3:15 PM	4	43	13	70	0	12	23	4	0	41	90	10	0	0	132	95	537	2,091	3	3	3	3
3:30 PM	8	54	18	48	0	13	23	6	0	53	68	7	0	0	116	101	515	2,002	3	5	2	3
3:45 PM	4	41	16	47	0	4	14	5	0	60	97	8	0	0	119	101	516	1,979	3	1	1	9
4:00 PM	2	37	16	48	0	9	32	1	0	42	81	14	0	0	121	120	523	1,922	2	1	7	3
4:15 PM	7	31	15	46	0	6	19	5	0	65	79	5	0	0	83	87	448	1,909	0	3	4	5
4:30 PM	5	32	15	37	0	7	32	1	0	44	61	8	0	0	122	128	492	1,935	4	7	4	6
4:45 PM	6	37	23	64	0	9	23	2	0	43	73	8	0	0	87	84	459		3	5	8	5
5:00 PM	6	37	15	63	0	9	32	6	0	58	94	5	0	0	102	83	510		6	2	4	5
5:15 PM	3	32	10	63	0	6	20	7	0	73	100	3	0	0	83	74	474		11	3	2	1
Count Total	52	383	160	549	0	88	245	38	0	542	852	75	0	0	1,100	951	5,035		42	33	36	50
Peak Hour	23	177	66	228	0	42	87	16	0	217	364	32	0	0	502	375	2,129		16	12	7	25

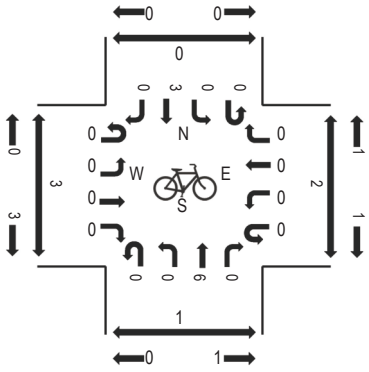
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 11 N COUNTY ROAD & SUNSET AVENUE PM
Date: Wednesday, March 13, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:00 PM - 03:15 PM

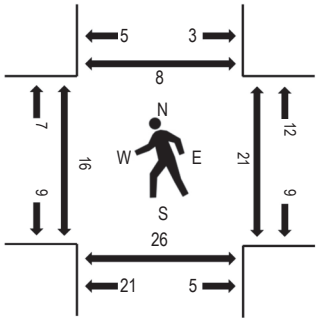
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

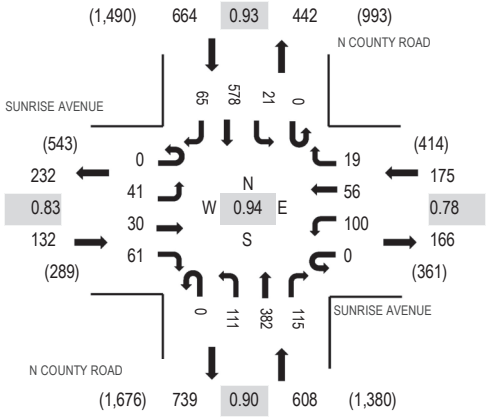
Traffic Counts - Motorized Vehicles

Interval Start Time	SUNSET AVENUE Eastbound				SUNSET AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	17	1	26	0	3	0	4	0	0	144	1	0	1	185	0	382	1,504	2	6	7	0
3:15 PM	0	10	2	35	0	4	0	2	0	0	129	3	0	2	188	0	375	1,498	6	3	8	4
3:30 PM	0	18	0	41	0	3	0	6	0	0	130	5	0	0	176	0	379	1,443	0	4	1	2
3:45 PM	0	9	0	22	0	1	0	1	0	0	135	7	0	0	193	0	368	1,412	8	8	10	2
4:00 PM	0	14	2	23	0	3	0	2	0	0	115	3	0	2	212	0	376	1,342	4	1	10	1
4:15 PM	0	18	4	35	0	7	0	6	0	0	106	6	0	1	137	0	320	1,304	5	1	7	0
4:30 PM	0	11	1	29	0	10	0	2	0	0	88	5	0	2	200	0	348	1,295	3	6	4	0
4:45 PM	0	6	2	40	0	3	0	2	0	0	108	5	0	2	130	0	298		6	13	8	4
5:00 PM	0	6	3	34	0	4	0	3	0	0	135	3	0	0	150	0	338		7	3	3	6
5:15 PM	0	6	3	37	0	2	0	3	0	0	136	5	0	1	118	0	311		5	6	5	0
Count Total	0	115	18	322	0	40	0	31	0	0	1,226	43	0	11	1,689	0	3,495		46	51	63	19
Peak Hour	0	54	3	124	0	11	0	13	0	0	538	16	0	3	742	0	1,504		16	21	26	8

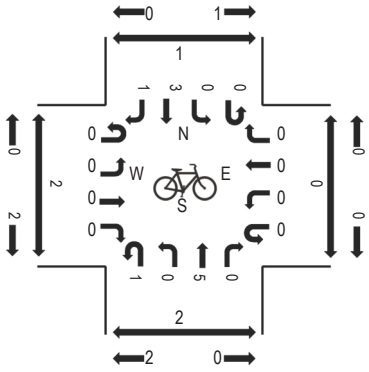
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 12 N COUNTY ROAD & SUNRISE AVENUE PM
Date: Wednesday, March 13, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:00 PM - 03:15 PM

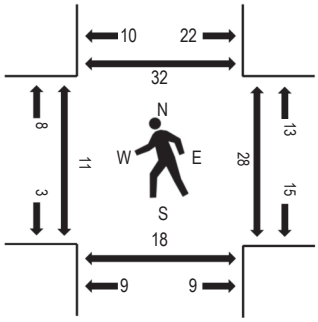
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

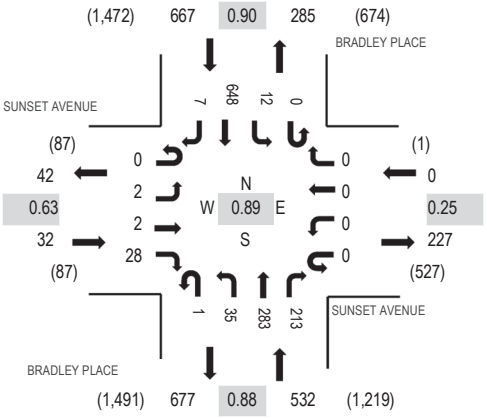
Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE AVENUE Eastbound				SUNRISE AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	12	8	8	0	24	19	6	0	34	113	21	0	5	157	15	422	1,579	1	7	5	6
3:15 PM	0	10	4	14	0	27	12	2	0	23	80	33	0	8	131	20	364	1,540	4	6	4	16
3:30 PM	0	10	10	12	0	34	17	5	0	27	106	28	0	4	140	15	408	1,532	1	9	2	5
3:45 PM	0	9	8	27	0	15	8	6	0	27	83	33	0	4	150	15	385	1,456	5	6	7	5
4:00 PM	0	5	8	21	0	22	24	2	0	24	72	26	1	3	163	12	383	1,361	2	4	4	12
4:15 PM	0	8	4	14	0	9	23	7	0	29	94	19	0	3	131	15	356	1,320	6	4	4	5
4:30 PM	0	15	7	20	0	26	9	5	0	19	70	15	0	4	130	12	332	1,255	0	2	5	9
4:45 PM	0	10	2	10	0	26	9	5	0	17	74	23	0	3	96	15	290		0	10	3	6
5:00 PM	0	5	3	14	0	24	9	4	0	30	80	36	0	3	117	17	342		12	5	2	7
5:15 PM	0	3	2	6	0	21	10	4	0	26	87	31	0	3	87	11	291		7	5	7	13
Count Total	0	87	56	146	0	228	140	46	0	256	859	265	1	40	1,302	147	3,573		38	58	43	84
Peak Hour	0	41	30	61	0	100	56	19	0	111	382	115	0	21	578	65	1,579		11	28	18	32

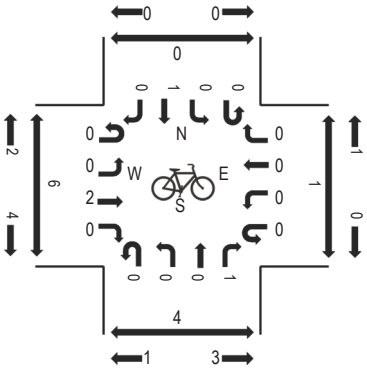
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 13 BRADLEY PLACE & SUNSET AVENUE PM
Date: Wednesday, March 13, 2024
Peak Hour: 03:30 PM - 04:30 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

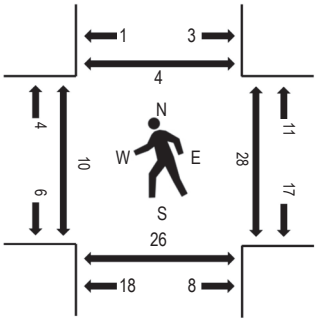
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

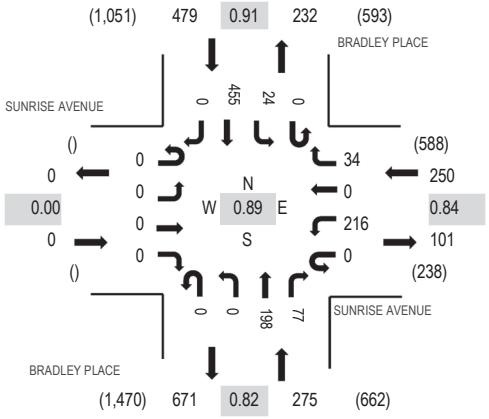
Traffic Counts - Motorized Vehicles

Interval Start Time	SUNSET AVENUE Eastbound				SUNSET AVENUE Westbound				BRADLEY PLACE Northbound				BRADLEY PLACE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	1	3	8	0	0	0	0	0	8	74	55	0	4	161	2	316	1,125	2	5	8	3
3:15 PM	0	0	1	7	0	0	0	0	0	3	64	53	0	1	118	2	249	1,154	3	3	4	2
3:30 PM	0	0	0	4	0	0	0	0	0	6	75	46	0	3	172	1	307	1,231	4	4	4	4
3:45 PM	0	0	1	6	0	0	0	0	0	8	73	40	0	3	121	1	253	1,182	4	7	5	0
4:00 PM	0	1	1	10	0	0	0	0	1	12	82	57	0	4	174	3	345	1,170	0	11	10	0
4:15 PM	0	1	0	8	0	0	0	0	0	9	53	70	0	2	181	2	326	1,106	2	6	7	0
4:30 PM	0	1	1	7	0	0	0	0	0	5	62	39	0	2	140	1	258	983	1	5	8	0
4:45 PM	0	1	1	3	0	0	0	0	0	9	67	35	0	4	119	2	241		0	5	5	0
5:00 PM	0	3	0	12	0	0	0	0	0	2	64	49	0	6	142	3	281		0	8	6	0
5:15 PM	0	0	0	6	0	1	0	0	0	7	52	39	0	7	90	1	203		0	11	5	2
Count Total	0	8	8	71	0	1	0	0	1	69	666	483	0	36	1,418	18	2,779		16	65	62	11
Peak Hour	0	2	2	28	0	0	0	0	1	35	283	213	0	12	648	7	1,231		10	28	26	4

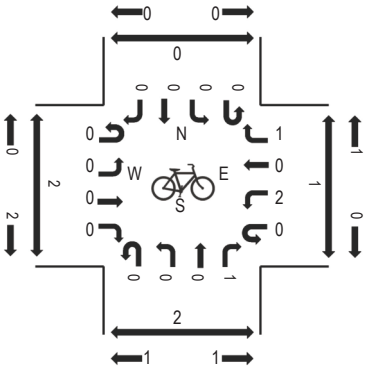
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 14 BRADLEY PLACE & SUNRISE AVENUE PM
Date: Wednesday, March 13, 2024
Peak Hour: 03:30 PM - 04:30 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

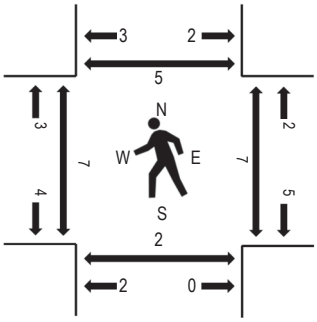
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

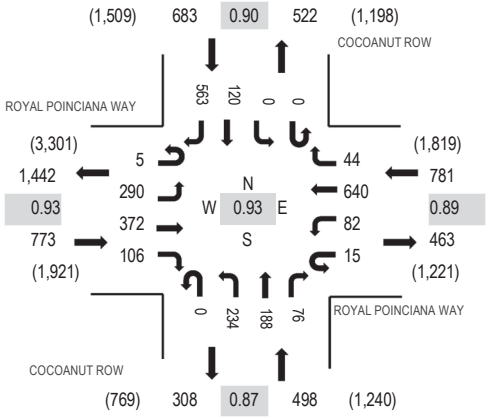
Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE AVENUE Eastbound				SUNRISE AVENUE Westbound				BRADLEY PLACE Northbound				BRADLEY PLACE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	0	0	0	0	61	0	12	0	0	56	19	0	8	107	0	263	933	0	6	2	0
3:15 PM	0	0	0	0	0	28	0	5	0	0	46	16	0	7	92	0	194	951	2	4	10	0
3:30 PM	0	0	0	0	0	61	0	9	0	0	46	22	0	5	118	0	261	1,004	2	0	2	1
3:45 PM	0	0	0	0	0	30	0	11	0	0	46	21	0	12	95	0	215	972	3	5	0	2
4:00 PM	0	0	0	0	0	69	0	9	0	0	66	20	0	3	114	0	281	967	0	0	0	0
4:15 PM	0	0	0	0	0	56	0	5	0	0	40	14	0	4	128	0	247	927	2	2	0	2
4:30 PM	0	0	0	0	0	52	0	16	0	0	54	9	0	11	87	0	229	840	4	3	4	4
4:45 PM	0	0	0	0	0	44	0	11	0	0	47	19	0	7	82	0	210		1	5	0	1
5:00 PM	0	0	0	0	0	50	0	11	0	0	56	14	0	9	101	0	241		1	1	1	2
5:15 PM	0	0	0	0	0	36	0	12	0	0	35	16	0	2	59	0	160		1	7	1	1
Count Total	0	0	0	0	0	487	0	101	0	0	492	170	0	68	983	0	2,301		16	33	20	13
Peak Hour	0	0	0	0	0	216	0	34	0	0	198	77	0	24	455	0	1,004		7	7	2	5

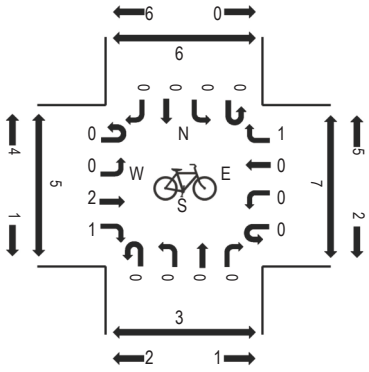
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 15 COCOANUT ROW & ROYAL POINCIANA WAY PM
Date: Wednesday, March 13, 2024
Peak Hour: 03:30 PM - 04:30 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

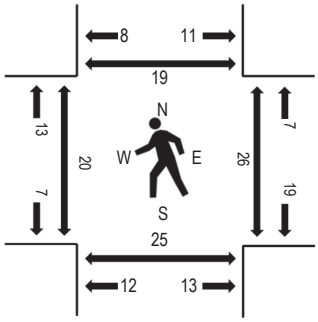
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ROYAL POINCIANA WAY Eastbound				ROYAL POINCIANA WAY Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	5	81	94	22	2	24	140	16	0	74	48	34	0	0	36	129	705	2,652	12	11	12	9
3:15 PM	3	59	108	23	6	13	118	14	0	48	37	35	0	0	28	101	593	2,674	10	15	12	5
3:30 PM	1	80	105	27	2	25	183	9	0	60	54	17	0	0	36	140	739	2,735	5	10	8	9
3:45 PM	1	55	101	27	8	19	128	11	0	59	55	19	0	0	21	111	615	2,650	1	3	9	3
4:00 PM	2	82	79	34	3	26	173	13	0	61	42	23	0	0	28	161	727	2,626	9	5	7	4
4:15 PM	1	73	87	18	2	12	156	11	0	54	37	17	0	0	35	151	654	2,556	5	8	1	3
4:30 PM	3	56	75	29	7	11	178	12	0	76	34	20	0	0	40	113	654	2,456	2	9	1	2
4:45 PM	3	67	110	22	9	13	120	10	0	54	37	19	0	0	27	100	591		7	6	11	3
5:00 PM	4	62	107	31	8	21	139	16	0	77	29	16	0	1	33	113	657		7	17	8	3
5:15 PM	3	53	94	34	1	24	119	17	0	64	28	12	0	0	30	75	554		7	1	5	2
Count Total	26	668	960	267	48	188	1,454	129	0	627	401	212	0	1	314	1,194	6,489		65	85	74	43
Peak Hour	5	290	372	106	15	82	640	44	0	234	188	76	0	0	120	563	2,735		20	26	25	19

Sunrise & County

Phase

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	7	0	10	0	7	0	10	0	0	0	0	0	0	0	0
Ped Clearance	0	13	0	15	0	13	0	15	0	0	0	0	0	0	0	0
Min Green	0	20	0	10	0	20	7	10	0	0	0	0	0	0	0	0
Passage	5	3	5	3	5	2	3	3	0	0	0	0	0	0	0	0
Max1	35	40	35	25	0	40	20	30	0	0	0	0	0	0	0	0
Max2	40	40	40	40	40	40	40	40	0	0	0	0	0	0	0	0
Yellow	3.5	3.5	3	3.5	3	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	1	2.5	1	2.5	1	2.5	2.5	2.5	0	0	0	0	0	0	0	0

TB Coor, Day Plan

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	11	15	19											
Minute																
Action	100	1	2	3	100											

Coordination, Pattern 1-16 [2.1]/Coordination, Alt Tables+[2.6]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	90	90	110													
Offset Time	67	66	93													
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	3	3	3	1	1	1
Ph Opt Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ph Time Alt	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0

Coordination, Splits

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		42		48		42	17	31								
Mode	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		41		49		41	17	32								
Mode	NON	NON	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph						ON										

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		56		54		56	18	36								
Mode	NON	NON	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph						ON										

Sunset & County

Phase

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	10	0	10	0	10	0	10	0	0	0	0	0	0	0	0
Ped Clearance	0	10	0	16	0	10	0	16	0	0	0	0	0	0	0	0
Min Green	5	10	5	15	5	10	5	15	0	0	0	0	0	0	0	0
Passage	5	5	5	5	5	5	5	5	0	0	0	0	0	0	0	0
Max1	35	60	35	25	35	60	35	25	0	0	0	0	0	0	0	0
Max2	40	40	40	40	40	40	40	40	0	0	0	0	0	0	0	0
Yellow	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0

TB Coor, Day Plan

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	11	15	19											
Minute																
Action	100	1	2	3	100											

Coordination, Pattern 1-16 [2.1]/Coordination, Alt Tables+[2.6]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	90	90	110													
Offset Time	72	70	96													
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	3	3	3	1	1	1
Ph Opt Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ph Time Alt	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0

Coordination, Splits

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		60		30		60		30								
Mode	NON	NON	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph						ON										

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		56		34		56		34								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		72		38		72		38								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Royal Poinciana & County

Phase

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	7	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clearance	16	0	16	16	0	0	0	16	0	0	0	0	0	0	0	0
Min Green	20	5	15	10	0	0	0	0	0	0	0	0	0	0	0	0
Passage	3	3	3	3	5	5	5	5	0	0	0	0	0	0	0	0
Max1	40	20	25	20	35	60	35	25	0	0	0	0	0	0	0	0
Max2	0	0	0	0	40	40	40	40	0	0	0	0	0	0	0	0
Yellow	3	3	3	3	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0

TB Coor, Day Plan

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	11	15	19											
Minute																
Action	100	1	2	3	100											

Coordination, Pattern 1-16 [2.1]/Coordination, Alt Tables+[2.6]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	90	90	110													
Offset Time	23	72	87													
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	3	3	3	1	1	1
Ph Opt Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ph Time Alt	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0

Coordination, Splits

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	27	9	27	27												
Mode	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph			ON													

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	27	9	27	27												
Mode	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph	ON															

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	47	9	27	27												
Mode	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph	ON															

Royal Poinciana & Cocoanut Row

Phase

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	10	10	10	0	10	0	10	0	0	0	0	0	0	0	0
Ped Clearance	0	16	16	16	0	16	0	16	0	0	0	0	0	0	0	0
Min Green	15	20	15	5	15	20	0	15	0	0	0	0	0	0	0	0
Passage	5	5	5	5	5	5	5	5	0	0	0	0	0	0	0	0
Max1	35	30	30	0	20	30	0	40	0	0	0	0	0	0	0	0
Max2	15	20	60	0	15	20	0	60	0	0	0	0	0	0	0	0
Yellow	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0

TB Coor, Day Plan

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	11	15	19											
Minute																
Action	100	1	2	3	100											

Coordination, Pattern 1-16 [2.1]/Coordination, Alt Tables+[2.6]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	90	90	110													
Offset Time	0	0	0													
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	3	3	3	1	1	1
Ph Opt Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ph Time Alt	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0

Coordination, Splits

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	30	30	10	20	30		40								
Mode	MAX	NON	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph	ON					ON										

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	19	31	30	10	19	31		40								
Mode	NON	MAX	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON			ON											

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	38	40	12	21	37		52								
Mode	NON	MAX	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON			ON											

Bradley & Sunrise

Phase

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	0	0	13	0	14	0	0	0	0	0	0	0	0	0	0
Min Green	0	12	0	10	5	12	0	0	0	0	0	0	0	0	0	0
Passage	0	2.5	0	2.5	5	2.5	0	0	0	0	0	0	0	0	0	0
Max1	0	30	0	22	10	30	0	0	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	3	3.4	3	3.4	3	3.4	3	3.4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	0	2.5	1	2.5	1	2.5	1	2.5	0	0	0	0	0	0	0	0

TB Coor, Day Plan

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	11	15	19											
Minute																
Action	100	1	2	3	100											

Coordination, Pattern 1-16 [2.1]/Coordination, Alt Tables+[2.6]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	90	90	90													
Offset Time	82	76	81													
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	3	3	3	1	1	1
Ph Opt Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ph Time Alt	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0

Coordination, Splits

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		61		29	12	49										
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON				ON										

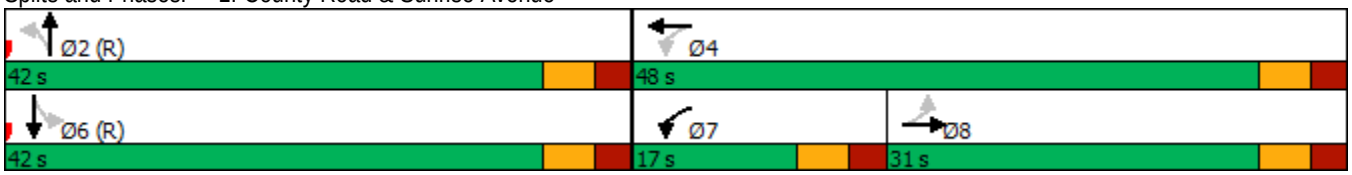
Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		55		35	13	42										
Mode	NON	MAX	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON			ON											

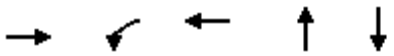
Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		58		32	12	46										
Mode	NON	MAX	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON			ON											

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	41	11	90	18	68	655	14	341
Future Volume (vph)	41	11	90	18	68	655	14	341
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		8	7	4		2		6
Permitted Phases	8		4		2		6	
Detector Phase	8	8	7	4	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	7.0	10.0	20.0	20.0	20.0	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0
Total Split (s)	31.0	31.0	17.0	48.0	42.0	42.0	42.0	42.0
Total Split (%)	34.4%	34.4%	18.9%	53.3%	46.7%	46.7%	46.7%	46.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0		6.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		10.7	23.1	23.7		58.7		58.7
Actuated g/C Ratio		0.12	0.26	0.26		0.65		0.65
v/c Ratio		0.43	0.27	0.07		0.45		0.19
Control Delay		31.1	25.5	15.3		4.3		8.9
Queue Delay		0.0	0.0	0.0		0.1		0.0
Total Delay		31.1	25.5	15.3		4.3		8.9
LOS		C	C	B		A		A
Approach Delay		31.1		22.9		4.3		8.9
Approach LOS		C		C		A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 67 (74%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.45	
Intersection Signal Delay: 8.7	Intersection LOS: A
Intersection Capacity Utilization 66.9%	ICU Level of Service C
Analysis Period (min) 15	

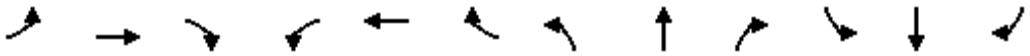
Splits and Phases: 1: County Road & Sunrise Avenue





Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	89	95	32	883	407
v/c Ratio	0.43	0.27	0.07	0.45	0.19
Control Delay	31.1	25.5	15.3	4.3	8.9
Queue Delay	0.0	0.0	0.0	0.1	0.0
Total Delay	31.1	25.5	15.3	4.3	8.9
Queue Length 50th (ft)	31	40	8	94	53
Queue Length 95th (ft)	76	73	27	65	86
Internal Link Dist (ft)	991		146	316	333
Turn Bay Length (ft)					
Base Capacity (vph)	431	376	823	1978	2088
Starvation Cap Reductn	0	0	0	167	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.21	0.25	0.04	0.49	0.19

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	11	32	90	18	12	68	655	116	14	341	31
Future Volume (veh/h)	41	11	32	90	18	12	68	655	116	14	341	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	12	34	95	19	13	72	689	122	15	359	33
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	121	40	63	373	251	172	179	1641	286	87	1902	173
Arrive On Green	0.11	0.11	0.11	0.07	0.24	0.24	1.00	1.00	1.00	0.62	0.62	0.62
Sat Flow, veh/h	585	376	594	1781	1035	708	213	2631	458	70	3050	278
Grp Volume(v), veh/h	89	0	0	95	0	32	451	0	432	211	0	196
Grp Sat Flow(s),veh/h/ln	1554	0	0	1781	0	1743	1682	0	1620	1745	0	1652
Q Serve(g_s), s	2.9	0.0	0.0	4.1	0.0	1.3	0.0	0.0	0.0	0.0	0.0	4.6
Cycle Q Clear(g_c), s	4.7	0.0	0.0	4.1	0.0	1.3	0.0	0.0	0.0	4.3	0.0	4.6
Prop In Lane	0.48		0.38	1.00		0.41	0.16		0.28	0.07		0.17
Lane Grp Cap(c), veh/h	224	0	0	373	0	423	1096	0	1010	1132	0	1030
V/C Ratio(X)	0.40	0.00	0.00	0.25	0.00	0.08	0.41	0.00	0.43	0.19	0.00	0.19
Avail Cap(c_a), veh/h	483	0	0	465	0	813	1096	0	1010	1132	0	1030
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.96	0.00	0.96	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.0	0.0	0.0	30.5	0.0	26.3	0.0	0.0	0.0	7.2	0.0	7.2
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.4	0.0	0.1	1.1	0.0	1.3	0.4	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.0	1.8	0.0	0.5	0.3	0.0	0.4	1.7	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.2	0.0	0.0	30.9	0.0	26.4	1.1	0.0	1.3	7.5	0.0	7.6
LnGrp LOS	D	A	A	C	A	C	A	A	A	A	A	A
Approach Vol, veh/h		89			127			883			407	
Approach Delay, s/veh		39.2			29.7			1.2			7.6	
Approach LOS		D			C			A			A	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		62.1		27.9		62.1	12.3	15.5				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		36.0		42.0		36.0	11.0	25.0				
Max Q Clear Time (g_c+I1), s		2.0		3.3		6.6	6.1	6.7				
Green Ext Time (p_c), s		7.0		0.1		2.6	0.1	0.4				

Intersection Summary	
HCM 6th Ctrl Delay	7.6
HCM 6th LOS	A

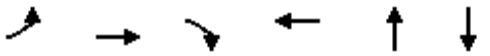
Notes

User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	16	9	88	16	0	818	9	456
Future Volume (vph)	16	9	88	16	0	818	9	456
Turn Type	Perm	NA	Perm	Perm	NA	NA	Perm	NA
Protected Phases		8			4	6		2
Permitted Phases	8		8	4			2	
Detector Phase	8	8	8	4	4	6	2	2
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0
Minimum Split (s)	30.5	30.5	30.5	30.5	30.5	25.5	25.5	25.5
Total Split (s)	30.0	30.0	30.0	30.0	30.0	60.0	60.0	60.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	66.7%	66.7%	66.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	15.0	15.0	15.0		15.0	70.8		70.8
Actuated g/C Ratio	0.17	0.17	0.17		0.17	0.79		0.79
v/c Ratio	0.07	0.03	0.27		0.11	0.32		0.19
Control Delay	33.0	32.3	9.7		19.7	2.9		1.9
Queue Delay	0.0	0.0	0.0		0.0	0.6		0.0
Total Delay	33.0	32.3	9.7		19.7	3.5		1.9
LOS	C	C	A		B	A		A
Approach Delay		14.7			19.7	3.5		1.9
Approach LOS		B			B	A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 72 (80%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.32	
Intersection Signal Delay: 4.1	Intersection LOS: A
Intersection Capacity Utilization 49.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: County Road & Sunset Avenue



Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	17	9	93	28	893	489
v/c Ratio	0.07	0.03	0.27	0.11	0.32	0.19
Control Delay	33.0	32.3	9.7	19.7	2.9	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.6	0.0
Total Delay	33.0	32.3	9.7	19.7	3.5	1.9
Queue Length 50th (ft)	8	4	0	5	23	14
Queue Length 95th (ft)	27	18	41	28	m85	22
Internal Link Dist (ft)		998		57	231	316
Turn Bay Length (ft)	80					
Base Capacity (vph)	390	527	515	439	2772	2617
Starvation Cap Reductn	0	0	0	0	1362	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.02	0.18	0.06	0.63	0.19

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	9	88	16	0	10	0	818	30	9	456	0
Future Volume (veh/h)	16	9	88	16	0	10	0	818	30	9	456	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	17	9	93	17	0	11	0	861	32	9	480	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	0
Cap, veh/h	313	304	257	190	15	91	0	2577	96	60	2516	0
Arrive On Green	0.16	0.16	0.16	0.16	0.00	0.16	0.00	1.00	1.00	1.00	1.00	0.00
Sat Flow, veh/h	1404	1870	1585	771	94	560	0	3587	130	25	3496	0
Grp Volume(v), veh/h	17	9	93	28	0	0	0	438	455	260	229	0
Grp Sat Flow(s),veh/h/ln	1404	1870	1585	1425	0	0	0	1777	1847	1819	1617	0
Q Serve(g_s), s	0.0	0.4	4.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.7	0.4	4.7	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.61		0.39	0.00		0.07	0.03		0.00
Lane Grp Cap(c), veh/h	313	304	257	296	0	0	0	1311	1362	1383	1193	0
V/C Ratio(X)	0.05	0.03	0.36	0.09	0.00	0.00	0.00	0.33	0.33	0.19	0.19	0.00
Avail Cap(c_a), veh/h	483	530	449	464	0	0	0	1311	1362	1383	1193	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.54	0.54	0.99	0.99	0.00
Uniform Delay (d), s/veh	31.9	31.7	33.5	32.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.9	0.1	0.0	0.0	0.0	0.4	0.4	0.3	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.2	1.8	0.5	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.9	31.8	34.4	32.2	0.0	0.0	0.0	0.4	0.4	0.3	0.4	0.0
LnGrp LOS	C	C	C	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		119			28			893			489	
Approach Delay, s/veh		33.8			32.2			0.4			0.3	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		70.9		19.1		70.9		19.1				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		55.5		25.5		55.5		25.5				
Max Q Clear Time (g_c+I1), s		2.0		3.2		2.0		6.7				
Green Ext Time (p_c), s		3.3		0.1		7.0		0.3				

Intersection Summary												
HCM 6th Ctrl Delay			3.5									
HCM 6th LOS			A									

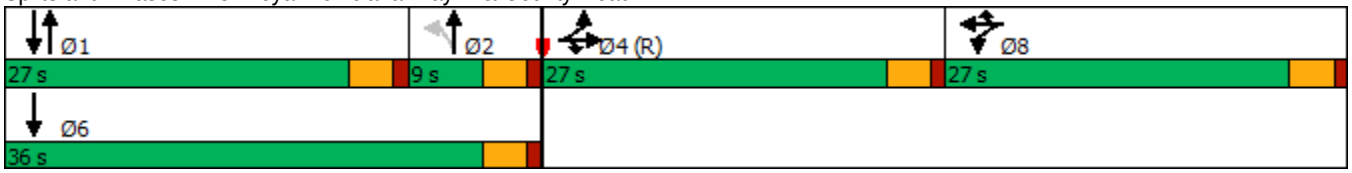
Notes

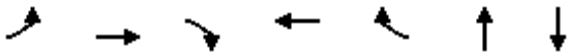
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations										
Traffic Volume (vph)	325	115	200	38	8	212	475	339		
Future Volume (vph)	325	115	200	38	8	212	475	339		
Turn Type	Split	NA	Prot	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4	8	8		1 2	1 6	1	6
Permitted Phases						2				
Detector Phase	4	4	4	8	8	2	1 2	1 6		
Switch Phase										
Minimum Initial (s)	15.0	15.0	15.0	5.0	5.0	10.0			10.0	20.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	22.5			22.5	27.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	9.0			27.0	36.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%	10.0%			30%	40%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0					
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0					
Lead/Lag						Lag			Lead	
Lead-Lag Optimize?						Yes			Yes	
Recall Mode	C-Max	C-Max	C-Max	None	None	None			None	None
Act Effct Green (s)	23.0	23.0	23.0	8.1	8.1		48.8	48.8		
Actuated g/C Ratio	0.26	0.26	0.26	0.09	0.09		0.54	0.54		
v/c Ratio	0.53	0.53	0.38	0.33	0.03		0.64	0.32		
Control Delay	34.3	34.0	6.2	43.0	0.2		18.5	5.4		
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.2		
Total Delay	34.3	34.0	6.2	43.0	0.2		18.5	5.6		
LOS	C	C	A	D	A		B	A		
Approach Delay		25.4		37.6			18.5	5.6		
Approach LOS		C		D			B	A		

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 23 (26%), Referenced to phase 4:EBTL, Start of Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 17.6	Intersection LOS: B
Intersection Capacity Utilization 66.2%	ICU Level of Service C
Analysis Period (min) 15	

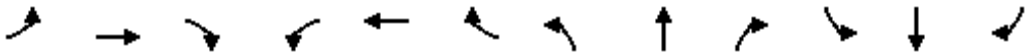
Splits and Phases: 3: Royal Poinciana Way N & County Road





Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	229	234	211	55	8	767	603
v/c Ratio	0.53	0.53	0.38	0.33	0.03	0.64	0.32
Control Delay	34.3	34.0	6.2	43.0	0.2	18.5	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay	34.3	34.0	6.2	43.0	0.2	18.5	5.6
Queue Length 50th (ft)	117	121	0	30	0	157	31
Queue Length 95th (ft)	194	198	53	65	0	241	36
Internal Link Dist (ft)		1014		441		319	231
Turn Bay Length (ft)	430				230		
Base Capacity (vph)	429	441	561	469	485	1200	1898
Starvation Cap Reductn	0	0	0	0	0	0	584
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.53	0.38	0.12	0.02	0.64	0.46

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	325	115	200	14	38	8	212	475	42	0	339	234
Future Volume (vph)	325	115	200	14	38	8	212	475	42	0	339	234
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		4.0			4.0	
Lane Util. Factor	0.95	0.95	1.00		1.00	1.00		0.95			0.95	
Frt	1.00	1.00	0.85		1.00	0.85		0.99			0.94	
Flt Protected	0.95	0.98	1.00		0.99	1.00		0.99			1.00	
Satd. Flow (prot)	1681	1728	1583		1838	1583		3458			3323	
Flt Permitted	0.95	0.98	1.00		0.99	1.00		0.63			1.00	
Satd. Flow (perm)	1681	1728	1583		1838	1583		2212			3323	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	342	121	211	15	40	8	223	500	44	0	357	246
RTOR Reduction (vph)	0	0	159	0	0	7	0	4	0	0	98	0
Lane Group Flow (vph)	229	234	52	0	55	1	0	763	0	0	505	0
Turn Type	Split	NA	Prot	Split	NA	Prot	custom	NA			NA	
Protected Phases	4	4	4	8	8	8		1 2			1 6	
Permitted Phases							2					
Actuated Green, G (s)	22.2	22.2	22.2		7.0	7.0		48.8			48.8	
Effective Green, g (s)	22.2	22.2	22.2		7.0	7.0		48.8			48.8	
Actuated g/C Ratio	0.25	0.25	0.25		0.08	0.08		0.54			0.54	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0						
Lane Grp Cap (vph)	414	426	390		142	123		1199			1801	
v/s Ratio Prot	c0.14	0.14	0.03		c0.03	0.00					0.15	
v/s Ratio Perm								c0.35				
v/c Ratio	0.55	0.55	0.13		0.39	0.01		0.64			0.28	
Uniform Delay, d1	29.6	29.5	26.4		39.5	38.3		14.4			11.1	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			0.63	
Incremental Delay, d2	5.2	5.0	0.7		1.8	0.0		1.1			0.1	
Delay (s)	34.8	34.6	27.1		41.2	38.3		15.5			7.1	
Level of Service	C	C	C		D	D		B			A	
Approach Delay (s)		32.3			40.8			15.5			7.1	
Approach LOS		C			D			B			A	

Intersection Summary			
HCM 2000 Control Delay	19.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	66.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	73	40	459	60	14	214
Future Volume (vph)	73	40	459	60	14	214
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	4		6		5	2
Permitted Phases		4		6		
Detector Phase	4	4	6	6	5	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	12.0	12.0	5.0	12.0
Minimum Split (s)	25.9	25.9	26.9	26.9	16.5	23.9
Total Split (s)	29.0	29.0	49.0	49.0	12.0	61.0
Total Split (%)	32.2%	32.2%	54.4%	54.4%	13.3%	67.8%
Yellow Time (s)	3.4	3.4	3.4	3.4	3.0	3.4
All-Red Time (s)	2.5	2.5	2.5	2.5	1.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.9	5.9	5.9	5.9	4.0	5.9
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	10.7	10.7	69.5	69.5	6.3	71.9
Actuated g/C Ratio	0.12	0.12	0.77	0.77	0.07	0.80
v/c Ratio	0.37	0.19	0.34	0.05	0.12	0.15
Control Delay	38.8	18.6	5.9	1.9	40.9	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.8	18.6	5.9	1.9	40.9	3.3
LOS	D	B	A	A	D	A
Approach Delay	31.6		5.5			5.7
Approach LOS	C		A			A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 82 (91%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.37	
Intersection Signal Delay: 9.0	Intersection LOS: A
Intersection Capacity Utilization 42.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: Bradley Place & Sunrise Avenue

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	77	42	483	63	15	225
v/c Ratio	0.37	0.19	0.34	0.05	0.12	0.15
Control Delay	38.8	18.6	5.9	1.9	40.9	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.8	18.6	5.9	1.9	40.9	3.3
Queue Length 50th (ft)	44	7	72	0	8	28
Queue Length 95th (ft)	84	m35	206	15	27	54
Internal Link Dist (ft)	991		326			342
Turn Bay Length (ft)					40	
Base Capacity (vph)	454	437	1439	1237	157	1487
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.10	0.34	0.05	0.10	0.15

Intersection Summary

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	73	40	459	60	14	214
Future Volume (veh/h)	73	40	459	60	14	214
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	77	42	483	63	15	225
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	188	167	1312	1112	31	1428
Arrive On Green	0.11	0.11	0.70	0.70	0.02	0.76
Sat Flow, veh/h	1781	1585	1870	1585	1781	1870
Grp Volume(v), veh/h	77	42	483	63	15	225
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	1781	1870
Q Serve(g_s), s	3.6	2.2	9.3	1.1	0.8	2.9
Cycle Q Clear(g_c), s	3.6	2.2	9.3	1.1	0.8	2.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	188	167	1312	1112	31	1428
V/C Ratio(X)	0.41	0.25	0.37	0.06	0.48	0.16
Avail Cap(c_a), veh/h	457	407	1312	1112	158	1428
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.6	37.0	5.4	4.2	43.8	2.9
Incr Delay (d2), s/veh	1.4	0.8	0.8	0.1	11.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	2.0	3.3	0.3	0.4	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	39.1	37.8	6.2	4.3	55.1	3.1
LnGrp LOS	D	D	A	A	E	A
Approach Vol, veh/h	119		546			240
Approach Delay, s/veh	38.6		6.0			6.3
Approach LOS	D		A			A

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		74.6		15.4	5.6	69.0
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		55.1		23.1	8.0	43.1
Max Q Clear Time (g_c+I1), s		4.9		5.6	2.8	11.3
Green Ext Time (p_c), s		1.4		0.3	0.0	3.6

Intersection Summary	
HCM 6th Ctrl Delay	10.4
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	5	10	0	0	0	20	530	190	6	288	2
Future Vol, veh/h	3	5	10	0	0	0	20	530	190	6	288	2
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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	5	11	0	0	0	21	558	200	6	303	2

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1016	1116	304	305	0	0	758	0	0
Stage 1	316	316	-	-	-	-	-	-	-
Stage 2	700	800	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	264	208	736	1256	-	-	853	-	-
Stage 1	739	655	-	-	-	-	-	-	-
Stage 2	493	397	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	257	0	736	1256	-	-	853	-	-
Mov Cap-2 Maneuver	257	0	-	-	-	-	-	-	-
Stage 1	726	0	-	-	-	-	-	-	-
Stage 2	489	0	-	-	-	-	-	-	-

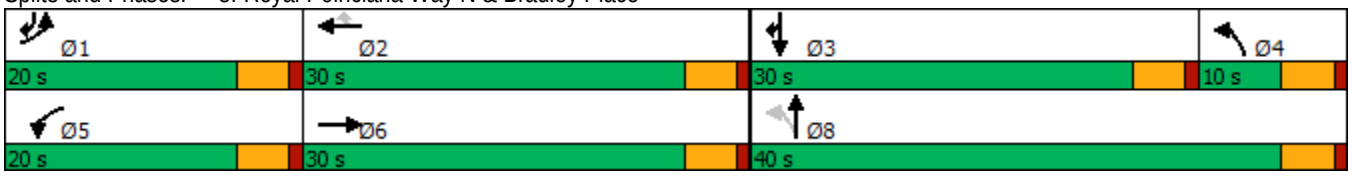
Approach	EB	NB	SB
HCM Control Delay, s	12.3	0.2	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	1256	-	-	515	853	-	-
HCM Lane V/C Ratio	0.017	-	-	0.037	0.007	-	-
HCM Control Delay (s)	7.9	-	-	12.3	9.3	-	-
HCM Lane LOS	A	-	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0	-	-

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	464	679	84	313	71	73	195	82	220
Future Volume (vph)	464	679	84	313	71	73	195	82	220
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					2	8			
Detector Phase	1	6	5	2	2	4	8	3	3 1
Switch Phase									
Minimum Initial (s)	15.0	20.0	15.0	20.0	20.0	5.0	15.0	15.0	
Minimum Split (s)	19.5	30.5	19.5	30.5	30.5	9.5	30.5	30.5	
Total Split (s)	20.0	30.0	20.0	30.0	30.0	10.0	40.0	30.0	
Total Split (%)	22.2%	33.3%	22.2%	33.3%	33.3%	11.1%	44.4%	33.3%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag		Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	
Recall Mode	Max	Max	None	None	None	None	None	None	
Act Effct Green (s)	15.6	29.5	15.1	24.4	24.4	24.1	22.8	15.1	31.8
Actuated g/C Ratio	0.20	0.39	0.20	0.32	0.32	0.32	0.30	0.20	0.42
v/c Ratio	0.70	0.65	0.25	0.29	0.13	0.17	0.49	0.23	0.29
Control Delay	35.2	23.9	29.9	20.8	1.6	21.3	23.8	29.5	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.2	23.9	29.9	20.8	1.6	21.3	23.8	29.5	2.5
LOS	D	C	C	C	A	C	C	C	A
Approach Delay		27.9		19.5			23.2	9.8	
Approach LOS		C		B			C	A	

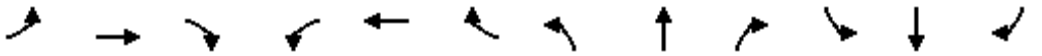
Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 76.4	
Natural Cycle: 90	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 23.4	Intersection LOS: C
Intersection Capacity Utilization 61.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 8: Royal Poinciana Way N & Bradley Place



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	488	879	88	329	75	77	271	86	232
v/c Ratio	0.70	0.65	0.25	0.29	0.13	0.17	0.49	0.23	0.29
Control Delay	35.2	23.9	29.9	20.8	1.6	21.3	23.8	29.5	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.2	23.9	29.9	20.8	1.6	21.3	23.8	29.5	2.5
Queue Length 50th (ft)	118	197	38	63	0	27	98	37	0
Queue Length 95th (ft)	169	266	78	96	9	58	168	76	28
Internal Link Dist (ft)		188		1014			316	214	
Turn Bay Length (ft)			120		150				120
Base Capacity (vph)	701	1348	362	1190	617	445	850	626	936
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	0.70	0.65	0.24	0.28	0.12	0.17	0.32	0.14	0.25

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	464	679	156	84	313	71	73	195	63	0	82	220
Future Volume (vph)	464	679	156	84	313	71	73	195	63	0	82	220
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	0.96			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	3440		1770	3539	1583	1770	1795			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	3440		1770	3539	1583	1306	1795			1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	488	715	164	88	329	75	77	205	66	0	86	232
RTOR Reduction (vph)	0	19	0	0	0	51	0	15	0	0	0	141
Lane Group Flow (vph)	488	860	0	88	329	24	77	256	0	0	86	91
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						2	8					
Actuated Green, G (s)	15.6	29.5		11.5	25.4	25.4	23.8	23.8			15.1	30.7
Effective Green, g (s)	15.6	29.5		11.5	25.4	25.4	23.8	23.8			15.1	30.7
Actuated g/C Ratio	0.20	0.38		0.15	0.32	0.32	0.30	0.30			0.19	0.39
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	683	1296		259	1148	513	421	545			359	620
v/s Ratio Prot	c0.14	c0.25		0.05	0.09		0.01	c0.14			0.05	0.06
v/s Ratio Perm						0.02	0.05					
v/c Ratio	0.71	0.66		0.34	0.29	0.05	0.18	0.47			0.24	0.15
Uniform Delay, d1	29.3	20.3		30.0	19.7	18.1	20.2	22.1			26.7	15.4
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	6.3	2.7		0.8	0.1	0.0	0.2	0.6			0.3	0.1
Delay (s)	35.6	23.0		30.8	19.8	18.2	20.4	22.8			27.1	15.5
Level of Service	D	C		C	B	B	C	C			C	B
Approach Delay (s)		27.5			21.5			22.2			18.6	
Approach LOS		C			C			C			B	

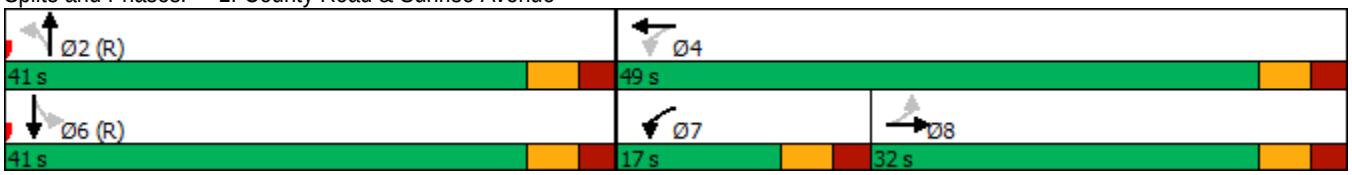
Intersection Summary			
HCM 2000 Control Delay	24.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	78.3	Sum of lost time (s)	18.0
Intersection Capacity Utilization	61.6%	ICU Level of Service	B
Analysis Period (min)	15		

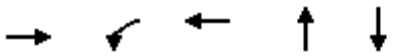
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	33	19	116	56	102	522	28	486
Future Volume (vph)	33	19	116	56	102	522	28	486
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		8	7	4		2		6
Permitted Phases	8		4		2		6	
Detector Phase	8	8	7	4	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	7.0	10.0	20.0	20.0	20.0	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0
Total Split (s)	32.0	32.0	17.0	49.0	41.0	41.0	41.0	41.0
Total Split (%)	35.6%	35.6%	18.9%	54.4%	45.6%	45.6%	45.6%	45.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0		6.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		11.4	27.3	27.3		50.7		50.7
Actuated g/C Ratio		0.13	0.30	0.30		0.56		0.56
v/c Ratio		0.59	0.38	0.18		0.53		0.35
Control Delay		22.7	26.1	14.3		7.9		11.6
Queue Delay		0.0	0.0	0.0		0.1		0.0
Total Delay		22.7	26.1	14.3		8.0		11.6
LOS		C	C	B		A		B
Approach Delay		22.7		20.8		8.0		11.6
Approach LOS		C		C		A		B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 66 (73%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay: 12.2	Intersection LOS: B
Intersection Capacity Utilization 76.3%	ICU Level of Service D
Analysis Period (min) 15	

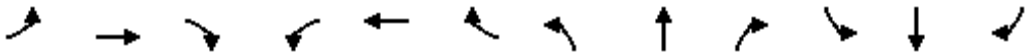
Splits and Phases: 1: County Road & Sunrise Avenue





Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	175	122	100	792	618
v/c Ratio	0.59	0.38	0.18	0.53	0.35
Control Delay	22.7	26.1	14.3	7.9	11.6
Queue Delay	0.0	0.0	0.0	0.1	0.0
Total Delay	22.7	26.1	14.3	8.0	11.6
Queue Length 50th (ft)	32	52	24	69	89
Queue Length 95th (ft)	95	87	56	90	144
Internal Link Dist (ft)	991		146	316	333
Turn Bay Length (ft)					
Base Capacity (vph)	526	335	856	1492	1752
Starvation Cap Reductn	0	0	0	114	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.33	0.36	0.12	0.57	0.35

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	19	114	116	56	39	102	522	129	28	486	73
Future Volume (veh/h)	33	19	114	116	56	39	102	522	129	28	486	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	35	20	120	122	59	41	107	549	136	29	512	77
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	78	38	149	348	288	200	245	1225	308	101	1663	246
Arrive On Green	0.14	0.14	0.14	0.08	0.28	0.28	1.00	1.00	1.00	0.59	0.59	0.59
Sat Flow, veh/h	218	278	1082	1781	1028	714	329	2089	526	98	2836	419
Grp Volume(v), veh/h	175	0	0	122	0	100	376	0	416	319	0	299
Grp Sat Flow(s),veh/h/ln	1578	0	0	1781	0	1742	1337	0	1607	1727	0	1627
Q Serve(g_s), s	6.0	0.0	0.0	5.1	0.0	3.9	2.9	0.0	0.0	0.0	0.0	8.4
Cycle Q Clear(g_c), s	9.6	0.0	0.0	5.1	0.0	3.9	11.3	0.0	0.0	7.7	0.0	8.4
Prop In Lane	0.20		0.69	1.00		0.41	0.28		0.33	0.09		0.26
Lane Grp Cap(c), veh/h	266	0	0	348	0	488	835	0	943	1056	0	954
V/C Ratio(X)	0.66	0.00	0.00	0.35	0.00	0.20	0.45	0.00	0.44	0.30	0.00	0.31
Avail Cap(c_a), veh/h	499	0	0	431	0	832	835	0	943	1056	0	954
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.97	0.00	0.97	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.5	0.0	0.0	28.2	0.0	24.7	0.2	0.0	0.0	9.3	0.0	9.4
Incr Delay (d2), s/veh	2.8	0.0	0.0	0.6	0.0	0.2	1.7	0.0	1.5	0.7	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	0.0	2.2	0.0	1.6	0.4	0.0	0.4	3.1	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.3	0.0	0.0	28.8	0.0	24.9	1.9	0.0	1.5	10.0	0.0	10.3
LnGrp LOS	D	A	A	C	A	C	A	A	A	B	A	B
Approach Vol, veh/h		175			222			792			618	
Approach Delay, s/veh		40.3			27.1			1.7			10.1	
Approach LOS		D			C			A			B	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		58.8		31.2		58.8	12.8	18.4				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		35.0		43.0		35.0	11.0	26.0				
Max Q Clear Time (g_c+I1), s		13.3		5.9		10.4	7.1	11.6				
Green Ext Time (p_c), s		5.7		0.6		4.2	0.1	0.8				

Intersection Summary		
HCM 6th Ctrl Delay	11.4	
HCM 6th LOS	B	

Notes

User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	27	8	97	15	0	688	8	702
Future Volume (vph)	27	8	97	15	0	688	8	702
Turn Type	Perm	NA	Perm	Perm	NA	NA	Perm	NA
Protected Phases		8			4	6		2
Permitted Phases	8		8	4			2	
Detector Phase	8	8	8	4	4	6	2	2
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0
Minimum Split (s)	30.5	30.5	30.5	30.5	30.5	25.5	25.5	25.5
Total Split (s)	34.0	34.0	34.0	34.0	34.0	56.0	56.0	56.0
Total Split (%)	37.8%	37.8%	37.8%	37.8%	37.8%	62.2%	62.2%	62.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	15.0	15.0	15.0		15.0	70.8		70.8
Actuated g/C Ratio	0.17	0.17	0.17		0.17	0.79		0.79
v/c Ratio	0.12	0.03	0.29		0.14	0.28		0.28
Control Delay	34.2	32.4	9.8		19.9	10.6		2.0
Queue Delay	0.0	0.0	0.1		0.1	0.4		0.1
Total Delay	34.2	32.4	10.0		20.0	11.0		2.1
LOS	C	C	A		B	B		A
Approach Delay		16.2			20.0	11.0		2.1
Approach LOS		B			B	B		A

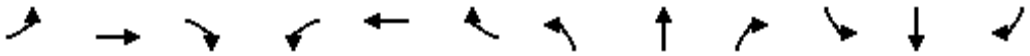
Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 70 (78%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.29	
Intersection Signal Delay: 7.7	Intersection LOS: A
Intersection Capacity Utilization 55.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: County Road & Sunset Avenue

Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	28	8	102	38	761	747
v/c Ratio	0.12	0.03	0.29	0.14	0.28	0.28
Control Delay	34.2	32.4	9.8	19.9	10.6	2.0
Queue Delay	0.0	0.0	0.1	0.1	0.4	0.1
Total Delay	34.2	32.4	10.0	20.0	11.0	2.1
Queue Length 50th (ft)	14	4	1	8	140	28
Queue Length 95th (ft)	m38	m15	43	35	m146	55
Internal Link Dist (ft)		998		57	231	316
Turn Bay Length (ft)	80					
Base Capacity (vph)	447	610	587	517	2766	2639
Starvation Cap Reductn	0	0	0	0	1393	807
Spillback Cap Reductn	0	0	124	119	0	56
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.01	0.22	0.10	0.55	0.41

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	8	97	15	0	21	0	688	35	8	702	0
Future Volume (veh/h)	27	8	97	15	0	21	0	688	35	8	702	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	28	8	102	16	0	22	0	724	37	8	739	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	0
Cap, veh/h	316	308	261	139	21	142	0	2530	129	48	2545	0
Arrive On Green	0.16	0.16	0.16	0.16	0.00	0.16	0.00	0.74	0.74	1.00	1.00	0.00
Sat Flow, veh/h	1390	1870	1585	497	130	862	0	3533	176	10	3546	0
Grp Volume(v), veh/h	28	8	102	38	0	0	0	374	387	399	348	0
Grp Sat Flow(s),veh/h/ln	1390	1870	1585	1488	0	0	0	1777	1839	1854	1617	0
Q Serve(g_s), s	0.0	0.3	5.2	0.0	0.0	0.0	0.0	6.3	6.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.2	0.3	5.2	1.7	0.0	0.0	0.0	6.3	6.4	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.42		0.58	0.00		0.10	0.02		0.00
Lane Grp Cap(c), veh/h	316	308	261	302	0	0	0	1307	1352	1404	1189	0
V/C Ratio(X)	0.09	0.03	0.39	0.13	0.00	0.00	0.00	0.29	0.29	0.28	0.29	0.00
Avail Cap(c_a), veh/h	543	613	520	537	0	0	0	1307	1352	1404	1189	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.25	0.25	0.94	0.94	0.00
Uniform Delay (d), s/veh	31.9	31.5	33.6	32.1	0.0	0.0	0.0	4.0	4.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	1.0	0.2	0.0	0.0	0.0	0.1	0.1	0.5	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.1	2.0	0.7	0.0	0.0	0.0	1.8	1.9	0.2	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.0	31.6	34.5	32.3	0.0	0.0	0.0	4.1	4.1	0.5	0.6	0.0
LnGrp LOS	C	C	C	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		138			38			761			747	
Approach Delay, s/veh		33.8			32.3			4.1			0.5	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		70.7		19.3		70.7		19.3				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		51.5		29.5		51.5		29.5				
Max Q Clear Time (g_c+I1), s		2.0		3.7		8.4		7.2				
Green Ext Time (p_c), s		5.5		0.1		5.6		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			5.6									
HCM 6th LOS			A									

Notes

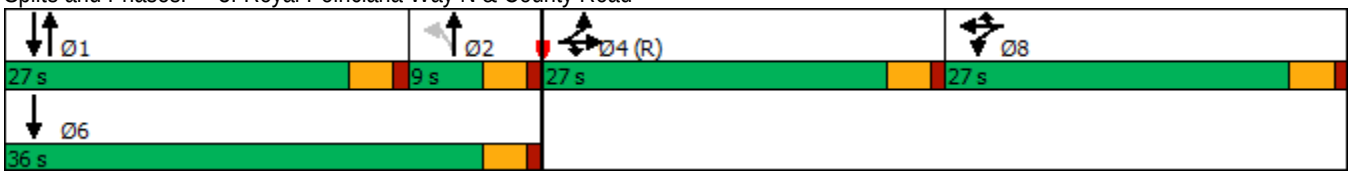
User approved pedestrian interval to be less than phase max green.

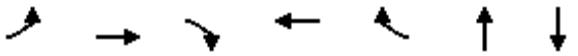
Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations										
Traffic Volume (vph)	159	45	319	57	2	259	571	568		
Future Volume (vph)	159	45	319	57	2	259	571	568		
Turn Type	Split	NA	Prot	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4	8	8		1 2	1 6	1	6
Permitted Phases						2				
Detector Phase	4	4	4	8	8	2	1 2	1 6		
Switch Phase										
Minimum Initial (s)	15.0	15.0	15.0	5.0	5.0	10.0			20.0	20.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	27.0			27.0	27.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	9.0			27.0	36.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%	10.0%			30%	40%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0					
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0					
Lead/Lag						Lag			Lead	
Lead-Lag Optimize?						Yes			Yes	
Recall Mode	C-Max	C-Max	C-Max	None	None	None			None	None
Act Effct Green (s)	23.0	23.0	23.0	9.6	9.6		47.4	47.4		
Actuated g/C Ratio	0.26	0.26	0.26	0.11	0.11		0.53	0.53		
v/c Ratio	0.24	0.25	0.51	0.44	0.01		1.09dl	0.48		
Control Delay	28.5	28.5	6.3	44.0	0.0		32.5	19.7		
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.3	1.0		
Total Delay	28.5	28.5	6.3	44.0	0.0		32.8	20.7		
LOS	C	C	A	D	A		C	C		
Approach Delay		15.0		43.0			32.8	20.7		
Approach LOS		B		D			C	C		

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 72 (80%), Referenced to phase 4:EBTL, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 24.7	Intersection LOS: C
Intersection Capacity Utilization 70.5%	ICU Level of Service C
Analysis Period (min) 15	

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 3: Royal Poinciana Way N & County Road

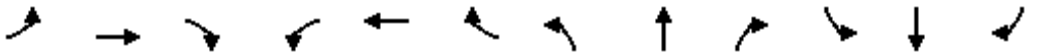




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	105	109	336	86	2	900	867
v/c Ratio	0.24	0.25	0.51	0.44	0.01	1.09dl	0.48
Control Delay	28.5	28.5	6.3	44.0	0.0	32.5	19.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.3	1.0
Total Delay	28.5	28.5	6.3	44.0	0.0	32.8	20.7
Queue Length 50th (ft)	49	51	0	47	0	235	170
Queue Length 95th (ft)	95	98	64	89	0	#403	242
Internal Link Dist (ft)		1014		441		319	231
Turn Bay Length (ft)	430				230		
Base Capacity (vph)	429	439	654	468	485	1024	1818
Starvation Cap Reductn	0	0	0	0	0	0	648
Spillback Cap Reductn	0	0	0	0	0	10	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.25	0.51	0.18	0.00	0.89	0.74

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
dl Defacto Left Lane. Recode with 1 though lane as a left lane.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	159	45	319	25	57	2	259	571	25	0	568	256
Future Volume (vph)	159	45	319	25	57	2	259	571	25	0	568	256
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		4.0			4.0	
Lane Util. Factor	0.95	0.95	1.00		1.00	1.00		0.95			0.95	
Frt	1.00	1.00	0.85		1.00	0.85		1.00			0.95	
Flt Protected	0.95	0.97	1.00		0.99	1.00		0.99			1.00	
Satd. Flow (prot)	1681	1721	1583		1835	1583		3471			3375	
Flt Permitted	0.95	0.97	1.00		0.99	1.00		0.55			1.00	
Satd. Flow (perm)	1681	1721	1583		1835	1583		1941			3375	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	167	47	336	26	60	2	273	601	26	0	598	269
RTOR Reduction (vph)	0	0	253	0	0	2	0	2	0	0	42	0
Lane Group Flow (vph)	105	109	83	0	86	0	0	898	0	0	825	0
Turn Type	Split	NA	Prot	Split	NA	Prot	custom	NA			NA	
Protected Phases	4	4	4	8	8	8		1 2			1 6	
Permitted Phases							2					
Actuated Green, G (s)	22.2	22.2	22.2		8.4	8.4		47.4			47.4	
Effective Green, g (s)	22.2	22.2	22.2		8.4	8.4		47.4			47.4	
Actuated g/C Ratio	0.25	0.25	0.25		0.09	0.09		0.53			0.53	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0						
Lane Grp Cap (vph)	414	424	390		171	147		1022			1777	
v/s Ratio Prot	0.06	c0.06	0.05		c0.05	0.00					0.24	
v/s Ratio Perm								c0.46				
v/c Ratio	0.25	0.26	0.21		0.50	0.00		1.09dl			0.46	
Uniform Delay, d1	27.2	27.3	27.0		38.8	37.0		18.8			13.3	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.44	
Incremental Delay, d2	1.5	1.5	1.2		2.3	0.0		8.7			0.2	
Delay (s)	28.7	28.7	28.2		41.1	37.0		27.5			19.4	
Level of Service	C	C	C		D	D		C			B	
Approach Delay (s)		28.4			41.0			27.5			19.4	
Approach LOS		C			D			C			B	

Intersection Summary			
HCM 2000 Control Delay	25.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	70.5%	ICU Level of Service	C
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	223	40	240	73	27	372
Future Volume (vph)	223	40	240	73	27	372
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	4		6		5	2
Permitted Phases		4		6		
Detector Phase	4	4	6	6	5	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.9	25.9	26.9	26.9	9.5	23.9
Total Split (s)	35.0	35.0	42.0	42.0	13.0	55.0
Total Split (%)	38.9%	38.9%	46.7%	46.7%	14.4%	61.1%
Yellow Time (s)	3.4	3.4	3.4	3.4	3.0	3.4
All-Red Time (s)	2.5	2.5	2.5	2.5	1.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.9	5.9	5.9	5.9	4.0	5.9
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	17.3	17.3	56.0	56.0	7.0	60.9
Actuated g/C Ratio	0.19	0.19	0.62	0.62	0.08	0.68
v/c Ratio	0.69	0.12	0.22	0.08	0.20	0.31
Control Delay	40.1	11.2	10.4	3.4	41.9	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.1	11.2	10.4	3.4	41.9	7.5
LOS	D	B	B	A	D	A
Approach Delay	35.7		8.8			9.8
Approach LOS	D		A			A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 76 (84%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 16.5	Intersection LOS: B
Intersection Capacity Utilization 42.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: Bradley Place & Sunrise Avenue

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	235	42	253	77	28	392
v/c Ratio	0.69	0.12	0.22	0.08	0.20	0.31
Control Delay	40.1	11.2	10.4	3.4	41.9	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.1	11.2	10.4	3.4	41.9	7.5
Queue Length 50th (ft)	127	4	47	0	15	80
Queue Length 95th (ft)	188	m23	138	23	41	154
Internal Link Dist (ft)	991		326			342
Turn Bay Length (ft)					40	
Base Capacity (vph)	572	540	1159	1014	177	1261
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.08	0.22	0.08	0.16	0.31

Intersection Summary

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	223	40	240	73	27	372
Future Volume (veh/h)	223	40	240	73	27	372
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	235	42	253	77	28	392
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	281	250	1194	1012	50	1330
Arrive On Green	0.16	0.16	0.64	0.64	0.03	0.71
Sat Flow, veh/h	1781	1585	1870	1585	1781	1870
Grp Volume(v), veh/h	235	42	253	77	28	392
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	1781	1870
Q Serve(g_s), s	11.5	2.1	5.1	1.7	1.4	6.9
Cycle Q Clear(g_c), s	11.5	2.1	5.1	1.7	1.4	6.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	281	250	1194	1012	50	1330
V/C Ratio(X)	0.84	0.17	0.21	0.08	0.56	0.29
Avail Cap(c_a), veh/h	576	512	1194	1012	178	1330
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.8	32.8	6.8	6.2	43.2	4.8
Incr Delay (d2), s/veh	6.4	0.3	0.4	0.1	9.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	2.0	1.9	0.5	0.7	2.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	43.1	33.1	7.2	6.3	52.8	5.3
LnGrp LOS	D	C	A	A	D	A
Approach Vol, veh/h	277		330			420
Approach Delay, s/veh	41.6		7.0			8.5
Approach LOS	D		A			A

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		69.9		20.1	6.5	63.4
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		49.1		29.1	9.0	36.1
Max Q Clear Time (g_c+I1), s		8.9		13.5	3.4	7.1
Green Ext Time (p_c), s		2.7		0.7	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	16.9
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	6	27	0	0	0	30	314	182	10	588	7
Future Vol, veh/h	3	6	27	0	0	0	30	314	182	10	588	7
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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	6	28	0	0	0	32	331	192	11	619	7

Major/Minor	Minor2				Major1			Major2		
Conflicting Flow All	1136	1232	623		626	0	0	523	0	0
Stage 1	645	645	-		-	-	-	-	-	-
Stage 2	491	587	-		-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22		4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-		-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-		-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318		2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	223	177	486		956	-	-	1043	-	-
Stage 1	522	467	-		-	-	-	-	-	-
Stage 2	615	497	-		-	-	-	-	-	-
Platoon blocked, %						-	-		-	-
Mov Cap-1 Maneuver	212	0	486		956	-	-	1043	-	-
Mov Cap-2 Maneuver	212	0	-		-	-	-	-	-	-
Stage 1	505	0	-		-	-	-	-	-	-
Stage 2	605	0	-		-	-	-	-	-	-

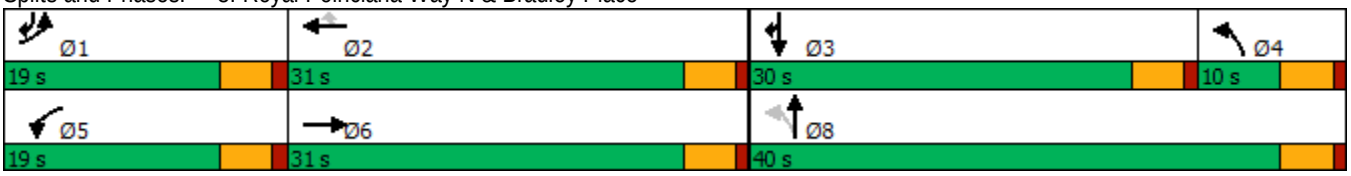
Approach	EB	NB	SB
HCM Control Delay, s	14.2	0.5	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	956	-	-	430	1043	-	-
HCM Lane V/C Ratio	0.033	-	-	0.088	0.01	-	-
HCM Control Delay (s)	8.9	-	-	14.2	8.5	-	-
HCM Lane LOS	A	-	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0	-	-

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	315	418	96	541	73	216	156	140	481
Future Volume (vph)	315	418	96	541	73	216	156	140	481
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					2	8			
Detector Phase	1	6	5	2	2	4	8	3	3 1
Switch Phase									
Minimum Initial (s)	15.0	20.0	15.0	20.0	20.0	5.0	15.0	15.0	
Minimum Split (s)	19.5	30.5	19.5	30.5	30.5	9.5	30.5	30.5	
Total Split (s)	19.0	31.0	19.0	31.0	31.0	10.0	40.0	30.0	
Total Split (%)	21.1%	34.4%	21.1%	34.4%	34.4%	11.1%	44.4%	33.3%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag		Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	
Recall Mode	Max	Max	None	None	None	None	None	None	
Act Effct Green (s)	14.6	29.5	14.6	25.2	25.2	29.7	29.7	19.6	34.2
Actuated g/C Ratio	0.18	0.36	0.18	0.30	0.30	0.36	0.36	0.24	0.41
v/c Ratio	0.55	0.47	0.32	0.53	0.14	0.49	0.39	0.33	0.69
Control Delay	36.3	22.6	35.2	26.6	1.8	25.8	18.9	28.6	14.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.3	22.6	35.2	26.6	1.8	25.8	18.9	28.6	14.0
LOS	D	C	D	C	A	C	B	C	B
Approach Delay		27.6		25.2			22.2	17.3	
Approach LOS		C		C			C	B	

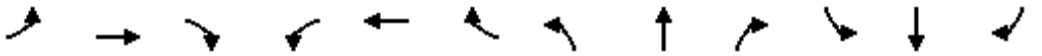
Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 83	
Natural Cycle: 90	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 23.6	Intersection LOS: C
Intersection Capacity Utilization 69.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 8: Royal Poinciana Way N & Bradley Place



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	332	578	101	569	77	227	256	147	506
v/c Ratio	0.55	0.47	0.32	0.53	0.14	0.49	0.39	0.33	0.69
Control Delay	36.3	22.6	35.2	26.6	1.8	25.8	18.9	28.6	14.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.3	22.6	35.2	26.6	1.8	25.8	18.9	28.6	14.0
Queue Length 50th (ft)	83	119	47	127	0	88	85	65	104
Queue Length 95th (ft)	135	186	100	194	10	145	146	115	178
Internal Link Dist (ft)		188		1014			316	214	
Turn Bay Length (ft)			120		150				120
Base Capacity (vph)	603	1242	311	1136	594	459	779	575	853
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	0.55	0.47	0.32	0.50	0.13	0.49	0.33	0.26	0.59

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	315	418	131	96	541	73	216	156	87	0	140	481
Future Volume (vph)	315	418	131	96	541	73	216	156	87	0	140	481
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	0.96		1.00	1.00	0.85	1.00	0.95			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)	3433	3412		1770	3539	1583	1770	1762			1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.63	1.00			1.00	1.00
Satd. Flow (perm)	3433	3412		1770	3539	1583	1173	1762			1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	332	440	138	101	569	77	227	164	92	0	147	506
RTOR Reduction (vph)	0	30	0	0	0	53	0	24	0	0	0	80
Lane Group Flow (vph)	332	548	0	101	569	24	227	232	0	0	147	426
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						2	8					
Actuated Green, G (s)	14.6	29.5		11.3	26.2	26.2	29.6	29.6			19.6	34.2
Effective Green, g (s)	14.6	29.5		11.3	26.2	26.2	29.6	29.6			19.6	34.2
Actuated g/C Ratio	0.17	0.35		0.13	0.31	0.31	0.35	0.35			0.23	0.41
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	597	1199		238	1105	494	452	621			435	645
v/s Ratio Prot	0.10	c0.16		0.06	c0.16		c0.03	0.13			0.08	c0.27
v/s Ratio Perm						0.02	0.14					
v/c Ratio	0.56	0.46		0.42	0.51	0.05	0.50	0.37			0.34	0.66
Uniform Delay, d1	31.7	21.0		33.3	23.6	20.1	22.5	20.2			26.8	20.1
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	3.7	1.3		1.2	0.4	0.0	0.9	0.4			0.5	2.5
Delay (s)	35.4	22.3		34.5	24.0	20.2	23.4	20.6			27.2	22.7
Level of Service	D	C		C	C	C	C	C			C	C
Approach Delay (s)		27.1			25.1			21.9			23.7	
Approach LOS		C			C			C			C	

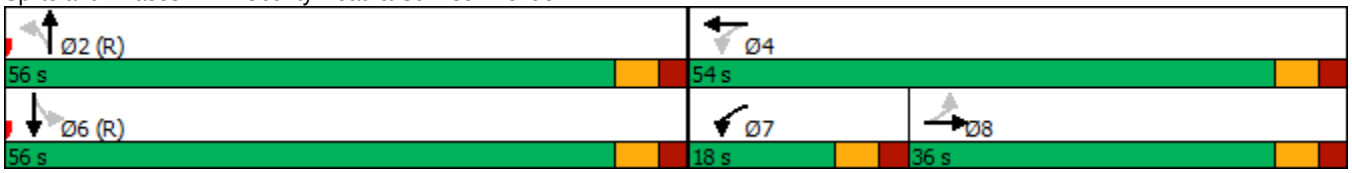
Intersection Summary			
HCM 2000 Control Delay	24.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	83.9	Sum of lost time (s)	18.0
Intersection Capacity Utilization	69.7%	ICU Level of Service	C
Analysis Period (min)	15		

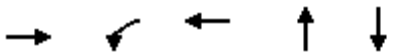
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	41	30	100	56	111	382	21	578
Future Volume (vph)	41	30	100	56	111	382	21	578
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		8	7	4		2		6
Permitted Phases	8		4		2		6	
Detector Phase	8	8	7	4	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	7.0	10.0	20.0	20.0	20.0	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0
Total Split (s)	36.0	36.0	18.0	54.0	56.0	56.0	56.0	56.0
Total Split (%)	32.7%	32.7%	16.4%	49.1%	50.9%	50.9%	50.9%	50.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0		6.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		13.4	30.0	30.0		68.0		68.0
Actuated g/C Ratio		0.12	0.27	0.27		0.62		0.62
v/c Ratio		0.64	0.33	0.16		0.44		0.35
Control Delay		46.2	32.4	22.1		21.6		11.3
Queue Delay		0.0	0.0	0.0		0.2		0.0
Total Delay		46.2	32.4	22.1		21.8		11.3
LOS		D	C	C		C		B
Approach Delay		46.2		28.0		21.8		11.3
Approach LOS		D		C		C		B

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 93 (85%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 20.1	Intersection LOS: C
Intersection Capacity Utilization 65.4%	ICU Level of Service C
Analysis Period (min) 15	

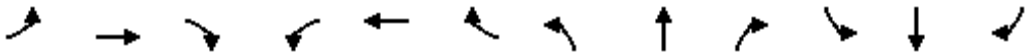
Splits and Phases: 1: County Road & Sunrise Avenue





Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	139	105	79	640	698
v/c Ratio	0.64	0.33	0.16	0.44	0.35
Control Delay	46.2	32.4	22.1	21.6	11.3
Queue Delay	0.0	0.0	0.0	0.2	0.0
Total Delay	46.2	32.4	22.1	21.8	11.3
Queue Length 50th (ft)	69	57	31	140	116
Queue Length 95th (ft)	128	94	64	180	178
Internal Link Dist (ft)	991		146	316	333
Turn Bay Length (ft)					
Base Capacity (vph)	440	329	793	1455	1993
Starvation Cap Reductn	0	0	0	229	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.32	0.32	0.10	0.52	0.35

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	30	61	100	56	19	111	382	115	21	578	65
Future Volume (veh/h)	41	30	61	100	56	19	111	382	115	21	578	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	32	64	105	59	20	117	402	121	22	608	68
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	85	51	80	302	308	104	325	1140	357	78	2006	221
Arrive On Green	0.11	0.11	0.11	0.07	0.23	0.23	1.00	1.00	1.00	0.66	0.66	0.66
Sat Flow, veh/h	385	467	727	1781	1336	453	422	1727	540	65	3039	335
Grp Volume(v), veh/h	139	0	0	105	0	79	280	0	360	365	0	333
Grp Sat Flow(s),veh/h/ln	1579	0	0	1781	0	1789	1084	0	1605	1797	0	1642
Q Serve(g_s), s	7.0	0.0	0.0	5.6	0.0	3.9	3.9	0.0	0.0	0.0	0.0	9.5
Cycle Q Clear(g_c), s	9.4	0.0	0.0	5.6	0.0	3.9	13.4	0.0	0.0	9.1	0.0	9.5
Prop In Lane	0.31		0.46	1.00		0.25	0.42		0.34	0.06		0.20
Lane Grp Cap(c), veh/h	216	0	0	302	0	413	762	0	1060	1221	0	1084
V/C Ratio(X)	0.64	0.00	0.00	0.35	0.00	0.19	0.37	0.00	0.34	0.30	0.00	0.31
Avail Cap(c_a), veh/h	468	0	0	378	0	781	762	0	1060	1221	0	1084
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.98	0.00	0.98	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.7	0.0	0.0	37.9	0.0	34.1	0.5	0.0	0.0	7.9	0.0	8.0
Incr Delay (d2), s/veh	3.2	0.0	0.0	0.7	0.0	0.2	1.3	0.0	0.9	0.6	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	0.0	2.5	0.0	1.7	0.3	0.0	0.3	3.6	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.9	0.0	0.0	38.6	0.0	34.3	1.8	0.0	0.9	8.5	0.0	8.7
LnGrp LOS	D	A	A	D	A	C	A	A	A	A	A	A
Approach Vol, veh/h		139			184			640			698	
Approach Delay, s/veh		50.9			36.8			1.3			8.6	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	2	4	6	7	8
Phs Duration (G+Y+Rc), s	78.6	31.4	78.6	13.3	18.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	50.0	48.0	50.0	12.0	30.0
Max Q Clear Time (g_c+I1), s	15.4	5.9	11.5	7.6	11.4
Green Ext Time (p_c), s	5.3	0.4	5.1	0.1	0.7

Intersection Summary	
HCM 6th Ctrl Delay	12.4
HCM 6th LOS	B

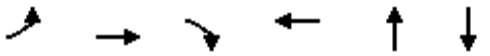
Notes

User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	54	3	124	11	0	538	3	742
Future Volume (vph)	54	3	124	11	0	538	3	742
Turn Type	Perm	NA	Perm	Perm	NA	NA	Perm	NA
Protected Phases		8			4	6		2
Permitted Phases	8		8	4			2	
Detector Phase	8	8	8	4	4	6	2	2
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0
Minimum Split (s)	30.5	30.5	30.5	30.5	30.5	25.5	25.5	25.5
Total Split (s)	38.0	38.0	38.0	38.0	38.0	72.0	72.0	72.0
Total Split (%)	34.5%	34.5%	34.5%	34.5%	34.5%	65.5%	65.5%	65.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	15.0	15.0	15.0		15.0	86.0		86.0
Actuated g/C Ratio	0.14	0.14	0.14		0.14	0.78		0.78
v/c Ratio	0.30	0.01	0.40		0.12	0.21		0.30
Control Delay	47.8	41.3	11.3		26.4	0.3		1.6
Queue Delay	0.0	0.0	0.0		0.0	0.3		0.2
Total Delay	47.8	41.3	11.4		26.4	0.6		1.8
LOS	D	D	B		C	A		A
Approach Delay		22.7			26.4	0.6		1.8
Approach LOS		C			C	A		A

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 96 (87%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.40	
Intersection Signal Delay: 4.3	Intersection LOS: A
Intersection Capacity Utilization 56.8%	ICU Level of Service B
Analysis Period (min) 15	

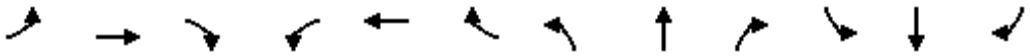
Splits and Phases: 2: County Road & Sunset Avenue



Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	57	3	131	26	583	784
v/c Ratio	0.30	0.01	0.40	0.12	0.21	0.30
Control Delay	47.8	41.3	11.3	26.4	0.3	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.3	0.2
Total Delay	47.8	41.3	11.4	26.4	0.6	1.8
Queue Length 50th (ft)	37	2	0	7	1	28
Queue Length 95th (ft)	78	11	55	33	m1	40
Internal Link Dist (ft)		998		57	231	316
Turn Bay Length (ft)	80					
Base Capacity (vph)	419	567	573	484	2757	2639
Starvation Cap Reductn	0	0	0	0	1457	885
Spillback Cap Reductn	0	0	33	3	0	888
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.01	0.24	0.05	0.45	0.45

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	3	124	11	0	13	0	538	16	3	742	0
Future Volume (veh/h)	54	3	124	11	0	13	0	538	16	3	742	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	57	3	131	12	0	14	0	566	17	3	781	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	0
Cap, veh/h	261	255	216	123	17	107	0	2755	83	35	2723	0
Arrive On Green	0.14	0.14	0.14	0.14	0.00	0.14	0.00	1.00	1.00	1.00	1.00	0.00
Sat Flow, veh/h	1400	1870	1585	552	121	785	0	3616	106	2	3567	0
Grp Volume(v), veh/h	57	3	131	26	0	0	0	285	298	420	364	0
Grp Sat Flow(s),veh/h/ln	1400	1870	1585	1459	0	0	0	1777	1851	1868	1617	0
Q Serve(g_s), s	2.1	0.2	8.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.6	0.2	8.6	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.46		0.54	0.00		0.06	0.01		0.00
Lane Grp Cap(c), veh/h	261	255	216	246	0	0	0	1389	1448	1493	1264	0
V/C Ratio(X)	0.22	0.01	0.61	0.11	0.00	0.00	0.00	0.21	0.21	0.28	0.29	0.00
Avail Cap(c_a), veh/h	497	570	483	485	0	0	0	1389	1448	1493	1264	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.53	0.53	0.95	0.95	0.00
Uniform Delay (d), s/veh	42.5	41.1	44.7	41.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	2.7	0.2	0.0	0.0	0.0	0.2	0.2	0.4	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.1	3.5	0.6	0.0	0.0	0.0	0.1	0.1	0.2	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.9	41.1	47.5	41.9	0.0	0.0	0.0	0.2	0.2	0.4	0.5	0.0
LnGrp LOS	D	D	D	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		191			26			583			784	
Approach Delay, s/veh		46.0			41.9			0.2			0.5	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		90.5		19.5		90.5		19.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		67.5		33.5		67.5		33.5				
Max Q Clear Time (g_c+I1), s		2.0		3.5		2.0		10.6				
Green Ext Time (p_c), s		5.9		0.1		4.0		0.6				

Intersection Summary												
HCM 6th Ctrl Delay			6.5									
HCM 6th LOS			A									

Notes

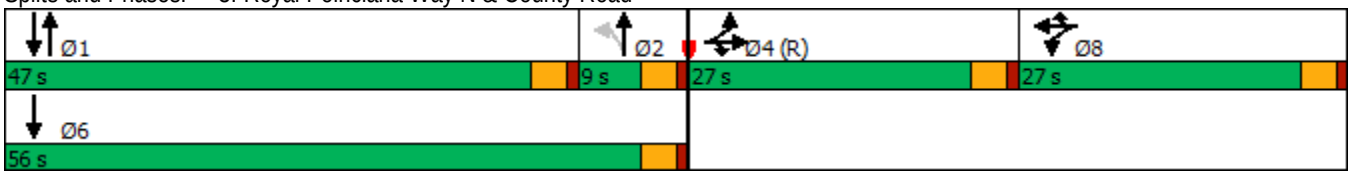
User approved pedestrian interval to be less than phase max green.

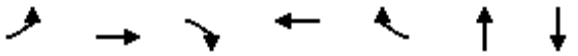
Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations										
Traffic Volume (vph)	200	66	228	87	16	217	364	502		
Future Volume (vph)	200	66	228	87	16	217	364	502		
Turn Type	Split	NA	Prot	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4	8	8		1 2	1 6	1	6
Permitted Phases						2				
Detector Phase	4	4	4	8	8	2	1 2	1 6		
Switch Phase										
Minimum Initial (s)	15.0	15.0	15.0	5.0	5.0	10.0			10.0	20.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	27.0			27.0	27.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	9.0			47.0	56.0
Total Split (%)	24.5%	24.5%	24.5%	24.5%	24.5%	8.2%			43%	51%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0					
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0					
Lead/Lag						Lag			Lead	
Lead-Lag Optimize?						Yes			Yes	
Recall Mode	C-Max	C-Max	C-Max	None	None	None			None	None
Act Effct Green (s)	28.7	28.7	28.7	13.5	13.5		55.9	55.9		
Actuated g/C Ratio	0.26	0.26	0.26	0.12	0.12		0.51	0.51		
v/c Ratio	0.32	0.31	0.41	0.61	0.06		1.08dl	0.51		
Control Delay	37.8	37.6	7.0	56.7	0.4		24.6	23.6		
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	1.5		
Total Delay	37.8	37.6	7.0	56.7	0.4		24.6	25.1		
LOS	D	D	A	E	A		C	C		
Approach Delay		23.6		50.5			24.6	25.1		
Approach LOS		C		D			C	C		

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 87 (79%), Referenced to phase 4:EBTL, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 26.3	Intersection LOS: C
Intersection Capacity Utilization 67.2%	ICU Level of Service C
Analysis Period (min) 15	

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 3: Royal Poinciana Way N & County Road

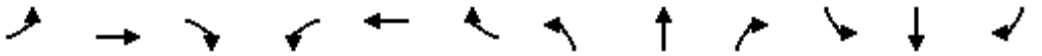




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	139	141	240	136	17	645	923
v/c Ratio	0.32	0.31	0.41	0.61	0.06	1.08dl	0.51
Control Delay	37.8	37.6	7.0	56.7	0.4	24.6	23.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	1.5
Total Delay	37.8	37.6	7.0	56.7	0.4	24.6	25.1
Queue Length 50th (ft)	88	89	0	92	0	158	237
Queue Length 95th (ft)	153	155	65	149	0	242	319
Internal Link Dist (ft)		1014		441		319	231
Turn Bay Length (ft)	430				230		
Base Capacity (vph)	438	449	590	383	401	926	1819
Starvation Cap Reductn	0	0	0	0	0	0	664
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.31	0.41	0.36	0.04	0.70	0.80

Intersection Summary

dl Defacto Left Lane. Recode with 1 though lane as a left lane.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	66	228	42	87	16	217	364	32	0	502	375
Future Volume (vph)	200	66	228	42	87	16	217	364	32	0	502	375
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		4.0			4.0	
Lane Util. Factor	0.95	0.95	1.00		1.00	1.00		0.95			0.95	
Frt	1.00	1.00	0.85		1.00	0.85		0.99			0.94	
Flt Protected	0.95	0.98	1.00		0.98	1.00		0.98			1.00	
Satd. Flow (prot)	1681	1726	1583		1833	1583		3450			3312	
Flt Permitted	0.95	0.98	1.00		0.98	1.00		0.52			1.00	
Satd. Flow (perm)	1681	1726	1583		1833	1583		1832			3312	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	211	69	240	44	92	17	228	383	34	0	528	395
RTOR Reduction (vph)	0	0	178	0	0	15	0	3	0	0	115	0
Lane Group Flow (vph)	139	141	62	0	136	2	0	642	0	0	808	0
Turn Type	Split	NA	Prot	Split	NA	Prot	custom	NA			NA	
Protected Phases	4	4	4	8	8	8		1 2			1 6	
Permitted Phases							2					
Actuated Green, G (s)	28.6	28.6	28.6		13.5	13.5		55.9			55.9	
Effective Green, g (s)	28.6	28.6	28.6		13.5	13.5		55.9			55.9	
Actuated g/C Ratio	0.26	0.26	0.26		0.12	0.12		0.51			0.51	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0						
Lane Grp Cap (vph)	437	448	411		224	194		930			1683	
v/s Ratio Prot	c0.08	0.08	0.04		c0.07	0.00					0.24	
v/s Ratio Perm								c0.35				
v/c Ratio	0.32	0.31	0.15		0.61	0.01		1.08dl			0.48	
Uniform Delay, d1	32.8	32.8	31.4		45.7	42.4		20.5			17.6	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.77	
Incremental Delay, d2	1.9	1.8	0.8		4.6	0.0		2.2			0.2	
Delay (s)	34.7	34.6	32.1		50.3	42.4		22.6			31.4	
Level of Service	C	C	C		D	D		C			C	
Approach Delay (s)		33.5			49.5			22.6			31.4	
Approach LOS		C			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	30.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	67.2%	ICU Level of Service	C
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	216	34	198	17	24	455
Future Volume (vph)	216	34	198	17	24	455
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	4		6		5	2
Permitted Phases		4		6		
Detector Phase	4	4	6	6	5	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.9	25.9	26.9	26.9	9.5	23.9
Total Split (s)	32.0	32.0	46.0	46.0	12.0	58.0
Total Split (%)	35.6%	35.6%	51.1%	51.1%	13.3%	64.4%
Yellow Time (s)	3.4	3.4	3.4	3.4	3.0	3.4
All-Red Time (s)	2.5	2.5	2.5	2.5	1.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.9	5.9	5.9	5.9	4.0	5.9
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	16.8	16.8	56.6	56.6	6.8	61.4
Actuated g/C Ratio	0.19	0.19	0.63	0.63	0.08	0.68
v/c Ratio	0.69	0.11	0.18	0.02	0.19	0.38
Control Delay	44.6	10.2	9.8	5.5	41.6	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.6	10.2	9.8	5.5	41.6	7.9
LOS	D	B	A	A	D	A
Approach Delay	39.9		9.5			9.6
Approach LOS	D		A			A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 81 (90%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 17.6	Intersection LOS: B
Intersection Capacity Utilization 45.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: Bradley Place & Sunrise Avenue

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	227	36	208	18	25	479
v/c Ratio	0.69	0.11	0.18	0.02	0.19	0.38
Control Delay	44.6	10.2	9.8	5.5	41.6	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.6	10.2	9.8	5.5	41.6	7.9
Queue Length 50th (ft)	121	0	37	0	14	101
Queue Length 95th (ft)	183	23	112	11	38	192
Internal Link Dist (ft)	991		326			342
Turn Bay Length (ft)					40	
Base Capacity (vph)	513	484	1171	1001	160	1271
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.07	0.18	0.02	0.16	0.38

Intersection Summary

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	216	34	198	17	24	455
Future Volume (veh/h)	216	34	198	17	24	455
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	227	36	208	18	25	479
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	272	242	1208	1024	46	1340
Arrive On Green	0.15	0.15	0.65	0.65	0.03	0.72
Sat Flow, veh/h	1781	1585	1870	1585	1781	1870
Grp Volume(v), veh/h	227	36	208	18	25	479
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	1781	1870
Q Serve(g_s), s	11.1	1.8	4.0	0.4	1.2	8.8
Cycle Q Clear(g_c), s	11.1	1.8	4.0	0.4	1.2	8.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	272	242	1208	1024	46	1340
V/C Ratio(X)	0.83	0.15	0.17	0.02	0.54	0.36
Avail Cap(c_a), veh/h	517	460	1208	1024	158	1340
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.0	33.1	6.3	5.7	43.3	4.9
Incr Delay (d2), s/veh	6.6	0.3	0.3	0.0	9.6	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	1.7	1.5	0.1	0.7	3.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	43.6	33.3	6.7	5.7	52.9	5.6
LnGrp LOS	D	C	A	A	D	A
Approach Vol, veh/h	263		226			504
Approach Delay, s/veh	42.2		6.6			8.0
Approach LOS	D		A			A

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		70.4		19.6	6.3	64.0
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		52.1		26.1	8.0	40.1
Max Q Clear Time (g_c+I1), s		10.8		13.1	3.2	6.0
Green Ext Time (p_c), s		3.4		0.6	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	16.7
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	2	28	0	0	0	36	283	213	12	648	7
Future Vol, veh/h	2	2	28	0	0	0	36	283	213	12	648	7
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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	2	29	0	0	0	38	298	224	13	682	7

Major/Minor	Minor2				Major1			Major2		
Conflicting Flow All	1198	1310	686		689	0	0	522	0	0
Stage 1	712	712	-		-	-	-	-	-	-
Stage 2	486	598	-		-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22		4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-		-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-		-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318		2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	205	159	447		905	-	-	1044	-	-
Stage 1	486	436	-		-	-	-	-	-	-
Stage 2	618	491	-		-	-	-	-	-	-
Platoon blocked, %						-	-		-	-
Mov Cap-1 Maneuver	192	0	447		905	-	-	1044	-	-
Mov Cap-2 Maneuver	192	0	-		-	-	-	-	-	-
Stage 1	466	0	-		-	-	-	-	-	-
Stage 2	606	0	-		-	-	-	-	-	-

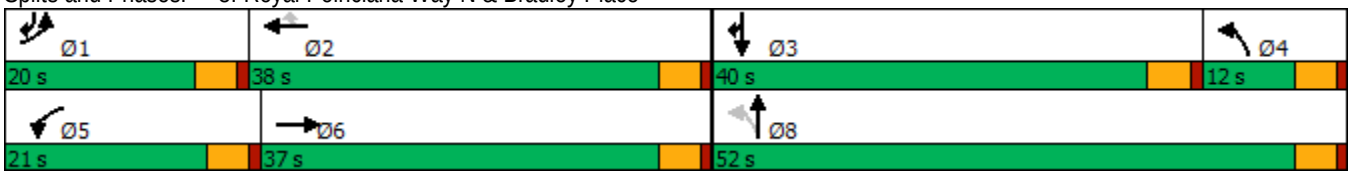
Approach	EB	NB	SB
HCM Control Delay, s	14.5	0.6	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	905	-	-	411	1044	-	-
HCM Lane V/C Ratio	0.042	-	-	0.082	0.012	-	-
HCM Control Delay (s)	9.2	-	-	14.5	8.5	-	-
HCM Lane LOS	A	-	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0	-	-

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	295	372	97	640	44	234	188	120	563
Future Volume (vph)	295	372	97	640	44	234	188	120	563
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					2	8			
Detector Phase	1	6	5	2	2	4	8	3	3 1
Switch Phase									
Minimum Initial (s)	15.0	20.0	15.0	20.0	20.0	5.0	15.0	15.0	
Minimum Split (s)	19.5	30.5	19.5	30.5	30.5	22.5	30.5	30.5	
Total Split (s)	20.0	37.0	21.0	38.0	38.0	12.0	52.0	40.0	
Total Split (%)	18.2%	33.6%	19.1%	34.5%	34.5%	10.9%	47.3%	36.4%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag		Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	
Recall Mode	Max	Max	None	None	None	None	None	None	
Act Effct Green (s)	15.8	35.1	15.4	29.7	29.7	36.1	36.1	25.9	41.7
Actuated g/C Ratio	0.17	0.37	0.16	0.31	0.31	0.38	0.38	0.27	0.44
v/c Ratio	0.55	0.39	0.36	0.61	0.08	0.50	0.40	0.25	0.78
Control Delay	43.0	24.7	43.2	31.3	0.3	27.3	21.9	28.4	19.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.0	24.7	43.2	31.3	0.3	27.3	21.9	28.4	19.2
LOS	D	C	D	C	A	C	C	C	B
Approach Delay		31.7		31.1			24.4	20.8	
Approach LOS		C		C			C	C	

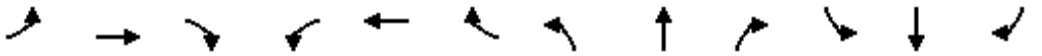
Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 95.3	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 27.5	Intersection LOS: C
Intersection Capacity Utilization 76.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 8: Royal Poinciana Way N & Bradley Place



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	311	504	102	674	46	246	278	126	593
v/c Ratio	0.55	0.39	0.36	0.61	0.08	0.50	0.40	0.25	0.78
Control Delay	43.0	24.7	43.2	31.3	0.3	27.3	21.9	28.4	19.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.0	24.7	43.2	31.3	0.3	27.3	21.9	28.4	19.2
Queue Length 50th (ft)	93	118	58	182	0	109	114	61	175
Queue Length 95th (ft)	152	188	118	271	0	175	184	109	287
Internal Link Dist (ft)		188		1014			316	214	
Turn Bay Length (ft)			120		150				120
Base Capacity (vph)	568	1282	311	1265	632	533	915	706	893
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	0.55	0.39	0.33	0.53	0.07	0.46	0.30	0.18	0.66

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	295	372	106	97	640	44	234	188	76	0	120	563
Future Volume (vph)	295	372	106	97	640	44	234	188	76	0	120	563
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	0.96			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	3421		1770	3539	1583	1770	1782			1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.66	1.00			1.00	1.00
Satd. Flow (perm)	3433	3421		1770	3539	1583	1226	1782			1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	311	392	112	102	674	46	246	198	80	0	126	593
RTOR Reduction (vph)	0	22	0	0	0	31	0	14	0	0	0	69
Lane Group Flow (vph)	311	482	0	102	674	15	246	264	0	0	126	524
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						2	8					
Actuated Green, G (s)	15.8	35.1		11.6	30.9	30.9	36.1	36.1			25.9	41.7
Effective Green, g (s)	15.8	35.1		11.6	30.9	30.9	36.1	36.1			25.9	41.7
Actuated g/C Ratio	0.16	0.36		0.12	0.32	0.32	0.37	0.37			0.27	0.43
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	563	1246		213	1135	507	491	668			501	685
v/s Ratio Prot	0.09	c0.14		0.06	c0.19		c0.03	0.15			0.07	c0.33
v/s Ratio Perm						0.01	0.16					
v/c Ratio	0.55	0.39		0.48	0.59	0.03	0.50	0.39			0.25	0.77
Uniform Delay, d1	37.0	22.6		39.5	27.4	22.4	24.0	22.1			27.6	23.2
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	3.9	0.9		1.7	0.8	0.0	0.8	0.4			0.3	5.1
Delay (s)	40.9	23.6		41.2	28.3	22.4	24.8	22.5			27.9	28.3
Level of Service	D	C		D	C	C	C	C			C	C
Approach Delay (s)		30.2			29.6			23.6			28.2	
Approach LOS		C			C			C			C	

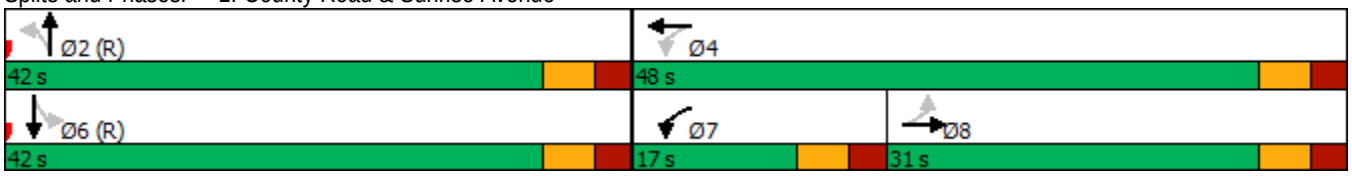
Intersection Summary			
HCM 2000 Control Delay	28.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	96.3	Sum of lost time (s)	18.0
Intersection Capacity Utilization	76.8%	ICU Level of Service	D
Analysis Period (min)	15		

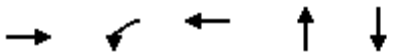
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	44	12	96	19	74	715	15	376
Future Volume (vph)	44	12	96	19	74	715	15	376
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		8	7	4		2		6
Permitted Phases	8		4		2		6	
Detector Phase	8	8	7	4	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	7.0	10.0	20.0	20.0	20.0	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0
Total Split (s)	31.0	31.0	17.0	48.0	42.0	42.0	42.0	42.0
Total Split (%)	34.4%	34.4%	18.9%	53.3%	46.7%	46.7%	46.7%	46.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0		6.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		11.0	23.5	24.1		58.3		58.3
Actuated g/C Ratio		0.12	0.26	0.27		0.65		0.65
v/c Ratio		0.46	0.28	0.07		0.49		0.22
Control Delay		31.3	25.4	14.9		4.1		9.3
Queue Delay		0.0	0.0	0.0		0.1		0.0
Total Delay		31.3	25.4	14.9		4.2		9.3
LOS		C	C	B		A		A
Approach Delay		31.3		22.8		4.2		9.3
Approach LOS		C		C		A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 67 (74%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.49	
Intersection Signal Delay: 8.7	Intersection LOS: A
Intersection Capacity Utilization 69.6%	ICU Level of Service C
Analysis Period (min) 15	

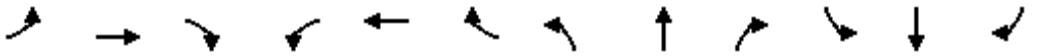
Splits and Phases: 1: County Road & Sunrise Avenue





Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	99	101	34	962	447
v/c Ratio	0.46	0.28	0.07	0.49	0.22
Control Delay	31.3	25.4	14.9	4.1	9.3
Queue Delay	0.0	0.0	0.0	0.1	0.0
Total Delay	31.3	25.4	14.9	4.2	9.3
Queue Length 50th (ft)	35	43	8	84	60
Queue Length 95th (ft)	82	76	28	66	97
Internal Link Dist (ft)	991		146	316	333
Turn Bay Length (ft)					
Base Capacity (vph)	435	375	822	1947	2063
Starvation Cap Reductn	0	0	0	106	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.23	0.27	0.04	0.52	0.22

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	12	38	96	19	13	74	715	124	15	376	33
Future Volume (veh/h)	44	12	38	96	19	13	74	715	124	15	376	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	13	40	101	20	14	78	753	131	16	396	35
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	120	38	67	370	251	176	177	1635	279	84	1900	166
Arrive On Green	0.11	0.11	0.11	0.07	0.25	0.25	1.00	1.00	1.00	0.62	0.62	0.62
Sat Flow, veh/h	572	352	627	1781	1024	717	210	2631	450	67	3058	268
Grp Volume(v), veh/h	99	0	0	101	0	34	490	0	472	231	0	216
Grp Sat Flow(s),veh/h/ln	1551	0	0	1781	0	1741	1670	0	1621	1739	0	1654
Q Serve(g_s), s	3.6	0.0	0.0	4.3	0.0	1.4	0.0	0.0	0.0	0.0	0.0	5.1
Cycle Q Clear(g_c), s	5.4	0.0	0.0	4.3	0.0	1.4	0.0	0.0	0.0	4.8	0.0	5.1
Prop In Lane	0.46		0.40	1.00		0.41	0.16		0.28	0.07		0.16
Lane Grp Cap(c), veh/h	225	0	0	370	0	427	1084	0	1007	1123	0	1028
V/C Ratio(X)	0.44	0.00	0.00	0.27	0.00	0.08	0.45	0.00	0.47	0.21	0.00	0.21
Avail Cap(c_a), veh/h	482	0	0	461	0	813	1084	0	1007	1123	0	1028
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.94	0.00	0.94	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.2	0.0	0.0	30.5	0.0	26.1	0.0	0.0	0.0	7.4	0.0	7.4
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.4	0.0	0.1	1.3	0.0	1.5	0.4	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	0.0	1.9	0.0	0.6	0.4	0.0	0.4	1.9	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.5	0.0	0.0	30.9	0.0	26.2	1.3	0.0	1.5	7.8	0.0	7.9
LnGrp LOS	D	A	A	C	A	C	A	A	A	A	A	A
Approach Vol, veh/h		99			135			962			447	
Approach Delay, s/veh		39.5			29.7			1.4			7.8	
Approach LOS		D			C			A			A	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		61.9		28.1		61.9	12.4	15.6				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		36.0		42.0		36.0	11.0	25.0				
Max Q Clear Time (g_c+I1), s		2.0		3.4		7.1	6.3	7.4				
Green Ext Time (p_c), s		7.9		0.1		2.9	0.1	0.4				

Intersection Summary												
HCM 6th Ctrl Delay			7.8									
HCM 6th LOS			A									

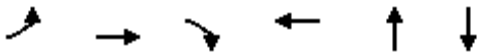
Notes

User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	17	10	100	17	0	4	893	10	501
Future Volume (vph)	17	10	100	17	0	4	893	10	501
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8			4		6		2
Permitted Phases	8		8	4		6		2	
Detector Phase	8	8	8	4	4	6	6	2	2
Switch Phase									
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0	10.0
Minimum Split (s)	30.5	30.5	30.5	30.5	30.5	25.5	25.5	25.5	25.5
Total Split (s)	30.0	30.0	30.0	30.0	30.0	60.0	60.0	60.0	60.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	66.7%	66.7%	66.7%	66.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5		4.5		4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	15.0	15.0	15.0		15.0		70.8		70.8
Actuated g/C Ratio	0.17	0.17	0.17		0.17		0.79		0.79
v/c Ratio	0.08	0.04	0.30		0.11		0.37		0.21
Control Delay	33.1	32.4	9.5		20.1		4.1		1.9
Queue Delay	0.0	0.0	0.0		0.0		0.9		0.0
Total Delay	33.1	32.4	9.5		20.1		5.0		1.9
LOS	C	C	A		C		A		A
Approach Delay		14.5			20.1		5.0		1.9
Approach LOS		B			C		A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 72 (80%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.37	
Intersection Signal Delay: 5.0	Intersection LOS: A
Intersection Capacity Utilization 50.4%	ICU Level of Service A
Analysis Period (min) 15	

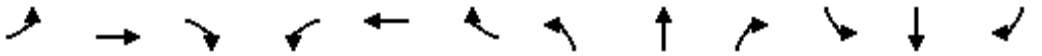
Splits and Phases: 2: County Road & Sunset Avenue



Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	18	11	105	30	978	538
v/c Ratio	0.08	0.04	0.30	0.11	0.37	0.21
Control Delay	33.1	32.4	9.5	20.1	4.1	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.9	0.0
Total Delay	33.1	32.4	9.5	20.1	5.0	1.9
Queue Length 50th (ft)	9	5	0	6	48	16
Queue Length 95th (ft)	28	20	44	30	m96	24
Internal Link Dist (ft)		998		57	231	316
Turn Bay Length (ft)	80					
Base Capacity (vph)	389	527	523	438	2644	2600
Starvation Cap Reductn	0	0	0	0	1295	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.02	0.20	0.07	0.72	0.21

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	10	100	17	0	11	4	893	32	10	501	0
Future Volume (veh/h)	17	10	100	17	0	11	4	893	32	10	501	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	18	11	105	18	0	12	4	940	34	11	527	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	0
Cap, veh/h	315	307	260	188	15	93	42	2518	91	64	2495	0
Arrive On Green	0.16	0.16	0.16	0.16	0.00	0.16	1.00	1.00	1.00	1.00	1.00	0.00
Sat Flow, veh/h	1402	1870	1585	755	95	567	3	3421	123	30	3475	0
Grp Volume(v), veh/h	18	11	105	30	0	0	515	0	463	285	253	0
Grp Sat Flow(s),veh/h/ln	1402	1870	1585	1417	0	0	1867	0	1680	1803	1617	0
Q Serve(g_s), s	0.0	0.4	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.8	0.4	5.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.60		0.40	0.01		0.07	0.04		0.00
Lane Grp Cap(c), veh/h	315	307	260	296	0	0	1415	0	1237	1369	1190	0
V/C Ratio(X)	0.06	0.04	0.40	0.10	0.00	0.00	0.36	0.00	0.37	0.21	0.21	0.00
Avail Cap(c_a), veh/h	483	530	449	462	0	0	1415	0	1237	1369	1190	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	0.33	0.00	0.33	0.98	0.98	0.00
Uniform Delay (d), s/veh	31.8	31.6	33.7	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	1.0	0.1	0.0	0.0	0.2	0.0	0.3	0.3	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.2	2.1	0.6	0.0	0.0	0.1	0.0	0.1	0.1	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.9	31.7	34.7	32.2	0.0	0.0	0.2	0.0	0.3	0.3	0.4	0.0
LnGrp LOS	C	C	C	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		134			30			978			538	
Approach Delay, s/veh		34.1			32.2			0.3			0.4	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		70.7		19.3		70.7		19.3				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		55.5		25.5		55.5		25.5				
Max Q Clear Time (g_c+I1), s		2.0		3.3		2.0		7.3				
Green Ext Time (p_c), s		3.8		0.1		8.1		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			3.6									
HCM 6th LOS			A									

Notes

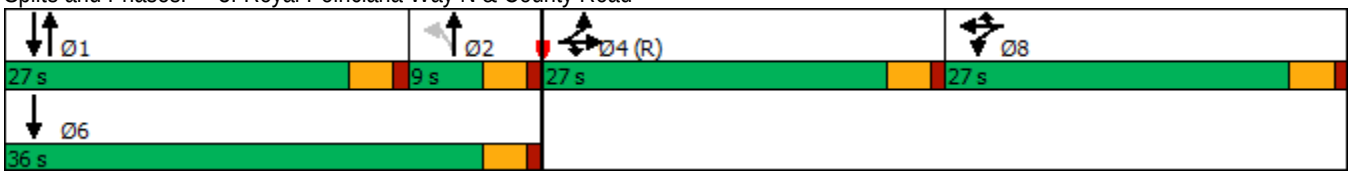
User approved pedestrian interval to be less than phase max green.

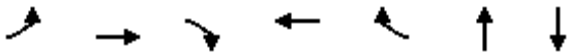
Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations										
Traffic Volume (vph)	370	137	277	74	17	287	509	363		
Future Volume (vph)	370	137	277	74	17	287	509	363		
Turn Type	Split	NA	Prot	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4	8	8		1 2	1 6	1	6
Permitted Phases						2				
Detector Phase	4	4	4	8	8	2	1 2	1 6		
Switch Phase										
Minimum Initial (s)	15.0	15.0	15.0	5.0	5.0	10.0			10.0	20.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	22.5			22.5	27.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	9.0			27.0	36.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%	10.0%			30%	40%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0					
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0					
Lead/Lag						Lag			Lead	
Lead-Lag Optimize?						Yes			Yes	
Recall Mode	C-Max	C-Max	C-Max	None	None	None			None	None
Act Effct Green (s)	23.0	23.0	23.0	9.9	9.9		47.1	47.1		
Actuated g/C Ratio	0.26	0.26	0.26	0.11	0.11		0.52	0.52		
v/c Ratio	0.62	0.61	0.47	0.46	0.07		0.89dl	0.36		
Control Delay	36.9	36.3	6.2	44.1	0.5		27.1	6.0		
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.2		
Total Delay	36.9	36.3	6.2	44.1	0.5		27.1	6.2		
LOS	D	D	A	D	A		C	A		
Approach Delay		25.9		37.1			27.1	6.2		
Approach LOS		C		D			C	A		

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 23 (26%), Referenced to phase 4:EBTL, Start of Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 21.5	Intersection LOS: C
Intersection Capacity Utilization 73.0%	ICU Level of Service D
Analysis Period (min) 15	

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 3: Royal Poinciana Way N & County Road

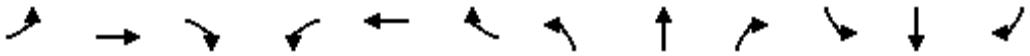




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	265	268	292	94	18	885	665
v/c Ratio	0.62	0.61	0.47	0.46	0.07	0.89dl	0.36
Control Delay	36.9	36.3	6.2	44.1	0.5	27.1	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay	36.9	36.3	6.2	44.1	0.5	27.1	6.2
Queue Length 50th (ft)	140	141	0	51	0	217	33
Queue Length 95th (ft)	227	227	61	95	0	#376	38
Internal Link Dist (ft)		1014		441		319	231
Turn Bay Length (ft)	430				230		
Base Capacity (vph)	429	441	621	472	485	1090	1843
Starvation Cap Reductn	0	0	0	0	0	0	497
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.61	0.47	0.20	0.04	0.81	0.49

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
dl Defacto Left Lane. Recode with 1 though lane as a left lane.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	370	137	277	15	74	17	287	509	45	0	363	269
Future Volume (vph)	370	137	277	15	74	17	287	509	45	0	363	269
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		4.0			4.0	
Lane Util. Factor	0.95	0.95	1.00		1.00	1.00		0.95			0.95	
Frt	1.00	1.00	0.85		1.00	0.85		0.99			0.94	
Flt Protected	0.95	0.98	1.00		0.99	1.00		0.98			1.00	
Satd. Flow (prot)	1681	1730	1583		1847	1583		3452			3313	
Flt Permitted	0.95	0.98	1.00		0.99	1.00		0.59			1.00	
Satd. Flow (perm)	1681	1730	1583		1847	1583		2080			3313	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	389	144	292	16	78	18	302	536	47	0	382	283
RTOR Reduction (vph)	0	0	220	0	0	16	0	3	0	0	110	0
Lane Group Flow (vph)	265	268	72	0	94	2	0	882	0	0	555	0
Turn Type	Split	NA	Prot	Split	NA	Prot	custom	NA			NA	
Protected Phases	4	4	4	8	8	8		1 2			1 6	
Permitted Phases							2					
Actuated Green, G (s)	22.2	22.2	22.2		8.7	8.7		47.1			47.1	
Effective Green, g (s)	22.2	22.2	22.2		8.7	8.7		47.1			47.1	
Actuated g/C Ratio	0.25	0.25	0.25		0.10	0.10		0.52			0.52	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0						
Lane Grp Cap (vph)	414	426	390		178	153		1088			1733	
v/s Ratio Prot	c0.16	0.15	0.05		c0.05	0.00					0.17	
v/s Ratio Perm								c0.42				
v/c Ratio	0.64	0.63	0.18		0.53	0.01		0.89dl			0.32	
Uniform Delay, d1	30.3	30.2	26.8		38.7	36.8		17.8			12.3	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			0.62	
Incremental Delay, d2	7.4	6.9	1.0		2.8	0.0		4.7			0.1	
Delay (s)	37.7	37.1	27.8		41.5	36.8		22.4			7.7	
Level of Service	D	D	C		D	D		C			A	
Approach Delay (s)		34.0			40.8			22.4			7.7	
Approach LOS		C			D			C			A	

Intersection Summary			
HCM 2000 Control Delay	23.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	73.0%	ICU Level of Service	D
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	80	43	499	67	15	235
Future Volume (vph)	80	43	499	67	15	235
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	4		6		5	2
Permitted Phases		4		6		
Detector Phase	4	4	6	6	5	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	12.0	12.0	5.0	12.0
Minimum Split (s)	25.9	25.9	26.9	26.9	16.5	23.9
Total Split (s)	29.0	29.0	49.0	49.0	12.0	61.0
Total Split (%)	32.2%	32.2%	54.4%	54.4%	13.3%	67.8%
Yellow Time (s)	3.4	3.4	3.4	3.4	3.0	3.4
All-Red Time (s)	2.5	2.5	2.5	2.5	1.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.9	5.9	5.9	5.9	4.0	5.9
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	10.9	10.9	69.3	69.3	6.4	71.7
Actuated g/C Ratio	0.12	0.12	0.77	0.77	0.07	0.80
v/c Ratio	0.39	0.20	0.37	0.06	0.13	0.17
Control Delay	38.3	17.7	6.3	1.8	40.9	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.3	17.7	6.3	1.8	40.9	3.5
LOS	D	B	A	A	D	A
Approach Delay	31.1		5.8			5.8
Approach LOS	C		A			A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 82 (91%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.39	
Intersection Signal Delay: 9.1	Intersection LOS: A
Intersection Capacity Utilization 44.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: Bradley Place & Sunrise Avenue

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	84	45	525	71	16	247
v/c Ratio	0.39	0.20	0.37	0.06	0.13	0.17
Control Delay	38.3	17.7	6.3	1.8	40.9	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.3	17.7	6.3	1.8	40.9	3.5
Queue Length 50th (ft)	48	7	80	0	9	31
Queue Length 95th (ft)	90	m33	234	16	28	61
Internal Link Dist (ft)	991		326			342
Turn Bay Length (ft)					40	
Base Capacity (vph)	454	439	1434	1235	157	1483
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.10	0.37	0.06	0.10	0.17

Intersection Summary

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	80	43	499	67	15	235
Future Volume (veh/h)	80	43	499	67	15	235
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	84	45	525	71	16	247
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	190	169	1308	1109	33	1426
Arrive On Green	0.11	0.11	0.70	0.70	0.02	0.76
Sat Flow, veh/h	1781	1585	1870	1585	1781	1870
Grp Volume(v), veh/h	84	45	525	71	16	247
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	1781	1870
Q Serve(g_s), s	4.0	2.3	10.6	1.3	0.8	3.3
Cycle Q Clear(g_c), s	4.0	2.3	10.6	1.3	0.8	3.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	190	169	1308	1109	33	1426
V/C Ratio(X)	0.44	0.27	0.40	0.06	0.49	0.17
Avail Cap(c_a), veh/h	457	407	1308	1109	158	1426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.7	37.0	5.7	4.3	43.8	2.9
Incr Delay (d2), s/veh	1.6	0.8	0.9	0.1	10.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	2.2	3.7	0.4	0.4	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	39.3	37.8	6.6	4.4	54.7	3.2
LnGrp LOS	D	D	A	A	D	A
Approach Vol, veh/h	129		596			263
Approach Delay, s/veh	38.8		6.3			6.3
Approach LOS	D		A			A

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		74.5		15.5	5.6	68.8
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		55.1		23.1	8.0	43.1
Max Q Clear Time (g_c+I1), s		5.3		6.0	2.8	12.6
Green Ext Time (p_c), s		1.6		0.3	0.0	4.0

Intersection Summary	
HCM 6th Ctrl Delay	10.6
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	5	11	0	0	0	21	581	207	6	320	2
Future Vol, veh/h	3	5	11	0	0	0	21	581	207	6	320	2
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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	5	12	0	0	0	22	612	218	6	337	2

Major/Minor	Minor2				Major1			Major2		
Conflicting Flow All	1115	1224	338		339	0	0	830	0	0
Stage 1	350	350	-		-	-	-	-	-	-
Stage 2	765	874	-		-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22		4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-		-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-		-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318		2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	230	179	704		1220	-	-	802	-	-
Stage 1	713	633	-		-	-	-	-	-	-
Stage 2	459	367	-		-	-	-	-	-	-
Platoon blocked, %						-	-		-	-
Mov Cap-1 Maneuver	224	0	704		1220	-	-	802	-	-
Mov Cap-2 Maneuver	224	0	-		-	-	-	-	-	-
Stage 1	700	0	-		-	-	-	-	-	-
Stage 2	455	0	-		-	-	-	-	-	-

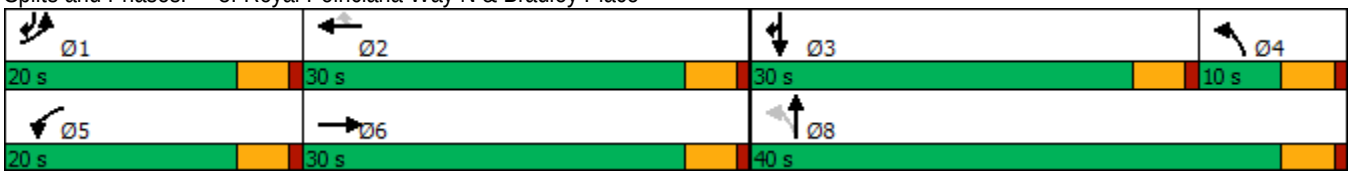
Approach	EB	NB	SB
HCM Control Delay, s	12.8	0.2	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	1220	-	-	482	802	-	-
HCM Lane V/C Ratio	0.018	-	-	0.041	0.008	-	-
HCM Control Delay (s)	8	-	-	12.8	9.5	-	-
HCM Lane LOS	A	-	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0	-	-

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	519	808	90	400	76	113	209	88	254
Future Volume (vph)	519	808	90	400	76	113	209	88	254
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					2	8			
Detector Phase	1	6	5	2	2	4	8	3	3 1
Switch Phase									
Minimum Initial (s)	15.0	20.0	15.0	20.0	20.0	5.0	15.0	15.0	
Minimum Split (s)	19.5	30.5	19.5	30.5	30.5	9.5	30.5	30.5	
Total Split (s)	20.0	30.0	20.0	30.0	30.0	10.0	40.0	30.0	
Total Split (%)	22.2%	33.3%	22.2%	33.3%	33.3%	11.1%	44.4%	33.3%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag		Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	
Recall Mode	Max	Max	None	None	None	None	None	None	
Act Effct Green (s)	15.6	29.5	15.1	24.4	24.4	24.1	22.8	15.1	31.8
Actuated g/C Ratio	0.20	0.39	0.20	0.32	0.32	0.32	0.30	0.20	0.42
v/c Ratio	0.78	0.80	0.27	0.37	0.14	0.27	0.53	0.25	0.33
Control Delay	39.0	29.0	30.2	21.6	1.9	22.6	24.6	29.8	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.0	29.0	30.2	21.6	1.9	22.6	24.6	29.8	3.1
LOS	D	C	C	C	A	C	C	C	A
Approach Delay		32.4		20.3			24.0	10.0	
Approach LOS		C		C			C	A	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 76.4	
Natural Cycle: 90	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 26.1	Intersection LOS: C
Intersection Capacity Utilization 68.0%	ICU Level of Service C
Analysis Period (min) 15	

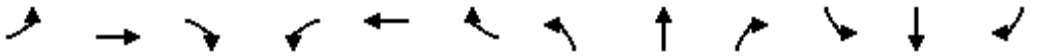
Splits and Phases: 8: Royal Poinciana Way N & Bradley Place



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	546	1073	95	421	80	119	292	93	267
v/c Ratio	0.78	0.80	0.27	0.37	0.14	0.27	0.53	0.25	0.33
Control Delay	39.0	29.0	30.2	21.6	1.9	22.6	24.6	29.8	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.0	29.0	30.2	21.6	1.9	22.6	24.6	29.8	3.1
Queue Length 50th (ft)	135	261	41	83	0	43	108	40	4
Queue Length 95th (ft)	#211	#392	83	122	12	83	181	81	35
Internal Link Dist (ft)		188		1014			316	214	
Turn Bay Length (ft)			120		150				120
Base Capacity (vph)	701	1347	362	1190	617	443	851	626	943
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	0.80	0.26	0.35	0.13	0.27	0.34	0.15	0.28

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	519	808	211	90	400	76	113	209	68	0	88	254
Future Volume (vph)	519	808	211	90	400	76	113	209	68	0	88	254
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	0.96			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	3429		1770	3539	1583	1770	1794			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	3429		1770	3539	1583	1298	1794			1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	546	851	222	95	421	80	119	220	72	0	93	267
RTOR Reduction (vph)	0	22	0	0	0	54	0	15	0	0	0	149
Lane Group Flow (vph)	546	1051	0	95	421	26	119	277	0	0	93	118
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						2	8					
Actuated Green, G (s)	15.6	29.5		11.5	25.4	25.4	23.8	23.8			15.1	30.7
Effective Green, g (s)	15.6	29.5		11.5	25.4	25.4	23.8	23.8			15.1	30.7
Actuated g/C Ratio	0.20	0.38		0.15	0.32	0.32	0.30	0.30			0.19	0.39
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	683	1291		259	1148	513	419	545			359	620
v/s Ratio Prot	c0.16	c0.31		0.05	0.12		0.02	c0.15			0.05	0.07
v/s Ratio Perm						0.02	0.07					
v/c Ratio	0.80	0.81		0.37	0.37	0.05	0.28	0.51			0.26	0.19
Uniform Delay, d1	29.9	21.9		30.1	20.3	18.2	20.9	22.4			26.8	15.6
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	9.5	5.7		0.9	0.2	0.0	0.4	0.7			0.4	0.2
Delay (s)	39.4	27.6		31.0	20.5	18.2	21.3	23.2			27.2	15.8
Level of Service	D	C		C	C	B	C	C			C	B
Approach Delay (s)		31.6			21.9			22.6			18.7	
Approach LOS		C			C			C			B	

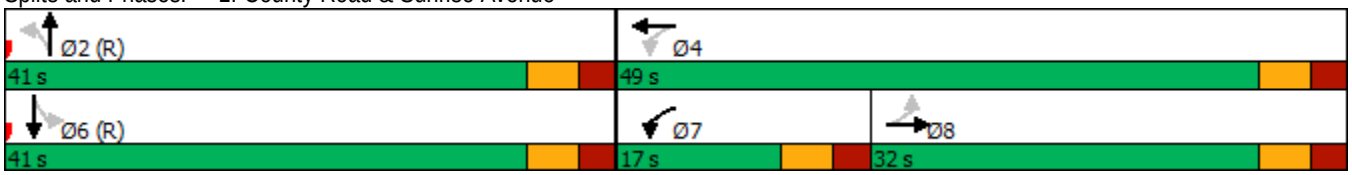
Intersection Summary			
HCM 2000 Control Delay	26.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	78.3	Sum of lost time (s)	18.0
Intersection Capacity Utilization	68.0%	ICU Level of Service	C
Analysis Period (min)	15		

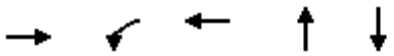
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	35	20	124	60	109	559	30	521
Future Volume (vph)	35	20	124	60	109	559	30	521
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		8	7	4		2		6
Permitted Phases	8		4		2		6	
Detector Phase	8	8	7	4	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	7.0	10.0	20.0	20.0	20.0	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0
Total Split (s)	32.0	32.0	17.0	49.0	41.0	41.0	41.0	41.0
Total Split (%)	35.6%	35.6%	18.9%	54.4%	45.6%	45.6%	45.6%	45.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0		6.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		11.6	27.7	27.7		50.3		50.3
Actuated g/C Ratio		0.13	0.31	0.31		0.56		0.56
v/c Ratio		0.61	0.41	0.19		0.59		0.38
Control Delay		23.6	26.4	14.1		9.0		12.2
Queue Delay		0.0	0.0	0.0		0.1		0.0
Total Delay		23.6	26.4	14.1		9.1		12.2
LOS		C	C	B		A		B
Approach Delay		23.6		20.8		9.1		12.2
Approach LOS		C		C		A		B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 66 (73%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 13.0	Intersection LOS: B
Intersection Capacity Utilization 79.6%	ICU Level of Service D
Analysis Period (min) 15	

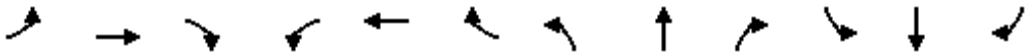
Splits and Phases: 1: County Road & Sunrise Avenue





Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	186	131	107	848	662
v/c Ratio	0.61	0.41	0.19	0.59	0.38
Control Delay	23.6	26.4	14.1	9.0	12.2
Queue Delay	0.0	0.0	0.0	0.1	0.0
Total Delay	23.6	26.4	14.1	9.1	12.2
Queue Length 50th (ft)	36	56	26	74	98
Queue Length 95th (ft)	102	91	58	273	160
Internal Link Dist (ft)	991		146	316	333
Turn Bay Length (ft)					
Base Capacity (vph)	529	333	857	1427	1720
Starvation Cap Reductn	0	0	0	64	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.35	0.39	0.12	0.62	0.38

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	20	122	124	60	42	109	559	138	30	521	78
Future Volume (veh/h)	35	20	122	124	60	42	109	559	138	30	521	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	21	128	131	63	44	115	588	145	32	548	82
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	40	158	357	299	209	234	1179	298	101	1623	239
Arrive On Green	0.15	0.15	0.15	0.08	0.29	0.29	1.00	1.00	1.00	0.57	0.57	0.57
Sat Flow, veh/h	218	273	1085	1781	1025	716	318	2051	519	100	2823	415
Grp Volume(v), veh/h	186	0	0	131	0	107	398	0	450	341	0	321
Grp Sat Flow(s),veh/h/ln	1576	0	0	1781	0	1741	1279	0	1609	1711	0	1627
Q Serve(g_s), s	6.5	0.0	0.0	5.4	0.0	4.2	4.8	0.0	0.0	0.0	0.0	9.4
Cycle Q Clear(g_c), s	10.2	0.0	0.0	5.4	0.0	4.2	14.2	0.0	0.0	8.5	0.0	9.4
Prop In Lane	0.20		0.69	1.00		0.41	0.29		0.32	0.09		0.26
Lane Grp Cap(c), veh/h	277	0	0	357	0	508	787	0	925	1027	0	935
V/C Ratio(X)	0.67	0.00	0.00	0.37	0.00	0.21	0.51	0.00	0.49	0.33	0.00	0.34
Avail Cap(c_a), veh/h	498	0	0	433	0	832	787	0	925	1027	0	935
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.97	0.00	0.97	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.2	0.0	0.0	27.5	0.0	24.0	0.4	0.0	0.0	9.9	0.0	10.1
Incr Delay (d2), s/veh	2.8	0.0	0.0	0.6	0.0	0.2	2.3	0.0	1.8	0.9	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.0	0.0	2.3	0.0	1.7	0.5	0.0	0.5	3.5	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.0	0.0	0.0	28.1	0.0	24.2	2.7	0.0	1.8	10.8	0.0	11.1
LnGrp LOS	D	A	A	C	A	C	A	A	A	B	A	B
Approach Vol, veh/h		186			238			848			662	
Approach Delay, s/veh		40.0			26.4			2.2			11.0	
Approach LOS		D			C			A			B	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		57.7		32.3		57.7	13.2	19.1				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		35.0		43.0		35.0	11.0	26.0				
Max Q Clear Time (g_c+I1), s		16.2		6.2		11.4	7.4	12.2				
Green Ext Time (p_c), s		5.9		0.6		4.5	0.1	0.9				

Intersection Summary												
HCM 6th Ctrl Delay			11.8									
HCM 6th LOS			B									

Notes

User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	29	9	104	16	0	737	9	752
Future Volume (vph)	29	9	104	16	0	737	9	752
Turn Type	Perm	NA	Perm	Perm	NA	NA	Perm	NA
Protected Phases		8			4	6		2
Permitted Phases	8		8	4			2	
Detector Phase	8	8	8	4	4	6	2	2
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0
Minimum Split (s)	30.5	30.5	30.5	30.5	30.5	25.5	25.5	25.5
Total Split (s)	34.0	34.0	34.0	34.0	34.0	56.0	56.0	56.0
Total Split (%)	37.8%	37.8%	37.8%	37.8%	37.8%	62.2%	62.2%	62.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	15.0	15.0	15.0		15.0	70.8		70.8
Actuated g/C Ratio	0.17	0.17	0.17		0.17	0.79		0.79
v/c Ratio	0.14	0.03	0.31		0.15	0.30		0.30
Control Delay	34.4	32.4	9.7		19.7	10.7		2.1
Queue Delay	0.0	0.0	0.2		0.1	0.5		0.1
Total Delay	34.4	32.4	9.9		19.8	11.1		2.2
LOS	C	C	A		B	B		A
Approach Delay		16.4			19.8	11.1		2.2
Approach LOS		B			B	B		A

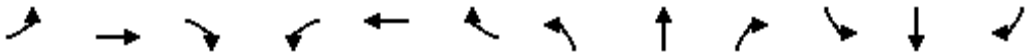
Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 70 (78%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.31	
Intersection Signal Delay: 7.8	Intersection LOS: A
Intersection Capacity Utilization 57.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: County Road & Sunset Avenue

Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	31	9	109	41	816	801
v/c Ratio	0.14	0.03	0.31	0.15	0.30	0.30
Control Delay	34.4	32.4	9.7	19.7	10.7	2.1
Queue Delay	0.0	0.0	0.2	0.1	0.5	0.1
Total Delay	34.4	32.4	9.9	19.8	11.1	2.2
Queue Length 50th (ft)	15	4	1	8	150	31
Queue Length 95th (ft)	m41	m17	45	37	m148	60
Internal Link Dist (ft)		998		57	231	316
Turn Bay Length (ft)	80					
Base Capacity (vph)	445	610	592	518	2766	2634
Starvation Cap Reductn	0	0	0	0	1369	751
Spillback Cap Reductn	0	0	160	151	0	214
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.01	0.25	0.11	0.58	0.43

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	9	104	16	0	23	0	737	38	9	752	0
Future Volume (veh/h)	29	9	104	16	0	23	0	737	38	9	752	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	31	9	109	17	0	24	0	776	40	9	792	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	0
Cap, veh/h	317	309	262	137	22	144	0	2526	130	49	2540	0
Arrive On Green	0.17	0.17	0.17	0.17	0.00	0.17	0.00	0.73	0.73	1.00	1.00	0.00
Sat Flow, veh/h	1387	1870	1585	486	131	870	0	3532	177	11	3542	0
Grp Volume(v), veh/h	31	9	109	41	0	0	0	401	415	428	373	0
Grp Sat Flow(s),veh/h/ln	1387	1870	1585	1486	0	0	0	1777	1838	1851	1617	0
Q Serve(g_s), s	0.0	0.4	5.5	0.0	0.0	0.0	0.0	7.0	7.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.3	0.4	5.5	1.9	0.0	0.0	0.0	7.0	7.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.41		0.59	0.00		0.10	0.02		0.00
Lane Grp Cap(c), veh/h	317	309	262	302	0	0	0	1306	1351	1401	1188	0
V/C Ratio(X)	0.10	0.03	0.42	0.14	0.00	0.00	0.00	0.31	0.31	0.31	0.31	0.00
Avail Cap(c_a), veh/h	543	613	520	536	0	0	0	1306	1351	1401	1188	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.11	0.11	0.93	0.93	0.00
Uniform Delay (d), s/veh	31.9	31.5	33.7	32.1	0.0	0.0	0.0	4.1	4.1	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	1.1	0.2	0.0	0.0	0.0	0.1	0.1	0.5	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.2	2.2	0.8	0.0	0.0	0.0	2.0	2.0	0.2	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.0	31.5	34.7	32.3	0.0	0.0	0.0	4.2	4.2	0.5	0.6	0.0
LnGrp LOS	C	C	C	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		149			41			816			801	
Approach Delay, s/veh		34.0			32.3			4.2			0.6	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		70.6		19.4		70.6		19.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		51.5		29.5		51.5		29.5				
Max Q Clear Time (g_c+I1), s		2.0		3.9		9.0		7.5				
Green Ext Time (p_c), s		6.1		0.2		6.1		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			5.7									
HCM 6th LOS			A									

Notes

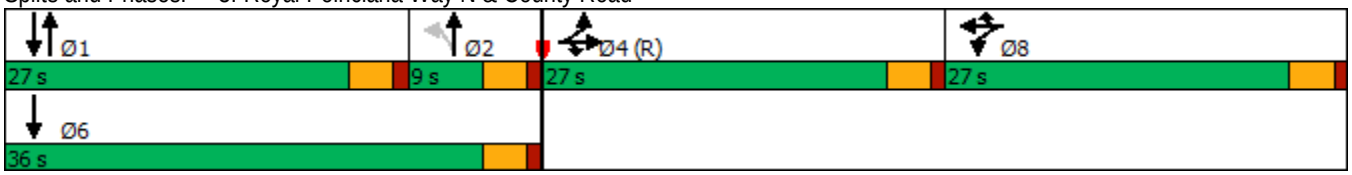
User approved pedestrian interval to be less than phase max green.

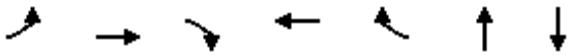
Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations										
Traffic Volume (vph)	170	60	342	74	6	278	612	609		
Future Volume (vph)	170	60	342	74	6	278	612	609		
Turn Type	Split	NA	Prot	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4	8	8		1 2	1 6	1	6
Permitted Phases						2				
Detector Phase	4	4	4	8	8	2	1 2	1 6		
Switch Phase										
Minimum Initial (s)	15.0	15.0	15.0	5.0	5.0	10.0			10.0	20.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	27.0			27.0	27.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	9.0			27.0	36.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%	10.0%			30%	40%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0					
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0					
Lead/Lag						Lag			Lead	
Lead-Lag Optimize?						Yes			Yes	
Recall Mode	C-Max	C-Max	C-Max	None	None	None			None	None
Act Effct Green (s)	23.0	23.0	23.0	10.5	10.5		46.6	46.6		
Actuated g/C Ratio	0.26	0.26	0.26	0.12	0.12		0.52	0.52		
v/c Ratio	0.28	0.28	0.54	0.50	0.02		1.33dl	0.52		
Control Delay	29.0	28.9	6.4	44.5	0.2		50.2	21.3		
Queue Delay	0.0	0.0	0.0	0.0	0.0		5.7	1.2		
Total Delay	29.0	28.9	6.4	44.5	0.2		55.9	22.5		
LOS	C	C	A	D	A		E	C		
Approach Delay		15.5		42.1			55.9	22.5		
Approach LOS		B		D			E	C		

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 72 (80%), Referenced to phase 4:EBTL, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 34.1	Intersection LOS: C
Intersection Capacity Utilization 74.4%	ICU Level of Service D
Analysis Period (min) 15	

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 3: Royal Poinciana Way N & County Road





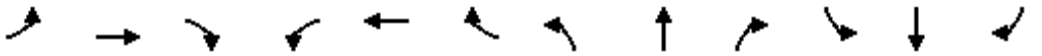
Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	120	122	360	106	6	965	929
v/c Ratio	0.28	0.28	0.54	0.50	0.02	1.33dl	0.52
Control Delay	29.0	28.9	6.4	44.5	0.2	50.2	21.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	5.7	1.2
Total Delay	29.0	28.9	6.4	44.5	0.2	55.9	22.5
Queue Length 50th (ft)	57	58	0	57	0	~312	186
Queue Length 95th (ft)	107	108	66	104	0	#464	258
Internal Link Dist (ft)		1014		441		319	231
Turn Bay Length (ft)	430				230		
Base Capacity (vph)	429	441	672	469	485	980	1789
Starvation Cap Reductn	0	0	0	0	0	0	596
Spillback Cap Reductn	0	0	0	0	0	24	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.28	0.54	0.23	0.01	1.01	0.78

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.

dl Defacto Left Lane. Recode with 1 though lane as a left lane.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	60	342	27	74	6	278	612	27	0	609	274
Future Volume (vph)	170	60	342	27	74	6	278	612	27	0	609	274
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		4.0			4.0	
Lane Util. Factor	0.95	0.95	1.00		1.00	1.00		0.95			0.95	
Frt	1.00	1.00	0.85		1.00	0.85		1.00			0.95	
Flt Protected	0.95	0.98	1.00		0.99	1.00		0.99			1.00	
Satd. Flow (prot)	1681	1728	1583		1838	1583		3471			3375	
Flt Permitted	0.95	0.98	1.00		0.99	1.00		0.54			1.00	
Satd. Flow (perm)	1681	1728	1583		1838	1583		1889			3375	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	179	63	360	28	78	6	293	644	28	0	641	288
RTOR Reduction (vph)	0	0	271	0	0	5	0	2	0	0	43	0
Lane Group Flow (vph)	120	122	89	0	106	1	0	963	0	0	886	0
Turn Type	Split	NA	Prot	Split	NA	Prot	custom	NA			NA	
Protected Phases	4	4	4	8	8	8		1 2			1 6	
Permitted Phases							2					
Actuated Green, G (s)	22.2	22.2	22.2		9.2	9.2		46.6			46.6	
Effective Green, g (s)	22.2	22.2	22.2		9.2	9.2		46.6			46.6	
Actuated g/C Ratio	0.25	0.25	0.25		0.10	0.10		0.52			0.52	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0						
Lane Grp Cap (vph)	414	426	390		187	161		978			1747	
v/s Ratio Prot	c0.07	0.07	0.06		c0.06	0.00					0.26	
v/s Ratio Perm								c0.51				
v/c Ratio	0.29	0.29	0.23		0.57	0.00		1.33dl			0.51	
Uniform Delay, d1	27.5	27.5	27.1		38.5	36.3		21.4			14.2	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.44	
Incremental Delay, d2	1.8	1.7	1.4		3.9	0.0		24.9			0.2	
Delay (s)	29.3	29.2	28.4		42.4	36.3		46.2			20.6	
Level of Service	C	C	C		D	D		D			C	
Approach Delay (s)		28.7			42.1			46.2			20.6	
Approach LOS		C			D			D			C	

Intersection Summary			
HCM 2000 Control Delay	32.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	74.4%	ICU Level of Service	D
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	239	43	257	78	29	399
Future Volume (vph)	239	43	257	78	29	399
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	4		6		5	2
Permitted Phases		4		6		
Detector Phase	4	4	6	6	5	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.9	25.9	26.9	26.9	9.5	23.9
Total Split (s)	35.0	35.0	42.0	42.0	13.0	55.0
Total Split (%)	38.9%	38.9%	46.7%	46.7%	14.4%	61.1%
Yellow Time (s)	3.4	3.4	3.4	3.4	3.0	3.4
All-Red Time (s)	2.5	2.5	2.5	2.5	1.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.9	5.9	5.9	5.9	4.0	5.9
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	18.1	18.1	52.9	52.9	7.1	60.1
Actuated g/C Ratio	0.20	0.20	0.59	0.59	0.08	0.67
v/c Ratio	0.71	0.13	0.25	0.09	0.22	0.34
Control Delay	39.9	10.4	12.2	3.6	42.0	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.9	10.4	12.2	3.6	42.0	8.2
LOS	D	B	B	A	D	A
Approach Delay	35.4		10.2			10.5
Approach LOS	D		B			B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 76 (84%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 17.1	Intersection LOS: B
Intersection Capacity Utilization 44.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: Bradley Place & Sunrise Avenue

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	252	45	271	82	31	420
v/c Ratio	0.71	0.13	0.25	0.09	0.22	0.34
Control Delay	39.9	10.4	12.2	3.6	42.0	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.9	10.4	12.2	3.6	42.0	8.2
Queue Length 50th (ft)	136	5	77	0	17	90
Queue Length 95th (ft)	199	m23	153	24	44	174
Internal Link Dist (ft)	991		326			342
Turn Bay Length (ft)					40	
Base Capacity (vph)	572	542	1094	963	178	1243
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.08	0.25	0.09	0.17	0.34

Intersection Summary

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	239	43	257	78	29	399
Future Volume (veh/h)	239	43	257	78	29	399
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	252	45	271	82	31	420
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	299	266	1172	993	53	1311
Arrive On Green	0.17	0.17	0.63	0.63	0.03	0.70
Sat Flow, veh/h	1781	1585	1870	1585	1781	1870
Grp Volume(v), veh/h	252	45	271	82	31	420
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	1781	1870
Q Serve(g_s), s	12.3	2.2	5.7	1.8	1.5	7.8
Cycle Q Clear(g_c), s	12.3	2.2	5.7	1.8	1.5	7.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	299	266	1172	993	53	1311
V/C Ratio(X)	0.84	0.17	0.23	0.08	0.58	0.32
Avail Cap(c_a), veh/h	576	512	1172	993	178	1311
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.3	32.1	7.3	6.6	43.1	5.2
Incr Delay (d2), s/veh	6.4	0.3	0.5	0.2	9.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	2.1	2.2	0.6	0.8	2.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	42.7	32.4	7.8	6.8	52.7	5.8
LnGrp LOS	D	C	A	A	D	A
Approach Vol, veh/h	297		353			451
Approach Delay, s/veh	41.1		7.6			9.1
Approach LOS	D		A			A

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		69.0		21.0	6.7	62.3
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		49.1		29.1	9.0	36.1
Max Q Clear Time (g_c+I1), s		9.8		14.3	3.5	7.7
Green Ext Time (p_c), s		2.9		0.8	0.0	1.9

Intersection Summary	
HCM 6th Ctrl Delay	17.2
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	6	29	0	0	0	32	336	195	11	630	8
Future Vol, veh/h	3	6	29	0	0	0	32	336	195	11	630	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	6	31	0	0	0	34	354	205	12	663	8

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1216	1318	667	671	0	0	559	0	0
Stage 1	691	691	-	-	-	-	-	-	-
Stage 2	525	627	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	200	157	459	919	-	-	1012	-	-
Stage 1	497	446	-	-	-	-	-	-	-
Stage 2	593	476	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	189	0	459	919	-	-	1012	-	-
Mov Cap-2 Maneuver	189	0	-	-	-	-	-	-	-
Stage 1	479	0	-	-	-	-	-	-	-
Stage 2	582	0	-	-	-	-	-	-	-

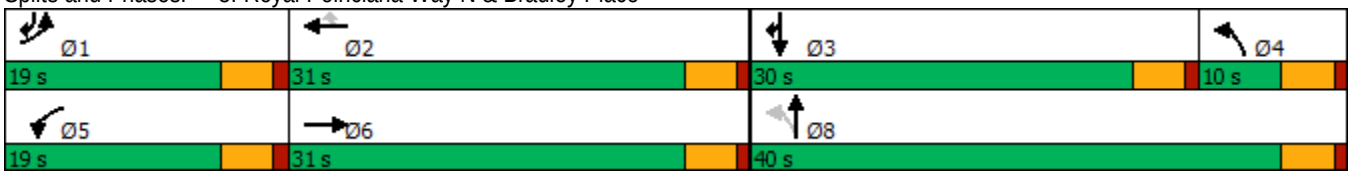
Approach	EB	NB	SB
HCM Control Delay, s	14.9	0.5	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	919	-	-	405	1012	-	-
HCM Lane V/C Ratio	0.037	-	-	0.099	0.011	-	-
HCM Control Delay (s)	9.1	-	-	14.9	8.6	-	-
HCM Lane LOS	A	-	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0	-	-

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	338	448	103	580	78	231	167	150	515
Future Volume (vph)	338	448	103	580	78	231	167	150	515
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					2	8			
Detector Phase	1	6	5	2	2	4	8	3	3 1
Switch Phase									
Minimum Initial (s)	15.0	20.0	15.0	20.0	20.0	5.0	15.0	15.0	
Minimum Split (s)	19.5	30.5	19.5	30.5	30.5	9.5	30.5	30.5	
Total Split (s)	19.0	31.0	19.0	31.0	31.0	10.0	40.0	30.0	
Total Split (%)	21.1%	34.4%	21.1%	34.4%	34.4%	11.1%	44.4%	33.3%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag		Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	
Recall Mode	Max	Max	None	None	None	None	None	None	
Act Effct Green (s)	14.6	29.6	14.6	25.2	25.2	31.0	31.0	20.9	35.5
Actuated g/C Ratio	0.17	0.35	0.17	0.30	0.30	0.37	0.37	0.25	0.42
v/c Ratio	0.60	0.50	0.35	0.58	0.15	0.53	0.41	0.34	0.74
Control Delay	38.1	23.9	36.4	28.1	2.1	26.6	19.1	28.3	16.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.1	23.9	36.4	28.1	2.1	26.6	19.1	28.3	16.2
LOS	D	C	D	C	A	C	B	C	B
Approach Delay		29.1		26.6			22.7	18.9	
Approach LOS		C		C			C	B	

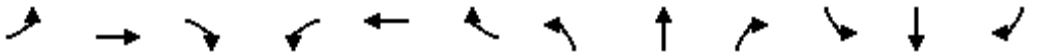
Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 84.3	
Natural Cycle: 90	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 24.9	Intersection LOS: C
Intersection Capacity Utilization 72.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 8: Royal Poinciana Way N & Bradley Place



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	356	619	108	611	82	243	274	158	542
v/c Ratio	0.60	0.50	0.35	0.58	0.15	0.53	0.41	0.34	0.74
Control Delay	38.1	23.9	36.4	28.1	2.1	26.6	19.1	28.3	16.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.1	23.9	36.4	28.1	2.1	26.6	19.1	28.3	16.2
Queue Length 50th (ft)	93	136	53	145	0	95	93	70	125
Queue Length 95th (ft)	144	201	105	210	13	155	157	123	209
Internal Link Dist (ft)		188		1014			316	214	
Turn Bay Length (ft)			120		150				120
Base Capacity (vph)	594	1226	306	1119	587	460	767	566	817
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	0.60	0.50	0.35	0.55	0.14	0.53	0.36	0.28	0.66

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	338	448	140	103	580	78	231	167	93	0	150	515
Future Volume (vph)	338	448	140	103	580	78	231	167	93	0	150	515
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	0.96		1.00	1.00	0.85	1.00	0.95			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)	3433	3413		1770	3539	1583	1770	1763			1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.61	1.00			1.00	1.00
Satd. Flow (perm)	3433	3413		1770	3539	1583	1143	1763			1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	356	472	147	108	611	82	243	176	98	0	158	542
RTOR Reduction (vph)	0	31	0	0	0	57	0	24	0	0	0	68
Lane Group Flow (vph)	356	588	0	108	611	25	243	250	0	0	158	474
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						2	8					
Actuated Green, G (s)	14.6	29.5		11.2	26.1	26.1	30.9	30.9			20.9	35.5
Effective Green, g (s)	14.6	29.5		11.2	26.1	26.1	30.9	30.9			20.9	35.5
Actuated g/C Ratio	0.17	0.35		0.13	0.31	0.31	0.36	0.36			0.25	0.42
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	588	1183		232	1085	485	455	640			457	660
v/s Ratio Prot	0.10	c0.17		0.06	c0.17		c0.03	0.14			0.08	c0.30
v/s Ratio Perm						0.02	0.16					
v/c Ratio	0.61	0.50		0.47	0.56	0.05	0.53	0.39			0.35	0.72
Uniform Delay, d1	32.6	21.9		34.2	24.7	20.8	22.9	20.1			26.5	20.6
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	4.6	1.5		1.5	0.7	0.0	1.2	0.4			0.5	3.7
Delay (s)	37.2	23.4		35.7	25.4	20.8	24.1	20.5			26.9	24.4
Level of Service	D	C		D	C	C	C	C			C	C
Approach Delay (s)		28.5			26.3			22.2			24.9	
Approach LOS		C			C			C			C	

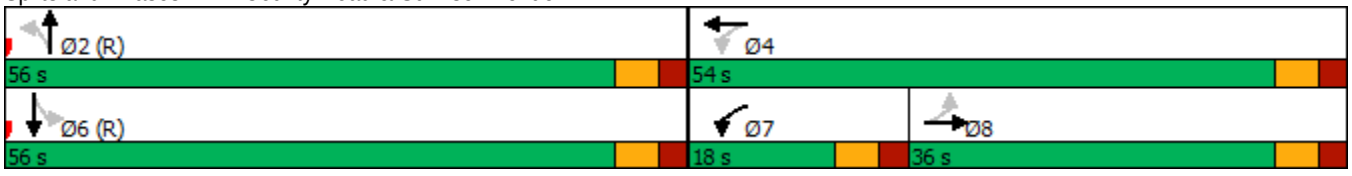
Intersection Summary			
HCM 2000 Control Delay	26.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	85.1	Sum of lost time (s)	18.0
Intersection Capacity Utilization	72.6%	ICU Level of Service	C
Analysis Period (min)	15		

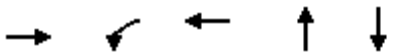
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	44	32	107	60	121	423	23	636
Future Volume (vph)	44	32	107	60	121	423	23	636
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		8	7	4		2		6
Permitted Phases	8		4		2		6	
Detector Phase	8	8	7	4	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	7.0	10.0	20.0	20.0	20.0	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0
Total Split (s)	36.0	36.0	18.0	54.0	56.0	56.0	56.0	56.0
Total Split (%)	32.7%	32.7%	16.4%	49.1%	50.9%	50.9%	50.9%	50.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0		6.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		14.1	30.9	30.9		67.1		67.1
Actuated g/C Ratio		0.13	0.28	0.28		0.61		0.61
v/c Ratio		0.67	0.35	0.16		0.51		0.39
Control Delay		46.9	32.1	22.1		23.0		12.3
Queue Delay		0.0	0.0	0.0		0.2		0.0
Total Delay		46.9	32.1	22.1		23.2		12.3
LOS		D	C	C		C		B
Approach Delay		46.9		27.8		23.2		12.3
Approach LOS		D		C		C		B

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 93 (85%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 21.1	Intersection LOS: C
Intersection Capacity Utilization 69.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: County Road & Sunrise Avenue





Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	153	113	84	701	767
v/c Ratio	0.67	0.35	0.16	0.51	0.39
Control Delay	46.9	32.1	22.1	23.0	12.3
Queue Delay	0.0	0.0	0.0	0.2	0.0
Total Delay	46.9	32.1	22.1	23.2	12.3
Queue Length 50th (ft)	76	61	34	153	135
Queue Length 95th (ft)	138	99	66	189	206
Internal Link Dist (ft)	991		146	316	333
Turn Bay Length (ft)					
Base Capacity (vph)	442	331	792	1366	1957
Starvation Cap Reductn	0	0	0	145	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.35	0.34	0.11	0.57	0.39

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	32	69	107	60	20	121	423	123	23	636	70
Future Volume (veh/h)	44	32	69	107	60	20	121	423	123	23	636	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	34	73	113	63	21	127	445	129	24	669	74
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	87	54	90	312	327	109	305	1101	333	76	1967	215
Arrive On Green	0.12	0.12	0.12	0.07	0.24	0.24	1.00	1.00	1.00	0.65	0.65	0.65
Sat Flow, veh/h	375	450	752	1781	1342	447	399	1702	515	63	3039	332
Grp Volume(v), veh/h	153	0	0	113	0	84	298	0	403	401	0	366
Grp Sat Flow(s),veh/h/ln	1576	0	0	1781	0	1790	1006	0	1609	1792	0	1642
Q Serve(g_s), s	7.8	0.0	0.0	5.9	0.0	4.1	6.0	0.0	0.0	0.0	0.0	11.1
Cycle Q Clear(g_c), s	10.4	0.0	0.0	5.9	0.0	4.1	17.1	0.0	0.0	10.6	0.0	11.1
Prop In Lane	0.30		0.48	1.00		0.25	0.43		0.32	0.06		0.20
Lane Grp Cap(c), veh/h	230	0	0	312	0	437	698	0	1041	1194	0	1063
V/C Ratio(X)	0.66	0.00	0.00	0.36	0.00	0.19	0.43	0.00	0.39	0.34	0.00	0.34
Avail Cap(c_a), veh/h	467	0	0	381	0	781	698	0	1041	1194	0	1063
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.98	0.00	0.98	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.1	0.0	0.0	36.9	0.0	33.0	0.9	0.0	0.0	8.7	0.0	8.8
Incr Delay (d2), s/veh	3.3	0.0	0.0	0.7	0.0	0.2	1.9	0.0	1.1	0.8	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.0	0.0	2.6	0.0	1.8	0.4	0.0	0.3	4.3	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.4	0.0	0.0	37.6	0.0	33.2	2.7	0.0	1.1	9.5	0.0	9.7
LnGrp LOS	D	A	A	D	A	C	A	A	A	A	A	A
Approach Vol, veh/h		153			197			701			767	
Approach Delay, s/veh		50.4			35.7			1.8			9.6	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	2	4	6	7	8
Phs Duration (G+Y+Rc), s	77.2	32.8	77.2	13.7	19.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	50.0	48.0	50.0	12.0	30.0
Max Q Clear Time (g_c+I1), s	19.1	6.1	13.1	7.9	12.4
Green Ext Time (p_c), s	5.9	0.5	5.7	0.1	0.8

Intersection Summary	
HCM 6th Ctrl Delay	12.8
HCM 6th LOS	B

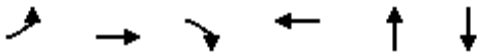
Notes

User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	58	3	143	12	0	5	594	3	814
Future Volume (vph)	58	3	143	12	0	5	594	3	814
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8			4		6		2
Permitted Phases	8		8	4		6		2	
Detector Phase	8	8	8	4	4	6	6	2	2
Switch Phase									
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0	10.0
Minimum Split (s)	30.5	30.5	30.5	30.5	30.5	25.5	25.5	25.5	25.5
Total Split (s)	38.0	38.0	38.0	38.0	38.0	72.0	72.0	72.0	72.0
Total Split (%)	34.5%	34.5%	34.5%	34.5%	34.5%	65.5%	65.5%	65.5%	65.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5		4.5		4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	15.0	15.0	15.0		15.0		86.0		86.0
Actuated g/C Ratio	0.14	0.14	0.14		0.14		0.78		0.78
v/c Ratio	0.33	0.01	0.44		0.12		0.25		0.33
Control Delay	48.3	41.3	11.2		27.3		0.2		1.7
Queue Delay	0.0	0.0	0.1		0.0		0.3		0.4
Total Delay	48.3	41.3	11.3		27.3		0.5		2.0
LOS	D	D	B		C		A		A
Approach Delay		22.2			27.3		0.5		2.0
Approach LOS		C			C		A		A

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 96 (87%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.44	
Intersection Signal Delay: 4.4	Intersection LOS: A
Intersection Capacity Utilization 58.8%	ICU Level of Service B
Analysis Period (min) 15	

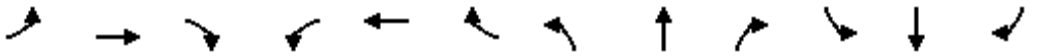
Splits and Phases: 2: County Road & Sunset Avenue



Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	61	3	151	28	648	860
v/c Ratio	0.33	0.01	0.44	0.12	0.25	0.33
Control Delay	48.3	41.3	11.2	27.3	0.2	1.7
Queue Delay	0.0	0.0	0.1	0.0	0.3	0.4
Total Delay	48.3	41.3	11.3	27.3	0.5	2.0
Queue Length 50th (ft)	39	2	0	8	1	31
Queue Length 95th (ft)	82	11	58	35	m1	43
Internal Link Dist (ft)		998		57	231	316
Turn Bay Length (ft)	80					
Base Capacity (vph)	419	567	587	483	2619	2639
Starvation Cap Reductn	0	0	0	0	1289	774
Spillback Cap Reductn	0	0	50	4	5	1129
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.01	0.28	0.06	0.49	0.57

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	3	143	12	0	14	5	594	17	3	814	0
Future Volume (veh/h)	58	3	143	12	0	14	5	594	17	3	814	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	61	3	151	13	0	15	5	625	18	3	857	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	0
Cap, veh/h	262	255	216	123	16	106	39	2686	77	35	2723	0
Arrive On Green	0.14	0.14	0.14	0.14	0.00	0.14	1.00	1.00	1.00	1.00	1.00	0.00
Sat Flow, veh/h	1398	1870	1585	551	121	775	7	3436	98	2	3568	0
Grp Volume(v), veh/h	61	3	151	28	0	0	340	0	308	461	399	0
Grp Sat Flow(s),veh/h/ln	1398	1870	1585	1446	0	0	1857	0	1684	1868	1617	0
Q Serve(g_s), s	2.3	0.2	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.9	0.2	10.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.46		0.54	0.01		0.06	0.01		0.00
Lane Grp Cap(c), veh/h	262	255	216	245	0	0	1485	0	1317	1493	1264	0
V/C Ratio(X)	0.23	0.01	0.70	0.11	0.00	0.00	0.23	0.00	0.23	0.31	0.32	0.00
Avail Cap(c_a), veh/h	497	570	483	481	0	0	1485	0	1317	1493	1264	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	0.19	0.00	0.19	0.93	0.93	0.00
Uniform Delay (d), s/veh	42.6	41.1	45.4	41.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	4.1	0.2	0.0	0.0	0.1	0.0	0.1	0.5	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.1	4.2	0.7	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.1	41.1	49.4	41.9	0.0	0.0	0.1	0.0	0.1	0.5	0.6	0.0
LnGrp LOS	D	D	D	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		215			28			648			860	
Approach Delay, s/veh		47.5			41.9			0.1			0.6	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		90.5		19.5		90.5		19.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		67.5		33.5		67.5		33.5				
Max Q Clear Time (g_c+I1), s		2.0		3.6		2.0		12.0				
Green Ext Time (p_c), s		6.7		0.1		4.6		0.6				

Intersection Summary												
HCM 6th Ctrl Delay			6.8									
HCM 6th LOS			A									

Notes

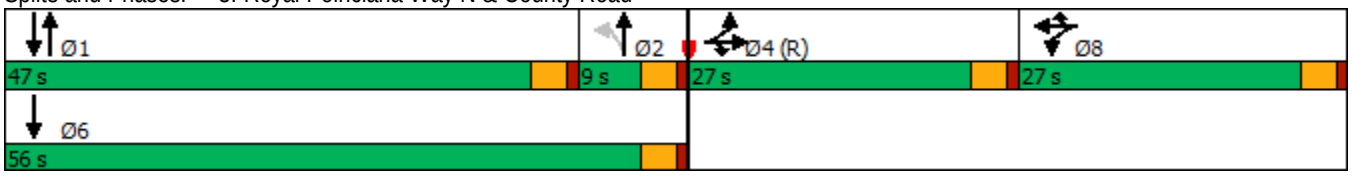
User approved pedestrian interval to be less than phase max green.

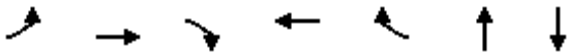
Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations										
Traffic Volume (vph)	237	96	319	106	20	329	390	538		
Future Volume (vph)	237	96	319	106	20	329	390	538		
Turn Type	Split	NA	Prot	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4	8	8		1 2	1 6	1	6
Permitted Phases						2				
Detector Phase	4	4	4	8	8	2	1 2	1 6		
Switch Phase										
Minimum Initial (s)	15.0	15.0	15.0	5.0	5.0	10.0			20.0	20.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	27.0			27.0	27.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	9.0			47.0	56.0
Total Split (%)	24.5%	24.5%	24.5%	24.5%	24.5%	8.2%			43%	51%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0					
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0					
Lead/Lag						Lag			Lead	
Lead-Lag Optimize?						Yes			Yes	
Recall Mode	C-Max	C-Max	C-Max	None	None	None			None	None
Act Effct Green (s)	24.1	24.1	24.1	14.8	14.8		59.1	59.1		
Actuated g/C Ratio	0.22	0.22	0.22	0.13	0.13		0.54	0.54		
v/c Ratio	0.47	0.47	0.55	0.65	0.07		1.74dl	0.54		
Control Delay	42.9	42.8	7.8	56.7	0.5		30.4	25.3		
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	1.4		
Total Delay	42.9	42.8	7.8	56.7	0.5		30.4	26.7		
LOS	D	D	A	E	A		C	C		
Approach Delay		25.7		50.2			30.4	26.7		
Approach LOS		C		D			C	C		

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 87 (79%), Referenced to phase 4:EBTL, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 29.1	Intersection LOS: C
Intersection Capacity Utilization 75.9%	ICU Level of Service D
Analysis Period (min) 15	

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 3: Royal Poinciana Way N & County Road

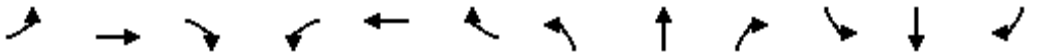




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	172	178	336	159	21	793	1020
v/c Ratio	0.47	0.47	0.55	0.65	0.07	1.74dl	0.54
Control Delay	42.9	42.8	7.8	56.7	0.5	30.4	25.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	1.4
Total Delay	42.9	42.8	7.8	56.7	0.5	30.4	26.7
Queue Length 50th (ft)	113	117	0	108	0	226	278
Queue Length 95th (ft)	187	192	77	169	0	#391	359
Internal Link Dist (ft)		1014		441		319	231
Turn Bay Length (ft)	430				230		
Base Capacity (vph)	367	379	608	383	401	964	1890
Starvation Cap Reductn	0	0	0	0	0	0	619
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.47	0.55	0.42	0.05	0.82	0.80

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
dl Defacto Left Lane. Recode with 1 though lane as a left lane.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	237	96	319	45	106	20	329	390	34	0	538	431
Future Volume (vph)	237	96	319	45	106	20	329	390	34	0	538	431
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		4.0			4.0	
Lane Util. Factor	0.95	0.95	1.00		1.00	1.00		0.95			0.95	
Frt	1.00	1.00	0.85		1.00	0.85		0.99			0.93	
Flt Protected	0.95	0.98	1.00		0.99	1.00		0.98			1.00	
Satd. Flow (prot)	1681	1732	1583		1836	1583		3440			3303	
Flt Permitted	0.95	0.98	1.00		0.99	1.00		0.51			1.00	
Satd. Flow (perm)	1681	1732	1583		1836	1583		1790			3303	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	249	101	336	47	112	21	346	411	36	0	566	454
RTOR Reduction (vph)	0	0	262	0	0	18	0	3	0	0	115	0
Lane Group Flow (vph)	172	178	74	0	159	3	0	790	0	0	905	0
Turn Type	Split	NA	Prot	Split	NA	Prot	custom	NA			NA	
Protected Phases	4	4	4	8	8	8		1 2			1 6	
Permitted Phases							2					
Actuated Green, G (s)	24.1	24.1	24.1		14.8	14.8		59.1			59.1	
Effective Green, g (s)	24.1	24.1	24.1		14.8	14.8		59.1			59.1	
Actuated g/C Ratio	0.22	0.22	0.22		0.13	0.13		0.54			0.54	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0						
Lane Grp Cap (vph)	368	379	346		247	212		961			1774	
v/s Ratio Prot	0.10	c0.10	0.05		c0.09	0.00					0.27	
v/s Ratio Perm								c0.44				
v/c Ratio	0.47	0.47	0.21		0.64	0.01		1.74dl			0.51	
Uniform Delay, d1	37.4	37.4	35.2		45.1	41.3		21.1			16.2	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.95	
Incremental Delay, d2	4.2	4.1	1.4		5.6	0.0		5.8			0.2	
Delay (s)	41.6	41.5	36.6		50.7	41.3		26.9			31.8	
Level of Service	D	D	D		D	D		C			C	
Approach Delay (s)		39.1			49.6			26.9			31.8	
Approach LOS		D			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	33.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	75.9%	ICU Level of Service	D
Analysis Period (min)	15		

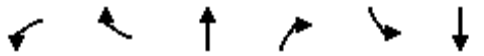
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	235	36	220	21	26	498
Future Volume (vph)	235	36	220	21	26	498
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	4		6		5	2
Permitted Phases		4		6		
Detector Phase	4	4	6	6	5	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.9	25.9	26.9	26.9	9.5	23.9
Total Split (s)	32.0	32.0	46.0	46.0	12.0	58.0
Total Split (%)	35.6%	35.6%	51.1%	51.1%	13.3%	64.4%
Yellow Time (s)	3.4	3.4	3.4	3.4	3.0	3.4
All-Red Time (s)	2.5	2.5	2.5	2.5	1.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.9	5.9	5.9	5.9	4.0	5.9
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	17.8	17.8	55.6	55.6	6.9	60.4
Actuated g/C Ratio	0.20	0.20	0.62	0.62	0.08	0.67
v/c Ratio	0.71	0.11	0.20	0.02	0.20	0.42
Control Delay	44.4	9.5	10.5	5.5	41.8	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.4	9.5	10.5	5.5	41.8	8.8
LOS	D	A	B	A	D	A
Approach Delay	39.8		10.1			10.4
Approach LOS	D		B			B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 81 (90%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 18.0	Intersection LOS: B
Intersection Capacity Utilization 49.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: Bradley Place & Sunrise Avenue



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	247	38	232	22	27	524
v/c Ratio	0.71	0.11	0.20	0.02	0.20	0.42
Control Delay	44.4	9.5	10.5	5.5	41.8	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.4	9.5	10.5	5.5	41.8	8.8
Queue Length 50th (ft)	132	0	44	0	15	120
Queue Length 95th (ft)	195	23	128	13	40	225
Internal Link Dist (ft)	991		326			342
Turn Bay Length (ft)					40	
Base Capacity (vph)	513	486	1150	985	160	1251
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.08	0.20	0.02	0.17	0.42

Intersection Summary

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	235	36	220	21	26	498
Future Volume (veh/h)	235	36	220	21	26	498
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	247	38	232	22	27	524
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	292	260	1184	1004	49	1318
Arrive On Green	0.16	0.16	0.63	0.63	0.03	0.70
Sat Flow, veh/h	1781	1585	1870	1585	1781	1870
Grp Volume(v), veh/h	247	38	232	22	27	524
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	1781	1870
Q Serve(g_s), s	12.1	1.8	4.7	0.5	1.3	10.3
Cycle Q Clear(g_c), s	12.1	1.8	4.7	0.5	1.3	10.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	292	260	1184	1004	49	1318
V/C Ratio(X)	0.85	0.15	0.20	0.02	0.56	0.40
Avail Cap(c_a), veh/h	517	460	1184	1004	158	1318
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.5	32.2	6.9	6.1	43.2	5.4
Incr Delay (d2), s/veh	6.6	0.3	0.4	0.0	9.6	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	1.8	1.8	0.2	0.7	3.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	43.1	32.5	7.3	6.2	52.8	6.3
LnGrp LOS	D	C	A	A	D	A
Approach Vol, veh/h	285		254			551
Approach Delay, s/veh	41.7		7.2			8.6
Approach LOS	D		A			A

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		69.3		20.7	6.5	62.9
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		52.1		26.1	8.0	40.1
Max Q Clear Time (g_c+I1), s		12.3		14.1	3.3	6.7
Green Ext Time (p_c), s		3.9		0.7	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	16.9
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	2	30	0	0	0	39	317	231	13	711	8
Future Vol, veh/h	2	2	30	0	0	0	39	317	231	13	711	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	2	32	0	0	0	41	334	243	14	748	8

Major/Minor	Minor2				Major1			Major2		
Conflicting Flow All	1318	1439	752		756	0	0	577	0	0
Stage 1	780	780	-		-	-	-	-	-	-
Stage 2	538	659	-		-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22		4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-		-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-		-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318		2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	173	133	410		855	-	-	996	-	-
Stage 1	452	406	-		-	-	-	-	-	-
Stage 2	585	461	-		-	-	-	-	-	-
Platoon blocked, %						-	-		-	-
Mov Cap-1 Maneuver	161	0	410		855	-	-	996	-	-
Mov Cap-2 Maneuver	161	0	-		-	-	-	-	-	-
Stage 1	430	0	-		-	-	-	-	-	-
Stage 2	571	0	-		-	-	-	-	-	-

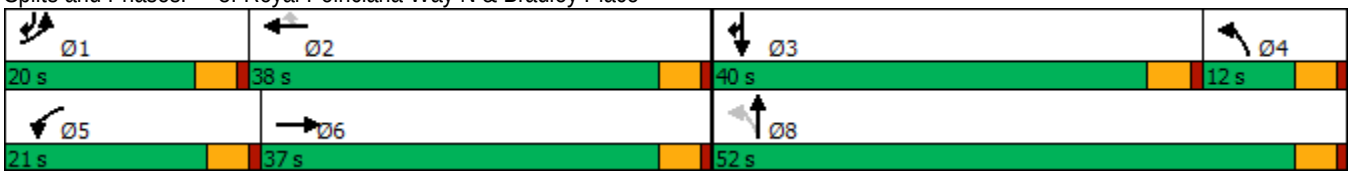
Approach	EB	NB	SB
HCM Control Delay, s	15.6	0.6	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	855	-	-	374	996	-	-
HCM Lane V/C Ratio	0.048	-	-	0.096	0.014	-	-
HCM Control Delay (s)	9.4	-	-	15.6	8.7	-	-
HCM Lane LOS	A	-	-	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	0	-	-

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	339	484	104	791	47	308	201	129	632
Future Volume (vph)	339	484	104	791	47	308	201	129	632
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					2	8			
Detector Phase	1	6	5	2	2	4	8	3	3 1
Switch Phase									
Minimum Initial (s)	15.0	20.0	15.0	20.0	20.0	5.0	15.0	15.0	
Minimum Split (s)	19.5	30.5	19.5	30.5	30.5	22.5	30.5	30.5	
Total Split (s)	20.0	37.0	21.0	38.0	38.0	12.0	52.0	40.0	
Total Split (%)	18.2%	33.6%	19.1%	34.5%	34.5%	10.9%	47.3%	36.4%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag		Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	
Recall Mode	Max	Max	None	None	None	None	None	None	
Act Effct Green (s)	15.5	32.9	15.3	32.7	32.7	42.0	42.0	32.0	47.5
Actuated g/C Ratio	0.15	0.32	0.15	0.32	0.32	0.40	0.40	0.31	0.46
v/c Ratio	0.69	0.61	0.42	0.75	0.09	0.63	0.40	0.24	0.87
Control Delay	50.6	31.5	46.8	37.4	0.3	31.6	21.9	27.7	27.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.6	31.5	46.8	37.4	0.3	31.6	21.9	27.7	27.8
LOS	D	C	D	D	A	C	C	C	C
Approach Delay		38.1		36.6			27.0	27.8	
Approach LOS		D		D			C	C	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 103.8	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 33.3	Intersection LOS: C
Intersection Capacity Utilization 89.3%	ICU Level of Service E
Analysis Period (min) 15	

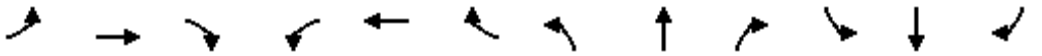
Splits and Phases: 8: Royal Poinciana Way N & Bradley Place



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	357	678	109	833	49	324	297	136	665
v/c Ratio	0.69	0.61	0.42	0.75	0.09	0.63	0.40	0.24	0.87
Control Delay	50.6	31.5	46.8	37.4	0.3	31.6	21.9	27.7	27.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.6	31.5	46.8	37.4	0.3	31.6	21.9	27.7	27.8
Queue Length 50th (ft)	121	196	69	273	0	152	125	66	243
Queue Length 95th (ft)	173	264	124	347	0	234	199	117	#416
Internal Link Dist (ft)		188		1014			316	214	
Turn Bay Length (ft)			120		150				120
Base Capacity (vph)	514	1109	282	1145	582	550	831	639	818
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	0.69	0.61	0.39	0.73	0.08	0.59	0.36	0.21	0.81

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	339	484	161	104	791	47	308	201	81	0	129	632
Future Volume (vph)	339	484	161	104	791	47	308	201	81	0	129	632
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	0.96		1.00	1.00	0.85	1.00	0.96			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)	3433	3407		1770	3539	1583	1770	1783			1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.65	1.00			1.00	1.00
Satd. Flow (perm)	3433	3407		1770	3539	1583	1202	1783			1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	357	509	169	109	833	49	324	212	85	0	136	665
RTOR Reduction (vph)	0	29	0	0	0	34	0	14	0	0	0	41
Lane Group Flow (vph)	357	649	0	109	833	15	324	283	0	0	136	624
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						2	8					
Actuated Green, G (s)	15.5	32.9		15.3	32.7	32.7	42.0	42.0			32.0	47.5
Effective Green, g (s)	15.5	32.9		15.3	32.7	32.7	42.0	42.0			32.0	47.5
Actuated g/C Ratio	0.15	0.32		0.15	0.32	0.32	0.41	0.41			0.31	0.46
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	513	1080		261	1115	499	516	722			574	725
v/s Ratio Prot	0.10	0.19		0.06	c0.24		c0.03	0.16			0.07	c0.39
v/s Ratio Perm						0.01	0.22					
v/c Ratio	0.70	0.60		0.42	0.75	0.03	0.63	0.39			0.24	0.86
Uniform Delay, d1	41.9	29.9		40.2	31.8	24.5	25.9	21.8			26.7	25.1
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	7.6	2.5		1.1	2.8	0.0	2.4	0.4			0.2	10.3
Delay (s)	49.5	32.3		41.2	34.6	24.6	28.3	22.2			27.0	35.4
Level of Service	D	C		D	C	C	C	C			C	D
Approach Delay (s)		38.3			34.8			25.4			34.0	
Approach LOS		D			C			C			C	

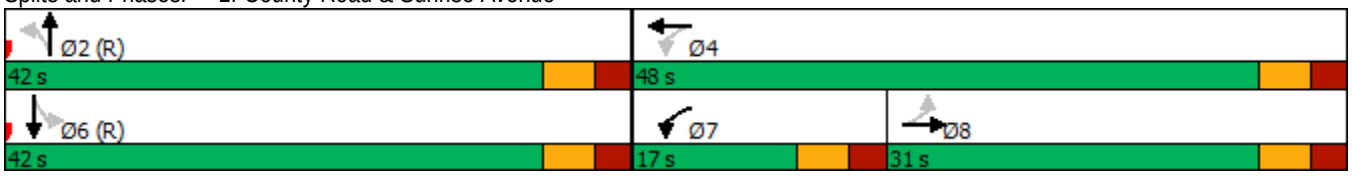
Intersection Summary			
HCM 2000 Control Delay	33.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	103.7	Sum of lost time (s)	18.0
Intersection Capacity Utilization	89.3%	ICU Level of Service	E
Analysis Period (min)	15		

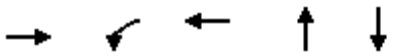
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	44	12	102	21	74	715	15	382
Future Volume (vph)	44	12	102	21	74	715	15	382
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		8	7	4		2		6
Permitted Phases	8		4		2		6	
Detector Phase	8	8	7	4	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	7.0	10.0	20.0	20.0	20.0	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0
Total Split (s)	31.0	31.0	17.0	48.0	42.0	42.0	42.0	42.0
Total Split (%)	34.4%	34.4%	18.9%	53.3%	46.7%	46.7%	46.7%	46.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0		6.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		11.0	23.6	24.2		58.2		58.2
Actuated g/C Ratio		0.12	0.26	0.27		0.65		0.65
v/c Ratio		0.47	0.30	0.08		0.50		0.22
Control Delay		31.4	25.7	14.5		4.0		9.4
Queue Delay		0.0	0.0	0.0		0.1		0.0
Total Delay		31.4	25.7	14.5		4.1		9.4
LOS		C	C	B		A		A
Approach Delay		31.4		22.7		4.1		9.4
Approach LOS		C		C		A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 67 (74%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.50	
Intersection Signal Delay: 8.8	Intersection LOS: A
Intersection Capacity Utilization 69.6%	ICU Level of Service C
Analysis Period (min) 15	

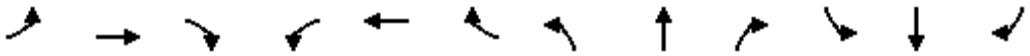
Splits and Phases: 1: County Road & Sunrise Avenue





Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	99	107	39	962	453
v/c Ratio	0.47	0.30	0.08	0.50	0.22
Control Delay	31.4	25.7	14.5	4.0	9.4
Queue Delay	0.0	0.0	0.0	0.1	0.0
Total Delay	31.4	25.7	14.5	4.1	9.4
Queue Length 50th (ft)	35	45	9	82	61
Queue Length 95th (ft)	82	80	30	66	99
Internal Link Dist (ft)	991		146	316	333
Turn Bay Length (ft)					
Base Capacity (vph)	434	375	822	1943	2062
Starvation Cap Reductn	0	0	0	105	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.23	0.29	0.05	0.52	0.22

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	12	38	102	21	16	74	715	124	15	382	33
Future Volume (veh/h)	44	12	38	102	21	16	74	715	124	15	382	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	13	40	107	22	17	78	753	131	16	402	35
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	120	38	67	372	241	186	176	1630	279	83	1901	164
Arrive On Green	0.11	0.11	0.11	0.07	0.25	0.25	1.00	1.00	1.00	0.62	0.62	0.62
Sat Flow, veh/h	570	353	626	1781	978	756	210	2630	449	65	3066	264
Grp Volume(v), veh/h	99	0	0	107	0	39	490	0	472	234	0	219
Grp Sat Flow(s),veh/h/ln	1549	0	0	1781	0	1734	1668	0	1621	1741	0	1654
Q Serve(g_s), s	3.6	0.0	0.0	4.6	0.0	1.6	0.0	0.0	0.0	0.0	0.0	5.2
Cycle Q Clear(g_c), s	5.4	0.0	0.0	4.6	0.0	1.6	0.0	0.0	0.0	4.9	0.0	5.2
Prop In Lane	0.46		0.40	1.00		0.44	0.16		0.28	0.07		0.16
Lane Grp Cap(c), veh/h	225	0	0	372	0	428	1080	0	1005	1122	0	1026
V/C Ratio(X)	0.44	0.00	0.00	0.29	0.00	0.09	0.45	0.00	0.47	0.21	0.00	0.21
Avail Cap(c_a), veh/h	481	0	0	461	0	809	1080	0	1005	1122	0	1026
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.94	0.00	0.94	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.1	0.0	0.0	30.5	0.0	26.1	0.0	0.0	0.0	7.4	0.0	7.5
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.4	0.0	0.1	1.3	0.0	1.5	0.4	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	0.0	2.0	0.0	0.6	0.4	0.0	0.4	1.9	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.5	0.0	0.0	30.9	0.0	26.2	1.3	0.0	1.5	7.8	0.0	8.0
LnGrp LOS	D	A	A	C	A	C	A	A	A	A	A	A
Approach Vol, veh/h		99			146			962			453	
Approach Delay, s/veh		39.5			29.6			1.4			7.9	
Approach LOS		D			C			A			A	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		61.8		28.2		61.8	12.5	15.7				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		36.0		42.0		36.0	11.0	25.0				
Max Q Clear Time (g_c+I1), s		2.0		3.6		7.2	6.6	7.4				
Green Ext Time (p_c), s		7.9		0.2		3.0	0.1	0.4				

Intersection Summary		
HCM 6th Ctrl Delay	7.9	
HCM 6th LOS	A	

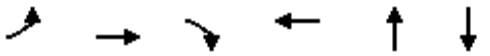
Notes

User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	17	14	100	17	0	4	893	18	507
Future Volume (vph)	17	14	100	17	0	4	893	18	507
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8			4		6		2
Permitted Phases	8		8	4		6		2	
Detector Phase	8	8	8	4	4	6	6	2	2
Switch Phase									
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0	10.0
Minimum Split (s)	30.5	30.5	30.5	30.5	30.5	25.5	25.5	25.5	25.5
Total Split (s)	30.0	30.0	30.0	30.0	30.0	60.0	60.0	60.0	60.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	66.7%	66.7%	66.7%	66.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5		4.5		4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	15.0	15.0	15.0		15.0		70.8		70.8
Actuated g/C Ratio	0.17	0.17	0.17		0.17		0.79		0.79
v/c Ratio	0.08	0.05	0.30		0.11		0.38		0.22
Control Delay	33.1	32.4	9.5		20.1		4.2		1.9
Queue Delay	0.0	0.0	0.0		0.0		1.0		0.0
Total Delay	33.1	32.4	9.5		20.1		5.2		1.9
LOS	C	C	A		C		A		A
Approach Delay		15.0			20.1		5.2		1.9
Approach LOS		B			C		A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 72 (80%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.38	
Intersection Signal Delay: 5.2	Intersection LOS: A
Intersection Capacity Utilization 50.8%	ICU Level of Service A
Analysis Period (min) 15	

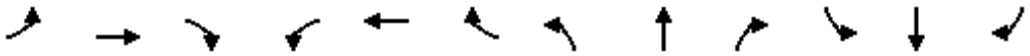
Splits and Phases: 2: County Road & Sunset Avenue



Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	18	15	105	30	993	553
v/c Ratio	0.08	0.05	0.30	0.11	0.38	0.22
Control Delay	33.1	32.4	9.5	20.1	4.2	1.9
Queue Delay	0.0	0.0	0.0	0.0	1.0	0.0
Total Delay	33.1	32.4	9.5	20.1	5.2	1.9
Queue Length 50th (ft)	9	7	0	6	51	17
Queue Length 95th (ft)	28	25	44	30	m97	25
Internal Link Dist (ft)		998		57	231	316
Turn Bay Length (ft)	80					
Base Capacity (vph)	389	527	523	437	2639	2534
Starvation Cap Reductn	0	0	0	0	1292	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.03	0.20	0.07	0.74	0.22

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	14	100	17	0	11	4	893	47	18	507	0
Future Volume (veh/h)	17	14	100	17	0	11	4	893	47	18	507	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	18	15	105	18	0	12	4	940	49	19	534	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	0
Cap, veh/h	316	307	260	188	15	93	42	2473	128	92	2406	0
Arrive On Green	0.16	0.16	0.16	0.16	0.00	0.16	1.00	1.00	1.00	1.00	1.00	0.00
Sat Flow, veh/h	1402	1870	1585	754	94	565	3	3361	175	66	3354	0
Grp Volume(v), veh/h	18	15	105	30	0	0	524	0	469	287	266	0
Grp Sat Flow(s),veh/h/ln	1402	1870	1585	1414	0	0	1867	0	1671	1719	1617	0
Q Serve(g_s), s	0.0	0.6	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.8	0.6	5.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.60		0.40	0.01		0.10	0.07		0.00
Lane Grp Cap(c), veh/h	316	307	260	296	0	0	1414	0	1229	1307	1190	0
V/C Ratio(X)	0.06	0.05	0.40	0.10	0.00	0.00	0.37	0.00	0.38	0.22	0.22	0.00
Avail Cap(c_a), veh/h	483	530	449	461	0	0	1414	0	1229	1307	1190	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	0.32	0.00	0.32	0.98	0.98	0.00
Uniform Delay (d), s/veh	31.8	31.7	33.7	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.1	1.0	0.1	0.0	0.0	0.2	0.0	0.3	0.4	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.3	2.1	0.6	0.0	0.0	0.1	0.0	0.1	0.1	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.8	31.8	34.7	32.1	0.0	0.0	0.2	0.0	0.3	0.4	0.4	0.0
LnGrp LOS	C	C	C	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		138			30			993			553	
Approach Delay, s/veh		34.0			32.1			0.3			0.4	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		70.7		19.3		70.7		19.3				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		55.5		25.5		55.5		25.5				
Max Q Clear Time (g_c+I1), s		2.0		3.3		2.0		7.3				
Green Ext Time (p_c), s		4.0		0.1		8.3		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			3.6									
HCM 6th LOS			A									

Notes

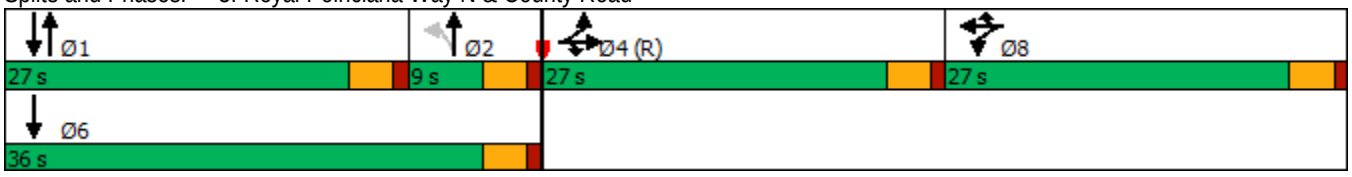
User approved pedestrian interval to be less than phase max green.

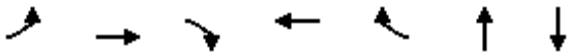
Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations										
Traffic Volume (vph)	377	137	277	74	17	287	517	367		
Future Volume (vph)	377	137	277	74	17	287	517	367		
Turn Type	Split	NA	Prot	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4	8	8		1 2	1 6	1	6
Permitted Phases						2				
Detector Phase	4	4	4	8	8	2	1 2	1 6		
Switch Phase										
Minimum Initial (s)	15.0	15.0	15.0	5.0	5.0	10.0			20.0	20.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	22.5			27.0	27.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	9.0			27.0	36.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%	10.0%			30%	40%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0					
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0					
Lead/Lag						Lag			Lead	
Lead-Lag Optimize?						Yes			Yes	
Recall Mode	C-Max	C-Max	C-Max	None	None	None			None	None
Act Effct Green (s)	23.0	23.0	23.0	9.9	9.9		47.1	47.1		
Actuated g/C Ratio	0.26	0.26	0.26	0.11	0.11		0.52	0.52		
v/c Ratio	0.62	0.62	0.47	0.46	0.07		0.90dl	0.37		
Control Delay	37.0	36.9	6.2	44.1	0.5		27.6	6.2		
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.2		
Total Delay	37.0	36.9	6.2	44.1	0.5		27.6	6.4		
LOS	D	D	A	D	A		C	A		
Approach Delay		26.2		37.1			27.6	6.4		
Approach LOS		C		D			C	A		

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 23 (26%), Referenced to phase 4:EBTL, Start of Green	
Natural Cycle: 105	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 21.8	Intersection LOS: C
Intersection Capacity Utilization 73.7%	ICU Level of Service D
Analysis Period (min) 15	

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 3: Royal Poinciana Way N & County Road

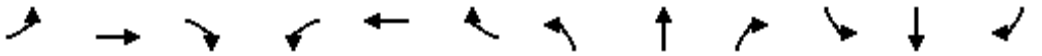




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	266	275	292	94	18	893	673
v/c Ratio	0.62	0.62	0.47	0.46	0.07	0.90dl	0.37
Control Delay	37.0	36.9	6.2	44.1	0.5	27.6	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay	37.0	36.9	6.2	44.1	0.5	27.6	6.4
Queue Length 50th (ft)	141	146	0	51	0	221	34
Queue Length 95th (ft)	228	234	61	95	0	#381	37
Internal Link Dist (ft)		1014		441		319	231
Turn Bay Length (ft)	430				230		
Base Capacity (vph)	429	441	621	472	485	1089	1843
Starvation Cap Reductn	0	0	0	0	0	0	491
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.62	0.47	0.20	0.04	0.82	0.50

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
dl Defacto Left Lane. Recode with 1 though lane as a left lane.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	377	137	277	15	74	17	287	517	45	0	367	273
Future Volume (vph)	377	137	277	15	74	17	287	517	45	0	367	273
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		4.0			4.0	
Lane Util. Factor	0.95	0.95	1.00		1.00	1.00		0.95			0.95	
Frt	1.00	1.00	0.85		1.00	0.85		0.99			0.94	
Flt Protected	0.95	0.98	1.00		0.99	1.00		0.98			1.00	
Satd. Flow (prot)	1681	1728	1583		1847	1583		3453			3313	
Flt Permitted	0.95	0.98	1.00		0.99	1.00		0.59			1.00	
Satd. Flow (perm)	1681	1728	1583		1847	1583		2075			3313	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	397	144	292	16	78	18	302	544	47	0	386	287
RTOR Reduction (vph)	0	0	220	0	0	16	0	3	0	0	110	0
Lane Group Flow (vph)	266	275	72	0	94	2	0	890	0	0	563	0
Turn Type	Split	NA	Prot	Split	NA	Prot	custom	NA			NA	
Protected Phases	4	4	4	8	8	8		1 2			1 6	
Permitted Phases							2					
Actuated Green, G (s)	22.2	22.2	22.2		8.7	8.7		47.1			47.1	
Effective Green, g (s)	22.2	22.2	22.2		8.7	8.7		47.1			47.1	
Actuated g/C Ratio	0.25	0.25	0.25		0.10	0.10		0.52			0.52	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0						
Lane Grp Cap (vph)	414	426	390		178	153		1085			1733	
v/s Ratio Prot	0.16	c0.16	0.05		c0.05	0.00					0.17	
v/s Ratio Perm								c0.43				
v/c Ratio	0.64	0.65	0.18		0.53	0.01		0.90dl			0.32	
Uniform Delay, d1	30.3	30.4	26.8		38.7	36.8		17.9			12.3	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			0.63	
Incremental Delay, d2	7.5	7.4	1.0		2.8	0.0		5.0			0.1	
Delay (s)	37.8	37.7	27.8		41.5	36.8		22.9			7.9	
Level of Service	D	D	C		D	D		C			A	
Approach Delay (s)		34.3			40.8			22.9			7.9	
Approach LOS		C			D			C			A	

Intersection Summary			
HCM 2000 Control Delay	23.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	73.7%	ICU Level of Service	D
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	151	0	0	139	13	1
Future Vol, veh/h	151	0	0	139	13	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	159	0	0	146	14	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	305	159
Stage 1	-	-	-	-	159	-
Stage 2	-	-	-	-	146	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	0	-	687	886
Stage 1	-	0	0	-	870	-
Stage 2	-	0	0	-	881	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	687	886
Mov Cap-2 Maneuver	-	-	-	-	687	-
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	881	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT
Capacity (veh/h)	687	886	-	-
HCM Lane V/C Ratio	0.02	0.001	-	-
HCM Control Delay (s)	10.3	9.1	-	-
HCM Lane LOS	B	A	-	-
HCM 95th %tile Q(veh)	0.1	0	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	81	44	499	67	15	235
Future Volume (vph)	81	44	499	67	15	235
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	4		6		5	2
Permitted Phases		4		6		
Detector Phase	4	4	6	6	5	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	12.0	12.0	5.0	12.0
Minimum Split (s)	25.9	25.9	26.9	26.9	16.5	23.9
Total Split (s)	29.0	29.0	49.0	49.0	12.0	61.0
Total Split (%)	32.2%	32.2%	54.4%	54.4%	13.3%	67.8%
Yellow Time (s)	3.4	3.4	3.4	3.4	3.0	3.4
All-Red Time (s)	2.5	2.5	2.5	2.5	1.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.9	5.9	5.9	5.9	4.0	5.9
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	10.9	10.9	69.3	69.3	6.4	71.6
Actuated g/C Ratio	0.12	0.12	0.77	0.77	0.07	0.80
v/c Ratio	0.40	0.20	0.37	0.06	0.13	0.17
Control Delay	38.3	17.4	6.4	1.9	40.9	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.3	17.4	6.4	1.9	40.9	3.5
LOS	D	B	A	A	D	A
Approach Delay	31.0		5.8			5.8
Approach LOS	C		A			A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 82 (91%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.40	
Intersection Signal Delay: 9.1	Intersection LOS: A
Intersection Capacity Utilization 44.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: Bradley Place & Sunrise Avenue

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	85	46	525	71	16	247
v/c Ratio	0.40	0.20	0.37	0.06	0.13	0.17
Control Delay	38.3	17.4	6.4	1.9	40.9	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.3	17.4	6.4	1.9	40.9	3.5
Queue Length 50th (ft)	49	7	80	0	9	31
Queue Length 95th (ft)	91	m33	234	16	28	62
Internal Link Dist (ft)	991		326			342
Turn Bay Length (ft)					40	
Base Capacity (vph)	454	440	1434	1234	157	1482
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.10	0.37	0.06	0.10	0.17

Intersection Summary

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	81	44	499	67	15	235
Future Volume (veh/h)	81	44	499	67	15	235
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	85	46	525	71	16	247
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	190	169	1308	1108	33	1425
Arrive On Green	0.11	0.11	0.70	0.70	0.02	0.76
Sat Flow, veh/h	1781	1585	1870	1585	1781	1870
Grp Volume(v), veh/h	85	46	525	71	16	247
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	1781	1870
Q Serve(g_s), s	4.0	2.4	10.6	1.3	0.8	3.3
Cycle Q Clear(g_c), s	4.0	2.4	10.6	1.3	0.8	3.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	190	169	1308	1108	33	1425
V/C Ratio(X)	0.45	0.27	0.40	0.06	0.49	0.17
Avail Cap(c_a), veh/h	457	407	1308	1108	158	1425
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.7	37.0	5.7	4.3	43.8	2.9
Incr Delay (d2), s/veh	1.6	0.9	0.9	0.1	10.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	2.2	3.7	0.4	0.4	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	39.3	37.8	6.6	4.4	54.7	3.2
LnGrp LOS	D	D	A	A	D	A
Approach Vol, veh/h	131		596			263
Approach Delay, s/veh	38.8		6.3			6.3
Approach LOS	D		A			A

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		74.5		15.5	5.6	68.8
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		55.1		23.1	8.0	43.1
Max Q Clear Time (g_c+I1), s		5.3		6.0	2.8	12.6
Green Ext Time (p_c), s		1.6		0.3	0.0	4.0

Intersection Summary	
HCM 6th Ctrl Delay	10.6
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	5	11	0	0	0	21	581	210	7	320	2
Future Vol, veh/h	3	5	11	0	0	0	21	581	210	7	320	2
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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	5	12	0	0	0	22	612	221	7	337	2

Major/Minor	Minor2				Major1			Major2		
Conflicting Flow All	1119	1229	338		339	0	0	833	0	0
Stage 1	352	352	-		-	-	-	-	-	-
Stage 2	767	877	-		-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22		4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-		-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-		-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318		2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	229	178	704		1220	-	-	800	-	-
Stage 1	712	632	-		-	-	-	-	-	-
Stage 2	458	366	-		-	-	-	-	-	-
Platoon blocked, %						-	-		-	-
Mov Cap-1 Maneuver	222	0	704		1220	-	-	800	-	-
Mov Cap-2 Maneuver	222	0	-		-	-	-	-	-	-
Stage 1	699	0	-		-	-	-	-	-	-
Stage 2	453	0	-		-	-	-	-	-	-

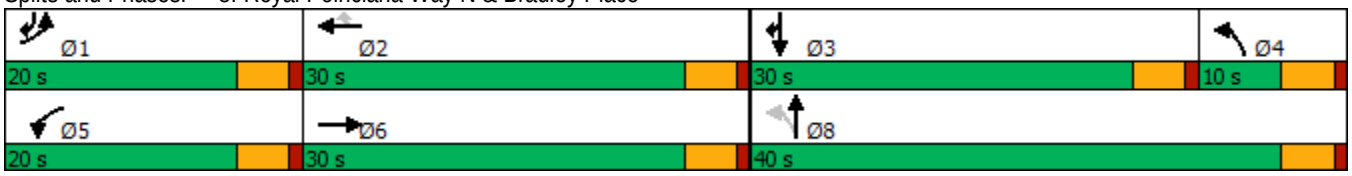
Approach	EB	NB	SB
HCM Control Delay, s	12.8	0.2	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	1220	-	-	480	800	-	-
HCM Lane V/C Ratio	0.018	-	-	0.042	0.009	-	-
HCM Control Delay (s)	8	-	-	12.8	9.5	-	-
HCM Lane LOS	A	-	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0	-	-

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	520	815	90	404	76	113	210	89	255
Future Volume (vph)	520	815	90	404	76	113	210	89	255
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					2	8			
Detector Phase	1	6	5	2	2	4	8	3	3 1
Switch Phase									
Minimum Initial (s)	15.0	20.0	15.0	20.0	20.0	5.0	15.0	15.0	
Minimum Split (s)	19.5	30.5	19.5	30.5	30.5	9.5	30.5	30.5	
Total Split (s)	20.0	30.0	20.0	30.0	30.0	10.0	40.0	30.0	
Total Split (%)	22.2%	33.3%	22.2%	33.3%	33.3%	11.1%	44.4%	33.3%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag		Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	
Recall Mode	Max	Max	None	None	None	None	None	None	
Act Effct Green (s)	15.6	29.5	15.1	24.4	24.4	24.1	22.8	15.1	31.8
Actuated g/C Ratio	0.20	0.39	0.20	0.32	0.32	0.32	0.30	0.20	0.42
v/c Ratio	0.78	0.80	0.27	0.38	0.14	0.27	0.53	0.26	0.34
Control Delay	39.0	29.3	30.2	21.7	1.9	22.6	24.6	29.8	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.0	29.3	30.2	21.7	1.9	22.6	24.6	29.8	3.2
LOS	D	C	C	C	A	C	C	C	A
Approach Delay		32.6		20.4			24.1	10.1	
Approach LOS		C		C			C	B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 76.4	
Natural Cycle: 90	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 26.2	Intersection LOS: C
Intersection Capacity Utilization 68.2%	ICU Level of Service C
Analysis Period (min) 15	

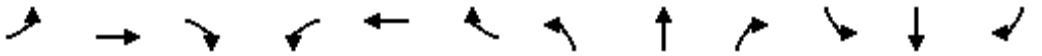
Splits and Phases: 8: Royal Poinciana Way N & Bradley Place



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	547	1080	95	425	80	119	293	94	268
v/c Ratio	0.78	0.80	0.27	0.38	0.14	0.27	0.53	0.26	0.34
Control Delay	39.0	29.3	30.2	21.7	1.9	22.6	24.6	29.8	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.0	29.3	30.2	21.7	1.9	22.6	24.6	29.8	3.2
Queue Length 50th (ft)	135	263	41	84	0	43	108	40	5
Queue Length 95th (ft)	#211	#396	83	123	12	83	182	82	36
Internal Link Dist (ft)		188		1014			316	214	
Turn Bay Length (ft)			120		150				120
Base Capacity (vph)	701	1347	362	1190	617	443	851	626	941
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	0.80	0.26	0.36	0.13	0.27	0.34	0.15	0.28

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	520	815	211	90	404	76	113	210	68	0	89	255
Future Volume (vph)	520	815	211	90	404	76	113	210	68	0	89	255
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	0.96			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	3430		1770	3539	1583	1770	1794			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	3430		1770	3539	1583	1297	1794			1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	547	858	222	95	425	80	119	221	72	0	94	268
RTOR Reduction (vph)	0	22	0	0	0	54	0	15	0	0	0	147
Lane Group Flow (vph)	547	1058	0	95	425	26	119	278	0	0	94	121
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						2	8					
Actuated Green, G (s)	15.6	29.5		11.5	25.4	25.4	23.8	23.8			15.1	30.7
Effective Green, g (s)	15.6	29.5		11.5	25.4	25.4	23.8	23.8			15.1	30.7
Actuated g/C Ratio	0.20	0.38		0.15	0.32	0.32	0.30	0.30			0.19	0.39
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	683	1292		259	1148	513	419	545			359	620
v/s Ratio Prot	c0.16	c0.31		0.05	0.12		0.02	c0.15			0.05	0.08
v/s Ratio Perm						0.02	0.07					
v/c Ratio	0.80	0.82		0.37	0.37	0.05	0.28	0.51			0.26	0.19
Uniform Delay, d1	29.9	22.0		30.1	20.3	18.2	20.9	22.4			26.9	15.7
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	9.6	5.9		0.9	0.2	0.0	0.4	0.8			0.4	0.2
Delay (s)	39.4	27.9		31.0	20.5	18.2	21.3	23.2			27.3	15.8
Level of Service	D	C		C	C	B	C	C			C	B
Approach Delay (s)		31.8			21.9			22.6			18.8	
Approach LOS		C			C			C			B	

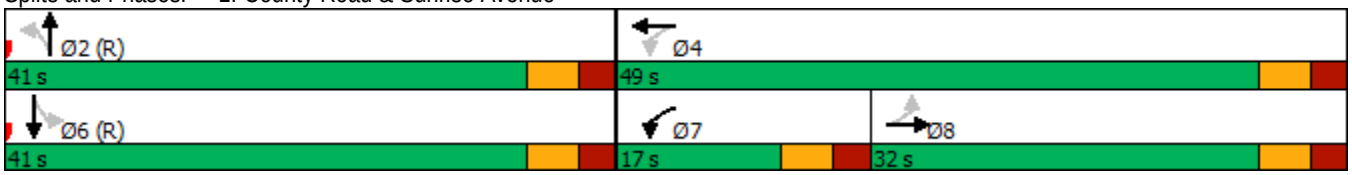
Intersection Summary			
HCM 2000 Control Delay	27.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	78.3	Sum of lost time (s)	18.0
Intersection Capacity Utilization	68.2%	ICU Level of Service	C
Analysis Period (min)	15		

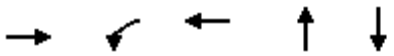
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	35	20	134	63	109	559	30	530
Future Volume (vph)	35	20	134	63	109	559	30	530
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		8	7	4		2		6
Permitted Phases	8		4		2		6	
Detector Phase	8	8	7	4	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	7.0	10.0	20.0	20.0	20.0	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0
Total Split (s)	32.0	32.0	17.0	49.0	41.0	41.0	41.0	41.0
Total Split (%)	35.6%	35.6%	18.9%	54.4%	45.6%	45.6%	45.6%	45.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0		6.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		11.6	27.8	27.8		50.2		50.2
Actuated g/C Ratio		0.13	0.31	0.31		0.56		0.56
v/c Ratio		0.61	0.44	0.20		0.60		0.39
Control Delay		23.7	27.0	13.8		9.0		12.2
Queue Delay		0.0	0.0	0.0		0.1		0.0
Total Delay		23.7	27.0	13.8		9.1		12.2
LOS		C	C	B		A		B
Approach Delay		23.7		21.1		9.1		12.2
Approach LOS		C		C		A		B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 66 (73%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 13.1	Intersection LOS: B
Intersection Capacity Utilization 79.9%	ICU Level of Service D
Analysis Period (min) 15	

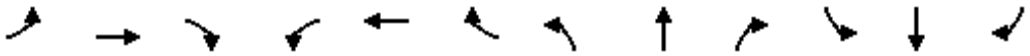
Splits and Phases: 1: County Road & Sunrise Avenue





Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	186	141	115	848	672
v/c Ratio	0.61	0.44	0.20	0.60	0.39
Control Delay	23.7	27.0	13.8	9.0	12.2
Queue Delay	0.0	0.0	0.0	0.1	0.0
Total Delay	23.7	27.0	13.8	9.1	12.2
Queue Length 50th (ft)	36	61	27	74	100
Queue Length 95th (ft)	102	98	60	96	162
Internal Link Dist (ft)	991		146	316	333
Turn Bay Length (ft)					
Base Capacity (vph)	527	333	858	1416	1719
Starvation Cap Reductn	0	0	0	61	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.35	0.42	0.13	0.63	0.39

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	20	122	134	63	47	109	559	138	30	530	78
Future Volume (veh/h)	35	20	122	134	63	47	109	559	138	30	530	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	21	128	141	66	49	115	588	145	32	558	82
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	40	158	366	296	220	231	1163	295	99	1615	233
Arrive On Green	0.15	0.15	0.15	0.08	0.30	0.30	1.00	1.00	1.00	0.57	0.57	0.57
Sat Flow, veh/h	218	273	1083	1781	997	740	314	2042	518	98	2836	410
Grp Volume(v), veh/h	186	0	0	141	0	115	397	0	451	346	0	326
Grp Sat Flow(s),veh/h/ln	1574	0	0	1781	0	1737	1265	0	1609	1715	0	1628
Q Serve(g_s), s	6.5	0.0	0.0	5.8	0.0	4.5	5.2	0.0	0.0	0.0	0.0	9.7
Cycle Q Clear(g_c), s	10.2	0.0	0.0	5.8	0.0	4.5	14.9	0.0	0.0	8.8	0.0	9.7
Prop In Lane	0.20		0.69	1.00		0.43	0.29		0.32	0.09		0.25
Lane Grp Cap(c), veh/h	277	0	0	366	0	516	772	0	916	1021	0	927
V/C Ratio(X)	0.67	0.00	0.00	0.39	0.00	0.22	0.51	0.00	0.49	0.34	0.00	0.35
Avail Cap(c_a), veh/h	498	0	0	433	0	830	772	0	916	1021	0	927
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.96	0.00	0.96	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.1	0.0	0.0	27.3	0.0	23.8	0.5	0.0	0.0	10.2	0.0	10.4
Incr Delay (d2), s/veh	2.8	0.0	0.0	0.7	0.0	0.2	2.3	0.0	1.8	0.9	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.0	0.0	2.5	0.0	1.8	0.5	0.0	0.5	3.6	0.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.0	0.0	0.0	28.0	0.0	24.0	2.8	0.0	1.8	11.1	0.0	11.5
LnGrp LOS	D	A	A	C	A	C	A	A	A	B	A	B
Approach Vol, veh/h		186			256			848			672	
Approach Delay, s/veh		40.0			26.2			2.3			11.3	
Approach LOS		D			C			A			B	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		57.3		32.7		57.3	13.6	19.1				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		35.0		43.0		35.0	11.0	26.0				
Max Q Clear Time (g_c+I1), s		16.9		6.5		11.7	7.8	12.2				
Green Ext Time (p_c), s		5.8		0.7		4.6	0.1	0.9				

Intersection Summary		
HCM 6th Ctrl Delay	12.1	
HCM 6th LOS	B	

Notes

User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	29	16	104	16	0	737	23	762
Future Volume (vph)	29	16	104	16	0	737	23	762
Turn Type	Perm	NA	Perm	Perm	NA	NA	Perm	NA
Protected Phases		8			4	6		2
Permitted Phases	8		8	4			2	
Detector Phase	8	8	8	4	4	6	2	2
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0
Minimum Split (s)	30.5	30.5	30.5	30.5	30.5	25.5	25.5	25.5
Total Split (s)	34.0	34.0	34.0	34.0	34.0	56.0	56.0	56.0
Total Split (%)	37.8%	37.8%	37.8%	37.8%	37.8%	62.2%	62.2%	62.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5		4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	15.0	15.0	15.0		15.0	70.8		70.8
Actuated g/C Ratio	0.17	0.17	0.17		0.17	0.79		0.79
v/c Ratio	0.14	0.05	0.31		0.15	0.31		0.32
Control Delay	34.7	33.1	9.7		19.7	10.6		2.2
Queue Delay	0.0	0.0	0.3		0.1	0.5		0.1
Total Delay	34.7	33.1	10.0		19.9	11.1		2.3
LOS	C	C	A		B	B		A
Approach Delay		17.4			19.9	11.1		2.3
Approach LOS		B			B	B		A

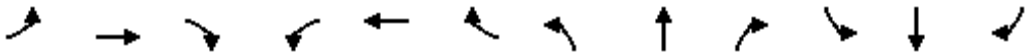
Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 70 (78%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.32	
Intersection Signal Delay: 7.9	Intersection LOS: A
Intersection Capacity Utilization 58.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: County Road & Sunset Avenue

Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	31	17	109	41	843	826
v/c Ratio	0.14	0.05	0.31	0.15	0.31	0.32
Control Delay	34.7	33.1	9.7	19.7	10.6	2.2
Queue Delay	0.0	0.0	0.3	0.1	0.5	0.1
Total Delay	34.7	33.1	10.0	19.9	11.1	2.3
Queue Length 50th (ft)	15	8	1	8	153	32
Queue Length 95th (ft)	m41	m27	44	37	m150	65
Internal Link Dist (ft)		998		57	231	316
Turn Bay Length (ft)	80					
Base Capacity (vph)	445	610	592	516	2755	2555
Starvation Cap Reductn	0	0	0	0	1332	675
Spillback Cap Reductn	0	0	184	173	0	241
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.03	0.27	0.12	0.59	0.44

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	16	104	16	0	23	0	737	64	23	762	0
Future Volume (veh/h)	29	16	104	16	0	23	0	737	64	23	762	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	31	17	109	17	0	24	0	776	67	24	802	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	0
Cap, veh/h	318	310	262	137	22	144	0	2431	210	81	2450	0
Arrive On Green	0.17	0.17	0.17	0.17	0.00	0.17	0.00	0.73	0.73	1.00	1.00	0.00
Sat Flow, veh/h	1387	1870	1585	484	131	868	0	3404	286	53	3421	0
Grp Volume(v), veh/h	31	17	109	41	0	0	0	416	427	432	394	0
Grp Sat Flow(s),veh/h/ln	1387	1870	1585	1482	0	0	0	1777	1819	1772	1617	0
Q Serve(g_s), s	0.0	0.7	5.5	0.0	0.0	0.0	0.0	7.3	7.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.3	0.7	5.5	1.9	0.0	0.0	0.0	7.3	7.3	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.41		0.59	0.00		0.16	0.06		0.00
Lane Grp Cap(c), veh/h	318	310	262	302	0	0	0	1305	1336	1343	1188	0
V/C Ratio(X)	0.10	0.05	0.42	0.14	0.00	0.00	0.00	0.32	0.32	0.32	0.33	0.00
Avail Cap(c_a), veh/h	543	613	520	535	0	0	0	1305	1336	1343	1188	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.09	0.09	0.92	0.92	0.00
Uniform Delay (d), s/veh	31.9	31.6	33.7	32.1	0.0	0.0	0.0	4.1	4.1	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.1	1.0	0.2	0.0	0.0	0.0	0.1	0.1	0.6	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.3	2.2	0.8	0.0	0.0	0.0	2.1	2.1	0.2	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.0	31.7	34.7	32.3	0.0	0.0	0.0	4.2	4.2	0.6	0.7	0.0
LnGrp LOS	C	C	C	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		157			41			843			826	
Approach Delay, s/veh		33.8			32.3			4.2			0.6	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		70.6		19.4		70.6		19.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		51.5		29.5		51.5		29.5				
Max Q Clear Time (g_c+I1), s		2.0		3.9		9.3		7.5				
Green Ext Time (p_c), s		6.5		0.2		6.4		0.5				

Intersection Summary												
HCM 6th Ctrl Delay			5.7									
HCM 6th LOS			A									

Notes

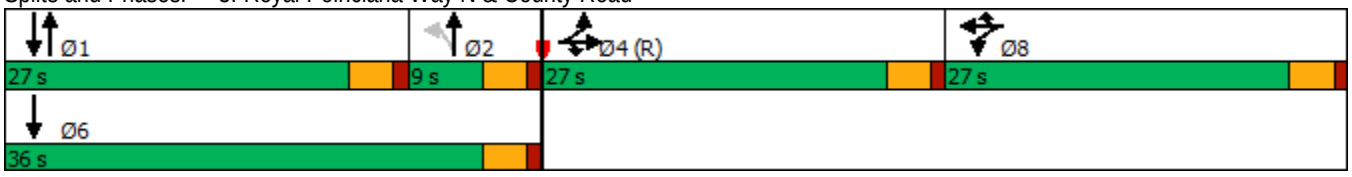
User approved pedestrian interval to be less than phase max green.

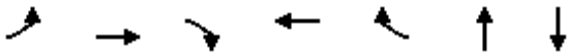
Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations										
Traffic Volume (vph)	182	60	342	74	6	278	626	616		
Future Volume (vph)	182	60	342	74	6	278	626	616		
Turn Type	Split	NA	Prot	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4	8	8		1 2	1 6	1	6
Permitted Phases						2				
Detector Phase	4	4	4	8	8	2	1 2	1 6		
Switch Phase										
Minimum Initial (s)	15.0	15.0	15.0	5.0	5.0	10.0			20.0	20.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	27.0			27.0	27.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	9.0			27.0	36.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%	10.0%			30%	40%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0					
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0					
Lead/Lag						Lag			Lead	
Lead-Lag Optimize?						Yes			Yes	
Recall Mode	C-Max	C-Max	C-Max	None	None	None			None	None
Act Effct Green (s)	23.0	23.0	23.0	10.5	10.5		46.6	46.6		
Actuated g/C Ratio	0.26	0.26	0.26	0.12	0.12		0.52	0.52		
v/c Ratio	0.30	0.29	0.54	0.50	0.02		1.36dl	0.53		
Control Delay	29.3	29.1	6.4	44.5	0.2		55.0	21.7		
Queue Delay	0.0	0.0	0.0	0.0	0.0		9.2	1.3		
Total Delay	29.3	29.1	6.4	44.5	0.2		64.1	23.0		
LOS	C	C	A	D	A		E	C		
Approach Delay		15.9		42.1			64.1	23.0		
Approach LOS		B		D			E	C		

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 72 (80%), Referenced to phase 4:EBTL, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 37.4	Intersection LOS: D
Intersection Capacity Utilization 75.5%	ICU Level of Service D
Analysis Period (min) 15	

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 3: Royal Poinciana Way N & County Road





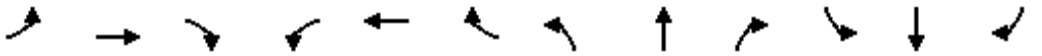
Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	127	128	360	106	6	980	943
v/c Ratio	0.30	0.29	0.54	0.50	0.02	1.36dl	0.53
Control Delay	29.3	29.1	6.4	44.5	0.2	55.0	21.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	9.2	1.3
Total Delay	29.3	29.1	6.4	44.5	0.2	64.1	23.0
Queue Length 50th (ft)	61	62	0	57	0	~323	187
Queue Length 95th (ft)	112	112	66	104	0	#475	265
Internal Link Dist (ft)		1014		441		319	231
Turn Bay Length (ft)	430				230		
Base Capacity (vph)	429	440	672	469	485	976	1790
Starvation Cap Reductn	0	0	0	0	0	0	593
Spillback Cap Reductn	0	0	0	0	0	29	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.29	0.54	0.23	0.01	1.03	0.79

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.

dl Defacto Left Lane. Recode with 1 though lane as a left lane.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	182	60	342	27	74	6	278	626	27	0	616	280
Future Volume (vph)	182	60	342	27	74	6	278	626	27	0	616	280
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		4.0			4.0	
Lane Util. Factor	0.95	0.95	1.00		1.00	1.00		0.95			0.95	
Frt	1.00	1.00	0.85		1.00	0.85		1.00			0.95	
Flt Protected	0.95	0.98	1.00		0.99	1.00		0.99			1.00	
Satd. Flow (prot)	1681	1726	1583		1838	1583		3472			3373	
Flt Permitted	0.95	0.98	1.00		0.99	1.00		0.53			1.00	
Satd. Flow (perm)	1681	1726	1583		1838	1583		1883			3373	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	192	63	360	28	78	6	293	659	28	0	648	295
RTOR Reduction (vph)	0	0	271	0	0	5	0	2	0	0	44	0
Lane Group Flow (vph)	127	128	89	0	106	1	0	978	0	0	899	0
Turn Type	Split	NA	Prot	Split	NA	Prot	custom	NA			NA	
Protected Phases	4	4	4	8	8	8		1 2			1 6	
Permitted Phases							2					
Actuated Green, G (s)	22.2	22.2	22.2		9.2	9.2		46.6			46.6	
Effective Green, g (s)	22.2	22.2	22.2		9.2	9.2		46.6			46.6	
Actuated g/C Ratio	0.25	0.25	0.25		0.10	0.10		0.52			0.52	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0						
Lane Grp Cap (vph)	414	425	390		187	161		974			1746	
v/s Ratio Prot	c0.08	0.07	0.06		c0.06	0.00					0.27	
v/s Ratio Perm								c0.52				
v/c Ratio	0.31	0.30	0.23		0.57	0.00		1.36dl			0.51	
Uniform Delay, d1	27.6	27.6	27.1		38.5	36.3		21.7			14.3	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.46	
Incremental Delay, d2	1.9	1.8	1.4		3.9	0.0		29.9			0.3	
Delay (s)	29.5	29.4	28.4		42.4	36.3		51.6			21.1	
Level of Service	C	C	C		D	D		D			C	
Approach Delay (s)		28.9			42.1			51.6			21.1	
Approach LOS		C			D			D			C	

Intersection Summary			
HCM 2000 Control Delay	35.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	75.5%	ICU Level of Service	D
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	188	0	0	244	21	2
Future Vol, veh/h	188	0	0	244	21	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	198	0	0	257	22	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	455	198
Stage 1	-	-	-	-	198	-
Stage 2	-	-	-	-	257	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	0	-	563	843
Stage 1	-	0	0	-	835	-
Stage 2	-	0	0	-	786	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	563	843
Mov Cap-2 Maneuver	-	-	-	-	563	-
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	786	-

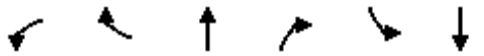
Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT
Capacity (veh/h)	563	843	-	-
HCM Lane V/C Ratio	0.039	0.002	-	-
HCM Control Delay (s)	11.7	9.3	-	-
HCM Lane LOS	B	A	-	-
HCM 95th %tile Q(veh)	0.1	0	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	241	44	257	78	29	399
Future Volume (vph)	241	44	257	78	29	399
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	4		6		5	2
Permitted Phases		4		6		
Detector Phase	4	4	6	6	5	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.9	25.9	26.9	26.9	9.5	23.9
Total Split (s)	35.0	35.0	42.0	42.0	13.0	55.0
Total Split (%)	38.9%	38.9%	46.7%	46.7%	14.4%	61.1%
Yellow Time (s)	3.4	3.4	3.4	3.4	3.0	3.4
All-Red Time (s)	2.5	2.5	2.5	2.5	1.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.9	5.9	5.9	5.9	4.0	5.9
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	18.2	18.2	52.8	52.8	7.1	60.0
Actuated g/C Ratio	0.20	0.20	0.59	0.59	0.08	0.67
v/c Ratio	0.71	0.13	0.25	0.09	0.22	0.34
Control Delay	39.7	10.3	12.2	3.6	42.0	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.7	10.3	12.2	3.6	42.0	8.2
LOS	D	B	B	A	D	A
Approach Delay	35.2		10.2			10.5
Approach LOS	D		B			B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 76 (84%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 17.1	Intersection LOS: B
Intersection Capacity Utilization 44.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: Bradley Place & Sunrise Avenue



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	254	46	271	82	31	420
v/c Ratio	0.71	0.13	0.25	0.09	0.22	0.34
Control Delay	39.7	10.3	12.2	3.6	42.0	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.7	10.3	12.2	3.6	42.0	8.2
Queue Length 50th (ft)	137	5	77	0	17	91
Queue Length 95th (ft)	199	m23	153	24	44	174
Internal Link Dist (ft)	991		326			342
Turn Bay Length (ft)					40	
Base Capacity (vph)	572	542	1092	962	178	1241
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.08	0.25	0.09	0.17	0.34

Intersection Summary

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	241	44	257	78	29	399
Future Volume (veh/h)	241	44	257	78	29	399
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	254	46	271	82	31	420
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	301	268	1170	992	53	1309
Arrive On Green	0.17	0.17	0.63	0.63	0.03	0.70
Sat Flow, veh/h	1781	1585	1870	1585	1781	1870
Grp Volume(v), veh/h	254	46	271	82	31	420
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	1781	1870
Q Serve(g_s), s	12.4	2.2	5.7	1.8	1.5	7.8
Cycle Q Clear(g_c), s	12.4	2.2	5.7	1.8	1.5	7.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	301	268	1170	992	53	1309
V/C Ratio(X)	0.84	0.17	0.23	0.08	0.58	0.32
Avail Cap(c_a), veh/h	576	512	1170	992	178	1309
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.3	32.0	7.4	6.7	43.1	5.2
Incr Delay (d2), s/veh	6.4	0.3	0.5	0.2	9.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	2.1	2.2	0.6	0.8	2.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	42.6	32.3	7.8	6.8	52.7	5.9
LnGrp LOS	D	C	A	A	D	A
Approach Vol, veh/h	300		353			451
Approach Delay, s/veh	41.0		7.6			9.1
Approach LOS	D		A			A

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		68.9		21.1	6.7	62.2
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		49.1		29.1	9.0	36.1
Max Q Clear Time (g_c+I1), s		9.8		14.4	3.5	7.7
Green Ext Time (p_c), s		2.9		0.8	0.0	1.9

Intersection Summary	
HCM 6th Ctrl Delay	17.3
HCM 6th LOS	B

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	3	6	29	0	0	0	32	336	200	13	630	8
Future Vol, veh/h	3	6	29	0	0	0	32	336	200	13	630	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	6	31	0	0	0	34	354	211	14	663	8

Major/Minor	Minor2				Major1			Major2		
Conflicting Flow All	1223	1328	667		671	0	0	565	0	0
Stage 1	695	695	-		-	-	-	-	-	-
Stage 2	528	633	-		-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22		4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-		-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-		-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318		2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	198	155	459		919	-	-	1007	-	-
Stage 1	495	444	-		-	-	-	-	-	-
Stage 2	592	473	-		-	-	-	-	-	-
Platoon blocked, %						-	-		-	-
Mov Cap-1 Maneuver	187	0	459		919	-	-	1007	-	-
Mov Cap-2 Maneuver	187	0	-		-	-	-	-	-	-
Stage 1	477	0	-		-	-	-	-	-	-
Stage 2	579	0	-		-	-	-	-	-	-

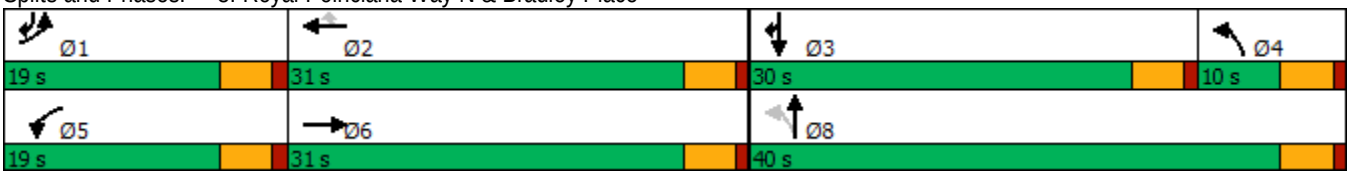
Approach	EB	NB	SB
HCM Control Delay, s	14.9	0.5	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	919	-	-	404	1007	-	-
HCM Lane V/C Ratio	0.037	-	-	0.099	0.014	-	-
HCM Control Delay (s)	9.1	-	-	14.9	8.6	-	-
HCM Lane LOS	A	-	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0	-	-

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	340	460	103	586	78	231	169	151	516
Future Volume (vph)	340	460	103	586	78	231	169	151	516
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					2	8			
Detector Phase	1	6	5	2	2	4	8	3	3 1
Switch Phase									
Minimum Initial (s)	15.0	20.0	15.0	20.0	20.0	5.0	15.0	15.0	
Minimum Split (s)	19.5	30.5	19.5	30.5	30.5	9.5	30.5	30.5	
Total Split (s)	19.0	31.0	19.0	31.0	31.0	10.0	40.0	30.0	
Total Split (%)	21.1%	34.4%	21.1%	34.4%	34.4%	11.1%	44.4%	33.3%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag		Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	
Recall Mode	Max	Max	None	None	None	None	None	None	
Act Effct Green (s)	14.6	29.5	14.6	25.1	25.1	31.0	31.0	20.9	35.5
Actuated g/C Ratio	0.17	0.35	0.17	0.30	0.30	0.37	0.37	0.25	0.42
v/c Ratio	0.60	0.52	0.35	0.58	0.15	0.53	0.41	0.34	0.74
Control Delay	38.2	24.2	36.5	28.2	2.1	26.6	19.3	28.4	16.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.2	24.2	36.5	28.2	2.1	26.6	19.3	28.4	16.3
LOS	D	C	D	C	A	C	B	C	B
Approach Delay		29.3		26.7			22.7	19.1	
Approach LOS		C		C			C	B	

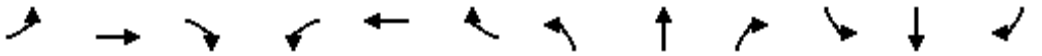
Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 84.3	
Natural Cycle: 90	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 25.1	Intersection LOS: C
Intersection Capacity Utilization 72.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 8: Royal Poinciana Way N & Bradley Place



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	358	631	108	617	82	243	276	159	543
v/c Ratio	0.60	0.52	0.35	0.58	0.15	0.53	0.41	0.34	0.74
Control Delay	38.2	24.2	36.5	28.2	2.1	26.6	19.3	28.4	16.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.2	24.2	36.5	28.2	2.1	26.6	19.3	28.4	16.3
Queue Length 50th (ft)	94	141	53	147	0	95	94	71	126
Queue Length 95th (ft)	145	207	105	213	13	155	159	123	211
Internal Link Dist (ft)		188		1014			316	214	
Turn Bay Length (ft)			120		150				120
Base Capacity (vph)	593	1225	306	1118	587	459	767	566	815
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	0.60	0.52	0.35	0.55	0.14	0.53	0.36	0.28	0.67

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	340	460	140	103	586	78	231	169	93	0	151	516
Future Volume (vph)	340	460	140	103	586	78	231	169	93	0	151	516
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	3416		1770	3539	1583	1770	1764			1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.61	1.00			1.00	1.00
Satd. Flow (perm)	3433	3416		1770	3539	1583	1139	1764			1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	358	484	147	108	617	82	243	178	98	0	159	543
RTOR Reduction (vph)	0	29	0	0	0	57	0	23	0	0	0	67
Lane Group Flow (vph)	358	602	0	108	617	25	243	253	0	0	159	476
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						2	8					
Actuated Green, G (s)	14.6	29.6		11.2	26.2	26.2	31.0	31.0			20.9	35.5
Effective Green, g (s)	14.6	29.6		11.2	26.2	26.2	31.0	31.0			20.9	35.5
Actuated g/C Ratio	0.17	0.35		0.13	0.31	0.31	0.36	0.36			0.25	0.42
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	587	1185		232	1087	486	455	641			456	658
v/s Ratio Prot	0.10	c0.18		0.06	c0.17		c0.04	0.14			0.09	c0.30
v/s Ratio Perm						0.02	0.16					
v/c Ratio	0.61	0.51		0.47	0.57	0.05	0.53	0.39			0.35	0.72
Uniform Delay, d1	32.7	22.1		34.3	24.8	20.8	23.0	20.2			26.6	20.8
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	4.7	1.6		1.5	0.7	0.0	1.2	0.4			0.5	3.9
Delay (s)	37.4	23.6		35.8	25.5	20.8	24.2	20.6			27.0	24.7
Level of Service	D	C		D	C	C	C	C			C	C
Approach Delay (s)		28.6			26.4			22.3			25.3	
Approach LOS		C			C			C			C	

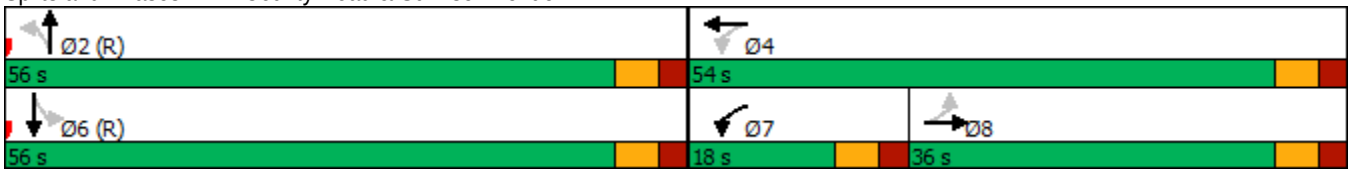
Intersection Summary			
HCM 2000 Control Delay	26.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	85.3	Sum of lost time (s)	18.0
Intersection Capacity Utilization	72.7%	ICU Level of Service	C
Analysis Period (min)	15		

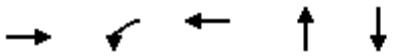
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	44	32	124	66	121	423	23	651
Future Volume (vph)	44	32	124	66	121	423	23	651
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		8	7	4		2		6
Permitted Phases	8		4		2		6	
Detector Phase	8	8	7	4	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	7.0	10.0	20.0	20.0	20.0	20.0
Minimum Split (s)	31.0	31.0	13.0	31.0	26.0	26.0	26.0	26.0
Total Split (s)	36.0	36.0	18.0	54.0	56.0	56.0	56.0	56.0
Total Split (%)	32.7%	32.7%	16.4%	49.1%	50.9%	50.9%	50.9%	50.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0		6.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		14.2	31.3	31.3		66.7		66.7
Actuated g/C Ratio		0.13	0.28	0.28		0.61		0.61
v/c Ratio		0.67	0.40	0.19		0.52		0.40
Control Delay		46.9	32.9	21.6		23.2		12.5
Queue Delay		0.0	0.0	0.0		0.2		0.0
Total Delay		46.9	32.9	21.6		23.3		12.5
LOS		D	C	C		C		B
Approach Delay		46.9		28.1		23.3		12.5
Approach LOS		D		C		C		B

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 93 (85%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 21.3	Intersection LOS: C
Intersection Capacity Utilization 70.0%	ICU Level of Service C
Analysis Period (min) 15	

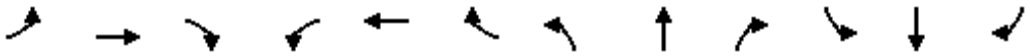
Splits and Phases: 1: County Road & Sunrise Avenue





Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	153	131	98	701	783
v/c Ratio	0.67	0.40	0.19	0.52	0.40
Control Delay	46.9	32.9	21.6	23.2	12.5
Queue Delay	0.0	0.0	0.0	0.2	0.0
Total Delay	46.9	32.9	21.6	23.3	12.5
Queue Length 50th (ft)	76	71	39	152	140
Queue Length 95th (ft)	137	112	74	188	212
Internal Link Dist (ft)	991		146	316	333
Turn Bay Length (ft)					
Base Capacity (vph)	440	334	790	1345	1946
Starvation Cap Reductn	0	0	0	137	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.35	0.39	0.12	0.58	0.40

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	32	69	124	66	28	121	423	123	23	651	70
Future Volume (veh/h)	44	32	69	124	66	28	121	423	123	23	651	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	34	73	131	69	29	127	445	129	24	685	74
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	87	54	89	329	317	133	296	1076	327	74	1945	207
Arrive On Green	0.12	0.12	0.12	0.08	0.25	0.25	1.00	1.00	1.00	0.64	0.64	0.64
Sat Flow, veh/h	373	449	749	1781	1250	525	391	1688	512	61	3052	325
Grp Volume(v), veh/h	153	0	0	131	0	98	296	0	405	409	0	374
Grp Sat Flow(s),veh/h/ln	1571	0	0	1781	0	1776	983	0	1610	1795	0	1643
Q Serve(g_s), s	7.9	0.0	0.0	6.8	0.0	4.8	6.7	0.0	0.0	0.0	0.0	11.7
Cycle Q Clear(g_c), s	10.4	0.0	0.0	6.8	0.0	4.8	18.4	0.0	0.0	11.2	0.0	11.7
Prop In Lane	0.30		0.48	1.00		0.30	0.43		0.32	0.06		0.20
Lane Grp Cap(c), veh/h	230	0	0	329	0	450	673	0	1026	1179	0	1047
V/C Ratio(X)	0.67	0.00	0.00	0.40	0.00	0.22	0.44	0.00	0.39	0.35	0.00	0.36
Avail Cap(c_a), veh/h	465	0	0	381	0	775	673	0	1026	1179	0	1047
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.97	0.00	0.97	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.1	0.0	0.0	36.4	0.0	32.4	1.0	0.0	0.0	9.3	0.0	9.4
Incr Delay (d2), s/veh	3.3	0.0	0.0	0.8	0.0	0.2	2.0	0.0	1.1	0.8	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.0	0.0	3.0	0.0	2.1	0.4	0.0	0.3	4.5	0.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.4	0.0	0.0	37.2	0.0	32.7	3.0	0.0	1.1	10.1	0.0	10.3
LnGrp LOS	D	A	A	D	A	C	A	A	A	B	A	B
Approach Vol, veh/h		153			229			701			783	
Approach Delay, s/veh		50.4			35.2			1.9			10.2	
Approach LOS		D			D			A			B	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		76.1		33.9		76.1	14.8	19.1				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		50.0		48.0		50.0	12.0	30.0				
Max Q Clear Time (g_c+I1), s		20.4		6.8		13.7	8.8	12.4				
Green Ext Time (p_c), s		5.8		0.6		5.9	0.1	0.8				

Intersection Summary		
HCM 6th Ctrl Delay	13.5	
HCM 6th LOS	B	

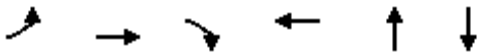
Notes

User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	58	15	143	12	0	5	594	26	831
Future Volume (vph)	58	15	143	12	0	5	594	26	831
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8			4		6		2
Permitted Phases	8		8	4		6		2	
Detector Phase	8	8	8	4	4	6	6	2	2
Switch Phase									
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0	10.0
Minimum Split (s)	30.5	30.5	30.5	30.5	30.5	25.5	25.5	25.5	25.5
Total Split (s)	38.0	38.0	38.0	38.0	38.0	72.0	72.0	72.0	72.0
Total Split (%)	34.5%	34.5%	34.5%	34.5%	34.5%	65.5%	65.5%	65.5%	65.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5		4.5		4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	15.0	15.0	15.0		15.0		86.0		86.0
Actuated g/C Ratio	0.14	0.14	0.14		0.14		0.78		0.78
v/c Ratio	0.33	0.06	0.44		0.13		0.27		0.35
Control Delay	48.3	42.2	11.2		27.4		0.2		2.0
Queue Delay	0.0	0.0	0.1		0.0		0.3		0.6
Total Delay	48.3	42.2	11.3		27.4		0.5		2.5
LOS	D	D	B		C		A		A
Approach Delay		23.4			27.4		0.5		2.5
Approach LOS		C			C		A		A

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 96 (87%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.44	
Intersection Signal Delay: 4.7	Intersection LOS: A
Intersection Capacity Utilization 61.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: County Road & Sunset Avenue



Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	61	16	151	28	692	902
v/c Ratio	0.33	0.06	0.44	0.13	0.27	0.35
Control Delay	48.3	42.2	11.2	27.4	0.2	2.0
Queue Delay	0.0	0.0	0.1	0.0	0.3	0.6
Total Delay	48.3	42.2	11.3	27.4	0.5	2.5
Queue Length 50th (ft)	39	10	0	8	0	38
Queue Length 95th (ft)	82	31	58	35	m0	53
Internal Link Dist (ft)		998		57	231	316
Turn Bay Length (ft)	80					
Base Capacity (vph)	419	567	587	480	2598	2543
Starvation Cap Reductn	0	0	0	0	1225	660
Spillback Cap Reductn	0	0	52	4	2	1135
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.03	0.28	0.06	0.50	0.64

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	15	143	12	0	14	5	594	59	26	831	0
Future Volume (veh/h)	58	15	143	12	0	14	5	594	59	26	831	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	61	16	151	13	0	15	5	625	62	27	875	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	0
Cap, veh/h	262	255	216	123	16	105	38	2489	245	84	2603	0
Arrive On Green	0.14	0.14	0.14	0.14	0.00	0.14	1.00	1.00	1.00	1.00	1.00	0.00
Sat Flow, veh/h	1398	1870	1585	547	121	771	6	3184	314	64	3415	0
Grp Volume(v), veh/h	61	16	151	28	0	0	367	0	325	473	429	0
Grp Sat Flow(s),veh/h/ln	1398	1870	1585	1439	0	0	1858	0	1646	1776	1617	0
Q Serve(g_s), s	2.3	0.8	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.9	0.8	10.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.46		0.54	0.01		0.19	0.06		0.00
Lane Grp Cap(c), veh/h	262	255	216	244	0	0	1486	0	1287	1423	1264	0
V/C Ratio(X)	0.23	0.06	0.70	0.11	0.00	0.00	0.25	0.00	0.25	0.33	0.34	0.00
Avail Cap(c_a), veh/h	497	570	483	478	0	0	1486	0	1287	1423	1264	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	0.12	0.00	0.12	0.92	0.92	0.00
Uniform Delay (d), s/veh	42.6	41.4	45.3	41.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.1	4.1	0.2	0.0	0.0	0.0	0.0	0.1	0.6	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.4	4.2	0.7	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.1	41.5	49.4	41.9	0.0	0.0	0.0	0.0	0.1	0.6	0.7	0.0
LnGrp LOS	D	D	D	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		228			28			692			902	
Approach Delay, s/veh		47.1			41.9			0.1			0.6	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		90.5		19.5		90.5		19.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		67.5		33.5		67.5		33.5				
Max Q Clear Time (g_c+I1), s		2.0		3.6		2.0		12.0				
Green Ext Time (p_c), s		7.4		0.1		5.1		0.7				

Intersection Summary												
HCM 6th Ctrl Delay			6.8									
HCM 6th LOS			A									

Notes

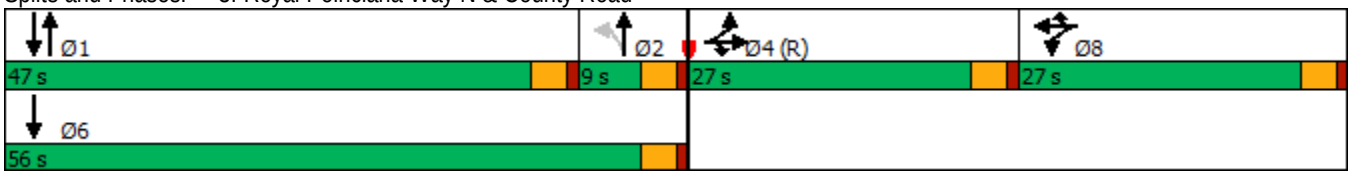
User approved pedestrian interval to be less than phase max green.

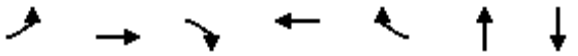
Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations										
Traffic Volume (vph)	256	96	319	106	20	329	413	549		
Future Volume (vph)	256	96	319	106	20	329	413	549		
Turn Type	Split	NA	Prot	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4	8	8		1 2	1 6	1	6
Permitted Phases						2				
Detector Phase	4	4	4	8	8	2	1 2	1 6		
Switch Phase										
Minimum Initial (s)	15.0	15.0	15.0	5.0	5.0	10.0			10.0	20.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	27.0			27.0	27.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	9.0			47.0	56.0
Total Split (%)	24.5%	24.5%	24.5%	24.5%	24.5%	8.2%			43%	51%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0					
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0					
Lead/Lag						Lag			Lead	
Lead-Lag Optimize?						Yes			Yes	
Recall Mode	C-Max	C-Max	C-Max	None	None	None			None	None
Act Effct Green (s)	23.4	23.4	23.4	14.8	14.8		59.8	59.8		
Actuated g/C Ratio	0.21	0.21	0.21	0.13	0.13		0.54	0.54		
v/c Ratio	0.51	0.51	0.56	0.65	0.07		1.76dl	0.55		
Control Delay	44.3	44.0	8.0	56.7	0.5		31.5	25.6		
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	1.3		
Total Delay	44.3	44.0	8.0	56.7	0.5		31.5	26.9		
LOS	D	D	A	E	A		C	C		
Approach Delay		27.0		50.2			31.5	26.9		
Approach LOS		C		D			C	C		

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 87 (79%), Referenced to phase 4:EBTL, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 29.8	Intersection LOS: C
Intersection Capacity Utilization 77.7%	ICU Level of Service D
Analysis Period (min) 15	

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 3: Royal Poinciana Way N & County Road

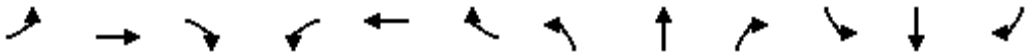




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	183	187	336	159	21	817	1042
v/c Ratio	0.51	0.51	0.56	0.65	0.07	1.76dl	0.55
Control Delay	44.3	44.0	8.0	56.7	0.5	31.5	25.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	1.3
Total Delay	44.3	44.0	8.0	56.7	0.5	31.5	26.9
Queue Length 50th (ft)	122	124	0	108	0	239	288
Queue Length 95th (ft)	197	201	77	169	0	#411	367
Internal Link Dist (ft)		1014		441		319	231
Turn Bay Length (ft)	430				230		
Base Capacity (vph)	357	368	601	383	401	972	1908
Starvation Cap Reductn	0	0	0	0	0	0	610
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.51	0.56	0.42	0.05	0.84	0.80

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
dl Defacto Left Lane. Recode with 1 though lane as a left lane.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	256	96	319	45	106	20	329	413	34	0	549	441
Future Volume (vph)	256	96	319	45	106	20	329	413	34	0	549	441
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		4.0			4.0	
Lane Util. Factor	0.95	0.95	1.00		1.00	1.00		0.95			0.95	
Frt	1.00	1.00	0.85		1.00	0.85		0.99			0.93	
Flt Protected	0.95	0.98	1.00		0.99	1.00		0.98			1.00	
Satd. Flow (prot)	1681	1730	1583		1836	1583		3443			3303	
Flt Permitted	0.95	0.98	1.00		0.99	1.00		0.51			1.00	
Satd. Flow (perm)	1681	1730	1583		1836	1583		1786			3303	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	269	101	336	47	112	21	346	435	36	0	578	464
RTOR Reduction (vph)	0	0	265	0	0	18	0	3	0	0	114	0
Lane Group Flow (vph)	183	187	71	0	159	3	0	814	0	0	928	0
Turn Type	Split	NA	Prot	Split	NA	Prot	custom	NA			NA	
Protected Phases	4	4	4	8	8	8		1 2			1 6	
Permitted Phases							2					
Actuated Green, G (s)	23.4	23.4	23.4		14.8	14.8		59.8			59.8	
Effective Green, g (s)	23.4	23.4	23.4		14.8	14.8		59.8			59.8	
Actuated g/C Ratio	0.21	0.21	0.21		0.13	0.13		0.54			0.54	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0						
Lane Grp Cap (vph)	357	368	336		247	212		970			1795	
v/s Ratio Prot	c0.11	0.11	0.05		c0.09	0.00					0.28	
v/s Ratio Perm								c0.46				
v/c Ratio	0.51	0.51	0.21		0.64	0.01		1.76dl			0.52	
Uniform Delay, d1	38.3	38.2	35.7		45.1	41.3		21.1			15.9	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.97	
Incremental Delay, d2	5.2	4.9	1.4		5.6	0.0		6.5			0.2	
Delay (s)	43.4	43.2	37.1		50.7	41.3		27.6			31.6	
Level of Service	D	D	D		D	D		C			C	
Approach Delay (s)		40.4			49.6			27.6			31.6	
Approach LOS		D			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	33.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	77.7%	ICU Level of Service	D
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	178	0	0	218	34	4
Future Vol, veh/h	178	0	0	218	34	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	187	0	0	229	36	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	416	187
Stage 1	-	-	-	-	187	-
Stage 2	-	-	-	-	229	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	0	-	593	855
Stage 1	-	0	0	-	845	-
Stage 2	-	0	0	-	809	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	593	855
Mov Cap-2 Maneuver	-	-	-	-	593	-
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	809	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT
Capacity (veh/h)	593	855	-	-
HCM Lane V/C Ratio	0.06	0.005	-	-
HCM Control Delay (s)	11.5	9.2	-	-
HCM Lane LOS	B	A	-	-
HCM 95th %tile Q(veh)	0.2	0	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	239	38	220	21	26	498
Future Volume (vph)	239	38	220	21	26	498
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	4		6		5	2
Permitted Phases		4		6		
Detector Phase	4	4	6	6	5	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.9	25.9	26.9	26.9	9.5	23.9
Total Split (s)	32.0	32.0	46.0	46.0	12.0	58.0
Total Split (%)	35.6%	35.6%	51.1%	51.1%	13.3%	64.4%
Yellow Time (s)	3.4	3.4	3.4	3.4	3.0	3.4
All-Red Time (s)	2.5	2.5	2.5	2.5	1.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.9	5.9	5.9	5.9	4.0	5.9
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	18.0	18.0	55.3	55.3	6.9	60.2
Actuated g/C Ratio	0.20	0.20	0.61	0.61	0.08	0.67
v/c Ratio	0.71	0.11	0.20	0.02	0.20	0.42
Control Delay	44.4	9.3	10.7	5.5	41.8	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.4	9.3	10.7	5.5	41.8	9.0
LOS	D	A	B	A	D	A
Approach Delay	39.6		10.2			10.6
Approach LOS	D		B			B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 81 (90%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 18.2	Intersection LOS: B
Intersection Capacity Utilization 49.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: Bradley Place & Sunrise Avenue

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	252	40	232	22	27	524
v/c Ratio	0.71	0.11	0.20	0.02	0.20	0.42
Control Delay	44.4	9.3	10.7	5.5	41.8	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.4	9.3	10.7	5.5	41.8	9.0
Queue Length 50th (ft)	134	0	44	0	15	121
Queue Length 95th (ft)	197	24	129	13	40	227
Internal Link Dist (ft)	991		326			342
Turn Bay Length (ft)					40	
Base Capacity (vph)	513	487	1144	981	160	1245
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.08	0.20	0.02	0.17	0.42

Intersection Summary

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	239	38	220	21	26	498
Future Volume (veh/h)	239	38	220	21	26	498
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	252	40	232	22	27	524
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	297	265	1179	999	49	1313
Arrive On Green	0.17	0.17	0.63	0.63	0.03	0.70
Sat Flow, veh/h	1781	1585	1870	1585	1781	1870
Grp Volume(v), veh/h	252	40	232	22	27	524
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	1781	1870
Q Serve(g_s), s	12.4	1.9	4.7	0.5	1.3	10.4
Cycle Q Clear(g_c), s	12.4	1.9	4.7	0.5	1.3	10.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	297	265	1179	999	49	1313
V/C Ratio(X)	0.85	0.15	0.20	0.02	0.56	0.40
Avail Cap(c_a), veh/h	517	460	1179	999	158	1313
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.4	32.0	7.0	6.2	43.2	5.6
Incr Delay (d2), s/veh	6.6	0.3	0.4	0.0	9.6	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	1.9	1.8	0.2	0.7	3.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	42.9	32.3	7.4	6.3	52.8	6.5
LnGrp LOS	D	C	A	A	D	A
Approach Vol, veh/h	292		254			551
Approach Delay, s/veh	41.5		7.3			8.7
Approach LOS	D		A			A

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		69.1		20.9	6.5	62.6
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		52.1		26.1	8.0	40.1
Max Q Clear Time (g_c+I1), s		12.4		14.4	3.3	6.7
Green Ext Time (p_c), s		3.9		0.7	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	17.1
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	2	30	0	0	0	39	317	239	17	711	8
Future Vol, veh/h	2	2	30	0	0	0	39	317	239	17	711	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	2	32	0	0	0	41	334	252	18	748	8

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1330	1456	752	756	0	0	586	0	0
Stage 1	788	788	-	-	-	-	-	-	-
Stage 2	542	668	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	171	130	410	855	-	-	989	-	-
Stage 1	448	402	-	-	-	-	-	-	-
Stage 2	583	456	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	158	0	410	855	-	-	989	-	-
Mov Cap-2 Maneuver	158	0	-	-	-	-	-	-	-
Stage 1	426	0	-	-	-	-	-	-	-
Stage 2	565	0	-	-	-	-	-	-	-

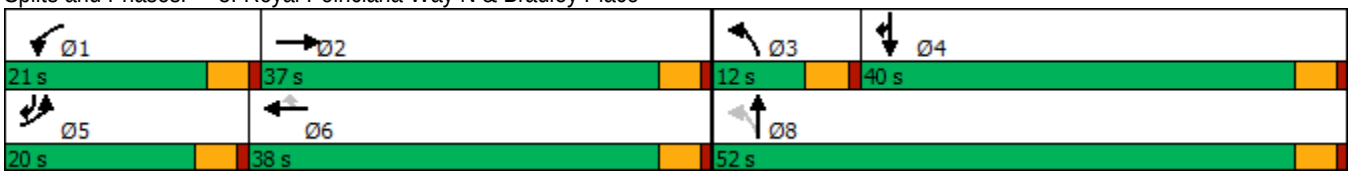
Approach	EB	NB	SB
HCM Control Delay, s	15.7	0.6	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	855	-	-	373	989	-	-
HCM Lane V/C Ratio	0.048	-	-	0.096	0.018	-	-
HCM Control Delay (s)	9.4	-	-	15.7	8.7	-	-
HCM Lane LOS	A	-	-	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	0.1	-	-

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	343	503	104	801	47	308	205	131	634
Future Volume (vph)	343	503	104	801	47	308	205	131	634
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	NA	pt+ov
Protected Phases	5	2	1	6		3	8	4	4 5
Permitted Phases					6	8			
Detector Phase	5	2	1	6	6	3	8	4	4 5
Switch Phase									
Minimum Initial (s)	15.0	20.0	15.0	20.0	20.0	5.0	15.0	15.0	
Minimum Split (s)	19.5	30.5	19.5	30.5	30.5	22.5	30.5	30.5	
Total Split (s)	20.0	37.0	21.0	38.0	38.0	12.0	52.0	40.0	
Total Split (%)	18.2%	33.6%	19.1%	34.5%	34.5%	10.9%	47.3%	36.4%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead		Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	
Recall Mode	Max	Max	None	None	None	None	None	None	
Act Effct Green (s)	15.5	33.1	15.3	32.9	32.9	45.7	45.7	33.7	53.7
Actuated g/C Ratio	0.14	0.31	0.14	0.31	0.31	0.42	0.42	0.31	0.50
v/c Ratio	0.73	0.65	0.43	0.78	0.09	0.66	0.39	0.24	0.81
Control Delay	54.1	34.0	48.9	40.4	0.3	30.3	21.3	28.6	29.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	54.1	34.0	48.9	40.4	0.3	30.3	21.3	28.6	29.7
LOS	D	C	D	D	A	C	C	C	C
Approach Delay		40.9		39.3			26.0	29.5	
Approach LOS		D		D			C	C	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 107.6	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 35.2	Intersection LOS: D
Intersection Capacity Utilization 89.7%	ICU Level of Service E
Analysis Period (min) 15	

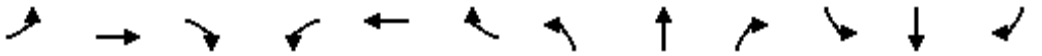
Splits and Phases: 8: Royal Poinciana Way N & Bradley Place



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	361	698	109	843	49	324	301	138	667
v/c Ratio	0.73	0.65	0.43	0.78	0.09	0.66	0.39	0.24	0.81
Control Delay	54.1	34.0	48.9	40.4	0.3	30.3	21.3	28.6	29.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	54.1	34.0	48.9	40.4	0.3	30.3	21.3	28.6	29.7
Queue Length 50th (ft)	127	210	72	285	0	155	129	71	343
Queue Length 95th (ft)	#180	281	126	361	0	233	201	121	520
Internal Link Dist (ft)		188		1014			316	214	
Turn Bay Length (ft)			120		150				120
Base Capacity (vph)	495	1076	271	1103	565	494	801	615	823
Starvation Cap Reductn	0	0	0	0	0	0	0	0	7
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	0.73	0.65	0.40	0.76	0.09	0.66	0.38	0.22	0.82

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	343	503	161	104	801	47	308	205	81	0	131	634
Future Volume (vph)	343	503	161	104	801	47	308	205	81	0	131	634
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	0.96		1.00	1.00	0.85	1.00	0.96			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)	3433	3411		1770	3539	1583	1770	1784			1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.56	1.00			1.00	1.00
Satd. Flow (perm)	3433	3411		1770	3539	1583	1046	1784			1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	361	529	169	109	843	49	324	216	85	0	138	667
RTOR Reduction (vph)	0	28	0	0	0	34	0	13	0	0	0	34
Lane Group Flow (vph)	361	670	0	109	843	15	324	288	0	0	138	633
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA			NA	pt+ov
Protected Phases	5	2		1	6		3	8			4	4 5
Permitted Phases						6	8					
Actuated Green, G (s)	15.5	33.1		15.3	32.9	32.9	45.7	45.7			33.7	53.7
Effective Green, g (s)	15.5	33.1		15.3	32.9	32.9	45.7	45.7			33.7	53.7
Actuated g/C Ratio	0.14	0.31		0.14	0.31	0.31	0.42	0.42			0.31	0.50
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5			4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	494	1049		251	1082	484	494	757			583	790
v/s Ratio Prot	0.11	0.20		0.06	c0.24		c0.05	0.16			0.07	c0.40
v/s Ratio Perm						0.01	0.23					
v/c Ratio	0.73	0.64		0.43	0.78	0.03	0.66	0.38			0.24	0.80
Uniform Delay, d1	44.1	32.1		42.2	34.0	26.2	24.7	21.2			27.4	22.5
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	9.2	3.0		1.2	3.6	0.0	3.1	0.3			0.2	5.9
Delay (s)	53.2	35.1		43.4	37.7	26.2	27.8	21.6			27.6	28.4
Level of Service	D	D		D	D	C	C	C			C	C
Approach Delay (s)		41.3			37.7			24.8			28.3	
Approach LOS		D			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	34.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	107.6	Sum of lost time (s)	18.0
Intersection Capacity Utilization	89.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

TABLE A-1 : CALCULATIONS: 412-PERSON EVENT
Valet Queuing Analysis

Assumptions:
- *3 Valet Stands*

Club Valet Lane - Inbound

Assumptions:
Service Rate = 1 minute per vehicle
Volume = 0.33*(77 PM Peak Hour Inbound Vehicles) = **26 veh/hr**

Probability of the queue occurring 95% of the time

Calculations

$$Q = \frac{60 \text{ min/hr}}{1 \text{ min/veh}} = 60 \text{ veh/hr}$$

$$\rho = \frac{26 \text{ veh/hr}}{60 \text{ veh/hr}} = 0.43$$

$$\text{Queue} = \left[\frac{LN(0.05)-LN(0.43)}{LN(0.43)}\right] = \mathbf{2.550 \text{ veh}}$$

Club Valet Lane - Outbound

Assumptions:
Service Rate = 1 minute per vehicle
Volume = 0.33*(38 PM Peak Hour Outbound Vehicles) = **13 veh/hr**

Probability of the queue occurring 95% of the time

Calculations

$$Q = \frac{60 \text{ min/hr}}{1 \text{ min/veh}} = 60 \text{ veh/hr}$$

$$\rho = \frac{16 \text{ veh/hr}}{60 \text{ veh/hr}} = 0.22$$

$$\text{Queue} = \left[\frac{LN(0.05)-LN(0.22)}{LN(0.22)}\right] = \mathbf{0.979 \text{ veh}}$$

TOTAL: 3.528 VEHICLES

TABLE A-1 : CALCULATIONS: 412-PERSON EVENT

Valet Queuing Analysis

Assumptions:

- *3 Valet Attendant Positions*

Club Valet Lane Operations

Assumptions:

Service Rate = 60 seconds per vehicle

Volume = 0.33*(115 PM Peak Hour Total Vehicles) = 38 veh/hr per attendant position

Probability of the queue occurring 95% of the time

Calculations

$$Q = \frac{60 \text{ min/hr}}{1 \text{ min/veh}} = 60 \text{ veh/hr}$$

$$\rho = \frac{38 \text{ veh/hr}}{60 \text{ veh/hr}} = 0.63$$

$$\text{Queue} = \left[\frac{LN(0.05)-LN(0.63)}{LN(0.63)}\right] = 5.484 \text{ veh}$$

Peak queue: 6 vehicles

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TABLE A-2 : CALCULATIONS: 150-PERSON EVENT

Valet Queuing Analysis

Assumptions:

- *2 Valet Attendant Positions*

Club Valet Lane Operations

Assumptions:

Service Rate = 60 seconds per vehicle

Volume = 0.5*(42 PM Peak Hour Total Vehicles) = 21 veh/hr per attendant position

Probability of the queue occurring 95% of the time

Calculations

$$Q = \frac{60 \text{ min/hr}}{1 \text{ min/veh}} = 60 \text{ veh/hr}$$

$$\rho = \frac{21 \text{ veh/hr}}{60 \text{ veh/hr}} = 0.35$$

$$\text{Queue} = \left[\frac{LN(0.05)-LN(0.35)}{LN(0.35)}\right] = 1.854 \text{ veh}$$

Peak queue: 2 vehicles

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TABLE A-3 : CALCULATIONS: 250-PERSON EVENT

Valet Queuing Analysis

Assumptions:

- *2 Valet Attendant Positions*

Club Valet Lane Operations

Assumptions:

Service Rate = 60 seconds per vehicle

Volume = 0.5*(70 PM Peak Hour Total Vehicles) = 35 veh/hr per attendant position

Probability of the queue occurring 95% of the time

Calculations

$$Q = \frac{60 \text{ min/hr}}{1 \text{ min/veh}} = 60 \text{ veh/hr}$$

$$\rho = \frac{35 \text{ veh/hr}}{60 \text{ veh/hr}} = 0.58$$

$$\text{Queue} = \left[\frac{LN(0.05)-LN(0.58)}{LN(0.58)}\right] = 4.500 \text{ veh}$$

Peak queue: 5 vehicles

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