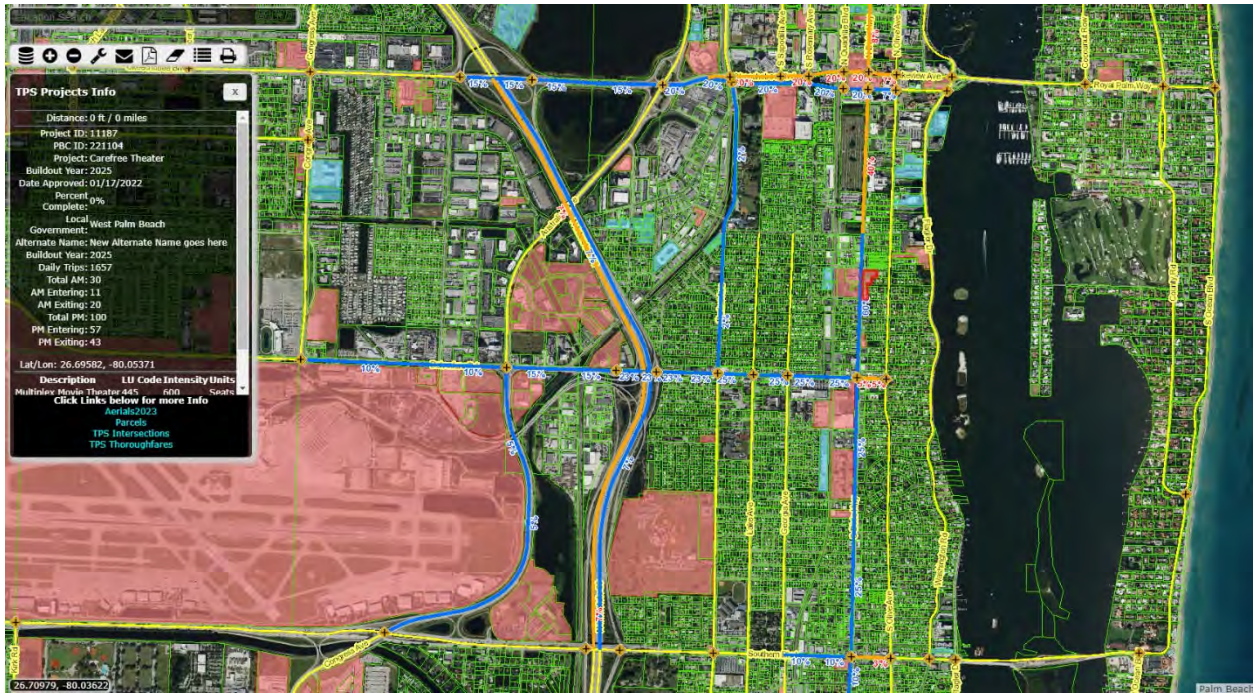
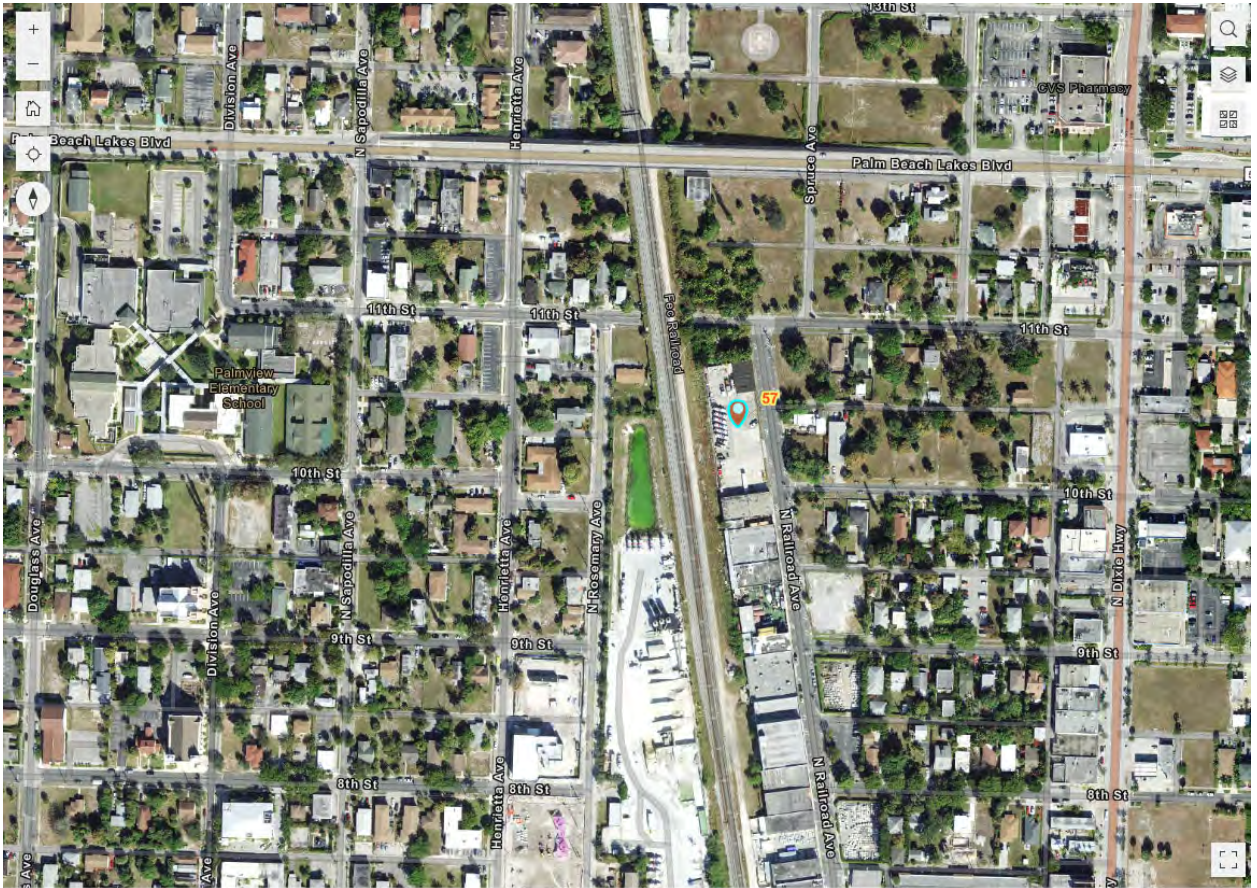


# Palm Beach County TPS- See distribution map and site generated trip summary.





## 9. NORA Hotel- 1110 North Railroad Avenue, WPB, FL.



**TPS Projects Info**

Distance: 0 ft / 0 miles

Project ID: 11456  
PBC ID: 220115  
Project: Nora  
Buildout Year: 2030  
Date Approved: 03/01/2022  
Percent Complete: 0%

Local Government: West Palm Beach  
Alternate Name: New Alternate Name goes here  
Buildout Year: 2030  
Daily Trips: 9703  
Total AM: 938  
AM Entering: 443  
AM Exiting: 496  
Total PM: 1616  
PM Entering: 807  
PM Exiting: 809

Lat/Lon: 26.72267, -80.05577

Description	LU Code	Intensity	Units
Gen. Commercial	820	175	KSF

Click Links below for more Info

[Aerials2023](#)  
[Parcels](#)  
[TPS Intersections](#)  
[TPS Thoroughfares](#)

**NORA Hotel**  
Location : 1110 N Railroad Ave  
Project Manager : Chris Kimmerly  
Summary : Retail: 11,372 SF, Hotel: 191,842 SF

**In Review**

57

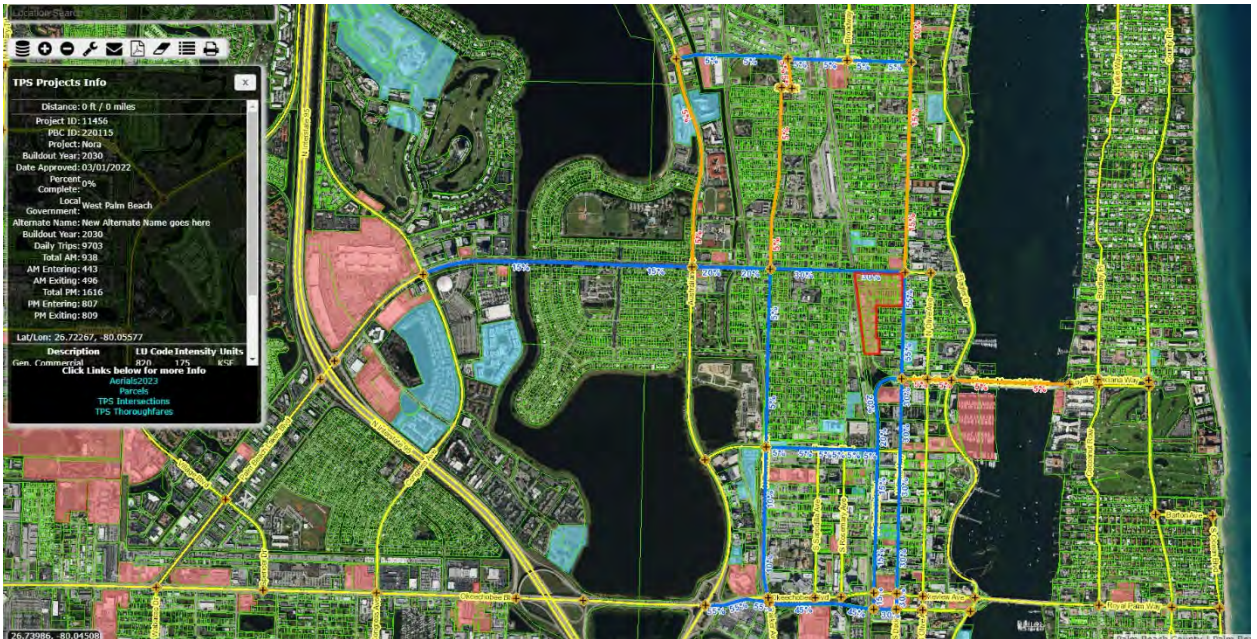
### Proposed Land Use

- Retail- 11,372 s.f.
- Hotel- 191,842 s.f.

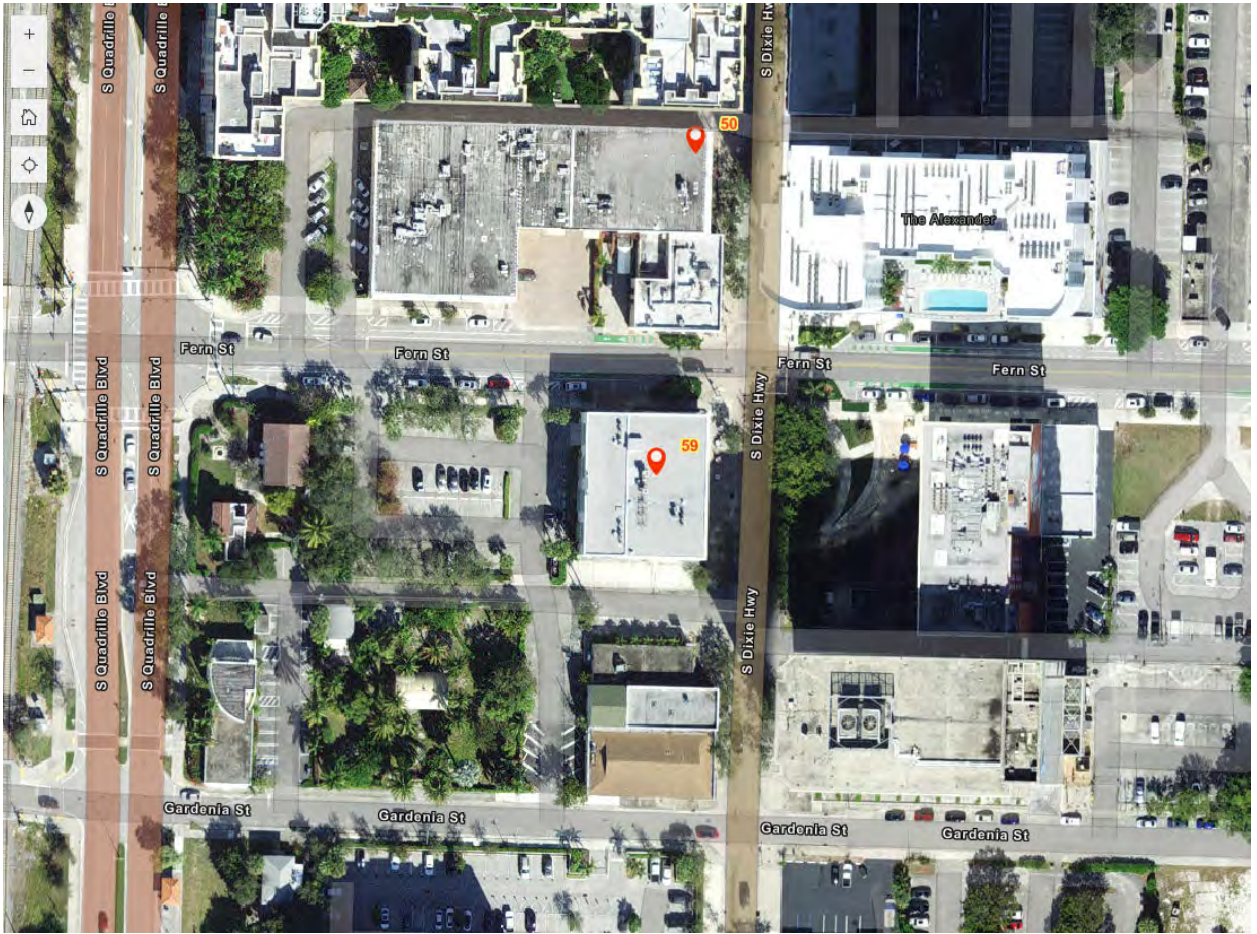
**Buildout- 2030**



# Palm Beach County TPS- See distribution map and site generated trip summary.



**10. Residences of Palm Beach West- 401 S. Dixie Highway, WPB, FL.**



**TPS Projects Info**

Distance: 0 ft / 0 miles

Project ID: 11323  
 PBC ID: 231101  
 Project: WPB Fern Residences  
 Buildout Year: 2028  
 Date Approved: 02/07/2024  
 Percent Complete: 0%

Local Government: West Palm Beach  
 Alternate Name: Residence of Palm Beach West  
 Buildout Year: 2028  
 Daily Trips: 1148  
 Total AM: 87  
 AM Entering: -6  
 AM Exiting: 93  
 Total PM: 88  
 PM Entering: 67  
 PM Exiting: 21

Lat/Lon: 26.70961, -80.05410

Description	LU Code	Intensity	Units
Gen. Commercial	R20	18.67	KSF

Click Links below for more Info

[Aerials2023](#)  
[Parcels](#)  
[TPS Intersections](#)  
[TPS Thoroughfares](#)

**Residences of Palm Beach West**  
 Location: 401 S Dixie Hwy  
 Project Manager: Eric Schneider  
 Summary: 114,887 SF, 372 Multifamily Units, 85,503 Retail & Indoor Recreation

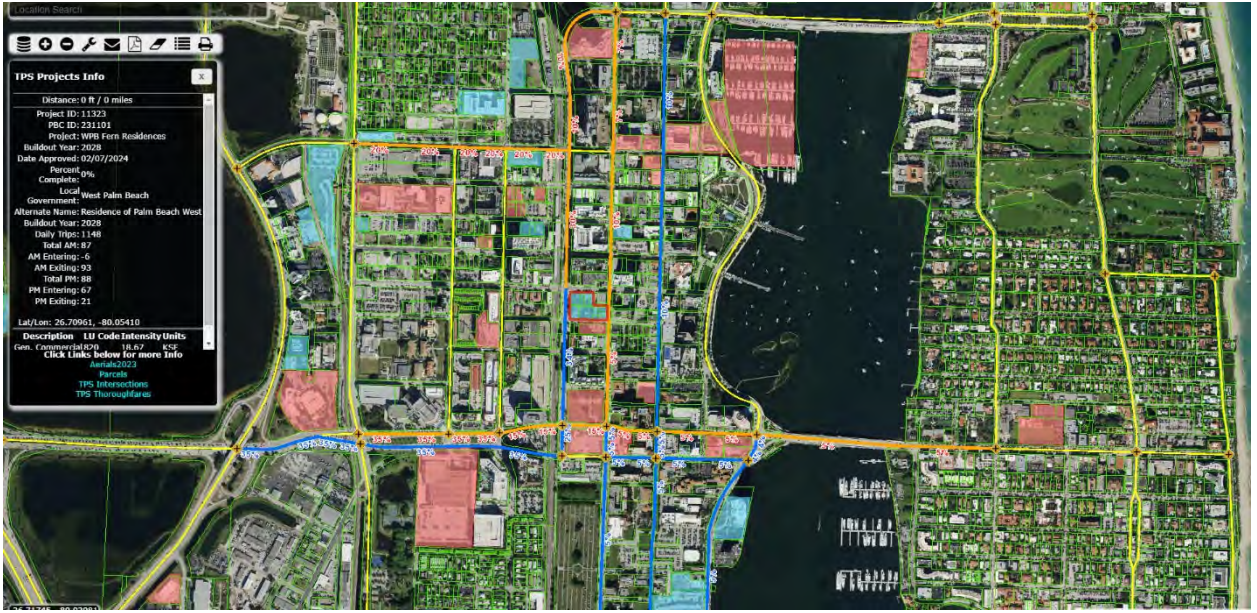
**In Review**

59

- Proposed Land Use**
- Residential- 372 multifamily units, 114,887 s.f.
  - Retail- 85,503 s.f.


**Buildout- 2028**







## 11. Roseland Garden- 3801 Georgia Avenue, WPB, FL.



**Roseland Garden**  
Location : 3801 Georgia Ave  
Project Manager : Alexis Sangeleer  
Summary : Residential, Multi Family Units, Phase 1- 148 Units, Phase 2- 207 Units

**In Review**

60

### Proposed Land Use

- Residential- 355 multifamily units (two phases)

### Buildout

Palm Beach County TPS- Not entered in database.



## 12.Apogee- 4906 N. Flagler Drive, WPB, FL.



**Apogee**  
Location : 4906 N Flagler Drive  
Project Manager : Kevin DeFranc  
Summary : Residential Project 63,354 SF, 46  
Multifamily Units

**In Review**

74

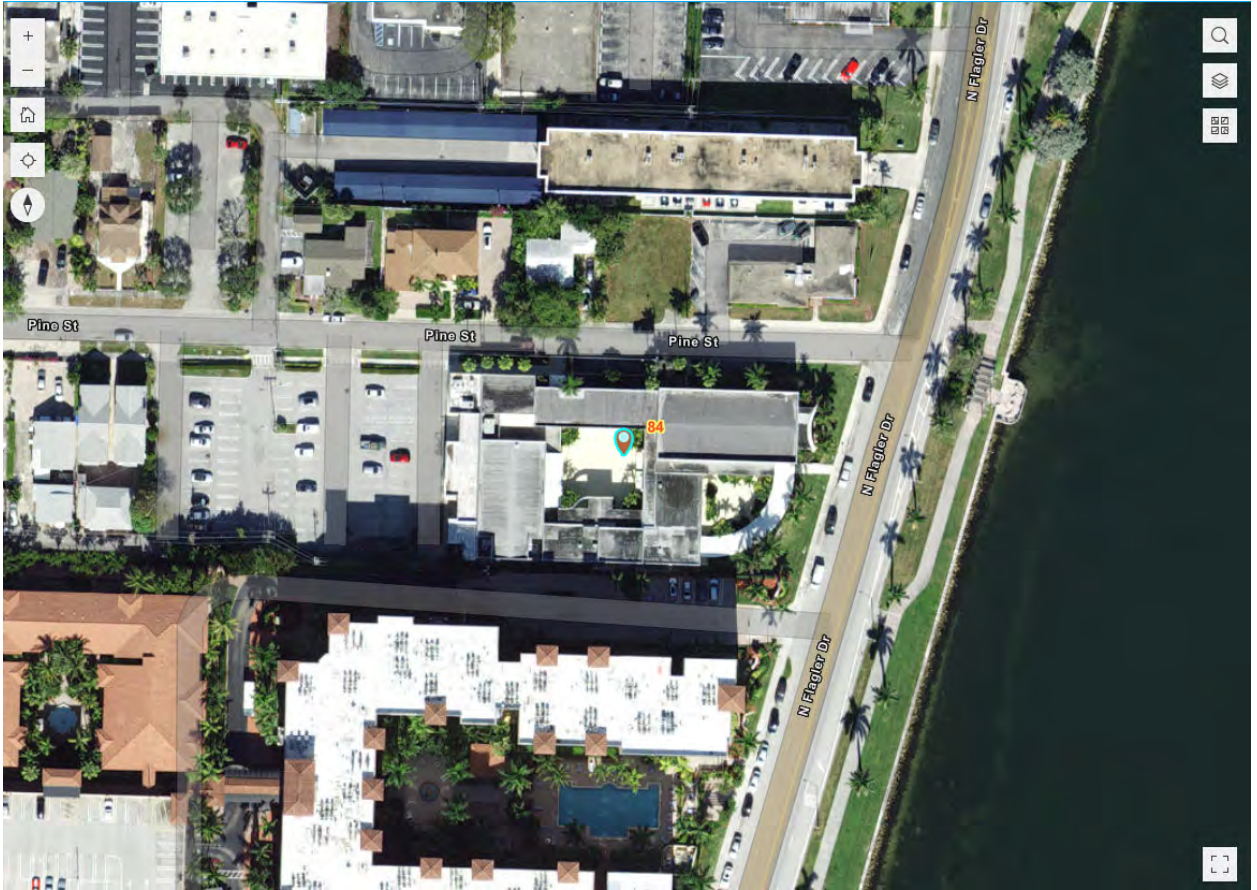
### Proposed Land Use

- Residential- 46 multifamily units; 63,354 s.f.

**Palm Beach County TPS- Not entered in database.**



### 13. Shorecrest- 1901 N. Flagler Drive, WPB, FL.




<b>Shorecrest</b> Location: 1901 N Flagler Dr Project Manager: Linda Louie Summary: Mixed Use: Residential: 140 Units, 21,511 sf Temple of Israel Synagogue, Accessory Preschool <b>In Review</b>

#### Proposed Land Use

- Residential- 140 multifamily units
- 21,511 s.f. Temple of Israel Synagogue w  
Accessory Pre-School

Palm Beach County TPS- Not entered in database.

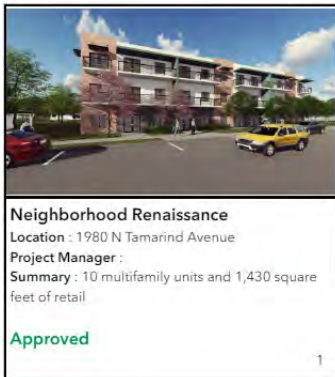
WEST PALM BEACH PROJECTS  
Approved (through 04/19/24)



NUMBER	CITY OF WEST PALM BEACH DEVELOPMENT PROJECTS- APPROVED	BUILDOUT YEAR	DAILY TRIPS	AM PEAK HOUR TRIPS	PM PEAK HOUR TRIPS	AM PEAK HOUR ENTERING TRIPS	AM PEAK HOUR EXITING TRIPS	PM PEAK HOUR ENTERING TRIPS	PM PEAK HOUR EXITING TRIPS	SOUTHERN BLVD TRIP ASSIGNMENT		ROYAL PALM WAY TRIP ASSIGNMENT		ROYAL POINCIANA WAY TRIP ASSIGNMENT		TOPB AM PEAK HOUR ENTERING TRIPS			TOPB AM PEAK HOUR EXITING TRIPS			TOPB PM PEAK HOUR ENTERING TRIPS			TOPB PM PEAK HOUR EXITING TRIPS								
										0%	0%	0%	0%	1%	1%	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1
										5%	5%	0%	0%	0%	0%	1%	1%	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0
1	Neighborhood Renaissance- 1980 N. Tamarind Avenue, WPB, FL.	Unknown	429	34	45	11	23	26	19	0%	0%	0%	0%	1%	1%	0	0	1	0	0	1	0	0	1	0	0	1						
2	Neighborhood Renaissance- 1004 19th Street, WPB, FL.	Unknown	394	30	32	8	22	19	13	0%	0%	0%	0%	1%	1%	0	0	1	0	0	1	0	0	1	0	0	1						
3	Neighborhood Renaissance- 2212 N. Tamarind, WPB, FL.	Unknown	473	37	49	12	25	28	21	0%	0%	0%	0%	1%	1%	0	0	1	0	0	1	0	0	1	0	0	1						
4	Publix at Southdale- 804 Southern Blvd., WPB, FL.	Unknown	5573	170	507	100	70	253	254	5%	5%	0%	0%	0%	0%	5	0	0	4	0	0	13	0	0	13	0	0						
5	Neighborhood Renaissance- 1002 Grant Street, WPB, FL.	Unknown	114	25	23	6	19	15	8	0%	0%	0%	0%	1%	1%	0	0	1	0	0	1	0	0	1	0	0	1						
6	Datura Hotel & Residences- 506-524 Datura Street, WPB, FL.	2022	1607	93	122	39	55	68	54	0%	0%	10%	10%	7%	7%	0	4	3	0	6	4	0	7	5	0	6	4						
7	Banyan Place- 550 Banyan Blvd., WPB, FL.	2020	2284	166	210	33	133	136	74	0%	0%	2%	2%	2%	2%	0	1	1	0	3	3	0	3	3	0	2	2						
8	515 Fern Street- 525 Fern Street, WPB, FL.	2022	5235	674	686	586	88	141	545	0%	0%	2%	2%	2%	2%	0	12	12	0	2	2	0	3	3	0	11	11						
9	Marriott AC Hotel- 414 Gardenia Street, WPB, FL.	2024	1129	57	82	34	23	41	41	0%	0%	4%	4%	1%	1%	0	2	1	0	1	1	0	2	1	0	2	1						
10	512 Clematis Street- 512 Clematis Street, WPB, FL.	2026	623	32	50	9	23	29	21	0%	0%	6%	6%	1%	1%	0	1	1	0	2	1	0	2	1	0	2	1						
11	PBAU Business School- 1199 S. Olive Avenue, WPB, FL.	Unknown	3765	180	180	140	40	58	122	0%	0%	5%	5%	0%	0%	0%	7	0	0	2	0	0	3	0	0	7	0						
12	1001 Okeechobee Blvd- 1001 Okeechobee Blvd., WPB, FL.	2026	3703	320	399	276	44	81	318	0%	0%	4%	4%	2%	2%	0	12	6	0	2	1	0	4	2	0	13	7						
13	320 Lakeview- 320 Lakeview, WPB, FL.	2027	836	66	13	27	39	11	3	0%	0%	10%	10%	2%	2%	0	3	1	0	4	1	0	1	1	0	1	1						
14	Clematis Place- Rosemary and Clematis, WPB, FL.	Unknown	1437	91	148	33	58	81	67	0%	0%	1%	1%	2%	2%	0	1	1	0	1	2	0	1	2	0	1	2						
15	Banyan View- 2101 Presidential Way, WPB, FL.	2025	1379	89	105	15	74	70	35	0%	0%	1%	1%	1%	1%	0	1	1	0	1	1	0	1	1	0	1	1						
16	Solana- 992 Datura Avenue, WPB, FL.	2026	397	28	35	10	18	20	15	0%	0%	10%	10%	0%	0%	0	1	0	0	2	0	0	2	0	0	2	0						
17	8111 South Dixie Highway- 8111 South Dixie Highway, WPB, FL.	2027	2355	156	210	45	111	120	90	5%	5%	0%	0%	0%	0%	3	0	0	6	0	0	6	0	0	5	0	0						
18	Kirksey Commons- 1501 N. Dixie Highway, WPB, FL.	Unknown	830	67	115	48	19	48	67	0%	0%	1%	1%	2%	2%	0	1	1	0	1	1	0	1	1	0	1	2						
19	Soleste Palm Station- 410 N. Rosemary, WPB, FL.	2027	1746	116	141	30	86	86	55	0%	0%	1%	1%	1%	1%	0	1	1	0	1	1	0	1	1	0	1	1						
20	South Flagler House (Flagler Towers)- 1315 S. Flagler Drive, WPB, FL.	2026	1044	81	90	24	57	57	33	0%	0%	5%	5%	5%	5%	0	2	2	0	3	3	0	3	3	0	3	3						
21	The Contemporary- 1545 Centrepark Dr North, WPB, FL.	2024	16077	1341	1746	801	540	712	1034	1%	1%	2%	2%	0%	0%	9	17	0	6	11	0	8	15	0	11	21	0						
22	The Spruce- 2501 Spruce Avenue, WPB, FL.	Unknown	1237	87	106	25	62	62	44	0%	0%	0%	0%	2%	2%	0	0	1	0	0	2	0	0	2	0	0	1						
23	Viana Hotel and Spa- 609 Evernia, WPB, FL.	2027	768	44	58	24	20	30	28	0%	1%	1%	0%	1%	1%	0	1	1	0	1	1	0	1	1	0	1	1						
24	Mercer Park II- 1215 Alpha Street, WPB, FL.	2027	952	81	82	21	60	49	33	0%	0%	2%	2%	1%	1%	0	1	1	0	2	1	0	1	1	0	1	1						
25	Forum Place- 1551 Forum Place, WPB, FL.	Unknown	1084	93	93	21	72	57	36	0%	0%	0%	0%	1%	1%	0	0	1	0	0	1	0	0	1	0	0	1						
			55471	4158	5327	2378	1781	2298	3030							17	68	39	16	45	30	27	51	33	29	76	44						

## City of West Palm Beach Development Projects (Approved)

### 1. Neighborhood Renaissance- 1980 N. Tamarind Avenue, WPB, FL.



#### **Proposed Land Use**


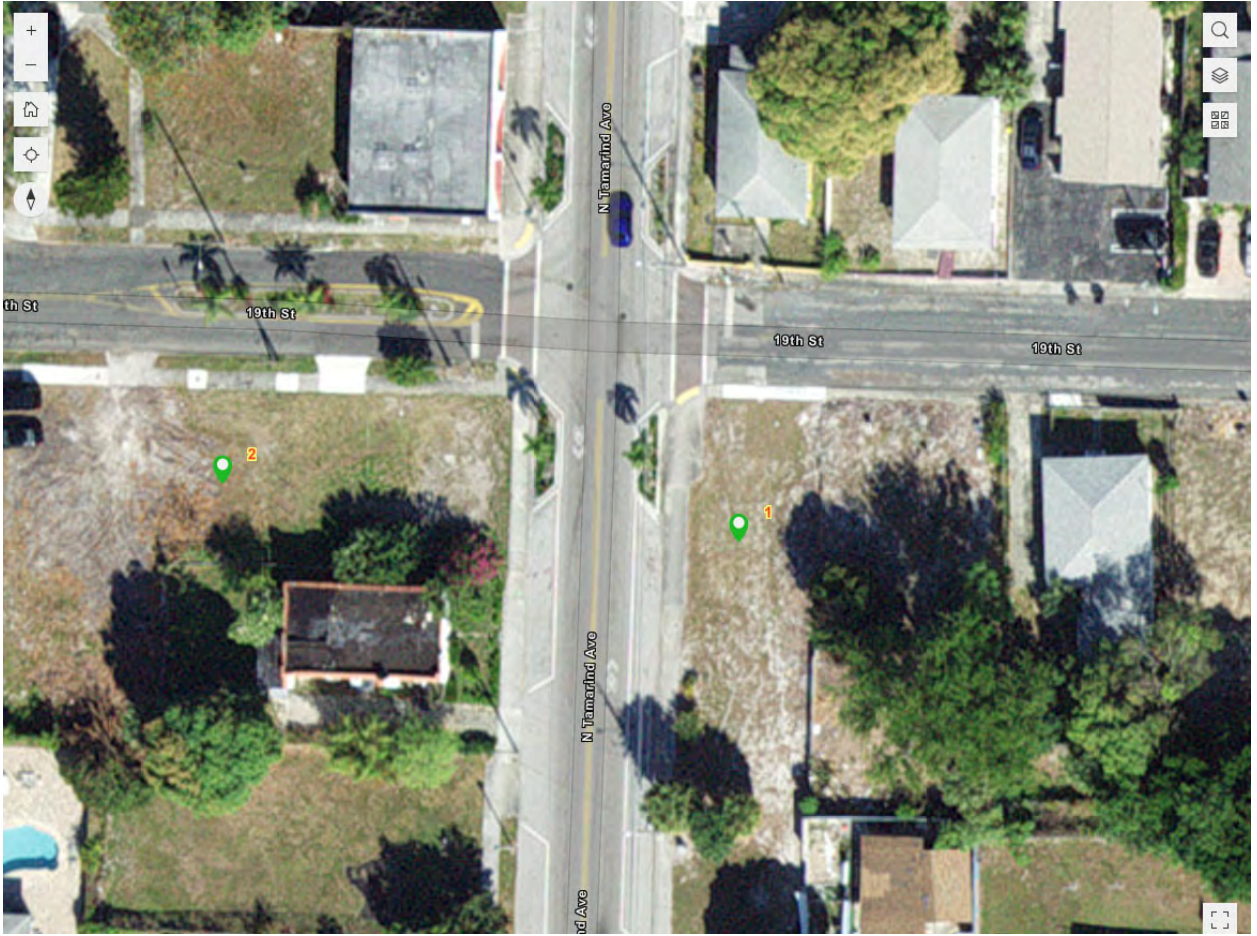
- Residential- 10 Multifamily Units
- Retail- 1,430 s.f.

#### **Buildout-**

**Palm Beach County TPS- Not entered in database.**



## 2. Neighborhood Renaissance- 1004 19<sup>th</sup> Street, WPB, FL.



**Neighborhood Renaissance**  
Location : 1004 19th Street  
Project Manager :  
Summary : 12 multifamily units and 286 square feet of non-residential.  
**Approved**

2

### Proposed Land Use

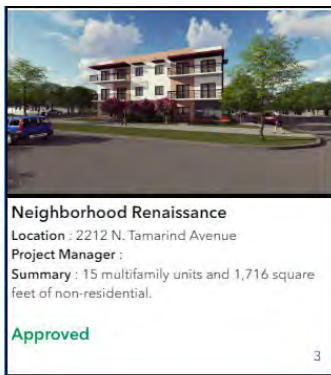
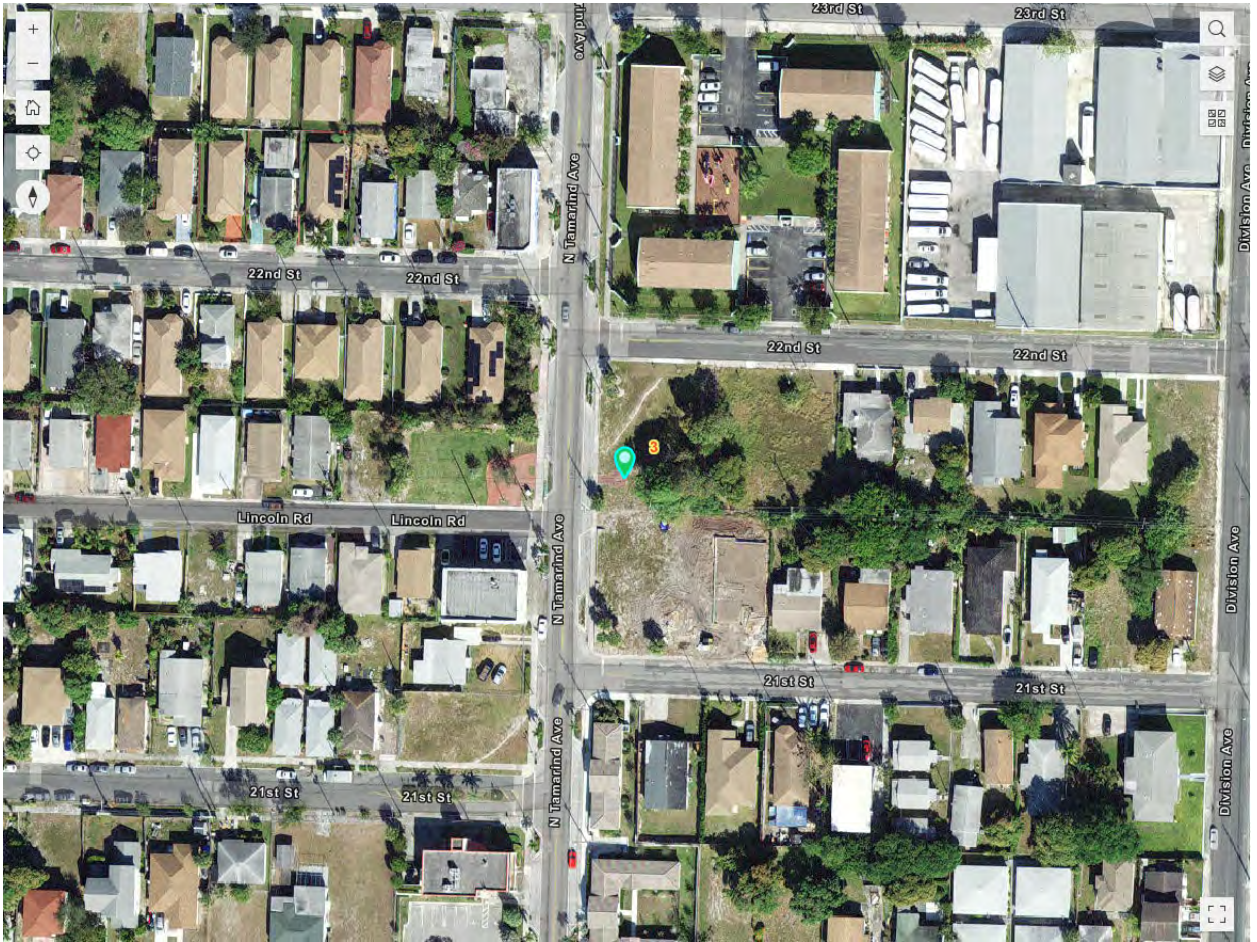
- Residential- 12 Multifamily Units
- Non-Residential- 286 s.f.

### Buildout-

**Palm Beach County TPS- Not entered in database.**



### 3. Neighborhood Renaissance- 2212 N. Tamarind, WPB, FL.



#### Proposed Land Use

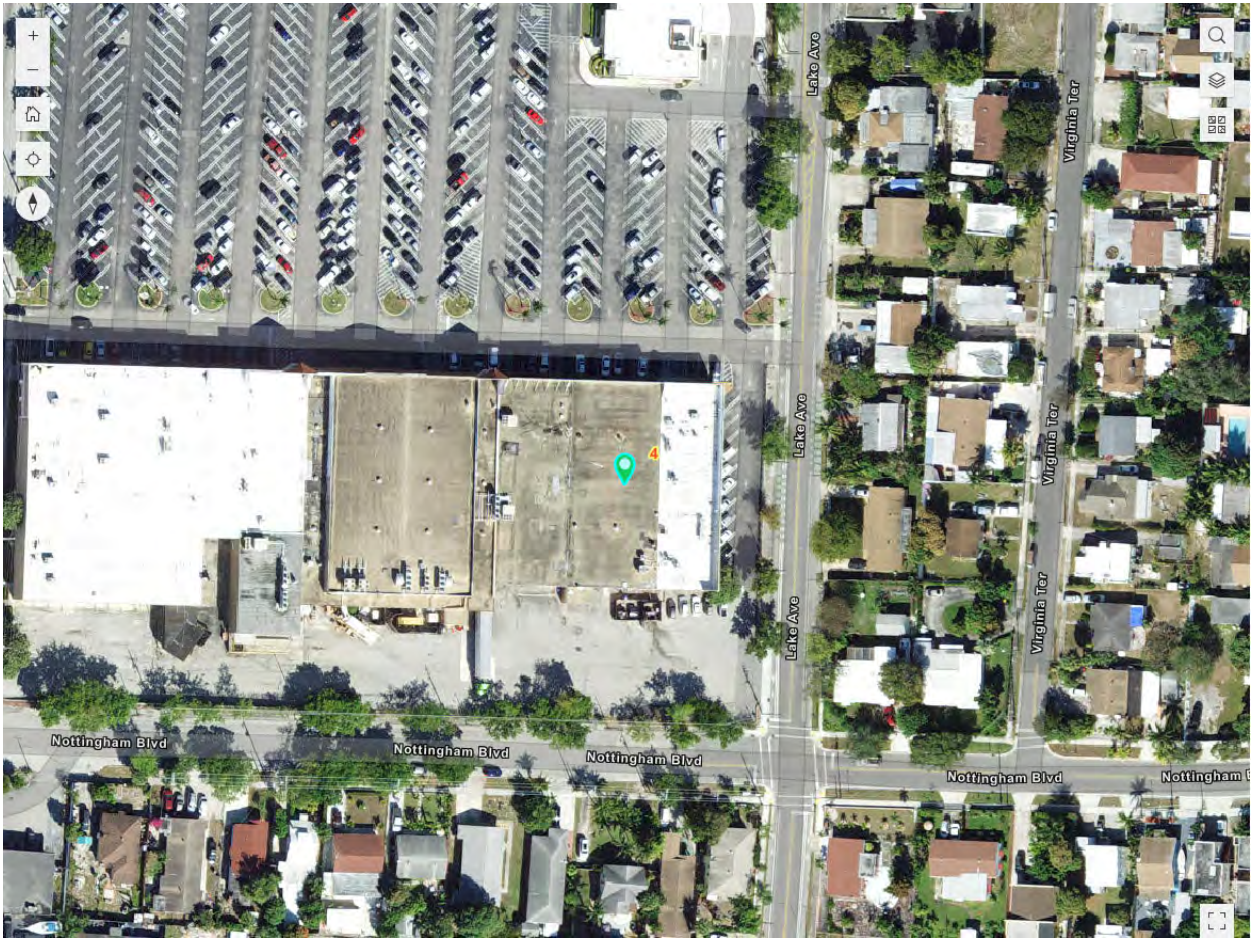
- Residential- 15 Multifamily Units
- Non-Residential- 1,716 s.f.

#### Buildout-

**Palm Beach County TPS- Not entered in database.**



#### 4. Publix at Southdale- 804 Southern Blvd., WPB, FL.



#### Proposed Land Use

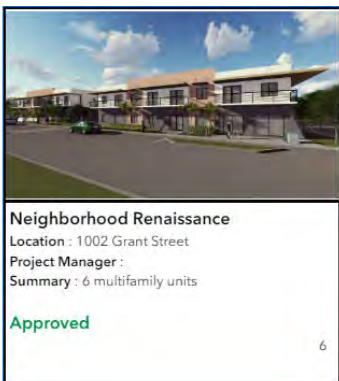
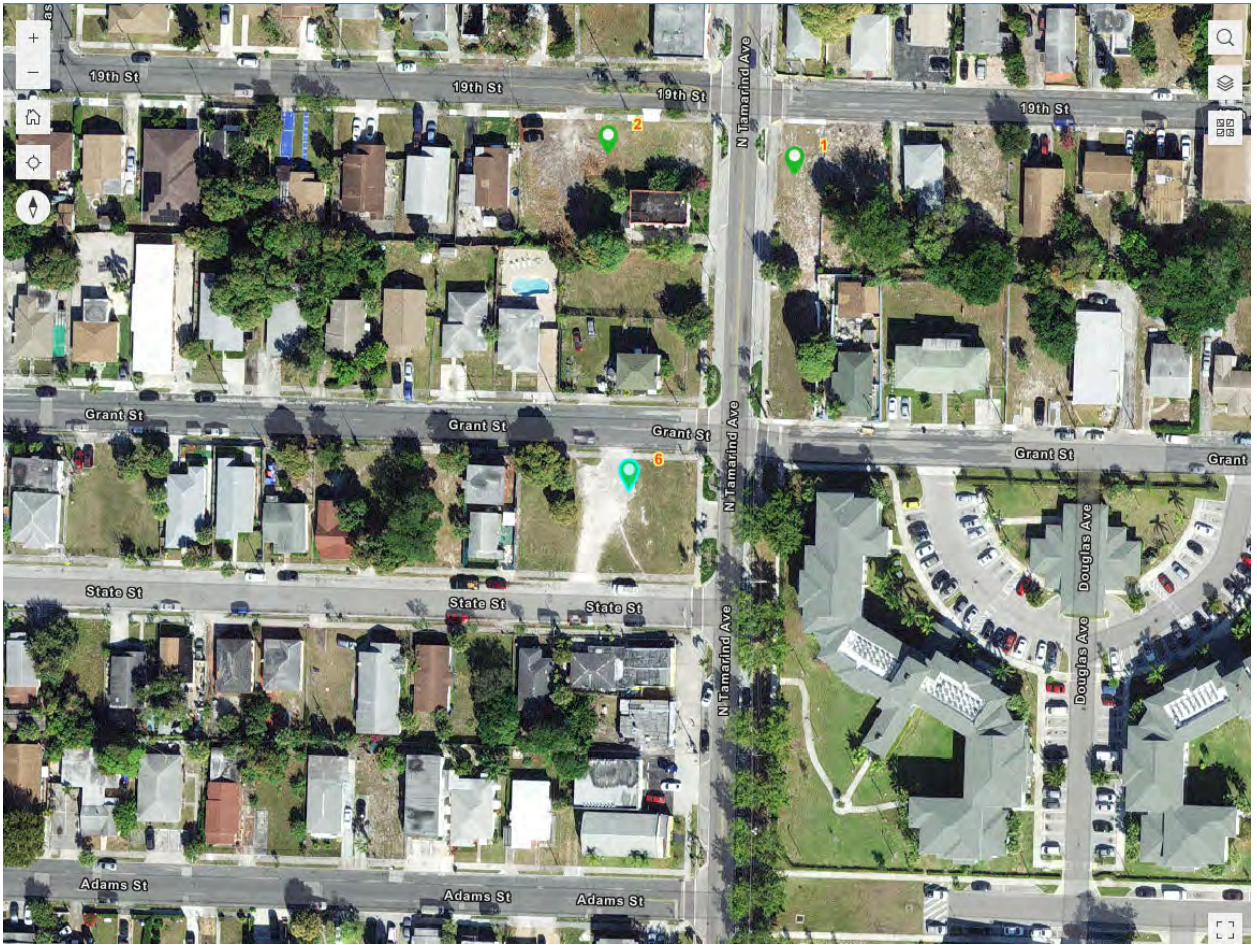
- Residential- 15 Multifamily Units
- Non-Residential- 1,716 s.f.

#### Buildout-

Palm Beach County TPS- Not entered in database.



## 5. Neighborhood Renaissance- 1002 Grant Street, WPB, FL.



### Proposed Land Use

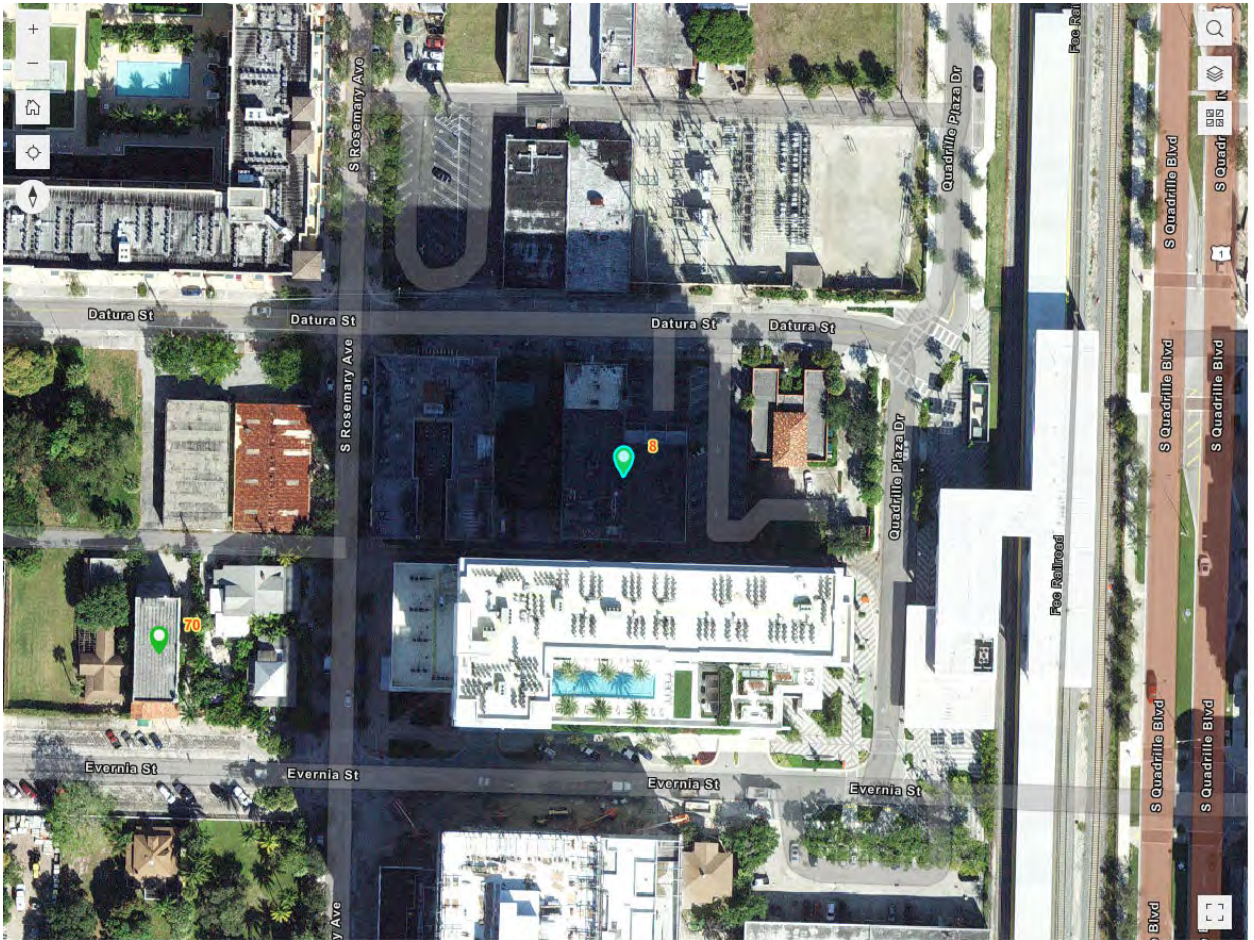
- Residential- 6 Multifamily Units

### Buildout-

Palm Beach County TPS- Not entered in database.



**6. Datura Hotel & Residences- 506-524 Datura Street, WPB, FL.**



**TPS Projects Info**

Distance: 0 ft / 0 miles

Project ID: 11535  
PBC ID: 210805  
Project: 506-524 Datura Street  
Buildout Year: 2022  
Date Approved: 08/31/2021  
Percent Complete: 0%

Local Government: West Palm Beach

Alternate Name: New Alternate Name goes here  
Buildout Year: 2022  
Daily Trips: 1607  
Total AM: 93  
AM Entering: 39  
AM Exiting: 55  
Total PM: 122  
PM Entering: 68  
PM Exiting: 54

Lat/Lon: 26.71210, -80.05587

Description	LU Code	Intensity Units
Apartment	220	180 DU

Click Links below for more Info

[Aerials2023](#)  
[Parcels](#)  
[TPS Intersections](#)  
[TPS Thoroughfares](#)

**Datura Hotel & Residences**  
Location : 506-524 Datura St  
Project Manager : Chris Kimmerly  
Summary : 19-story, 232,263 sf, hotel & residential building, 132 hotel units, 180 residential units, 2,200 sf of ground floor retail, and 265 parking spaces.

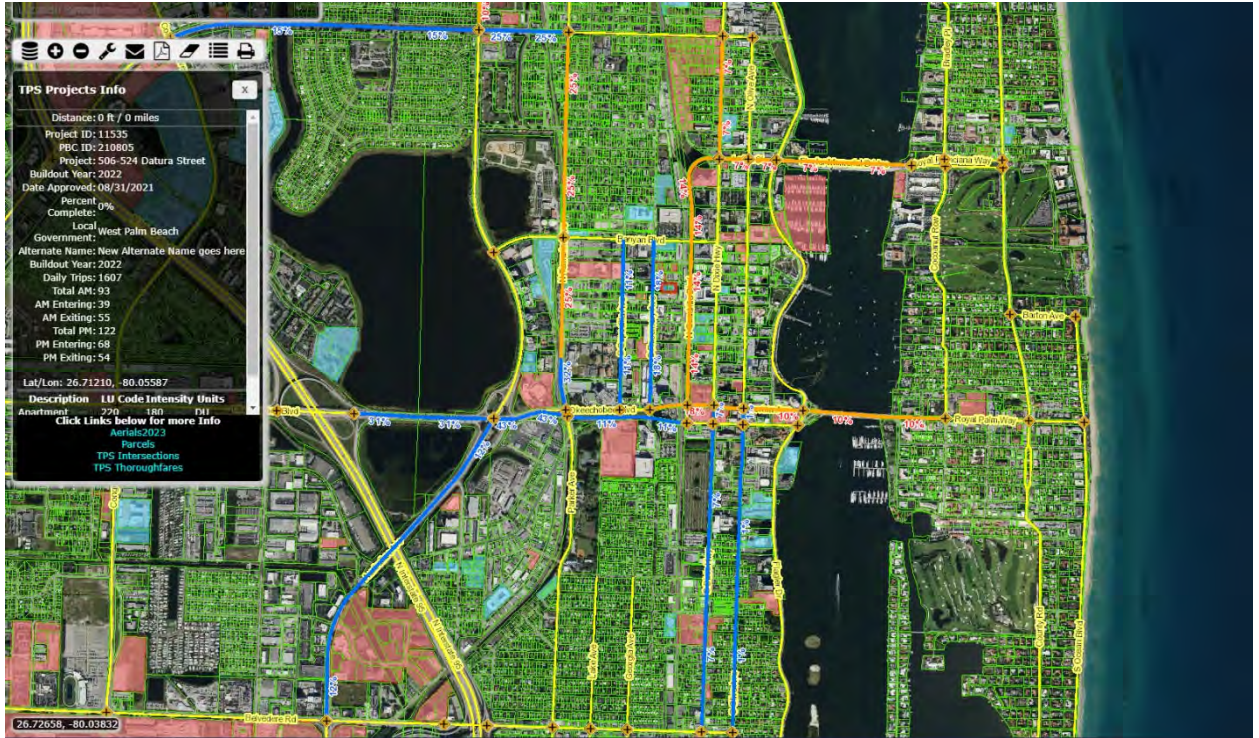
- Proposed Land Use**
- 19 story, 232,263 s.f. hotel and residential building with 265 parking spaces
  - Residential- 180 Multifamily Units

- Hotel- 132 hotel units
- Retail- 2,200 s.f. ground floor

**Buildout- 2022**

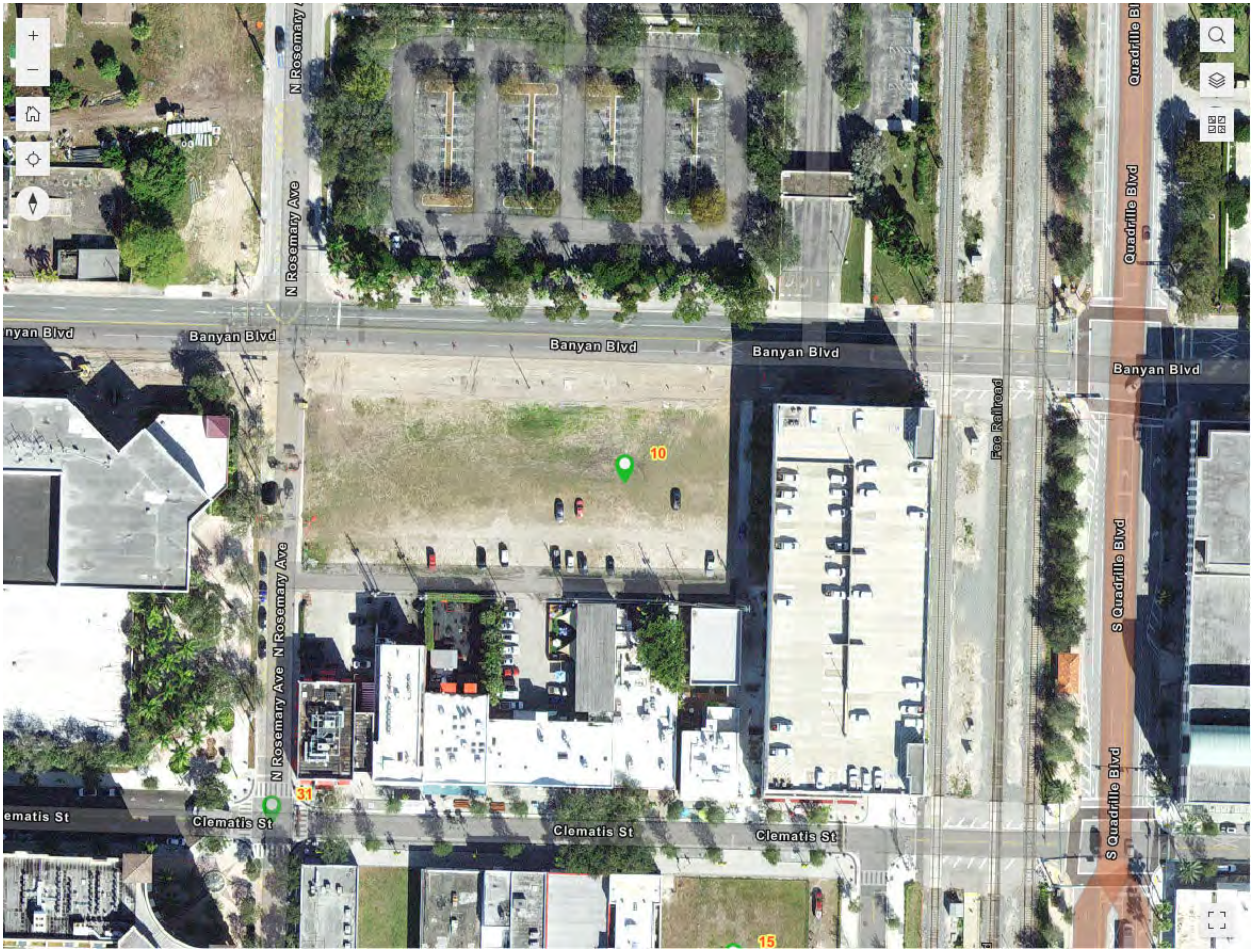


# Palm Beach County TPS- See distribution map and site generated trip summary.





## 7. Banyan Place- 550 Banyan Blvd., WPB, FL.



**TPS Projects Info**

Distance: 0 ft / 0 miles

Project ID: 11539  
PBC ID: 161113  
Project: Southeast Corner of Banyan Blvd and Rosemary Ave  
Buildout Year: 2020  
Date Approved: Not Approved  
Percent Complete: 0%

Local Government: West Palm Beach  
Alternate Name: New Alternate Name goes here  
Buildout Year: 2020  
Daily Trips: 2284  
Total AM: 166  
AM Entering: 33  
AM Exiting: 133  
Total PM: 210  
PM Entering: 136  
PM Exiting: 74

Lat/Lon: 26.71419, -80.05624

Description	LU Code	Intensity Units
Anapment	220	400

Click Links below for more Info  
[Aerials2023](#)  
[Parcels](#)  
[TPS Intersections](#)  
[TPS Thoroughfares](#)

**Banyan Place**  
Location : 550 Banyan Blvd  
Project Manager :  
Summary :

Approved

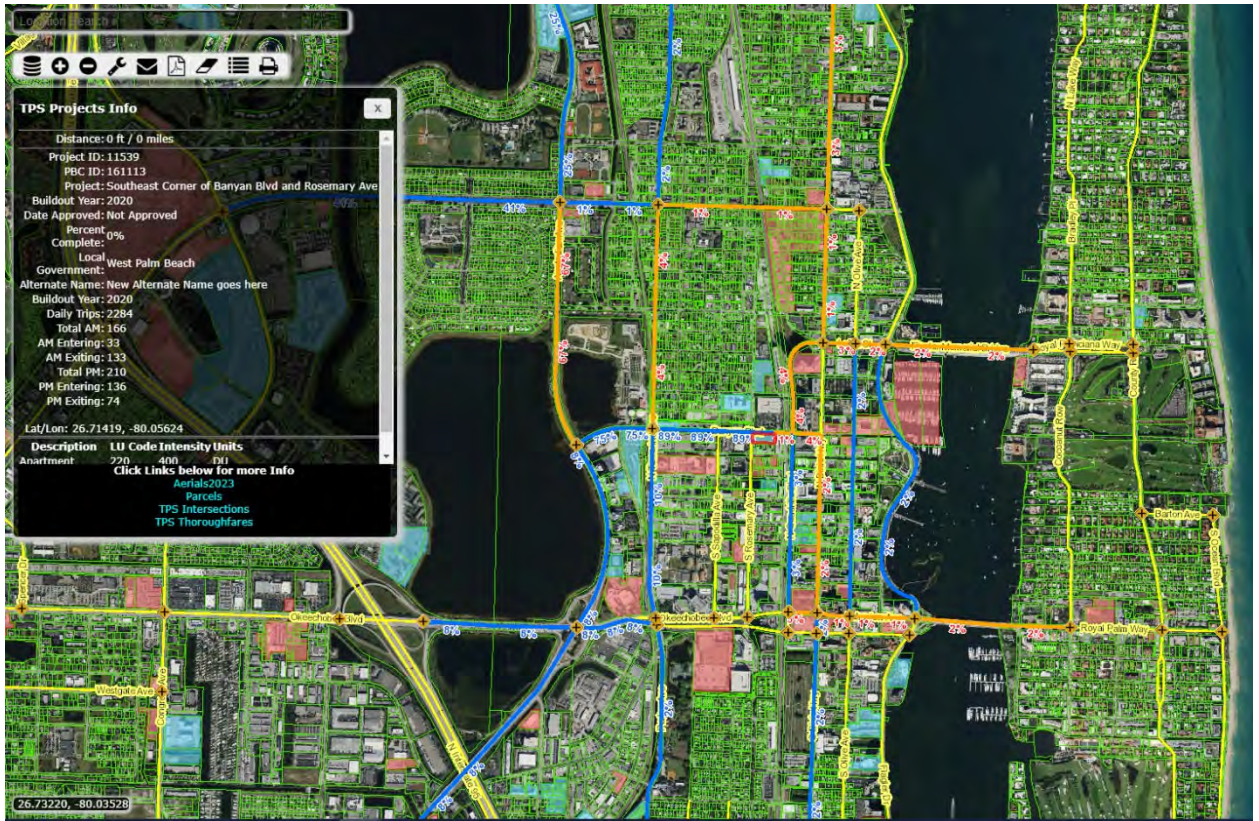
10

### Proposed Land Use

### Buildout- 2020

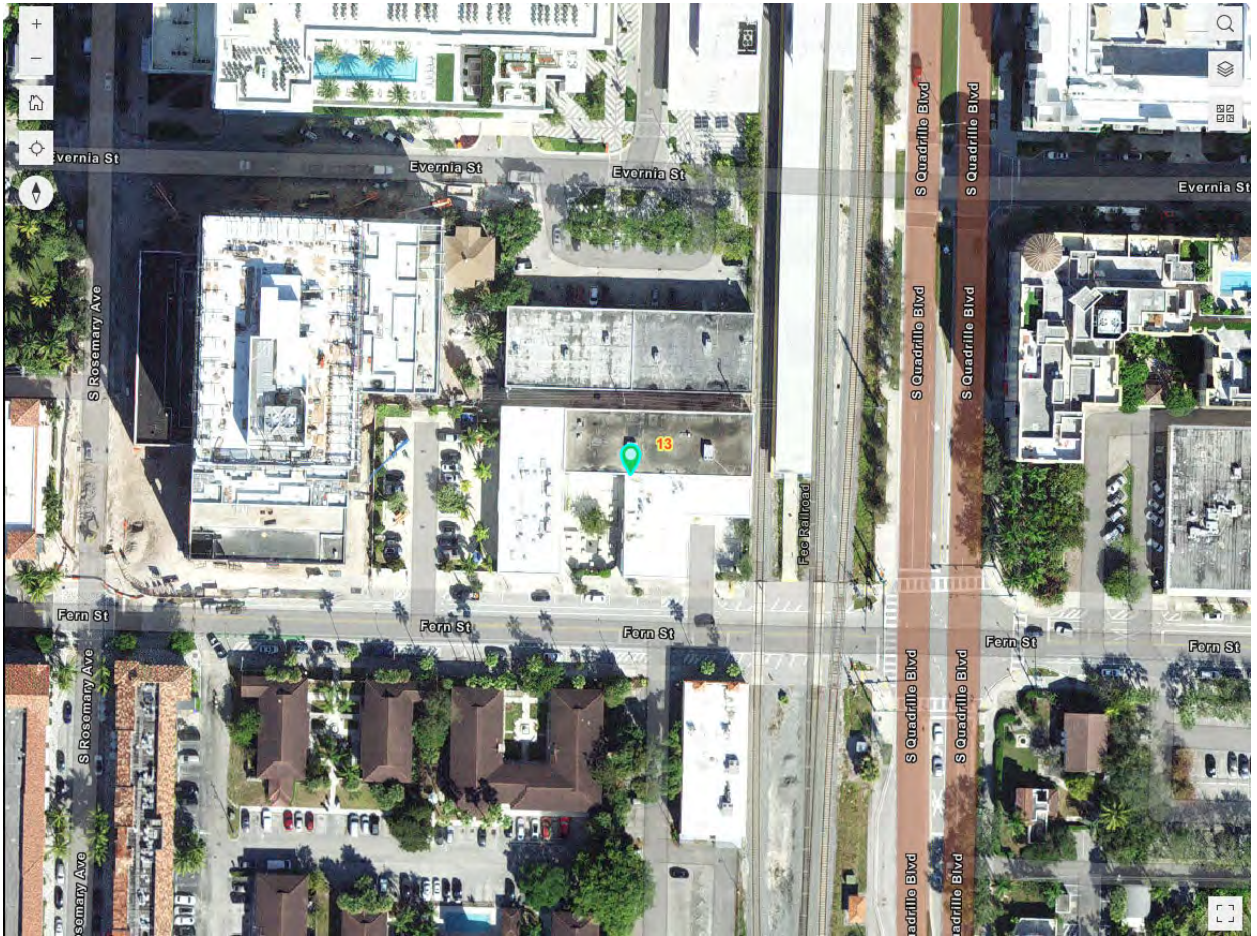


# Palm Beach County TPS- See distribution map and site generated trip summary.





## 8. 515 Fern Street- 525 Fern Street, WPB, FL.



**515 Fern Street**  
Location : 501 & 515 Fern St  
Project Manager : Chris Kimmerly  
Summary : 25-story, 466,068 gross sf , 425,236 sf of office space and 9,369 sf of ground-level retail, 765 space parking garage

Approved

### Proposed Land Use

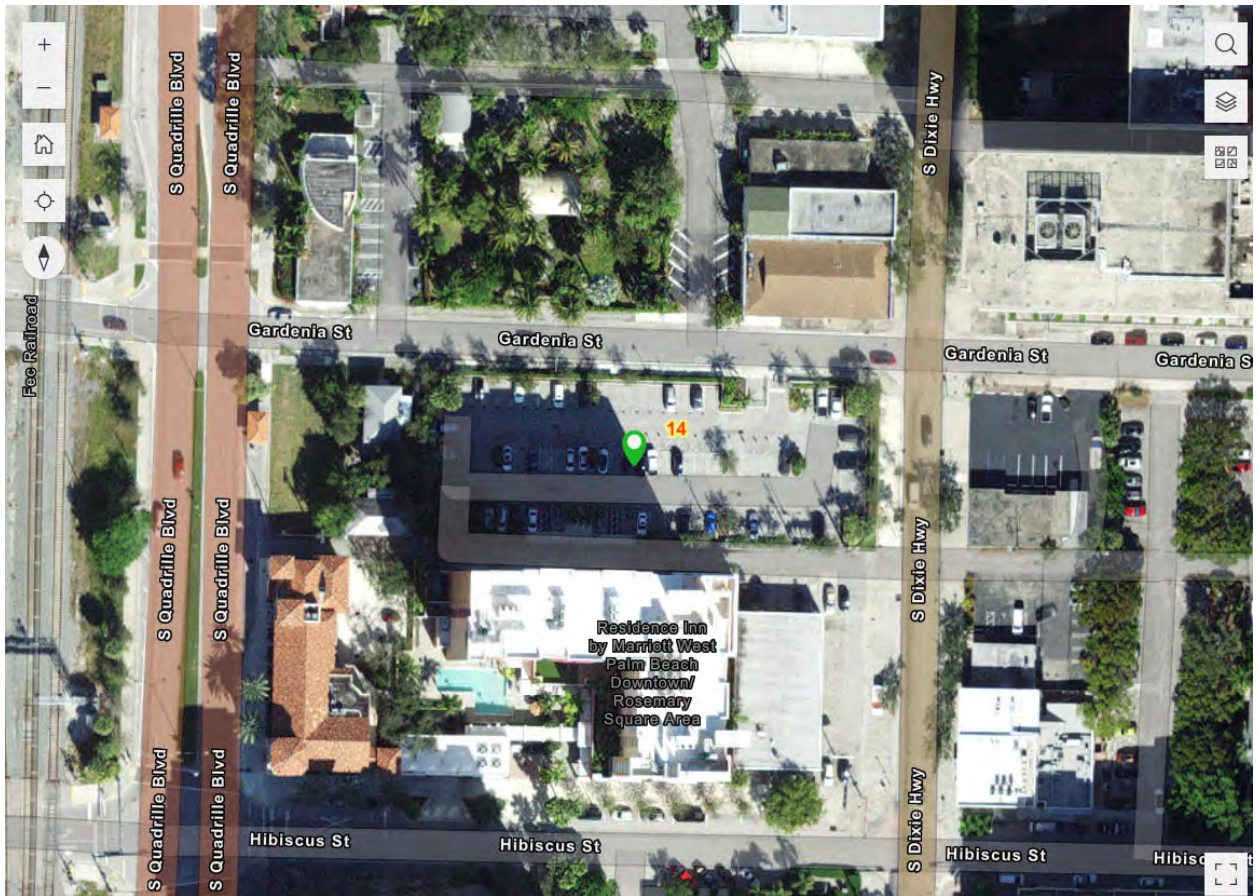
- 25 story, 466,068 gross s.f. with 765 parking space garage
- Office- 452,236 s.f. of office space
- Retail- 9,369 s.f. ground floor

Buildout- 2022

Palm Beach County TPS- Not entered in database.



## 9. Marriott AC Hotel- 414 Gardenia Street, WPB, FL.



**TPS Projects Info**

Project ID: 11531  
 PBC ID: 210702  
 Project: AC Hotel  
 Buildout Year: 2024  
 Date Approved: 11/21/2021  
 Percent Complete: 0%  
 Local Government: West Palm Beach  
 Alternate Name: New Alternate Name goes here  
 Buildout Year: 2024  
 Daily Trips: 1129  
 Total AM: 57  
 AM Entering: 34  
 AM Exiting: 23  
 Total PM: 82  
 PM Entering: 41  
 PM Exiting: 41

Lat/Lon: 26.70933, -80.05420

Description	LU Code	Intensity	Units
Hotel	310	132	Rooms
Gen. Commercial	820	3.212	KSF

**Click Links below for more Info**

[Aerials2023](#)  
[Parcels](#)  
[TPS Intersections](#)  
[TPS Thoroughfares](#)

**Buildout- 2024**

**Marriott AC Hotel**  
 Location : 414 Gardenia St  
 Project Manager :  
 Summary :

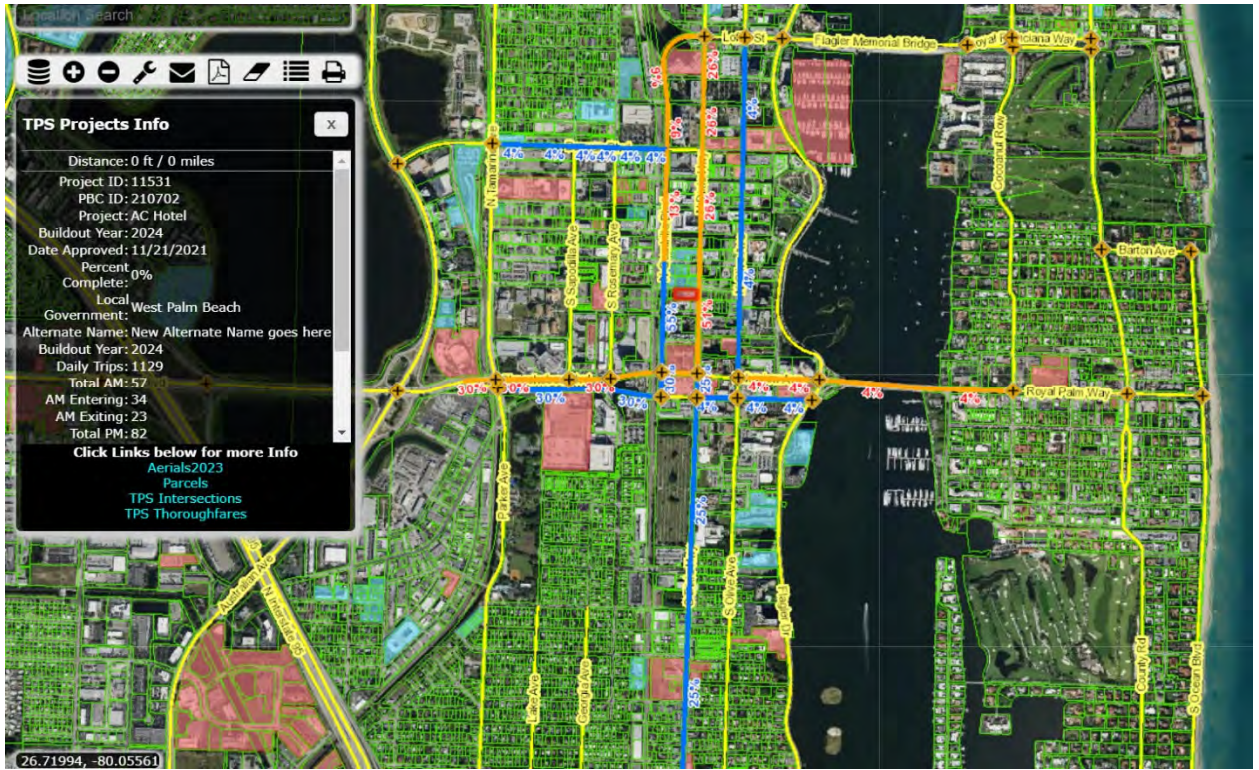
**Approved**

14

**Proposed Land Use**

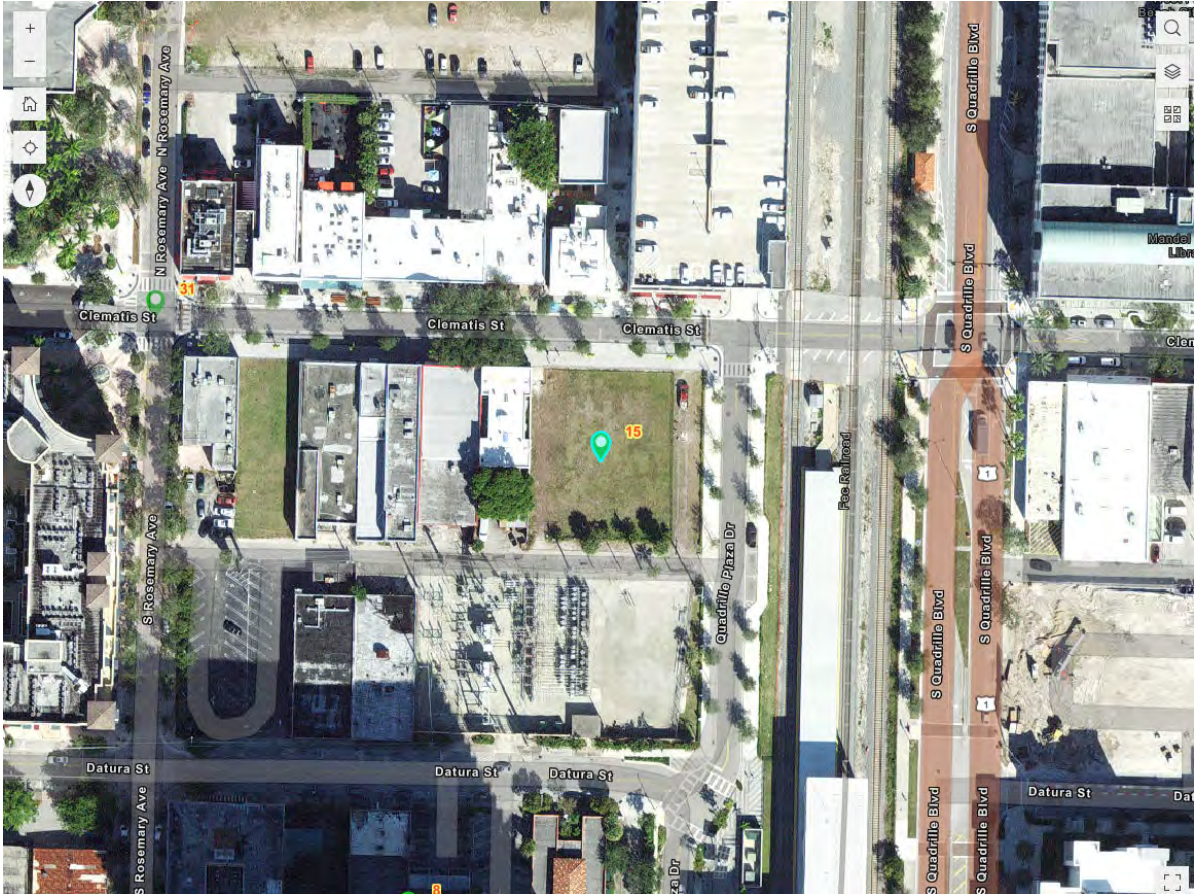


# Palm Beach County TPS- See distribution map and site generated trip summary.





# 10.512 Clematis Street- 512 Clematis Street, WPB, FL.



**TPS Projects Info**

Distance: 0 ft / 0 miles

Project ID: 11542  
 PBC ID: 220318  
 Project: 512 Clematis  
 Buildout Year: 2026  
 Date Approved: 04/06/2022  
 Percent Complete: 0%

Local Government: West Palm Beach

Alternate Name: New Alternate Name goes here

Buildout Year: 2026  
 Daily Trips: 623  
 Total AM: 32  
 AM Entering: 9  
 AM Exiting: 23  
 Total PM: 50  
 PM Entering: 29  
 PM Exiting: 21

Lat/Lon: 26.71318, -80.05586

Description	LU	Code	Intensity	Units
Anapartment	220	89	DI1	

Click Links below for more Info

[Aerials2023](#)  
[Parcels](#)  
[TPS Intersections](#)  
[TPS Thoroughfares](#)

**512 Clematis St**  
 Location : 512 Clematis St  
 Project Manager : Chris Kimmerly, Claudia Ibaven  
 Summary : 5-story, 68,296 sf, mixed-use residential building with ground-floor retail and 88 units (63 studio & 25 1-bedroom)

**Approved**

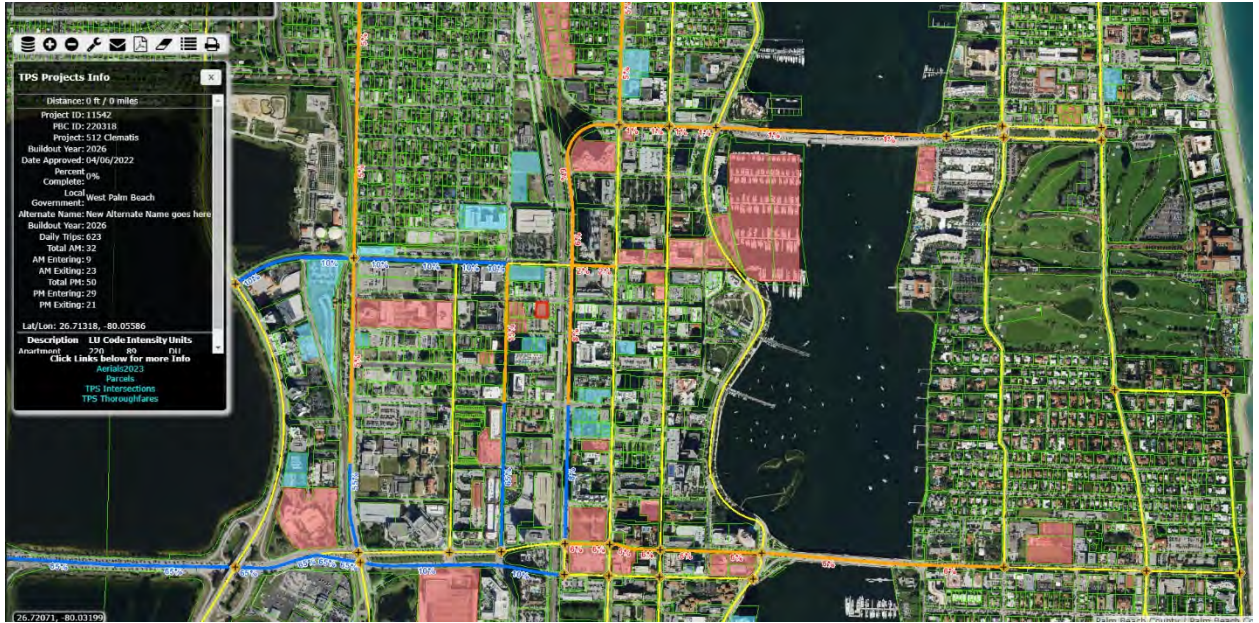
**Proposed Land Use**

- 5 story, 68,296 s.f. mixed use
- Residential- 88 units (63 studio, 25 1 BR)
- Retail-

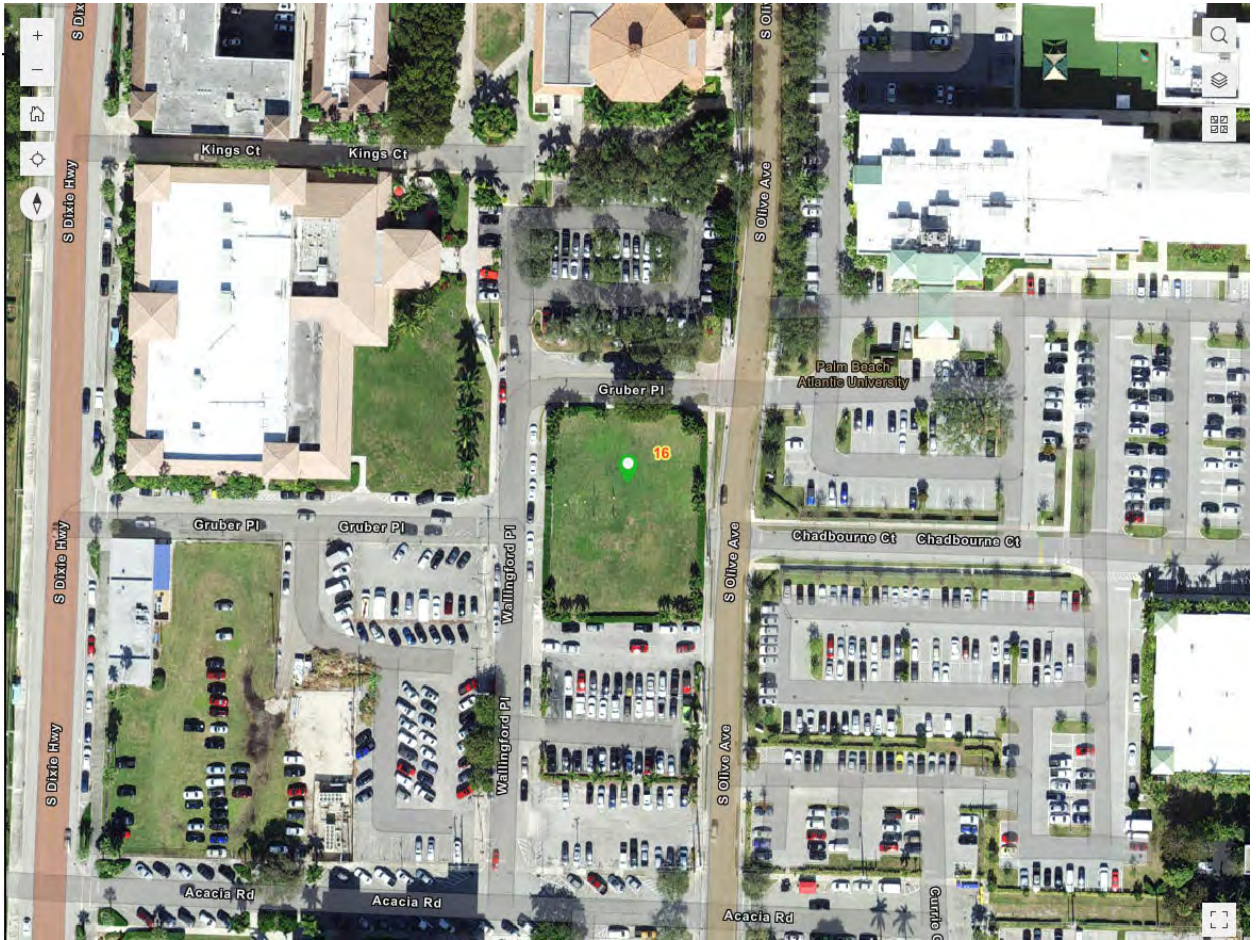
**Buildout- 2026**



# Palm Beach County TPS- See distribution map and site generated trip summary.



## 11.PBAU Business School- 1199 S. Olive Avenue, WPB, FL.



**PBAU Business School**  
Location : 1199 S. Olive Avenue  
Project Manager : Linda Louie  
Summary : Construction of a 6 story 125,915 sf business school

Approved

16

### Proposed Land Use

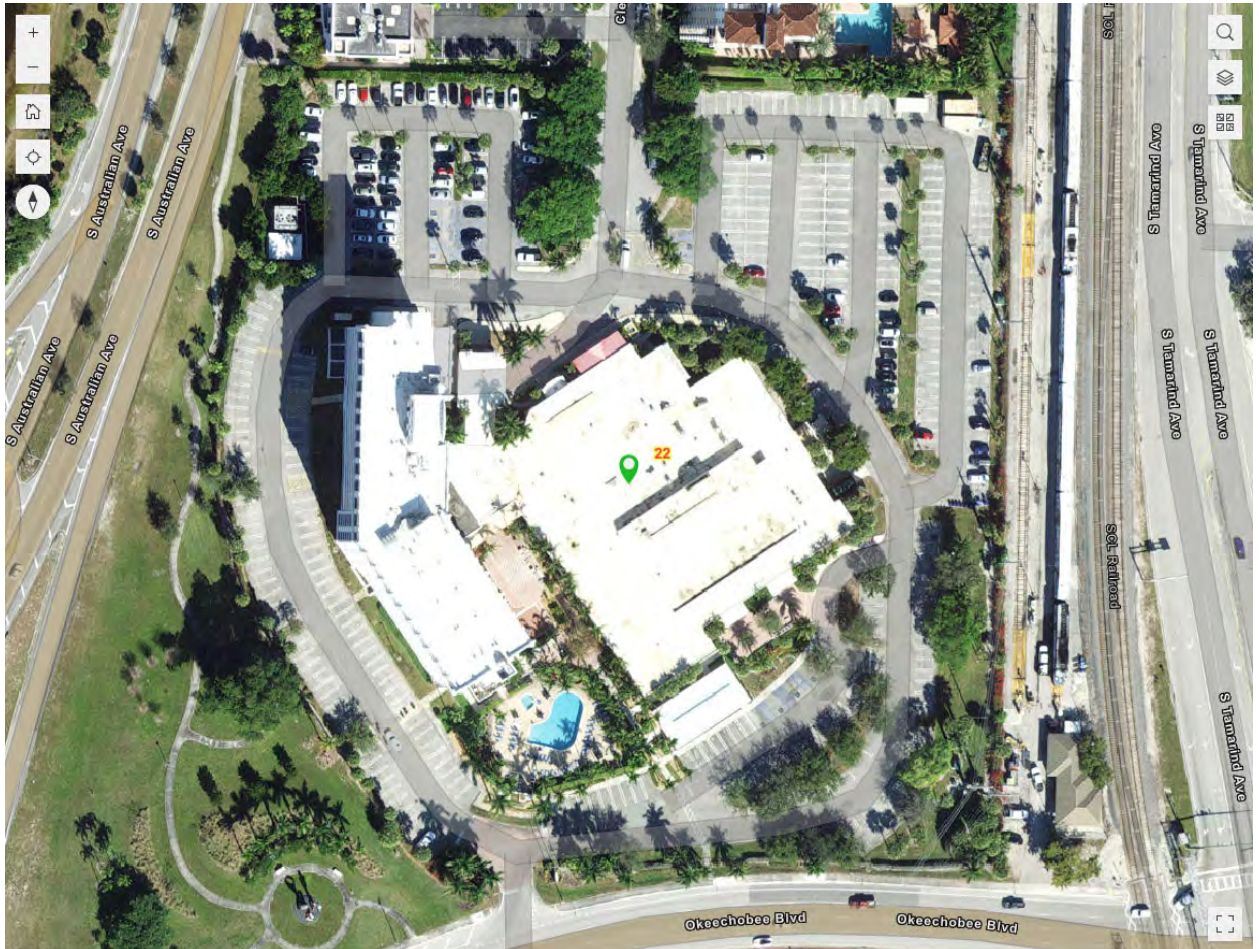
- 6 story, 125,915 s.f. business school

### Buildout-

Palm Beach County TPS- Not entered in database.



**12.1001 Okeechobee Blvd- 1001 Okeechobee Blvd., WPB, FL.**



**TPS Projects Info**

Distance: 0 ft / 0 miles  
 Project ID: 11516  
 PBC ID: 211202  
 Project: 1001 Tower  
 Buildout Year: 2026  
 Date Approved: 01/12/2022  
 Percent Complete: 35%

Local Government: West Palm Beach  
 Alternate Name: New Alternate Name goes here  
 Buildout Year: 2026  
 Daily Trips: 3703  
 Total AM: 320  
 AM Entering: 276  
 AM Exiting: 44  
 Total PM: 399  
 PM Entering: 81  
 PM Exiting: 318  
 Project ID: 11516  
 PBC ID: 211202  
 Project: 1001 Tower  
 Buildout Year: 2026

**Click Links below for more Info**  
[Aerials2023](#)  
[Parcels](#)  
[TPS Intersections](#)  
[TPS Thoroughfares](#)

**1001 Okeechobee Blvd**  
 Location : 1001 Okeechobee Blvd  
 Project Manager : Ana Maria Aponte, Chris Kimmerly, Claudia Ibaven  
 Summary : 23-story, 685,970 gross sf, 305,863 sf office, 1,054 parking spaces

**Approved**

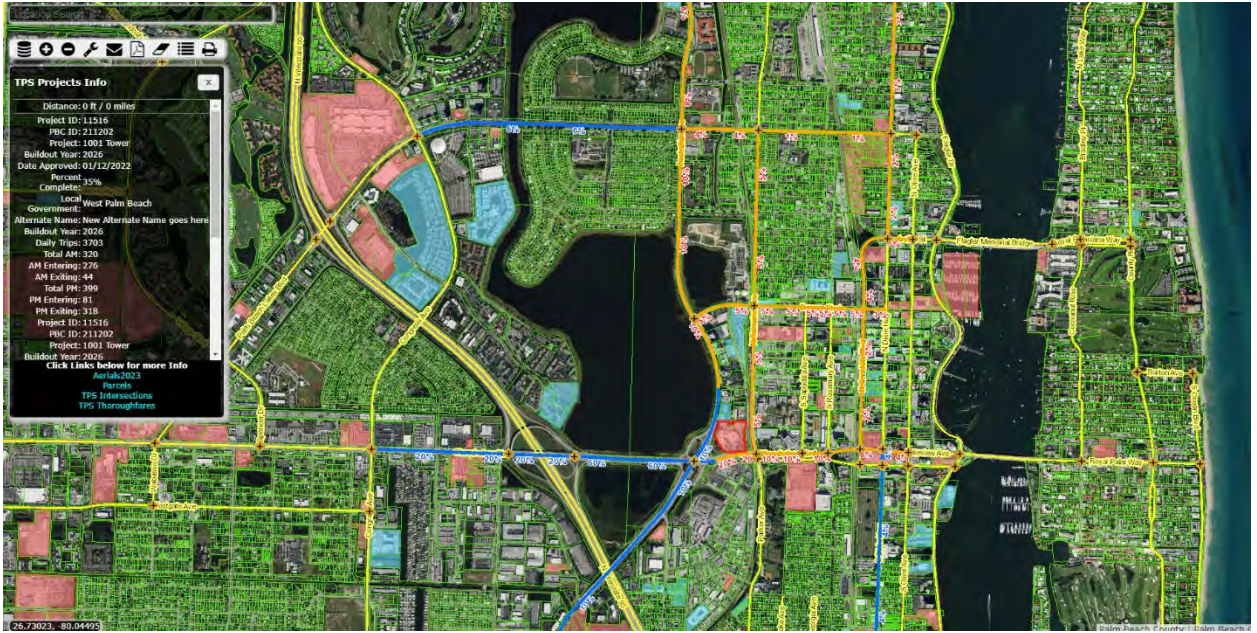
**Proposed Land Use**

- 23 story, 685,970 gross s.f. with 1,054 parking space garage
- Office- 305,863 s.f. of office space

**Buildout- 2026**

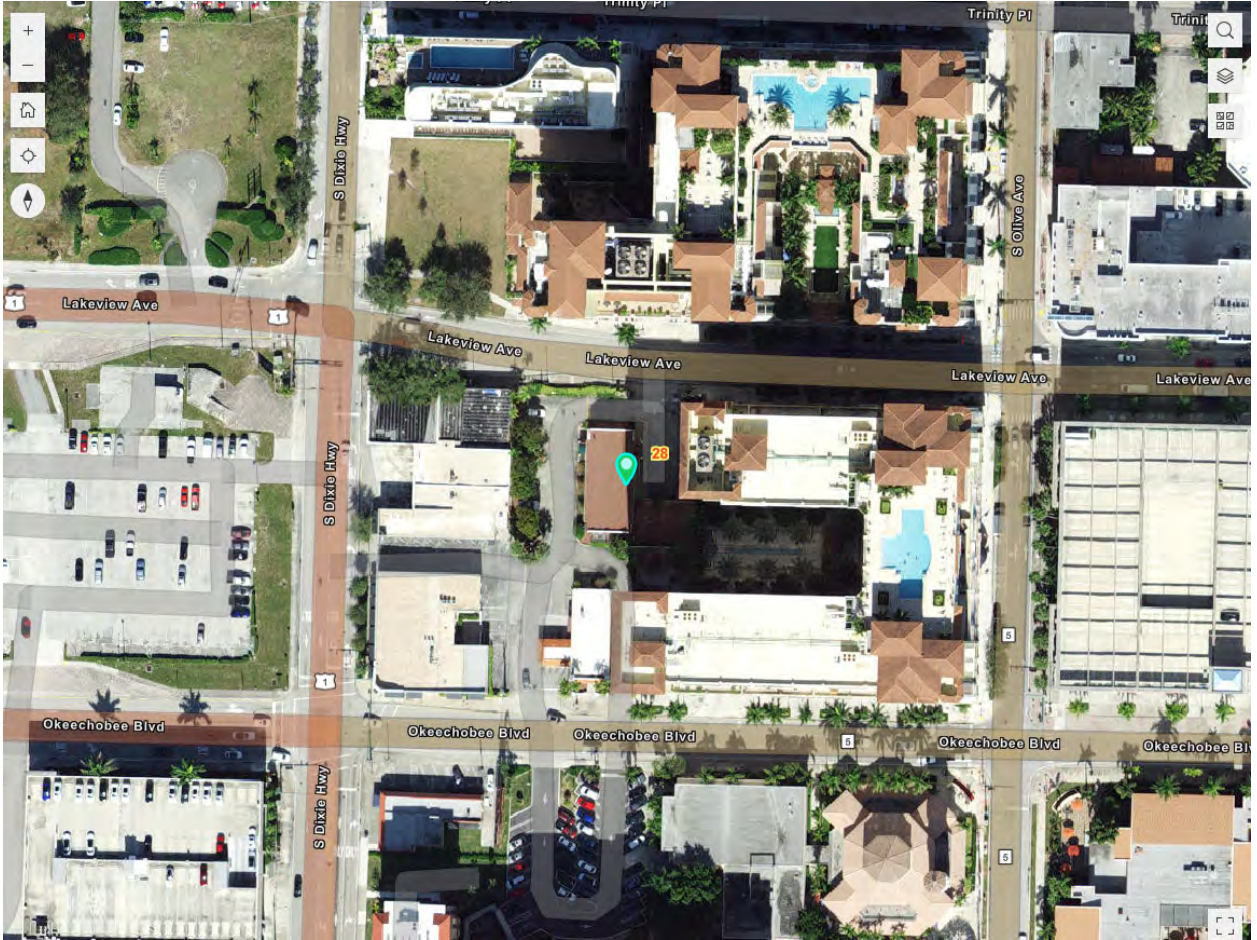


# Palm Beach County TPS- See distribution map and site generated trip summary.





**13.320 Lakeview- 320 Lakeview, WPB, FL.**



**TPS Projects Info**

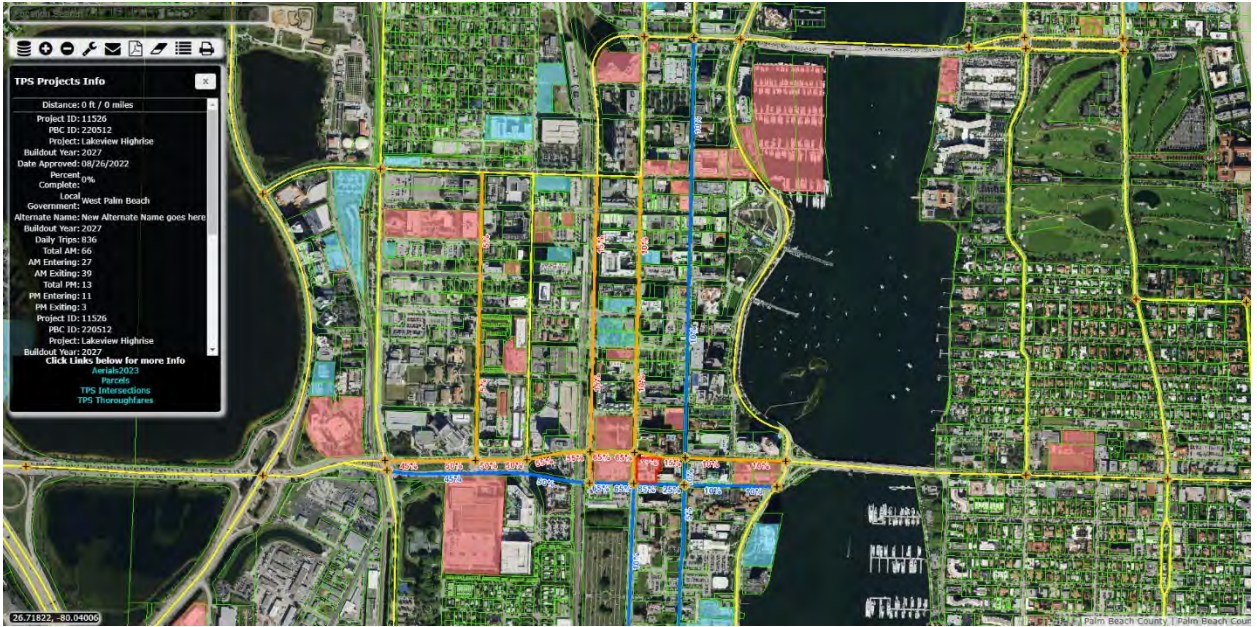
Distance: 0 ft / 0 miles  
 Project ID: 11526  
 PBC ID: 220512  
 Project: Lakeview Highrise  
 Buildout Year: 2027  
 Date Approved: 08/26/2022  
 Percent Complete: 0%  
 Local Government: West Palm Beach  
 Alternate Name: New Alternate Name goes here  
 Buildout Year: 2027  
 Daily Trips: 836  
 Total AM: 66  
 AM Entering: 27  
 AM Exiting: 39  
 Total PM: 13  
 PM Entering: 11  
 PM Exiting: 3  
 Project ID: 11526  
 PBC ID: 220512  
 Project: Lakeview Highrise  
 Buildout Year: 2027  
 Click Links below for more Info  
[Aerials2023](#)  
[Parcels](#)  
[TPS Intersections](#)  
[TPS Thoroughfares](#)

**320 Lakeview**  
 Location : 320 Lakeview Ave  
 Project Manager : Linda Louie  
 Summary : 25-story mixed use building, consisting of 4679 sq. ft. of ground level commercial, 210 multifamily units and a 110-room hotel.  
 Approved

- Proposed Land Use**
- 25 story mixed use building
  - Residential- 210 multifamily units
  - Hotel- 110 rooms
  - Retail- 4,679 s.f.

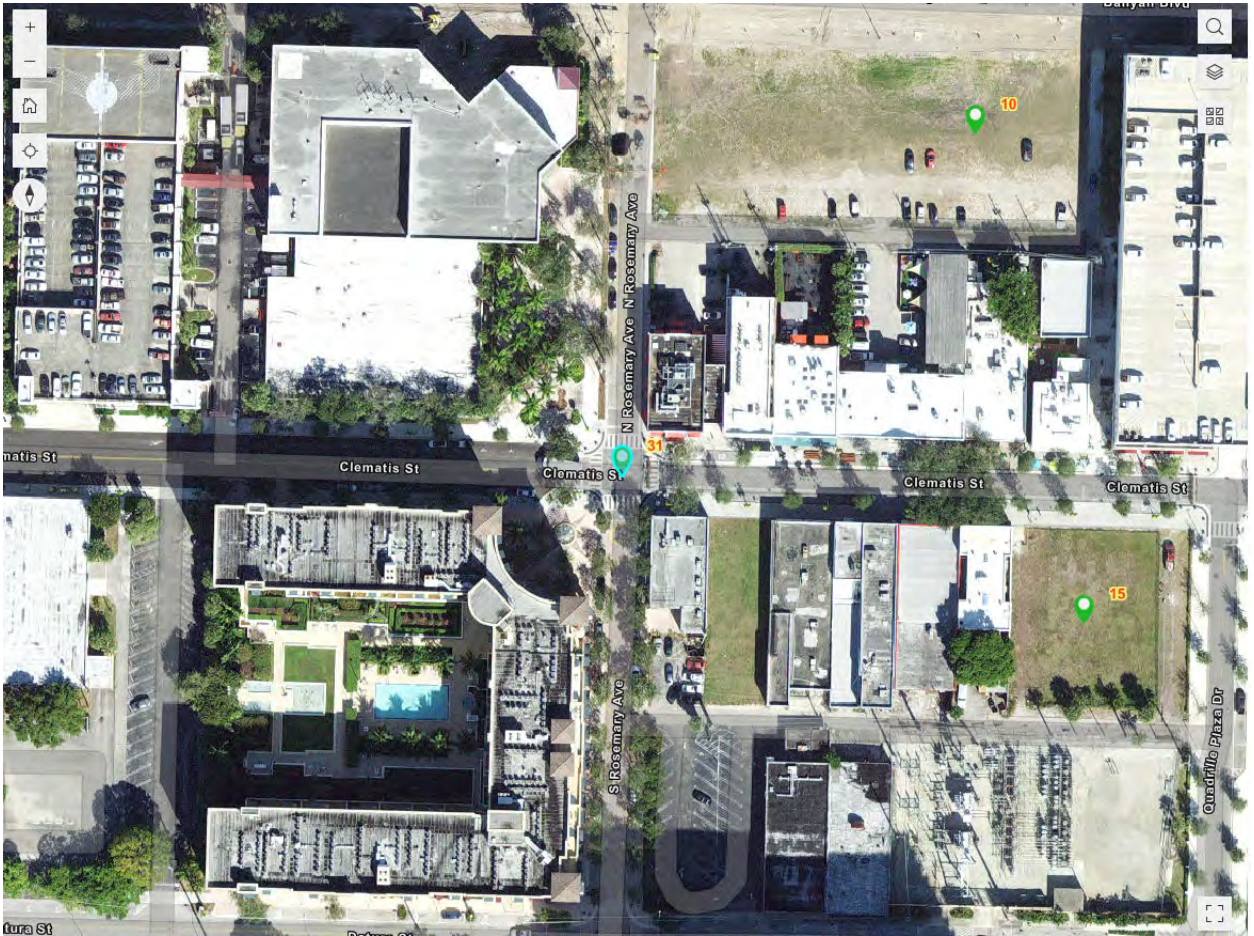

**Buildout- 2027**

# Palm Beach County TPS- See distribution map and site generated trip summary.





## 14. Clematis Place- Rosemary and Clematis, WPB, FL.

**Clematis Place**  
 Location : Rosemary & Clematis  
 Project Manager : Chris Kimmerly, Claudia Ibaven  
 Summary : 12-story, 180,140 gross sf, 159 residential units, 11,490 sf of commercial space

Approved

31

### Proposed Land Use

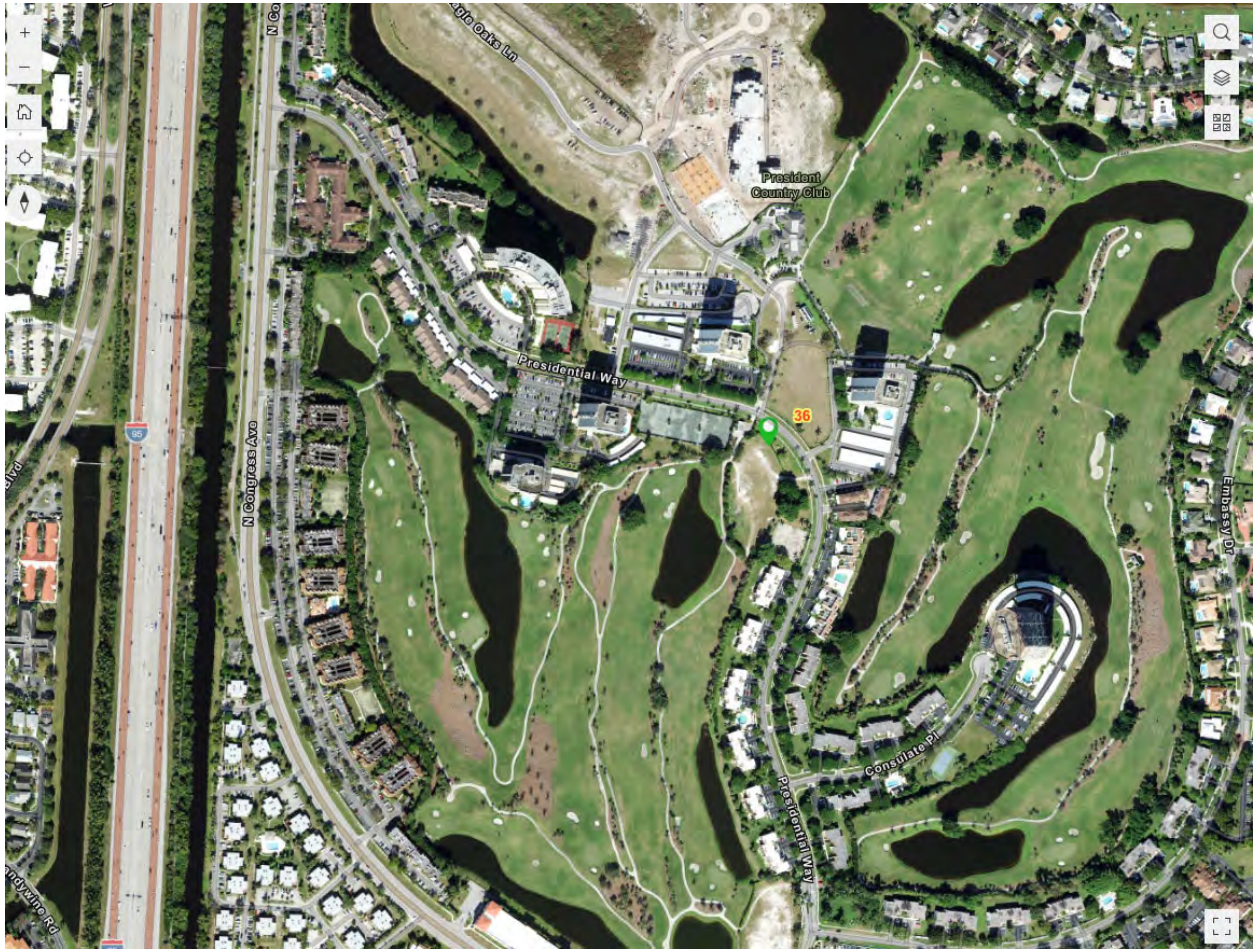
- 12 story mixed use building- 180,140 gross s.f.
- Residential- 159 multifamily units
- Retail- 11,490 s.f.

### Buildout

Palm Beach County TPS- Not entered in database.



**15. Banyan View- 2101 Presidential Way, WPB, FL.**



**TPS Projects Info**

Distance: 0 ft / 0 miles  
 Project ID: 7601  
 PBC ID: 200503  
 Project: Presidential Towers  
 Buildout Year: 2025  
 Date Approved: 06/08/2020  
 Percent Complete: 0%

Local Government: West Palm Beach  
 Alternate Name: New Alternate Name goes here  
 Buildout Year: 2025  
 Daily Trips: 1379  
 Total AM: 89  
 AM Entering: 15  
 AM Exiting: 74  
 Total PM: 105  
 PM Entering: 70  
 PM Exiting: 35

Lat/Lon: 26.73314, -80.08475

Description	LU Code	Intensity	Units
Condo/TH (Fee Simple)	230	197	DU

Click Links below for more Info

- [Aerials2023](#)
- [Parcels](#)
- [TPS Intersections](#)
- [TPS Thoroughfares](#)

**Banyan View**  
 Location : 2101 Presidential Way  
 Project Manager :  
 Summary :

**Approved**

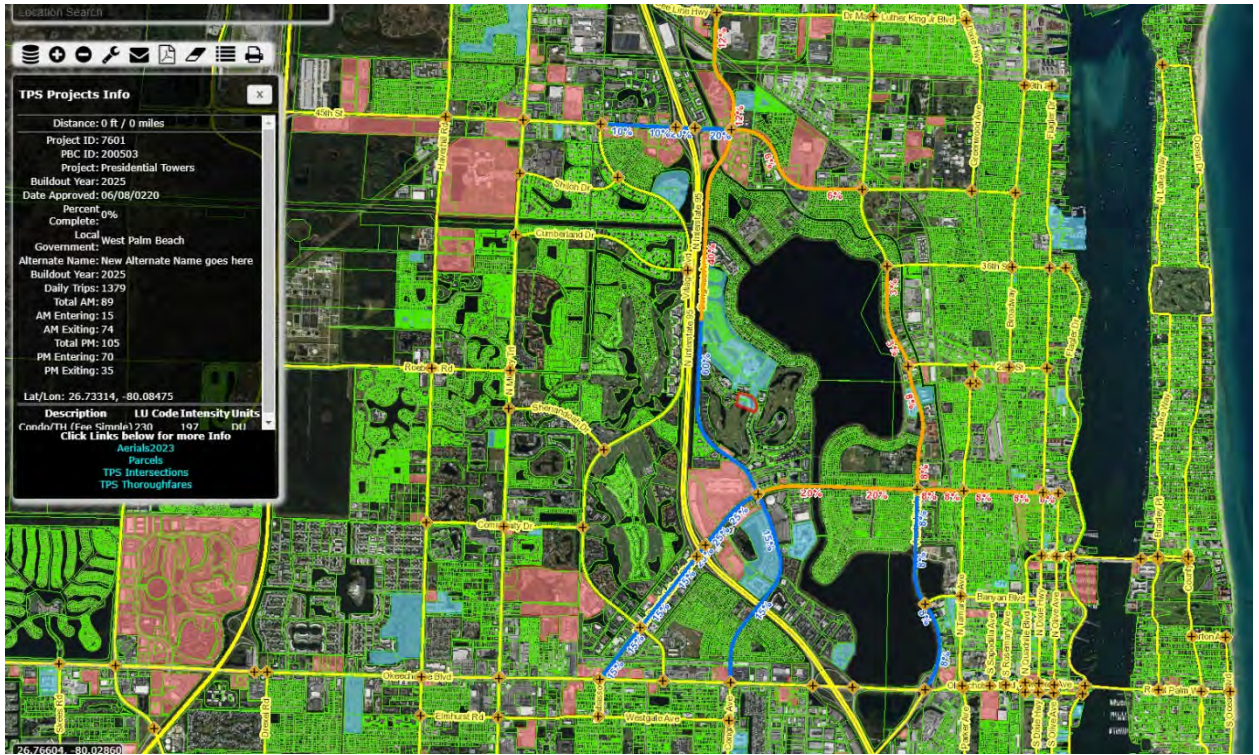
36

**Proposed Land Use**

**Buildout- 2025**

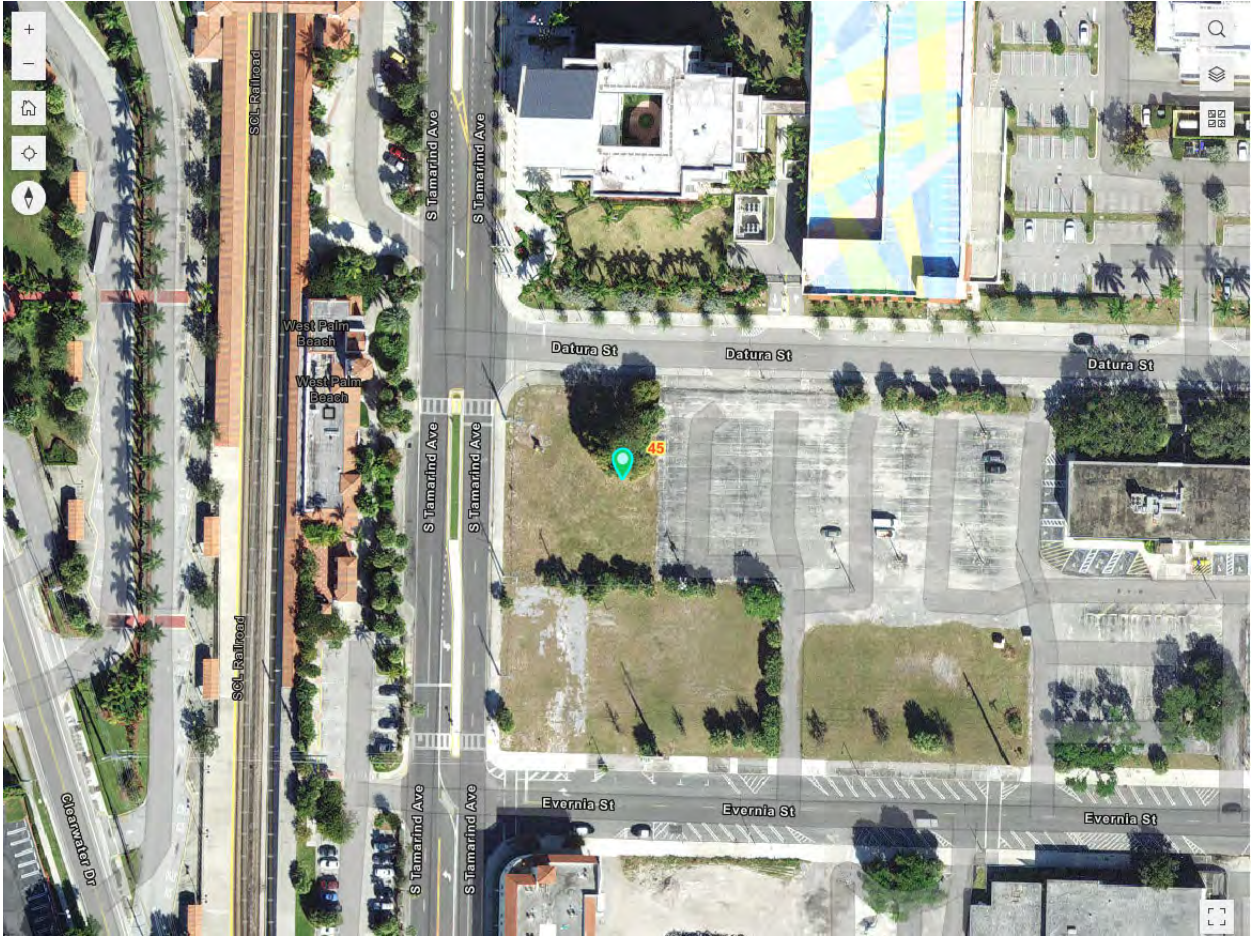


# Palm Beach County TPS- See distribution map and site generated trip summary.





**16.Solana- 992 Datura Avenue, WPB, FL.**



**TPS Projects Info**

Distance: 0 ft / 0 miles  
 Project ID: 11544  
 PBC ID: 220309  
 Project: Solana WPB  
 Buildout Year: 2026  
 Date Approved: 03/24/2022  
 Percent Complete: 0%  
 Local Government: West Palm Beach  
 Alternate Name: New Alternate Name goes here  
 Buildout Year: 2026  
 Daily Trips: 397  
 Total AM: 28  
 AM Entering: 10  
 AM Exiting: 18  
 Total PM: 35  
 PM Entering: 20  
 PM Exiting: 15

Lat/Lon: 26.71220, -80.06171

Description	LU Code	Intensity	Units
Gen. Commercial	R20	2	947 KSF

[Click Links below for more Info](#)  
[Aerials2023](#)  
[Parcels](#)  
[TPS Intersections](#)  
[TPS Thoroughfares](#)

**Solana**  
 Location : 992 Datura Ave  
 Project Manager :  
 Summary : 88 Total Units, 74 Microunits, 141 BR Units, 36 Parking spaces

**Approved**

45

**Proposed Land Use**

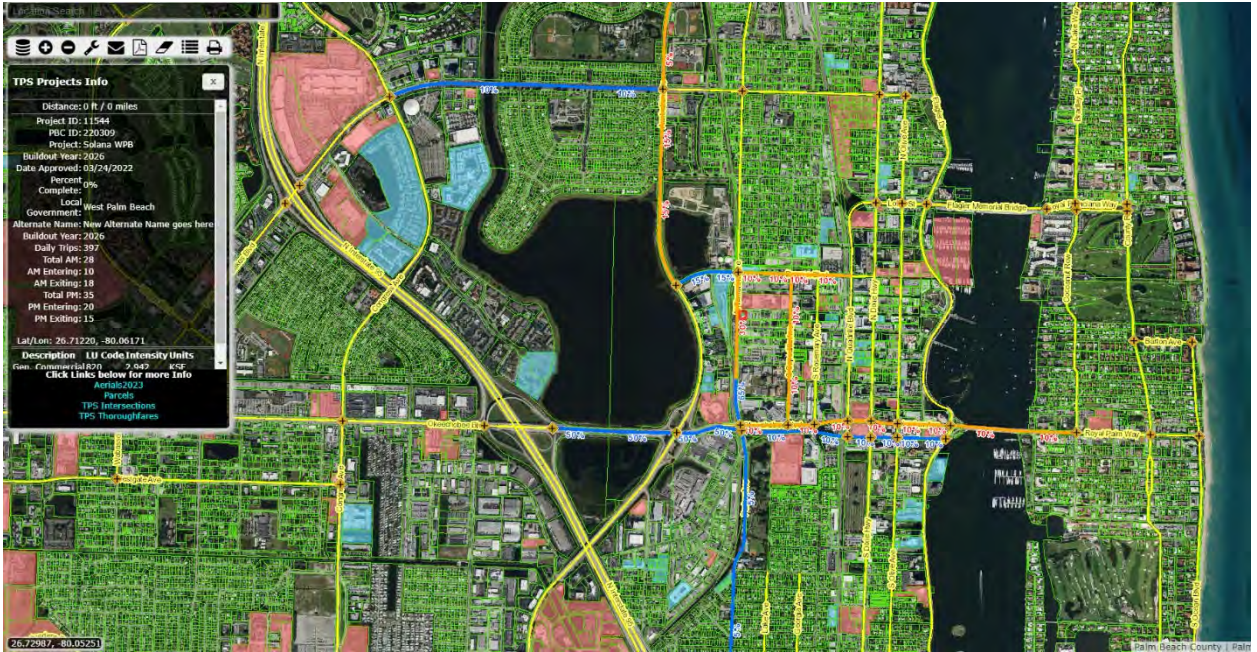
- Residential- 88 multifamily units (74 microunits)

- 36 parking spaces

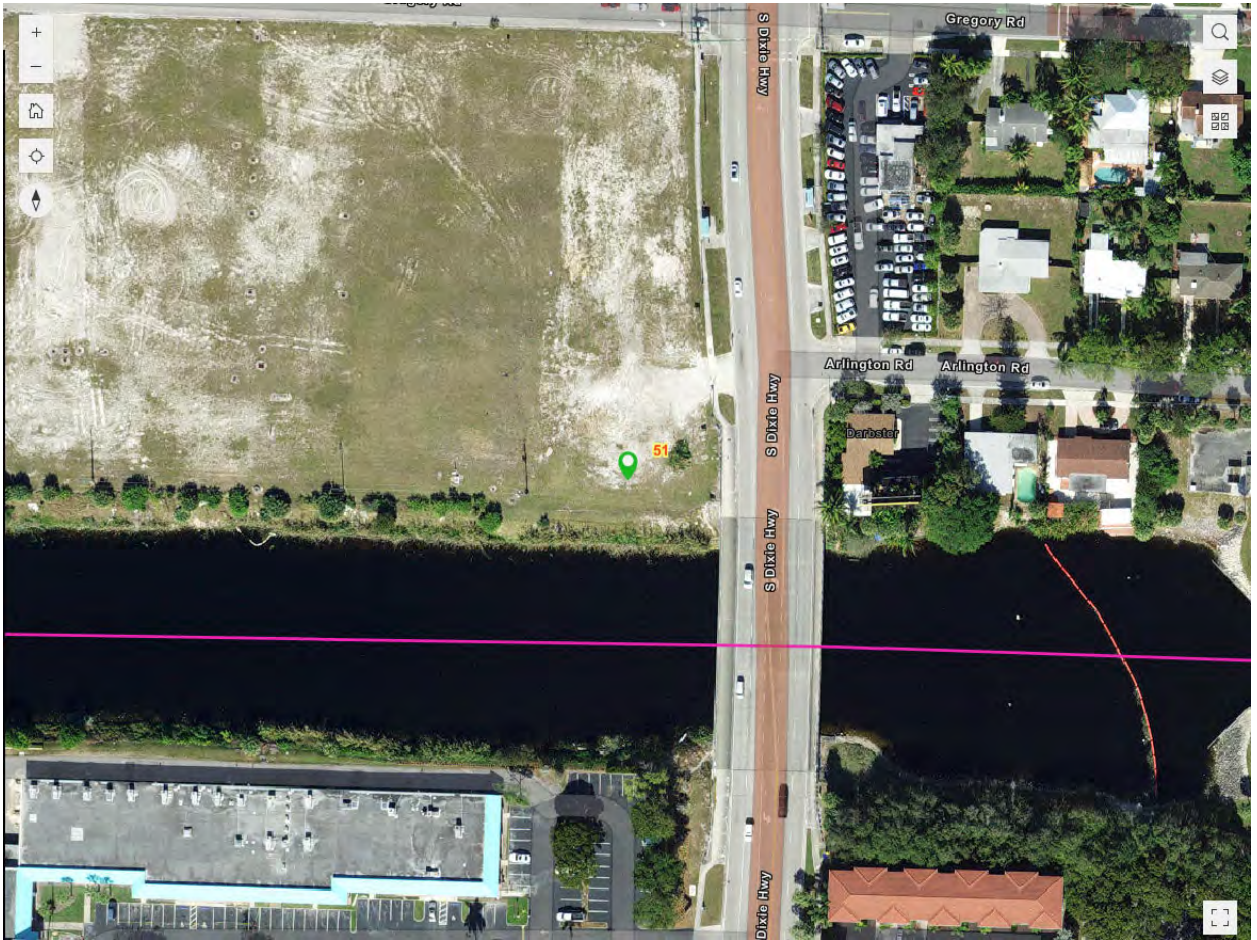
**Buildout**



# Palm Beach County TPS- See distribution map and site generated trip summary.



**17.8111 South Dixie Highway- 8111 South Dixie Highway, WPB, FL.**



**TPS Projects Info**

Distance: 0 ft / 0 miles  
 Project ID: 11594  
 PBC ID: 240304  
 Project: 8111 S. Dixie Highway  
 Buildout Year: 2027  
 Date Approved: 03/18/2024  
 Percent Complete: 0%  
 Local Government: West Palm Beach  
 Alternate Name: NA  
 Buildout Year: 2027  
 Daily Trips: 2355  
 Total AM: 156  
 AM Entering: 45  
 AM Exiting: 111  
 Total PM: 210  
 PM Entering: 120  
 PM Exiting: 90  
 Lat/Lon: 26.64559, -80.05708

Description	LU Code	Intensity	Units
Gen. Commercial	820	4	KSF

[Click Links below for more Info](#)  
[Aerials2023](#)  
[Parcels](#)  
[TPS Intersections](#)  
[TPS Thoroughfares](#)

**8111 South Dixie Hwy**  
 Location : 8111 S Dixie Hwy  
 Project Manager : Jermaine Swaby  
 Summary : Residential Units: 358 Units, Retail: 8,897 SF, Restaurant: 8,000 SF

**Approved**

51

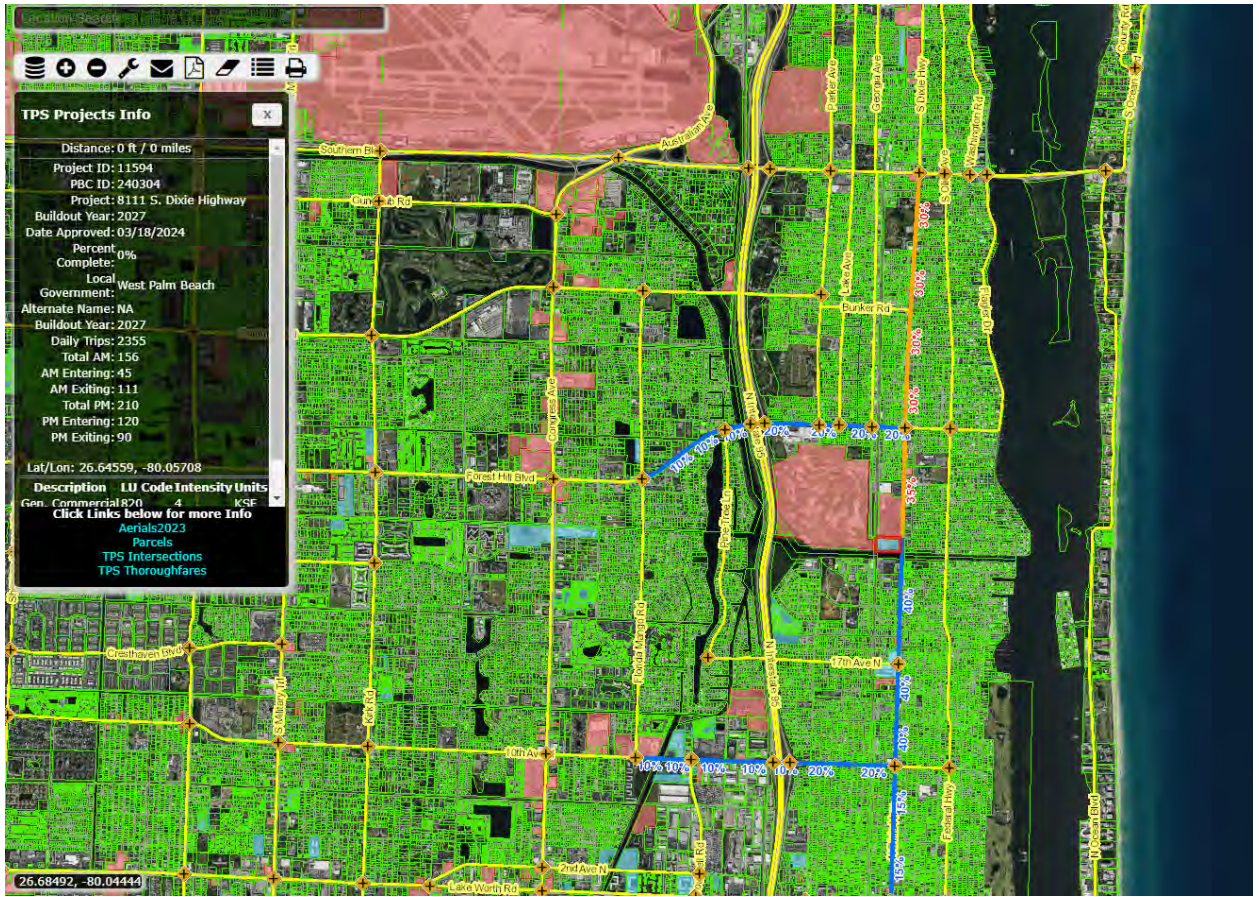
**Proposed Land Use**

- 12 story mixed use building- 180,140 gross s.f.
- Residential- 159 multifamily units
- Retail- 11,490 s.f.

**Buildout- 2027**

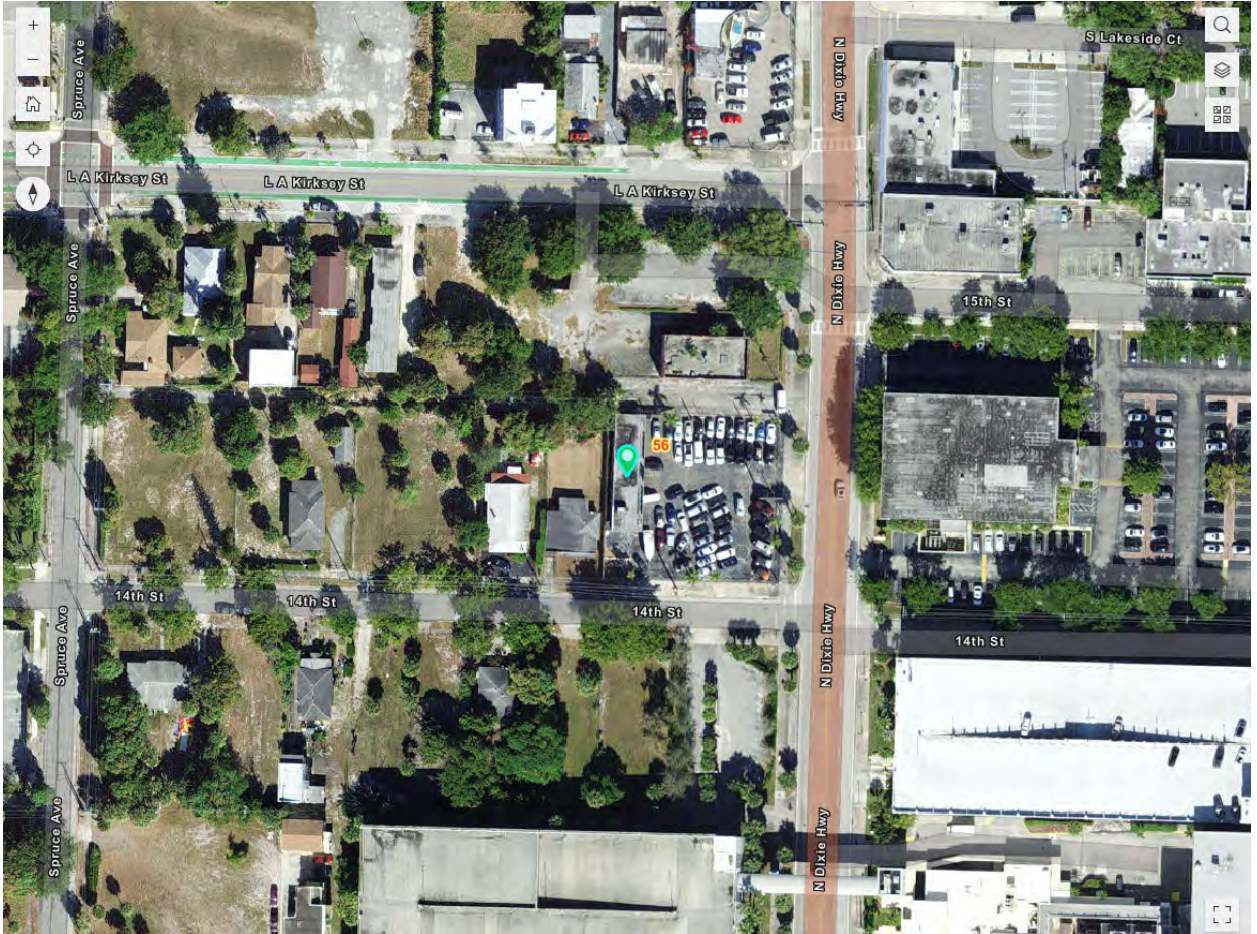


# Palm Beach County TPS- See distribution map and site generated trip summary.





## 18.Kirksey Commons- 1501 N. Dixie Highway, WPB, FL.



**Kirksey Commons**  
Location : 1501 N Dixie Hwy  
Project Manager : Kevie DeFranc  
Summary : Office: 900 SF, Retail: 9,400 SF, Other: 84,000 SF (Warehousing), 900 SF (Utilities),  
Parking: 57 Spaces

**Approved**

### Proposed Land Use

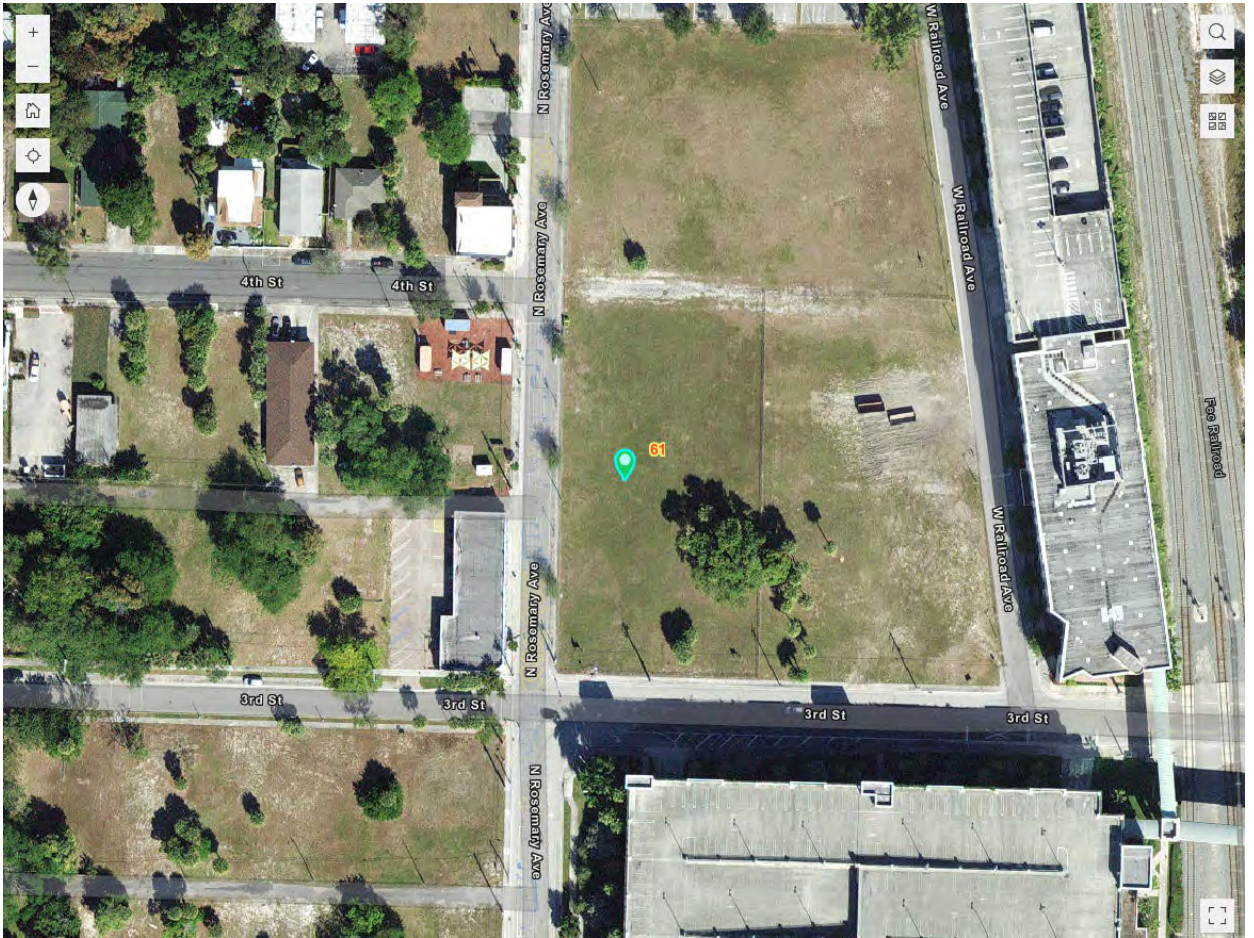
- Office- 900 s.f.
- Retail- 9,400 s.f.
- Warehouse- 84,000 s.f.
- Utilities- 900 s.f.
- 57 parking spaces

### Buildout

Palm Beach County TPS- Not entered in database.



**19.Soleste Palm Station- 410 N. Rosemary, WPB, FL.**



**TPS Projects Info**

Distance: 0 ft / 0 miles  
 Project ID: 11534  
 PBC ID: 230301  
 Project: Soleste Palm Station  
 Buildout Year: 2027  
 Date Approved: 08/05/2022  
 Percent Complete: 0%

Local Government: West Palm Beach  
 Alternate Name: New Alternate Name goes here  
 Buildout Year: 2027  
 Daily Trips: 1746  
 Total AM: 116  
 AM Entering: 30  
 AM Exiting: 86  
 Total PM: 141  
 PM Entering: 86  
 PM Exiting: 55

Lat/Lon: 26.71721, -80.05634

**Description LU Code Intensity Units**

Apartment	220	321	D11
-----------	-----	-----	-----

**Click Links below for more Info**

[Aerials2023](#)  
[Parcels](#)  
[TPS Intersections](#)  
[TPS Thoroughfares](#)

**Soleste Palm Station**  
 Location : 410 N Rosemary  
 Project Manager : Chris Kimmerly  
 Summary : Residential: 321 Units, Parking: 450 Spaces

Approved

61

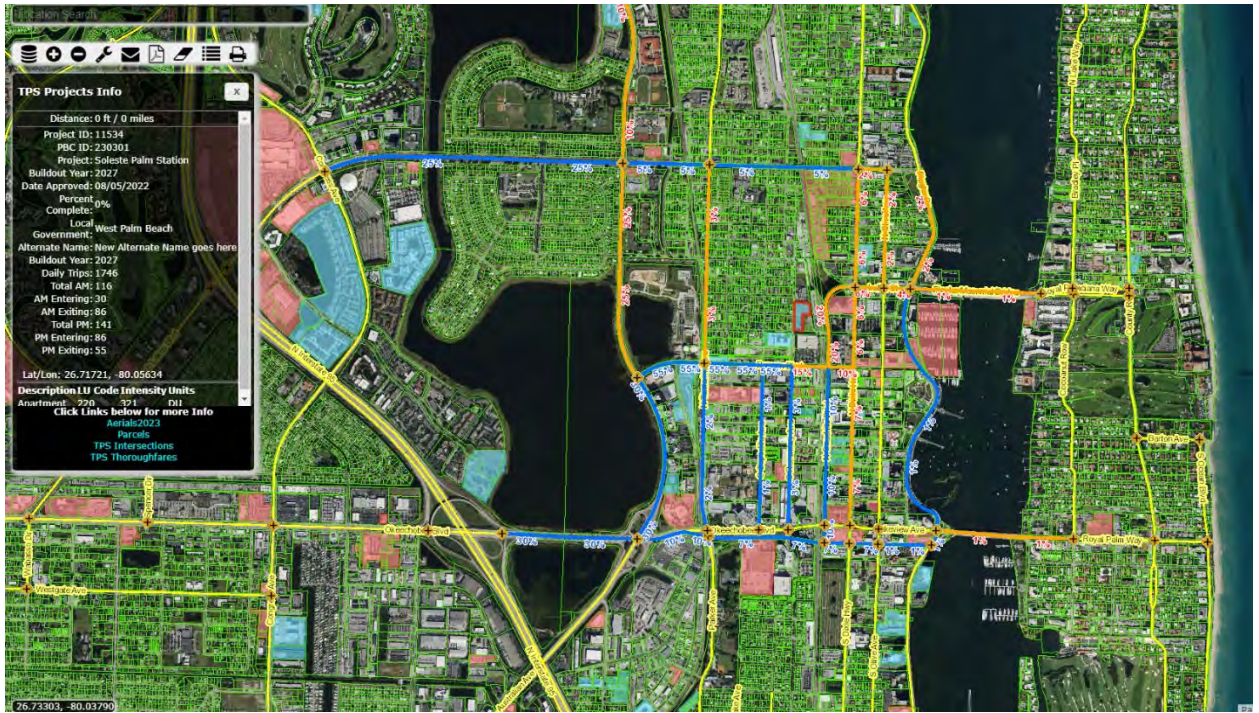
**Proposed Land Use**

- Residential- 321 multifamily units; 450 parking spaces

**Buildout- 2027**

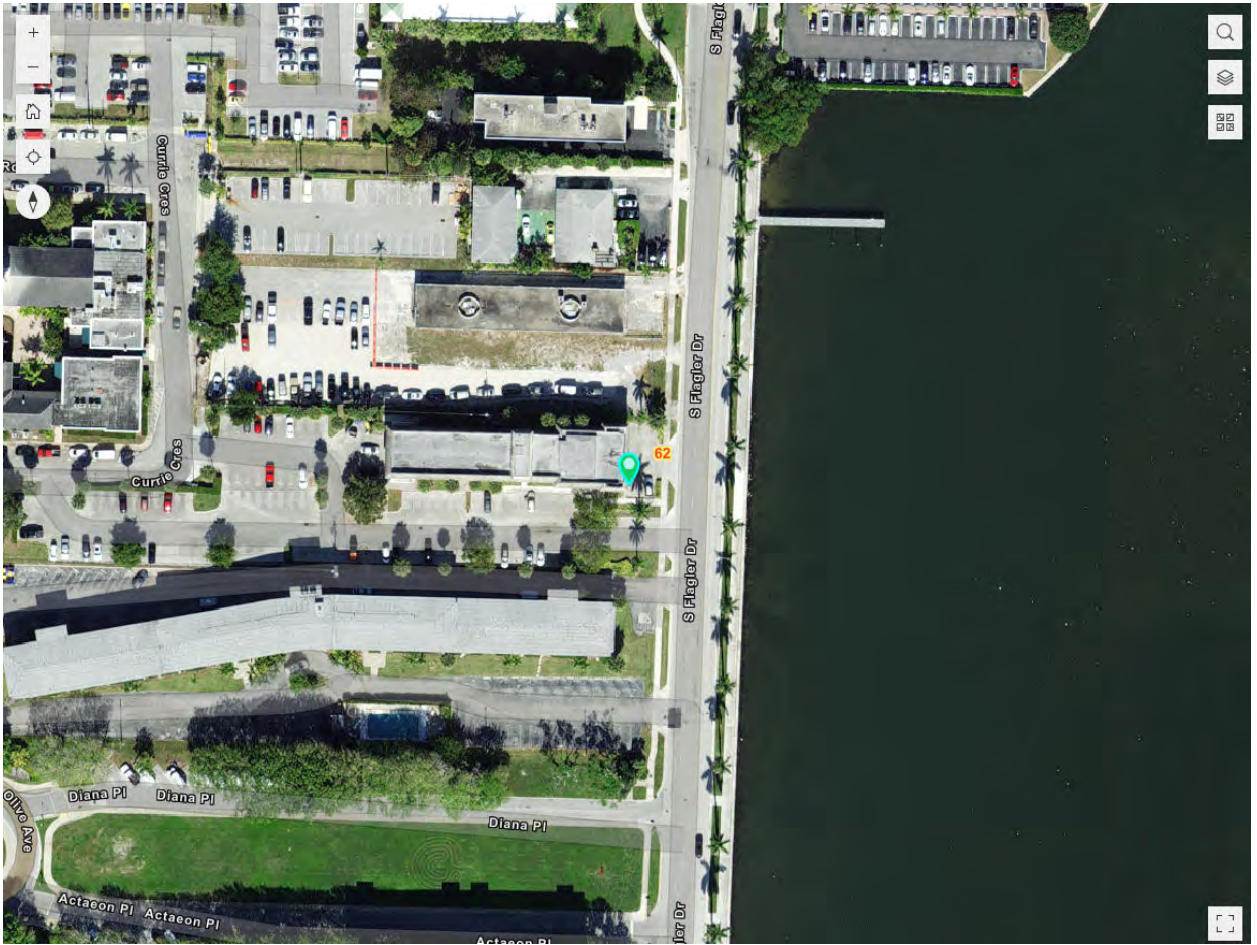


# Palm Beach County TPS- See distribution map and site generated trip summary.





## 20.South Flagler House (Flagler Towers)- 1315 S. Flagler Drive, WPB, FL.



**TPS Projects Info**

Distance: 0 ft / 0 miles  
 Project ID: 11486  
 PBC ID: 210710  
 Project: Flagler Towers  
 Buildout Year: 2026  
 Date Approved: 07/28/2021  
 Percent Complete: 0%

Local Government: West Palm Beach  
 Alternate Name: New Alternate Name goes here  
 Buildout Year: 2026  
 Daily Trips: 1044  
 Total AM: 81  
 AM Entering: 24  
 AM Exiting: 57  
 Total PM: 90  
 PM Entering: 57  
 PM Exiting: 33

Lat/Lon: 26.70136, -80.05127

Description	LU Code	Intensity	Units
Hinh Turnover Sit-Down Rest.	932	3.878	KSF

[Click Links below for more Info](#)  
[Aerials2023](#)  
[Parcels](#)  
[TPS Intersections](#)  
[TPS Thoroughfares](#)

**South Flagler House (Flagler Towers)**  
 Location : 1315 S Flagler Dr  
 Project Manager : Eric Schneider  
 Summary : 109 Residential Units, 3,878 SF Restaurant

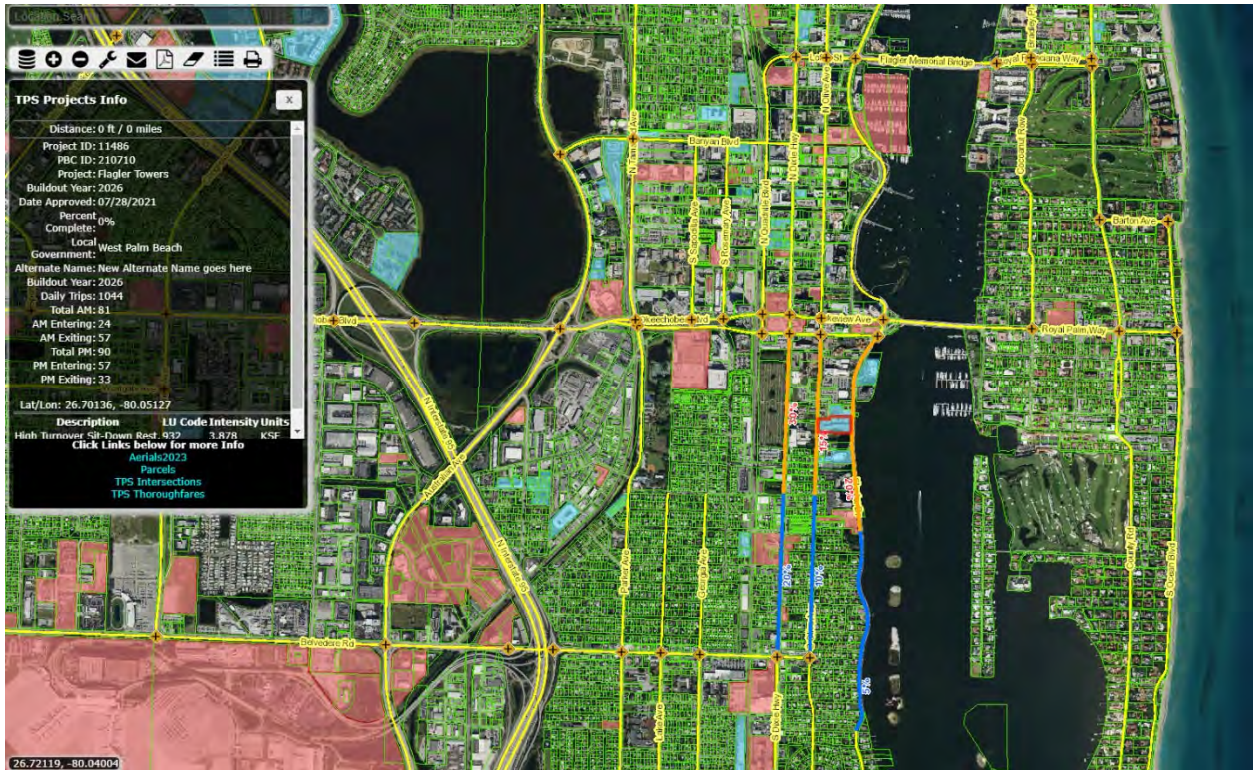
Approved

62

- Proposed Land Use**
- Residential- 109 multifamily units
  - Restaurant- 3,878 s.f.

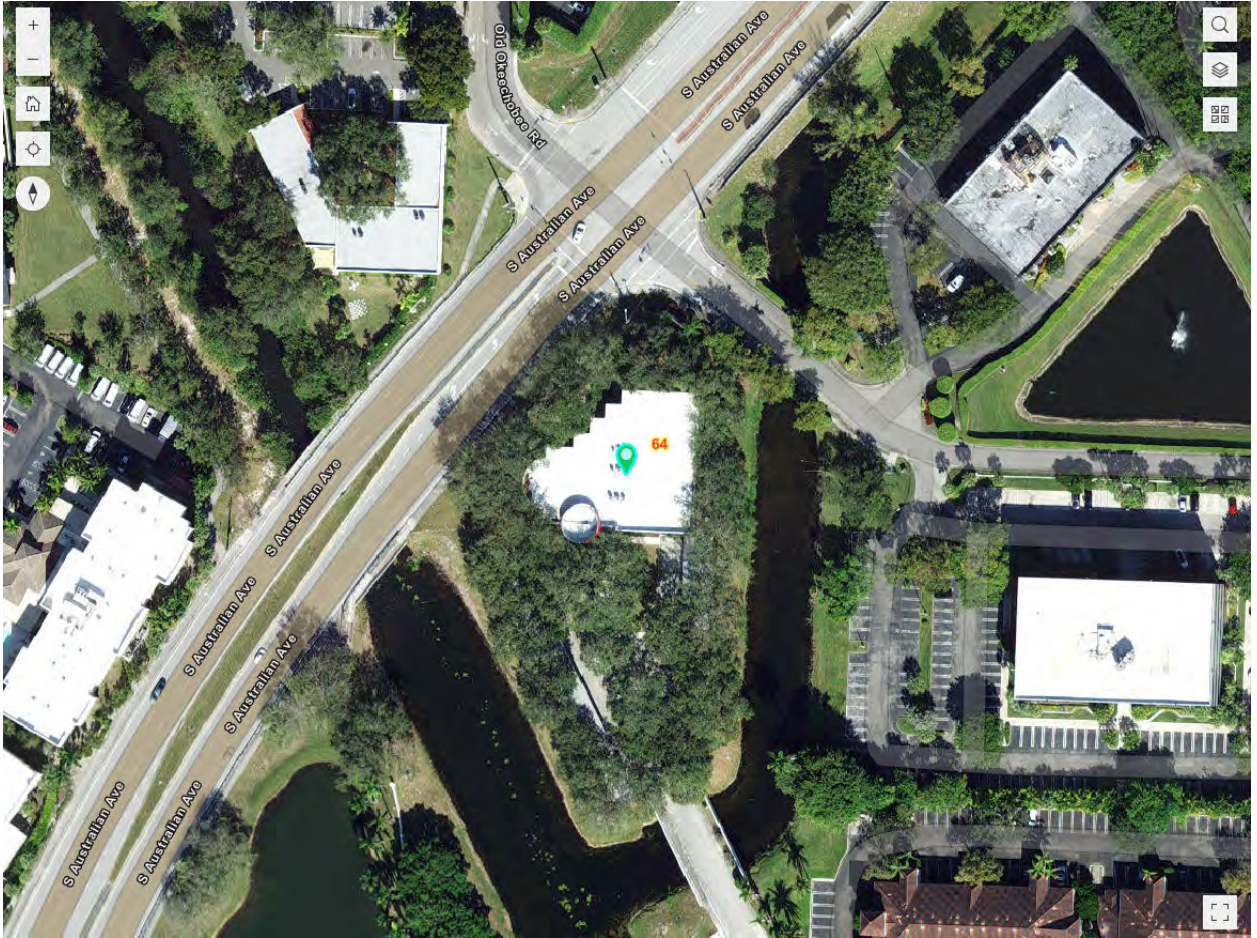
**Buildout- 2026**

# Palm Beach County TPS- See distribution map and site generated trip summary.





## 21.The Contemporary- 1545 Centrepark Dr North, WPB, FL.



**TPS Projects Info**

Distance: 0 ft / 0 miles

Project ID: 10582  
PBC ID: 201102  
Project: CentrePark DRI  
Buildout Year: 2024  
Date Approved: 11/10/2020  
Percent Complete: 50%

Local Government: West Palm Beach

Alternate Name: NA  
Buildout Year: 2024  
Daily Trips: 16077  
Total AM: 1341  
AM Entering: 801  
AM Exiting: 540  
Total PM: 1746  
PM Entering: 712  
PM Exiting: 1034  
Project ID: 10582  
PBC ID: 201102  
Project: CentrePark DRI  
Buildout Year: 2024

**Click Links below for more Info**

[Aerials2023](#)  
[Parcels](#)  
[TPS Intersections](#)  
[TPS Thoroughfares](#)

**The Contemporary**  
Location : 1545 Centrepark Dr N  
Project Manager : Kevie DeFranc  
Summary : Office: 149,524 SF, Other: 6,241 SF  
amenity, Parking: 446 Spaces

Approved

64

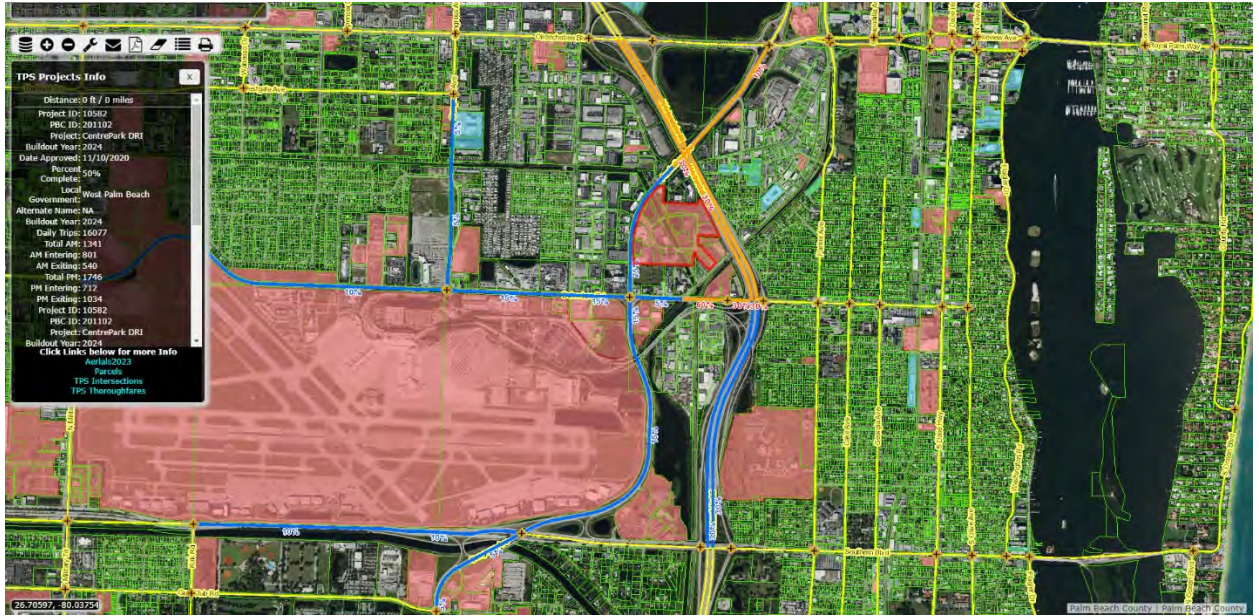
### Proposed Land Use

- Office- 149,524 s.f. with 6,241 s.f. amenity
- 446 parking spaces

**Buildout- 2024**

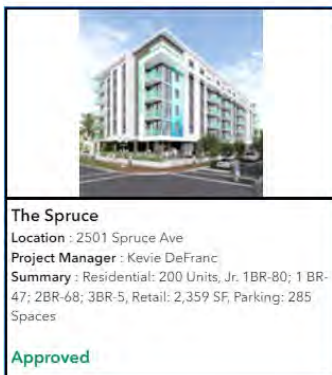
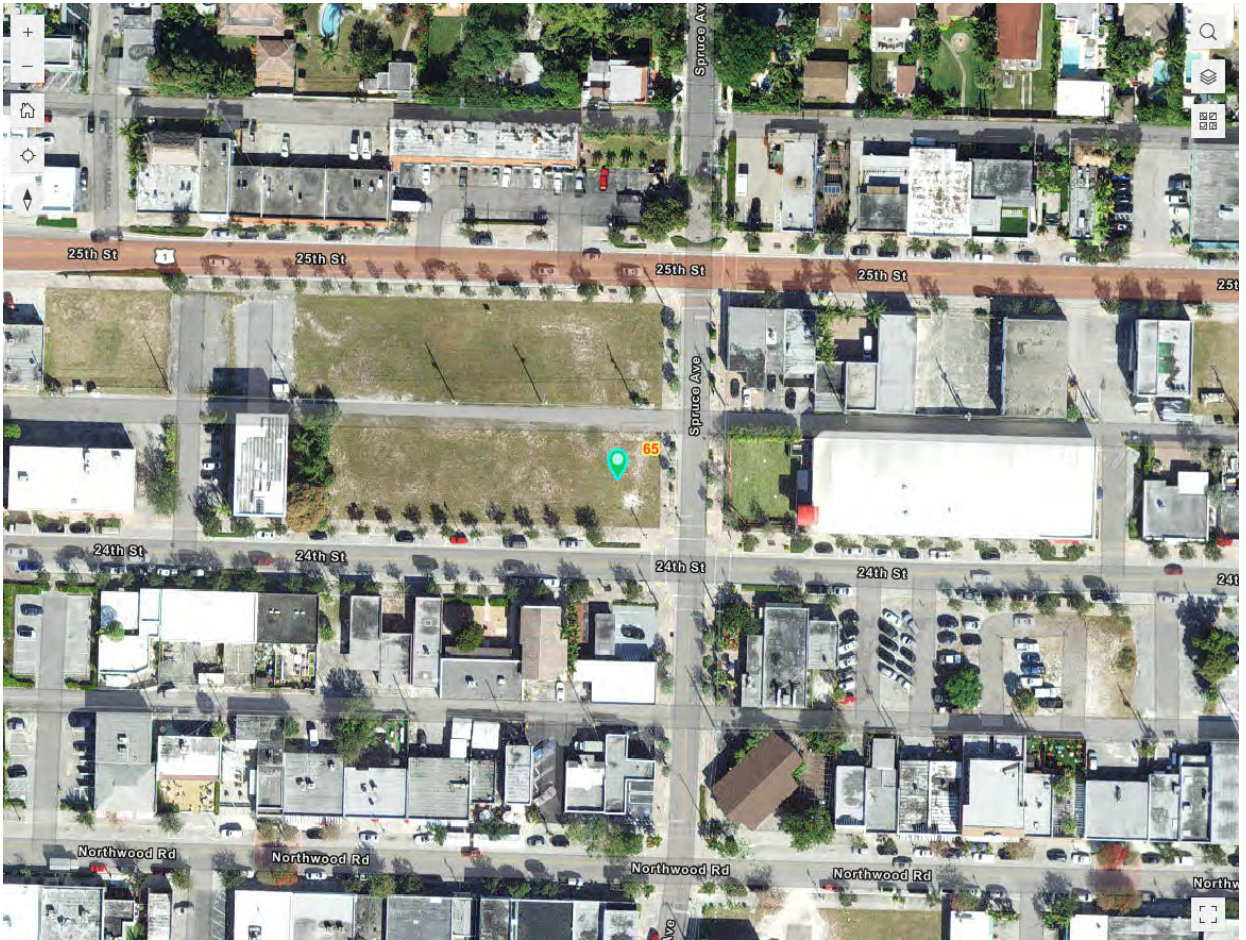


# Palm Beach County TPS- See distribution map and site generated trip summary.





## 22.The Spruce- 2501 Spruce Avenue, WPB, FL.



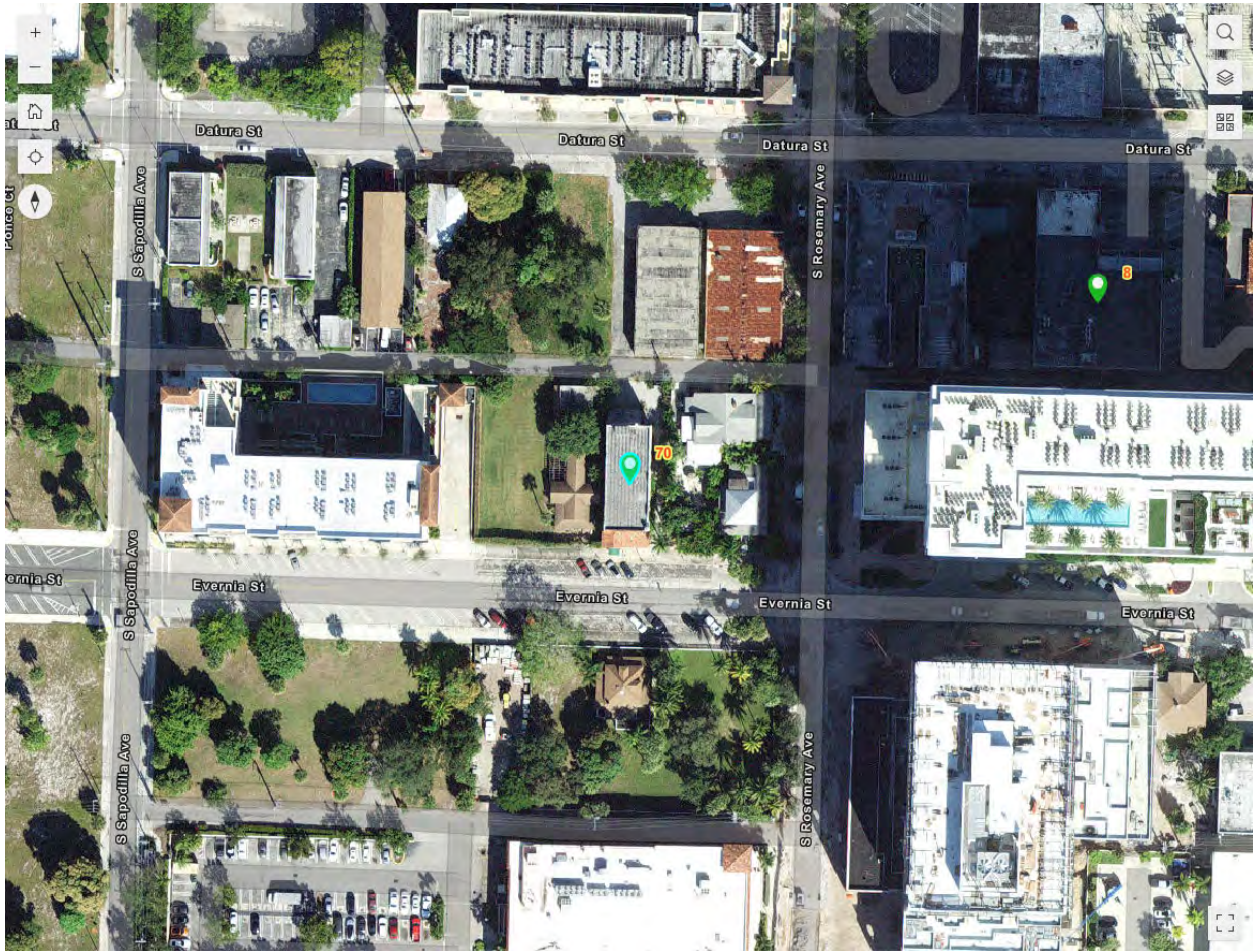
### Proposed Land Use

- Residential- 200 multifamily units (Jr. 1BR-80 units; 1 BR-47 units; 2BR-68 units; 3BR-5 units)
- Retail- 2,359 s.f.
- 285 parking spaces

Palm Beach County TPS- Not entered in database.



## 23.Viana Hotel and Spa- 609 Evernia, WPB, FL.



**TPS Projects Info**

Distance: 0 ft / 0 miles  
 Project ID: 11533  
 PBC ID: 230306  
 Project: Viana Hotel  
 Buildout Year: 2027  
 Date Approved: 04/08/2023  
 Percent Complete: 0%  
 Local Government: West Palm Beach  
 Alternate Name: New Alternate Name goes here  
 Buildout Year: 2027  
 Daily Trips: 768  
 Total AM: 44  
 AM Entering: 24  
 AM Exiting: 20  
 Total PM: 58  
 PM Entering: 30  
 PM Exiting: 28  
 Project ID: 11533  
 PBC ID: 230306  
 Project: Viana Hotel  
 Buildout Year: 2027  
 Click Links below for more Info  
[Aerials2023](#)  
[Parcels](#)  
[TPS Intersections](#)  
[TPS Thoroughfares](#)

**Viana Hotel & Spa**  
 Location : 609 Evernia  
 Project Manager : Claudia Ibaven  
 Summary : Retail: 8,514 SF (Restaurant), Hotel: 142 Hotel Units, Parking: 52 Spaces  
 Approved

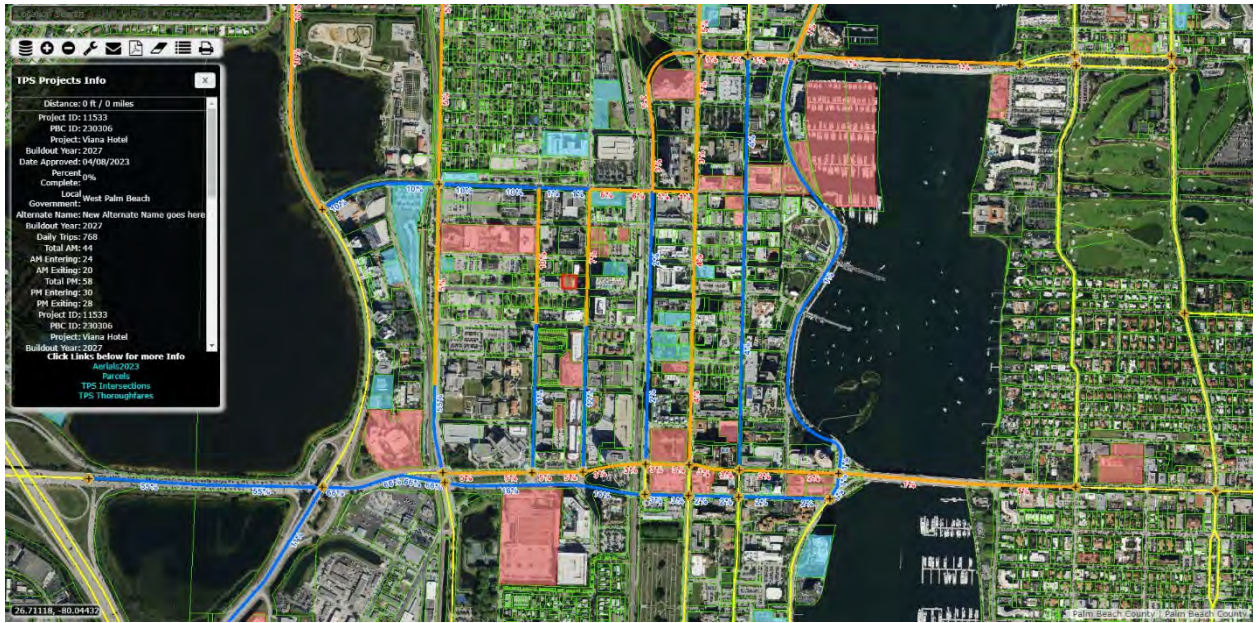
**Buildout- 2027**

### Proposed Land Use

- Hotel- 142 hotel units
- Retail- 8,514 s.f. restaurant
- 52 parking spaces



# Palm Beach County TPS- See distribution map and site generated trip summary.





## 24. Mercer Park II- 1215 Alpha Street, WPB, FL.



**TPS Projects Info**

Distance: 0 ft / 0 miles  
 Project ID: 11573  
 PBC ID: 230706  
 Project: Mercer Park II  
 Buildout Year: 2027  
 Date Approved: 07/28/2023  
 Percent Complete: 0%

Local Government: West Palm Beach  
 Alternate Name: New Alternate Name goes here  
 Buildout Year: 2027  
 Daily Trips: 952  
 Total AM: 81  
 AM Entering: 21  
 AM Exiting: 60  
 Total PM: 82  
 PM Entering: 49  
 PM Exiting: 33

Lat/Lon: 26.69853, -80.06660

**Description LU Code Intensity Units**  
 Apartment: 220 248 DII  
 Click Links below for more Info  
[Aerials2023](#)  
[Parcels](#)  
[TPS Intersections](#)  
[TPS Thoroughfares](#)

**Mercer Park II**  
 Location : 1215 Alpha Street  
 Project Manager : Valentina Broglia  
 Summary : Residential: Multifamily, 245 Units

Approved 71

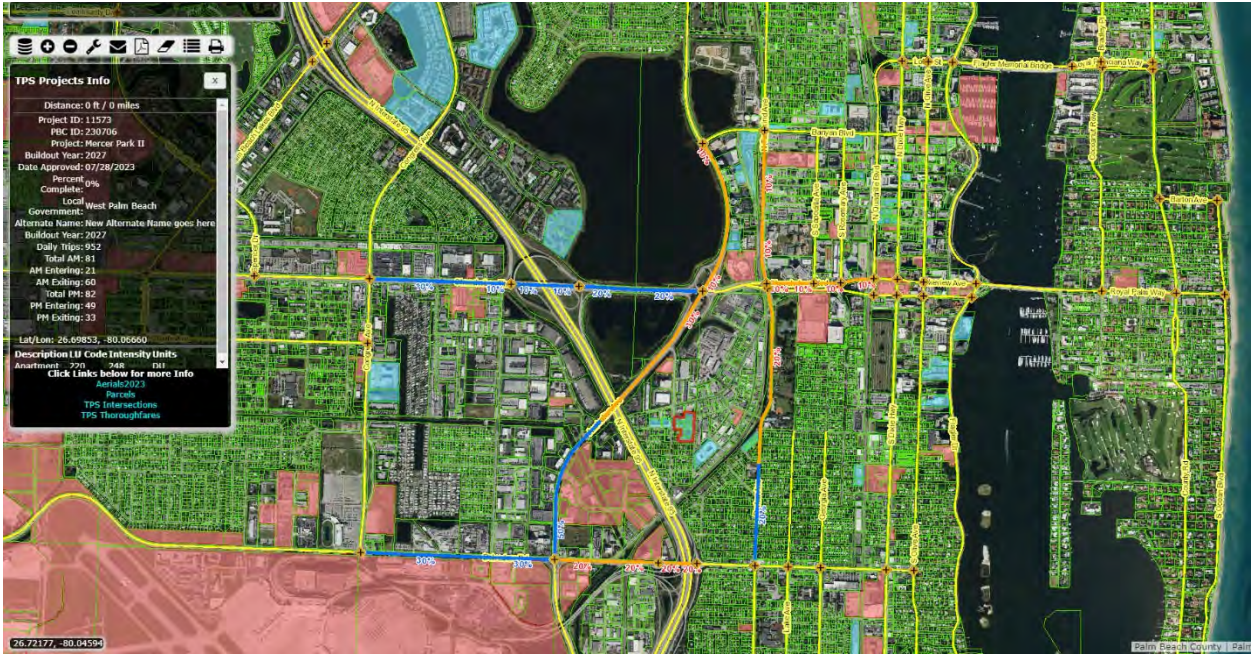
**Buildout- 2027**

### Proposed Land Use


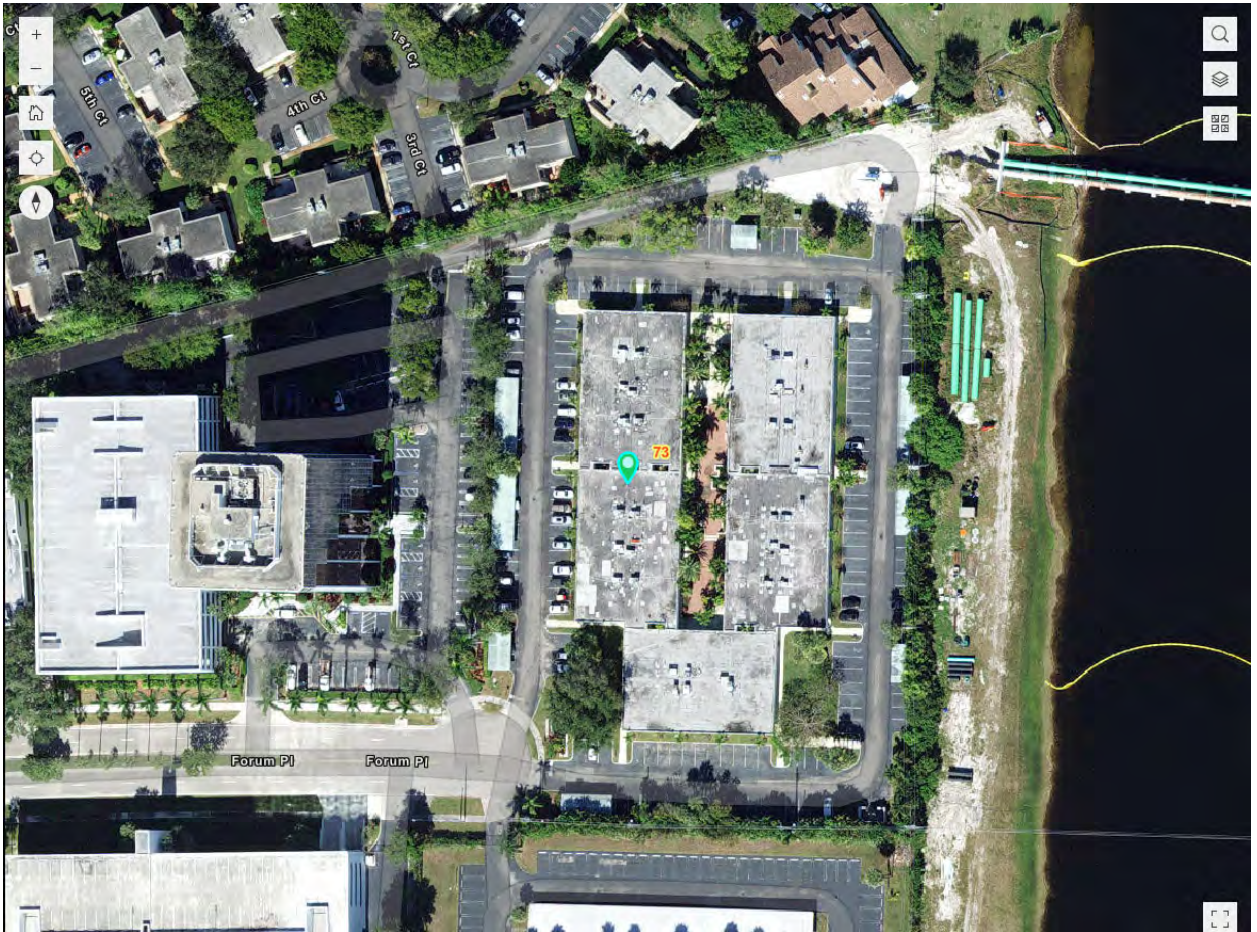
- Hotel- 142 hotel units
- Retail- 8,514 s.f. restaurant
- 52 parking spaces



# Palm Beach County TPS- See distribution map and site generated trip summary.



**25.Forum Place- 1551 Forum Place, WPB, FL.**



**Forum Place**  
Location : 1551 Forum Place  
Project Manager : Anne "Gaisha" Volcy  
Summary : Residential: Multifamily, 237 Units

**Approved**

73

**Proposed Land Use**

- Residential- 237 multifamily units

**Buildout**

**Palm Beach County TPS- Not entered in database.**



# WEST PALM BEACH PROJECTS

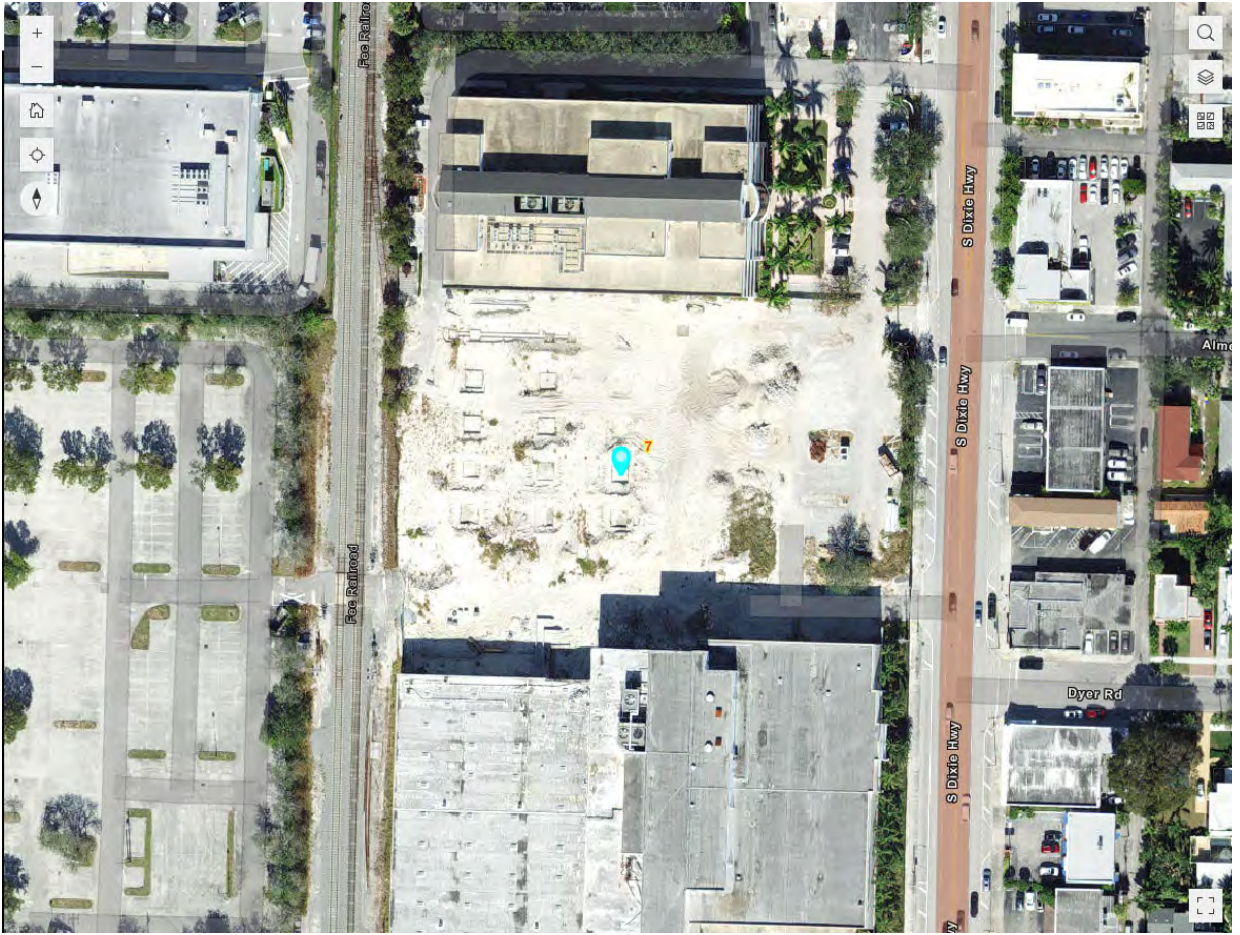
## Under Construction (04/19/24)

NUMBER	CITY OF WEST PALM BEACH DEVELOPMENT PROJECTS- CONSTRUCTION	BUILDOUT YEAR	DAILY TRIPS	AM PEAK HOUR TRIPS	PM PEAK HOUR TRIPS	AM PEAK HOUR ENTERING TRIPS	AM PEAK HOUR EXITING TRIPS	PM PEAK HOUR ENTERING TRIPS	PM PEAK HOUR EXITING TRIPS	SOUTHERN BLVD TRIP ASSIGNMENT		ROYAL PALM WAY TRIP ASSIGNMENT		ROYAL POINCIANA WAY TRIP ASSIGNMENT		TOPB AM PEAK HOUR ENTERING TRIPS			TOPB AM PEAK HOUR EXITING TRIPS			TOPB PM PEAK HOUR ENTERING TRIPS			TOPB PM PEAK HOUR EXITING TRIPS					
										4%	4%	5%	5%	1%	1%	SB	RPW	RPCW	SB	RPW	RPCW	SB	RPW	RPCW	SB	RPW	RPCW	SB	RPW	RPCW
1	Shops at the Press- 2751 S. Dixie Highway, WPB, FL.	2021	8480	434	814	325	109	329	485	4%	4%	5%	5%	1%	1%	13	17	4	5	6	2	14	17	4	20	25	5			
2	West Palm Point- 801 S. Dixie Highway, WPB, FL.	2024	3592	269	300	232	37	52	248	1%	1%	10%	10%	5%	5%	3	24	12	1	4	2	1	6	3	3	25	13			
3	One Flagler- 134/180 Lakeview Ave., WPB, FL.	2022	2259	229	254	197	32	39	215	0%	0%	2%	2%	2%	2%	0	4	4	0	1	1	0	1	1	0	5	5			
4	Banyan Tower (Edge 2)- 350 S. Australian Avenue, WPB, FL.	2024	2446	148	193	40	108	113	80	0%	0%	3%	3%	5%	5%	0	2	2	0	4	6	0	4	6	0	3	4			
5	300 Banyan & 391 Clematis, WPB, FL.	2026	939	76	102	66	10	23	79	1%	1%	5%	5%	5%	5%	1	4	4	1	1	1	1	2	2	1	4	4			
6	303 Banyan (Any)- 303 Banyan Avenue, WPB, FL.	2024	1118	67	89	18	50	54	35	1%	1%	5%	5%	5%	5%	1	1	1	1	3	3	1	3	3	1	2	2			
7	Cielo/Tortoise One- 370/375 Eucalyptus Street, WPB, FL.	2025	201	21	18	6	15	12	6	0%	0%	1%	1%	2%	2%	0	1	1	0	1	1	0	1	1	0	1	1			
8	One West Palm- 550 Quadrille Boulevard, WPB, FL.	2022	4321	356	386	231	125	145	241	1%	1%	5%	5%	2%	2%	3	12	5	2	7	3	2	8	3	3	13	5			
9	Hibiscus Tower- 575 Rosemary Avenue, WPB, FL.	Unknown	3448	266	376	131	135	178	198	0%	0%	2%	2%	2%	2%	0	3	3	0	3	3	0	4	4	0	4	4			
10	TRG/ICON Marina/40th Street	2020	10770	487	734	168	319	418	316	0%	0%	1%	1%	2%	2%	0	2	4	0	4	7	0	5	9	0	4	7			
11	Forte- 1309 S. Flagler Drive, WPB, FL.	2023	294	26	30	4	22	20	10	1%	1%	2%	2%	0%	0%	1	1	0	1	1	0	1	1	0	1	1	0			
12	Olara- 1919 N. Flagler Drive, WPB, FL.	Unknown	4000	203	374	79	124	205	169	0%	0%	1%	1%	2%	2%	0	1	2	0	2	3	0	3	5	0	2	4			
13	Square 1- 550 S. Rosemary Avenue, WPB, FL.	Unknown	4336	608	576	535	73	98	478	0%	0%	5%	5%	2%	2%	0	27	11	0	4	2	0	5	2	0	24	10			
14	La Clara- 1515 S. Flagler Drive, WPB, FL.	2018	581	44	51	9	35	33	18	1%	1%	2%	2%	1%	1%	1	1	1	1	1	1	1	1	1	1	1	1			
15	Banyan Cay- Presidential Way, WPB, FL.	2022	4613	312	386	117	196	229	158	0%	0%	2%	2%	2%	2%	0	3	3	0	4	4	0	5	5	0	5	5			
			51398	3546	4683	2158	1390	1948	2736							23	103	57	12	12	39	21	66	49	30	119	70			



# City of West Palm Beach Development Projects (Under Construction)

## 1. Shops at the Press- 2751 S. Dixie Highway, WPB, FL.



**TPS Projects Info**

Distance: 0 ft / 0 miles  
 Project ID: 11329  
 PBC ID: 191103  
 Project: Shops at the Press  
 Buildout Year: 2021  
 Date Approved: 01/21/2020  
 Percent Complete: 100%  
 Local Government: West Palm Beach  
 Alternate Name: New Alternate Name goes here  
 Buildout Year: 2021  
 Daily Trips: 8480  
 Total AM: 434  
 AM Entering: 325  
 AM Exiting: 109  
 Total PM: 814  
 PM Entering: 329  
 PM Exiting: 485  
 Project ID: 11329  
 PBC ID: 191103  
 Project: Shops at the Press  
 Buildout Year: 2021  
 Click Links below for more Info  
[Aerials2023](#)  
[Parcels](#)  
[TPS Intersections](#)  
[TPS Thoroughfares](#)

**Shops at The Press**  
 Location : 2751 S Dixie Hwy  
 Project Manager :  
 Summary : Office: 177100 Sf, Retail: 40711 Sf, Restaurant 4107 Sf, Warehouse: 9376 Sf  
 Under Construction

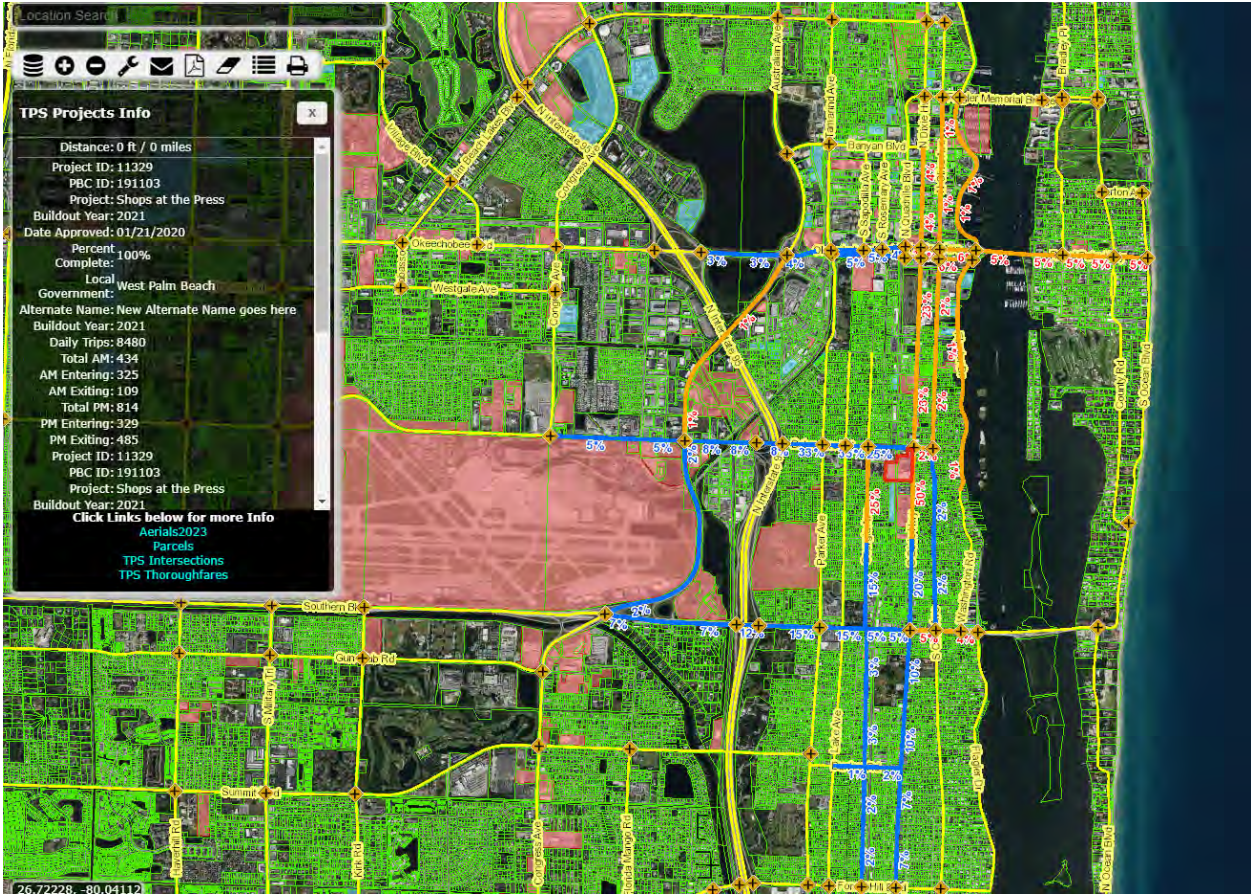
### Proposed Land Use

- Office- 177,100 s.f.
- Retail- 40,711 s.f.
- Restaurant- 4,107 s.f.
- Warehouse- 9,376 s.f.

**Buildout- 2021**



# Palm Beach County TPS- See distribution map and site generated trip summary.





## 2. West Palm Point- 801 S. Dixie Highway, WPB, FL.



**TPS Projects Info**

Distance: 0 ft / 0 miles  
 Project ID: 11256  
 PBC ID: 190102  
 Project: West Palm Point/Tent Site  
 Buildout Year: 2024  
 Date Approved: 12/29/2020  
 Percent Complete: 0%

Local Government: West Palm Beach  
 Alternate Name: New Alternate Name goes here  
 Buildout Year: 2024  
 Daily Trips: 3592  
 Total AM: 269  
 AM Entering: 232  
 AM Exiting: 37  
 Total PM: 300  
 PM Entering: 52  
 PM Exiting: 248

Lat/Lon: 26.70599, -80.05437

Description	LU Code	Intensity	Units
Gen. Commercial	820	18,818	KSF

[Click Links below for more Info](#)  
[Aerials2023](#)  
[Parcels](#)  
[TPS Intersections](#)  
[TPS Thoroughfares](#)

**West Palm Point**  
 Location: 801 South Dixie Hwy  
 Project Manager: Claudia Ibaven  
 Summary: 23-story, 468,450 sf office, 1,167 parking spaces

**Under Construction**

9

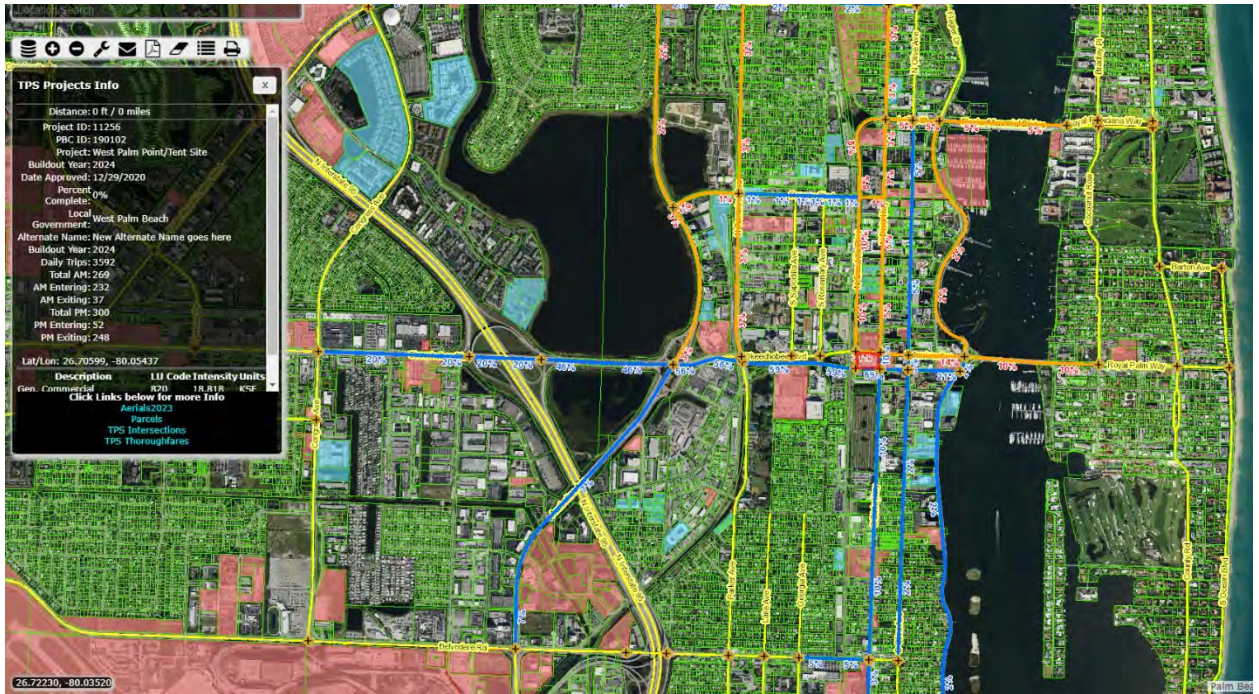
**Proposed Land Use**

- 23 story mixed use building with 1,167 parking spaces
- Office- 468,450 s.f.

**Buildout- 2024**

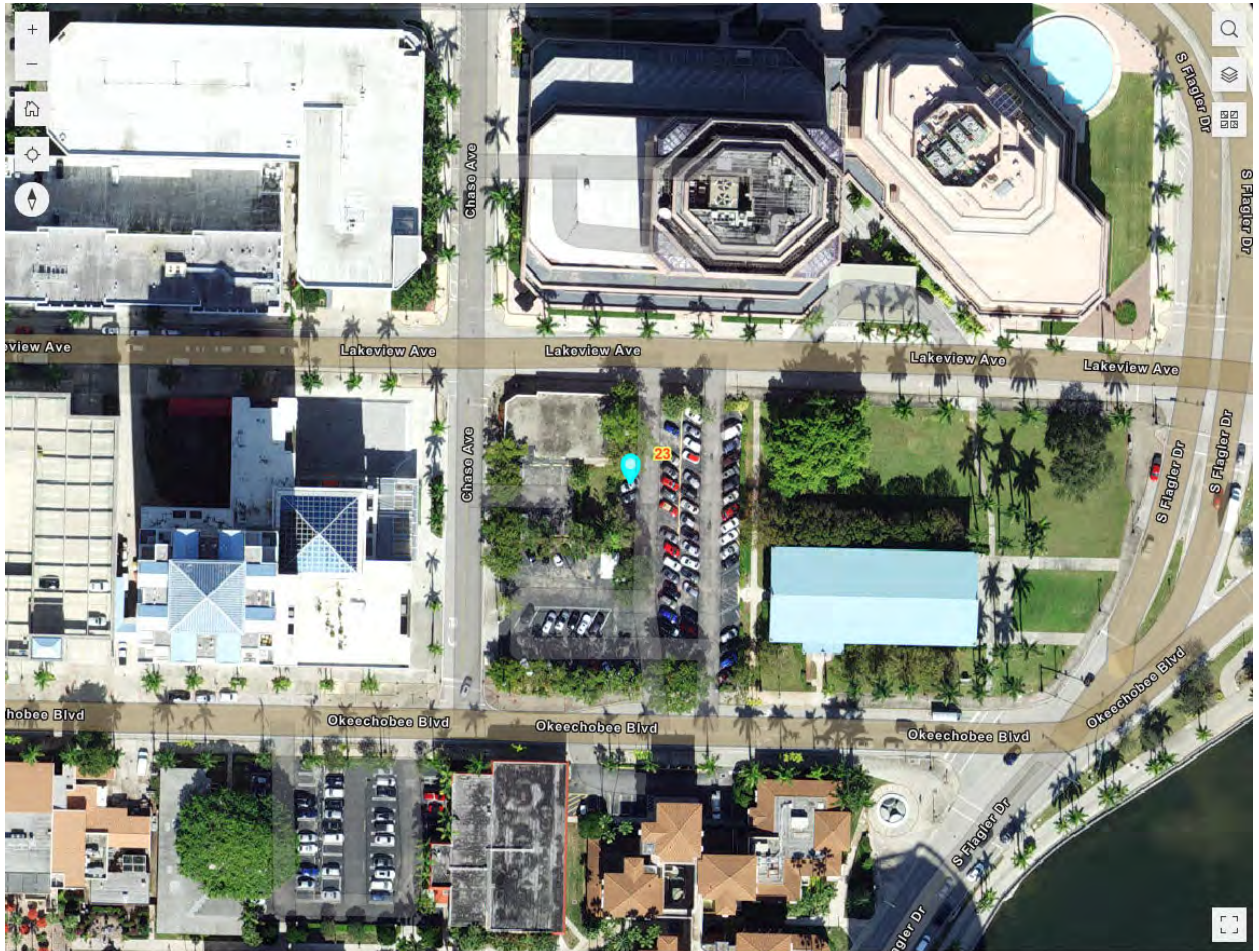


# Palm Beach County TPS- See distribution map and site generated trip summary.





### 3. One Flagler- 134/180 Lakeview Ave., WPB, FL.



**TPS Projects Info**

Distance: 0 ft / 0 miles  
 Project ID: 11253  
 PBC ID: 170415  
 Project: Christian Science Church Site  
 Buildout Year: 2022  
 Date Approved: 12/16/2019  
 Percent Complete: 6%  
 Local Government: West Palm Beach  
 Alternate Name: New Alternate Name goes here  
 Buildout Year: 2022  
 Daily Trips: 2259  
 Total AM: 229  
 AM Entering: 197  
 AM Exiting: 32  
 Total PM: 254  
 PM Entering: 39  
 PM Exiting: 215

Lat/Lon: 26.70577, -80.04978

Description	LU Code	Intensity	Units
General Office	710	278.367	KSF

[Click Links below for more Info](#)  
[Aerials2023](#)  
[Parcels](#)  
[TPS Intersections](#)  
[TPS Thoroughfares](#)

**One Flagler**  
 Location : 134 or 180 Lakeview Ave  
 Project Manager : Chris Kimmerly, Claudia Ibaven  
 Summary : 25-story, 276,245 sf office, 6,274 restaurant, 16,368 sf First Church of Christ Scientist, 239 parking spaces

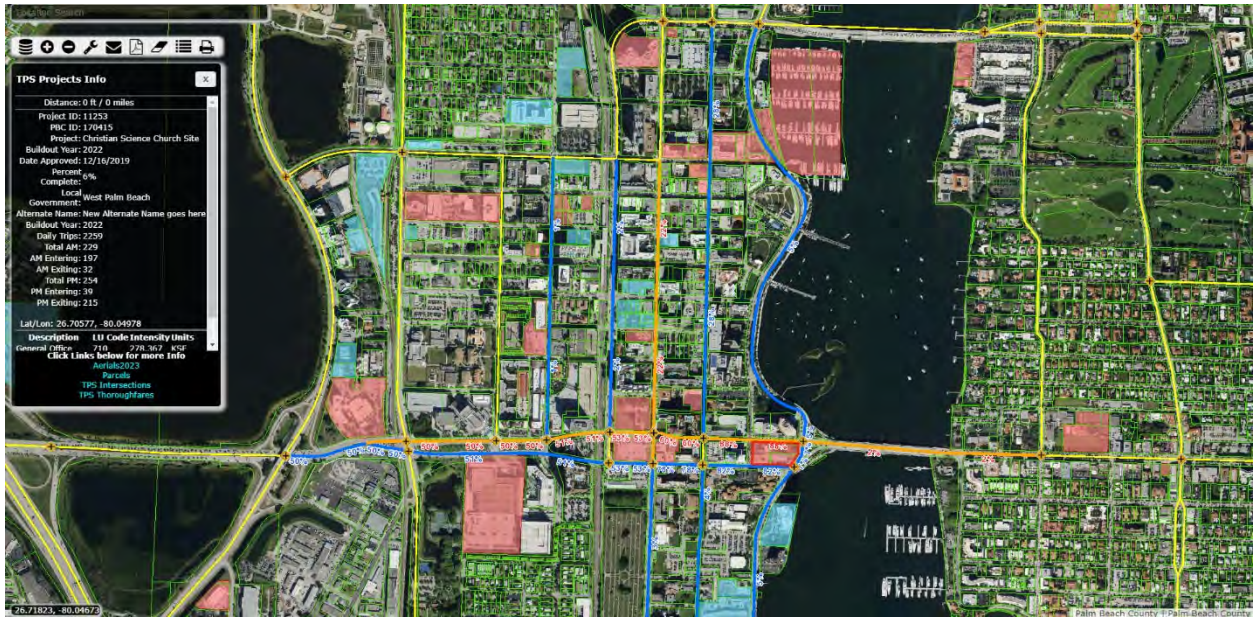
[Under Construction](#)

**Buildout- 2022**

#### Proposed Land Use

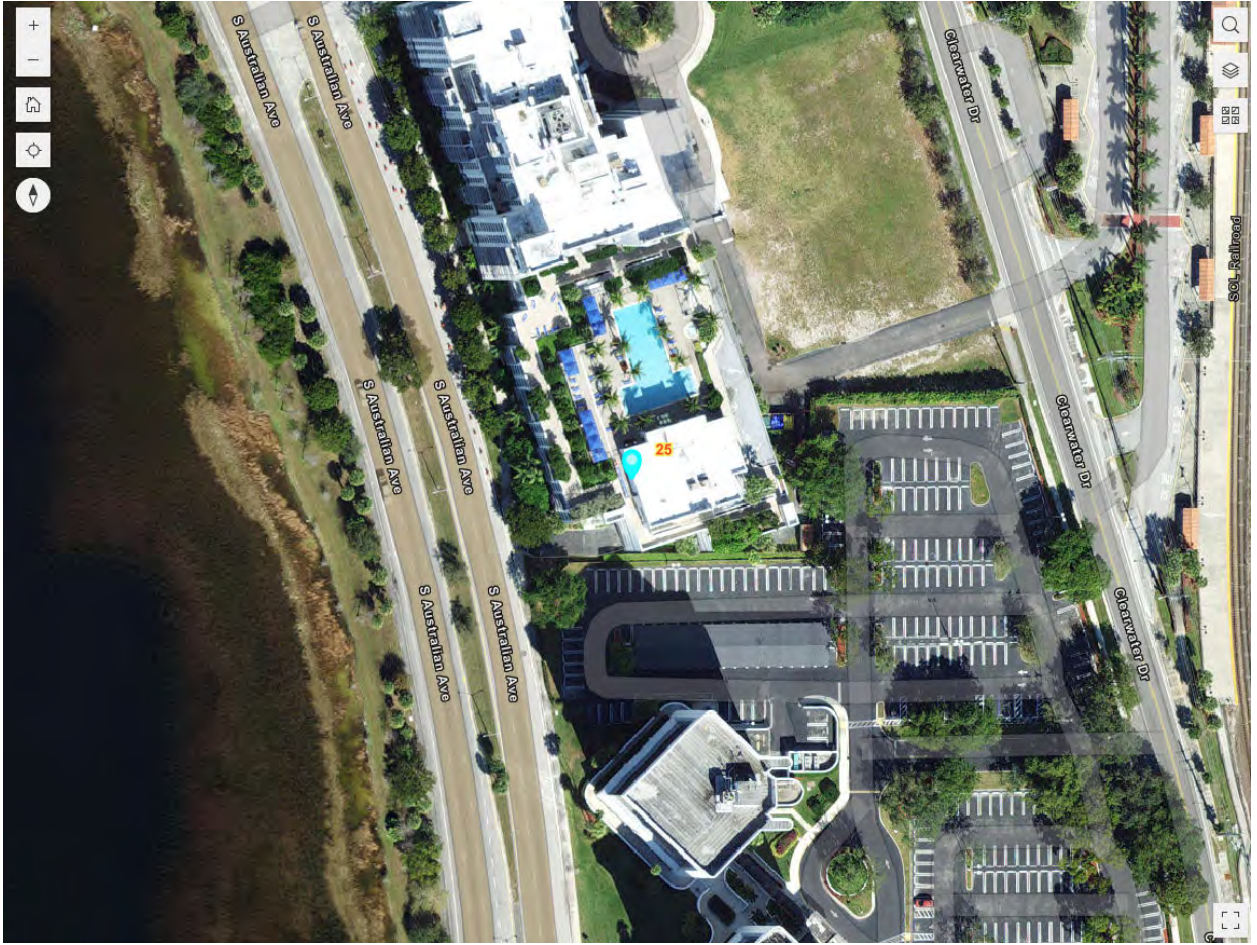
- 25 story mixed use building with 239 parking spaces
- Office- 276,245 s.f.
- Restaurant- 6,274 s.f.
- Church- 16,368 s.f.

# Palm Beach County TPS- See distribution map and site generated trip summary.





**4. Banyan Tower (Edge 2)- 350 S. Australian Avenue, WPB, FL.**



**TPS Projects Info**

Distance: 0 ft / 0 miles  
 Project ID: 11436  
 PBC ID: 200802  
 Project: The Edge 2  
 Buildout Year: 2024  
 Date Approved: 12/16/2020  
 Percent Complete: 0%

Local Government: West Palm Beach  
 Alternate Name: 350 Tower  
 Buildout Year: 2024  
 Daily Trips: 2446  
 Total AM: 148  
 AM Entering: 40  
 AM Exiting: 108  
 Total PM: 193  
 PM Entering: 113  
 PM Exiting: 80

Lat/Lon: 26.71223, -80.06350

Description	LU Code	Intensity	Units
Gen. Commercial	820	7.056	KSF

[Click Links below for more Info](#)  
[Aerials2023](#)  
[Parcels](#)  
[TPS Intersections](#)  
[TPS Thoroughfares](#)



**Banyan Tower (350 S Australian) - Edge 2**  
 Location: 350 S Australian Ave  
 Project Manager: Chris Kimmerly, Claudia Ibaven  
 Summary: 22-story multi-family residential, 395,470 sf gross, 456-units (158 micro, 298 regular, 3 live/work) with 9,935 sf of ground floor commercial

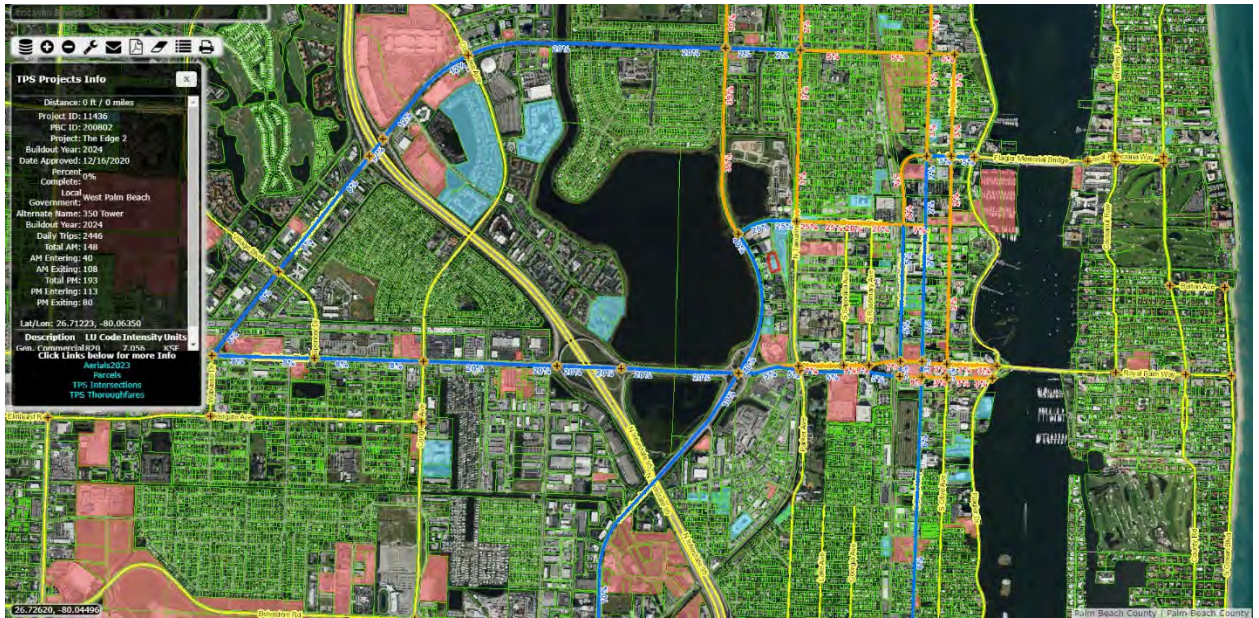
**Proposed Land Use**

- 22 story 395,470 gross s.f. mixed use building
- Residential- 456 residential units (158 micro, 298 regular, 3 live/work)
- Retail- 9,935 s.f. ground floor

**Buildout- 2024**

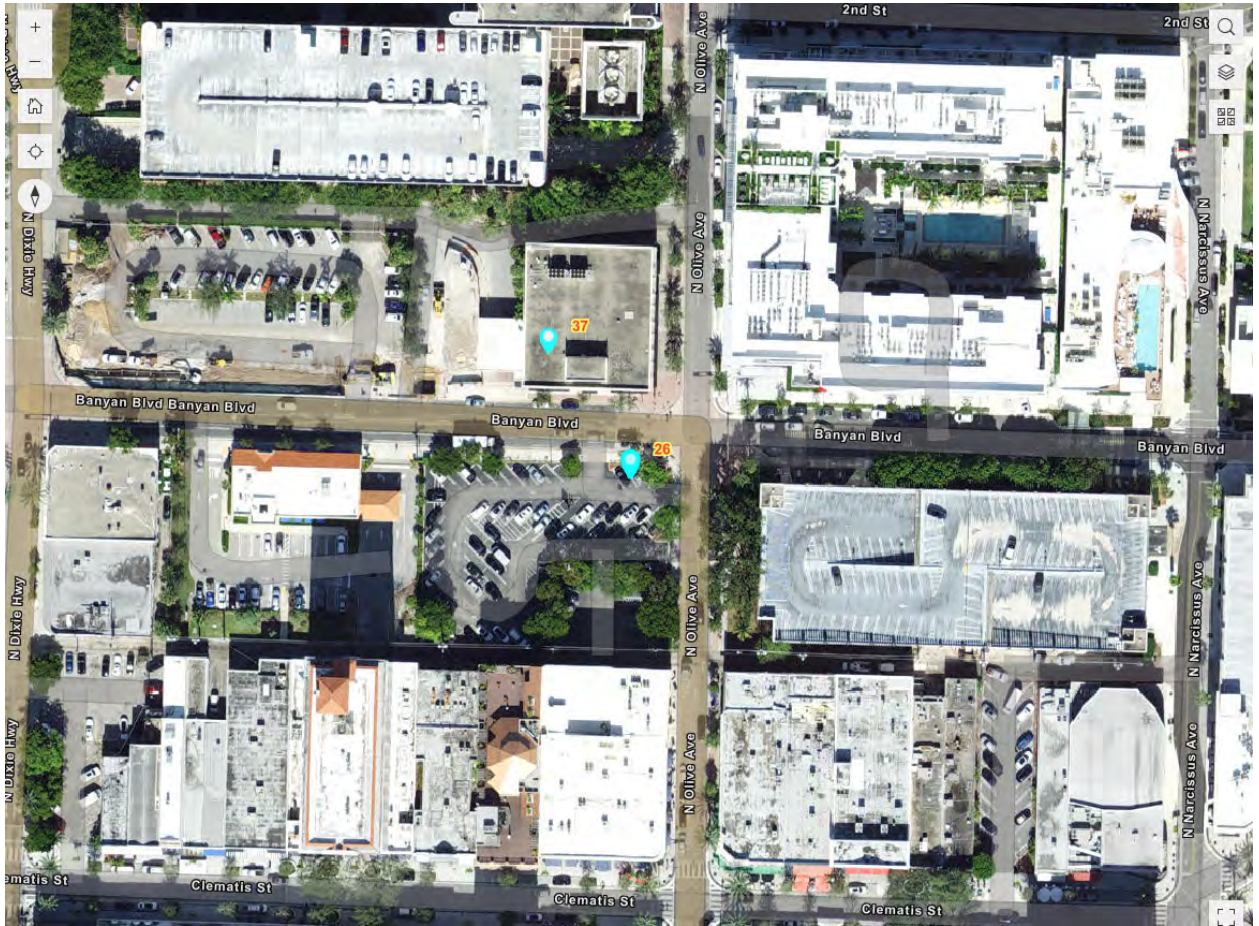


# Palm Beach County TPS- See distribution map and site generated trip summary.





## 5. 300 Banyan & 391 Clematis, WPB, FL.



**TPS Projects Info**

Distance: 0 ft / 0 miles  
 Project ID: 11541  
 PBC ID: 210706  
 Project: 300 Banyan Boulevard  
 Buildout Year: 2026  
 Date Approved: 08/10/2021  
 Percent Complete: 20%

Local Government: West Palm Beach  
 Alternate Name: New Alternate Name goes here  
 Buildout Year: 2026  
 Daily Trips: 939  
 Total AM: 76  
 AM Entering: 66  
 AM Exiting: 10  
 Total PM: 102  
 PM Entering: 23  
 PM Exiting: 79

Lat/Lon: 26.71378, -80.05202

Description	IU Code	Intensity Units
Quality Restaurant	931	3,277 KSF

Click Links below for more Info  
[Aerials2023](#)  
[Parcels](#)  
[TPS Intersections](#)  
[TPS Thoroughfares](#)

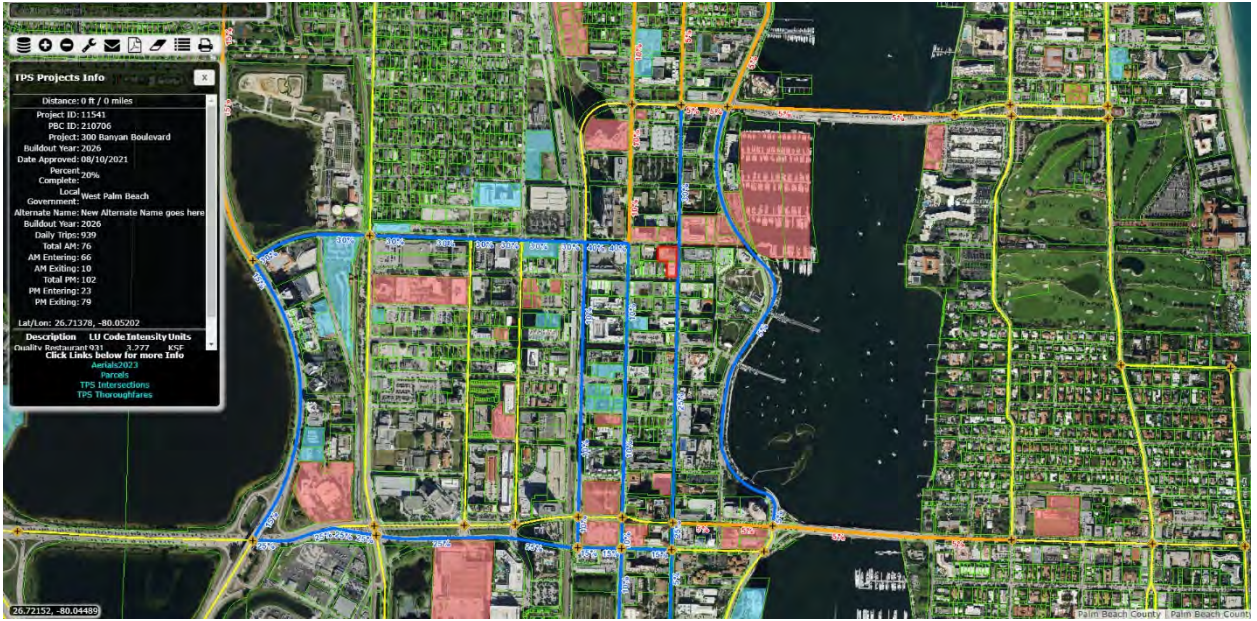


**Buildout- 2026**

### Proposed Land Use

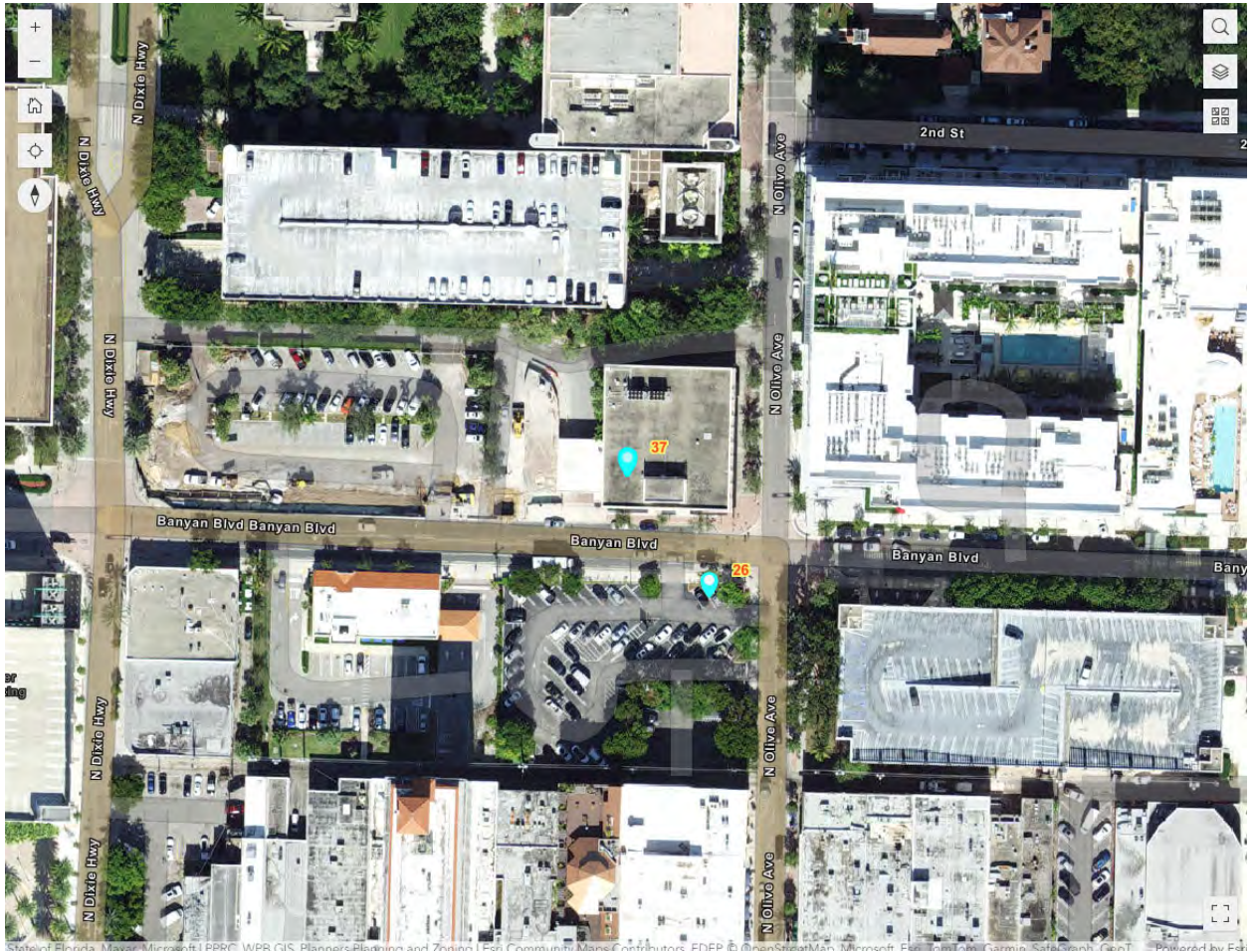
- 12 story mixed use building with 272 parking space garage
- Office- 97,906 s.f. (Banyan)
- Office Renovation- 41,779 s.f. (Clematis)

# Palm Beach County TPS- See distribution map and site generated trip summary.





**6. 303 Banyan (Anya)- 303 Banyan Avenue, WPB, FL.**



**TPS Projects Info**

Distance: 0 ft / 0 miles  
 Project ID: 11527  
 PBC ID: 190805  
 Project: 303 Banyan Blvd  
 Buildout Year: 2024  
 Date Approved: 08/21/2019  
 Percent Complete: 100%  
 Local Government: West Palm Beach  
 Alternate Name: New Alternate Name goes here  
 Buildout Year: 2024  
 Daily Trips: 1118  
 Total AM: 67  
 AM Entering: 18  
 AM Exiting: 50  
 Total PM: 89  
 PM Entering: 54  
 PM Exiting: 35

Lat/Lon: 26.71453, -80.05214

Description	LU Code	Intensity	Units
General Office	710	34,005	KSF

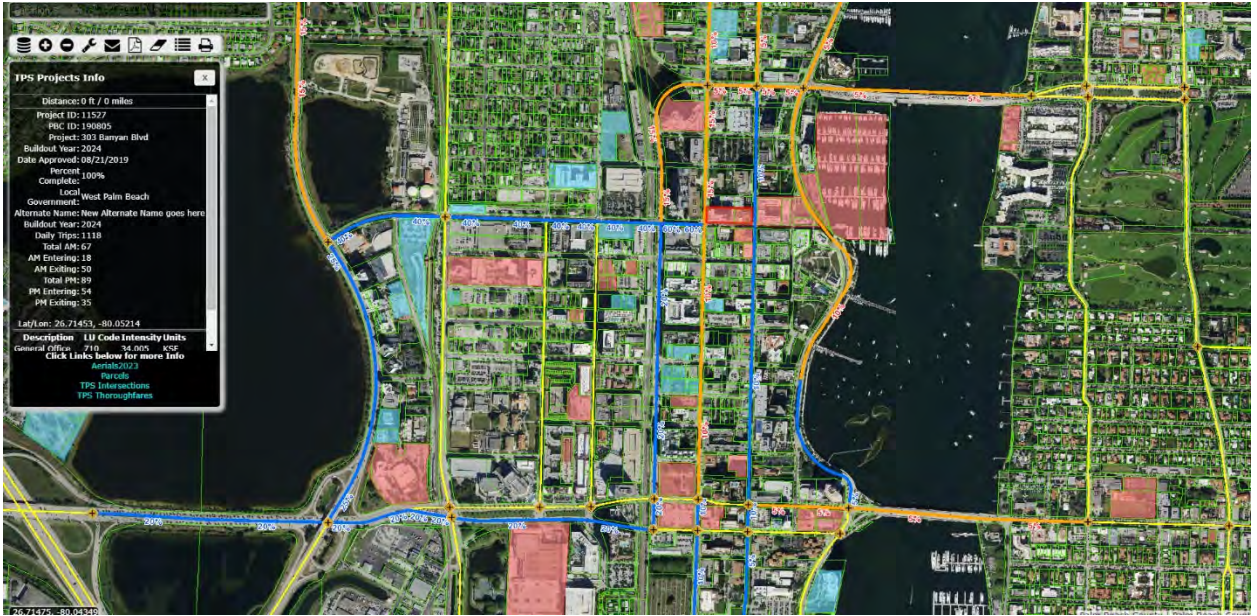
[Click Links below for more Info](#)  
[Aerials2023](#)  
[Parcels](#)  
[TPS Intersections](#)  
[TPS Thoroughfares](#)

**303 Banyan (Anya)**  
 Location : 303 Banyan Ave  
 Project Manager : Chris Kimmerly, Claudia Ibaven  
 Summary : 15-story, 227,099 sf, 3,132 sf of retail, 223 residential units (214 regular units and 9 micro-units), and 324 parking spaces, a 9 space surface parking and the existing 44,296 sf office building

- Proposed Land Use**
- 15 story mixed use building; 227,099 gross s.f. with 324 parking space garage; 9 surface lot spaces
  - Residential- 223 units (214 regular, 9 micro)
  - Office- 44,296 s.f.

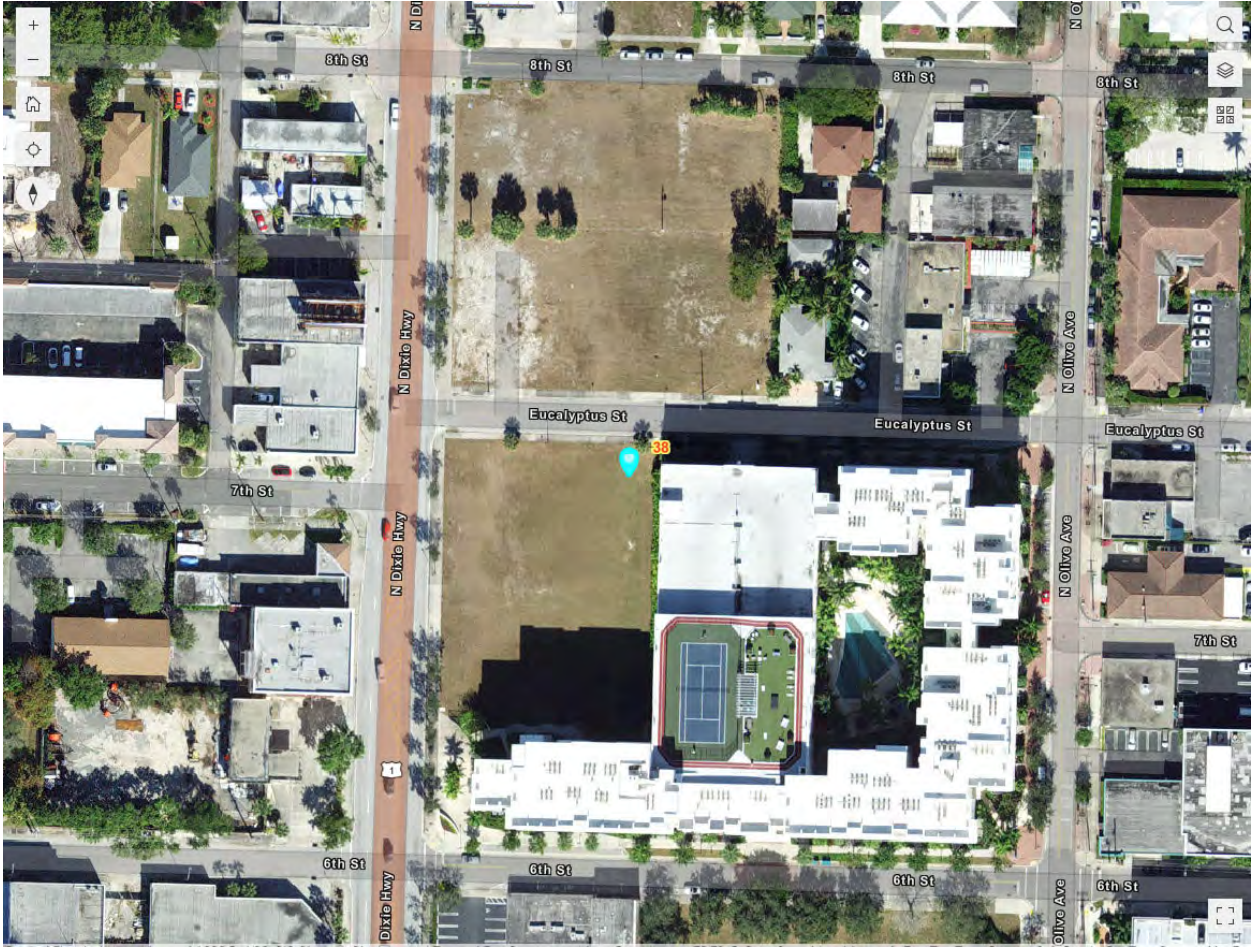
**(existing)**  
**Buildout- 2024**

## Palm Beach County TPS- See distribution map and site generated trip summary.





**7. Cielo/Tortoise One- 370/375 Eucalyptus Street, WPB, FL.**



**TPS Projects Info**

Distance: 0 ft / 0 miles  
 Project ID: 11461  
 PBC ID: 210306  
 Project: Cielo  
 Buildout Year: 2025  
 Date Approved: 03/23/2021  
 Percent Complete: 0%

Local Government: West Palm Beach  
 Alternate Name: North Olive Place  
 Buildout Year: 2025  
 Daily Trips: 201  
 Total AM: 21  
 AM Entering: 6  
 AM Exiting: 15  
 Total PM: 18  
 PM Entering: 12  
 PM Exiting: 6

Lat/Lon: 26.71965, -80.05303

Description	LU Code	Intensity	Units
Apartment	220	264	D11

[Click Links below for more Info](#)  
[Aerials2023](#)  
[Parcels](#)  
[TPS Intersections](#)  
[TPS Thoroughfares](#)

**Cielo / Tortoise One**  
 Location : 370 & 375 Eucalyptus St  
 Project Manager : Chris Kimmerly, Claudia Ibaevan  
 Summary : 8-story 255,331 sf new building including 3,401 sf of retail, 264 residential units (256 regular units and 8 micro-units), and 371 parking spaces

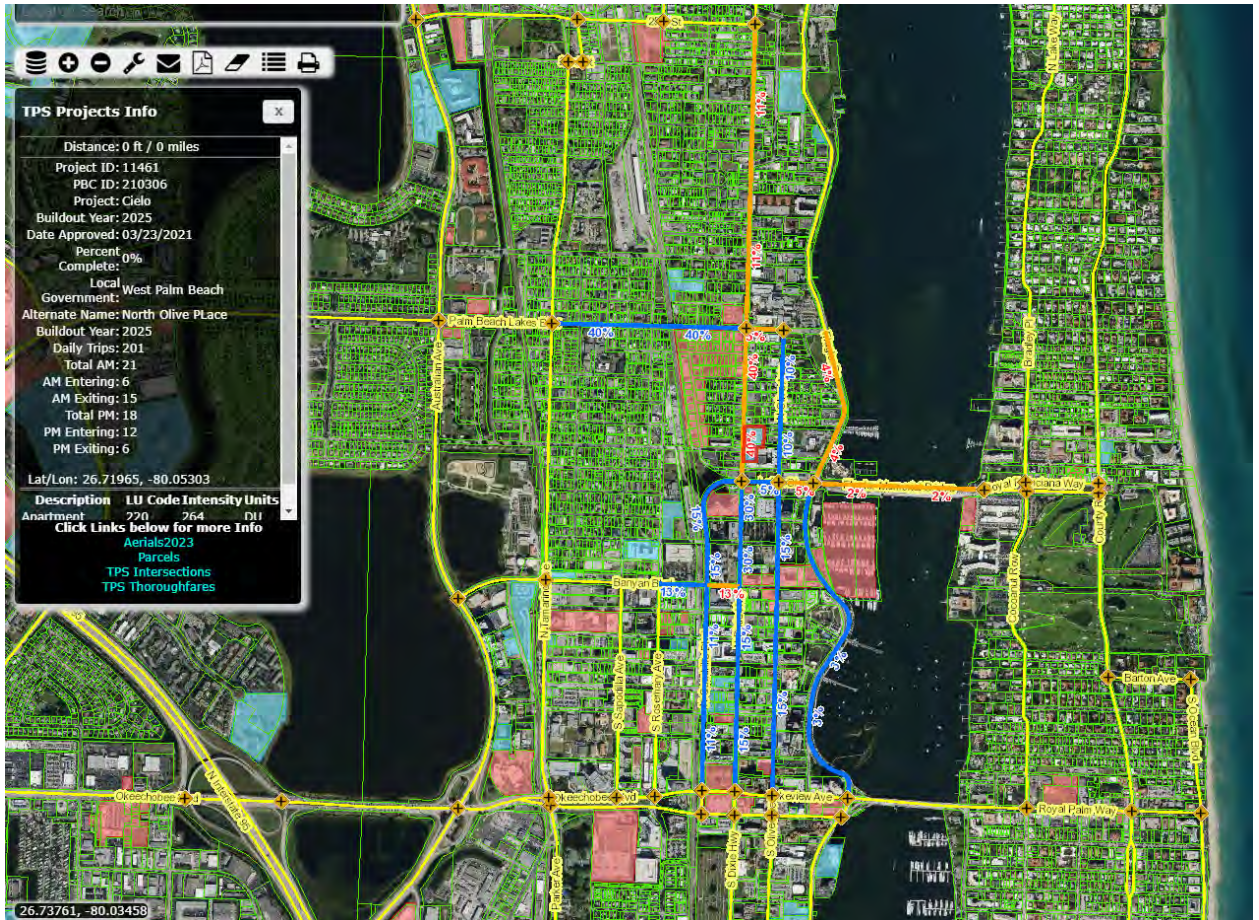
**Proposed Land Use**

- 8 story mixed use building; 255,331 gross s.f. with 371 parking spaces
- Residential- 264 units (256 regular, 8 micro)
- Retail- 3,401 s.f.

**Buildout- 2025**

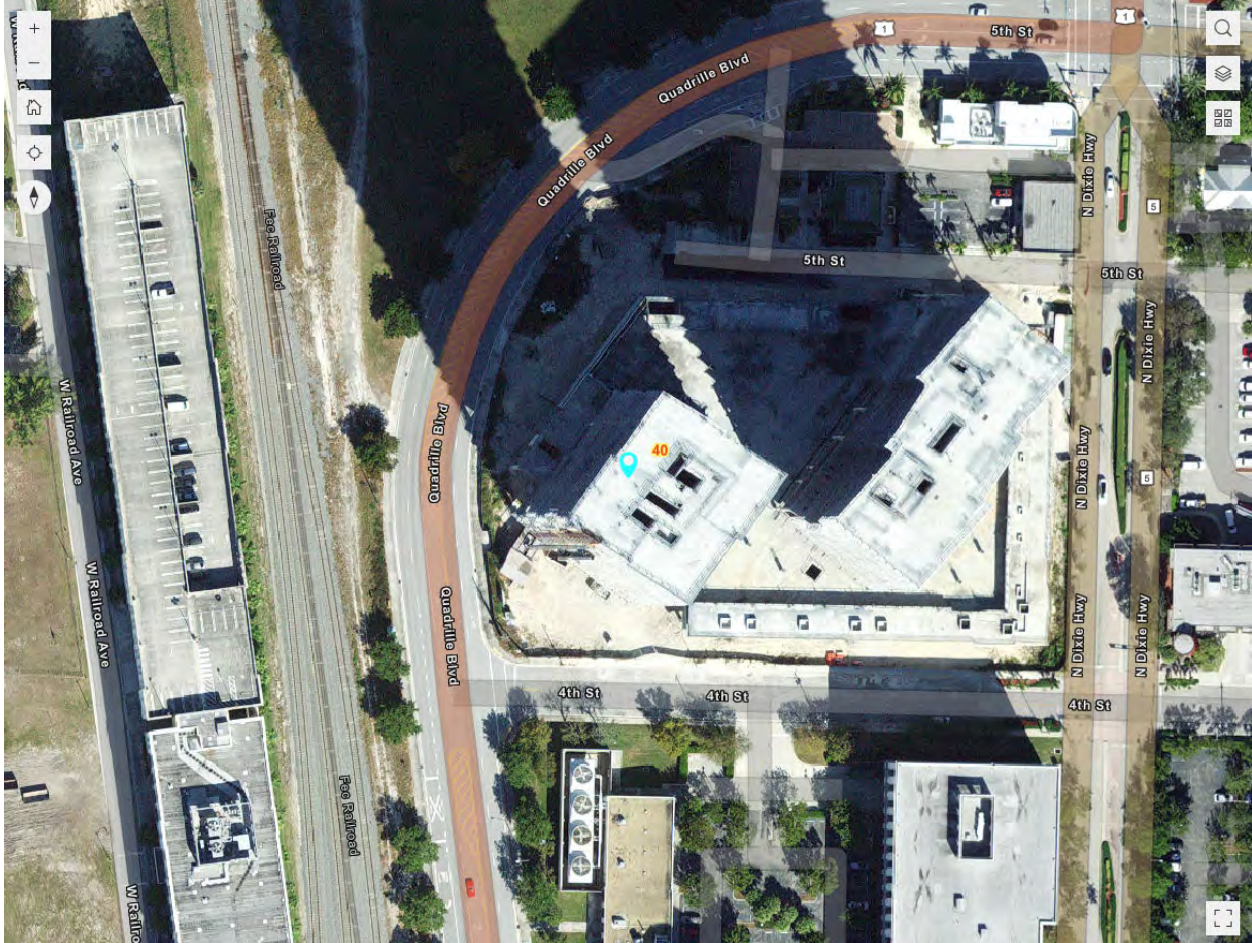


# Palm Beach County TPS- See distribution map and site generated trip summary.





## 8. One West Palm- 550 Quadrille Boulevard, WPB, FL.



**TPS Projects Info**

Distance: 0 ft / 0 miles

Project ID: 11525  
PBC ID: 190111  
Project: One West Palm  
Buildout Year: 2022  
Date Approved: 05/15/2019  
Percent Complete: 0%

Local Government: West Palm Beach  
Alternate Name: New Alternate Name goes here  
Buildout Year: 2022  
Daily Trips: 4321  
Total AM: 356  
AM Entering: 231  
AM Exiting: 125  
Total PM: 386  
PM Entering: 145  
PM Exiting: 241  
Project ID: 11525  
PBC ID: 190111  
Project: One West Palm  
Buildout Year: 2022  
Click Links below for more Info  
[Aerials2023](#)  
[Parcels](#)  
[TPS Intersections](#)  
[TPS Thoroughfares](#)



**One West Palm**  
Location : 550 Quadrille Blvd  
Project Manager : Chris Kimmerly, Claudia Ibaoven  
Summary : 30-story, 1,504 sf daycare, a 200 room hotel including 44,849 sf of meeting space and a 6,863 sf restaurant, 204,067 sf of office, a 218 unit residential building, and 7,348 sf of retail, along with a 702 parking garage, resulting in a total building area of 694,485 sf

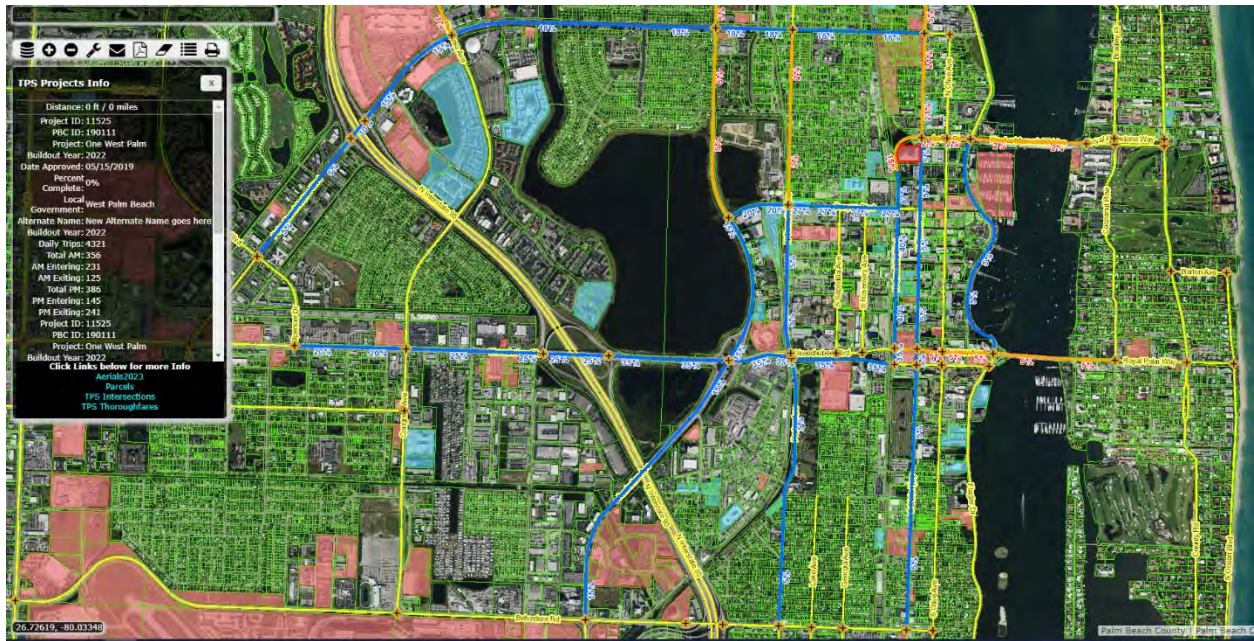
### Proposed Land Use

- 30 story mixed use building; 824,645 gross s.f. with 702 parking space garage
- Residential- 218 units
- Retail- 7,438 s.f.
- Hotel- 200 rooms with 44,849 s.f. of meeting space

- Restaurant- 6,863 s.f.
  - Office- 204,067 s.f.
- Buildout- 2022**


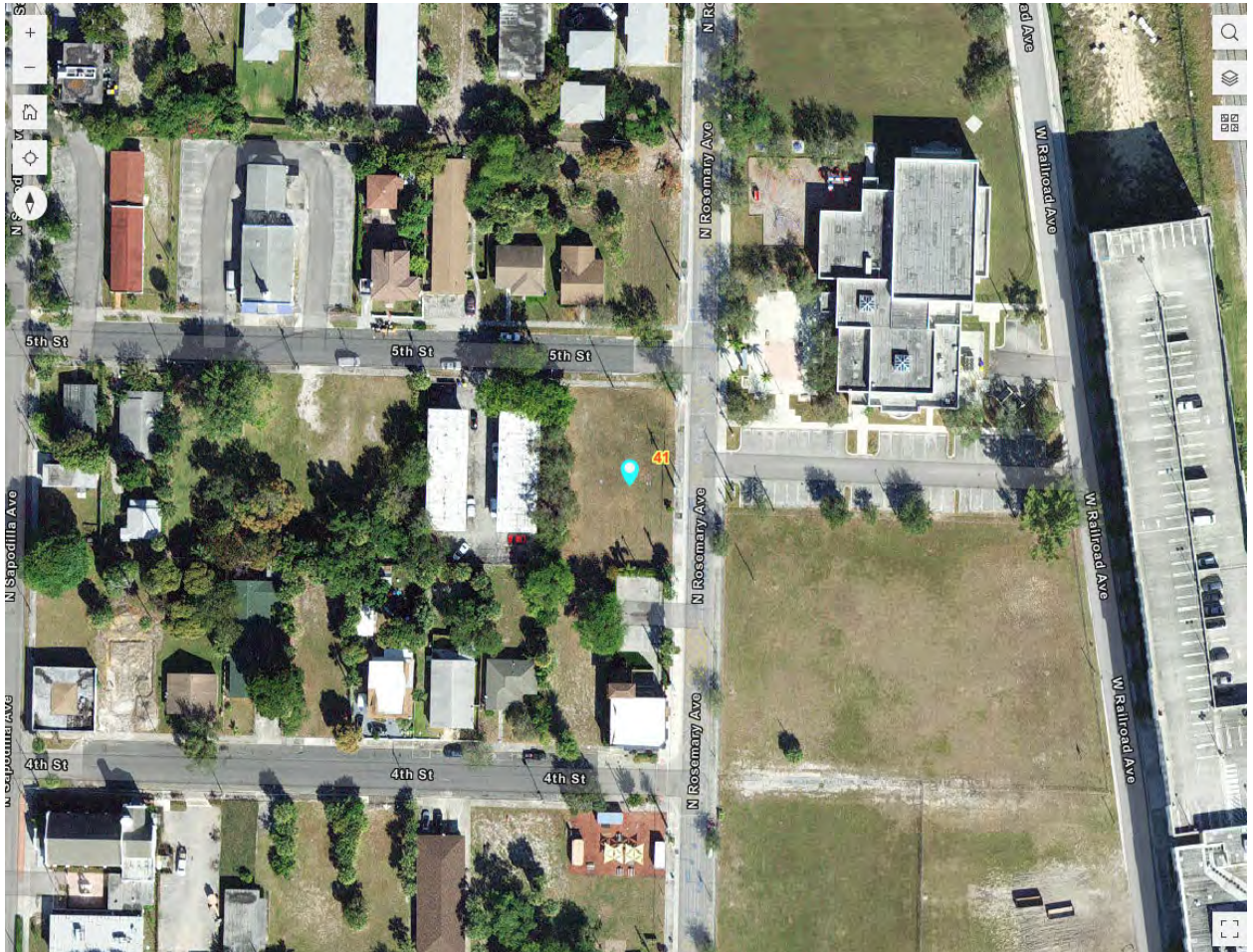


# Palm Beach County TPS- See distribution map and site generated trip summary.





## 9. Hibiscus Tower- 575 Rosemary Avenue, WPB, FL.



**Hibiscus Tower**  
Location : 575 Rosemary Ave  
Project Manager : Eric Schneider  
Summary : Mixed Use building with 322 rental units, 26,906 SF retail and 37,427 SF office  
[Under Construction](#)

41

### Proposed Land Use

- Residential- 322 units
- Retail- 26,906 s.f.
- Office- 37,427 s.f.

### Buildout-

**Palm Beach County TPS- Not entered in database.**



# 10.TRG/ICON Marina/40<sup>th</sup> Street



**TPS Projects Info**

Distance: 0 ft / 0 miles

Project ID: 6042  
 PBC ID: 050512  
 Project: TRG North Flagler  
 Buildout Year: 2020  
 Date Approved: 12/12/2013  
 Percent Complete: 100%

Local Government: West Palm Beach  
 Alternate Name: Rybovich Spencer Marina  
 Buildout Year: 2020  
 Daily Trips: 10770  
 Total AM: 487  
 AM Entering: 168  
 AM Exiting: 319  
 Total PM: 734  
 PM Entering: 418  
 PM Exiting: 316

Lat/Lon: 26.74982, -80.05104

Description	LU Code	Intensity	Units
General Office	710	35	KSF

Click Links below for more Info

[Aerials2023](#)  
[Parcels](#)  
[TPS Intersections](#)  
[TPS Thoroughfares](#)

**TRG / ICON Marina / 40th Street**

Location : 4334-4344 N Flagler Dr  
 Project Manager :

Summary : PRODUCT MIX, 1059 Res. Units (6 Towers); 272 - Slip Marina, 15,085 sf - Restaurants; 35,000 sf - Office, 10,000 sf - Retail, 45,000 sf - Marine Industrial

## Proposed Land Use

- Residential- 1,059 units
- Retail- 45,000 s.f.
- Restaurant- 15,085 s.f.
- Office- 10,000 s.f.
- Marina- 272 Slip

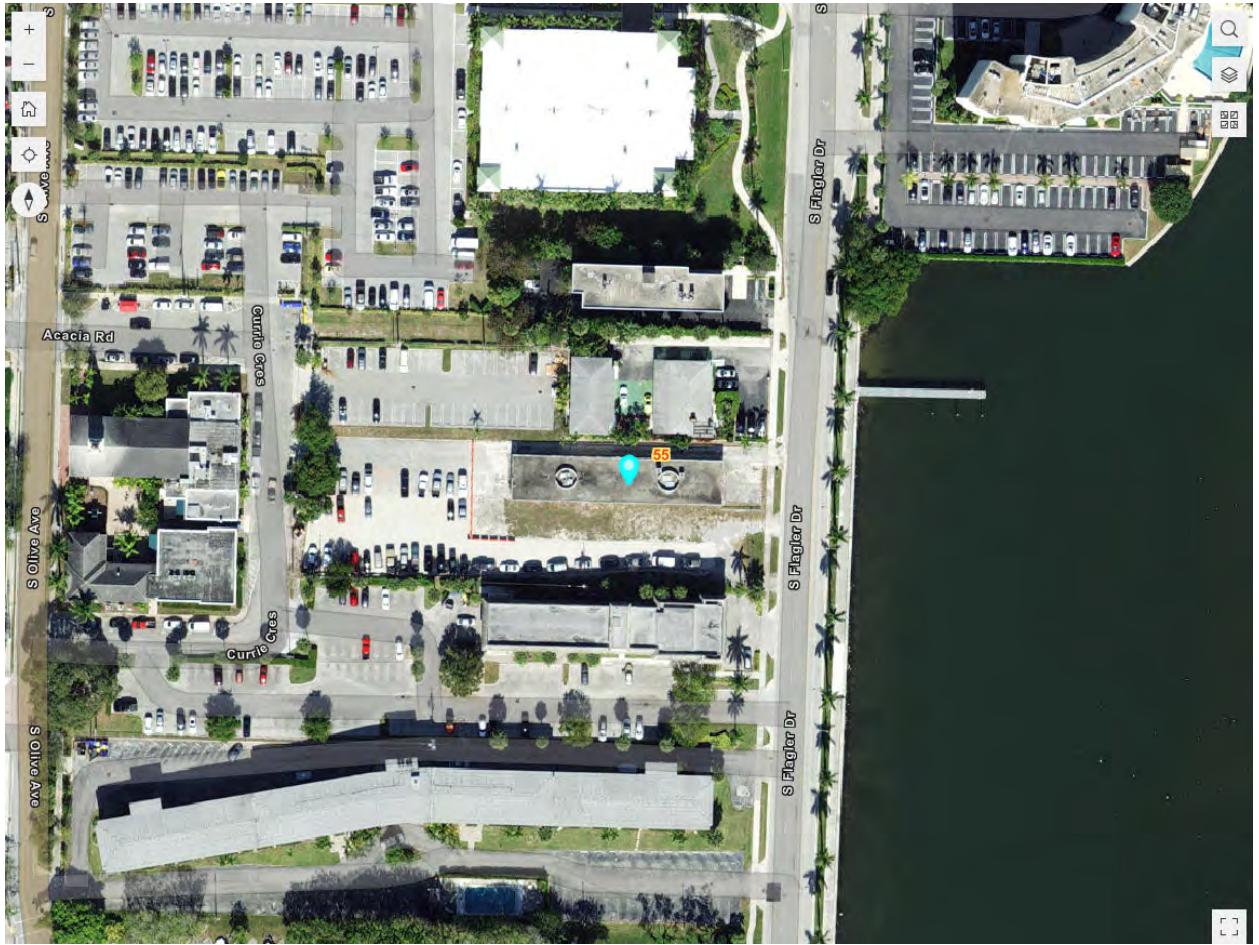
## Buildout- 2020







**11.Forte- 1309 S. Flagler Drive, WPB, FL.**



**TPS Projects Info**

Distance: 0 ft / 0 miles  
 Project ID: 11258  
 PBC ID: 180609  
 Project: 1309 Flagler  
 Buildout Year: 2023  
 Date Approved: 11/16/2022  
 Percent Complete: 0%  
 Local Government: West Palm Beach  
 Alternate Name: New Alternate Name goes here  
 Buildout Year: 2023  
 Daily Trips: 294  
 Total AM: 26  
 AM Entering: 4  
 AM Exiting: 22  
 Total PM: 30  
 PM Entering: 20  
 PM Exiting: 10  
 Lat/Lon: 26.70169, -80.05100

Description	LU Code	Intensity Unit
Condo/TH (Fee Simple)	230	42 DII

**Click Links below for more Info**

[Aerials2023](#)  
[Parcels](#)  
[TPS Intersections](#)  
[TPS Thoroughfares](#)

**Forte**  
 Location : 1309 S Flagler  
 Project Manager : Eric Schneider  
 Summary : 42 Unit Residential Tower, 24 Stories on 1.38 acres, Parking: 133 Spaces

**Under Construction**

55

**Proposed Land Use**

- 24 Story mixed use building w 133 parking spaces
- Residential- 42 units

**Buildout- 2023**



# Palm Beach County TPS- See distribution map and site generated trip summary.





## 12.Olara- 1919 N. Flagler Drive, WPB, FL.



**Olara**  
Location : 1919 N Flagler Dr  
Project Manager : Linda Louie  
Summary : 137,250 SF, 479 Multifamily Units,  
33,465 Retail  
[Under Construction](#)

58

### Proposed Land Use

- 137,250 s.f. gross mixed use building
- Residential- 479 units
- Retail- 33,465 s.f.

### Buildout

**Palm Beach County TPS- Not entered in database.**



### 13.Square 1- 550 S. Rosemary Avenue, WPB, FL.



**Square 1**  
**Location :** 550 S Rosemary Ave  
**Project Manager :** Eric Schneider  
**Summary :** EAST TOWER, Class A Office Building, 23 Stories, 337 Feet Tall; WEST TOWER, Class A Office Building, 21 Stories, 326.5 Feet Tall

[Under Construction](#)

#### Proposed Land Use

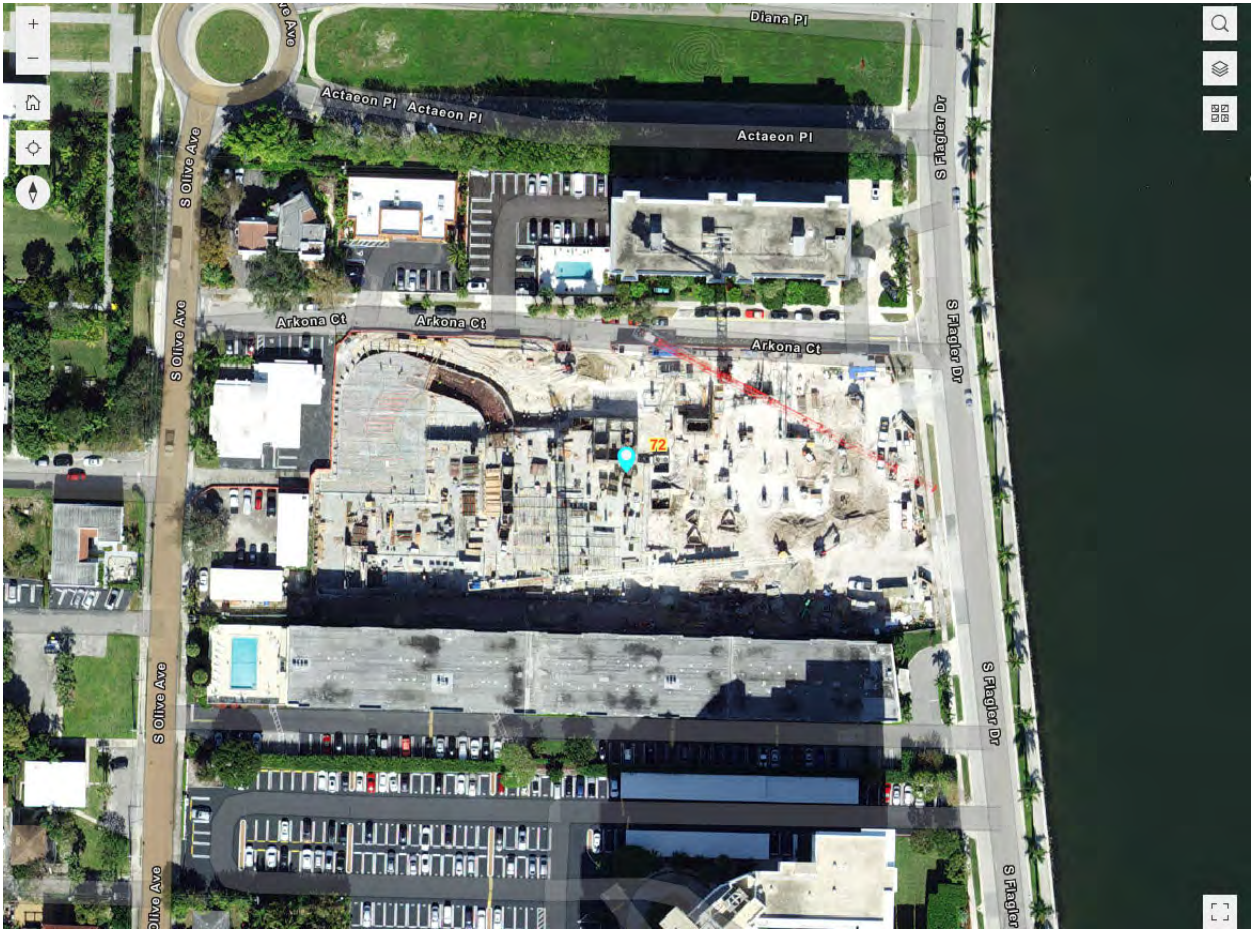
- 21-23 story Two Tower office buildings

#### Buildout

**Palm Beach County TPS- Not entered in database.**



# 14.La Clara- 1515 S. Flagler Drive, WPB, FL.



**TPS Projects Info**

Distance: 0 ft / 0 miles  
 Project ID: 10908  
 PBC ID: 130519  
 Project: 1515 South Flagler Drive  
 Buildout Year: 2018  
 Date Approved: 06/19/2013  
 Percent Complete: 100%  
 Local Government: West Palm Beach  
 Alternate Name: La Clara  
 Buildout Year: 2018  
 Daily Trips: 581  
 Total AM: 44  
 AM Entering: 9  
 AM Exiting: 35  
 Total PM: 51  
 PM Entering: 33  
 PM Exiting: 18

Lat/Lon: 26.69966, -80.05110

Description	LU	Code	Intensity	Units
Apartment	220	83	DU	

[Click Links below for more Info](#)  
[Aerials2023](#)  
[Parcels](#)  
[TPS Intersections](#)  
[TPS Thoroughfares](#)

**La Clara**  
 Location : 1515 S Flagler  
 Project Manager :  
 Summary : Residential: 84 Units, Parking: 183 Spaces  
 Under Construction

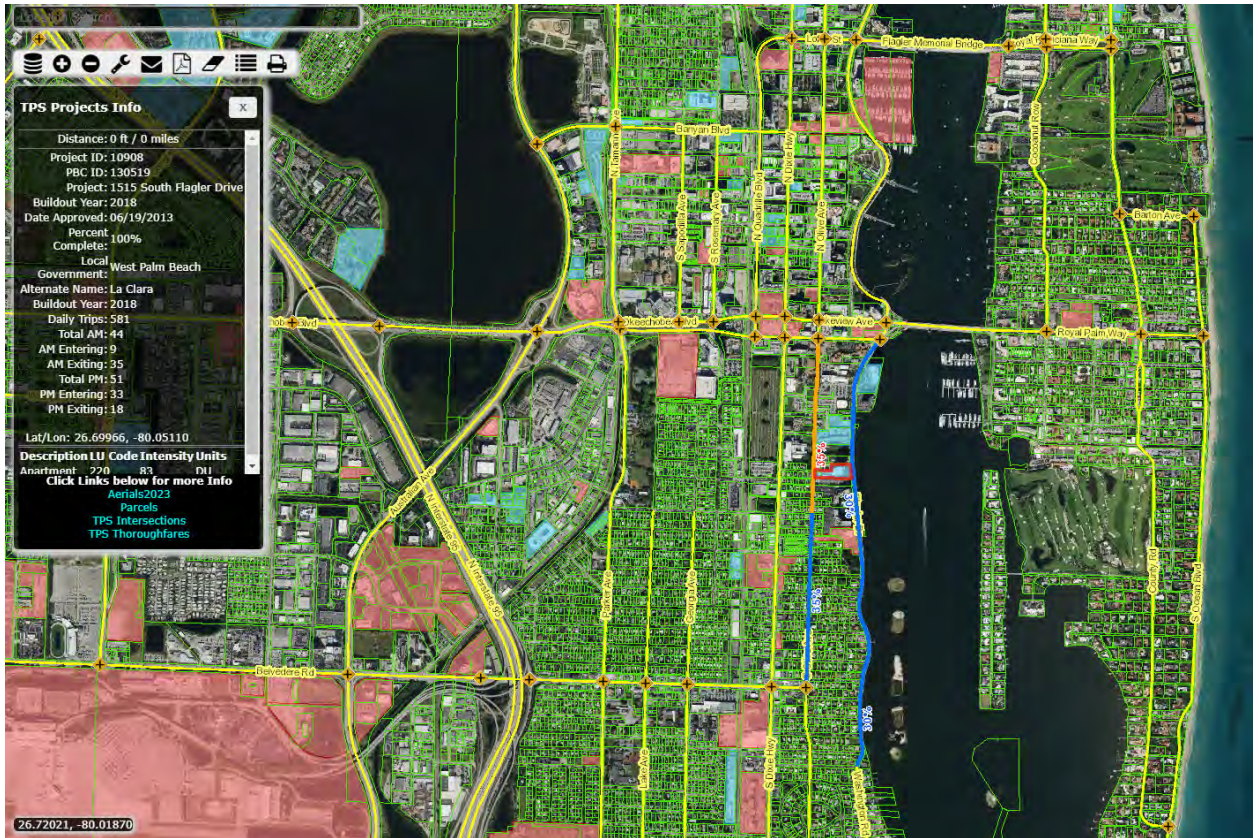
72

- Proposed Land Use**
- Residential- 84 units
  - 183 parking spaces

**Buildout- 2018**

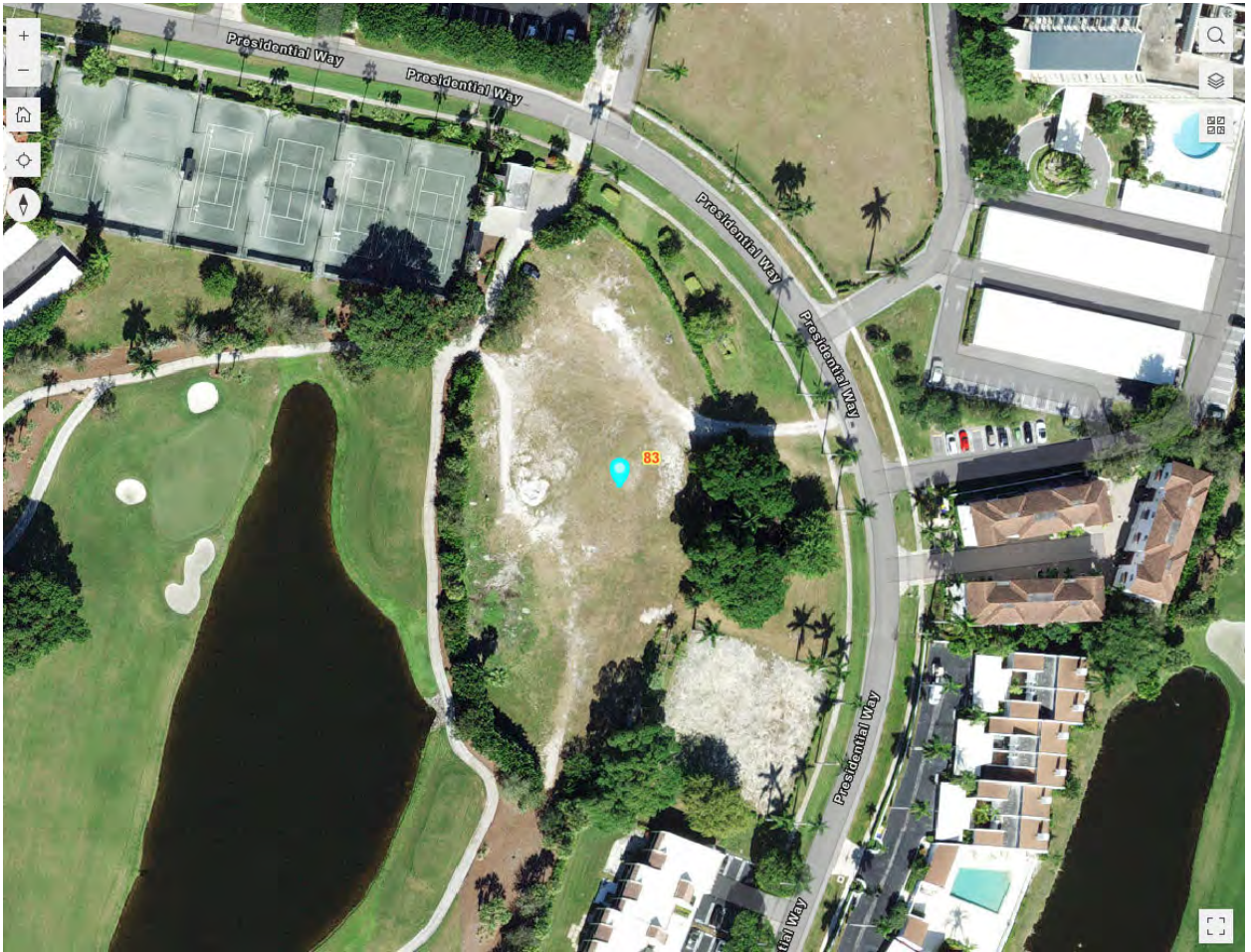


# Palm Beach County TPS- See distribution map and site generated trip summary.





**15. Banyan Cay- Presidential Way, WPB, FL.**



**TPS Projects Info**

Distance: 0 ft / 0 miles

Project ID: 10869  
PBC ID: 170312  
Project: Banyan Cay  
Buildout Year: 2022  
Date Approved: 05/09/2017  
Percent Complete: 56%

Local Government: West Palm Beach  
Alternate Name: Sea Palm Resort  
Buildout Year: 2022  
Daily Trips: 4613  
Total AM: 312  
AM Entering: 117  
AM Exiting: 196  
Total PM: 386  
PM Entering: 229  
PM Exiting: 158

Lat/Lon: 26.73612, -80.08450

Description	LU Code	Intensity	Units
Single Family Detached	710	146	D11

Click Links below for more Info

[Aerials2023](#)  
[Parcels](#)  
[TPS Intersections](#)  
[TPS Thoroughfares](#)



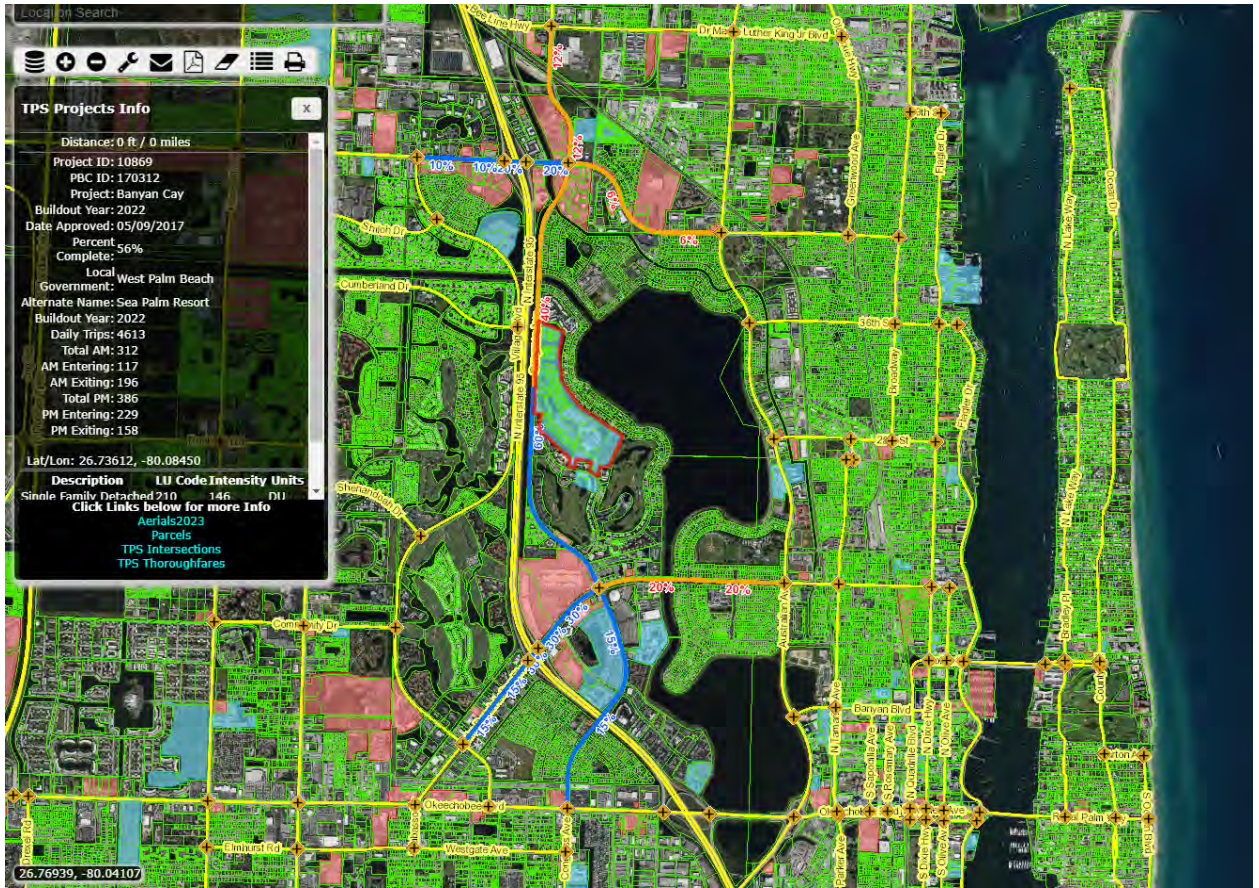
**Proposed Land Use**

- Residential- 146 single family units
- Residential- 370 multi-family units
- Hotel- 150 rooms
- Spa- 4,892 s.f.
- Meeting Space- 11,270 s.f.
- Restaurant- 5,699 s.f.
- Clubhouse- 8,653 s.f.
- Tennis Center- 2,628 s.f.

**Buildout- 2022**



# Palm Beach County TPS- See distribution map and site generated trip summary.



Lanes, Volumes, Timings  
1: S County Rd & Golfview Rd/Hammon Ave

Future AM 2029



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	10	13	9	0	37	0	233	34	84	266	0
Future Volume (vph)	11	10	13	9	0	37	0	233	34	84	266	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		45	0		0	0		0
Storage Lanes	0		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.949				0.850		0.983				
Flt Protected		0.984		0.950							0.988	
Satd. Flow (prot)	0	1739	0	1770	0	1583	0	1831	0	0	1840	0
Flt Permitted		0.984		0.800							0.865	
Satd. Flow (perm)	0	1739	0	1490	0	1583	0	1831	0	0	1611	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		14						17				
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1221			780			420				121
Travel Time (s)		27.8			17.7			9.5				2.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	12	11	14	10	0	40	0	253	37	91	289	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	37	0	10	0	40	0	290	0	0	380	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1		1		0		1		0
Detector Template	Left			Left		Right				Left		
Leading Detector (ft)	20	0		20		20		0		20		0
Trailing Detector (ft)	0	0		0		0		0		0		0
Detector 1 Position(ft)	0	0		0		0		0		0		0
Detector 1 Size(ft)	20	6		20		20		6		20		6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0		0.0		0.0		0.0		0.0
Detector 1 Queue (s)	0.0	0.0		0.0		0.0		0.0		0.0		0.0
Detector 1 Delay (s)	0.0	0.0		0.0		0.0		0.0		0.0		0.0
Turn Type	Perm	NA		D.Pm		Perm		NA		Perm		NA
Protected Phases		8						6				2
Permitted Phases	8			8		8				2		
Detector Phase	8	8		8		8		6		2		2
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0		7.0		5.0		5.0		5.0
Minimum Split (s)	25.4	25.4		25.4		25.4		25.6		25.6		25.6
Total Split (s)	27.0	27.0		27.0		27.0		43.0		43.0		43.0



Lanes, Volumes, Timings  
 1: S County Rd & Golfview Rd/Hammon Ave

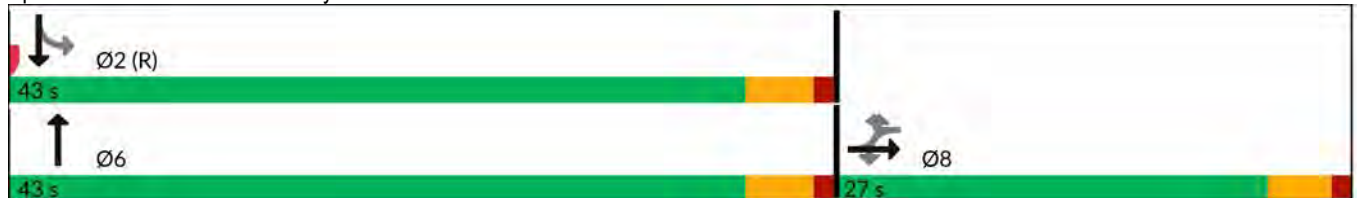
Future AM 2029

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	38.6%	38.6%		38.6%		38.6%		61.4%		61.4%	61.4%	
Maximum Green (s)	22.6	22.6		22.6		22.6		38.4		38.4	38.4	
Yellow Time (s)	3.4	3.4		3.4		3.4		3.6		3.6	3.6	
All-Red Time (s)	1.0	1.0		1.0		1.0		1.0		1.0	1.0	
Lost Time Adjust (s)		0.0		0.0		0.0		0.0		0.0	0.0	
Total Lost Time (s)		4.4		4.4		4.4		4.6		4.6	4.6	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0		3.0		3.0		3.0	3.0	
Recall Mode	None	None		None		None		Max		C-Max	C-Max	
Walk Time (s)	8.0	8.0		8.0		8.0		8.0		8.0	8.0	
Flash Don't Walk (s)	13.0	13.0		13.0		13.0		13.0		13.0	13.0	
Pedestrian Calls (#/hr)	0	0		0		0		0		0	0	
Act Effect Green (s)		7.8		7.8		7.8		59.6			59.6	
Actuated g/C Ratio		0.11		0.11		0.11		0.85			0.85	
v/c Ratio		0.18		0.06		0.23		0.19			0.28	
Control Delay (s/veh)		22.0		27.9		31.2		2.2			1.0	
Queue Delay		0.0		0.0		0.0		0.0			0.0	
Total Delay (s/veh)		22.0		27.9		31.2		2.2			1.0	
LOS		C		C		C		A			A	
Approach Delay (s/veh)		22.0			30.5			2.2			1.0	
Approach LOS		C			C			A			A	

Intersection Summary


















Area Type: Other  
 Cycle Length: 70  
 Actuated Cycle Length: 70  
 Offset: 68 (97%), Referenced to phase 2:SBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.28  
 Intersection Signal Delay (s/veh): 4.5      Intersection LOS: A  
 Intersection Capacity Utilization 52.9%      ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 1: S County Rd & Golfview Rd/Hammon Ave



HCM Signalized Intersection Capacity Analysis  
 1: S County Rd & Golfview Rd/Hammon Ave

Future AM 2029

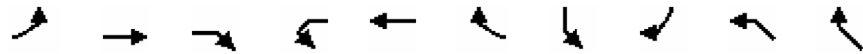
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	10	13	9	0	37	0	233	34	84	266	0
Future Volume (vph)	11	10	13	9	0	37	0	233	34	84	266	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.4		4.4		4.4		4.6			4.6	
Lane Util. Factor		1.00		1.00		1.00		1.00			1.00	
Frt		0.95		1.00		0.85		0.98			1.00	
Flt Protected		0.98		0.95		1.00		1.00			0.99	
Satd. Flow (prot)		1739		1770		1583		1831			1841	
Flt Permitted		0.98		0.80		1.00		1.00			0.86	
Satd. Flow (perm)		1739		1490		1583		1831			1611	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	12	11	14	10	0	40	0	253	37	91	289	0
RTOR Reduction (vph)	0	13	0	0	0	0	0	3	0	0	0	0
Lane Group Flow (vph)	0	24	0	10	0	40	0	287	0	0	380	0
Turn Type	Perm	NA		D.Pm		Perm		NA		Perm	NA	
Protected Phases		8						6				2
Permitted Phases	8			8		8				2		
Actuated Green, G (s)		5.0		5.0		5.0		56.0			56.0	
Effective Green, g (s)		5.0		5.0		5.0		56.0			56.0	
Actuated g/C Ratio		0.07		0.07		0.07		0.80			0.80	
Clearance Time (s)		4.4		4.4		4.4		4.6			4.6	
Vehicle Extension (s)		3.0		3.0		3.0		3.0			3.0	
Lane Grp Cap (vph)		124		106		113		1464			1288	
v/s Ratio Prot								0.16				
v/s Ratio Perm		0.01		0.01		c0.03					c0.24	
v/c Ratio		0.19		0.09		0.35		0.20			0.30	
Uniform Delay, d1		30.6		30.4		31.0		1.7			1.8	
Progression Factor		1.00		1.00		1.00		1.00			0.22	
Incremental Delay, d2		0.8		0.4		1.9		0.3			0.6	
Delay (s)		31.4		30.8		32.9		2.0			1.0	
Level of Service		C		C		C		A			A	
Approach Delay (s/veh)		31.4			32.4			2.0			1.0	
Approach LOS		C			C			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay (s/veh)			4.9									A
HCM 2000 Volume to Capacity ratio			0.30									
Actuated Cycle Length (s)			70.0								9.0	
Intersection Capacity Utilization			52.9%									A
Analysis Period (min)			15									

c Critical Lane Group



Lanes, Volumes, Timings  
2: Worth Ave & S County Rd

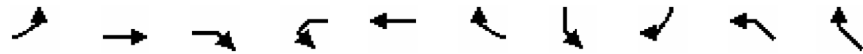
Future AM 2029



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations					↕↕		↕	↕	↕	↕
Traffic Volume (vph)	0	0	0	33	70	125	296	108	75	213
Future Volume (vph)	0	0	0	33	70	125	296	108	75	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0	0	150	0
Storage Lanes	0		0	0		0	1	1	1	1
Taper Length (ft)	25			25			25		25	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt					0.918			0.850		0.850
Flt Protected					0.993		0.950		0.950	
Satd. Flow (prot)	0	0	0	0	3226	0	1770	1583	1770	1583
Flt Permitted					0.993		0.950		0.530	
Satd. Flow (perm)	0	0	0	0	3226	0	1770	1583	987	1583
Right Turn on Red			Yes			Yes		Yes		
Satd. Flow (RTOR)					136			117		
Link Speed (mph)		30			30		30		30	
Link Distance (ft)		1516			1065		306		341	
Travel Time (s)		34.5			24.2		7.0		7.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	36	76	136	322	117	82	232
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	0	0	248	0	322	117	82	232
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Right
Median Width(ft)		0			0		12		12	
Link Offset(ft)		0			0		0		0	
Crosswalk Width(ft)		16			16		16		16	
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15	9	15	9
Number of Detectors				1	2		2	1	1	2
Detector Template				Left	Thru		Thru	Right	Left	Thru
Leading Detector (ft)				20	100		100	20	20	100
Trailing Detector (ft)				0	0		0	0	0	0
Detector 1 Position(ft)				0	0		0	0	0	0
Detector 1 Size(ft)				20	6		6	20	20	6
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel										
Detector 1 Extend (s)				0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)					94		94			94
Detector 2 Size(ft)					6		6			6
Detector 2 Type					Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel										
Detector 2 Extend (s)					0.0		0.0			0.0
Turn Type				Perm	NA		Prot	Perm	pm+pt	Prot
Protected Phases					4		6		5	2
Permitted Phases				4				6	2	

Lanes, Volumes, Timings  
2: Worth Ave & S County Rd

Future AM 2029

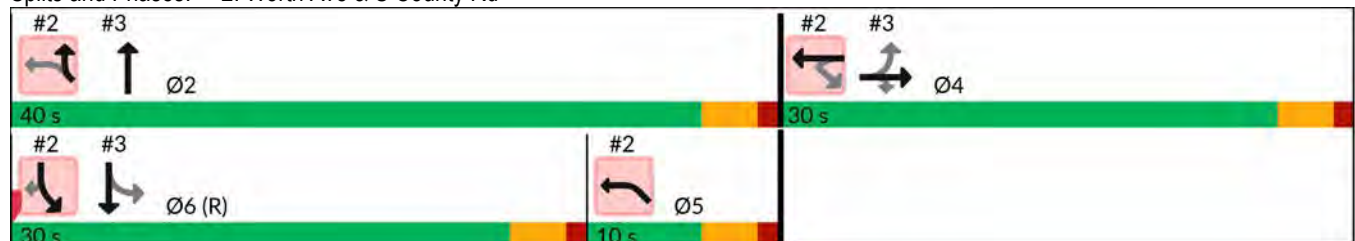


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Detector Phase				4	4		6	6	5	2
Switch Phase										
Minimum Initial (s)				5.0	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)				30.0	30.0		30.0	30.0	9.5	30.0
Total Split (s)				30.0	30.0		30.0	30.0	10.0	40.0
Total Split (%)				42.9%	42.9%		42.9%	42.9%	14.3%	57.1%
Maximum Green (s)				26.0	26.0		26.0	26.0	6.0	36.0
Yellow Time (s)				3.0	3.0		3.0	3.0	3.0	3.0
All-Red Time (s)				1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)					0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)					4.0		4.0	4.0	4.0	4.0
Lead/Lag							Lead	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	
Vehicle Extension (s)				5.0	5.0		5.0	5.0	5.0	5.0
Recall Mode				None	None		C-Max	C-Max	None	None
Walk Time (s)				10.0	10.0		10.0	10.0		10.0
Flash Don't Walk (s)				16.0	16.0		16.0	16.0		16.0
Pedestrian Calls (#/hr)				0	0		0	0		0
Act Effect Green (s)					14.0		40.0	40.0	49.2	48.0
Actuated g/C Ratio					0.20		0.57	0.57	0.70	0.69
v/c Ratio					0.33		0.32	0.12	0.11	0.21
Control Delay (s/veh)					11.2		5.2	0.5	4.7	4.8
Queue Delay					0.0		0.2	0.0	0.0	0.0
Total Delay (s/veh)					11.2		5.4	0.5	4.7	4.8
LOS					B		A	A	A	A
Approach Delay (s/veh)					11.2		4.1		4.7	
Approach LOS					B		A		A	

Intersection Summary

Area Type: Other  
 Cycle Length: 70  
 Actuated Cycle Length: 70  
 Offset: 64 (91%), Referenced to phase 6:SBL, Start of Green  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.35  
 Intersection Signal Delay (s/veh): 6.1      Intersection LOS: A  
 Intersection Capacity Utilization 37.5%      ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 2: Worth Ave & S County Rd

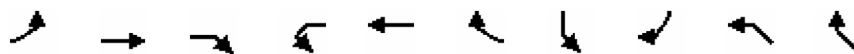




# HCM Signalized Intersection Capacity Analysis

## 2: Worth Ave & S County Rd

Future AM 2029





















Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR	
Lane Configurations					↕↕		↕	↕	↕	↕	
Traffic Volume (vph)	0	0	0	33	70	125	296	108	75	213	
Future Volume (vph)	0	0	0	33	70	125	296	108	75	213	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)					4.0		4.0	4.0	4.0	4.0	
Lane Util. Factor					0.95		1.00	1.00	1.00	1.00	
Fr <sub>t</sub>					0.92		1.00	0.85	1.00	0.85	
Fl <sub>t</sub> Protected					0.99		0.95	1.00	0.95	1.00	
Satd. Flow (prot)					3225		1770	1583	1770	1583	
Fl <sub>t</sub> Permitted					0.99		0.95	1.00	0.53	1.00	
Satd. Flow (perm)					3225		1770	1583	987	1583	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	0	0	0	36	76	136	322	117	82	232	
RTOR Reduction (vph)	0	0	0	0	109	0	0	51	0	0	
Lane Group Flow (vph)	0	0	0	0	139	0	322	66	82	232	
Turn Type				Perm	NA		Prot	Perm	pm+pt	Prot	
Protected Phases					4		6		5	2	
Permitted Phases				4				6	2		
Actuated Green, G (s)					14.0		39.2	39.2	48.0	48.0	
Effective Green, g (s)					14.0		39.2	39.2	48.0	48.0	
Actuated g/C Ratio					0.20		0.56	0.56	0.69	0.69	
Clearance Time (s)					4.0		4.0	4.0	4.0	4.0	
Vehicle Extension (s)					5.0		5.0	5.0	5.0	5.0	
Lane Grp Cap (vph)					645		991	886	730	1085	
v/s Ratio Prot							c0.18		0.01	c0.15	
v/s Ratio Perm					0.04			0.04	0.07		
v/c Ratio					0.22		0.32	0.07	0.11	0.21	
Uniform Delay, d <sub>1</sub>					23.4		8.3	7.1	4.7	4.1	
Progression Factor					1.00		0.43	0.11	0.83	0.83	
Incremental Delay, d <sub>2</sub>					0.4		0.9	0.2	0.1	0.2	
Delay (s)					23.8		4.4	1.0	4.1	3.6	
Level of Service					C		A	A	A	A	
Approach Delay (s/veh)		0.0			23.8		3.5		3.7		
Approach LOS		A			C		A		A		
<b>Intersection Summary</b>											
HCM 2000 Control Delay (s/veh)			8.6		HCM 2000 Level of Service				A		
HCM 2000 Volume to Capacity ratio			0.30								
Actuated Cycle Length (s)			70.0		Sum of lost time (s)				12.0		
Intersection Capacity Utilization			37.5%		ICU Level of Service				A		
Analysis Period (min)			15								

c Critical Lane Group

Lanes, Volumes, Timings  
3: S County Rd & Peruvian Ave

Future AM 2029

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	73	85	0	0	0	0	298	34	108	323	0
Future Volume (vph)	45	73	85	0	0	0	0	298	34	108	323	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Fr <sub>t</sub>			0.850					0.985				
Fl <sub>t</sub> Protected		0.981									0.988	
Satd. Flow (prot)	0	1827	1583	0	0	0	0	3486	0	0	3497	0
Fl <sub>t</sub> Permitted		0.981									0.776	
Satd. Flow (perm)	0	1827	1583	0	0	0	0	3486	0	0	2746	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			92					26				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1510			55			306			163	
Travel Time (s)		34.3			1.3			7.0			3.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	49	79	92	0	0	0	0	324	37	117	351	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	128	92	0	0	0	0	361	0	0	468	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2		1	2	
Detector Template	Left	Thru	Right					Thru		Left	Thru	
Leading Detector (ft)	20	100	20					100		20	100	
Trailing Detector (ft)	0	0	0					0		0	0	
Detector 1 Position(ft)	0	0	0					0		0	0	
Detector 1 Size(ft)	20	6	20					6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4		4							6		
Detector Phase	4	4	4					2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0					5.0		5.0	5.0	



Lane Group	Ø5
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Fr <sub>t</sub>	
Fl <sub>t</sub> Protected	
Satd. Flow (prot)	
Fl <sub>t</sub> Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	5
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0

Lanes, Volumes, Timings  
3: S County Rd & Peruvian Ave

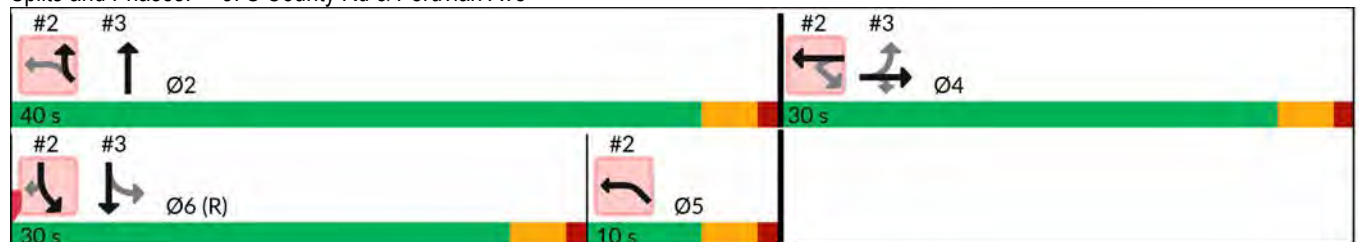
Future AM 2029

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	30.0	30.0	30.0					30.0		30.0	30.0	
Total Split (s)	30.0	30.0	30.0					40.0		30.0	30.0	
Total Split (%)	42.9%	42.9%	42.9%					57.1%		42.9%	42.9%	
Maximum Green (s)	26.0	26.0	26.0					36.0		26.0	26.0	
Yellow Time (s)	3.0	3.0	3.0					3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0					1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0					0.0			0.0	
Total Lost Time (s)		4.0	4.0					4.0			4.0	
Lead/Lag										Lead	Lead	
Lead-Lag Optimize?										Yes	Yes	
Vehicle Extension (s)	5.0	5.0	5.0					5.0		5.0	5.0	
Recall Mode	None	None	None					None		C-Max	C-Max	
Walk Time (s)	10.0	10.0	10.0					10.0		10.0	10.0	
Flash Don't Walk (s)	16.0	16.0	16.0					16.0		16.0	16.0	
Pedestrian Calls (#/hr)	0	0	0					0		0	0	
Act Effect Green (s)		14.0	14.0					48.0			40.0	
Actuated g/C Ratio		0.20	0.20					0.69			0.57	
v/c Ratio		0.35	0.24					0.15			0.30	
Control Delay (s/veh)		25.1	6.5					3.9			10.2	
Queue Delay		0.0	0.0					0.0			0.0	
Total Delay (s/veh)		25.1	6.5					3.9			10.2	
LOS		C	A					A			B	
Approach Delay (s/veh)		17.4						3.9			10.2	
Approach LOS		B						A			B	

Intersection Summary

Area Type: Other  
 Cycle Length: 70  
 Actuated Cycle Length: 70  
 Offset: 64 (91%), Referenced to phase 6:SBL, Start of Green  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.35  
 Intersection Signal Delay (s/veh): 9.5      Intersection LOS: A  
 Intersection Capacity Utilization 37.7%      ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 3: S County Rd & Peruvian Ave























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Lane Group	Ø5
Minimum Split (s)	9.5
Total Split (s)	10.0
Total Split (%)	14%
Maximum Green (s)	6.0
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	5.0
Recall Mode	None
Walk Time (s)	
Flash Don't Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Intersection Summary	

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HCM Signalized Intersection Capacity Analysis  
 3: S County Rd & Peruvian Ave

Future AM 2029

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	73	85	0	0	0	0	298	34	108	323	0
Future Volume (vph)	45	73	85	0	0	0	0	298	34	108	323	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0			4.0	
Lane Util. Factor		1.00	1.00					0.95			0.95	
Frt		1.00	0.85					0.98			1.00	
Flt Protected		0.98	1.00					1.00			0.99	
Satd. Flow (prot)		1828	1583					3485			3496	
Flt Permitted		0.98	1.00					1.00			0.78	
Satd. Flow (perm)		1828	1583					3485			2748	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	49	79	92	0	0	0	0	324	37	117	351	0
RTOR Reduction (vph)	0	0	74	0	0	0	0	8	0	0	0	0
Lane Group Flow (vph)	0	128	18	0	0	0	0	353	0	0	468	0
Turn Type	Perm	NA	Perm					NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4		4							6		
Actuated Green, G (s)		14.0	14.0					48.0			39.2	
Effective Green, g (s)		14.0	14.0					48.0			39.2	
Actuated g/C Ratio		0.20	0.20					0.69			0.56	
Clearance Time (s)		4.0	4.0					4.0			4.0	
Vehicle Extension (s)		5.0	5.0					5.0			5.0	
Lane Grp Cap (vph)		365	316					2389			1538	
v/s Ratio Prot								c0.10				
v/s Ratio Perm		0.07	0.01								c0.17	
v/c Ratio		0.35	0.06					0.15			0.30	
Uniform Delay, d1		24.1	22.7					3.8			8.2	
Progression Factor		1.00	1.00					0.86			1.00	
Incremental Delay, d2		1.2	0.2					0.1			0.5	
Delay (s)		25.3	22.8					3.4			8.7	
Level of Service		C	C					A			A	
Approach Delay (s/veh)		24.3			0.0			3.4			8.7	
Approach LOS		C			A			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay (s/veh)			10.1					HCM 2000 Level of Service			B	
HCM 2000 Volume to Capacity ratio			0.31									
Actuated Cycle Length (s)			70.0					Sum of lost time (s)		12.0		
Intersection Capacity Utilization			37.7%					ICU Level of Service		A		
Analysis Period (min)			15									

c Critical Lane Group



Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations						↗		↖			↔	
Traffic Vol, veh/h	0	0	0	0	0	85	0	339	0	0	414	84
Future Vol, veh/h	0	0	0	0	0	85	0	339	0	0	414	84
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	92	0	368	0	0	450	91

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	- 184	- 0 - 368 0 0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	- 6.94	- - - 4.14 - -
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	- 3.32	- - - 2.22 - -
Pot Cap-1 Maneuver	0	0 827	0 - 0 1187 - -
Stage 1	0	0 -	0 - - -
Stage 2	0	0 -	0 - - -
Platoon blocked, %			- - -
Mov Cap-1 Maneuver	-	0 827	- - - 1187 - -
Mov Cap-2 Maneuver	-	0 -	- - - - -
Stage 1	-	0 -	- - - - -
Stage 2	-	0 -	- - - - -

Approach	WB	NB	SB
HCM Control Delay, s/v	9.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBTWBLn1	SBL	SBT	SBR
Capacity (veh/h)	- 827	1187	-	-
HCM Lane V/C Ratio	- 0.112	-	-	-
HCM Control Delay (s/veh)	- 9.9	0	-	-
HCM Lane LOS	- A	A	-	-
HCM 95th %tile Q(veh)	- 0.4	0	-	-

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗					↕↔			↕↕	
Traffic Vol, veh/h	0	0	99	0	0	0	0	496	55	0	544	1
Future Vol, veh/h	0	0	99	0	0	0	0	496	55	0	544	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	108	0	0	0	0	539	60	0	591	1

Major/Minor	Minor2		Major1			Major2			
Conflicting Flow All	-	-	296	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	700	0	-	-	0	-	-
Stage 1	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	-	-	0	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	-	0	700	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v11.07		0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBT	SBR
Capacity (veh/h)	-	-	700	-	-
HCM Lane V/C Ratio	-	-	0.154	-	-
HCM Control Delay (s/veh)	-	-	11.1	-	-
HCM Lane LOS	-	-	B	-	-
HCM 95th %tile Q(veh)	-	-	0.5	-	-



Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↕↕	↗		↕↕	
Traffic Vol, veh/h	0	0	57	8	8	34	107	383	28	14	503	46
Future Vol, veh/h	0	0	57	8	8	34	107	383	28	14	503	46
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	62	9	9	37	116	416	30	15	547	50






















Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	572	1226	1276	208	597	0	0	447	0	0
Stage 1	-	-	-	649	649	-	-	-	-	-	-	-
Stage 2	-	-	-	577	627	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.23	7.33	6.53	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	-	-	-	6.53	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	0	0	519	145	166	799	978	-	-	1112	-	-
Stage 1	0	0	-	426	465	-	-	-	-	-	-	-
Stage 2	0	0	-	501	475	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	519	108	140	799	978	-	-	1112	-	-
Mov Cap-2 Maneuver	-	-	-	108	140	-	-	-	-	-	-	-
Stage 1	-	-	-	368	401	-	-	-	-	-	-	-
Stage 2	-	-	-	432	466	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v12.88			9.73		2.49		0.21	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	786	-	-	519	799	44	-	-
HCM Lane V/C Ratio	0.119	-	-	0.119	0.046	0.014	-	-
HCM Control Delay (s/veh)	9.2	0.8	-	12.9	9.7	8.3	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.4	0.1	0	-	-

Lanes, Volumes, Timings  
7: S County Rd & Royal Palm Way

Future AM 2029

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	393	282	233	0	157	32	125	178	29	6	323	361
Future Volume (vph)	393	282	233	0	157	32	125	178	29	6	323	361
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	0		0	0		0	0		0
Storage Lanes	1		1	0		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.975			0.979				0.850
Flt Protected	0.950						0.950				0.999	
Satd. Flow (prot)	1770	1863	1583	0	3451	0	1770	1824	0	0	1861	1583
Flt Permitted	0.576						0.282				0.994	
Satd. Flow (perm)	1073	1863	1583	0	3451	0	525	1824	0	0	1852	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			253		21			12				392
Link Speed (mph)		30			30			30				30
Link Distance (ft)		693			1009			293				161
Travel Time (s)		15.8			22.9			6.7				3.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	427	307	253	0	171	35	136	193	32	7	351	392
Shared Lane Traffic (%)												
Lane Group Flow (vph)	427	307	253	0	206	0	136	225	0	0	358	392
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1		2		1	2		1	2	1
Detector Template	Left	Thru	Right		Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20		100		20	100		20	100	20
Trailing Detector (ft)	0	0	0		0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0		0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20		6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA	Perm		NA		pm+pt	NA		Perm	NA	Perm
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4		4				2			6		6



Lanes, Volumes, Timings  
7: S County Rd & Royal Palm Way

Future AM 2029

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4		8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	10.0	20.0	20.0		10.0		15.0	15.0		15.0	15.0	15.0
Minimum Split (s)	14.5	26.5	26.5		23.6		19.5	34.6		34.6	34.6	34.6
Total Split (s)	23.0	46.0	46.0		23.0		19.0	54.0		35.0	35.0	35.0
Total Split (%)	23.0%	46.0%	46.0%		23.0%		19.0%	54.0%		35.0%	35.0%	35.0%
Maximum Green (s)	19.0	41.5	41.5		18.5		15.0	49.4		30.4	30.4	30.4
Yellow Time (s)	3.0	3.5	3.5		3.5		3.0	3.6		3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0		1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.5	4.5		4.5		4.0	4.6		4.6	4.6	4.6
Lead/Lag	Lag			Lead			Lead			Lag		
Lead-Lag Optimize?	Yes			Yes			Yes			Yes		
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0		4.0	4.0	4.0
Recall Mode	C-Max	C-Max	C-Max		None		None	Max		Max	Max	Max
Walk Time (s)		7.0	7.0		7.0			7.0		7.0	7.0	7.0
Flash Don't Walk (s)		15.0	15.0		12.0			23.0		23.0	23.0	23.0
Pedestrian Calls (#/hr)		0	0		0			0		0	0	0
Act Effct Green (s)	42.0	41.5	41.5		11.3		50.0	49.4		30.4	30.4	30.4
Actuated g/C Ratio	0.42	0.42	0.42		0.11		0.50	0.49		0.30	0.30	0.30
v/c Ratio	0.67	0.40	0.31		0.50		0.30	0.25		0.64	0.52	0.52
Control Delay (s/veh)	27.7	17.6	2.4		41.6		15.5	14.7		36.1	5.5	5.5
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	27.7	17.6	2.4		41.6		15.5	14.7		36.1	5.5	5.5
LOS	C	B	A		D		B	B		D	A	A
Approach Delay (s/veh)		18.1				41.6		15.0		20.1		
Approach LOS		B				D		B		C		

Intersection Summary





















Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 52 (52%), Referenced to phase 4:EBTL and 7:EBL, Start of Green  
 Natural Cycle: 95  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.67  
 Intersection Signal Delay (s/veh): 20.4      Intersection LOS: C  
 Intersection Capacity Utilization 74.7%      ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 7: S County Rd & Royal Palm Way



HCM Signalized Intersection Capacity Analysis  
7: S County Rd & Royal Palm Way

Future AM 2029

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	393	282	233	0	157	32	125	178	29	6	323	361
Future Volume (vph)	393	282	233	0	157	32	125	178	29	6	323	361
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.5	4.5		4.5		4.0	4.6			4.6	4.6
Lane Util. Factor	1.00	1.00	1.00		0.95		1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85		0.97		1.00	0.98			1.00	0.85
Flt Protected	0.95	1.00	1.00		1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1770	1863	1583		3449		1770	1823			1861	1583
Flt Permitted	0.58	1.00	1.00		1.00		0.28	1.00			0.99	1.00
Satd. Flow (perm)	1073	1863	1583		3449		525	1823			1852	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	427	307	253	0	171	35	136	193	32	7	351	392
RTOR Reduction (vph)	0	0	148	0	19	0	0	6	0	0	0	273
Lane Group Flow (vph)	427	307	105	0	187	0	136	219	0	0	358	119
Turn Type	pm+pt	NA	Perm		NA		pm+pt	NA		Perm	NA	Perm
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4		4				2			6		6
Actuated Green, G (s)	42.0	41.5	41.5		11.3		49.4	49.4			30.4	30.4
Effective Green, g (s)	42.0	41.5	41.5		11.3		49.4	49.4			30.4	30.4
Actuated g/C Ratio	0.42	0.42	0.42		0.11		0.49	0.49			0.30	0.30
Clearance Time (s)	4.0	4.5	4.5		4.5		4.0	4.6			4.6	4.6
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0			4.0	4.0
Lane Grp Cap (vph)	633	773	656		389		446	900			563	481
v/s Ratio Prot	c0.18	0.16			0.05		c0.05	0.12				
v/s Ratio Perm	c0.11		0.07				0.10				c0.19	0.08
v/c Ratio	0.67	0.40	0.16		0.48		0.30	0.24			0.64	0.25
Uniform Delay, d1	23.8	20.5	18.3		41.6		15.5	14.6			30.0	26.2
Progression Factor	0.84	0.78	0.57		1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	5.2	1.4	0.5		0.9		0.4	0.6			5.4	1.2
Delay (s)	25.1	17.3	10.9		42.5		15.9	15.2			35.4	27.4
Level of Service	C	B	B		D		B	B			D	C
Approach Delay (s/veh)		19.0			42.5			15.4			31.2	
Approach LOS		B			D			B			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay (s/veh)			24.6									HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio			0.62									
Actuated Cycle Length (s)			100.0								17.1	Sum of lost time (s)
Intersection Capacity Utilization			74.7%									ICU Level of Service D
Analysis Period (min)			15									

c Critical Lane Group



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	0	0	0	3	3	26	40	587	0	0	459	21
Future Vol, veh/h	0	0	0	3	3	26	40	587	0	0	459	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	3	3	28	43	638	0	0	499	23






















Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	974	1247	638	522	0	-	0
Stage 1	725	725	-	-	-	-	-
Stage 2	249	522	-	-	-	-	-
Critical Hdwy	6.63	6.53	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.83	5.53	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	2.219	-	-	-
Pot Cap-1 Maneuver	264	173	476	1043	-	0	0
Stage 1	478	429	-	-	-	0	0
Stage 2	770	530	-	-	-	0	0
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	247	0	476	1043	-	-	-
Mov Cap-2 Maneuver	247	0	-	-	-	-	-
Stage 1	448	0	-	-	-	-	-
Stage 2	770	0	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.05	0.55	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBTWBLn1	SBT	SBR
Capacity (veh/h)	115	-	476	-
HCM Lane V/C Ratio	0.042	-	0.059	-
HCM Control Delay (s/veh)	8.6	0	13	-
HCM Lane LOS	A	A	B	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-

Lanes, Volumes, Timings  
 9: County Road & Royal Poinciana

Future AM 2029

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	391	147	239	28	70	11	257	515	49	0	374	291
Future Volume (vph)	391	147	239	28	70	11	257	515	49	0	374	291
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	415		0	0		0	0		0	0		0
Storage Lanes	1		1	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Frt			0.850				0.850		0.991			0.934
Flt Protected	0.950	0.978			0.986			0.985				
Satd. Flow (prot)	1681	1731	1583	0	1837	1583	0	3455	0	0	3306	0
Flt Permitted	0.950	0.978			0.815			0.574				
Satd. Flow (perm)	1681	1731	1583	0	1518	1583	0	2013	0	0	3306	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			260			109		8			210	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		408			419			86			55	
Travel Time (s)		9.3			9.5			2.0			1.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	425	160	260	30	76	12	279	560	53	0	407	316
Shared Lane Traffic (%)	32%											
Lane Group Flow (vph)	289	296	260	0	106	12	0	892	0	0	723	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2				2
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru				Thru
Leading Detector (ft)	20	100	20	20	100	20	20	100				100
Trailing Detector (ft)	0	0	0	0	0	0	0	0				0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0				0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6				6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA				NA
Protected Phases	3	3	3		4	4		1 2				1
Permitted Phases				4			2					



Lanes, Volumes, Timings  
 9: County Road & Royal Poinciana

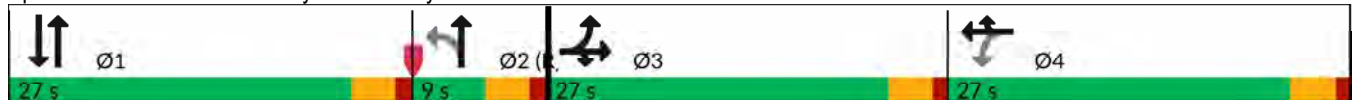
Future AM 2029

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	3	3	4	4	4	2	1 2				1
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	10.0	10.0	10.0	5.0					20.0
Minimum Split (s)	27.5	27.5	27.5	27.5	27.5	27.5	27.5					27.5
Total Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	9.0					27.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	10.0%					30.0%
Maximum Green (s)	23.0	23.0	23.0	23.0	23.0	23.0	5.0					23.0
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						0.0
Total Lost Time (s)	4.0	4.0	4.0		4.0	4.0						4.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes					Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0					3.0
Recall Mode	None	None	None	None	None	None	C-Max					Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0						7.0
Flash Don't Walk (s)	16.0	16.0	16.0	16.0	16.0	16.0						16.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0						0
Act Effect Green (s)	20.6	20.6	20.6		12.1	12.1		48.1				39.1
Actuated g/C Ratio	0.23	0.23	0.23		0.13	0.13		0.53				0.43
v/c Ratio	0.75	0.75	0.46		0.52	0.04		0.92dl				0.46
Control Delay (s/veh)	44.8	44.2	6.6		45.3	0.3		28.9				15.3
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0				0.4
Total Delay (s/veh)	44.8	44.2	6.6		45.3	0.3		28.9				15.8
LOS	D	D	A		D	A		C				B
Approach Delay (s/veh)		32.8			40.7			28.9				15.8
Approach LOS		C			D			C				B

Intersection Summary




















Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 27 (30%), Referenced to phase 2:NBTL and 6:, Start of Green  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.83  
 Intersection Signal Delay (s/veh): 27.1      Intersection LOS: C  
 Intersection Capacity Utilization 79.3%      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: 9: County Road & Royal Poinciana



HCM Signalized Intersection Capacity Analysis  
 9: County Road & Royal Poinciana










Future AM 2029

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	391	147	239	28	70	11	257	515	49	0	374	291
Future Volume (vph)	391	147	239	28	70	11	257	515	49	0	374	291
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		1837	1583		3454			3307	
Flt Permitted	0.95	0.98	1.00		0.82	1.00		0.57			1.00	
Satd. Flow (perm)	1681	1730	1583		1518	1583		2015			3307	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	425	160	260	30	76	12	279	560	53	0	407	316
RTOR Reduction (vph)	0	0	200	0	0	11	0	4	0	0	119	0
Lane Group Flow (vph)	289	296	60	0	106	1	0	888	0	0	604	0
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA			NA	
Protected Phases	3	3	3		4	4		1 2			1	
Permitted Phases				4			2					
Actuated Green, G (s)	20.6	20.6	20.6		10.1	10.1		47.3			39.1	
Effective Green, g (s)	20.6	20.6	20.6		10.1	10.1		47.3			39.1	
Actuated g/C Ratio	0.23	0.23	0.23		0.11	0.11		0.53			0.43	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0					4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0					3.0	
Lane Grp Cap (vph)	384	395	362		170	177		1058			1436	
v/s Ratio Prot	c0.17	0.17	0.04			0.00					0.18	
v/s Ratio Perm					c0.07			c0.44				
v/c Ratio	0.75	0.75	0.16		0.62	0.01		0.92dl			0.42	
Uniform Delay, d1	32.3	32.3	27.8		38.1	35.5		18.1			17.6	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	8.1	7.6	0.2		6.9	0.0		8.0			0.9	
Delay (s)	40.4	39.9	28.0		45.1	35.5		26.1			18.5	
Level of Service	D	D	C		D	D		C			B	
Approach Delay (s/veh)		36.4			44.1			26.1			18.5	
Approach LOS		D			D			C			B	
<b>Intersection Summary</b>												
HCM 2000 Control Delay (s/veh)			28.2									HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio			0.83									
Actuated Cycle Length (s)			90.0								16.0	Sum of lost time (s)
Intersection Capacity Utilization			79.3%									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												



Lanes, Volumes, Timings  
 10: S County Rd/County Road & S Breakers Row

Future AM 2029

							
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Lane Configurations							
Traffic Volume (vph)	232	115	665	48	24	588	
Future Volume (vph)	232	115	665	48	24	588	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95	
Fr <sub>t</sub>	0.955		0.990				
Fl <sub>t</sub> Protected	0.968					0.998	
Satd. Flow (prot)	1722	0	3504	0	0	3532	
Fl <sub>t</sub> Permitted	0.968					0.908	
Satd. Flow (perm)	1722	0	3504	0	0	3214	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)	37		14				
Link Speed (mph)	30		30			30	
Link Distance (ft)	374		229			1138	
Travel Time (s)	8.5		5.2			25.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	252	125	723	52	26	639	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	377	0	775	0	0	665	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	12		0			0	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9		9	15		
Number of Detectors	1		2		1	2	
Detector Template	Left		Thru		Left	Thru	
Leading Detector (ft)	20		100		20	100	
Trailing Detector (ft)	0		0		0	0	
Detector 1 Position(ft)	0		0		0	0	
Detector 1 Size(ft)	20		6		20	6	
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0		0.0	0.0	
Detector 1 Delay (s)	0.0		0.0		0.0	0.0	
Detector 2 Position(ft)			94			94	
Detector 2 Size(ft)			6			6	
Detector 2 Type			Cl+Ex			Cl+Ex	
Detector 2 Channel							
Detector 2 Extend (s)			0.0			0.0	
Turn Type	Prot		NA		Perm	NA	
Protected Phases	8		2			6	4
Permitted Phases					6		
Detector Phase	8		2		6	6	
Switch Phase							
Minimum Initial (s)	15.0		15.0		15.0	15.0	15.0

Lanes, Volumes, Timings  
 10: S County Rd/County Road & S Breakers Row

Future AM 2029

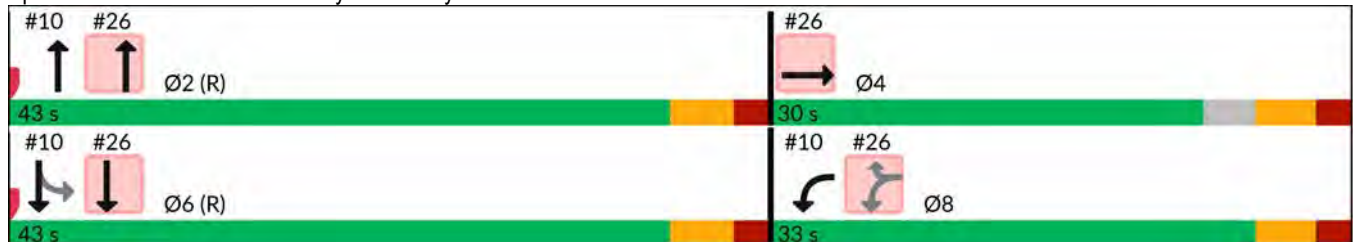


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Minimum Split (s)	31.4		28.6		22.6	22.6	22.5
Total Split (s)	33.0		43.0		43.0	43.0	30.0
Total Split (%)	43.4%		56.6%		56.6%	56.6%	39%
Maximum Green (s)	27.6		37.4		37.4	37.4	24.6
Yellow Time (s)	3.4		3.6		3.6	3.6	3.4
All-Red Time (s)	2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0	
Total Lost Time (s)	5.4		5.6			5.6	
<b>Lead/Lag</b>							
Lead-Lag Optimize?							
Vehicle Extension (s)	5.0		5.0		5.0	5.0	5.0
Recall Mode	None		C-Max		C-Max	C-Max	None
Walk Time (s)	10.0		7.0				
Flash Don't Walk (s)	16.0		16.0				
Pedestrian Calls (#/hr)	0		0				
Act Effect Green (s)	21.8		43.2			43.2	
Actuated g/C Ratio	0.29		0.57			0.57	
v/c Ratio	0.73		0.39			0.36	
Control Delay (s/veh)	29.9		10.4			10.5	
Queue Delay	0.0		0.8			0.0	
Total Delay (s/veh)	29.9		11.3			10.5	
LOS	C		B			B	
Approach Delay (s/veh)	29.9		11.3			10.5	
Approach LOS	C		B			B	

**Intersection Summary**

Area Type: Other  
 Cycle Length: 76  
 Actuated Cycle Length: 76  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.73  
 Intersection Signal Delay (s/veh): 14.8      Intersection LOS: B  
 Intersection Capacity Utilization 62.9%      ICU Level of Service B  
 Analysis Period (min) 15












Splits and Phases: 10: S County Rd/County Road & S Breakers Row


























HCM Signalized Intersection Capacity Analysis  
 10: S County Rd/County Road & S Breakers Row

Future AM 2029

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	232	115	665	48	24	588
Future Volume (vph)	232	115	665	48	24	588
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4		5.6			5.6
Lane Util. Factor	1.00		0.95			0.95
Frt	0.96		0.99			1.00
Flt Protected	0.97		1.00			1.00
Satd. Flow (prot)	1722		3504			3532
Flt Permitted	0.97		1.00			0.91
Satd. Flow (perm)	1722		3504			3213
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	252	125	723	52	26	639
RTOR Reduction (vph)	26	0	6	0	0	0
Lane Group Flow (vph)	351	0	769	0	0	665
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Actuated Green, G (s)	21.8		43.2			43.2
Effective Green, g (s)	21.8		43.2			43.2
Actuated g/C Ratio	0.29		0.57			0.57
Clearance Time (s)	5.4		5.6			5.6
Vehicle Extension (s)	5.0		5.0			5.0
Lane Grp Cap (vph)	493		1991			1826
v/s Ratio Prot	c0.20		c0.22			
v/s Ratio Perm						0.21
v/c Ratio	0.71		0.39			0.36
Uniform Delay, d1	24.3		9.1			8.9
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	5.9		0.6			0.6
Delay (s)	30.2		9.6			9.5
Level of Service	C		A			A
Approach Delay (s/veh)	30.2		9.6			9.5
Approach LOS	C		A			A
<b>Intersection Summary</b>						
HCM 2000 Control Delay (s/veh)			13.9		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.49			
Actuated Cycle Length (s)			76.0		Sum of lost time (s)	11.0
Intersection Capacity Utilization			62.9%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

Lanes, Volumes, Timings  
11: S County Road & Sunset Ave

Future AM 2029

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	12	95	17	0	11	0	881	32	10	507	0
Future Volume (vph)	17	12	95	17	0	11	0	881	32	10	507	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	70		100	0		0	0		0	0		0
Storage Lanes	1		1	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Frt			0.850			0.850		0.995				
Flt Protected	0.950			0.950								0.999
Satd. Flow (prot)	1770	1863	1583	1770	0	1583	0	3522	0	0	3536	0
Flt Permitted	0.950			0.749								0.935
Satd. Flow (perm)	1770	1863	1583	1395	0	1583	0	3522	0	0	3309	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			103			18		7				
Link Speed (mph)		30			30			30				30
Link Distance (ft)		735			781			263				276
Travel Time (s)		16.7			17.8			6.0				6.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	18	13	103	18	0	12	0	958	35	11	551	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	18	13	103	18	0	12	0	993	0	0	562	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1		1		2		1	2	
Detector Template	Left	Thru	Right	Left		Right		Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20		20		100		20	100	
Trailing Detector (ft)	0	0	0	0		0		0		0	0	
Detector 1 Position(ft)	0	0	0	0		0		0		0	0	
Detector 1 Size(ft)	20	6	20	20		20		6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm	Perm		Perm		NA		Perm	NA	
Protected Phases		8						6			2	
Permitted Phases	8		8	4		4				2		



Lanes, Volumes, Timings  
11: S County Road & Sunset Ave

Future AM 2029

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	8	8	8	4		4		6		2	2	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0		15.0		10.0		10.0	10.0	
Minimum Split (s)	30.5	30.5	30.5	30.5		30.5		25.5		25.5	25.5	
Total Split (s)	30.0	30.0	30.0	30.0		30.0		60.0		60.0	60.0	
Total Split (%)	33.3%	33.3%	33.3%	33.3%		33.3%		66.7%		66.7%	66.7%	
Maximum Green (s)	25.5	25.5	25.5	25.5		25.5		55.5		55.5	55.5	
Yellow Time (s)	3.5	3.5	3.5	3.5		3.5		3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0		1.0		1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	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 Optimize?												
Vehicle Extension (s)	5.0	5.0	5.0	5.0		5.0		5.0		5.0	5.0	
Recall Mode	None	None	None	None		None		C-Max		Max	Max	
Walk Time (s)	10.0	10.0	10.0	10.0		10.0		10.0		10.0	10.0	
Flash Don't Walk (s)	16.0	16.0	16.0	16.0		16.0		10.0		10.0	10.0	
Pedestrian Calls (#/hr)	0	0	0	0		0		0		0	0	
Act Effect Green (s)	15.0	15.0	15.0	15.0		15.0		70.8		70.8	70.8	
Actuated g/C Ratio	0.17	0.17	0.17	0.17		0.17		0.79		0.79	0.79	
v/c Ratio	0.06	0.04	0.30	0.08		0.04		0.36		0.36	0.22	
Control Delay (s/veh)	37.2	37.6	16.5	32.8		11.9		3.0		3.0	5.0	
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.3		0.3	0.0	
Total Delay (s/veh)	37.2	37.6	16.5	32.8		11.9		3.3		3.3	5.0	
LOS	D	D	B	C		B		A		A	A	
Approach Delay (s/veh)		21.4				24.4		3.3		3.3	5.0	
Approach LOS		C				C		A		A	A	

Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 83 (92%), Referenced to phase 6:NBT, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.36  
 Intersection Signal Delay (s/veh): 5.6      Intersection LOS: A  
 Intersection Capacity Utilization 61.6%      ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 11: S County Road & Sunset Ave



HCM Signalized Intersection Capacity Analysis

Future AM 2029

11: S County Road & Sunset Ave


















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	12	95	17	0	11	0	881	32	10	507	0
Future Volume (vph)	17	12	95	17	0	11	0	881	32	10	507	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5		4.5		4.5			4.5	
Lane Util. Factor	1.00	1.00	1.00	1.00		1.00		0.95			0.95	
Frt	1.00	1.00	0.85	1.00		0.85		0.99			1.00	
Flt Protected	0.95	1.00	1.00	0.95		1.00		1.00			1.00	
Satd. Flow (prot)	1770	1863	1583	1770		1583		3521			3536	
Flt Permitted	0.95	1.00	1.00	0.75		1.00		1.00			0.93	
Satd. Flow (perm)	1770	1863	1583	1395		1583		3521			3308	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	18	13	103	18	0	12	0	958	35	11	551	0
RTOR Reduction (vph)	0	0	89	0	0	10	0	2	0	0	0	0
Lane Group Flow (vph)	18	13	14	18	0	2	0	991	0	0	562	0
Turn Type	Perm	NA	Perm	Perm		Perm		NA		Perm	NA	
Protected Phases		8						6			2	
Permitted Phases	8		8	4		4				2		
Actuated Green, G (s)	12.0	12.0	12.0	12.0		12.0		69.0			69.0	
Effective Green, g (s)	12.0	12.0	12.0	12.0		12.0		69.0			69.0	
Actuated g/C Ratio	0.13	0.13	0.13	0.13		0.13		0.77			0.77	
Clearance Time (s)	4.5	4.5	4.5	4.5		4.5		4.5			4.5	
Vehicle Extension (s)	5.0	5.0	5.0	5.0		5.0		5.0			5.0	
Lane Grp Cap (vph)	236	248	211	186		211		2699			2536	
v/s Ratio Prot		0.01						c0.28				
v/s Ratio Perm	0.01		0.01	c0.01		0.00					0.17	
v/c Ratio	0.08	0.05	0.07	0.10		0.01		0.37			0.22	
Uniform Delay, d1	34.1	34.0	34.1	34.2		33.8		3.4			3.0	
Progression Factor	1.16	1.18	2.06	1.00		1.00		0.68			1.41	
Incremental Delay, d2	0.2	0.1	0.2	0.5		0.0		0.4			0.2	
Delay (s)	39.8	40.2	70.4	34.7		33.9		2.7			4.4	
Level of Service	D	D	E	C		C		A			A	
Approach Delay (s/veh)		63.3			34.4			2.7			4.4	
Approach LOS		E			C			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay (s/veh)			8.5									A
HCM 2000 Volume to Capacity ratio			0.33									
Actuated Cycle Length (s)			90.0								9.0	
Intersection Capacity Utilization			61.6%									B
Analysis Period (min)			15									

c Critical Lane Group



Lanes, Volumes, Timings  
12: Sunrise Ave & S County Rd

Future AM 2029

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	12	34	97	19	13	80	706	125	15	367	33
Future Volume (vph)	44	12	34	97	19	13	80	706	125	15	367	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	210		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.949			0.940			0.979			0.988	
Flt Protected		0.976		0.950				0.996			0.998	
Satd. Flow (prot)	0	1725	0	1770	1751	0	0	3451	0	0	3490	0
Flt Permitted		0.827		0.715				0.853			0.909	
Satd. Flow (perm)	0	1462	0	1332	1751	0	0	2956	0	0	3179	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34			14			24			12	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		716			834			109			368	
Travel Time (s)		16.3			19.0			2.5			8.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	48	13	37	105	21	14	87	767	136	16	399	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	98	0	105	35	0	0	990	0	0	451	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2			6		

Lanes, Volumes, Timings  
12: Sunrise Ave & S County Rd

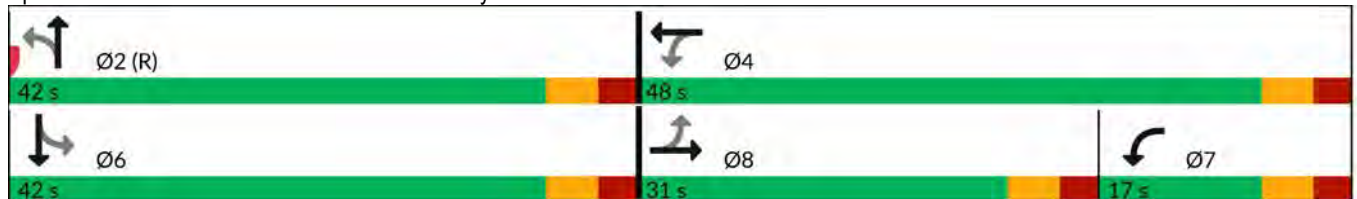
Future AM 2029

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	8	8		7	4		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		7.0	10.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	31.0	31.0		13.0	31.0		26.0	26.0		28.0	28.0	
Total Split (s)	31.0	31.0		17.0	48.0		42.0	42.0		42.0	42.0	
Total Split (%)	34.4%	34.4%		18.9%	53.3%		46.7%	46.7%		46.7%	46.7%	
Maximum Green (s)	25.0	25.0		11.0	42.0		36.0	36.0		36.0	36.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)		6.0		6.0	6.0			6.0			6.0	
Lead/Lag	Lead	Lead		Lag								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		2.0	2.0	
Recall Mode	None	None		None	None		C-Max	C-Max		Max	Max	
Walk Time (s)	10.0	10.0			10.0		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)	15.0	15.0			15.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	0	0			0		0	0		0	0	
Act Effect Green (s)		11.1		22.0	22.6			59.8			59.8	
Actuated g/C Ratio		0.12		0.24	0.25			0.66			0.66	
v/c Ratio		0.47		0.29	0.08			0.50			0.21	
Control Delay (s/veh)		26.3		28.0	16.7			10.4			8.3	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)		26.3		28.0	16.7			10.4			8.3	
LOS		C		C	B			B			A	
Approach Delay (s/veh)		26.3			25.2			10.4			8.3	
Approach LOS		C			C			B			A	

Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 67 (74%), Referenced to phase 2:NBTL, Start of Green  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.50  
 Intersection Signal Delay (s/veh): 12.0      Intersection LOS: B  
 Intersection Capacity Utilization 69.3%      ICU Level of Service C  
 Analysis Period (min) 15


















Splits and Phases: 12: Sunrise Ave & S County Rd





HCM Signalized Intersection Capacity Analysis  
 12: Sunrise Ave & S County Rd

Future AM 2029

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	12	34	97	19	13	80	706	125	15	367	33
Future Volume (vph)	44	12	34	97	19	13	80	706	125	15	367	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0			6.0	
Lane Util. Factor		1.00		1.00	1.00			0.95			0.95	
Frt		0.95		1.00	0.94			0.98			0.99	
Flt Protected		0.98		0.95	1.00			1.00			1.00	
Satd. Flow (prot)		1726		1770	1751			3451			3491	
Flt Permitted		0.83		0.72	1.00			0.85			0.91	
Satd. Flow (perm)		1462		1333	1751			2956			3177	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	48	13	37	105	21	14	87	767	136	16	399	36
RTOR Reduction (vph)	0	31	0	0	11	0	0	9	0	0	5	0
Lane Group Flow (vph)	0	67	0	105	24	0	0	981	0	0	446	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2			6		
Actuated Green, G (s)		9.1		21.9	21.9			56.1			56.1	
Effective Green, g (s)		9.1		21.9	21.9			56.1			56.1	
Actuated g/C Ratio		0.10		0.24	0.24			0.62			0.62	
Clearance Time (s)		6.0		6.0	6.0			6.0			6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0			2.0	
Lane Grp Cap (vph)		147		357	426			1842			1980	
v/s Ratio Prot				c0.02	0.01							
v/s Ratio Perm		c0.05		0.05				c0.33			0.14	
v/c Ratio		0.46		0.29	0.06			0.53			0.23	
Uniform Delay, d1		38.1		29.8	26.1			9.6			7.4	
Progression Factor		0.78		1.00	1.00			0.91			1.00	
Incremental Delay, d2		2.1		0.5	0.1			1.1			0.3	
Delay (s)		31.9		30.3	26.2			9.8			7.7	
Level of Service		C		C	C			A			A	
Approach Delay (s/veh)		31.9			29.2			9.8			7.7	
Approach LOS		C			C			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay (s/veh)			12.1					HCM 2000 Level of Service			B	
HCM 2000 Volume to Capacity ratio			0.51									
Actuated Cycle Length (s)			90.0					Sum of lost time (s)		18.0		
Intersection Capacity Utilization			69.3%					ICU Level of Service			C	
Analysis Period (min)			15									

c Critical Lane Group

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	22	612	221	6	363	2
Future Vol, veh/h	3	5	11	0	0	0	22	612	221	6	363	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	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	5	12	0	0	0	24	665	240	7	395	2

Major/Minor	Minor2			Major1			Major2					
Conflicting Flow All	1122	1362	396				397	0	0	905	0	0
Stage 1	409	409	-				-	-	-	-	-	-
Stage 2	713	953	-				-	-	-	-	-	-
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	228	148	654				1162	-	-	751	-	-
Stage 1	671	596	-				-	-	-	-	-	-
Stage 2	486	337	-				-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	221	0	654				1162	-	-	751	-	-
Mov Cap-2 Maneuver	221	0	-				-	-	-	-	-	-
Stage 1	657	0	-				-	-	-	-	-	-
Stage 2	481	0	-				-	-	-	-	-	-











Approach	EB	NB	SB
HCM Control Delay, s/v13.18		0.21	0.16
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	1162	-	-	461	751	-	-
HCM Lane V/C Ratio	0.021	-	-	0.045	0.009	-	-
HCM Control Delay (s/veh)	8.2	-	-	13.2	9.8	-	-
HCM Lane LOS	A	-	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0	-	-



Lanes, Volumes, Timings  
 14: Bradley PI & Sunrise Ave

Future AM 2029

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	97	44	530	70	16	266
Future Volume (vph)	97	44	530	70	16	266
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	40	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.958		0.984			
Flt Protected	0.967				0.950	
Satd. Flow (prot)	1726	0	1833	0	1770	1863
Flt Permitted	0.967				0.296	
Satd. Flow (perm)	1726	0	1833	0	551	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	25		10			
Link Speed (mph)	30		30			30
Link Distance (ft)	295		402			207
Travel Time (s)	6.7		9.1			4.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	105	48	576	76	17	289
Shared Lane Traffic (%)						
Lane Group Flow (vph)	153	0	652	0	17	289
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases					2	

Lanes, Volumes, Timings  
 14: Bradley PI & Sunrise Ave

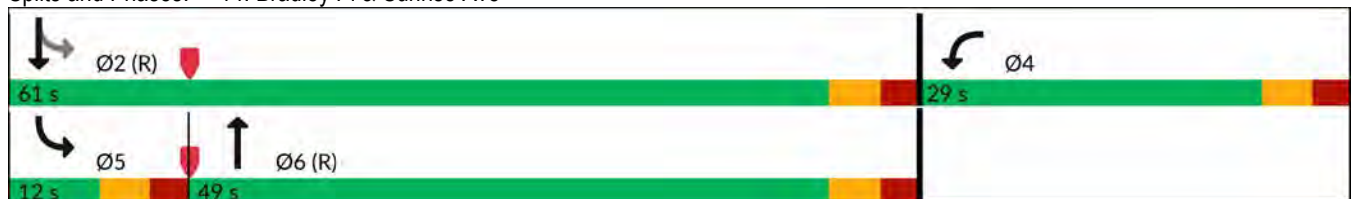
Future AM 2029

	↙	↘	↑	↗	↘	↓
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	4		6		5	2
Switch Phase						
Minimum Initial (s)	10.0		12.0		5.0	12.0
Minimum Split (s)	25.9		30.0		10.9	26.9
Total Split (s)	29.0		49.0		12.0	61.0
Total Split (%)	32.2%		54.4%		13.3%	67.8%
Maximum Green (s)	23.1		43.1		6.1	55.1
Yellow Time (s)	3.4		3.4		3.4	3.4
All-Red Time (s)	2.5		2.5		2.5	2.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.9		5.9		5.9	5.9
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.5		2.5		3.0	2.5
Recall Mode	None		C-Max		None	C-Max
Walk Time (s)	7.0		7.0			
Flash Don't Walk (s)	13.0		14.0			
Pedestrian Calls (#/hr)	0		0			
Act Effect Green (s)	12.4		61.0		65.8	65.8
Actuated g/C Ratio	0.14		0.68		0.73	0.73
v/c Ratio	0.59		0.52		0.04	0.21
Control Delay (s/veh)	31.9		11.1		4.2	4.7
Queue Delay	0.0		0.0		0.0	0.0
Total Delay (s/veh)	31.9		11.1		4.2	4.7
LOS	C		B		A	A
Approach Delay (s/veh)	31.9		11.1			4.6
Approach LOS	C		B			A

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	62 (69%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.59
Intersection Signal Delay (s/veh):	12.2
Intersection LOS:	B
Intersection Capacity Utilization:	50.3%
ICU Level of Service:	A
Analysis Period (min):	15











Splits and Phases: 14: Bradley PI & Sunrise Ave




























HCM Signalized Intersection Capacity Analysis  
 14: Bradley PI & Sunrise Ave

Future AM 2029

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	97	44	530	70	16	266
Future Volume (vph)	97	44	530	70	16	266
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9		5.9		5.9	5.9
Lane Util. Factor	1.00		1.00		1.00	1.00
Frt	0.96		0.98		1.00	1.00
Flt Protected	0.97		1.00		0.95	1.00
Satd. Flow (prot)	1725		1833		1770	1863
Flt Permitted	0.97		1.00		0.30	1.00
Satd. Flow (perm)	1725		1833		551	1863
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	105	48	576	76	17	289
RTOR Reduction (vph)	22	0	4	0	0	0
Lane Group Flow (vph)	131	0	648	0	17	289
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases					2	
Actuated Green, G (s)	12.4		57.5		65.8	65.8
Effective Green, g (s)	12.4		57.5		65.8	65.8
Actuated g/C Ratio	0.14		0.64		0.73	0.73
Clearance Time (s)	5.9		5.9		5.9	5.9
Vehicle Extension (s)	2.5		2.5		3.0	2.5
Lane Grp Cap (vph)	237		1171		435	1362
v/s Ratio Prot	c0.08		c0.35		0.00	c0.16
v/s Ratio Perm					0.03	
v/c Ratio	0.55		0.55		0.04	0.21
Uniform Delay, d1	36.2		9.1		5.2	3.9
Progression Factor	0.77		1.07		1.00	1.00
Incremental Delay, d2	2.1		1.1		0.0	0.4
Delay (s)	29.9		10.9		5.3	4.2
Level of Service	C		B		A	A
Approach Delay (s/veh)	29.9		10.9			4.3
Approach LOS	C		B			A
<b>Intersection Summary</b>						
HCM 2000 Control Delay (s/veh)			11.7		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.55			
Actuated Cycle Length (s)			90.0		Sum of lost time (s)	17.7
Intersection Capacity Utilization			50.3%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

Lanes, Volumes, Timings  
15: Coaconut Row & Royal Poinciana Wy

Future AM 2029

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Configurations	 	 			 						
Traffic Volume (vph)	555	817	193	94	431	78	112	220	71	93	288
Future Volume (vph)	555	817	193	94	431	78	112	220	71	93	288
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		0	110		150	0		0		0
Storage Lanes	2		0	1		1	1		0		1
Taper Length (ft)	25			25			25				
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.971				0.850		0.963			0.850
Flt Protected	0.950			0.950			0.950				
Satd. Flow (prot)	3433	3437	0	1770	3539	1583	1770	1794	0	1863	1583
Flt Permitted	0.950			0.950			0.692				
Satd. Flow (perm)	3433	3437	0	1770	3539	1583	1289	1794	0	1863	1583
Right Turn on Red						Yes					Yes
Satd. Flow (RTOR)						127					217
Link Speed (mph)		30			30			30		30	
Link Distance (ft)		280			490			291		269	
Travel Time (s)		6.4			11.1			6.6		6.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	603	888	210	102	468	85	122	239	77	101	313
Shared Lane Traffic (%)											
Lane Group Flow (vph)	603	1098	0	102	468	85	122	316	0	101	313
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		70			100			12		12	
Link Offset(ft)		0			0			0		0	
Crosswalk Width(ft)		16			16			16		16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		60	15		9	15		9		9
Number of Detectors	1	2		1	2	1	0	2		2	1
Detector Template	Left	Thru		Left	Thru	Right		Thru		Thru	Right
Leading Detector (ft)	20	100		20	100	20	0	100		100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel											
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94			94			94		94	
Detector 2 Size(ft)		6			6			6		6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex		Cl+Ex	
Detector 2 Channel											
Detector 2 Extend (s)		0.0			0.0			0.0		0.0	
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		NA	pm+ov
Protected Phases	1	6		5	2		4	8		3	1
Permitted Phases						2	8				3



Lanes, Volumes, Timings  
 15: Coaconut Row & Royal Poinciana Wy

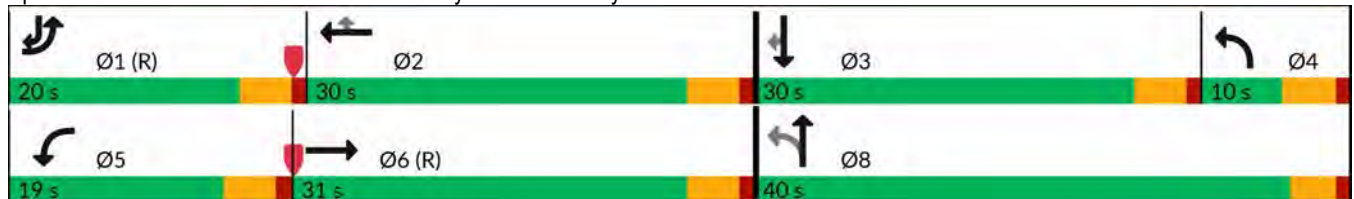
Future AM 2029

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Detector Phase	1	6		5	2	2	4	8		3	1
Switch Phase											
Minimum Initial (s)	15.0	20.0		15.0	20.0	20.0	5.0	15.0		15.0	15.0
Minimum Split (s)	19.5	30.5		19.5	30.5	30.5	30.5	30.0		30.5	19.5
Total Split (s)	20.0	31.0		19.0	30.0	30.0	10.0	40.0		30.0	20.0
Total Split (%)	22.2%	34.4%		21.1%	33.3%	33.3%	11.1%	44.4%		33.3%	22.2%
Maximum Green (s)	15.5	26.5		14.5	25.5	25.5	5.5	36.0		25.5	15.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.0		3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag			Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes			Yes	Yes
Vehicle Extension (s)	5.0	5.0		5.0	5.0	5.0	3.0	5.0		5.0	5.0
Recall Mode	C-Max	C-Max		Max	Max	Max	None	None		Max	C-Max
Walk Time (s)		10.0			10.0	10.0	10.0	10.0		10.0	
Flash Don't Walk (s)		16.0			16.0	16.0	16.0	16.0		16.0	
Pedestrian Calls (#/hr)		0			0	0	0	0		0	
Act Effect Green (s)	15.5	26.5		14.5	25.5	25.5	35.5	36.0		25.5	41.0
Actuated g/C Ratio	0.17	0.29		0.16	0.28	0.28	0.39	0.40		0.28	0.46
v/c Ratio	1.02	1.08		0.36	0.47	0.16	0.23	0.44		0.19	0.37
Control Delay (s/veh)	80.6	86.1		43.5	18.5	0.9	19.7	22.1		29.5	4.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	80.6	86.1		43.5	18.5	0.9	19.7	22.1		29.5	4.3
LOS	F	F		D	B	A	B	C		C	A
Approach Delay (s/veh)		84.2			20.1			21.5		10.4	
Approach LOS		F			C			C		B	

Intersection Summary

























Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 0 (0%), Referenced to phase 1:EBL and 6:EBT, Start of Green, Master Intersection  
 Natural Cycle: 125  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.08  
 Intersection Signal Delay (s/veh): 53.0      Intersection LOS: D  
 Intersection Capacity Utilization 68.0%      ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 15: Coaconut Row & Royal Poinciana Wy



HCM Signalized Intersection Capacity Analysis  
 15: Coconut Row & Royal Poinciana Wy

Future AM 2029





















											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Configurations	 	 			 			 			
Traffic Volume (vph)	555	817	193	94	431	78	112	220	71	93	288
Future Volume (vph)	555	817	193	94	431	78	112	220	71	93	288
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.96		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	3438		1770	3539	1583	1770	1795		1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.69	1.00		1.00	1.00
Satd. Flow (perm)	3433	3438		1770	3539	1583	1288	1795		1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	603	888	210	102	468	85	122	239	77	101	313
RTOR Reduction (vph)	0	0	0	0	0	61	0	0	0	0	118
Lane Group Flow (vph)	603	1098	0	102	468	24	122	316	0	101	195
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		NA	pm+ov
Protected Phases	1	6		5	2		4	8		3	1
Permitted Phases						2	8				3
Actuated Green, G (s)	15.5	26.5		14.5	25.5	25.5	36.0	36.0		25.5	41.0
Effective Green, g (s)	15.5	26.5		14.5	25.5	25.5	36.0	36.0		25.5	41.0
Actuated g/C Ratio	0.17	0.29		0.16	0.28	0.28	0.40	0.40		0.28	0.46
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5
Vehicle Extension (s)	5.0	5.0		5.0	5.0	5.0	3.0	5.0		5.0	5.0
Lane Grp Cap (vph)	591	1012		285	1002	448	544	718		527	721
v/s Ratio Prot	c0.18	c0.32		0.06	0.13		0.01	c0.18		0.05	0.05
v/s Ratio Perm						0.02	0.08				0.08
v/c Ratio	1.02	1.08		0.36	0.47	0.05	0.22	0.44		0.19	0.27
Uniform Delay, d1	37.3	31.7		33.6	26.6	23.5	17.9	19.7		24.4	15.2
Progression Factor	1.00	1.00		1.18	0.63	0.21	1.00	1.00		1.16	1.00
Incremental Delay, d2	42.2	54.2		3.1	1.4	0.2	0.2	0.9		0.8	0.9
Delay (s)	79.5	86.0		42.7	18.3	5.2	18.1	20.6		29.0	16.1
Level of Service	E	F		D	B	A	B	C		C	B
Approach Delay (s/veh)		83.7			20.4			19.9		19.3	
Approach LOS		F			C			B		B	
<b>Intersection Summary</b>											
HCM 2000 Control Delay (s/veh)			53.7	HCM 2000 Level of Service						D	
HCM 2000 Volume to Capacity ratio			0.84								
Actuated Cycle Length (s)			90.0	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



Lanes, Volumes, Timings  
16: Royal Palm Wy & Coconut Rd

Future AM 2029

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	371	1023	32	0	587	43	101	43	14	78	66	147
Future Volume (vph)	371	1023	32	0	587	43	101	43	14	78	66	147
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		0	0		0	225		0
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.990			0.964				0.850
Flt Protected	0.950						0.950			0.950		
Satd. Flow (prot)	1770	3522	0	0	3504	0	1770	1796	0	1770	1863	1583
Flt Permitted	0.950						0.654			0.717		
Satd. Flow (perm)	1770	3522	0	0	3504	0	1218	1796	0	1336	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			7			15				160
Link Speed (mph)		30			30			30				30
Link Distance (ft)		354			401			476				251
Travel Time (s)		8.0			9.1			10.8				5.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	403	1112	35	0	638	47	110	47	15	85	72	160
Shared Lane Traffic (%)												
Lane Group Flow (vph)	403	1147	0	0	685	0	110	62	0	85	72	160
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2		1	2	1
Detector Template	Left	Thru			Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100			100		20	100		20	100	20
Trailing Detector (ft)	0	0			0		0	0		0	0	0
Detector 1 Position(ft)	0	0			0		0	0		0	0	0
Detector 1 Size(ft)	20	6			6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Prot	NA			NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6			2		7	4		3	8	
Permitted Phases							4			8		8

Lanes, Volumes, Timings  
16: Royal Palm Wy & Coconut Rd

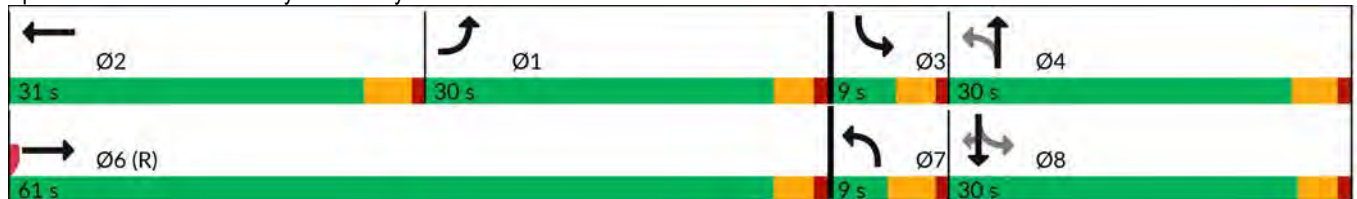
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6			2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0			15.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	30.5			30.5		9.5	30.5		9.5	30.5	30.5
Total Split (s)	30.0	61.0			31.0		9.0	30.0		9.0	30.0	30.0
Total Split (%)	30.0%	61.0%			31.0%		9.0%	30.0%		9.0%	30.0%	30.0%
Maximum Green (s)	26.0	57.0			26.5		4.5	25.5		5.0	26.0	26.0
Yellow Time (s)	3.0	3.0			3.5		3.5	3.5		3.0	3.0	3.0
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.0	4.0
Lead/Lag	Lag			Lead			Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes			Yes			Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	5.0	7.0			7.0		5.0	5.0		5.0	5.0	5.0
Recall Mode	None	C-Max			Max		None	None		None	None	None
Walk Time (s)		10.0			10.0			10.0			10.0	10.0
Flash Don't Walk (s)		16.0			16.0			16.0			16.0	16.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	26.0	71.7			41.2		16.2	12.6		16.3	11.3	11.3
Actuated g/C Ratio	0.26	0.72			0.41		0.16	0.13		0.16	0.11	0.11
v/c Ratio	0.88	0.45			0.47		0.50	0.26		0.36	0.34	0.50
Control Delay (s/veh)	57.0	6.9			25.1		43.0	34.6		37.3	44.5	12.1
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	57.0	6.9			25.1		43.0	34.6		37.3	44.5	12.1
LOS	E	A			C		D	C		D	D	B
Approach Delay (s/veh)		19.9			25.1			40.0			26.2	
Approach LOS		B			C			D			C	

Intersection Summary

Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 6:EBT, Start of Green  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.88  
 Intersection Signal Delay (s/veh): 23.2      Intersection LOS: C  
 Intersection Capacity Utilization 61.2%      ICU Level of Service B  
 Analysis Period (min) 15





















Splits and Phases: 16: Royal Palm Wy & Coconut Rd





HCM Signalized Intersection Capacity Analysis  
 16: Royal Palm Wy & Coconut Rd

Future AM 2029

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	371	1023	32	0	587	43	101	43	14	78	66	147
Future Volume (vph)	371	1023	32	0	587	43	101	43	14	78	66	147
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00			0.99		1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3523			3503		1770	1795		1770	1863	1583
Flt Permitted	0.95	1.00			1.00		0.65	1.00		0.72	1.00	1.00
Satd. Flow (perm)	1770	3523			3503		1218	1795		1335	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	403	1112	35	0	638	47	110	47	15	85	72	160
RTOR Reduction (vph)	0	1	0	0	4	0	0	13	0	0	0	141
Lane Group Flow (vph)	403	1146	0	0	681	0	110	49	0	85	72	19
Turn Type	Prot	NA			NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6			2		7	4		3	8	
Permitted Phases							4			8		8
Actuated Green, G (s)	26.0	70.9			40.4		17.1	12.6		16.1	12.1	12.1
Effective Green, g (s)	26.0	70.9			40.4		17.1	12.6		16.1	12.1	12.1
Actuated g/C Ratio	0.26	0.71			0.40		0.17	0.13		0.16	0.12	0.12
Clearance Time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.0	4.0
Vehicle Extension (s)	5.0	7.0			7.0		5.0	5.0		5.0	5.0	5.0
Lane Grp Cap (vph)	460	2497			1415		233	226		232	225	191
v/s Ratio Prot	c0.23	c0.33			0.19		c0.02	0.03		0.01	0.04	
v/s Ratio Perm							c0.06			0.04		0.01
v/c Ratio	0.88	0.46			0.48		0.47	0.22		0.37	0.32	0.10
Uniform Delay, d1	35.5	6.3			22.0		36.8	39.3		37.0	40.2	39.1
Progression Factor	1.00	1.00			1.10		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	18.1	0.6			1.1		3.1	1.0		2.0	1.7	0.5
Delay (s)	53.5	6.9			25.3		40.0	40.3		39.0	41.9	39.6
Level of Service	D	A			C		D	D		D	D	D
Approach Delay (s/veh)		19.0			25.3			40.1			40.0	
Approach LOS		B			C			D			D	
<b>Intersection Summary</b>												
HCM 2000 Control Delay (s/veh)			24.3				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.61									
Actuated Cycle Length (s)			100.0				Sum of lost time (s)			17.0		
Intersection Capacity Utilization			61.2%				ICU Level of Service			B		
Analysis Period (min)			15									

c Critical Lane Group

Intersection						
Intersection Delay, s/veh	7.5					
Intersection LOS	A					
Approach	EB	WB		NB		
Entry Lanes	1	1	1	1	1	
Conflicting Circle Lanes	1	1	1	1	1	
Adj Approach Flow, veh/h	1173	377	573			
Demand Flow Rate, veh/h	1196	385	585			
Vehicles Circulating, veh/h	155	187	878			
Vehicles Exiting, veh/h	187	878	155			
Ped Vol Crossing Leg, #/h	0	0	0			
Ped Cap Adj	1.000	1.000	1.000			
Approach Delay, s/veh	11.3	1.8	3.6			
Approach LOS	B	A	A			
Lane	Left	Bypass	Left	Bypass	Left	Bypass
Designated Moves	T	R	L	R	L	R
Assumed Moves	T		L		L	
RT Channelized		Free		Free		Free
Lane Util	1.000		1.000		1.000	
Follow-Up Headway, s	2.609		2.609		2.609	
Critical Headway, s	4.976		4.976		4.976	
A (Intercept)	1380		1380		1380	
B (Slope)	1.02e-3		1.02e-3		1.02e-3	
Entry Flow, veh/h	878	318	155	230	187	398
Cap Entry Lane, veh/h	1178	1938	1140	1938	564	1938
Entry HV Adj Factor	0.980	0.980	0.981	0.980	0.979	0.980
Flow Entry, veh/h	861	312	152	225	183	390
Cap Entry, veh/h	1155	1900	1118	1900	552	1900
V/C Ratio	0.745	0.164	0.136	0.118	0.332	0.205
Control Delay, s/veh	15.3	0.0	4.4	0.0	11.4	0.0
LOS	C	A	A	A	B	A
95th %tile Queue, veh	7	1	0	0	1	1



Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1507	298	9	838	1	37
Future Vol, veh/h	1507	298	9	838	1	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1638	324	10	911	1	40

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1962	0	2275 981
Stage 1	-	-	-	-	1800 -
Stage 2	-	-	-	-	475 -
Critical Hdwy	-	-	4.14	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	-	-	2.22	-	3.52 3.32
Pot Cap-1 Maneuver	-	-	293	-	34 249
Stage 1	-	-	-	-	117 -
Stage 2	-	-	-	-	592 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	293	-	32 249
Mov Cap-2 Maneuver	-	-	-	-	32 -
Stage 1	-	-	-	-	117 -
Stage 2	-	-	-	-	565 -

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.96	22.25
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	249	-	-	38	-
HCM Lane V/C Ratio	0.162	-	-	0.033	-
HCM Control Delay (s/veh)	22.3	-	-	17.7	0.8
HCM Lane LOS	C	-	-	C	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	2	12	1	11	0	33	10	56	209	6
Future Vol, veh/h	0	1	2	12	1	11	0	33	10	56	209	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	2	13	1	12	0	36	11	61	227	7
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.3	7.7	7.4	9.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	50%	21%
Vol Thru, %	77%	33%	4%	77%
Vol Right, %	23%	67%	46%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	43	3	24	271
LT Vol	0	0	12	56
Through Vol	33	1	1	209
RT Vol	10	2	11	6
Lane Flow Rate	47	3	26	295
Geometry Grp	1	1	1	1
Degree of Util (X)	0.053	0.004	0.033	0.331
Departure Headway (Hd)	4.066	4.305	4.503	4.048
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	869	836	800	887
Service Time	2.147	2.306	2.503	2.08
HCM Lane V/C Ratio	0.054	0.004	0.033	0.333
HCM Control Delay, s/veh	7.4	7.3	7.7	9.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0	0.1	1.5



Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑			↓
Traffic Vol, veh/h	0	0	40	6	60	161
Future Vol, veh/h	0	0	40	6	60	161
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	43	7	65	175

Major/Minor	Minor2	Major2		
Conflicting Flow All	305	175	0	0
Stage 1	305	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.52	6.22	4.12	-
Critical Hdwy Stg 1	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	608	868	-	-
Stage 1	662	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	868	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	NB	SB
HCM Control Delay, s/v	9.4	
HCM LOS	A	

Minor Lane/Major Mvmt	NBLn1	SBL	SBT
Capacity (veh/h)	868	-	-
HCM Lane V/C Ratio	0.058	-	-
HCM Control Delay (s/veh)	9.4	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘		↑			↑
Traffic Vol, veh/h	14	17	38	1	2	145
Future Vol, veh/h	14	17	38	1	2	145
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	18	41	1	2	158
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	7.3	7.4	7.9
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	45%	1%
Vol Thru, %	97%	0%	99%
Vol Right, %	3%	55%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	39	31	147
LT Vol	0	14	2
Through Vol	38	0	145
RT Vol	1	17	0
Lane Flow Rate	42	34	160
Geometry Grp	1	1	1
Degree of Util (X)	0.048	0.038	0.179
Departure Headway (Hd)	4.098	4.043	4.028
Convergence, Y/N	Yes	Yes	Yes
Cap	869	872	892
Service Time	2.145	2.132	2.052
HCM Lane V/C Ratio	0.048	0.039	0.179
HCM Control Delay, s/veh	7.4	7.3	7.9
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.1	0.6



Intersection	
Intersection Delay, s/veh	5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								↔			↔	
Traffic Vol, veh/h	0	0	0	0	0	0	0	34	22	150	0	4
Future Vol, veh/h	0	0	0	0	0	0	0	34	22	150	0	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	37	24	163	0	4
Number of Lanes	0	0	0	0	0	0	0	1	0	0	1	0

Approach	NB	SB
Opposing Approach	SB	NB
Opposing Lanes	1	1
Conflicting Approach Left		
Conflicting Lanes Left	0	0
Conflicting Approach Right		
Conflicting Lanes Right	0	0
HCM Control Delay, s/veh	5	5
HCM LOS	A	A

Lane	NBLn1	SBLn1
Vol Left, %	0%	97%
Vol Thru, %	61%	0%
Vol Right, %	39%	3%
Sign Control	Stop	Stop
Traffic Vol by Lane	56	154
LT Vol	0	150
Through Vol	34	0
RT Vol	22	4
Lane Flow Rate	61	167
Geometry Grp	Error	Error
Degree of Util (X)	0	0
Departure Headway (Hd)	0	0
Convergence, Y/N	Yes	Yes
Cap	0	0
Service Time	0	0
HCM Lane V/C Ratio	0	0
HCM Control Delay, s/veh	5	5
HCM Lane LOS	N	N
HCM 95th-tile Q	0	0

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑	↑		↑
Traffic Vol, veh/h	0	0	29	157	0	24
Future Vol, veh/h	0	0	29	157	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	32	171	0	26

Major/Minor	Major2	Minor2
Conflicting Flow All	-	0
Stage 1	-	-
Stage 2	-	-
Critical Hdwy	-	-
Critical Hdwy Stg 1	-	-
Critical Hdwy Stg 2	-	-
Follow-up Hdwy	-	-
Pot Cap-1 Maneuver	-	-
Stage 1	-	-
Stage 2	-	-
Platoon blocked, %	-	-
Mov Cap-1 Maneuver	-	-
Mov Cap-2 Maneuver	-	-
Stage 1	-	-
Stage 2	-	-

Approach	WB	SB
HCM Control Delay, s/v	0	8.54
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1042
HCM Lane V/C Ratio	-	-	0.025
HCM Control Delay (s/veh)	-	-	8.5
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1



Intersection												
Int Delay, s/veh	7.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘		↗	↘		↗		↕			↕	
Traffic Vol, veh/h	6	0	38	199	0	81	0	409	0	0	156	0
Future Vol, veh/h	6	0	38	199	0	81	0	409	0	0	156	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	41	216	0	88	0	445	0	0	170	0

















Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	614	-	170	614	-	445	-	0
Stage 1	170	-	-	445	-	-	-	-
Stage 2	445	-	-	170	-	-	-	-
Critical Hdwy	7.12	-	6.22	7.12	-	6.22	-	-
Critical Hdwy Stg 1	6.12	-	-	6.12	-	-	-	-
Critical Hdwy Stg 2	6.12	-	-	6.12	-	-	-	-
Follow-up Hdwy	3.518	-	3.318	3.518	-	3.318	-	-
Pot Cap-1 Maneuver	404	0	874	404	0	613	0	0
Stage 1	832	0	-	593	0	-	0	0
Stage 2	593	0	-	832	0	-	0	0
Platoon blocked, %								
Mov Cap-1 Maneuver	346	-	874	385	-	613	-	-
Mov Cap-2 Maneuver	346	-	-	385	-	-	-	-
Stage 1	832	-	-	593	-	-	-	-
Stage 2	507	-	-	793	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v10.18		21.7	0	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	WBLn1	WBLn2	SBT
Capacity (veh/h)	-	346	874	385	613	-
HCM Lane V/C Ratio	-	0.019	0.047	0.562	0.144	-
HCM Control Delay (s/veh)	-	15.6	9.3	25.7	11.8	-
HCM Lane LOS	-	C	A	D	B	-
HCM 95th %tile Q(veh)	-	0.1	0.1	3.3	0.5	-

Lanes, Volumes, Timings  
1: S County Rd & Golfview Rd/Hammon Ave

Future MID 2029

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	6	20	18	0	53	0	264	32	109	354	0
Future Volume (vph)	24	6	20	18	0	53	0	264	32	109	354	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.946			0.900			0.985				
Fl <sub>t</sub> Protected		0.977			0.987						0.988	
Satd. Flow (prot)	0	1722	0	0	1655	0	0	1835	0	0	1840	0
Fl <sub>t</sub> Permitted		0.870			0.901						0.848	
Satd. Flow (perm)	0	1533	0	0	1510	0	0	1835	0	0	1580	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		22						12				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1221			780			420			87	
Travel Time (s)		27.8			17.7			9.5			2.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	7	22	20	0	58	0	287	35	118	385	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	55	0	0	78	0	0	322	0	0	503	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0			0		1	0	
Detector Template	Left			Left						Left		
Leading Detector (ft)	20	0		20	0			0		20	0	
Trailing Detector (ft)	0	0		0	0			0		0	0	
Detector 1 Position(ft)	0	0		0	0			0		0	0	
Detector 1 Size(ft)	20	6		20	6			6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		8			8			6			2	
Permitted Phases	8			8						2		
Detector Phase	8	8		8	8			6		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0			5.0		5.0	5.0	
Minimum Split (s)	25.4	25.4		25.4	25.4			25.6		25.6	25.6	
Total Split (s)	31.0	31.0		31.0	31.0			39.0		39.0	39.0	
Total Split (%)	44.3%	44.3%		44.3%	44.3%			55.7%		55.7%	55.7%	
Maximum Green (s)	26.6	26.6		26.6	26.6			34.4		34.4	34.4	
Yellow Time (s)	3.4	3.4		3.4	3.4			3.6		3.6	3.6	



Lanes, Volumes, Timings  
 1: S County Rd & Golfview Rd/Hammon Ave

Future MID 2029

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	1.0	1.0		1.0	1.0			1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.4			4.4			4.6			4.6	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Recall Mode	None	None		None	None			C-Max		C-Max	C-Max	
Walk Time (s)	8.0	8.0		8.0	8.0			8.0		8.0	8.0	
Flash Don't Walk (s)	13.0	13.0		13.0	13.0			13.0		13.0	13.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effect Green (s)		9.2			9.2			55.0			55.0	
Actuated g/C Ratio		0.13			0.13			0.79			0.79	
v/c Ratio		0.25			0.39			0.22			0.41	
Control Delay (s/veh)		20.9			33.2			3.3			2.1	
Queue Delay		0.0			0.0			0.0			0.1	
Total Delay (s/veh)		20.9			33.2			3.3			2.3	
LOS		C			C			A			A	
Approach Delay (s/veh)		20.9			33.2			3.3			2.3	
Approach LOS		C			C			A			A	

Intersection Summary

















Area Type: Other  
 Cycle Length: 70  
 Actuated Cycle Length: 70  
 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.41  
 Intersection Signal Delay (s/veh): 6.2      Intersection LOS: A  
 Intersection Capacity Utilization 57.7%      ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 1: S County Rd & Golfview Rd/Hammon Ave



HCM Signalized Intersection Capacity Analysis  
 1: S County Rd & Golfview Rd/Hammon Ave

Future MID 2029

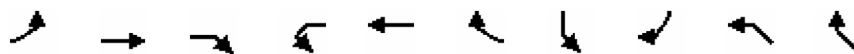
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	6	20	18	0	53	0	264	32	109	354	0
Future Volume (vph)	24	6	20	18	0	53	0	264	32	109	354	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.4			4.4			4.6			4.6	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.95			0.90			0.99			1.00	
Flt Protected		0.98			0.99			1.00			0.99	
Satd. Flow (prot)		1721			1655			1835			1841	
Flt Permitted		0.87			0.90			1.00			0.85	
Satd. Flow (perm)		1534			1510			1835			1580	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	7	22	20	0	58	0	287	35	118	385	0
RTOR Reduction (vph)	0	20	0	0	0	0	0	3	0	0	0	0
Lane Group Flow (vph)	0	35	0	0	78	0	0	319	0	0	503	0
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		8			8			6			2	
Permitted Phases	8			8						2		
Actuated Green, G (s)		7.8			7.8			53.2			53.2	
Effective Green, g (s)		7.8			7.8			53.2			53.2	
Actuated g/C Ratio		0.11			0.11			0.76			0.76	
Clearance Time (s)		4.4			4.4			4.6			4.6	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		170			168			1394			1200	
v/s Ratio Prot								0.17				
v/s Ratio Perm		0.02			c0.05						c0.32	
v/c Ratio		0.21			0.46			0.23			0.42	
Uniform Delay, d1		28.3			29.1			2.4			3.0	
Progression Factor		1.00			1.00			1.00			0.33	
Incremental Delay, d2		0.6			2.0			0.4			1.0	
Delay (s)		28.9			31.2			2.8			1.9	
Level of Service		C			C			A			A	
Approach Delay (s/veh)		28.9			31.2			2.8			1.9	
Approach LOS		C			C			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay (s/veh)			6.2									A
HCM 2000 Volume to Capacity ratio			0.42									
Actuated Cycle Length (s)			70.0								9.0	
Intersection Capacity Utilization			57.7%									B
Analysis Period (min)			15									

c Critical Lane Group



Lanes, Volumes, Timings  
2: Worth Ave & S County Rd

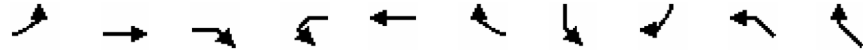
Future MID 2029



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations					↕↕		↕	↕	↕	↕
Traffic Volume (vph)	0	0	0	91	130	222	391	196	79	253
Future Volume (vph)	0	0	0	91	130	222	391	196	79	253
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0	0	150	0
Storage Lanes	0		0	0		0	1	1	1	1
Taper Length (ft)	25			25			25		25	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt					0.925			0.850		0.850
Flt Protected					0.990		0.950		0.950	
Satd. Flow (prot)	0	0	0	0	3241	0	1770	1583	1770	1583
Flt Permitted					0.990		0.950		0.405	
Satd. Flow (perm)	0	0	0	0	3241	0	1770	1583	754	1583
Right Turn on Red			Yes			Yes		Yes		
Satd. Flow (RTOR)					241			213		
Link Speed (mph)		30			30		30		30	
Link Distance (ft)		1510			1065		277		366	
Travel Time (s)		34.3			24.2		6.3		8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	99	141	241	425	213	86	275
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	0	0	481	0	425	213	86	275
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Right
Median Width(ft)		0			0		12		12	
Link Offset(ft)		0			0		0		0	
Crosswalk Width(ft)		16			16		16		16	
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15	9	15	9
Number of Detectors				1	2		2	1	1	2
Detector Template				Left	Thru		Thru	Right	Left	Thru
Leading Detector (ft)				20	100		100	20	20	100
Trailing Detector (ft)				0	0		0	0	0	0
Detector 1 Position(ft)				0	0		0	0	0	0
Detector 1 Size(ft)				20	6		6	20	20	6
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel										
Detector 1 Extend (s)				0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)					94		94			94
Detector 2 Size(ft)					6		6			6
Detector 2 Type					Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel										
Detector 2 Extend (s)					0.0		0.0			0.0
Turn Type				Perm	NA		Prot	Perm	pm+pt	Prot
Protected Phases					4		6		5	2
Permitted Phases				4				6	2	

Lanes, Volumes, Timings  
2: Worth Ave & S County Rd

Future MID 2029

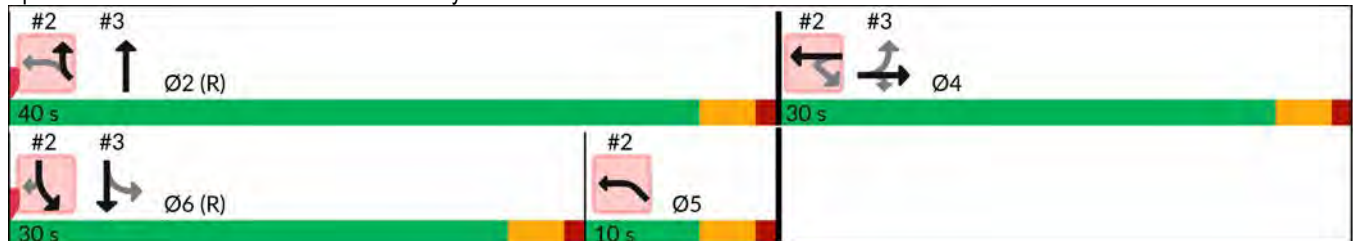


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Detector Phase				4	4		6	6	5	2
Switch Phase										
Minimum Initial (s)				5.0	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)				30.0	30.0		30.0	30.0	9.5	30.0
Total Split (s)				30.0	30.0		30.0	30.0	10.0	40.0
Total Split (%)				42.9%	42.9%		42.9%	42.9%	14.3%	57.1%
Maximum Green (s)				26.0	26.0		26.0	26.0	6.0	36.0
Yellow Time (s)				3.0	3.0		3.0	3.0	3.0	3.0
All-Red Time (s)				1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)					0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)					4.0		4.0	4.0	4.0	4.0
Lead/Lag							Lead	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	
Vehicle Extension (s)				5.0	5.0		5.0	5.0	5.0	5.0
Recall Mode				None	None		C-Max	C-Max	None	C-Max
Walk Time (s)				10.0	10.0		10.0	10.0		10.0
Flash Don't Walk (s)				16.0	16.0		16.0	16.0		16.0
Pedestrian Calls (#/hr)				0	0		0	0		0
Act Effect Green (s)					21.1		32.9	32.9	40.9	40.9
Actuated g/C Ratio					0.30		0.47	0.47	0.58	0.58
v/c Ratio					0.42		0.51	0.25	0.16	0.30
Control Delay (s/veh)					9.6		8.7	0.9	8.2	8.4
Queue Delay					0.0		0.2	0.2	0.0	0.0
Total Delay (s/veh)					9.6		8.9	1.0	8.2	8.4
LOS					A		A	A	A	A
Approach Delay (s/veh)					9.6		6.2		8.3	
Approach LOS					A		A		A	

Intersection Summary

Area Type: Other  
 Cycle Length: 70  
 Actuated Cycle Length: 70  
 Offset: 61 (87%), Referenced to phase 2:NWL and 6:SBL, Start of Green  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.51  
 Intersection Signal Delay (s/veh): 7.8      Intersection LOS: A  
 Intersection Capacity Utilization 49.4%      ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 2: Worth Ave & S County Rd

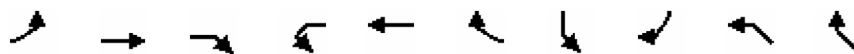




# HCM Signalized Intersection Capacity Analysis

## 2: Worth Ave & S County Rd

Future MID 2029





















Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations					↕↕↕		↕	↕	↕	↕
Traffic Volume (vph)	0	0	0	91	130	222	391	196	79	253
Future Volume (vph)	0	0	0	91	130	222	391	196	79	253
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		4.0	4.0	4.0	4.0
Lane Util. Factor					0.95		1.00	1.00	1.00	1.00
Frt					0.92		1.00	0.85	1.00	0.85
Flt Protected					0.99		0.95	1.00	0.95	1.00
Satd. Flow (prot)					3240		1770	1583	1770	1583
Flt Permitted					0.99		0.95	1.00	0.40	1.00
Satd. Flow (perm)					3240		1770	1583	754	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	99	141	241	425	213	86	275
RTOR Reduction (vph)	0	0	0	0	168	0	0	115	0	0
Lane Group Flow (vph)	0	0	0	0	313	0	425	98	86	275
Turn Type				Perm	NA		Prot	Perm	pm+pt	Prot
Protected Phases					4		6		5	2
Permitted Phases				4				6	2	
Actuated Green, G (s)					21.1		32.1	32.1	40.9	40.9
Effective Green, g (s)					21.1		32.1	32.1	40.9	40.9
Actuated g/C Ratio					0.30		0.46	0.46	0.58	0.58
Clearance Time (s)					4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)					5.0		5.0	5.0	5.0	5.0
Lane Grp Cap (vph)					976		811	725	510	924
v/s Ratio Prot							c0.24		0.01	c0.17
v/s Ratio Perm					0.10			0.06	0.09	
v/c Ratio					0.32		0.52	0.13	0.17	0.30
Uniform Delay, d1					18.9		13.5	10.9	10.6	7.3
Progression Factor					1.00		0.41	0.08	0.82	0.85
Incremental Delay, d2					0.4		2.3	0.4	0.3	0.8
Delay (s)					19.3		7.8	1.2	9.1	7.0
Level of Service					B		A	A	A	A
Approach Delay (s/veh)		0.0			19.3		5.6		7.5	
Approach LOS		A			B		A		A	
<b>Intersection Summary</b>										
HCM 2000 Control Delay (s/veh)			10.5		HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.44							
Actuated Cycle Length (s)			70.0		Sum of lost time (s)				12.0	
Intersection Capacity Utilization			49.4%		ICU Level of Service				A	
Analysis Period (min)			15							

c Critical Lane Group

Lanes, Volumes, Timings  
3: S County Rd & Peruvian Ave

Future MID 2029

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	121	172	0	0	0	0	439	53	104	421	0
Future Volume (vph)	102	121	172	0	0	0	0	439	53	104	421	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Fr <sub>t</sub>			0.850					0.984				
Fl <sub>t</sub> Protected		0.978									0.990	
Satd. Flow (prot)	0	1822	1583	0	0	0	0	3483	0	0	3504	0
Fl <sub>t</sub> Permitted		0.978									0.757	
Satd. Flow (perm)	0	1822	1583	0	0	0	0	3483	0	0	2679	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			187					27				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1510			55			277			163	
Travel Time (s)		34.3			1.3			6.3			3.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	111	132	187	0	0	0	0	477	58	113	458	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	243	187	0	0	0	0	535	0	0	571	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2		1	2	
Detector Template	Left	Thru	Right					Thru		Left	Thru	
Leading Detector (ft)	20	100	20					100		20	100	
Trailing Detector (ft)	0	0	0					0		0	0	
Detector 1 Position(ft)	0	0	0					0		0	0	
Detector 1 Size(ft)	20	6	20					6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4		4							6		
Detector Phase	4	4	4					2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0					5.0		5.0	5.0	



Lane Group	Ø5
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Fr <sub>t</sub>	
Fl <sub>t</sub> Protected	
Satd. Flow (prot)	
Fl <sub>t</sub> Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	5
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0

Lanes, Volumes, Timings  
3: S County Rd & Peruvian Ave

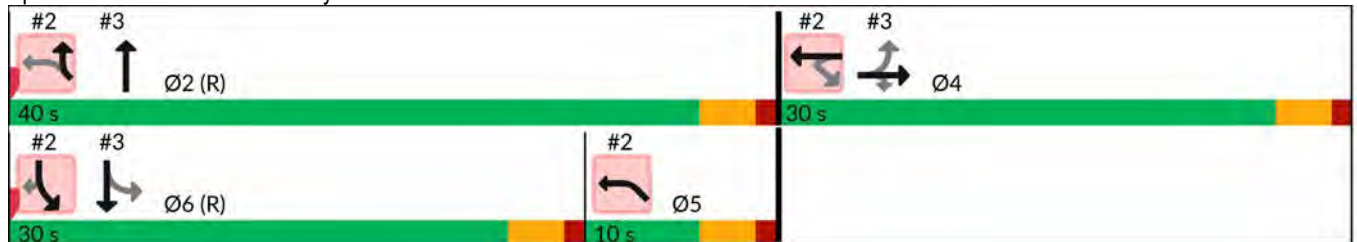
Future MID 2029

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	30.0	30.0	30.0					30.0		30.0	30.0	
Total Split (s)	30.0	30.0	30.0					40.0		30.0	30.0	
Total Split (%)	42.9%	42.9%	42.9%					57.1%		42.9%	42.9%	
Maximum Green (s)	26.0	26.0	26.0					36.0		26.0	26.0	
Yellow Time (s)	3.0	3.0	3.0					3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0					1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0					0.0			0.0	
Total Lost Time (s)		4.0	4.0					4.0			4.0	
Lead/Lag										Lead	Lead	
Lead-Lag Optimize?										Yes	Yes	
Vehicle Extension (s)	5.0	5.0	5.0					5.0		5.0	5.0	
Recall Mode	None	None	None					C-Max		C-Max	C-Max	
Walk Time (s)	10.0	10.0	10.0					10.0		10.0	10.0	
Flash Don't Walk (s)	16.0	16.0	16.0					16.0		16.0	16.0	
Pedestrian Calls (#/hr)	0	0	0					0		0	0	
Act Effect Green (s)		21.1	21.1					40.9			32.9	
Actuated g/C Ratio		0.30	0.30					0.58			0.47	
v/c Ratio		0.44	0.31					0.26			0.45	
Control Delay (s/veh)		21.1	4.1					7.0			16.3	
Queue Delay		0.0	0.0					0.2			0.0	
Total Delay (s/veh)		21.1	4.1					7.2			16.3	
LOS		C	A					A			B	
Approach Delay (s/veh)		13.7						7.2			16.3	
Approach LOS		B						A			B	

Intersection Summary

Area Type: Other  
 Cycle Length: 70  
 Actuated Cycle Length: 70  
 Offset: 61 (87%), Referenced to phase 2:NWL and 6:SBL, Start of Green  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.51  
 Intersection Signal Delay (s/veh): 12.4      Intersection LOS: B  
 Intersection Capacity Utilization 50.5%      ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 3: S County Rd & Peruvian Ave























Lane Group	Ø5
Minimum Split (s)	9.5
Total Split (s)	10.0
Total Split (%)	14%
Maximum Green (s)	6.0
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	5.0
Recall Mode	None
Walk Time (s)	
Flash Don't Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis  
 3: S County Rd & Peruvian Ave

Future MID 2029

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	121	172	0	0	0	0	439	53	104	421	0
Future Volume (vph)	102	121	172	0	0	0	0	439	53	104	421	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0			4.0	
Lane Util. Factor		1.00	1.00					0.95			0.95	
Frt		1.00	0.85					0.98			1.00	
Flt Protected		0.98	1.00					1.00			0.99	
Satd. Flow (prot)		1821	1583					3482			3505	
Flt Permitted		0.98	1.00					1.00			0.76	
Satd. Flow (perm)		1821	1583					3482			2678	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	111	132	187	0	0	0	0	477	58	113	458	0
RTOR Reduction (vph)	0	0	131	0	0	0	0	11	0	0	0	0
Lane Group Flow (vph)	0	243	56	0	0	0	0	524	0	0	571	0
Turn Type	Perm	NA	Perm					NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4		4							6		
Actuated Green, G (s)		21.1	21.1					40.9			32.1	
Effective Green, g (s)		21.1	21.1					40.9			32.1	
Actuated g/C Ratio		0.30	0.30					0.58			0.46	
Clearance Time (s)		4.0	4.0					4.0			4.0	
Vehicle Extension (s)		5.0	5.0					5.0			5.0	
Lane Grp Cap (vph)		548	477					2034			1228	
v/s Ratio Prot								c0.15				
v/s Ratio Perm		0.13	0.04								c0.21	
v/c Ratio		0.44	0.12					0.26			0.46	
Uniform Delay, d1		19.7	17.7					7.1			13.0	
Progression Factor		1.00	1.00					0.86			1.00	
Incremental Delay, d2		1.2	0.2					0.3			1.3	
Delay (s)		20.9	17.9					6.4			14.3	
Level of Service		C	B					A			B	
Approach Delay (s/veh)		19.6			0.0			6.4			14.3	
Approach LOS		B			A			A			B	
<b>Intersection Summary</b>												
HCM 2000 Control Delay (s/veh)			13.0					HCM 2000 Level of Service			B	
HCM 2000 Volume to Capacity ratio			0.45									
Actuated Cycle Length (s)			70.0					Sum of lost time (s)		12.0		
Intersection Capacity Utilization			50.5%					ICU Level of Service		A		
Analysis Period (min)			15									
c Critical Lane Group												

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations						↗		↖			↔	
Traffic Vol, veh/h	0	0	0	0	0	115	0	490	0	0	488	180
Future Vol, veh/h	0	0	0	0	0	115	0	490	0	0	488	180
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	125	0	533	0	0	530	196

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	- 266	- 0 - 533 0 0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	- 6.94	- - - 4.14 - -
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	- 3.32	- - - 2.22 - -
Pot Cap-1 Maneuver	0	0 732	0 - 0 1031 - -
Stage 1	0	0 -	0 - 0 - -
Stage 2	0	0 -	0 - 0 - -
Platoon blocked, %			- - -
Mov Cap-1 Maneuver	-	0 732	- - - 1031 - -
Mov Cap-2 Maneuver	-	0 -	- - - - -
Stage 1	-	0 -	- - - - -
Stage 2	-	0 -	- - - - -

Approach	WB	NB	SB
HCM Control Delay, s/v	10.93	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBTWBLn1	SBL	SBT	SBR
Capacity (veh/h)	- 732	1031	-	-
HCM Lane V/C Ratio	- 0.171	-	-	-
HCM Control Delay (s/veh)	- 10.9	0	-	-
HCM Lane LOS	- B	A	-	-
HCM 95th %tile Q(veh)	- 0.6	0	-	-



Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗					↕↔			↕↕	
Traffic Vol, veh/h	0	0	162	0	0	0	0	722	102	0	761	0
Future Vol, veh/h	0	0	162	0	0	0	0	722	102	0	761	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	176	0	0	0	0	785	111	0	827	0

Major/Minor	Minor2		Major1			Major2			
Conflicting Flow All	-	-	414	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	588	0	-	-	0	-	0
Stage 1	0	0	-	0	-	-	0	-	0
Stage 2	0	0	-	0	-	-	0	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	-	0	588	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v13.73		0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBT
Capacity (veh/h)	-	-	588	-
HCM Lane V/C Ratio	-	-	0.3	-
HCM Control Delay (s/veh)	-	-	13.7	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	1.3	-

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↕↕	↗		↕↕	
Traffic Vol, veh/h	4	10	128	13	8	57	167	527	53	10	541	61
Future Vol, veh/h	4	10	128	13	8	57	167	527	53	10	541	61
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	11	139	14	9	62	182	573	58	11	588	66























Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	1297	1636	621	1551	1612	286	654	0	0	630	0	0
Stage 1	643	643	-	936	936	-	-	-	-	-	-	-
Stage 2	654	993	-	615	676	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.23	7.33	6.53	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	129	100	486	84	104	711	931	-	-	950	-	-
Stage 1	461	468	-	286	343	-	-	-	-	-	-	-
Stage 2	423	322	-	478	452	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	80	75	486	40	78	711	931	-	-	950	-	-
Mov Cap-2 Maneuver	80	75	-	40	78	-	-	-	-	-	-	-
Stage 1	453	459	-	218	261	-	-	-	-	-	-	-
Stage 2	285	246	-	327	443	-	-	-	-	-	-	-

Approach	EB		WB			NB		SB		
HCM Control Delay, s/v15.34			10.55			3.2		0.14		
HCM LOS	C		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	783	-	-	486	711	29	-	-
HCM Lane V/C Ratio	0.195	-	-	0.286	0.087	0.011	-	-
HCM Control Delay (s/veh)	9.8	1.4	-	15.3	10.5	8.8	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0.7	-	-	1.2	0.3	0	-	-

Lanes, Volumes, Timings  
7: S County Rd & Royal Palm Way

Future MID 2029

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	401	219	211	8	139	45	186	282	48	6	382	455
Future Volume (vph)	401	219	211	8	139	45	186	282	48	6	382	455
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	0		0	0		0	0		0
Storage Lanes	1		1	0		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.965			0.978				0.850
Flt Protected	0.950				0.998		0.950				0.999	
Satd. Flow (prot)	1770	1863	1583	0	3409	0	1770	1822	0	0	1861	1583
Flt Permitted	0.602				0.939		0.243				0.993	
Satd. Flow (perm)	1121	1863	1583	0	3207	0	453	1822	0	0	1850	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			229		36			12				495
Link Speed (mph)		30			30			30				30
Link Distance (ft)		693			1009			293				161
Travel Time (s)		15.8			22.9			6.7				3.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	436	238	229	9	151	49	202	307	52	7	415	495
Shared Lane Traffic (%)												
Lane Group Flow (vph)	436	238	229	0	209	0	202	359	0	0	422	495
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6



Lanes, Volumes, Timings  
7: S County Rd & Royal Palm Way

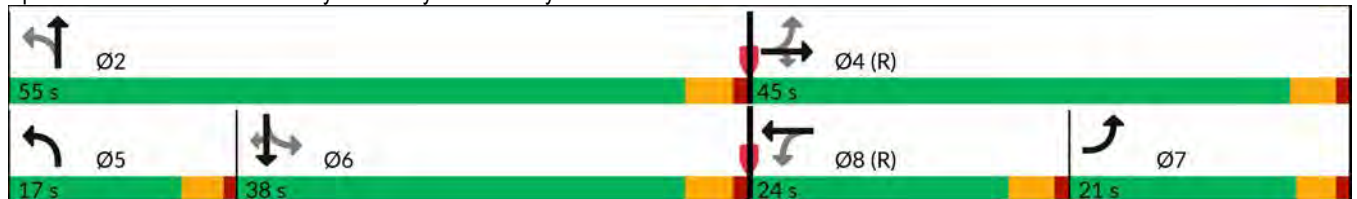
Future MID 2029

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	10.0	20.0	20.0	10.0	10.0		15.0	15.0		15.0	15.0	15.0
Minimum Split (s)	14.5	26.5	26.5	23.6	23.6		19.5	34.6		34.6	34.6	34.6
Total Split (s)	21.0	45.0	45.0	24.0	24.0		17.0	55.0		38.0	38.0	38.0
Total Split (%)	21.0%	45.0%	45.0%	24.0%	24.0%		17.0%	55.0%		38.0%	38.0%	38.0%
Maximum Green (s)	17.0	40.5	40.5	19.5	19.5		13.0	50.4		33.4	33.4	33.4
Yellow Time (s)	3.0	3.5	3.5	3.5	3.5		3.0	3.6		3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)	4.0	4.5	4.5		4.5		4.0	4.6			4.6	4.6
Lead/Lag	Lag			Lead			Lead			Lag		Lag
Lead-Lag Optimize?	Yes			Yes			Yes			Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		4.0	4.0	4.0
Recall Mode	Max	C-Max	C-Max	C-Max	C-Max		None	Max		Max	Max	Max
Walk Time (s)		7.0	7.0	7.0	7.0			7.0		7.0	7.0	7.0
Flash Don't Walk (s)		15.0	15.0	12.0	12.0			23.0		23.0	23.0	23.0
Pedestrian Calls (#/hr)		0	0	0	0			0		0	0	0
Act Effct Green (s)	41.0	40.5	40.5		19.5		51.0	50.4			33.4	33.4
Actuated g/C Ratio	0.41	0.41	0.41		0.20		0.51	0.50			0.33	0.33
v/c Ratio	0.77	0.32	0.29		0.32		0.50	0.39			0.68	0.58
Control Delay (s/veh)	32.2	15.6	4.0		30.0		18.2	16.3			35.5	5.3
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Delay (s/veh)	32.2	15.6	4.0		30.0		18.2	16.3			35.5	5.3
LOS	C	B	A		C		B	B			D	A
Approach Delay (s/veh)		20.7			30.0			17.0			19.2	
Approach LOS		C			C			B			B	

Intersection Summary





















Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 38 (38%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green  
 Natural Cycle: 95  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.77  
 Intersection Signal Delay (s/veh): 20.1      Intersection LOS: C  
 Intersection Capacity Utilization 83.9%      ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 7: S County Rd & Royal Palm Way



HCM Signalized Intersection Capacity Analysis  
 7: S County Rd & Royal Palm Way

Future MID 2029

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	401	219	211	8	139	45	186	282	48	6	382	455
Future Volume (vph)	401	219	211	8	139	45	186	282	48	6	382	455
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.5	4.5		4.5		4.0	4.6			4.6	4.6
Lane Util. Factor	1.00	1.00	1.00		0.95		1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85		0.96		1.00	0.98			1.00	0.85
Flt Protected	0.95	1.00	1.00		1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1770	1863	1583		3407		1770	1822			1861	1583
Flt Permitted	0.60	1.00	1.00		0.94		0.24	1.00			0.99	1.00
Satd. Flow (perm)	1121	1863	1583		3207		452	1822			1851	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	436	238	229	9	151	49	202	307	52	7	415	495
RTOR Reduction (vph)	0	0	136	0	29	0	0	6	0	0	0	330
Lane Group Flow (vph)	436	238	93	0	180	0	202	353	0	0	422	165
Turn Type	pm+pt	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Actuated Green, G (s)	41.0	40.5	40.5		19.5		50.4	50.4			33.4	33.4
Effective Green, g (s)	41.0	40.5	40.5		19.5		50.4	50.4			33.4	33.4
Actuated g/C Ratio	0.41	0.41	0.41		0.20		0.50	0.50			0.33	0.33
Clearance Time (s)	4.0	4.5	4.5		4.5		4.0	4.6			4.6	4.6
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0			4.0	4.0
Lane Grp Cap (vph)	569	754	641		625		399	918			618	528
v/s Ratio Prot	c0.13	0.13					c0.07	0.19				
v/s Ratio Perm	c0.18		0.06		0.06		0.19				c0.23	0.10
v/c Ratio	0.77	0.32	0.14		0.29		0.51	0.38			0.68	0.31
Uniform Delay, d1	25.7	20.3	18.8		34.3		16.4	15.3			28.7	24.8
Progression Factor	0.80	0.70	1.13		1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	8.9	1.0	0.4		1.2		1.0	1.2			6.0	1.5
Delay (s)	29.6	15.3	21.6		35.5		17.4	16.5			34.7	26.3
Level of Service	C	B	C		D		B	B			C	C
Approach Delay (s/veh)		23.8			35.5			16.8			30.2	
Approach LOS		C			D			B			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay (s/veh)			25.5									HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio			0.73									
Actuated Cycle Length (s)			100.0								17.1	Sum of lost time (s)
Intersection Capacity Utilization			83.9%									ICU Level of Service E
Analysis Period (min)			15									

c Critical Lane Group

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations						↗		↖			↕	↕
Traffic Vol, veh/h	0	0	0	10	1	22	22	604	0	0	571	17
Future Vol, veh/h	0	0	0	10	1	22	22	604	0	0	571	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	11	1	24	24	657	0	0	621	18

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	1015	1343	657	639	0	-	0
Stage 1	704	704	-	-	-	-	-
Stage 2	310	639	-	-	-	-	-
Critical Hdwy	6.63	6.53	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.83	5.53	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	2.219	-	-	-
Pot Cap-1 Maneuver	249	151	464	943	-	0	0
Stage 1	489	438	-	-	-	0	0
Stage 2	718	469	-	-	-	0	0
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	239	0	464	943	-	-	-
Mov Cap-2 Maneuver	239	0	-	-	-	-	-
Stage 1	470	0	-	-	-	-	-
Stage 2	718	0	-	-	-	-	-






















Approach	WB	NB	SB
HCM Control Delay, s/v	13.18	0.31	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBTWBLn1	SBT	SBR
Capacity (veh/h)	63	-	464	-
HCM Lane V/C Ratio	0.025	-	0.052	-
HCM Control Delay (s/veh)	8.9	0	13.2	-
HCM Lane LOS	A	A	B	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-



Lanes, Volumes, Timings  
9: County Road & Royal Poinciana




















Future MID 2029

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	171	48	344	27	61	2	279	615	27	0	612	276
Future Volume (vph)	171	48	344	27	61	2	279	615	27	0	612	276
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	415		0	0		0	0		0	0		0
Storage Lanes	1		1	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Frt			0.850				0.850		0.996			0.953
Flt Protected	0.950	0.972			0.985			0.985				
Satd. Flow (prot)	1681	1720	1583	0	1835	1583	0	3472	0	0	3373	0
Flt Permitted	0.950	0.972			0.861			0.530				
Satd. Flow (perm)	1681	1720	1583	0	1604	1583	0	1868	0	0	3373	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			374			109		4			77	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		408			419			86			55	
Travel Time (s)		9.3			9.5			2.0			1.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	186	52	374	29	66	2	303	668	29	0	665	300
Shared Lane Traffic (%)	37%											
Lane Group Flow (vph)	117	121	374	0	95	2	0	1000	0	0	965	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2				2
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru				Thru
Leading Detector (ft)	20	100	20	20	100	20	20	100				100
Trailing Detector (ft)	0	0	0	0	0	0	0	0				0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0				0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6				6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA				NA
Protected Phases	3	3	3		4	4		1 2				1
Permitted Phases				4			2					



HCM Signalized Intersection Capacity Analysis  
9: County Road & Royal Poinciana










Future MID 2029

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	171	48	344	27	61	2	279	615	27	0	612	276
Future Volume (vph)	171	48	344	27	61	2	279	615	27	0	612	276
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		0.98	1.00		0.99			1.00	
Satd. Flow (prot)	1681	1721	1583		1835	1583		3471			3374	
Flt Permitted	0.95	0.97	1.00		0.86	1.00		0.53			1.00	
Satd. Flow (perm)	1681	1721	1583		1604	1583		1866			3374	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	186	52	374	29	66	2	303	668	29	0	665	300
RTOR Reduction (vph)	0	0	307	0	0	2	0	2	0	0	39	0
Lane Group Flow (vph)	117	121	67	0	95	0	0	998	0	0	926	0
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA			NA	
Protected Phases	3	3	3		4	4		1 2			1	
Permitted Phases				4			2					
Actuated Green, G (s)	16.1	16.1	16.1		9.4	9.4		52.5			44.3	
Effective Green, g (s)	16.1	16.1	16.1		9.4	9.4		52.5			44.3	
Actuated g/C Ratio	0.18	0.18	0.18		0.10	0.10		0.58			0.49	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0					4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0					3.0	
Lane Grp Cap (vph)	300	307	283		167	165		1088			1660	
v/s Ratio Prot	0.07	c0.07	0.04			0.00					0.27	
v/s Ratio Perm					c0.06			c0.53				
v/c Ratio	0.39	0.39	0.24		0.57	0.00		1.26dl			0.56	
Uniform Delay, d1	32.6	32.6	31.7		38.4	36.1		16.8			16.0	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	0.8	0.8	0.4		4.4	0.0		13.5			1.4	
Delay (s)	33.5	33.5	32.1		42.8	36.1		30.3			17.4	
Level of Service	C	C	C		D	D		C			B	
Approach Delay (s/veh)		32.6			42.6			30.3			17.4	
Approach LOS		C			D			C			B	
<b>Intersection Summary</b>												
HCM 2000 Control Delay (s/veh)			26.6									HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio			0.81									
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												



Lanes, Volumes, Timings  
 10: S County Rd/County Road & S Breakers Row

Future MID 2029

							
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Lane Configurations							
Traffic Volume (vph)	73	36	869	109	34	950	
Future Volume (vph)	73	36	869	109	34	950	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95	
Fr <sub>t</sub>	0.955		0.983				
Fl <sub>t</sub> Protected	0.968					0.998	
Satd. Flow (prot)	1722	0	3479	0	0	3532	
Fl <sub>t</sub> Permitted	0.968					0.884	
Satd. Flow (perm)	1722	0	3479	0	0	3129	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)	37		25				
Link Speed (mph)	30		30			30	
Link Distance (ft)	374		229			1138	
Travel Time (s)	8.5		5.2			25.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	79	39	945	118	37	1033	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	118	0	1063	0	0	1070	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	12		0			0	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9		9	15		
Number of Detectors	1		2		1	2	
Detector Template	Left		Thru		Left	Thru	
Leading Detector (ft)	20		100		20	100	
Trailing Detector (ft)	0		0		0	0	
Detector 1 Position(ft)	0		0		0	0	
Detector 1 Size(ft)	20		6		20	6	
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0		0.0	0.0	
Detector 1 Delay (s)	0.0		0.0		0.0	0.0	
Detector 2 Position(ft)			94			94	
Detector 2 Size(ft)			6			6	
Detector 2 Type			Cl+Ex			Cl+Ex	
Detector 2 Channel							
Detector 2 Extend (s)			0.0			0.0	
Turn Type	Prot		NA		Perm	NA	
Protected Phases	8		2			6	4
Permitted Phases					6		
Detector Phase	8		2		6	6	
Switch Phase							
Minimum Initial (s)	15.0		15.0		15.0	15.0	15.0

Lanes, Volumes, Timings  
 10: S County Rd/County Road & S Breakers Row

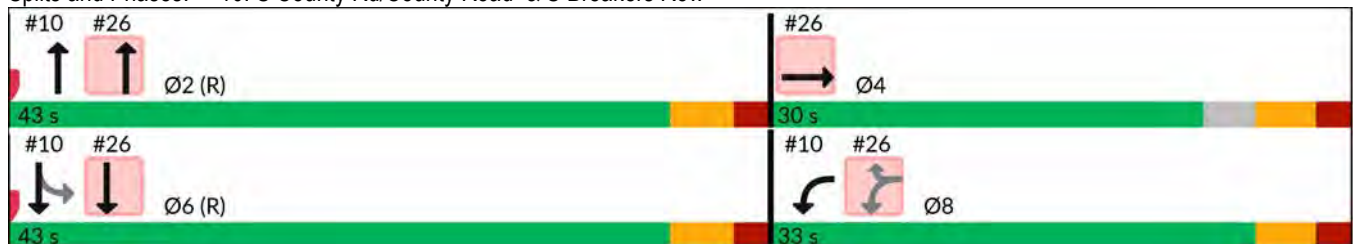
Future MID 2029



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Minimum Split (s)	31.4		28.6		22.6	22.6	22.5
Total Split (s)	33.0		43.0		43.0	43.0	30.0
Total Split (%)	43.4%		56.6%		56.6%	56.6%	39%
Maximum Green (s)	27.6		37.4		37.4	37.4	24.6
Yellow Time (s)	3.4		3.6		3.6	3.6	3.4
All-Red Time (s)	2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0	
Total Lost Time (s)	5.4		5.6			5.6	
<b>Lead/Lag</b>							
Lead-Lag Optimize?							
Vehicle Extension (s)	5.0		5.0		5.0	5.0	5.0
Recall Mode	None		C-Max		C-Max	C-Max	None
Walk Time (s)	10.0		7.0				
Flash Don't Walk (s)	16.0		16.0				
Pedestrian Calls (#/hr)	0		0				
Act Effect Green (s)	15.0		55.2			55.2	
Actuated g/C Ratio	0.20		0.73			0.73	
v/c Ratio	0.32		0.42			0.47	
Control Delay (s/veh)	21.1		6.1			6.8	
Queue Delay	0.0		0.7			0.0	
Total Delay (s/veh)	21.1		6.7			6.8	
LOS	C		A			A	
Approach Delay (s/veh)	21.1		6.7			6.8	
Approach LOS	C		A			A	























<b>Intersection Summary</b>	
Area Type:	Other
Cycle Length:	76
Actuated Cycle Length:	76
Offset:	0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.47
Intersection Signal Delay (s/veh):	7.5
Intersection LOS:	A
Intersection Capacity Utilization:	72.7%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 10: S County Rd/County Road & S Breakers Row



Lanes, Volumes, Timings  
11: County Rd & Sunset Ave

Future MID 2029

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	9	104	16	0	23	0	741	38	9	756	0
Future Volume (vph)	29	9	104	16	0	23	0	741	38	9	756	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	70		0	0		0	0		0	0		0
Storage Lanes	1		1	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Frt			0.850			0.850		0.993				
Flt Protected	0.950			0.950								0.999
Satd. Flow (prot)	1770	1863	1583	1770	0	1583	0	3514	0	0	3536	0
Flt Permitted	0.950			0.751								0.945
Satd. Flow (perm)	1770	1863	1583	1399	0	1583	0	3514	0	0	3345	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			113			25		9				
Link Speed (mph)		30			30			30				30
Link Distance (ft)		735			781			263				276
Travel Time (s)		16.7			17.8			6.0				6.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	32	10	113	17	0	25	0	805	41	10	822	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	10	113	17	0	25	0	846	0	0	832	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1		1		2		1		2
Detector Template	Left	Thru	Right	Left		Right		Thru		Left		Thru
Leading Detector (ft)	20	100	20	20		20		100		20		100
Trailing Detector (ft)	0	0	0	0		0		0		0		0
Detector 1 Position(ft)	0	0	0	0		0		0		0		0
Detector 1 Size(ft)	20	6	20	20		20		6		20		6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0		0.0
Detector 2 Position(ft)		94						94				94
Detector 2 Size(ft)		6						6				6
Detector 2 Type		Cl+Ex						Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0				0.0
Turn Type	Perm	NA	Perm	Perm		Perm		NA		Perm		NA
Protected Phases		8						6				2
Permitted Phases	8		8	4		4				2		



Lanes, Volumes, Timings  
11: County Rd & Sunset Ave

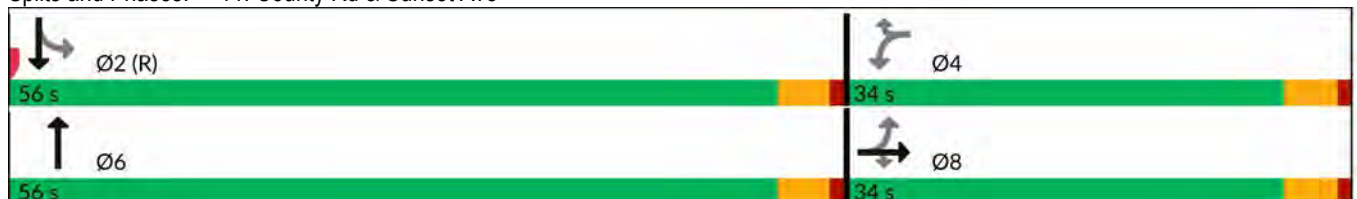
Future MID 2029

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	8	8	8	4		4		6		2	2	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0		15.0		10.0		10.0	10.0	
Minimum Split (s)	30.5	30.5	30.5	30.5		30.5		25.5		25.5	25.5	
Total Split (s)	34.0	34.0	34.0	34.0		34.0		56.0		56.0	56.0	
Total Split (%)	37.8%	37.8%	37.8%	37.8%		37.8%		62.2%		62.2%	62.2%	
Maximum Green (s)	29.5	29.5	29.5	29.5		29.5		51.5		51.5	51.5	
Yellow Time (s)	3.5	3.5	3.5	3.5		3.5		3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0		1.0		1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	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 Optimize?												
Vehicle Extension (s)	5.0	5.0	5.0	5.0		5.0		5.0		5.0	5.0	
Recall Mode	None	None	None	None		None		Max		C-Max	C-Max	
Walk Time (s)	10.0	10.0	10.0	10.0		10.0		10.0		10.0	10.0	
Flash Don't Walk (s)	16.0	16.0	16.0	16.0		16.0		10.0		10.0	10.0	
Pedestrian Calls (#/hr)	0	0	0	0		0		0		0	0	
Act Effect Green (s)	15.0	15.0	15.0	15.0		15.0		70.8		70.8	70.8	
Actuated g/C Ratio	0.17	0.17	0.17	0.17		0.17		0.79		0.79	0.79	
v/c Ratio	0.11	0.03	0.32	0.07		0.09		0.31		0.32	0.32	
Control Delay (s/veh)	26.5	25.3	10.6	32.7		13.7		2.5		2.7	2.7	
Queue Delay	0.0	0.0	0.1	0.0		0.0		0.3		0.1	0.1	
Total Delay (s/veh)	26.5	25.3	10.7	32.7		13.7		2.8		2.9	2.9	
LOS	C	C	B	C		B		A		A	A	
Approach Delay (s/veh)		14.9				21.4		2.8		2.9	2.9	
Approach LOS		B				C		A		A	A	

Intersection Summary












Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 63 (70%), Referenced to phase 2:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.32  
 Intersection Signal Delay (s/veh): 4.2      Intersection LOS: A  
 Intersection Capacity Utilization 57.9%      ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 11: County Rd & Sunset Ave
























HCM Signalized Intersection Capacity Analysis  
 10: S County Rd/County Road & S Breakers Row

Future MID 2029

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	73	36	869	109	34	950
Future Volume (vph)	73	36	869	109	34	950
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4		5.6			5.6
Lane Util. Factor	1.00		0.95			0.95
Frt	0.96		0.98			1.00
Flt Protected	0.97		1.00			1.00
Satd. Flow (prot)	1722		3480			3533
Flt Permitted	0.97		1.00			0.88
Satd. Flow (perm)	1722		3480			3129
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	79	39	945	118	37	1033
RTOR Reduction (vph)	31	0	8	0	0	0
Lane Group Flow (vph)	87	0	1055	0	0	1070
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Actuated Green, G (s)	12.0		53.0			53.0
Effective Green, g (s)	12.0		53.0			53.0
Actuated g/C Ratio	0.16		0.70			0.70
Clearance Time (s)	5.4		5.6			5.6
Vehicle Extension (s)	5.0		5.0			5.0
Lane Grp Cap (vph)	271		2426			2182
v/s Ratio Prot	c0.05		0.30			
v/s Ratio Perm						c0.34
v/c Ratio	0.32		0.44			0.49
Uniform Delay, d1	28.4		5.0			5.3
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	1.4		0.6			0.8
Delay (s)	29.8		5.6			6.1
Level of Service	C		A			A
Approach Delay (s/veh)	29.8		5.6			6.1
Approach LOS	C		A			A
<b>Intersection Summary</b>						
HCM 2000 Control Delay (s/veh)			7.1		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.46			
Actuated Cycle Length (s)			76.0		Sum of lost time (s)	11.0
Intersection Capacity Utilization			72.7%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis  
 11: County Rd & Sunset Ave

Future MID 2029


















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	9	104	16	0	23	0	741	38	9	756	0
Future Volume (vph)	29	9	104	16	0	23	0	741	38	9	756	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5		4.5		4.5			4.5	
Lane Util. Factor	1.00	1.00	1.00	1.00		1.00		0.95			0.95	
Frt	1.00	1.00	0.85	1.00		0.85		0.99			1.00	
Flt Protected	0.95	1.00	1.00	0.95		1.00		1.00			1.00	
Satd. Flow (prot)	1770	1863	1583	1770		1583		3513			3537	
Flt Permitted	0.95	1.00	1.00	0.75		1.00		1.00			0.94	
Satd. Flow (perm)	1770	1863	1583	1399		1583		3513			3344	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	32	10	113	17	0	25	0	805	41	10	822	0
RTOR Reduction (vph)	0	0	98	0	0	22	0	2	0	0	0	0
Lane Group Flow (vph)	32	10	15	17	0	3	0	844	0	0	832	0
Turn Type	Perm	NA	Perm	Perm		Perm		NA		Perm	NA	
Protected Phases		8						6				2
Permitted Phases	8		8	4		4				2		
Actuated Green, G (s)	12.0	12.0	12.0	12.0		12.0		69.0			69.0	
Effective Green, g (s)	12.0	12.0	12.0	12.0		12.0		69.0			69.0	
Actuated g/C Ratio	0.13	0.13	0.13	0.13		0.13		0.77			0.77	
Clearance Time (s)	4.5	4.5	4.5	4.5		4.5		4.5			4.5	
Vehicle Extension (s)	5.0	5.0	5.0	5.0		5.0		5.0			5.0	
Lane Grp Cap (vph)	236	248	211	186		211		2693			2563	
v/s Ratio Prot		0.01						0.24				
v/s Ratio Perm	c0.02		0.01	0.01		0.00					c0.25	
v/c Ratio	0.14	0.04	0.07	0.09		0.02		0.31			0.32	
Uniform Delay, d1	34.4	34.0	34.1	34.2		33.9		3.2			3.3	
Progression Factor	0.80	0.79	1.22	1.00		1.00		0.61			0.65	
Incremental Delay, d2	0.5	0.1	0.3	0.4		0.1		0.3			0.3	
Delay (s)	28.1	27.1	42.0	34.7		33.9		2.2			2.4	
Level of Service	C	C	D	C		C		A			A	
Approach Delay (s/veh)		38.2			34.2			2.2			2.4	
Approach LOS		D			C			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay (s/veh)			6.0									A
HCM 2000 Volume to Capacity ratio			0.30									
Actuated Cycle Length (s)			90.0								9.0	
Intersection Capacity Utilization			57.9%									B
Analysis Period (min)			15									

c Critical Lane Group



Lanes, Volumes, Timings  
12: Sunrise Ave & S County Rd

Future MID 2029

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	20	123	125	60	42	110	562	139	30	524	79
Future Volume (vph)	36	20	123	125	60	42	110	562	139	30	524	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	210		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.907			0.938			0.974			0.981	
Flt Protected		0.990		0.950				0.993			0.998	
Satd. Flow (prot)	0	1673	0	1770	1747	0	0	3423	0	0	3465	0
Flt Permitted		0.901		0.496				0.724			0.878	
Satd. Flow (perm)	0	1522	0	924	1747	0	0	2496	0	0	3048	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		124			46			32			20	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		716			834			109			368	
Travel Time (s)		16.3			19.0			2.5			8.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	39	22	134	136	65	46	120	611	151	33	570	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	195	0	136	111	0	0	882	0	0	689	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2			6		

Lanes, Volumes, Timings  
12: Sunrise Ave & S County Rd

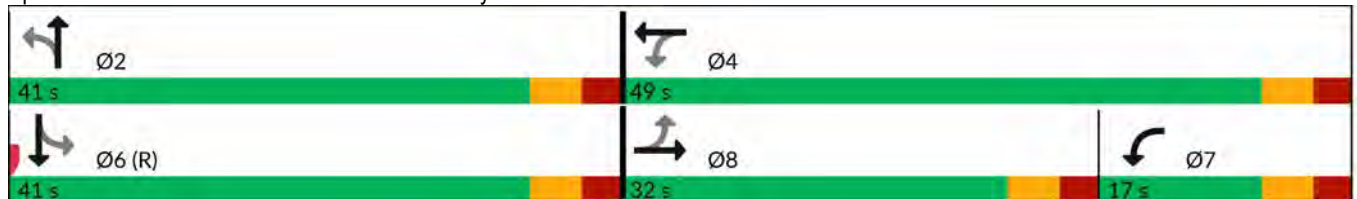
Future MID 2029

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	8	8		7	4		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		7.0	10.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	31.0	31.0		13.0	31.0		26.0	26.0		28.0	28.0	
Total Split (s)	32.0	32.0		17.0	49.0		41.0	41.0		41.0	41.0	
Total Split (%)	35.6%	35.6%		18.9%	54.4%		45.6%	45.6%		45.6%	45.6%	
Maximum Green (s)	26.0	26.0		11.0	43.0		35.0	35.0		35.0	35.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)		6.0		6.0	6.0			6.0			6.0	
Lead/Lag	Lead	Lead		Lag								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		2.0	2.0	
Recall Mode	None	None		None	None		Max	Max		C-Max	C-Max	
Walk Time (s)	10.0	10.0			10.0		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)	15.0	15.0			15.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	0	0			0		0	0		0	0	
Act Effect Green (s)		11.9		25.7	25.7			52.3			52.3	
Actuated g/C Ratio		0.13		0.29	0.29			0.58			0.58	
v/c Ratio		0.63		0.40	0.21			0.60			0.39	
Control Delay (s/veh)		26.1		30.3	15.0			16.1			11.2	
Queue Delay		0.0		0.0	0.0			0.1			0.0	
Total Delay (s/veh)		26.1		30.3	15.0			16.2			11.2	
LOS		C		C	B			B			B	
Approach Delay (s/veh)		26.1			23.4			16.2			11.2	
Approach LOS		C			C			B			B	

Intersection Summary


















Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 58 (64%), Referenced to phase 6:SBTL, Start of Green  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.63  
 Intersection Signal Delay (s/veh): 16.3      Intersection LOS: B  
 Intersection Capacity Utilization 80.0%      ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 12: Sunrise Ave & S County Rd



HCM Signalized Intersection Capacity Analysis  
 12: Sunrise Ave & S County Rd

Future MID 2029

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	20	123	125	60	42	110	562	139	30	524	79
Future Volume (vph)	36	20	123	125	60	42	110	562	139	30	524	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0			6.0	
Lane Util. Factor		1.00		1.00	1.00			0.95			0.95	
Frt		0.91		1.00	0.94			0.97			0.98	
Flt Protected		0.99		0.95	1.00			0.99			1.00	
Satd. Flow (prot)		1673		1770	1747			3425			3465	
Flt Permitted		0.90		0.50	1.00			0.72			0.88	
Satd. Flow (perm)		1523		925	1747			2495			3048	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	39	22	134	136	65	46	120	611	151	33	570	86
RTOR Reduction (vph)	0	108	0	0	33	0	0	13	0	0	8	0
Lane Group Flow (vph)	0	87	0	136	78	0	0	869	0	0	681	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2			6		
Actuated Green, G (s)		11.9		25.7	25.7			52.3			52.3	
Effective Green, g (s)		11.9		25.7	25.7			52.3			52.3	
Actuated g/C Ratio		0.13		0.29	0.29			0.58			0.58	
Clearance Time (s)		6.0		6.0	6.0			6.0			6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0			2.0	
Lane Grp Cap (vph)		201		337	498			1449			1771	
v/s Ratio Prot				c0.03	0.04							
v/s Ratio Perm		0.06		c0.08				c0.35			0.22	
v/c Ratio		0.43		0.40	0.16			0.60			0.38	
Uniform Delay, d1		36.0		31.7	24.0			12.1			10.2	
Progression Factor		1.15		1.00	1.00			1.12			1.00	
Incremental Delay, d2		1.5		0.8	0.1			1.8			0.6	
Delay (s)		42.8		32.5	24.2			15.4			10.8	
Level of Service		D		C	C			B			B	
Approach Delay (s/veh)		42.8			28.8			15.4			10.8	
Approach LOS		D			C			B			B	
<b>Intersection Summary</b>												
HCM 2000 Control Delay (s/veh)			18.1									B
HCM 2000 Volume to Capacity ratio			0.57									
Actuated Cycle Length (s)			90.0								18.0	
Intersection Capacity Utilization			80.0%									D
Analysis Period (min)			15									

c Critical Lane Group



Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕					↕	↑	↕	↕	↕	
Traffic Vol, veh/h	3	6	29	0	0	0	32	340	196	11	635	8
Future Vol, veh/h	3	6	29	0	0	0	32	340	196	11	635	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	7	32	0	0	0	35	370	213	12	690	9











Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1158	1371	695	699	0	0	583	0	0
Stage 1	718	718	-	-	-	-	-	-	-
Stage 2	439	652	-	-	-	-	-	-	-
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	217	146	442	898	-	-	992	-	-
Stage 1	483	433	-	-	-	-	-	-	-
Stage 2	650	464	-	-	-	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	206	0	442	898	-	-	992	-	-
Mov Cap-2 Maneuver	206	0	-	-	-	-	-	-	-
Stage 1	464	0	-	-	-	-	-	-	-
Stage 2	642	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v15.05		0.52	0.15
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	898	-	-	399	992	-	-
HCM Lane V/C Ratio	0.039	-	-	0.103	0.012	-	-
HCM Control Delay (s/veh)	9.2	-	-	15	8.7	-	-
HCM Lane LOS	A	-	-	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0	-	-

Lanes, Volumes, Timings  
14: Bradley PI & Sunrise Ave

Future MID 2029

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	240	44	261	79	30	403
Future Volume (vph)	240	44	261	79	30	403
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	40	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.979		0.969			
Flt Protected	0.959				0.950	
Satd. Flow (prot)	1749	0	1805	0	1770	1863
Flt Permitted	0.959				0.432	
Satd. Flow (perm)	1749	0	1805	0	805	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	11		20			
Link Speed (mph)	30		30			30
Link Distance (ft)	295		402			207
Travel Time (s)	6.7		9.1			4.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	261	48	284	86	33	438
Shared Lane Traffic (%)						
Lane Group Flow (vph)	309	0	370	0	33	438
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases					2	

Lanes, Volumes, Timings  
 14: Bradley PI & Sunrise Ave

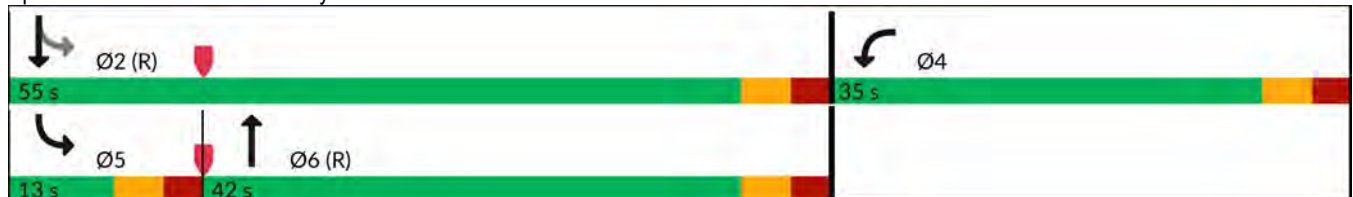
Future MID 2029

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	4		6		5	2
Switch Phase						
Minimum Initial (s)	10.0		12.0		5.0	12.0
Minimum Split (s)	25.9		30.0		10.9	26.9
Total Split (s)	35.0		42.0		13.0	55.0
Total Split (%)	38.9%		46.7%		14.4%	61.1%
Maximum Green (s)	29.1		36.1		7.1	49.1
Yellow Time (s)	3.4		3.4		3.4	3.4
All-Red Time (s)	2.5		2.5		2.5	2.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.9		5.9		5.9	5.9
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.5		2.5		3.0	2.5
Recall Mode	None		C-Max		None	C-Max
Walk Time (s)	7.0		7.0			
Flash Don't Walk (s)	13.0		14.0			
Pedestrian Calls (#/hr)	0		0			
Act Effect Green (s)	20.3		50.4		57.9	57.9
Actuated g/C Ratio	0.23		0.56		0.64	0.64
v/c Ratio	0.77		0.36		0.06	0.37
Control Delay (s/veh)	44.3		5.6		7.7	9.5
Queue Delay	0.0		0.0		0.0	0.0
Total Delay (s/veh)	44.3		5.6		7.7	9.5
LOS	D		A		A	A
Approach Delay (s/veh)	44.3		5.6			9.4
Approach LOS	D		A			A

Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 72 (80%), Referenced to phase 2:SBTL and 6:NBT, Start of Green  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.77  
 Intersection Signal Delay (s/veh): 17.5      Intersection LOS: B  
 Intersection Capacity Utilization 50.7%      ICU Level of Service A  
 Analysis Period (min) 15











Splits and Phases: 14: Bradley PI & Sunrise Ave





























HCM Signalized Intersection Capacity Analysis  
 14: Bradley PI & Sunrise Ave

Future MID 2029

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	240	44	261	79	30	403
Future Volume (vph)	240	44	261	79	30	403
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9		5.9		5.9	5.9
Lane Util. Factor	1.00		1.00		1.00	1.00
Frt	0.98		0.97		1.00	1.00
Flt Protected	0.96		1.00		0.95	1.00
Satd. Flow (prot)	1750		1804		1770	1863
Flt Permitted	0.96		1.00		0.43	1.00
Satd. Flow (perm)	1750		1804		805	1863
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	261	48	284	86	33	438
RTOR Reduction (vph)	9	0	9	0	0	0
Lane Group Flow (vph)	300	0	361	0	33	438
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases					2	
Actuated Green, G (s)	20.3		48.0		57.9	57.9
Effective Green, g (s)	20.3		48.0		57.9	57.9
Actuated g/C Ratio	0.23		0.53		0.64	0.64
Clearance Time (s)	5.9		5.9		5.9	5.9
Vehicle Extension (s)	2.5		2.5		3.0	2.5
Lane Grp Cap (vph)	394		962		560	1198
v/s Ratio Prot	c0.17		0.20		0.00	c0.24
v/s Ratio Perm					0.04	
v/c Ratio	0.76		0.37		0.06	0.37
Uniform Delay, d1	32.6		12.2		6.5	7.5
Progression Factor	1.03		0.35		1.00	1.00
Incremental Delay, d2	7.7		1.0		0.0	0.9
Delay (s)	41.5		5.3		6.6	8.3
Level of Service	D		A		A	A
Approach Delay (s/veh)	41.5		5.3			8.2
Approach LOS	D		A			A
<b>Intersection Summary</b>						
HCM 2000 Control Delay (s/veh)			16.2		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.51			
Actuated Cycle Length (s)			90.0		Sum of lost time (s)	17.7
Intersection Capacity Utilization			50.7%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

Lanes, Volumes, Timings  
15: Coaconut Row & Royal Poinciana Wy

Future MID 2029

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Configurations	 	 			 			 			
Traffic Volume (vph)	339	450	141	103	583	79	233	168	94	151	518
Future Volume (vph)	339	450	141	103	583	79	233	168	94	151	518
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		0	110		150	0		0		0
Storage Lanes	2		0	1		1	1		0		1
Taper Length (ft)	25			25			25				
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.964				0.850		0.946			0.850
Flt Protected	0.950			0.950			0.950				
Satd. Flow (prot)	3433	3412	0	1770	3539	1583	1770	1762	0	1863	1583
Flt Permitted	0.950			0.950			0.611				
Satd. Flow (perm)	3433	3412	0	1770	3539	1583	1138	1762	0	1863	1583
Right Turn on Red						Yes					Yes
Satd. Flow (RTOR)						127					108
Link Speed (mph)		30			30			30		30	
Link Distance (ft)		280			506			291		254	
Travel Time (s)		6.4			11.5			6.6		5.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	368	489	153	112	634	86	253	183	102	164	563
Shared Lane Traffic (%)											
Lane Group Flow (vph)	368	642	0	112	634	86	253	285	0	164	563
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		70			100			12		12	
Link Offset(ft)		0			0			0		0	
Crosswalk Width(ft)		16			16			16		16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		60	15		9	15		9		9
Number of Detectors	1	2		1	2	1	0	2		2	1
Detector Template	Left	Thru		Left	Thru	Right		Thru		Thru	Right
Leading Detector (ft)	20	100		20	100	20	0	100		100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel											
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94			94			94		94	
Detector 2 Size(ft)		6			6			6		6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex		Cl+Ex	
Detector 2 Channel											
Detector 2 Extend (s)		0.0			0.0			0.0		0.0	
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		NA	pm+ov
Protected Phases	1	6		5	2		4	8		3	1
Permitted Phases						2	8				3

Lanes, Volumes, Timings  
15: Coaconut Row & Royal Poinciana Wy

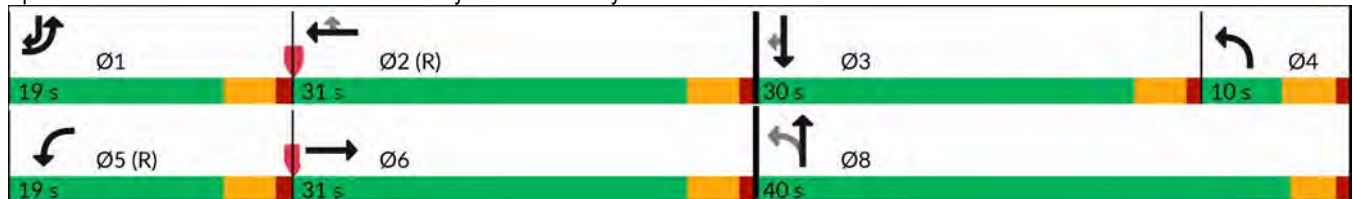
Future MID 2029

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Detector Phase	1	6		5	2	2	4	8		3	1
Switch Phase											
Minimum Initial (s)	15.0	20.0		15.0	20.0	20.0	5.0	15.0		15.0	15.0
Minimum Split (s)	19.5	30.5		19.5	30.5	30.5	30.5	30.0		30.5	19.5
Total Split (s)	19.0	31.0		19.0	31.0	31.0	10.0	40.0		30.0	19.0
Total Split (%)	21.1%	34.4%		21.1%	34.4%	34.4%	11.1%	44.4%		33.3%	21.1%
Maximum Green (s)	14.5	26.5		14.5	26.5	26.5	5.5	36.0		25.5	14.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.0		3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag			Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes			Yes	Yes
Vehicle Extension (s)	5.0	5.0		5.0	5.0	5.0	3.0	5.0		5.0	5.0
Recall Mode	None	Max		C-Max	C-Max	C-Max	None	None		Max	None
Walk Time (s)		10.0			10.0	10.0	10.0	10.0		10.0	
Flash Don't Walk (s)		16.0			16.0	16.0	16.0	16.0		16.0	
Pedestrian Calls (#/hr)		0			0	0	0	0		0	
Act Effect Green (s)	14.5	26.5		14.5	26.5	26.5	35.5	36.0		25.5	40.0
Actuated g/C Ratio	0.16	0.29		0.16	0.29	0.29	0.39	0.40		0.28	0.44
v/c Ratio	0.67	0.64		0.39	0.61	0.15	0.52	0.40		0.31	0.74
Control Delay (s/veh)	42.1	31.1		48.6	21.7	0.8	26.1	21.5		27.3	12.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	42.1	31.1		48.6	21.7	0.8	26.1	21.5		27.3	12.7
LOS	D	C		D	C	A	C	C		C	B
Approach Delay (s/veh)		35.1			23.1			23.7		16.0	
Approach LOS		D			C			C		B	

Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 0 (0%), Referenced to phase 2:WBT and 5:WBL, Start of Green, Master Intersection  
 Natural Cycle: 115  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.74  
 Intersection Signal Delay (s/veh): 25.4      Intersection LOS: C  
 Intersection Capacity Utilization 72.9%      ICU Level of Service C  
 Analysis Period (min) 15























Splits and Phases: 15: Coaconut Row & Royal Poinciana Wy





HCM Signalized Intersection Capacity Analysis  
 15: Coaconut Row & Royal Poinciana Wy





















Future MID 2029

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	339	450	141	103	583	79	233	168	94	151	518	
Future Volume (vph)	339	450	141	103	583	79	233	168	94	151	518	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5	
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.96		1.00	1.00	0.85	1.00	0.95		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		1.00	1.00	
Satd. Flow (prot)	3433	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	1138	1763		1863	1583	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	368	489	153	112	634	86	253	183	102	164	563	
RTOR Reduction (vph)	0	0	0	0	0	61	0	0	0	0	60	
Lane Group Flow (vph)	368	642	0	112	634	25	253	285	0	164	503	
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		NA	pm+ov	
Protected Phases	1	6		5	2		4	8		3	1	
Permitted Phases						2	8				3	
Actuated Green, G (s)	14.5	26.5		14.5	26.5	26.5	36.0	36.0		25.5	40.0	
Effective Green, g (s)	14.5	26.5		14.5	26.5	26.5	36.0	36.0		25.5	40.0	
Actuated g/C Ratio	0.16	0.29		0.16	0.29	0.29	0.40	0.40		0.28	0.44	
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5	
Vehicle Extension (s)	5.0	5.0		5.0	5.0	5.0	3.0	5.0		5.0	5.0	
Lane Grp Cap (vph)	553	1004		285	1042	466	493	705		527	703	
v/s Ratio Prot	0.11	c0.19		0.06	0.18		c0.03	0.16		0.09	c0.12	
v/s Ratio Perm						0.02	0.17				0.20	
v/c Ratio	0.67	0.64		0.39	0.61	0.05	0.51	0.40		0.31	0.72	
Uniform Delay, d1	35.5	27.6		33.8	27.3	22.8	22.0	19.3		25.3	20.4	
Progression Factor	1.00	1.00		1.31	0.70	0.15	1.00	1.00		1.00	0.66	
Incremental Delay, d2	4.0	3.1		3.4	2.2	0.2	0.9	0.8		1.4	4.0	
Delay (s)	39.5	30.7		47.7	21.4	3.7	22.9	20.1		26.8	17.5	
Level of Service	D	C		D	C	A	C	C		C	B	
Approach Delay (s/veh)		33.9			23.1			21.4		19.6		
Approach LOS		C			C			C		B		
<b>Intersection Summary</b>												
HCM 2000 Control Delay (s/veh)			25.5								HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			90.0								Sum of lost time (s)	18.0
Intersection Capacity Utilization			72.9%								ICU Level of Service	C
Analysis Period (min)			15									

c Critical Lane Group

Lanes, Volumes, Timings  
16: Royal Palm Wy & Coconut Rd

Future MID 2029

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	168	839	47	0	728	93	155	94	26	51	17	365
Future Volume (vph)	168	839	47	0	728	93	155	94	26	51	17	365
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		0	0		0	225		0
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992			0.983			0.968				0.850
Flt Protected	0.950						0.950			0.950		
Satd. Flow (prot)	1770	3511	0	0	3479	0	1770	1803	0	1770	1863	1583
Flt Permitted	0.950						0.572			0.674		
Satd. Flow (perm)	1770	3511	0	0	3479	0	1065	1803	0	1255	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			14			14				397
Link Speed (mph)		30			30			30				30
Link Distance (ft)		354			401			476				251
Travel Time (s)		8.0			9.1			10.8				5.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	183	912	51	0	791	101	168	102	28	55	18	397
Shared Lane Traffic (%)												
Lane Group Flow (vph)	183	963	0	0	892	0	168	130	0	55	18	397
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2		1	2	1
Detector Template	Left	Thru			Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100			100		20	100		20	100	20
Trailing Detector (ft)	0	0			0		0	0		0	0	0
Detector 1 Position(ft)	0	0			0		0	0		0	0	0
Detector 1 Size(ft)	20	6			6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Prot	NA			NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6			2		7	4		3	8	
Permitted Phases							4			8		8

Lanes, Volumes, Timings  
16: Royal Palm Wy & Coconut Rd

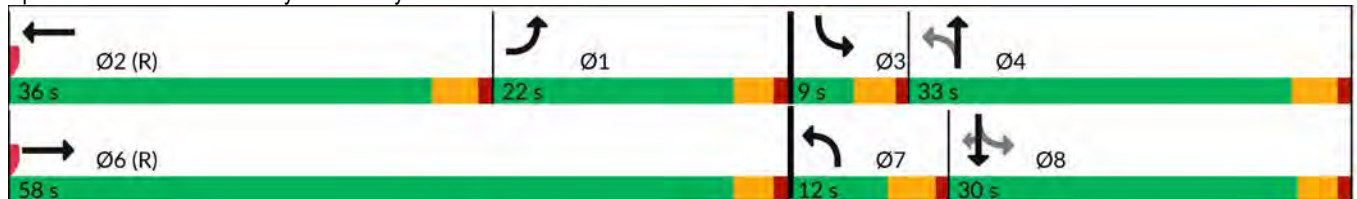
Future MID 2029

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6			2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0			15.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	30.5			30.5		9.5	30.5		9.5	30.5	30.5
Total Split (s)	22.0	58.0			36.0		12.0	33.0		9.0	30.0	30.0
Total Split (%)	22.0%	58.0%			36.0%		12.0%	33.0%		9.0%	30.0%	30.0%
Maximum Green (s)	18.0	54.0			31.5		7.5	28.5		5.0	26.0	26.0
Yellow Time (s)	3.0	3.0			3.5		3.5	3.5		3.0	3.0	3.0
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.0	4.0
Lead/Lag	Lag			Lead			Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes			Yes			Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	5.0	7.0			7.0		5.0	5.0		5.0	5.0	5.0
Recall Mode	None	C-Max			C-Max		None	None		None	None	None
Walk Time (s)		10.0			10.0			10.0			10.0	10.0
Flash Don't Walk (s)		16.0			16.0			16.0			16.0	16.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	18.0	67.1			44.6		23.2	17.2		17.9	12.9	12.9
Actuated g/C Ratio	0.18	0.67			0.45		0.23	0.17		0.18	0.13	0.13
v/c Ratio	0.58	0.41			0.57		0.56	0.40		0.22	0.07	0.72
Control Delay (s/veh)	45.6	8.8			23.5		38.3	36.1		29.2	35.4	11.9
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	45.6	8.8			23.5		38.3	36.1		29.2	35.4	11.9
LOS	D	A			C		D	D		C	D	B
Approach Delay (s/veh)		14.7			23.5			37.3			14.8	
Approach LOS		B			C			D			B	

Intersection Summary

Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.72  
 Intersection Signal Delay (s/veh): 19.9      Intersection LOS: B  
 Intersection Capacity Utilization 65.1%      ICU Level of Service C  
 Analysis Period (min) 15























Splits and Phases: 16: Royal Palm Wy & Coconut Rd





HCM Signalized Intersection Capacity Analysis  
 16: Royal Palm Wy & Coconut Rd

Future MID 2029

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Traffic Volume (vph)	168	839	47	0	728	93	155	94	26	51	17	365
Future Volume (vph)	168	839	47	0	728	93	155	94	26	51	17	365
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99			0.98		1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3511			3479		1770	1803		1770	1863	1583
Flt Permitted	0.95	1.00			1.00		0.57	1.00		0.67	1.00	1.00
Satd. Flow (perm)	1770	3511			3479		1066	1803		1255	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	183	912	51	0	791	101	168	102	28	55	18	397
RTOR Reduction (vph)	0	3	0	0	8	0	0	12	0	0	0	343
Lane Group Flow (vph)	183	960	0	0	884	0	168	118	0	55	18	54
Turn Type	Prot	NA			NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6			2		7	4		3	8	
Permitted Phases							4			8		8
Actuated Green, G (s)	18.0	66.3			43.8		24.7	17.2		17.7	13.7	13.7
Effective Green, g (s)	18.0	66.3			43.8		24.7	17.2		17.7	13.7	13.7
Actuated g/C Ratio	0.18	0.66			0.44		0.25	0.17		0.18	0.14	0.14
Clearance Time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.0	4.0
Vehicle Extension (s)	5.0	7.0			7.0		5.0	5.0		5.0	5.0	5.0
Lane Grp Cap (vph)	318	2327			1523		316	310		242	255	216
v/s Ratio Prot	c0.10	0.27			c0.25		c0.04	0.07		0.01	0.01	
v/s Ratio Perm							c0.09			0.03		0.03
v/c Ratio	0.58	0.41			0.58		0.53	0.38		0.23	0.07	0.25
Uniform Delay, d1	37.5	7.8			21.2		31.6	36.7		35.0	37.6	38.6
Progression Factor	1.00	1.00			1.02		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	4.0	0.5			1.4		3.1	1.6		1.0	0.2	1.3
Delay (s)	41.5	8.4			23.1		34.7	38.3		36.0	37.8	39.9
Level of Service	D	A			C		C	D		D	D	D
Approach Delay (s/veh)		13.6			23.1			36.3			39.3	
Approach LOS		B			C			D			D	
<b>Intersection Summary</b>												
HCM 2000 Control Delay (s/veh)			23.4				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.59									
Actuated Cycle Length (s)			100.0				Sum of lost time (s)			17.0		
Intersection Capacity Utilization			65.1%				ICU Level of Service			C		
Analysis Period (min)			15									

c Critical Lane Group

Intersection						
Intersection Delay, s/veh	4.3					
Intersection LOS	A					
Approach	EB		WB		NB	
Entry Lanes	1		1		1	
Conflicting Circle Lanes	1		1		1	
Adj Approach Flow, veh/h	809		880		634	
Demand Flow Rate, veh/h	826		897		646	
Vehicles Circulating, veh/h	313		277		543	
Vehicles Exiting, veh/h	277		543		313	
Ped Vol Crossing Leg, #/h	0		0		0	
Ped Cap Adj	1.000		1.000		1.000	
Approach Delay, s/veh	7.0		2.3		3.8	
Approach LOS	A		A		A	
Lane	Left	Bypass	Left	Bypass	Left	Bypass
Designated Moves	T	R	L	R	L	R
Assumed Moves	T		L		L	
RT Channelized		Free		Free		Free
Lane Util	1.000		1.000		1.000	
Follow-Up Headway, s	2.609		2.609		2.609	
Critical Headway, s	4.976		4.976		4.976	
A (Intercept)	1380		1380		1380	
B (Slope)	1.02e-3		1.02e-3		1.02e-3	
Entry Flow, veh/h	543	283	313	584	277	369
Cap Entry Lane, veh/h	1003	1938	1040	1938	793	1938
Entry HV Adj Factor	0.980	0.980	0.981	0.980	0.982	0.980
Flow Entry, veh/h	532	277	307	573	272	362
Cap Entry, veh/h	983	1900	1020	1900	779	1900
V/C Ratio	0.542	0.146	0.301	0.302	0.349	0.191
Control Delay, s/veh	10.6	0.0	6.5	0.0	8.8	0.0
LOS	B	A	A	A	A	A
95th %tile Queue, veh	3	1	1	1	2	1

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1079	331	16	1259	0	55
Future Vol, veh/h	1079	331	16	1259	0	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1173	360	17	1368	0	60

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1533	0	- 766
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	- 6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	- 3.32
Pot Cap-1 Maneuver	-	-	430	-	0 345
Stage 1	-	-	-	-	0 -
Stage 2	-	-	-	-	0 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	430	-	- 345
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.03	17.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	345	-	-	45	-
HCM Lane V/C Ratio	0.173	-	-	0.04	-
HCM Control Delay (s/veh)	17.6	-	-	13.7	0.9
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-



Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	3	1	22	1	10	1	45	16	198	211	4
Future Vol, veh/h	4	3	1	22	1	10	1	45	16	198	211	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	3	1	24	1	11	1	49	17	215	229	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.2	8.3	7.7	11.7
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	50%	67%	48%
Vol Thru, %	73%	38%	3%	51%
Vol Right, %	26%	13%	30%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	62	8	33	413
LT Vol	1	4	22	198
Through Vol	45	3	1	211
RT Vol	16	1	10	4
Lane Flow Rate	67	9	36	449
Geometry Grp	1	1	1	1
Degree of Util (X)	0.081	0.012	0.05	0.518
Departure Headway (Hd)	4.344	5.156	5.041	4.153
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	829	698	714	862
Service Time	2.348	3.161	3.044	2.215
HCM Lane V/C Ratio	0.081	0.013	0.05	0.521
HCM Control Delay, s/veh	7.7	8.2	8.3	11.7
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	0.3	0	0.2	3

Intersection						
Int Delay, s/veh	2.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑			↓
Traffic Vol, veh/h	0	0	66	26	79	164
Future Vol, veh/h	0	0	66	26	79	164
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	72	28	86	178

Major/Minor	Minor2	Major2		
Conflicting Flow All	350	178	0	0
Stage 1	350	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.52	6.22	4.12	-
Critical Hdwy Stg 1	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	574	865	-	-
Stage 1	633	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	865	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	NB	SB
HCM Control Delay, s/v	9.71	
HCM LOS	A	

Minor Lane/Major Mvmt	NBLn1	SBL	SBT
Capacity (veh/h)	865	-	-
HCM Lane V/C Ratio	0.116	-	-
HCM Control Delay (s/veh)	9.7	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑			↑
Traffic Vol, veh/h	18	42	44	0	0	165
Future Vol, veh/h	18	42	44	0	0	165
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	46	48	0	0	179
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	7.4	7.5	8.2
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	30%	0%
Vol Thru, %	100%	0%	100%
Vol Right, %	0%	70%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	44	60	165
LT Vol	0	18	0
Through Vol	44	0	165
RT Vol	0	42	0
Lane Flow Rate	48	65	179
Geometry Grp	1	1	1
Degree of Util (X)	0.056	0.074	0.204
Departure Headway (Hd)	4.185	4.073	4.085
Convergence, Y/N	Yes	Yes	Yes
Cap	847	885	875
Service Time	2.256	2.073	2.128
HCM Lane V/C Ratio	0.057	0.073	0.205
HCM Control Delay, s/veh	7.5	7.4	8.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.2	0.8



Intersection	
Intersection Delay, s/veh	5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								↔			↔	
Traffic Vol, veh/h	0	0	0	0	0	0	2	38	43	172	0	5
Future Vol, veh/h	0	0	0	0	0	0	2	38	43	172	0	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	2	41	47	187	0	5
Number of Lanes	0	0	0	0	0	0	0	1	0	0	1	0

Approach	NB	SB
Opposing Approach	SB	NB
Opposing Lanes	1	1
Conflicting Approach Left		
Conflicting Lanes Left	0	0
Conflicting Approach Right		
Conflicting Lanes Right	0	0
HCM Control Delay, s/veh	5	5
HCM LOS	A	A

Lane	NBLn1	SBLn1
Vol Left, %	2%	97%
Vol Thru, %	46%	0%
Vol Right, %	52%	3%
Sign Control	Stop	Stop
Traffic Vol by Lane	83	177
LT Vol	2	172
Through Vol	38	0
RT Vol	43	5
Lane Flow Rate	90	192
Geometry Grp	Error	Error
Degree of Util (X)	0	0
Departure Headway (Hd)	0	0
Convergence, Y/N	Yes	Yes
Cap	0	0
Service Time	0	0
HCM Lane V/C Ratio	0	0
HCM Control Delay, s/veh	5	5
HCM Lane LOS	N	N
HCM 95th-tile Q	0	0

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑	↑		↑
Traffic Vol, veh/h	0	0	47	265	2	22
Future Vol, veh/h	0	0	47	265	2	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	51	288	2	24

Major/Minor	Major2	Minor2
Conflicting Flow All	-	0 51 51
Stage 1	-	- 51 -
Stage 2	-	- - 0 -
Critical Hdwy	-	- 6.42 6.22
Critical Hdwy Stg 1	-	- 5.42 -
Critical Hdwy Stg 2	-	- - -
Follow-up Hdwy	-	- 3.518 3.318
Pot Cap-1 Maneuver	-	- 958 1017
Stage 1	-	- 971 -
Stage 2	-	- - -
Platoon blocked, %	-	-
Mov Cap-1 Maneuver	-	- 958 1017
Mov Cap-2 Maneuver	-	- 958 -
Stage 1	-	- 971 -
Stage 2	-	- - -

Approach	WB	SB
HCM Control Delay, s/v	0	8.63
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1017
HCM Lane V/C Ratio	-	-	0.024
HCM Control Delay (s/veh)	-	-	8.6
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘		↗	↘		↗		↑			↑	
Traffic Vol, veh/h	20	0	32	78	0	27	0	386	0	0	386	0
Future Vol, veh/h	20	0	32	78	0	27	0	386	0	0	386	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	0	35	85	0	29	0	420	0	0	420	0

Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	839	-	420	839	-	420	-	0
Stage 1	420	-	-	420	-	-	-	-
Stage 2	420	-	-	420	-	-	-	-
Critical Hdwy	7.12	-	6.22	7.12	-	6.22	-	-
Critical Hdwy Stg 1	6.12	-	-	6.12	-	-	-	-
Critical Hdwy Stg 2	6.12	-	-	6.12	-	-	-	-
Follow-up Hdwy	3.518	-	3.318	3.518	-	3.318	-	-
Pot Cap-1 Maneuver	285	0	634	285	0	634	0	-
Stage 1	611	0	-	611	0	-	0	-
Stage 2	611	0	-	611	0	-	0	-
Platoon blocked, %							-	-
Mov Cap-1 Maneuver	272	-	634	270	-	634	-	-
Mov Cap-2 Maneuver	272	-	-	270	-	-	-	-
Stage 1	611	-	-	611	-	-	-	-
Stage 2	583	-	-	578	-	-	-	-


















Approach	EB		WB		NB		SB	
HCM Control Delay, s/v14.23			20.92		0		0	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	WBLn1	WBLn2	SBT
Capacity (veh/h)	-	272	634	270	634	-
HCM Lane V/C Ratio	-	0.08	0.055	0.314	0.046	-
HCM Control Delay (s/veh)	-	19.4	11	24.4	11	-
HCM Lane LOS	-	C	B	C	B	-
HCM 95th %tile Q(veh)	-	0.3	0.2	1.3	0.1	-



Lanes, Volumes, Timings  
1: S County Rd & Golfview Rd/Hammon Ave

Future PM 2029

													
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	12	14	13	12	0	32	0	231	22	137	361	0	
Future Volume (vph)	12	14	13	12	0	32	0	231	22	137	361	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Fr <sub>t</sub>		0.955			0.902			0.988					
Fl <sub>t</sub> Protected		0.985			0.987						0.986		
Satd. Flow (prot)	0	1752	0	0	1658	0	0	1840	0	0	1837	0	
Fl <sub>t</sub> Permitted		0.883			0.898						0.832		
Satd. Flow (perm)	0	1571	0	0	1509	0	0	1840	0	0	1550	0	
Right Turn on Red			Yes			No			Yes			Yes	
Satd. Flow (RTOR)		14						11					
Link Speed (mph)		30			30			30			30		
Link Distance (ft)		1221			780			420			87		
Travel Time (s)		27.8			17.7			9.5			2.0		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	13	15	14	13	0	35	0	251	24	149	392	0	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	42	0	0	48	0	0	275	0	0	541	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right	
Median Width(ft)		0			0			0			0		
Link Offset(ft)		0			0			0			0		
Crosswalk Width(ft)		16			16			16			16		
Two way Left Turn Lane													
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15		9	15		9	15		9	15		9	
Number of Detectors	1	0		1	0			0		1	0		
Detector Template	Left			Left						Left			
Leading Detector (ft)	20	0		20	0			0		20	0		
Trailing Detector (ft)	0	0		0	0			0		0	0		
Detector 1 Position(ft)	0	0		0	0			0		0	0		
Detector 1 Size(ft)	20	6		20	6			6		20	6		
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		
Detector 1 Channel													
Detector 1 Extend (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0		
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA		
Protected Phases		8			8			6				2	
Permitted Phases	8			8						2			
Detector Phase	8	8		8	8			6		2	2		
Switch Phase													
Minimum Initial (s)	7.0	7.0		7.0	7.0			5.0		5.0	5.0		
Minimum Split (s)	25.5	25.5		25.5	25.5			25.6		25.6	25.6		
Total Split (s)	26.0	26.0		26.0	26.0			44.0		44.0	44.0		
Total Split (%)	37.1%	37.1%		37.1%	37.1%			62.9%		62.9%	62.9%		
Maximum Green (s)	21.6	21.6		21.6	21.6			39.4		39.4	39.4		
Yellow Time (s)	3.4	3.4		3.4	3.4			3.6		3.6	3.6		

Lanes, Volumes, Timings  
 1: S County Rd & Golfview Rd/Hammon Ave

Future PM 2029

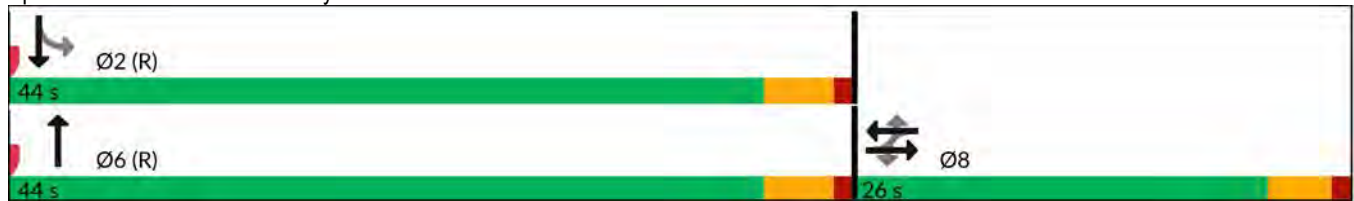


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	1.0	1.0		1.0	1.0			1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.4			4.4			4.6			4.6	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Recall Mode	None	None		None	None			C-Max		C-Max	C-Max	
Walk Time (s)	8.0	8.0		8.0	8.0			8.0		8.0	8.0	
Flash Don't Walk (s)	13.0	13.0		13.0	13.0			13.0		13.0	13.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effect Green (s)		8.1			8.1			56.1			56.1	
Actuated g/C Ratio		0.12			0.12			0.80			0.80	
v/c Ratio		0.22			0.28			0.19			0.44	
Control Delay (s/veh)		23.4			32.0			2.7			2.4	
Queue Delay		0.0			0.0			0.0			0.1	
Total Delay (s/veh)		23.4			32.0			2.7			2.6	
LOS		C			C			A			A	
Approach Delay (s/veh)		23.4			32.0			2.7			2.6	
Approach LOS		C			C			A			A	

Intersection Summary

















Area Type: Other  
 Cycle Length: 70  
 Actuated Cycle Length: 70  
 Offset: 52 (74%), Referenced to phase 2:SBTL and 6:NBT, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.44  
 Intersection Signal Delay (s/veh): 5.1  
 Intersection LOS: A  
 Intersection Capacity Utilization 57.2%  
 ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 1: S County Rd & Golfview Rd/Hammon Ave



HCM Signalized Intersection Capacity Analysis  
 1: S County Rd & Golfview Rd/Hammon Ave

Future PM 2029

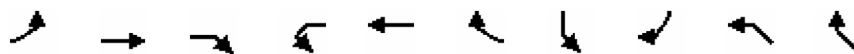
													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	12	14	13	12	0	32	0	231	22	137	361	0	
Future Volume (vph)	12	14	13	12	0	32	0	231	22	137	361	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		4.4			4.4			4.6			4.6		
Lane Util. Factor		1.00			1.00			1.00			1.00		
Frt		0.96			0.90			0.99			1.00		
Flt Protected		0.98			0.99			1.00			0.99		
Satd. Flow (prot)		1752			1657			1841			1837		
Flt Permitted		0.88			0.90			1.00			0.83		
Satd. Flow (perm)		1571			1508			1841			1550		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	13	15	14	13	0	35	0	251	24	149	392	0	
RTOR Reduction (vph)	0	13	0	0	0	0	0	2	0	0	0	0	
Lane Group Flow (vph)	0	29	0	0	48	0	0	273	0	0	541	0	
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA		
Protected Phases		8			8			6			2		
Permitted Phases	8			8						2			
Actuated Green, G (s)		6.7			6.7			54.3			54.3		
Effective Green, g (s)		6.7			6.7			54.3			54.3		
Actuated g/C Ratio		0.10			0.10			0.78			0.78		
Clearance Time (s)		4.4			4.4			4.6			4.6		
Vehicle Extension (s)		3.0			3.0			3.0			3.0		
Lane Grp Cap (vph)		150			144			1428			1202		
v/s Ratio Prot								0.15					
v/s Ratio Perm		0.02			c0.03						c0.35		
v/c Ratio		0.20			0.33			0.19			0.45		
Uniform Delay, d1		29.2			29.6			2.1			2.7		
Progression Factor		1.00			1.00			1.00			0.43		
Incremental Delay, d2		0.6			1.4			0.3			1.1		
Delay (s)		29.8			30.9			2.4			2.3		
Level of Service		C			C			A			A		
Approach Delay (s/veh)		29.8			30.9			2.4			2.3		
Approach LOS		C			C			A			A		
<b>Intersection Summary</b>													
HCM 2000 Control Delay (s/veh)			5.1									HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.44										
Actuated Cycle Length (s)			70.0									Sum of lost time (s)	9.0
Intersection Capacity Utilization			57.2%									ICU Level of Service	B
Analysis Period (min)			15										

c Critical Lane Group



Lanes, Volumes, Timings  
2: Worth Ave & S County Rd

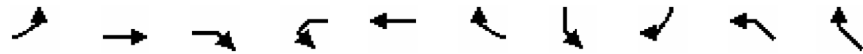
Future PM 2029



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations					↕↕		↕	↕	↕	↕
Traffic Volume (vph)	0	0	0	107	125	227	368	152	67	262
Future Volume (vph)	0	0	0	107	125	227	368	152	67	262
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0	0	150	0
Storage Lanes	0		0	0		0	1	1	1	1
Taper Length (ft)	25			25			25		25	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt					0.926			0.850		0.850
Flt Protected					0.989		0.950		0.950	
Satd. Flow (prot)	0	0	0	0	3241	0	1770	1583	1770	1583
Flt Permitted					0.989		0.950		0.432	
Satd. Flow (perm)	0	0	0	0	3241	0	1770	1583	805	1583
Right Turn on Red			Yes			Yes		Yes		
Satd. Flow (RTOR)					247			165		
Link Speed (mph)		30			30		30		30	
Link Distance (ft)		1510			1065		277		366	
Travel Time (s)		34.3			24.2		6.3		8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	116	136	247	400	165	73	285
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	0	0	499	0	400	165	73	285
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Right
Median Width(ft)		0			0		12		12	
Link Offset(ft)		0			0		0		0	
Crosswalk Width(ft)		16			16		16		16	
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15	9	15	9
Number of Detectors				1	2		2	1	1	2
Detector Template				Left	Thru		Thru	Right	Left	Thru
Leading Detector (ft)				20	100		100	20	20	100
Trailing Detector (ft)				0	0		0	0	0	0
Detector 1 Position(ft)				0	0		0	0	0	0
Detector 1 Size(ft)				20	6		6	20	20	6
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel										
Detector 1 Extend (s)				0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)					94		94			94
Detector 2 Size(ft)					6		6			6
Detector 2 Type					Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel										
Detector 2 Extend (s)					0.0		0.0			0.0
Turn Type				Perm	NA		Prot	Perm	pm+pt	Prot
Protected Phases					4		6		5	2
Permitted Phases				4				6	2	

Lanes, Volumes, Timings  
2: Worth Ave & S County Rd

Future PM 2029

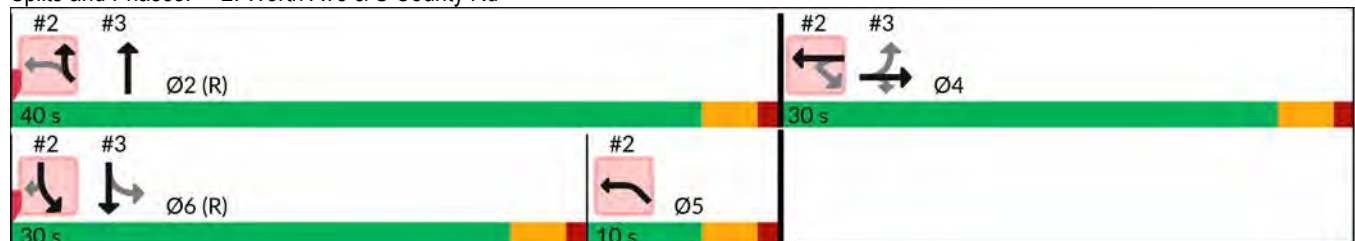


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Detector Phase				4	4		6	6	5	2
Switch Phase										
Minimum Initial (s)				5.0	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)				30.0	30.0		30.0	30.0	9.5	30.0
Total Split (s)				30.0	30.0		30.0	30.0	10.0	40.0
Total Split (%)				42.9%	42.9%		42.9%	42.9%	14.3%	57.1%
Maximum Green (s)				26.0	26.0		26.0	26.0	6.0	36.0
Yellow Time (s)				3.0	3.0		3.0	3.0	3.0	3.0
All-Red Time (s)				1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)					0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)					4.0		4.0	4.0	4.0	4.0
Lead/Lag							Lead	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	
Vehicle Extension (s)				5.0	5.0		5.0	5.0	5.0	5.0
Recall Mode				None	None		C-Max	C-Max	None	C-Max
Walk Time (s)				10.0	10.0		10.0	10.0		10.0
Flash Don't Walk (s)				16.0	16.0		16.0	16.0		16.0
Pedestrian Calls (#/hr)				0	0		0	0		0
Act Effect Green (s)					20.3		33.7	33.7	41.7	41.7
Actuated g/C Ratio					0.29		0.48	0.48	0.60	0.60
v/c Ratio					0.45		0.47	0.19	0.13	0.30
Control Delay (s/veh)					10.2		7.7	0.7	7.9	8.5
Queue Delay					0.0		0.2	0.0	0.0	0.0
Total Delay (s/veh)					10.2		7.9	0.7	7.9	8.5
LOS					B		A	A	A	A
Approach Delay (s/veh)					10.2		5.8		8.4	
Approach LOS					B		A		A	

Intersection Summary

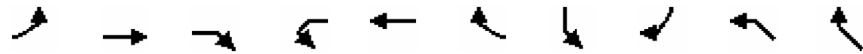
Area Type: Other  
 Cycle Length: 70  
 Actuated Cycle Length: 70  
 Offset: 48 (69%), Referenced to phase 2:NWL and 6:SBL, Start of Green  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.47  
 Intersection Signal Delay (s/veh): 8.0      Intersection LOS: A  
 Intersection Capacity Utilization 48.4%      ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 2: Worth Ave & S County Rd



HCM Signalized Intersection Capacity Analysis  
 2: Worth Ave & S County Rd

Future PM 2029





















Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR	
Lane Configurations					↕↕		↕	↕	↕	↕	
Traffic Volume (vph)	0	0	0	107	125	227	368	152	67	262	
Future Volume (vph)	0	0	0	107	125	227	368	152	67	262	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)					4.0		4.0	4.0	4.0	4.0	
Lane Util. Factor					0.95		1.00	1.00	1.00	1.00	
Frt					0.93		1.00	0.85	1.00	0.85	
Flt Protected					0.99		0.95	1.00	0.95	1.00	
Satd. Flow (prot)					3239		1770	1583	1770	1583	
Flt Permitted					0.99		0.95	1.00	0.43	1.00	
Satd. Flow (perm)					3239		1770	1583	805	1583	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	0	0	0	116	136	247	400	165	73	285	
RTOR Reduction (vph)	0	0	0	0	175	0	0	87	0	0	
Lane Group Flow (vph)	0	0	0	0	324	0	400	78	73	285	
Turn Type				Perm	NA		Prot	Perm	pm+pt	Prot	
Protected Phases					4		6		5	2	
Permitted Phases				4				6	2		
Actuated Green, G (s)					20.3		32.9	32.9	41.7	41.7	
Effective Green, g (s)					20.3		32.9	32.9	41.7	41.7	
Actuated g/C Ratio					0.29		0.47	0.47	0.60	0.60	
Clearance Time (s)					4.0		4.0	4.0	4.0	4.0	
Vehicle Extension (s)					5.0		5.0	5.0	5.0	5.0	
Lane Grp Cap (vph)					939		831	744	545	943	
v/s Ratio Prot							c0.23		0.01	c0.18	
v/s Ratio Perm					0.10			0.05	0.07		
v/c Ratio					0.34		0.48	0.10	0.13	0.30	
Uniform Delay, d1					19.6		12.7	10.3	9.4	7.0	
Progression Factor					1.00		0.39	0.07	0.86	0.89	
Incremental Delay, d2					0.5		1.9	0.3	0.2	0.8	
Delay (s)					20.1		6.8	1.0	8.3	7.0	
Level of Service					C		A	A	A	A	
Approach Delay (s/veh)		0.0			20.1		5.1		7.3		
Approach LOS		A			C		A		A		
<b>Intersection Summary</b>											
HCM 2000 Control Delay (s/veh)			10.9		HCM 2000 Level of Service					B	
HCM 2000 Volume to Capacity ratio			0.43								
Actuated Cycle Length (s)			70.0		Sum of lost time (s)					12.0	
Intersection Capacity Utilization			48.4%		ICU Level of Service					A	
Analysis Period (min)			15								

c Critical Lane Group



Lanes, Volumes, Timings  
3: S County Rd & Peruvian Ave

Future PM 2029

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	111	133	0	0	0	0	423	52	122	392	0
Future Volume (vph)	83	111	133	0	0	0	0	423	52	122	392	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Fr <sub>t</sub>			0.850					0.983				
Fl <sub>t</sub> Protected		0.979									0.988	
Satd. Flow (prot)	0	1824	1583	0	0	0	0	3479	0	0	3497	0
Fl <sub>t</sub> Permitted		0.979									0.729	
Satd. Flow (perm)	0	1824	1583	0	0	0	0	3479	0	0	2580	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			145					28				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1510			55			277			163	
Travel Time (s)		34.3			1.3			6.3			3.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	90	121	145	0	0	0	0	460	57	133	426	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	211	145	0	0	0	0	517	0	0	559	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2		1	2	
Detector Template	Left	Thru	Right					Thru		Left	Thru	
Leading Detector (ft)	20	100	20					100		20	100	
Trailing Detector (ft)	0	0	0					0		0	0	
Detector 1 Position(ft)	0	0	0					0		0	0	
Detector 1 Size(ft)	20	6	20					6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4		4							6		
Detector Phase	4	4	4					2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0					5.0		5.0	5.0	

Lane Group	Ø5
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Fr <sub>t</sub>	
Fl <sub>t</sub> Protected	
Satd. Flow (prot)	
Fl <sub>t</sub> Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	5
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0

Lanes, Volumes, Timings  
3: S County Rd & Peruvian Ave

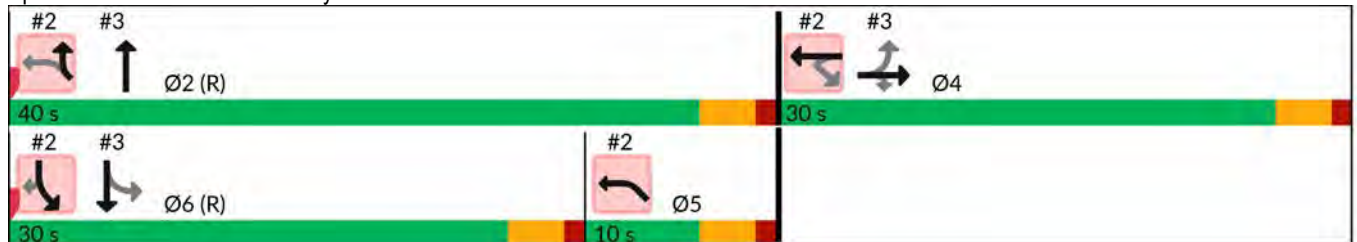
Future PM 2029

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	30.0	30.0	30.0					30.0		30.0	30.0	
Total Split (s)	30.0	30.0	30.0					40.0		30.0	30.0	
Total Split (%)	42.9%	42.9%	42.9%					57.1%		42.9%	42.9%	
Maximum Green (s)	26.0	26.0	26.0					36.0		26.0	26.0	
Yellow Time (s)	3.0	3.0	3.0					3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0					1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0					0.0			0.0	
Total Lost Time (s)		4.0	4.0					4.0			4.0	
Lead/Lag										Lead	Lead	
Lead-Lag Optimize?										Yes	Yes	
Vehicle Extension (s)	5.0	5.0	5.0					5.0		5.0	5.0	
Recall Mode	None	None	None					C-Max		C-Max	C-Max	
Walk Time (s)	10.0	10.0	10.0					10.0		10.0	10.0	
Flash Don't Walk (s)	16.0	16.0	16.0					16.0		16.0	16.0	
Pedestrian Calls (#/hr)	0	0	0					0		0	0	
Act Effect Green (s)		20.3	20.3					41.7			33.7	
Actuated g/C Ratio		0.29	0.29					0.60			0.48	
v/c Ratio		0.40	0.26					0.25			0.45	
Control Delay (s/veh)		20.9	4.3					6.8			15.9	
Queue Delay		0.0	0.0					0.2			0.0	
Total Delay (s/veh)		20.9	4.3					7.0			15.9	
LOS		C	A					A			B	
Approach Delay (s/veh)		14.1						7.0			15.9	
Approach LOS		B						A			B	

Intersection Summary

Area Type: Other  
 Cycle Length: 70  
 Actuated Cycle Length: 70  
 Offset: 48 (69%), Referenced to phase 2:NWL and 6:SBL, Start of Green  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.47  
 Intersection Signal Delay (s/veh): 12.2      Intersection LOS: B  
 Intersection Capacity Utilization 48.2%      ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 3: S County Rd & Peruvian Ave























Lane Group	Ø5
Minimum Split (s)	9.5
Total Split (s)	10.0
Total Split (%)	14%
Maximum Green (s)	6.0
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	5.0
Recall Mode	None
Walk Time (s)	
Flash Don't Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis  
 3: S County Rd & Peruvian Ave

Future PM 2029

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	111	133	0	0	0	0	423	52	122	392	0
Future Volume (vph)	83	111	133	0	0	0	0	423	52	122	392	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0			4.0	
Lane Util. Factor		1.00	1.00					0.95			0.95	
Frt		1.00	0.85					0.98			1.00	
Flt Protected		0.98	1.00					1.00			0.99	
Satd. Flow (prot)		1824	1583					3481			3498	
Flt Permitted		0.98	1.00					1.00			0.73	
Satd. Flow (perm)		1824	1583					3481			2581	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	90	121	145	0	0	0	0	460	57	133	426	0
RTOR Reduction (vph)	0	0	103	0	0	0	0	11	0	0	0	0
Lane Group Flow (vph)	0	211	42	0	0	0	0	506	0	0	559	0
Turn Type	Perm	NA	Perm					NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4		4							6		
Actuated Green, G (s)		20.3	20.3					41.7			32.9	
Effective Green, g (s)		20.3	20.3					41.7			32.9	
Actuated g/C Ratio		0.29	0.29					0.60			0.47	
Clearance Time (s)		4.0	4.0					4.0			4.0	
Vehicle Extension (s)		5.0	5.0					5.0			5.0	
Lane Grp Cap (vph)		528	459					2073			1213	
v/s Ratio Prot								c0.15				
v/s Ratio Perm		0.12	0.03								c0.22	
v/c Ratio		0.40	0.09					0.24			0.46	
Uniform Delay, d1		20.0	18.1					6.7			12.5	
Progression Factor		1.00	1.00					0.87			1.00	
Incremental Delay, d2		1.0	0.2					0.3			1.3	
Delay (s)		21.0	18.3					6.1			13.8	
Level of Service		C	B					A			B	
Approach Delay (s/veh)		19.9			0.0			6.1			13.8	
Approach LOS		B			A			A			B	
<b>Intersection Summary</b>												
HCM 2000 Control Delay (s/veh)			12.5					HCM 2000 Level of Service			B	
HCM 2000 Volume to Capacity ratio			0.43									
Actuated Cycle Length (s)			70.0					Sum of lost time (s)		12.0		
Intersection Capacity Utilization			48.2%					ICU Level of Service		A		
Analysis Period (min)			15									

c Critical Lane Group

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations						↗		↖			↔	
Traffic Vol, veh/h	0	0	0	0	0	92	0	438	0	0	488	131
Future Vol, veh/h	0	0	0	0	0	92	0	438	0	0	488	131
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	100	0	476	0	0	530	142

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	-	238	-	0	- 476 0 0
Stage 1	-	-	-	-	-	- - -
Stage 2	-	-	-	-	-	- - -
Critical Hdwy	-	-	6.94	-	-	- 4.14 - -
Critical Hdwy Stg 1	-	-	-	-	-	- - -
Critical Hdwy Stg 2	-	-	-	-	-	- - -
Follow-up Hdwy	-	-	3.32	-	-	- 2.22 - -
Pot Cap-1 Maneuver	0	0	763	0	- 0	1082 - -
Stage 1	0	0	-	0	- 0	- - -
Stage 2	0	0	-	0	- 0	- - -
Platoon blocked, %						- - -
Mov Cap-1 Maneuver	-	0	763	-	-	- 1082 - -
Mov Cap-2 Maneuver	-	0	-	-	-	- - -
Stage 1	-	0	-	-	-	- - -
Stage 2	-	0	-	-	-	- - -

Approach	WB	NB	SB
HCM Control Delay, s/v	10.43	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBTWBLn1	SBL	SBT	SBR
Capacity (veh/h)	- 763	1082	-	-
HCM Lane V/C Ratio	- 0.131	-	-	-
HCM Control Delay (s/veh)	- 10.4	0	-	-
HCM Lane LOS	- B	A	-	-
HCM 95th %tile Q(veh)	- 0.4	0	-	-



Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗					↕↔			↕↕	
Traffic Vol, veh/h	0	0	165	0	0	0	0	614	79	0	644	0
Future Vol, veh/h	0	0	165	0	0	0	0	614	79	0	644	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	179	0	0	0	0	667	86	0	700	0

Major/Minor	Minor2		Major1			Major2			
Conflicting Flow All	-	-	350	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	646	0	-	-	0	-	0
Stage 1	0	0	-	0	-	-	0	-	0
Stage 2	0	0	-	0	-	-	0	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	-	0	646	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	12.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBT
Capacity (veh/h)	-	-	646	-
HCM Lane V/C Ratio	-	-	0.278	-
HCM Control Delay (s/veh)	-	-	12.7	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	1.1	-

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↕↕	↗		↕↕	
Traffic Vol, veh/h	8	3	70	13	10	45	110	529	38	5	562	56
Future Vol, veh/h	8	3	70	13	10	45	110	529	38	5	562	56
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	3	76	14	11	49	120	575	41	5	611	61






















Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1184	1508	641	1438	1497	288	672	0	0	616	0	0
Stage 1	652	652	-	814	814	-	-	-	-	-	-	-
Stage 2	532	855	-	623	683	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.23	7.33	6.53	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	155	120	474	102	122	710	917	-	-	962	-	-
Stage 1	456	463	-	339	390	-	-	-	-	-	-	-
Stage 2	500	374	-	473	449	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	109	100	474	70	102	710	917	-	-	962	-	-
Mov Cap-2 Maneuver	109	100	-	70	102	-	-	-	-	-	-	-
Stage 1	452	459	-	285	329	-	-	-	-	-	-	-
Stage 2	379	315	-	390	444	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v14.05			10.45		2.37		0.07	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	620	-	-	474	710	14	-	-
HCM Lane V/C Ratio	0.13	-	-	0.161	0.069	0.006	-	-
HCM Control Delay (s/veh)	9.5	1.1	-	14.1	10.4	8.8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.6	0.2	0	-	-

Lanes, Volumes, Timings  
7: S County Rd & Royal Palm Way

Future PM 2029

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	350	290	267	0	322	33	323	244	28	6	336	393
Future Volume (vph)	350	290	267	0	322	33	323	244	28	6	336	393
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	0		0	0		0	0		0
Storage Lanes	1		1	0		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.986			0.985				0.850
Flt Protected	0.950						0.950				0.999	
Satd. Flow (prot)	1770	1863	1583	0	3490	0	1770	1835	0	0	1861	1583
Flt Permitted	0.361						0.288				0.993	
Satd. Flow (perm)	672	1863	1583	0	3490	0	536	1835	0	0	1850	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			290		10			8				427
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		693			1009			293			161	
Travel Time (s)		15.8			22.9			6.7			3.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	380	315	290	0	350	36	351	265	30	7	365	427
Shared Lane Traffic (%)												
Lane Group Flow (vph)	380	315	290	0	386	0	351	295	0	0	372	427
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1		2		1	2		1	2	1
Detector Template	Left	Thru	Right		Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20		100		20	100		20	100	20
Trailing Detector (ft)	0	0	0		0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0		0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20		6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm		NA		pm+pt	NA		Perm	NA	Perm
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4		4				2			6		6



Lanes, Volumes, Timings  
7: S County Rd & Royal Palm Way

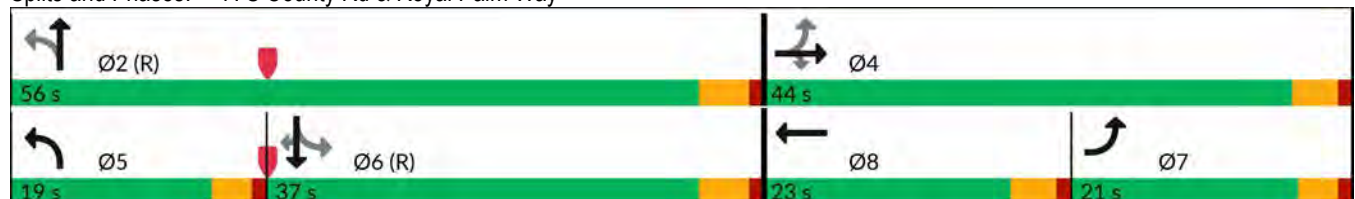
Future PM 2029

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4		8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	10.0	20.0	20.0		10.0		15.0	15.0		15.0	15.0	15.0
Minimum Split (s)	14.5	26.5	26.5		23.6		19.5	34.6		34.6	34.6	34.6
Total Split (s)	21.0	44.0	44.0		23.0		19.0	56.0		37.0	37.0	37.0
Total Split (%)	21.0%	44.0%	44.0%		23.0%		19.0%	56.0%		37.0%	37.0%	37.0%
Maximum Green (s)	17.0	39.5	39.5		18.5		15.0	51.4		32.4	32.4	32.4
Yellow Time (s)	3.0	3.5	3.5		3.5		3.0	3.6		3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0		1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.5	4.5		4.5		4.0	4.6		4.6	4.6	4.6
Lead/Lag	Lag			Lead			Lead			Lag		
Lead-Lag Optimize?	Yes			Yes			Yes			Yes		
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0		4.0	4.0	4.0
Recall Mode	Max	Max	Max		None		None	C-Max		C-Max	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0			7.0		7.0	7.0	7.0
Flash Don't Walk (s)		15.0	15.0		12.0			23.0		23.0	23.0	23.0
Pedestrian Calls (#/hr)		0	0		0			0		0	0	0
Act Effct Green (s)	40.0	39.5	39.5		15.6		52.0	51.4		32.4	32.4	32.4
Actuated g/C Ratio	0.40	0.40	0.40		0.16		0.52	0.51		0.32	0.32	0.32
v/c Ratio	0.78	0.43	0.36		0.70		0.76	0.31		0.62	0.53	0.53
Control Delay (s/veh)	36.5	16.3	1.8		45.7		26.7	14.8		34.0	5.2	5.2
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	36.5	16.3	1.8		45.7		26.7	14.8		34.0	5.2	5.2
LOS	D	B	A		D		C	B		C	A	A
Approach Delay (s/veh)		19.8			45.7			21.3		18.7		
Approach LOS		B			D			C		B		

Intersection Summary

Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 92 (92%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 95  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.78  
 Intersection Signal Delay (s/veh): 23.4      Intersection LOS: C  
 Intersection Capacity Utilization 80.0%      ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 7: S County Rd & Royal Palm Way



HCM Signalized Intersection Capacity Analysis  
7: S County Rd & Royal Palm Way

Future PM 2029

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	350	290	267	0	322	33	323	244	28	6	336	393
Future Volume (vph)	350	290	267	0	322	33	323	244	28	6	336	393
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.5	4.5		4.5		4.0	4.6			4.6	4.6
Lane Util. Factor	1.00	1.00	1.00		0.95		1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85		0.99		1.00	0.98			1.00	0.85
Flt Protected	0.95	1.00	1.00		1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1770	1863	1583		3490		1770	1834			1861	1583
Flt Permitted	0.36	1.00	1.00		1.00		0.29	1.00			0.99	1.00
Satd. Flow (perm)	672	1863	1583		3490		536	1834			1851	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	380	315	290	0	350	36	351	265	30	7	365	427
RTOR Reduction (vph)	0	0	175	0	8	0	0	4	0	0	0	289
Lane Group Flow (vph)	380	315	115	0	378	0	351	291	0	0	372	138
Turn Type	pm+pt	NA	Perm		NA		pm+pt	NA		Perm	NA	Perm
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4		4				2			6		6
Actuated Green, G (s)	40.0	39.5	39.5		15.6		51.4	51.4			32.4	32.4
Effective Green, g (s)	40.0	39.5	39.5		15.6		51.4	51.4			32.4	32.4
Actuated g/C Ratio	0.40	0.40	0.40		0.16		0.51	0.51			0.32	0.32
Clearance Time (s)	4.0	4.5	4.5		4.5		4.0	4.6			4.6	4.6
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0			4.0	4.0
Lane Grp Cap (vph)	487	735	625		544		460	942			599	512
v/s Ratio Prot	c0.16	0.17			0.11		c0.11	0.16				
v/s Ratio Perm	c0.16		0.07				c0.28				0.20	0.09
v/c Ratio	0.78	0.43	0.18		0.69		0.76	0.31			0.62	0.27
Uniform Delay, d1	29.3	22.0	19.7		39.9		17.0	14.0			28.6	25.0
Progression Factor	0.76	0.65	0.26		1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	11.1	1.7	0.6		3.8		7.4	0.9			4.8	1.3
Delay (s)	33.2	16.1	5.6		43.8		24.3	14.9			33.4	26.3
Level of Service	C	B	A		D		C	B			C	C
Approach Delay (s/veh)		19.6			43.8			20.0			29.6	
Approach LOS		B			D			C			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay (s/veh)			25.8				HCM 2000 Level of Service				C	
HCM 2000 Volume to Capacity ratio			0.82									
Actuated Cycle Length (s)			100.0				Sum of lost time (s)				17.1	
Intersection Capacity Utilization			80.0%				ICU Level of Service				D	
Analysis Period (min)			15									

c Critical Lane Group

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	1	2	26	128	516	0	0	683	102
Future Vol, veh/h	0	0	0	1	2	26	128	516	0	0	683	102
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	1	2	28	139	561	0	0	742	111

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	1210	1692	561	853	0	-	0
Stage 1	839	839	-	-	-	-	-
Stage 2	371	853	-	-	-	-	-
Critical Hdwy	6.63	6.53	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.83	5.53	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	2.219	-	-	-
Pot Cap-1 Maneuver	188	93	526	784	-	0	0
Stage 1	423	380	-	-	-	0	0
Stage 2	669	375	-	-	-	0	0
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	139	0	526	784	-	-	-
Mov Cap-2 Maneuver	139	0	-	-	-	-	-
Stage 1	314	0	-	-	-	-	-
Stage 2	669	0	-	-	-	-	-






















Approach	WB	NB	SB
HCM Control Delay, s/v	12.23	2.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBTWBLn1	SBT	SBR
Capacity (veh/h)	358	-	526	-
HCM Lane V/C Ratio	0.177	-	0.054	-
HCM Control Delay (s/veh)	10.6	0	12.2	-
HCM Lane LOS	B	A	B	-
HCM 95th %tile Q(veh)	0.6	-	0.2	-



Lanes, Volumes, Timings  
9: County Road & Royal Poinciana

Future PM 2029

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	225	110	282	55	115	19	266	400	44	0	546	461
Future Volume (vph)	225	110	282	55	115	19	266	400	44	0	546	461
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	415		0	0		0	0		0	0		0
Storage Lanes	1		1	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Frt			0.850				0.850		0.991			0.931
Flt Protected	0.950	0.983			0.984			0.982				
Satd. Flow (prot)	1681	1740	1583	0	1833	1583	0	3444	0	0	3295	0
Flt Permitted	0.950	0.983			0.828			0.511				
Satd. Flow (perm)	1681	1740	1583	0	1542	1583	0	1792	0	0	3295	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			307			89		8			177	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		408			419			86			55	
Travel Time (s)		9.3			9.5			2.0			1.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	245	120	307	60	125	21	289	435	48	0	593	501
Shared Lane Traffic (%)	27%											
Lane Group Flow (vph)	179	186	307	0	185	21	0	772	0	0	1094	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2				2
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru				Thru
Leading Detector (ft)	20	100	20	20	100	20	20	100				100
Trailing Detector (ft)	0	0	0	0	0	0	0	0				0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0				0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6				6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA				NA
Protected Phases	3	3	3		4	4		1 2				1
Permitted Phases				4			2					

Lanes, Volumes, Timings  
 9: County Road & Royal Poinciana

Future PM 2029

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	3	3	4	4	4	2	1 2				1
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	10.0	10.0	10.0	5.0					20.0
Minimum Split (s)	27.5	27.5	27.5	27.5	27.5	27.5	27.5					27.5
Total Split (s)	27.5	27.5	27.5	27.5	27.5	27.5	27.5					27.5
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%					25.0%
Maximum Green (s)	23.5	23.5	23.5	23.5	23.5	23.5	23.5					23.5
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						0.0
Total Lost Time (s)	4.0	4.0	4.0		4.0	4.0						4.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes					Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0					3.0
Recall Mode	None	None	None	None	None	None	C-Max					Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0						7.0
Flash Don't Walk (s)	16.0	16.0	16.0	16.0	16.0	16.0						16.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0						0
Act Effect Green (s)	18.9	18.9	18.9		17.9	17.9		61.2				33.7
Actuated g/C Ratio	0.17	0.17	0.17		0.16	0.16		0.56				0.31
v/c Ratio	0.62	0.62	0.58		0.74	0.06		2.17dl				0.97
Control Delay (s/veh)	51.4	51.2	9.1		60.9	0.4		27.6				52.9
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0				42.0
Total Delay (s/veh)	51.4	51.2	9.1		60.9	0.4		27.6				94.9
LOS	D	D	A		E	A		C				F
Approach Delay (s/veh)		32.0			54.7			27.6				94.9
Approach LOS		C			D			C				F

Intersection Summary

Area Type: Other  
 Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 87 (79%), Referenced to phase 2:NBTL and 6:, Start of Green  
 Natural Cycle: 120  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.97  
 Intersection Signal Delay (s/veh): 57.6      Intersection LOS: E  
 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: 9: County Road & Royal Poinciana



HCM Signalized Intersection Capacity Analysis  
 9: County Road & Royal Poinciana











Future PM 2029

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	225	110	282	55	115	19	266	400	44	0	546	461
Future Volume (vph)	225	110	282	55	115	19	266	400	44	0	546	461
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		0.98	1.00		0.98			1.00	
Satd. Flow (prot)	1681	1739	1583		1833	1583		3442			3296	
Flt Permitted	0.95	0.98	1.00		0.83	1.00		0.51			1.00	
Satd. Flow (perm)	1681	1739	1583		1542	1583		1793			3296	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	245	120	307	60	125	21	289	435	48	0	593	501
RTOR Reduction (vph)	0	0	254	0	0	18	0	4	0	0	123	0
Lane Group Flow (vph)	179	186	53	0	185	3	0	768	0	0	971	0
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA			NA	
Protected Phases	3	3	3		4	4		1 2			1	
Permitted Phases				4			2					
Actuated Green, G (s)	18.9	18.9	18.9		17.9	17.9		61.2			33.7	
Effective Green, g (s)	18.9	18.9	18.9		17.9	17.9		61.2			33.7	
Actuated g/C Ratio	0.17	0.17	0.17		0.16	0.16		0.56			0.31	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0					4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0					3.0	
Lane Grp Cap (vph)	288	298	271		250	257		997			1009	
v/s Ratio Prot	0.11	c0.11	0.03			0.00					c0.29	
v/s Ratio Perm					c0.12			c0.43				
v/c Ratio	0.62	0.62	0.19		0.74	0.01		2.17dl			0.96	
Uniform Delay, d1	42.2	42.3	39.0		43.8	38.6		19.0			37.5	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	4.1	4.0	0.4		11.2	0.0		5.7			20.6	
Delay (s)	46.4	46.3	39.4		55.0	38.7		24.7			58.2	
Level of Service	D	D	D		D	D		C			E	
Approach Delay (s/veh)		43.2			53.3			24.7			58.2	
Approach LOS		D			D			C			E	
<b>Intersection Summary</b>												
HCM 2000 Control Delay (s/veh)			44.7								HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio			0.82									
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												



Lanes, Volumes, Timings  
10: S County Rd & S Breakers Row

Future PM 2029

							
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Lane Configurations							
Traffic Volume (vph)	81	42	600	83	46	805	
Future Volume (vph)	81	42	600	83	46	805	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95	
Fr <sub>t</sub>	0.954		0.982				
Fl <sub>t</sub> Protected	0.968					0.997	
Satd. Flow (prot)	1720	0	3476	0	0	3529	
Fl <sub>t</sub> Permitted	0.968					0.876	
Satd. Flow (perm)	1720	0	3476	0	0	3100	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)	39		28				
Link Speed (mph)	30		30			30	
Link Distance (ft)	374		229			1138	
Travel Time (s)	8.5		5.2			25.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	88	46	652	90	50	875	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	134	0	742	0	0	925	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	12		0			0	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9		9	15		
Number of Detectors	1		2		1	2	
Detector Template	Left		Thru		Left	Thru	
Leading Detector (ft)	20		100		20	100	
Trailing Detector (ft)	0		0		0	0	
Detector 1 Position(ft)	0		0		0	0	
Detector 1 Size(ft)	20		6		20	6	
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0		0.0	0.0	
Detector 1 Delay (s)	0.0		0.0		0.0	0.0	
Detector 2 Position(ft)			94			94	
Detector 2 Size(ft)			6			6	
Detector 2 Type			Cl+Ex			Cl+Ex	
Detector 2 Channel							
Detector 2 Extend (s)			0.0			0.0	
Turn Type	Prot		NA		Perm	NA	
Protected Phases	8		2			6	4
Permitted Phases					6		
Detector Phase	8		2		6	6	
Switch Phase							
Minimum Initial (s)	15.0		15.0		15.0	15.0	15.0

Lanes, Volumes, Timings  
 10: S County Rd & S Breakers Row

Future PM 2029

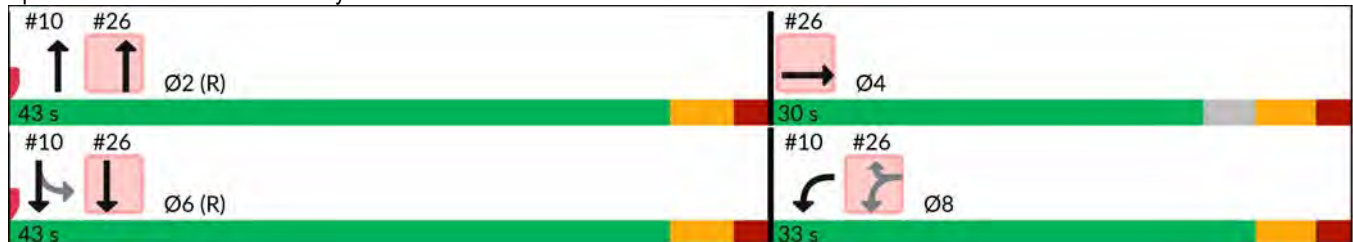


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Minimum Split (s)	31.4		28.6		22.6	22.6	22.5
Total Split (s)	33.0		43.0		43.0	43.0	30.0
Total Split (%)	43.4%		56.6%		56.6%	56.6%	39%
Maximum Green (s)	27.6		37.4		37.4	37.4	24.6
Yellow Time (s)	3.4		3.6		3.6	3.6	3.4
All-Red Time (s)	2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0	
Total Lost Time (s)	5.4		5.6			5.6	
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	5.0		5.0		5.0	5.0	5.0
Recall Mode	None		C-Max		C-Max	C-Max	None
Walk Time (s)	10.0		7.0				
Flash Don't Walk (s)	16.0		16.0				
Pedestrian Calls (#/hr)	0		0				
Act Effect Green (s)	15.2		55.0			55.0	
Actuated g/C Ratio	0.20		0.72			0.72	
v/c Ratio	0.36		0.29			0.41	
Control Delay (s/veh)	21.7		5.2			6.4	
Queue Delay	0.0		0.4			0.0	
Total Delay (s/veh)	21.7		5.6			6.4	
LOS	C		A			A	
Approach Delay (s/veh)	21.7		5.6			6.4	
Approach LOS	C		A			A	

Intersection Summary











Area Type: Other  
 Cycle Length: 76  
 Actuated Cycle Length: 76  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.41  
 Intersection Signal Delay (s/veh): 7.2  
 Intersection LOS: A  
 Intersection Capacity Utilization 69.2%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 10: S County Rd & S Breakers Row



HCM Signalized Intersection Capacity Analysis  
 10: S County Rd & S Breakers Row






















Future PM 2029

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	81	42	600	83	46	805
Future Volume (vph)	81	42	600	83	46	805
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4		5.6			5.6
Lane Util. Factor	1.00		0.95			0.95
Frt	0.95		0.98			1.00
Flt Protected	0.97		1.00			1.00
Satd. Flow (prot)	1720		3475			3530
Flt Permitted	0.97		1.00			0.88
Satd. Flow (perm)	1720		3475			3099
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	88	46	652	90	50	875
RTOR Reduction (vph)	33	0	9	0	0	0
Lane Group Flow (vph)	101	0	733	0	0	925
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Actuated Green, G (s)	12.2		52.8			52.8
Effective Green, g (s)	12.2		52.8			52.8
Actuated g/C Ratio	0.16		0.69			0.69
Clearance Time (s)	5.4		5.6			5.6
Vehicle Extension (s)	5.0		5.0			5.0
Lane Grp Cap (vph)	276		2414			2152
v/s Ratio Prot	c0.06		0.21			
v/s Ratio Perm						c0.30
v/c Ratio	0.37		0.30			0.43
Uniform Delay, d1	28.5		4.5			5.0
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	1.7		0.3			0.6
Delay (s)	30.2		4.8			5.7
Level of Service	C		A			A
Approach Delay (s/veh)	30.2		4.8			5.7
Approach LOS	C		A			A
<b>Intersection Summary</b>						
HCM 2000 Control Delay (s/veh)			7.1		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.42			
Actuated Cycle Length (s)			76.0		Sum of lost time (s)	11.0
Intersection Capacity Utilization			69.2%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						



Lanes, Volumes, Timings  
11: S County Road & Sunset Ave

Future PM 2029

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	8	134	12	0	14	0	582	17	3	807	0
Future Volume (vph)	58	8	134	12	0	14	0	582	17	3	807	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	70		0	0		0	0		0	0		0
Storage Lanes	1		1	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Frt			0.850			0.850		0.996				
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	1863	1583	1770	0	1583	0	3525	0	0	3539	0
Flt Permitted	0.950			0.752							0.954	
Satd. Flow (perm)	1770	1863	1583	1401	0	1583	0	3525	0	0	3376	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			146			15		5				
Link Speed (mph)		30			30			30				30
Link Distance (ft)		735			781			263				276
Travel Time (s)		16.7			17.8			6.0				6.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	63	9	146	13	0	15	0	633	18	3	877	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	63	9	146	13	0	15	0	651	0	0	880	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1		1		2		1		2
Detector Template	Left	Thru	Right	Left		Right		Thru		Left		Thru
Leading Detector (ft)	20	100	20	20		20		100		20		100
Trailing Detector (ft)	0	0	0	0		0		0		0		0
Detector 1 Position(ft)	0	0	0	0		0		0		0		0
Detector 1 Size(ft)	20	6	20	20		20		6		20		6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0		0.0
Detector 2 Position(ft)		94						94				94
Detector 2 Size(ft)		6						6				6
Detector 2 Type		Cl+Ex						Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0				0.0
Turn Type	Perm	NA	Perm	Perm		Perm		NA		Perm		NA
Protected Phases		8						6				2
Permitted Phases	8		8	4		4				2		

Lanes, Volumes, Timings  
 11: S County Road & Sunset Ave

Future PM 2029

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	8	8	8	4		4		6		2	2	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0		15.0		10.0		10.0	10.0	
Minimum Split (s)	25.5	25.5	25.5	30.5		30.5		25.5		25.5	25.5	
Total Split (s)	38.0	38.0	38.0	38.0		38.0		72.0		72.0	72.0	
Total Split (%)	34.5%	34.5%	34.5%	34.5%		34.5%		65.5%		65.5%	65.5%	
Maximum Green (s)	33.5	33.5	33.5	33.5		33.5		67.5		67.5	67.5	
Yellow Time (s)	3.5	3.5	3.5	3.5		3.5		3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0		1.0		1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	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 Optimize?												
Vehicle Extension (s)	5.0	5.0	5.0	5.0		5.0		5.0		5.0	5.0	
Recall Mode	None	None	None	None		None		Max		C-Max	C-Max	
Walk Time (s)	10.0	10.0	10.0	10.0		10.0		10.0		10.0	10.0	
Flash Don't Walk (s)	16.0	16.0	16.0	16.0		16.0		10.0		10.0	10.0	
Pedestrian Calls (#/hr)	0	0	0	0		0		0		0	0	
Act Effect Green (s)	15.1	15.1	15.1	15.1		15.1		85.9			85.9	
Actuated g/C Ratio	0.14	0.14	0.14	0.14		0.14		0.78			0.78	
v/c Ratio	0.26	0.04	0.43	0.07		0.07		0.24			0.33	
Control Delay (s/veh)	52.6	50.4	20.6	42.3		19.3		2.3			2.0	
Queue Delay	0.0	0.0	0.2	0.0		0.0		0.4			0.2	
Total Delay (s/veh)	52.6	50.4	20.7	42.3		19.3		2.7			2.2	
LOS	D	D	C	D		B		A			A	
Approach Delay (s/veh)		31.2				30.0		2.7			2.2	
Approach LOS		C				C		A			A	

Intersection Summary

Area Type: Other  
 Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 97 (88%), Referenced to phase 2:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.43  
 Intersection Signal Delay (s/veh): 6.4      Intersection LOS: A  
 Intersection Capacity Utilization 52.9%      ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 11: S County Road & Sunset Ave



HCM Signalized Intersection Capacity Analysis

Future PM 2029

11: S County Road & Sunset Ave


















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	8	134	12	0	14	0	582	17	3	807	0
Future Volume (vph)	58	8	134	12	0	14	0	582	17	3	807	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5		4.5		4.5			4.5	
Lane Util. Factor	1.00	1.00	1.00	1.00		1.00		0.95			0.95	
Frt	1.00	1.00	0.85	1.00		0.85		1.00			1.00	
Flt Protected	0.95	1.00	1.00	0.95		1.00		1.00			1.00	
Satd. Flow (prot)	1770	1863	1583	1770		1583		3525			3539	
Flt Permitted	0.95	1.00	1.00	0.75		1.00		1.00			0.95	
Satd. Flow (perm)	1770	1863	1583	1400		1583		3525			3376	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	63	9	146	13	0	15	0	633	18	3	877	0
RTOR Reduction (vph)	0	0	126	0	0	13	0	1	0	0	0	0
Lane Group Flow (vph)	63	9	20	13	0	2	0	650	0	0	880	0
Turn Type	Perm	NA	Perm	Perm		Perm		NA		Perm	NA	
Protected Phases		8						6			2	
Permitted Phases	8		8	4		4				2		
Actuated Green, G (s)	15.1	15.1	15.1	15.1		15.1		85.9			85.9	
Effective Green, g (s)	15.1	15.1	15.1	15.1		15.1		85.9			85.9	
Actuated g/C Ratio	0.14	0.14	0.14	0.14		0.14		0.78			0.78	
Clearance Time (s)	4.5	4.5	4.5	4.5		4.5		4.5			4.5	
Vehicle Extension (s)	5.0	5.0	5.0	5.0		5.0		5.0			5.0	
Lane Grp Cap (vph)	242	255	217	192		217		2752			2636	
v/s Ratio Prot		0.00						0.18				
v/s Ratio Perm	c0.04		0.01	0.01		0.00					c0.26	
v/c Ratio	0.26	0.04	0.09	0.07		0.01		0.24			0.33	
Uniform Delay, d1	42.5	41.1	41.5	41.3		41.0		3.2			3.6	
Progression Factor	1.18	1.22	2.37	1.00		1.00		0.66			0.45	
Incremental Delay, d2	1.0	0.1	0.3	0.3		0.0		0.2			0.3	
Delay (s)	50.9	50.2	98.6	41.6		41.0		2.3			1.9	
Level of Service	D	D	F	D		D		A			A	
Approach Delay (s/veh)		82.8			41.3			2.3			1.9	
Approach LOS		F			D			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay (s/veh)			12.6									B
HCM 2000 Volume to Capacity ratio			0.32									
Actuated Cycle Length (s)			110.0								9.0	
Intersection Capacity Utilization			52.9%									A
Analysis Period (min)			15									

c Critical Lane Group



Lanes, Volumes, Timings  
12: Sunrise Ave & S County Rd

Future PM 2029

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	32	66	108	60	20	123	412	124	23	623	70
Future Volume (vph)	44	32	66	108	60	20	123	412	124	23	623	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	210		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.937			0.962			0.972			0.985	
Flt Protected		0.985		0.950				0.991			0.998	
Satd. Flow (prot)	0	1719	0	1770	1792	0	0	3409	0	0	3479	0
Flt Permitted		0.864		0.559				0.638			0.914	
Satd. Flow (perm)	0	1508	0	1041	1792	0	0	2195	0	0	3186	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		39			20			33			14	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		716			834			109			368	
Travel Time (s)		16.3			19.0			2.5			8.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	48	35	72	117	65	22	134	448	135	25	677	76
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	155	0	117	87	0	0	717	0	0	778	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2			6		

Lanes, Volumes, Timings  
12: Sunrise Ave & S County Rd

Future PM 2029

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	8	8		7	4		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		7.0	10.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	31.0	31.0		13.0	31.0		26.0	26.0		28.0	28.0	
Total Split (s)	36.0	36.0		18.0	54.0		56.0	56.0		56.0	56.0	
Total Split (%)	32.7%	32.7%		16.4%	49.1%		50.9%	50.9%		50.9%	50.9%	
Maximum Green (s)	30.0	30.0		12.0	48.0		50.0	50.0		50.0	50.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)		6.0		6.0	6.0			6.0			6.0	
Lead/Lag	Lead	Lead		Lag								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		2.0	2.0	
Recall Mode	None	None		None	None		Max	Max		C-Max	C-Max	
Walk Time (s)	10.0	10.0			10.0		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)	15.0	15.0			15.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	0	0			0		0	0		0	0	
Act Effct Green (s)		14.4		28.2	28.2			69.8			69.8	
Actuated g/C Ratio		0.13		0.26	0.26			0.63			0.63	
v/c Ratio		0.67		0.37	0.18			0.51			0.38	
Control Delay (s/veh)		47.7		36.8	24.0			10.6			10.8	
Queue Delay		0.0		0.0	0.0			0.2			0.0	
Total Delay (s/veh)		47.7		36.8	24.0			10.8			10.8	
LOS		D		D	C			B			B	
Approach Delay (s/veh)		47.7			31.3			10.8			10.8	
Approach LOS		D			C			B			B	

Intersection Summary


















Area Type: Other  
 Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 88 (80%), Referenced to phase 6:SBTL, Start of Green  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.67  
 Intersection Signal Delay (s/veh): 16.1      Intersection LOS: B  
 Intersection Capacity Utilization 68.9%      ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 12: Sunrise Ave & S County Rd



HCM Signalized Intersection Capacity Analysis  
 12: Sunrise Ave & S County Rd

Future PM 2029

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	32	66	108	60	20	123	412	124	23	623	70
Future Volume (vph)	44	32	66	108	60	20	123	412	124	23	623	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0			6.0	
Lane Util. Factor		1.00		1.00	1.00			0.95			0.95	
Frt		0.94		1.00	0.96			0.97			0.99	
Flt Protected		0.98		0.95	1.00			0.99			1.00	
Satd. Flow (prot)		1719		1770	1792			3407			3482	
Flt Permitted		0.86		0.56	1.00			0.64			0.91	
Satd. Flow (perm)		1508		1041	1792			2194			3188	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	48	35	72	117	65	22	134	448	135	25	677	76
RTOR Reduction (vph)	0	34	0	0	15	0	0	12	0	0	5	0
Lane Group Flow (vph)	0	121	0	117	72	0	0	705	0	0	773	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2			6		
Actuated Green, G (s)		14.4		28.2	28.2			69.8			69.8	
Effective Green, g (s)		14.4		28.2	28.2			69.8			69.8	
Actuated g/C Ratio		0.13		0.26	0.26			0.63			0.63	
Clearance Time (s)		6.0		6.0	6.0			6.0			6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0			2.0	
Lane Grp Cap (vph)		197		318	459			1392			2022	
v/s Ratio Prot				c0.03	0.04							
v/s Ratio Perm		c0.08		0.07				c0.32			0.24	
v/c Ratio		0.61		0.37	0.16			0.51			0.38	
Uniform Delay, d1		45.2		39.3	31.7			10.8			9.7	
Progression Factor		1.00		1.00	1.00			0.82			1.00	
Incremental Delay, d2		5.6		0.7	0.2			1.3			0.5	
Delay (s)		50.8		40.0	31.9			10.2			10.2	
Level of Service		D		D	C			B			B	
Approach Delay (s/veh)		50.8			36.5			10.2			10.2	
Approach LOS		D			D			B			B	
<b>Intersection Summary</b>												
HCM 2000 Control Delay (s/veh)			16.5					HCM 2000 Level of Service			B	
HCM 2000 Volume to Capacity ratio			0.52									
Actuated Cycle Length (s)			110.0					Sum of lost time (s)		18.0		
Intersection Capacity Utilization			68.9%					ICU Level of Service			C	
Analysis Period (min)			15									

c Critical Lane Group



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	30	0	0	0	39	341	257	13	778	8
Future Vol, veh/h	2	2	30	0	0	0	39	341	257	13	778	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	2	33	0	0	0	42	371	279	14	846	9











Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1334	1613	850	854	0	0	650	0	0
Stage 1	878	878	-	-	-	-	-	-	-
Stage 2	455	735	-	-	-	-	-	-	-
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	170	104	360	785	-	-	936	-	-
Stage 1	406	366	-	-	-	-	-	-	-
Stage 2	639	426	-	-	-	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	158	0	360	785	-	-	936	-	-
Mov Cap-2 Maneuver	158	0	-	-	-	-	-	-	-
Stage 1	384	0	-	-	-	-	-	-	-
Stage 2	629	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v17.13		0.6	0.14
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	785	-	-	334	936	-	-
HCM Lane V/C Ratio	0.054	-	-	0.111	0.015	-	-
HCM Control Delay (s/veh)	9.8	-	-	17.1	8.9	-	-
HCM Lane LOS	A	-	-	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.4	0	-	-

Lanes, Volumes, Timings  
14: Bradley PI & Sunrise Ave

Future PM 2029

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	260	38	240	92	27	535
Future Volume (vph)	260	38	240	92	27	535
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	40	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.983		0.963			
Flt Protected	0.958				0.950	
Satd. Flow (prot)	1754	0	1794	0	1770	1863
Flt Permitted	0.958				0.444	
Satd. Flow (perm)	1754	0	1794	0	827	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	8		28			
Link Speed (mph)	30		30			30
Link Distance (ft)	295		402			207
Travel Time (s)	6.7		9.1			4.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	283	41	261	100	29	582
Shared Lane Traffic (%)						
Lane Group Flow (vph)	324	0	361	0	29	582
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases					2	

Lanes, Volumes, Timings  
 14: Bradley PI & Sunrise Ave

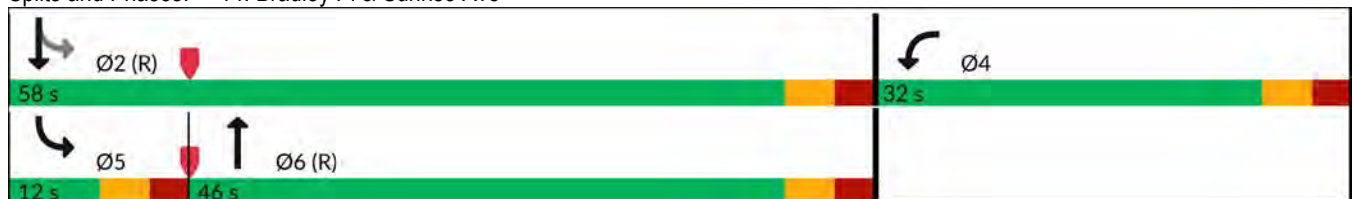
Future PM 2029

	↙	↖	↑	↗	↘	↓
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	4		6		5	2
Switch Phase						
Minimum Initial (s)	10.0		12.0		5.0	12.0
Minimum Split (s)	25.9		30.0		10.9	26.9
Total Split (s)	32.0		46.0		12.0	58.0
Total Split (%)	35.6%		51.1%		13.3%	64.4%
Maximum Green (s)	26.1		40.1		6.1	52.1
Yellow Time (s)	3.4		3.4		3.4	3.4
All-Red Time (s)	2.5		2.5		2.5	2.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.9		5.9		5.9	5.9
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.5		2.5		3.0	2.5
Recall Mode	None		C-Max		None	C-Max
Walk Time (s)	7.0		7.0			
Flash Don't Walk (s)	13.0		14.0			
Pedestrian Calls (#/hr)	0		0			
Act Effect Green (s)	20.6		52.8		57.6	57.6
Actuated g/C Ratio	0.23		0.59		0.64	0.64
v/c Ratio	0.80		0.34		0.05	0.49
Control Delay (s/veh)	46.3		12.3		7.6	11.1
Queue Delay	0.0		0.0		0.0	0.0
Total Delay (s/veh)	46.3		12.3		7.6	11.1
LOS	D		B		A	B
Approach Delay (s/veh)	46.3		12.3			10.9
Approach LOS	D		B			B

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.80
Intersection Signal Delay (s/veh):	20.2
Intersection LOS:	C
Intersection Capacity Utilization:	54.7%
ICU Level of Service:	A
Analysis Period (min):	15











Splits and Phases: 14: Bradley PI & Sunrise Ave



























HCM Signalized Intersection Capacity Analysis  
 14: Bradley PI & Sunrise Ave

Future PM 2029

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	260	38	240	92	27	535
Future Volume (vph)	260	38	240	92	27	535
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9		5.9		5.9	5.9
Lane Util. Factor	1.00		1.00		1.00	1.00
Frt	0.98		0.96		1.00	1.00
Flt Protected	0.96		1.00		0.95	1.00
Satd. Flow (prot)	1754		1793		1770	1863
Flt Permitted	0.96		1.00		0.44	1.00
Satd. Flow (perm)	1754		1793		828	1863
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	283	41	261	100	29	582
RTOR Reduction (vph)	6	0	13	0	0	0
Lane Group Flow (vph)	318	0	348	0	29	582
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases					2	
Actuated Green, G (s)	20.6		49.2		57.6	57.6
Effective Green, g (s)	20.6		49.2		57.6	57.6
Actuated g/C Ratio	0.23		0.55		0.64	0.64
Clearance Time (s)	5.9		5.9		5.9	5.9
Vehicle Extension (s)	2.5		2.5		3.0	2.5
Lane Grp Cap (vph)	401		980		556	1192
v/s Ratio Prot	c0.18		0.19		0.00	c0.31
v/s Ratio Perm					0.03	
v/c Ratio	0.79		0.36		0.05	0.49
Uniform Delay, d1	32.7		11.5		6.5	8.5
Progression Factor	1.00		1.00		1.00	1.00
Incremental Delay, d2	10.0		1.0		0.0	1.4
Delay (s)	42.7		12.5		6.6	9.9
Level of Service	D		B		A	A
Approach Delay (s/veh)	42.7		12.5			9.8
Approach LOS	D		B			A
<b>Intersection Summary</b>						
HCM 2000 Control Delay (s/veh)			18.7		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.61			
Actuated Cycle Length (s)			90.0		Sum of lost time (s)	17.7
Intersection Capacity Utilization			54.7%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

Lanes, Volumes, Timings  
 15: Coaconut Row & Royal Poinciana Wy

Future PM 2029

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	388	512	165	116	797	47	295	210	88	149	686	
Future Volume (vph)	388	512	165	116	797	47	295	210	88	149	686	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	240		0	110		150	0		0		0	
Storage Lanes	2		0	1		1	1		0		1	
Taper Length (ft)	25			25			25					
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.964				0.850		0.956			0.850	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	3433	3412	0	1770	3539	1583	1770	1781	0	1863	1583	
Flt Permitted	0.950			0.950			0.608					
Satd. Flow (perm)	3433	3412	0	1770	3539	1583	1133	1781	0	1863	1583	
Right Turn on Red						Yes					Yes	
Satd. Flow (RTOR)						104					70	
Link Speed (mph)		30			30			30		30		
Link Distance (ft)		280			506			291		254		
Travel Time (s)		6.4			11.5			6.6		5.8		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	422	557	179	126	866	51	321	228	96	162	746	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	422	736	0	126	866	51	321	324	0	162	746	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right	
Median Width(ft)		70			100			12		12		
Link Offset(ft)		0			0			0		0		
Crosswalk Width(ft)		16			16			16		16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15		60	15		9	15		9		9	
Number of Detectors	1	2		1	2	1	0	2		2	1	
Detector Template	Left	Thru		Left	Thru	Right		Thru		Thru	Right	
Leading Detector (ft)	20	100		20	100	20	0	100		100	20	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		6	20	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94		94		
Detector 2 Size(ft)		6			6			6		6		
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex		Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0		0.0		
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		NA	pm+ov	
Protected Phases	1	6		5	2		4	8		3	1	
Permitted Phases						2	8				3	

Lanes, Volumes, Timings  
15: Coaconut Row & Royal Poinciana Wy

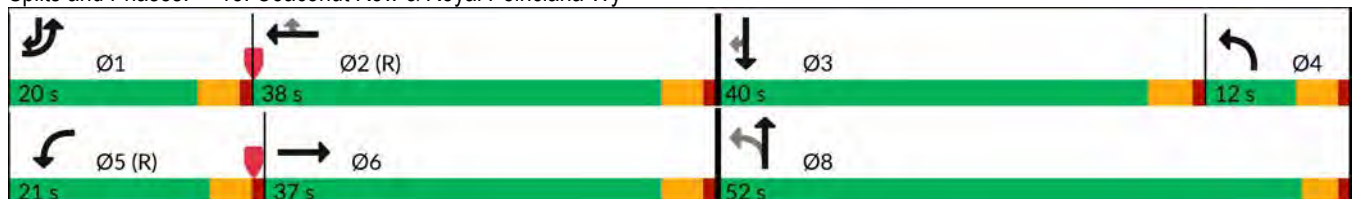
Future PM 2029

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Detector Phase	1	6		5	2	2	4	8		3	1
Switch Phase											
Minimum Initial (s)	15.0	20.0		15.0	20.0	20.0	5.0	15.0		15.0	15.0
Minimum Split (s)	19.5	30.5		19.5	30.5	30.5	30.5	30.0		30.5	19.5
Total Split (s)	20.0	37.0		21.0	38.0	38.0	12.0	52.0		40.0	20.0
Total Split (%)	18.2%	33.6%		19.1%	34.5%	34.5%	10.9%	47.3%		36.4%	18.2%
Maximum Green (s)	15.5	32.5		16.5	33.5	33.5	7.5	48.0		35.5	15.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.0		3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag			Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes			Yes	Yes
Vehicle Extension (s)	5.0	5.0		5.0	5.0	5.0	3.0	5.0		5.0	5.0
Recall Mode	None	Max		C-Max	C-Max	C-Max	None	None		Max	None
Walk Time (s)		10.0			10.0	10.0	10.0	10.0		10.0	
Flash Don't Walk (s)		16.0			16.0	16.0	16.0	16.0		16.0	
Pedestrian Calls (#/hr)		0			0	0	0	0		0	
Act Effct Green (s)	17.3	32.5		18.3	33.5	33.5	45.7	46.2		35.5	52.8
Actuated g/C Ratio	0.16	0.30		0.17	0.30	0.30	0.42	0.42		0.32	0.48
v/c Ratio	0.78	0.73		0.43	0.80	0.09	0.64	0.43		0.27	0.94
Control Delay (s/veh)	56.1	39.9		56.7	30.9	0.3	33.3	24.8		29.2	37.4
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	56.1	39.9		56.7	30.9	0.3	33.3	24.8		29.2	37.4
LOS	E	D		E	C	A	C	C		C	D
Approach Delay (s/veh)		45.8			32.6			29.0		36.0	
Approach LOS		D			C			C		D	

Intersection Summary

Area Type: Other  
 Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 0 (0%), Referenced to phase 2:WBT and 5:WBL, Start of Green, Master Intersection  
 Natural Cycle: 135  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.94  
 Intersection Signal Delay (s/veh): 36.8      Intersection LOS: D  
 Intersection Capacity Utilization 91.8%      ICU Level of Service F  
 Analysis Period (min) 15





























Splits and Phases: 15: Coaconut Row & Royal Poinciana Wy





HCM Signalized Intersection Capacity Analysis  
 15: Coaconut Row & Royal Poinciana Wy





















Future PM 2029

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR	
Lane Configurations	 	 		 	 			 			 	
Traffic Volume (vph)	388	512	165	116	797	47	295	210	88	149	686	
Future Volume (vph)	388	512	165	116	797	47	295	210	88	149	686	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5	
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.96		1.00	1.00	0.85	1.00	0.96		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		1.00	1.00	
Satd. Flow (prot)	3433	3410		1770	3539	1583	1770	1780		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	3410		1770	3539	1583	1133	1780		1863	1583	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	422	557	179	126	866	51	321	228	96	162	746	
RTOR Reduction (vph)	0	0	0	0	0	35	0	0	0	0	36	
Lane Group Flow (vph)	422	736	0	126	866	16	321	324	0	162	710	
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		NA	pm+ov	
Protected Phases	1	6		5	2		4	8		3	1	
Permitted Phases						2	8				3	
Actuated Green, G (s)	17.3	32.5		18.3	33.5	33.5	46.2	46.2		35.5	52.8	
Effective Green, g (s)	17.3	32.5		18.3	33.5	33.5	46.2	46.2		35.5	52.8	
Actuated g/C Ratio	0.16	0.30		0.17	0.30	0.30	0.42	0.42		0.32	0.48	
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5	
Vehicle Extension (s)	5.0	5.0		5.0	5.0	5.0	3.0	5.0		5.0	5.0	
Lane Grp Cap (vph)	539	1007		294	1077	482	508	747		601	759	
v/s Ratio Prot	0.12	0.22		0.07	c0.24		c0.03	0.18		0.09	c0.15	
v/s Ratio Perm						0.01	0.23				0.30	
v/c Ratio	0.78	0.73		0.43	0.80	0.03	0.63	0.43		0.27	0.93	
Uniform Delay, d1	44.5	34.8		41.2	35.2	26.9	27.4	22.6		27.6	27.0	
Progression Factor	1.00	1.00		1.26	0.71	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	8.4	4.7		3.9	5.5	0.1	2.6	0.8		1.1	19.2	
Delay (s)	53.0	39.5		55.6	30.6	27.0	30.0	23.5		28.7	46.1	
Level of Service	D	D		E	C	C	C	C		C	D	
Approach Delay (s/veh)		44.4			33.5			26.7		43.0		
Approach LOS		D			C			C		D		
<b>Intersection Summary</b>												
HCM 2000 Control Delay (s/veh)			38.0			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.88									
Actuated Cycle Length (s)			110.0			Sum of lost time (s)				18.0		
Intersection Capacity Utilization			91.8%			ICU Level of Service				F		
Analysis Period (min)			15									

c Critical Lane Group

Lanes, Volumes, Timings  
16: Royal Palm Wy & Coconut Rd

Future PM 2029

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	307	795	46	0	1079	63	279	58	5	87	72	449
Future Volume (vph)	307	795	46	0	1079	63	279	58	5	87	72	449
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		0	0		0	225		0
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992			0.992			0.989				0.850
Flt Protected	0.950						0.950			0.950		
Satd. Flow (prot)	1770	3511	0	0	3511	0	1770	1842	0	1770	1863	1583
Flt Permitted	0.950						0.642			0.713		
Satd. Flow (perm)	1770	3511	0	0	3511	0	1196	1842	0	1328	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			6			4				334
Link Speed (mph)		30			30			30				30
Link Distance (ft)		354			401			476				251
Travel Time (s)		8.0			9.1			10.8				5.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	334	864	50	0	1173	68	303	63	5	95	78	488
Shared Lane Traffic (%)												
Lane Group Flow (vph)	334	914	0	0	1241	0	303	68	0	95	78	488
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2		1	2	1
Detector Template	Left	Thru			Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100			100		20	100		20	100	20
Trailing Detector (ft)	0	0			0		0	0		0	0	0
Detector 1 Position(ft)	0	0			0		0	0		0	0	0
Detector 1 Size(ft)	20	6			6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Prot	NA			NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6			2		7	4		3	8	
Permitted Phases							4			8		8

Lanes, Volumes, Timings  
 16: Royal Palm Wy & Coconut Rd

Future PM 2029

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6			2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0			15.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	30.5			30.5		9.5	30.5		9.5	30.5	30.5
Total Split (s)	20.0	60.0			40.0		10.0	31.0		9.0	30.0	30.0
Total Split (%)	20.0%	60.0%			40.0%		10.0%	31.0%		9.0%	30.0%	30.0%
Maximum Green (s)	16.0	56.0			35.5		5.5	26.5		5.0	25.5	25.5
Yellow Time (s)	3.0	3.0			3.5		3.5	3.5		3.0	3.5	3.5
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.5	4.5
Lead/Lag	Lag			Lead			Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes			Yes			Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	5.0	7.0			7.0		5.0	5.0		5.0	5.0	5.0
Recall Mode	None	C-Max			C-Max		None	None		None	None	None
Walk Time (s)		10.0			10.0			10.0			10.0	10.0
Flash Don't Walk (s)		16.0			16.0			16.0			16.0	16.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	16.0	62.2			41.7		26.5	22.1		24.8	19.3	19.3
Actuated g/C Ratio	0.16	0.62			0.42		0.27	0.22		0.25	0.19	0.19
v/c Ratio	1.18	0.42			0.85		0.87	0.17		0.27	0.22	0.85
Control Delay (s/veh)	149.9	11.3			33.8		57.1	29.0		26.4	32.8	26.1
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	149.9	11.3			33.8		57.1	29.0		26.4	32.8	26.1
LOS	F	B			C		E	C		C	C	C
Approach Delay (s/veh)		48.4			33.8			52.0			26.9	
Approach LOS		D			C			D			C	

Intersection Summary

Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.18  
 Intersection Signal Delay (s/veh): 39.6      Intersection LOS: D  
 Intersection Capacity Utilization 86.3%      ICU Level of Service E  
 Analysis Period (min) 15























Splits and Phases: 16: Royal Palm Wy & Coconut Rd





HCM Signalized Intersection Capacity Analysis  
 16: Royal Palm Wy & Coconut Rd

Future PM 2029

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Traffic Volume (vph)	307	795	46	0	1079	63	279	58	5	87	72	449
Future Volume (vph)	307	795	46	0	1079	63	279	58	5	87	72	449
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.5	4.5
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99			0.99		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3510			3510		1770	1842		1770	1863	1583
Flt Permitted	0.95	1.00			1.00		0.64	1.00		0.71	1.00	1.00
Satd. Flow (perm)	1770	3510			3510		1197	1842		1328	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	334	864	50	0	1173	68	303	63	5	95	78	488
RTOR Reduction (vph)	0	3	0	0	4	0	0	3	0	0	0	267
Lane Group Flow (vph)	334	911	0	0	1237	0	303	65	0	95	78	221
Turn Type	Prot	NA			NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6			2		7	4		3	8	
Permitted Phases							4			8		8
Actuated Green, G (s)	16.0	61.4			40.9		27.6	22.1		24.1	20.1	20.1
Effective Green, g (s)	16.0	61.4			40.9		27.6	22.1		24.1	20.1	20.1
Actuated g/C Ratio	0.16	0.61			0.41		0.28	0.22		0.24	0.20	0.20
Clearance Time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.5	4.5
Vehicle Extension (s)	5.0	7.0			7.0		5.0	5.0		5.0	5.0	5.0
Lane Grp Cap (vph)	283	2155			1435		361	407		337	374	318
v/s Ratio Prot	c0.19	0.26			c0.35		c0.05	0.04		0.01	0.04	
v/s Ratio Perm							c0.19			0.06		0.14
v/c Ratio	1.18	0.42			0.86		0.84	0.16		0.28	0.21	0.70
Uniform Delay, d1	42.0	10.1			27.0		33.8	31.5		30.4	33.3	37.1
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	111.4	0.6			6.0		17.2	0.4		1.0	0.6	8.1
Delay (s)	153.4	10.7			33.0		51.0	31.8		31.4	33.9	45.3
Level of Service	F	B			C		D	C		C	C	D
Approach Delay (s/veh)		48.9			33.0			47.5			41.9	
Approach LOS		D			C			D			D	
<b>Intersection Summary</b>												
HCM 2000 Control Delay (s/veh)			41.8				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			0.94									
Actuated Cycle Length (s)			100.0				Sum of lost time (s)			17.5		
Intersection Capacity Utilization			86.3%				ICU Level of Service			E		
Analysis Period (min)			15									

c Critical Lane Group

Intersection						
Intersection Delay, s/veh	4.9					
Intersection LOS	A					
Approach	EB	WB		NB		
Entry Lanes	1	1	1	1	1	
Conflicting Circle Lanes	1	1	1	1	1	
Adj Approach Flow, veh/h	627	1181	646			
Demand Flow Rate, veh/h	640	1204	658			
Vehicles Circulating, veh/h	519	380	337			
Vehicles Exiting, veh/h	380	337	519			
Ped Vol Crossing Leg, #/h	0	0	0			
Ped Cap Adj	1.000	1.000	1.000			
Approach Delay, s/veh	5.1	4.9	4.6			
Approach LOS	A	A	A			
Lane	Left	Bypass	Left	Bypass	Left	Bypass
Designated Moves	T	R	L	R	L	R
Assumed Moves	T		L		L	
RT Channelized		Free		Free		Free
Lane Util	1.000		1.000		1.000	
Follow-Up Headway, s	2.609		2.609		2.609	
Critical Headway, s	4.976		4.976		4.976	
A (Intercept)	1380		1380		1380	
B (Slope)	1.02e-3		1.02e-3		1.02e-3	
Entry Flow, veh/h	337	303	519	685	380	278
Cap Entry Lane, veh/h	813	1938	937	1938	979	1938
Entry HV Adj Factor	0.980	0.980	0.981	0.980	0.982	0.980
Flow Entry, veh/h	330	297	509	672	373	273
Cap Entry, veh/h	797	1900	918	1900	960	1900
V/C Ratio	0.415	0.156	0.554	0.354	0.388	0.144
Control Delay, s/veh	9.8	0.0	11.4	0.0	8.0	0.0
LOS	A	A	B	A	A	A
95th %tile Queue, veh	2	1	3	2	2	1

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1105	176	11	1899	1	72
Future Vol, veh/h	1105	176	11	1899	1	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1201	191	12	2064	1	78

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1392	0	2353 696
Stage 1	-	-	-	-	1297 -
Stage 2	-	-	-	-	1056 -
Critical Hdwy	-	-	4.14	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	-	-	2.22	-	3.52 3.32
Pot Cap-1 Maneuver	-	-	487	-	30 384
Stage 1	-	-	-	-	220 -
Stage 2	-	-	-	-	296 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	487	-	28 384
Mov Cap-2 Maneuver	-	-	-	-	28 -
Stage 1	-	-	-	-	220 -
Stage 2	-	-	-	-	279 -

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.78	16.76
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	384	-	-	21	-
HCM Lane V/C Ratio	0.204	-	-	0.025	-
HCM Control Delay (s/veh)	16.8	-	-	12.6	0.7
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.8	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	3	3	28	4	10	0	66	16	44	140	2
Future Vol, veh/h	3	3	3	28	4	10	0	66	16	44	140	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	3	3	30	4	11	0	72	17	48	152	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.5	7.9	7.6	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	33%	67%	24%
Vol Thru, %	80%	33%	10%	75%
Vol Right, %	20%	33%	24%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	82	9	42	186
LT Vol	0	3	28	44
Through Vol	66	3	4	140
RT Vol	16	3	10	2
Lane Flow Rate	89	10	46	202
Geometry Grp	1	1	1	1
Degree of Util (X)	0.101	0.012	0.058	0.232
Departure Headway (Hd)	4.068	4.493	4.573	4.14
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	868	801	788	861
Service Time	2.154	2.495	2.573	2.199
HCM Lane V/C Ratio	0.103	0.012	0.058	0.235
HCM Control Delay, s/veh	7.6	7.5	7.9	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0	0.2	0.9



Intersection						
Int Delay, s/veh	3.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑			↓
Traffic Vol, veh/h	0	0	74	29	70	109
Future Vol, veh/h	0	0	74	29	70	109
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	80	32	76	118

Major/Minor	Minor2	Major2		
Conflicting Flow All	271	118	0	0
Stage 1	271	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.52	6.22	4.12	-
Critical Hdwy Stg 1	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	636	933	-	-
Stage 1	685	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	933	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	NB	SB
HCM Control Delay, s/v	9.38	
HCM LOS	A	

Minor Lane/Major Mvmt	NBLn1	SBL	SBT
Capacity (veh/h)	933	-	-
HCM Lane V/C Ratio	0.12	-	-
HCM Control Delay (s/veh)	9.4	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	17	42	53	1	2	103
Future Vol, veh/h	17	42	53	1	2	103
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	46	58	1	2	112
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	7.2	7.5	7.7
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	29%	2%
Vol Thru, %	98%	0%	98%
Vol Right, %	2%	71%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	54	59	105
LT Vol	0	17	2
Through Vol	53	0	103
RT Vol	1	42	0
Lane Flow Rate	59	64	114
Geometry Grp	1	1	1
Degree of Util (X)	0.067	0.069	0.13
Departure Headway (Hd)	4.122	3.859	4.095
Convergence, Y/N	Yes	Yes	Yes
Cap	864	915	873
Service Time	2.171	1.942	2.132
HCM Lane V/C Ratio	0.068	0.07	0.131
HCM Control Delay, s/veh	7.5	7.2	7.7
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.2	0.4

Intersection	
Intersection Delay, s/veh	5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								↔			↔	
Traffic Vol, veh/h	0	0	0	0	0	0	0	43	39	113	0	6
Future Vol, veh/h	0	0	0	0	0	0	0	43	39	113	0	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	47	42	123	0	7
Number of Lanes	0	0	0	0	0	0	0	1	0	0	1	0

Approach	NB	SB
Opposing Approach	SB	NB
Opposing Lanes	1	1
Conflicting Approach Left		
Conflicting Lanes Left	0	0
Conflicting Approach Right		
Conflicting Lanes Right	0	0
HCM Control Delay, s/veh	5	5
HCM LOS	A	A

Lane	NBLn1	SBLn1
Vol Left, %	0%	95%
Vol Thru, %	52%	0%
Vol Right, %	48%	5%
Sign Control	Stop	Stop
Traffic Vol by Lane	82	119
LT Vol	0	113
Through Vol	43	0
RT Vol	39	6
Lane Flow Rate	89	129
Geometry Grp	Error	Error
Degree of Util (X)	0	0
Departure Headway (Hd)	0	0
Convergence, Y/N	Yes	Yes
Cap	0	0
Service Time	0	0
HCM Lane V/C Ratio	0	0
HCM Control Delay, s/veh	5	5
HCM Lane LOS	N	N
HCM 95th-tile Q	0	0

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑	↑		↑
Traffic Vol, veh/h	0	0	56	224	0	22
Future Vol, veh/h	0	0	56	224	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	61	243	0	24

Major/Minor	Major2	Minor2
Conflicting Flow All	-	0
Stage 1	-	-
Stage 2	-	-
Critical Hdwy	-	-
Critical Hdwy Stg 1	-	-
Critical Hdwy Stg 2	-	-
Follow-up Hdwy	-	-
Pot Cap-1 Maneuver	-	-
Stage 1	-	-
Stage 2	-	-
Platoon blocked, %	-	-
Mov Cap-1 Maneuver	-	-
Mov Cap-2 Maneuver	-	-
Stage 1	-	-
Stage 2	-	-

Approach	WB	SB
HCM Control Delay, s/v	0	8.67
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1004
HCM Lane V/C Ratio	-	-	0.024
HCM Control Delay (s/veh)	-	-	8.7
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1



Intersection												
Int Delay, s/veh	6.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘		↗	↘		↗		↕			↕	
Traffic Vol, veh/h	14	0	14	149	0	63	2	378	0	0	413	0
Future Vol, veh/h	14	0	14	149	0	63	2	378	0	0	413	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	0	15	162	0	68	2	411	0	0	449	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	864	-	449	864	-	411	449	0	-	-	-	0
Stage 1	449	-	-	415	-	-	-	-	-	-	-	-
Stage 2	415	-	-	449	-	-	-	-	-	-	-	-
Critical Hdwy	7.12	-	6.22	7.12	-	6.22	4.12	-	-	-	-	-
Critical Hdwy Stg 1	6.12	-	-	6.12	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	-	-	6.12	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	-	3.318	3.518	-	3.318	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	274	0	610	274	0	641	1111	-	0	0	-	0
Stage 1	589	0	-	615	0	-	-	-	0	0	-	0
Stage 2	615	0	-	589	0	-	-	-	0	0	-	0
Platoon blocked, %								-				-
Mov Cap-1 Maneuver	244	-	610	267	-	641	1111	-	-	-	-	-
Mov Cap-2 Maneuver	244	-	-	267	-	-	-	-	-	-	-	-
Stage 1	589	-	-	613	-	-	-	-	-	-	-	-
Stage 2	548	-	-	575	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s/v15.88			29.59		0.04		0			
HCM LOS	C		D							

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	WBLn1	WBLn2	SBT
Capacity (veh/h)	1111	-	244	610	267	641	-
HCM Lane V/C Ratio	0.002	-	0.062	0.025	0.607	0.107	-
HCM Control Delay (s/veh)	8.2	-	20.7	11.1	37.3	11.3	-
HCM Lane LOS	A	-	C	B	E	B	-
HCM 95th %tile Q(veh)	0	-	0.2	0.1	3.6	0.4	-



# APPENDIX E

Existing 2024 Queues Synchro Output Reports  
S. Lake Drive One-Way SB Analysis Synchro Output Reports (2029)

1: S County Rd & Golfview Rd/Hammon Ave



Lane Group	EBT	WBL	WBR	NBT	SBT
Lane Group Flow (vph)	34	9	37	260	346
v/c Ratio	0.17	0.05	0.21	0.17	0.25
Control Delay (s/veh)	22.2	28.0	31.1	2.2	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.2	28.0	31.1	2.2	1.0
Queue Length 50th (ft)	8	4	15	20	7
Queue Length 95th (ft)	32	16	40	43	14
Internal Link Dist (ft)	1141			340	41
Turn Bay Length (ft)			45		
Base Capacity (vph)	569	490	511	1570	1385
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.06	0.02	0.07	0.17	0.25

Intersection Summary

## 2: Worth Ave &amp; S County Rd



Lane Group	WBT	SBL	SBR	NWL	NWR
Lane Group Flow (vph)	206	299	109	76	215
v/c Ratio	0.29	0.29	0.11	0.10	0.19
Control Delay (s/veh)	11.8	4.9	0.6	4.2	4.3
Queue Delay	0.0	0.2	0.0	0.0	0.0
Total Delay (s/veh)	11.8	5.1	0.6	4.2	4.3
Queue Length 50th (ft)	18	23	0	7	21
Queue Length 95th (ft)	39	51	1	23	62
Internal Link Dist (ft)	985	226		261	
Turn Bay Length (ft)				150	
Base Capacity (vph)	1270	1031	968	797	1103
Starvation Cap Reductn	0	224	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.16	0.37	0.11	0.10	0.19

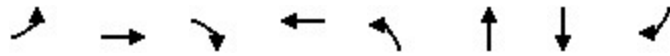
## Intersection Summary



## 3: S County Rd &amp; Peruvian Ave

	→	↘	↑	↓
Lane Group	EBT	EBR	NBT	SBT
Lane Group Flow (vph)	120	86	322	411
v/c Ratio	0.35	0.23	0.13	0.24
Control Delay (s/veh)	26.0	7.1	3.4	9.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	26.0	7.1	3.4	9.1
Queue Length 50th (ft)	46	0	17	43
Queue Length 95th (ft)	78	29	34	85
Internal Link Dist (ft)	1430		226	83
Turn Bay Length (ft)				
Base Capacity (vph)	678	642	2436	1697
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.18	0.13	0.13	0.24
<b>Intersection Summary</b>				

7: S County Rd & Royal Palm Way



Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	337	226	199	161	113	201	322	323
v/c Ratio	0.51	0.29	0.26	0.42	0.24	0.22	0.57	0.46
Control Delay (s/veh)	23.2	17.2	2.7	38.1	14.7	14.5	34.0	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.2	17.2	2.7	38.1	14.7	14.5	34.0	5.3
Queue Length 50th (ft)	160	100	19	42	37	67	172	0
Queue Length 95th (ft)	240	149	10	73	67	110	261	61
Internal Link Dist (ft)		613		929		213	81	
Turn Bay Length (ft)	180							
Base Capacity (vph)	659	773	773	657	477	909	566	706
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.29	0.26	0.25	0.24	0.22	0.57	0.46

Intersection Summary

## 9: County Road &amp; Royal Poinciana/Main St



Lane Group	EBL	EBT	EBR	NBT	SBT
Lane Group Flow (vph)	289	296	260	613	407
v/c Ratio	0.70	0.70	0.45	0.36	0.20
Control Delay (s/veh)	35.1	34.6	3.6	15.8	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.5
Total Delay (s/veh)	35.1	34.6	3.6	15.8	3.7
Queue Length 50th (ft)	136	140	0	107	16
Queue Length 95th (ft)	m215	m217	m14	167	17
Internal Link Dist (ft)		373		1058	55
Turn Bay Length (ft)	410				
Base Capacity (vph)	429	442	598	1692	2006
Starvation Cap Reductn	0	0	0	0	1156
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.67	0.67	0.43	0.36	0.48

## Intersection Summary

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

## 10: S County Rd/County Road &amp; S Breakers Row



Lane Group	WBL	NBT	SBT
Lane Group Flow (vph)	350	715	604
v/c Ratio	0.69	0.35	0.32
Control Delay (s/veh)	28.8	9.8	9.8
Queue Delay	0.0	0.7	0.0
Total Delay (s/veh)	28.8	10.5	9.8
Queue Length 50th (ft)	132	83	70
Queue Length 95th (ft)	193	145	125
Internal Link Dist (ft)	294	149	1058
Turn Bay Length (ft)			
Base Capacity (vph)	648	2029	1865
Starvation Cap Reductn	0	910	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.54	0.64	0.32
Intersection Summary			



11: S County Road & Sunset Ave

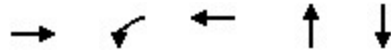


Lane Group	EBL	EBT	EBR	WBL	WBR	NBT	SBT
Lane Group Flow (vph)	17	10	96	17	11	922	506
v/c Ratio	0.06	0.03	0.28	0.07	0.04	0.33	0.19
Control Delay (s/veh)	37.3	37.0	16.6	32.7	10.9	2.8	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.2	0.0
Total Delay (s/veh)	37.3	37.0	16.6	32.7	10.9	3.1	5.1
Queue Length 50th (ft)	9	5	18	8	0	43	70
Queue Length 95th (ft)	m18	m12	m39	27	11	68	96
Internal Link Dist (ft)		655				183	196
Turn Bay Length (ft)	70		100				
Base Capacity (vph)	501	527	517	396	461	2772	2608
Starvation Cap Reductn	0	0	0	0	0	1024	0
Spillback Cap Reductn	0	0	1	0	0	0	68
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.02	0.19	0.04	0.02	0.53	0.20

Intersection Summary

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

12: Sunrise Ave & S County Rd



Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	92	98	33	912	420
v/c Ratio	0.45	0.27	0.07	0.45	0.20
Control Delay (s/veh)	27.7	27.9	17.1	9.6	8.0
Queue Delay	0.0	0.0	0.0	0.1	0.0
Total Delay (s/veh)	27.7	27.9	17.1	9.7	8.0
Queue Length 50th (ft)	25	41	8	145	55
Queue Length 95th (ft)	62	80	30	199	80
Internal Link Dist (ft)	636		754	29	288
Turn Bay Length (ft)		210			
Base Capacity (vph)	431	422	825	2019	2137
Starvation Cap Reductn	0	0	0	180	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.21	0.23	0.04	0.50	0.20

Intersection Summary

## 14: Bradley PI &amp; Sunrise Ave



Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	122	564	15	233
v/c Ratio	0.51	0.43	0.03	0.17
Control Delay (s/veh)	28.6	6.4	3.6	3.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	28.6	6.4	3.6	3.9
Queue Length 50th (ft)	48	22	2	29
Queue Length 95th (ft)	97	269	7	62
Internal Link Dist (ft)	215	322		127
Turn Bay Length (ft)			40	
Base Capacity (vph)	462	1316	571	1385
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.26	0.43	0.03	0.17

## Intersection Summary

15: Coaconut Row & Royal Poinciana Wy



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	504	908	91	340	77	79	280	89	239
v/c Ratio	0.76	0.90	0.28	0.34	0.14	0.15	0.41	0.17	0.27
Control Delay (s/veh)	43.8	43.6	41.8	17.4	0.8	18.6	22.2	28.2	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.8	43.6	41.8	17.4	0.8	18.6	22.2	28.2	2.4
Queue Length 50th (ft)	144	259	49	52	0	28	111	33	0
Queue Length 95th (ft)	#226	#373	94	76	m1	57	177	80	49
Internal Link Dist (ft)		200		410			211	189	
Turn Bay Length (ft)	240		110		150				
Base Capacity (vph)	667	1012	324	1002	539	529	718	527	894
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	0.76	0.90	0.28	0.34	0.14	0.15	0.39	0.17	0.27

Intersection Summary

- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.



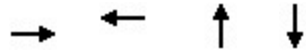
16: Royal Palm Wy & Coconut Rd



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	323	916	552	91	57	75	66	112
v/c Ratio	0.70	0.35	0.36	0.45	0.29	0.34	0.33	0.41
Control Delay (s/veh)	42.9	5.5	22.8	42.1	36.1	37.7	44.7	12.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.9	5.5	22.8	42.1	36.1	37.7	44.7	12.6
Queue Length 50th (ft)	187	97	126	50	26	40	40	0
Queue Length 95th (ft)	285	143	188	92	62	77	78	48
Internal Link Dist (ft)		274	321		396		171	
Turn Bay Length (ft)	150					225		
Base Capacity (vph)	460	2604	1523	204	467	221	484	494
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.35	0.36	0.45	0.12	0.34	0.14	0.23

Intersection Summary

## 1: S County Rd &amp; Golfview Rd/Hammon Ave



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	52	71	299	468
v/c Ratio	0.24	0.37	0.21	0.37
Control Delay (s/veh)	21.0	33.0	3.1	2.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.0	33.0	3.1	2.0
Queue Length 50th (ft)	12	29	27	15
Queue Length 95th (ft)	40	62	60	26
Internal Link Dist (ft)	1141	700	340	7
Turn Bay Length (ft)				
Base Capacity (vph)	600	573	1453	1261
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.09	0.12	0.21	0.37
Intersection Summary				

2: Worth Ave & S County Rd



Lane Group	WBT	SBL	SBR	NWL	NWR
Lane Group Flow (vph)	320	395	198	79	255
v/c Ratio	0.32	0.45	0.22	0.14	0.26
Control Delay (s/veh)	10.1	7.9	0.8	7.3	7.4
Queue Delay	0.0	0.2	0.2	0.0	0.0
Total Delay (s/veh)	10.1	8.0	0.9	7.3	7.4
Queue Length 50th (ft)	29	41	0	9	49
Queue Length 95th (ft)	51	80	0	33	82
Internal Link Dist (ft)	985	197		286	
Turn Bay Length (ft)				150	
Base Capacity (vph)	1307	878	885	584	966
Starvation Cap Reductn	0	89	208	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.24	0.50	0.29	0.14	0.26

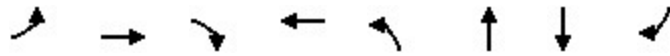
Intersection Summary

## 3: S County Rd &amp; Peruvian Ave

	→	↘	↑	↓
Lane Group	EBT	EBR	NBT	SBT
Lane Group Flow (vph)	225	174	420	511
v/c Ratio	0.45	0.31	0.20	0.36
Control Delay (s/veh)	22.5	4.4	5.4	14.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.5	4.4	5.4	14.0
Queue Length 50th (ft)	79	0	27	72
Queue Length 95th (ft)	119	35	47	128
Internal Link Dist (ft)	1430		197	83
Turn Bay Length (ft)				
Base Capacity (vph)	676	697	2132	1435
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	4
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.33	0.25	0.20	0.36
<b>Intersection Summary</b>				



7: S County Rd & Royal Palm Way



Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	404	195	213	167	188	432	390	459
v/c Ratio	0.69	0.26	0.28	0.25	0.44	0.47	0.63	0.55
Control Delay (s/veh)	27.9	15.3	4.2	25.8	17.0	17.8	33.6	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	27.9	15.3	4.2	25.8	17.0	17.8	33.6	5.2
Queue Length 50th (ft)	202	86	25	34	63	168	208	0
Queue Length 95th (ft)	299	98	25	64	104	249	310	67
Internal Link Dist (ft)		613		929		213	81	
Turn Bay Length (ft)	180							
Base Capacity (vph)	589	754	767	667	426	929	619	834
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.26	0.28	0.25	0.44	0.47	0.63	0.55

Intersection Summary

9: County Road & Royal Poinciana Wy



Lane Group	EBL	EBT	EBR	NBT	SBT
Lane Group Flow (vph)	117	121	374	697	665
v/c Ratio	0.30	0.30	0.61	0.45	0.33
Control Delay (s/veh)	31.6	31.6	12.3	19.9	3.5
Queue Delay	0.0	0.0	0.0	0.2	1.6
Total Delay (s/veh)	31.6	31.6	12.3	20.1	5.1
Queue Length 50th (ft)	51	52	20	143	11
Queue Length 95th (ft)	m97	m100	91	220	m40
Internal Link Dist (ft)		373		1058	55
Turn Bay Length (ft)	410				
Base Capacity (vph)	429	439	637	1560	2038
Starvation Cap Reductn	0	0	0	0	1141
Spillback Cap Reductn	0	0	0	282	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.27	0.28	0.59	0.55	0.74

Intersection Summary

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

10: S County Rd/County Road & S Breakers Row



Lane Group	WBL	NBT	SBT
Lane Group Flow (vph)	110	987	994
v/c Ratio	0.30	0.39	0.43
Control Delay (s/veh)	20.7	5.8	6.4
Queue Delay	0.0	0.6	0.0
Total Delay (s/veh)	20.7	6.4	6.4
Queue Length 50th (ft)	30	97	106
Queue Length 95th (ft)	72	131	145
Internal Link Dist (ft)	294	149	1058
Turn Bay Length (ft)			
Base Capacity (vph)	648	2533	2290
Starvation Cap Reductn	0	1054	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.17	0.67	0.43
Intersection Summary			

## 11: County Rd &amp; Sunset Ave



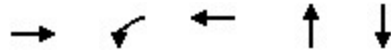
Lane Group	EBL	EBT	EBR	WBL	WBR	NBT	SBT
Lane Group Flow (vph)	29	9	105	16	23	786	772
v/c Ratio	0.10	0.03	0.30	0.07	0.08	0.28	0.29
Control Delay (s/veh)	26.6	26.0	10.9	32.6	14.0	2.3	2.6
Queue Delay	0.0	0.0	0.1	0.0	0.0	0.3	0.1
Total Delay (s/veh)	26.6	26.0	11.0	32.6	14.0	2.6	2.7
Queue Length 50th (ft)	17	5	11	8	0	23	24
Queue Length 95th (ft)	m35	m11	m60	26	21	73	50
Internal Link Dist (ft)		655				183	196
Turn Bay Length (ft)	70						
Base Capacity (vph)	580	610	589	459	534	2766	2634
Starvation Cap Reductn	0	0	0	0	0	1239	798
Spillback Cap Reductn	0	0	105	83	0	0	542
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.01	0.22	0.04	0.04	0.51	0.42

## Intersection Summary

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



12: Sunrise Ave & S County Rd



Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	181	126	103	818	637
v/c Ratio	0.60	0.38	0.20	0.53	0.35
Control Delay (s/veh)	25.6	30.3	15.8	14.6	10.3
Queue Delay	0.0	0.0	0.0	0.1	0.0
Total Delay (s/veh)	25.6	30.3	15.8	14.7	10.3
Queue Length 50th (ft)	37	57	27	126	82
Queue Length 95th (ft)	87	93	59	242	143
Internal Link Dist (ft)	636		754	29	288
Turn Bay Length (ft)		210			
Base Capacity (vph)	528	404	857	1547	1825
Starvation Cap Reductn	0	0	0	116	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.34	0.31	0.12	0.57	0.35

Intersection Summary

## 14: Bradley PI &amp; Sunrise Ave



Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	285	340	29	404
v/c Ratio	0.75	0.31	0.05	0.33
Control Delay (s/veh)	44.4	4.4	7.1	8.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	44.4	4.4	7.1	8.6
Queue Length 50th (ft)	147	10	5	89
Queue Length 95th (ft)	244	96	18	173
Internal Link Dist (ft)	215	322		127
Turn Bay Length (ft)			40	
Base Capacity (vph)	573	1092	641	1224
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.50	0.31	0.05	0.33
Intersection Summary				

15: Coaconut Row & Royal Poinciana Wy



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	342	596	104	588	79	235	265	152	523
v/c Ratio	0.62	0.59	0.36	0.56	0.14	0.47	0.38	0.29	0.68
Control Delay (s/veh)	40.7	30.1	48.9	20.1	0.7	24.7	21.1	26.8	10.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	40.7	30.1	48.9	20.1	0.7	24.7	21.1	26.8	10.0
Queue Length 50th (ft)	94	151	55	117	1	91	104	58	53
Queue Length 95th (ft)	139	207	m91	m151	m0	150	168	114	114
Internal Link Dist (ft)		200		426			211	174	
Turn Bay Length (ft)	240		110		150				
Base Capacity (vph)	553	1004	285	1042	555	498	704	527	774
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	0.62	0.59	0.36	0.56	0.14	0.47	0.38	0.29	0.68

Intersection Summary

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

16: Royal Palm Wy & Coconut Rd

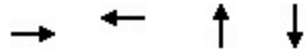


Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	170	869	807	157	121	51	17	368
v/c Ratio	0.53	0.37	0.51	0.53	0.38	0.21	0.07	0.71
Control Delay (s/veh)	44.2	8.2	22.3	37.6	35.8	29.4	35.8	12.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	44.2	8.2	22.3	37.6	35.8	29.4	35.8	12.0
Queue Length 50th (ft)	99	103	172	86	64	26	10	0
Queue Length 95th (ft)	167	192	264	125	105	49	27	76
Internal Link Dist (ft)		274	321		396		171	
Turn Bay Length (ft)	150					225		
Base Capacity (vph)	318	2370	1571	295	523	247	484	683
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.37	0.51	0.53	0.23	0.21	0.04	0.54

Intersection Summary



1: S County Rd & Golfview Rd/Hammon Ave



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	39	45	247	465
v/c Ratio	0.21	0.26	0.16	0.35
Control Delay (s/veh)	23.3	31.9	2.3	1.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.3	31.9	2.3	1.8
Queue Length 50th (ft)	10	18	20	20
Queue Length 95th (ft)	35	45	43	32
Internal Link Dist (ft)	1141	700	340	7
Turn Bay Length (ft)				
Base Capacity (vph)	491	464	1570	1319
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.08	0.10	0.16	0.35

Intersection Summary

## 2: Worth Ave &amp; S County Rd



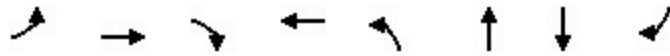
Lane Group	WBT	SBL	SBR	NWL	NWR
Lane Group Flow (vph)	337	372	153	67	234
v/c Ratio	0.35	0.39	0.17	0.11	0.24
Control Delay (s/veh)	10.9	6.4	0.6	6.7	7.0
Queue Delay	0.0	0.2	0.0	0.0	0.0
Total Delay (s/veh)	10.9	6.6	0.6	6.7	7.0
Queue Length 50th (ft)	32	34	0	7	34
Queue Length 95th (ft)	53	69	0	27	69
Internal Link Dist (ft)	985	197		286	
Turn Bay Length (ft)				150	
Base Capacity (vph)	1309	955	925	630	990
Starvation Cap Reductn	0	117	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.26	0.44	0.17	0.11	0.24

## Intersection Summary

## 3: S County Rd &amp; Peruvian Ave

	→	↘	↑	↓
Lane Group	EBT	EBR	NBT	SBT
Lane Group Flow (vph)	196	134	403	500
v/c Ratio	0.41	0.26	0.18	0.33
Control Delay (s/veh)	22.6	4.7	5.4	12.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.6	4.7	5.4	12.5
Queue Length 50th (ft)	70	0	28	66
Queue Length 95th (ft)	104	31	50	126
Internal Link Dist (ft)	1430		197	83
Turn Bay Length (ft)				
Base Capacity (vph)	677	672	2185	1512
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.29	0.20	0.18	0.33
Intersection Summary				

7: S County Rd & Royal Palm Way



Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	307	242	237	294	276	265	341	337
v/c Ratio	0.57	0.33	0.31	0.62	0.57	0.28	0.57	0.46
Control Delay (s/veh)	27.3	17.6	2.6	44.6	18.6	14.4	32.5	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	27.3	17.6	2.6	44.6	18.6	14.4	32.5	5.0
Queue Length 50th (ft)	149	113	19	90	95	89	179	0
Queue Length 95th (ft)	93	78	9	128	149	140	270	60
Internal Link Dist (ft)		613		929		213	81	
Turn Bay Length (ft)	180							
Base Capacity (vph)	542	735	768	653	488	948	601	740
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.33	0.31	0.45	0.57	0.28	0.57	0.46

Intersection Summary



9: S County Road & Royal Poinciana



Lane Group	EBL	EBT	EBR	NBT	SBT
Lane Group Flow (vph)	179	186	307	483	593
v/c Ratio	0.56	0.56	0.56	0.26	0.26
Control Delay (s/veh)	41.6	41.5	5.9	15.0	2.1
Queue Delay	0.0	0.0	0.0	0.0	0.9
Total Delay (s/veh)	41.6	41.5	5.9	15.1	3.1
Queue Length 50th (ft)	115	121	6	95	18
Queue Length 95th (ft)	192	197	43	140	19
Internal Link Dist (ft)		373		1058	55
Turn Bay Length (ft)	410				
Base Capacity (vph)	351	363	573	1868	2297
Starvation Cap Reductn	0	0	0	0	1367
Spillback Cap Reductn	0	0	0	159	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.51	0.51	0.54	0.28	0.64

Intersection Summary

## 10: S County Rd &amp; S Breakers Row



Lane Group	WBL	NBT	SBT
Lane Group Flow (vph)	124	680	849
v/c Ratio	0.34	0.27	0.37
Control Delay (s/veh)	21.3	5.0	6.0
Queue Delay	0.0	0.3	0.0
Total Delay (s/veh)	21.3	5.3	6.0
Queue Length 50th (ft)	35	58	85
Queue Length 95th (ft)	80	83	118
Internal Link Dist (ft)	294	149	1058
Turn Bay Length (ft)			
Base Capacity (vph)	648	2528	2267
Starvation Cap Reductn	0	1191	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.19	0.51	0.37

## Intersection Summary

11: S County Road & Sunset Ave

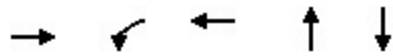


Lane Group	EBL	EBT	EBR	WBL	WBR	NBT	SBT
Lane Group Flow (vph)	59	3	135	12	14	602	810
v/c Ratio	0.24	0.01	0.41	0.06	0.06	0.22	0.31
Control Delay (s/veh)	53.5	54.0	20.8	42.4	18.5	2.2	2.0
Queue Delay	0.0	0.0	0.2	0.0	0.0	0.3	0.2
Total Delay (s/veh)	53.5	54.0	20.9	42.4	18.5	2.5	2.2
Queue Length 50th (ft)	40	2	27	7	0	23	8
Queue Length 95th (ft)	m74	m6	84	26	18	43	26
Internal Link Dist (ft)		655				183	196
Turn Bay Length (ft)	70						
Base Capacity (vph)	539	567	575	428	492	2756	2638
Starvation Cap Reductn	0	0	0	0	0	1492	928
Spillback Cap Reductn	0	0	101	90	0	0	217
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.01	0.28	0.04	0.03	0.48	0.47

Intersection Summary

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

## 12: Sunrise Ave &amp; S County Rd



Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	144	109	82	661	722
v/c Ratio	0.65	0.35	0.18	0.44	0.35
Control Delay (s/veh)	46.7	37.1	24.4	9.2	9.9
Queue Delay	0.0	0.0	0.0	0.2	0.0
Total Delay (s/veh)	46.7	37.1	24.4	9.4	9.9
Queue Length 50th (ft)	72	63	35	85	106
Queue Length 95th (ft)	132	100	68	104	175
Internal Link Dist (ft)	636		754	29	288
Turn Bay Length (ft)		210			
Base Capacity (vph)	439	385	793	1499	2066
Starvation Cap Reductn	0	0	0	236	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.33	0.28	0.10	0.52	0.35

## Intersection Summary



## 14: Bradley PI &amp; Sunrise Ave



Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	272	299	26	495
v/c Ratio	0.75	0.27	0.04	0.40
Control Delay (s/veh)	44.8	10.6	6.7	8.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	44.8	10.6	6.7	8.9
Queue Length 50th (ft)	141	54	4	114
Queue Length 95th (ft)	207	159	16	215
Internal Link Dist (ft)	215	322		127
Turn Bay Length (ft)			40	
Base Capacity (vph)	515	1103	677	1238
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.53	0.27	0.04	0.40

## Intersection Summary

15: Coaconut Row & Royal Poinciana Wy



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	321	519	89	696	48	254	287	130	612
v/c Ratio	0.60	0.51	0.30	0.64	0.09	0.48	0.39	0.22	0.75
Control Delay (s/veh)	48.5	34.4	55.3	23.8	0.3	27.8	24.1	28.4	18.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	48.5	34.4	55.3	23.8	0.3	27.8	24.1	28.4	18.3
Queue Length 50th (ft)	109	160	60	177	0	121	138	67	198
Queue Length 95th (ft)	156	213	m101	199	m1	186	208	114	307
Internal Link Dist (ft)		200		426			211	174	
Turn Bay Length (ft)	240		110		150				
Base Capacity (vph)	533	1011	297	1092	560	562	778	601	816
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	0.51	0.30	0.64	0.09	0.45	0.37	0.22	0.75

Intersection Summary

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

16: Royal Palm Wy & Coconut Rd

























Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	246	715	978	243	64	85	73	379
v/c Ratio	0.87	0.30	0.59	0.86	0.20	0.30	0.28	0.72
Control Delay (s/veh)	70.9	7.8	22.1	62.9	34.1	31.0	38.6	13.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	70.9	7.8	22.1	62.9	34.1	31.0	38.6	13.5
Queue Length 50th (ft)	155	80	216	140	35	44	43	14
Queue Length 95th (ft)	#293	156	338	185	64	71	74	93
Internal Link Dist (ft)		274	321		396		171	
Turn Bay Length (ft)	150					225		
Base Capacity (vph)	283	2366	1645	282	490	284	475	667
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.30	0.59	0.86	0.13	0.30	0.15	0.57

Intersection Summary

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

# HCM Signalized Intersection Capacity Analysis

## 16: Royal Palm Wy & Coconut Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Traffic Volume (vph)	371	1023	32	0	587	43	133	54	17	78	66	147
Future Volume (vph)	371	1023	32	0	587	43	133	54	17	78	66	147
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00			0.99		1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3523			3503		1770	1797		1770	1863	1583
Flt Permitted	0.95	1.00			1.00		0.65	1.00		0.71	1.00	1.00
Satd. Flow (perm)	1770	3523			3503		1209	1797		1317	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	403	1112	35	0	638	47	145	59	18	85	72	160
RTOR Reduction (vph)	0	1	0	0	4	0	0	13	0	0	0	140
Lane Group Flow (vph)	403	1146	0	0	681	0	145	64	0	85	72	20
Turn Type	Prot	NA			NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6			2		7	4		3	8	
Permitted Phases							4			8		8
Actuated Green, G (s)	25.0	70.3			40.8		17.8	12.8		16.6	12.2	12.2
Effective Green, g (s)	25.0	70.3			40.8		17.8	12.8		16.6	12.2	12.2
Actuated g/C Ratio	0.25	0.70			0.41		0.18	0.13		0.17	0.12	0.12
Clearance Time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.0	4.0
Vehicle Extension (s)	3.0	7.0			7.0		3.0	5.0		3.0	5.0	5.0
Lane Grp Cap (vph)	442	2476			1429		243	230		238	227	193
v/s Ratio Prot	c0.23	c0.33			0.19		c0.03	0.04		0.02	0.04	
v/s Ratio Perm							c0.08			0.04		0.01
v/c Ratio	0.91	0.46			0.48		0.60	0.28		0.36	0.32	0.10
Uniform Delay, d1	36.4	6.5			21.8		37.2	39.4		36.5	40.1	39.0
Progression Factor	1.00	1.00			1.15		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	22.9	0.6			1.1		3.9	1.4		0.9	1.7	0.5
Delay (s)	59.3	7.2			26.1		41.2	40.8		37.5	41.8	39.5
Level of Service	E	A			C		D	D		D	D	D
Approach Delay (s/veh)		20.7			26.1			41.0			39.5	
Approach LOS		C			C			D			D	
<b>Intersection Summary</b>												
HCM 2000 Control Delay (s/veh)			25.8				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.64									
Actuated Cycle Length (s)			100.0				Sum of lost time (s)			17.0		
Intersection Capacity Utilization			63.0%				ICU Level of Service			B		
Analysis Period (min)			15									

c Critical Lane Group



# HCM Unsignalized Intersection Capacity Analysis

## 18: S Lake Dr. & Royal Palm Wy



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		
Traffic Volume (veh/h)	1507	298	9	838	0	0
Future Volume (Veh/h)	1507	298	9	838	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1638	324	10	911	0	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	887					
pX, platoon unblocked					0.88	
vC, conflicting volume			1962	2276	981	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1962	2179	981	
tC, single (s)			4.1	6.8	6.9	
tC, 2 stage (s)						
tF (s)			2.2	3.5	3.3	
p0 queue free %			97	100	100	
cM capacity (veh/h)			293	34	249	
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>WB 1</b>	<b>WB 2</b>		
Volume Total	1092	870	314	607		
Volume Left	0	0	10	0		
Volume Right	0	324	0	0		
cSH	1700	1700	293	1700		
Volume to Capacity	0.64	0.51	0.03	0.36		
Queue Length 95th (ft)	0	0	3	0		
Control Delay (s/veh)	0.0	0.0	1.3	0.0		
Lane LOS	A					
Approach Delay (s/veh)	0.0		0.4			
Approach LOS						
<b>Intersection Summary</b>						
Average Delay			0.1			
Intersection Capacity Utilization			54.5%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM 7th AWSC  
 19: S Lake Dr & Brazilian Ave

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↶			↷						↷	
Traffic Vol, veh/h	0	1	2	12	1	0	0	0	0	56	209	6
Future Vol, veh/h	0	1	2	12	1	0	0	0	0	56	209	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	2	13	1	0	0	0	0	61	227	7
Number of Lanes	0	1	0	0	1	0	0	0	0	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay, s/veh	7.2	7.9	8.9
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	92%	21%
Vol Thru, %	33%	8%	77%
Vol Right, %	67%	0%	2%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	3	13	271
LT Vol	0	12	56
Through Vol	1	1	209
RT Vol	2	0	6
Lane Flow Rate	3	14	295
Geometry Grp	1	1	1
Degree of Util (X)	0.004	0.019	0.327
Departure Headway (Hd)	4.194	4.769	3.993
Convergence, Y/N	Yes	Yes	Yes
Cap	858	755	904
Service Time	2.195	2.769	2.007
HCM Lane V/C Ratio	0.003	0.019	0.326
HCM Control Delay, s/veh	7.2	7.9	8.9
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0.1	1.4

HCM 7th TWSC  
 21: S Lake Dr./S Lake Dr & Chilean Ave

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘					↗
Traffic Vol, veh/h	14	0	0	0	2	145
Future Vol, veh/h	14	0	0	0	2	145
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	0	0	0	2	158

Major/Minor	Minor1	Major2
Conflicting Flow All	162	0
Stage 1	0	-
Stage 2	162	-
Critical Hdwy	6.42	4.12
Critical Hdwy Stg 1	-	-
Critical Hdwy Stg 2	5.42	-
Follow-up Hdwy	3.518	2.218
Pot Cap-1 Maneuver	829	0
Stage 1	-	0
Stage 2	867	0
Platoon blocked, %		
Mov Cap-1 Maneuver	829	0
Mov Cap-2 Maneuver	829	0
Stage 1	-	-
Stage 2	867	-

Approach	WB	SB
HCM Control Delay, s/v	9.42	
HCM LOS	A	

Minor Lane/Major Mvmt	WBLn1	SBL	SBT
Capacity (veh/h)	829	-	-
HCM Lane V/C Ratio	0.018	-	-
HCM Control Delay (s/veh)	9.4	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-

HCM 7th AWSC  
 22: S Lake Dr. & Peruvian Ave

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑				↑		↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	49	159	0	5
Future Vol, veh/h	0	0	0	0	0	0	0	0	49	159	0	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	53	173	0	5
Number of Lanes	0	0	0	0	1	0	0	0	1	0	1	0























Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	0	6.7	8.2
HCM LOS	-	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	97%
Vol Thru, %	0%	100%	0%
Vol Right, %	100%	0%	3%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	49	0	164
LT Vol	0	0	159
Through Vol	0	0	0
RT Vol	49	0	5
Lane Flow Rate	53	0	178
Geometry Grp	1	1	1
Degree of Util (X)	0.051	0	0.205
Departure Headway (Hd)	3.465	4.329	4.149
Convergence, Y/N	Yes	Yes	Yes
Cap	1028	0	870
Service Time	1.504	2.427	2.152
HCM Lane V/C Ratio	0.052	0	0.205
HCM Control Delay, s/veh	6.7	7.4	8.2
HCM Lane LOS	A	N	A
HCM 95th-tile Q	0.2	0	0.8



# HCM Signalized Intersection Capacity Analysis

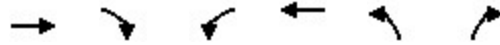
## 16: Royal Palm Wy & Coconut Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Traffic Volume (vph)	168	839	47	0	728	93	182	103	28	51	17	365
Future Volume (vph)	168	839	47	0	728	93	182	103	28	51	17	365
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.5	4.5
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99			0.98		1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3511			3479		1770	1804		1770	1863	1583
Flt Permitted	0.95	1.00			1.00		0.65	1.00		0.67	1.00	1.00
Satd. Flow (perm)	1770	3511			3479		1206	1804		1241	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	183	912	51	0	791	101	198	112	30	55	18	397
RTOR Reduction (vph)	0	4	0	0	9	0	0	9	0	0	0	293
Lane Group Flow (vph)	183	959	0	0	883	0	198	133	0	55	18	104
Turn Type	Prot	NA			NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6			2		7	4		3	8	
Permitted Phases							4			8		8
Actuated Green, G (s)	16.0	53.2			32.7		37.8	30.3		30.3	26.3	26.3
Effective Green, g (s)	16.0	53.2			32.7		37.8	30.3		30.3	26.3	26.3
Actuated g/C Ratio	0.16	0.53			0.33		0.38	0.30		0.30	0.26	0.26
Clearance Time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.5	4.5
Vehicle Extension (s)	5.0	7.0			7.0		5.0	5.0		5.0	5.0	5.0
Lane Grp Cap (vph)	283	1867			1137		498	546		397	489	416
v/s Ratio Prot	c0.10	0.27			c0.25		c0.03	0.07		0.01	0.01	
v/s Ratio Perm							c0.12			0.04		0.07
v/c Ratio	0.65	0.51			0.78		0.40	0.24		0.14	0.04	0.25
Uniform Delay, d1	39.4	15.1			30.4		22.0	26.2		25.1	27.4	29.1
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	6.8	1.0			5.2		1.1	1.1		0.3	0.1	0.7
Delay (s)	46.1	16.1			35.6		23.1	27.3		25.4	27.5	29.7
Level of Service	D	B			D		C	C		C	C	C
Approach Delay (s/veh)		20.9			35.6			24.8			29.1	
Approach LOS		C			D			C			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay (s/veh)			27.3				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.61									
Actuated Cycle Length (s)			100.0				Sum of lost time (s)			17.5		
Intersection Capacity Utilization			67.0%				ICU Level of Service			C		
Analysis Period (min)			15									

c Critical Lane Group

# HCM Unsignalized Intersection Capacity Analysis

## 18: S Lake Dr. & Royal Palm Wy



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		
Traffic Volume (veh/h)	1079	331	16	1259	0	0
Future Volume (Veh/h)	1079	331	16	1259	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1173	360	17	1368	0	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	887					
pX, platoon unblocked					0.79	
vC, conflicting volume			1533	2071	767	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1533	1828	767	
tC, single (s)			4.1	6.8	6.9	
tC, 2 stage (s)						
tF (s)			2.2	3.5	3.3	
p0 queue free %			96	100	100	
cM capacity (veh/h)			430	52	345	
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>WB 1</b>	<b>WB 2</b>		
Volume Total	782	751	473	912		
Volume Left	0	0	17	0		
Volume Right	0	360	0	0		
cSH	1700	1700	430	1700		
Volume to Capacity	0.46	0.44	0.04	0.54		
Queue Length 95th (ft)	0	0	3	0		
Control Delay (s/veh)	0.0	0.0	1.2	0.0		
Lane LOS				A		
Approach Delay (s/veh)	0.0			0.4		
Approach LOS						
<b>Intersection Summary</b>						
Average Delay			0.2			
Intersection Capacity Utilization			49.4%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM 7th AWSC  
 19: S Lake Dr & Brazilian Ave

Intersection	
Intersection Delay, s/veh	11.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↻			↻						↻	
Traffic Vol, veh/h	0	7	1	22	1	0	0	0	0	198	211	4
Future Vol, veh/h	0	7	1	22	1	0	0	0	0	198	211	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	8	1	24	1	0	0	0	0	215	229	4
Number of Lanes	0	1	0	0	1	0	0	0	0	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay, s/veh	8	8.3	11.3
HCM LOS	A	A	B

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	96%	48%
Vol Thru, %	88%	4%	51%
Vol Right, %	13%	0%	1%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	8	23	413
LT Vol	0	22	198
Through Vol	7	1	211
RT Vol	1	0	4
Lane Flow Rate	9	25	449
Geometry Grp	1	1	1
Degree of Util (X)	0.012	0.036	0.509
Departure Headway (Hd)	4.898	5.143	4.083
Convergence, Y/N	Yes	Yes	Yes
Cap	735	700	880
Service Time	2.9	3.144	2.118
HCM Lane V/C Ratio	0.012	0.036	0.51
HCM Control Delay, s/veh	8	8.3	11.3
HCM Lane LOS	A	A	B
HCM 95th-tile Q	0	0.1	2.9

HCM 7th TWSC  
 21: S Lake Dr./S Lake Dr & Chilean Ave

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘					↗
Traffic Vol, veh/h	18	0	0	0	0	165
Future Vol, veh/h	18	0	0	0	0	165
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	0	0	0	0	179

Major/Minor	Minor1	Major2	
Conflicting Flow All	179	-	-
Stage 1	0	-	-
Stage 2	179	-	-
Critical Hdwy	6.42	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	-	-
Pot Cap-1 Maneuver	810	0	0
Stage 1	-	0	-
Stage 2	852	0	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	810	-	-
Mov Cap-2 Maneuver	810	-	-
Stage 1	-	-	-
Stage 2	852	-	-

Approach	WB	SB
HCM Control Delay, s/v	9.55	0
HCM LOS	A	

Minor Lane/Major Mvmt	WBLn1	SBT
Capacity (veh/h)	810	-
HCM Lane V/C Ratio	0.024	-
HCM Control Delay (s/veh)	9.6	-
HCM Lane LOS	A	-
HCM 95th %tile Q(veh)	0.1	-



HCM 7th AWSC  
 22: S Lake Dr. & Peruvian Ave

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑				↑		↕	
Traffic Vol, veh/h	0	0	0	0	0	0	2	0	81	172	0	5
Future Vol, veh/h	0	0	0	0	0	0	2	0	81	172	0	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	2	0	88	187	0	5
Number of Lanes	0	0	0	0	1	0	0	0	1	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	0	6.9	8.4
HCM LOS	-	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	2%	0%	97%
Vol Thru, %	0%	100%	0%
Vol Right, %	98%	0%	3%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	83	0	177
LT Vol	2	0	172
Through Vol	0	0	0
RT Vol	81	0	5
Lane Flow Rate	90	0	192
Geometry Grp	1	1	1
Degree of Util (X)	0.088	0	0.223
Departure Headway (Hd)	3.495	4.528	4.178
Convergence, Y/N	Yes	Yes	Yes
Cap	1019	0	864
Service Time	1.538	2.528	2.185
HCM Lane V/C Ratio	0.088	0	0.222
HCM Control Delay, s/veh	6.9	7.5	8.4
HCM Lane LOS	A	N	A
HCM 95th-tile Q	0.3	0	0.9

# HCM Signalized Intersection Capacity Analysis

## 16: Royal Palm Wy & Coconut Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Traffic Volume (vph)	307	795	46	0	1079	63	349	83	12	87	72	449
Future Volume (vph)	307	795	46	0	1079	63	349	83	12	87	72	449
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.5	4.5
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99			0.99		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3510			3510		1770	1827		1770	1863	1583
Flt Permitted	0.95	1.00			1.00		0.66	1.00		0.69	1.00	1.00
Satd. Flow (perm)	1770	3510			3510		1223	1827		1286	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	334	864	50	0	1173	68	379	90	13	95	78	488
RTOR Reduction (vph)	0	4	0	0	4	0	0	5	0	0	0	242
Lane Group Flow (vph)	334	910	0	0	1237	0	379	98	0	95	78	246
Turn Type	Prot	NA			NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6			2		7	4		3	8	
Permitted Phases							4			8		8
Actuated Green, G (s)	16.0	55.2			34.7		33.8	28.3		30.3	26.3	26.3
Effective Green, g (s)	16.0	55.2			34.7		33.8	28.3		30.3	26.3	26.3
Actuated g/C Ratio	0.16	0.55			0.35		0.34	0.28		0.30	0.26	0.26
Clearance Time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.5	4.5
Vehicle Extension (s)	5.0	7.0			7.0		5.0	5.0		5.0	5.0	5.0
Lane Grp Cap (vph)	283	1937			1217		443	517		409	489	416
v/s Ratio Prot	c0.19	0.26			c0.35		c0.05	0.05		0.01	0.04	
v/s Ratio Perm							c0.24			0.06		0.16
v/c Ratio	1.18	0.47			1.02		0.86	0.19		0.23	0.16	0.59
Uniform Delay, d1	42.0	13.5			32.7		30.6	27.2		25.7	28.3	32.2
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	111.4	0.8			30.0		16.2	0.8		0.6	0.3	3.4
Delay (s)	153.4	14.4			62.6		46.8	28.0		26.3	28.7	35.6
Level of Service	F	B			E		D	C		C	C	D
Approach Delay (s/veh)		51.6			62.6			42.8			33.4	
Approach LOS		D			E			D			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay (s/veh)			50.9				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			1.01									
Actuated Cycle Length (s)			100.0				Sum of lost time (s)			17.5		
Intersection Capacity Utilization			90.2%				ICU Level of Service			E		
Analysis Period (min)			15									

c Critical Lane Group

# HCM Unsignalized Intersection Capacity Analysis

## 18: S Lake Dr. & Royal Palm Wy



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			←↑		
Traffic Volume (veh/h)	1105	176	11	1899	0	0
Future Volume (Veh/h)	1105	176	11	1899	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1201	191	12	2064	0	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	887					
pX, platoon unblocked					0.67	
vC, conflicting volume			1392	2353	696	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1392	2040	696	
tC, single (s)			4.1	6.8	6.9	
tC, 2 stage (s)						
tF (s)			2.2	3.5	3.3	
p0 queue free %			98	100	100	
cM capacity (veh/h)			487	32	384	
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>WB 1</b>	<b>WB 2</b>		
Volume Total	801	591	700	1376		
Volume Left	0	0	12	0		
Volume Right	0	191	0	0		
cSH	1700	1700	487	1700		
Volume to Capacity	0.47	0.35	0.02	0.81		
Queue Length 95th (ft)	0	0	2	0		
Control Delay (s/veh)	0.0	0.0	0.7	0.0		
Lane LOS	A					
Approach Delay (s/veh)	0.0		0.2			
Approach LOS						
<b>Intersection Summary</b>						
Average Delay	0.1					
Intersection Capacity Utilization	63.5%		ICU Level of Service		B	
Analysis Period (min)	15					

HCM 7th AWSC  
 19: S Lake Dr & Brazilian Ave

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↻			↻						↻	
Traffic Vol, veh/h	0	6	3	28	4	0	0	0	0	44	140	2
Future Vol, veh/h	0	6	3	28	4	0	0	0	0	44	140	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	7	3	30	4	0	0	0	0	48	152	2
Number of Lanes	0	1	0	0	1	0	0	0	0	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay, s/veh	7.3	7.8	8.3
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	88%	24%
Vol Thru, %	67%	13%	75%
Vol Right, %	33%	0%	1%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	9	32	186
LT Vol	0	28	44
Through Vol	6	4	140
RT Vol	3	0	2
Lane Flow Rate	10	35	202
Geometry Grp	1	1	1
Degree of Util (X)	0.011	0.043	0.228
Departure Headway (Hd)	4.223	4.473	4.053
Convergence, Y/N	Yes	Yes	Yes
Cap	853	788	886
Service Time	2.223	2.57	2.08
HCM Lane V/C Ratio	0.012	0.044	0.228
HCM Control Delay, s/veh	7.3	7.8	8.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0.1	0.9



HCM 7th TWSC  
 21: S Lake Dr./S Lake Dr & Chilean Ave

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘					↗
Traffic Vol, veh/h	17	0	0	0	2	103
Future Vol, veh/h	17	0	0	0	2	103
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	0	0	0	2	112

Major/Minor	Minor1	Major2
Conflicting Flow All	116	0
Stage 1	0	-
Stage 2	116	-
Critical Hdwy	6.42	4.12
Critical Hdwy Stg 1	-	-
Critical Hdwy Stg 2	5.42	-
Follow-up Hdwy	3.518	2.218
Pot Cap-1 Maneuver	880	0
Stage 1	-	0
Stage 2	909	0
Platoon blocked, %		
Mov Cap-1 Maneuver	880	-
Mov Cap-2 Maneuver	880	-
Stage 1	-	-
Stage 2	909	-

Approach	WB	SB
HCM Control Delay, s/v	9.18	
HCM LOS	A	

Minor Lane/Major Mvmt	WBLn1	SBL	SBT
Capacity (veh/h)	880	-	-
HCM Lane V/C Ratio	0.021	-	-
HCM Control Delay (s/veh)	9.2	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-

HCM 7th AWSC  
 22: S Lake Dr. & Peruvian Ave

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑				↑		↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	82	113	0	6
Future Vol, veh/h	0	0	0	0	0	0	0	0	82	113	0	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	89	123	0	7
Number of Lanes	0	0	0	0	1	0	0	0	1	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	0	6.8	7.9
HCM LOS	-	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	95%
Vol Thru, %	0%	100%	0%
Vol Right, %	100%	0%	5%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	82	0	119
LT Vol	0	0	113
Through Vol	0	0	0
RT Vol	82	0	6
Lane Flow Rate	89	0	129
Geometry Grp	1	1	1
Degree of Util (X)	0.085	0	0.149
Departure Headway (Hd)	3.429	4.307	4.16
Convergence, Y/N	Yes	Yes	Yes
Cap	1043	0	867
Service Time	1.457	2.382	2.165
HCM Lane V/C Ratio	0.085	0	0.149
HCM Control Delay, s/veh	6.8	7.4	7.9
HCM Lane LOS	A	N	A
HCM 95th-tile Q	0.3	0	0.5



# APPENDIX F

Collected Parking Accumulation Data

Prepared by National Data & Surveying Services  
**Parking Study**

Project: 23-140150

City: Palm Beach, FL

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



### Parking Study

Project: 23-140150

City: Palm Beach, FL

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

**Parking Study**

Project: 23-140150

City: Palm Beach, FL

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

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

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

**Lot 004 and Lot 027** - No access to parking lots

**Lot 023** - Valet use, unmarked spaces to park



			T587	X	X	8073	FT27	B2LM		YH18	ZC23	16TW	6		1							
		Handicap	7NPJ	PL37	F703	X		7541		9XXA		SG56	5	1								
2E TO	E	Passenger Loading Zone 6pm to 12am	CR46		HV3H	X	QA38	DEAA	TF06			H109	5	1								
			BZLA	X		28VN	58AY							2	1							
			9BFF	TV96	X	X	AX29	X					IV02	2	1	1						
		1 Hr Parking 9am to 6pm	1109	D026	PC81	X	8629	TL20	CCVM	X	ZY46	ZY42	6	2								
			AM42	67CQ	7886	X	CCKF	63F1	WT51	X	AVZV	X	4	3								
				NA89	7840	X	X	HA13	4GSH	ABNX	A319	X	4	1	1							
		Police Motorcycle Parking	7750	X	X	X	X	X	X			8539	2HTC	2								1
			7239	X						YY16	X	X	X		1			1				
		30 Minutes Parking 9am to 6pm	6962	X						BGJJ	DR42	X	AH22	2	2							
			ZP39	X						O55Y	3BUP	X	X	1	1	1						
6182	X								7747		8IPL	2	1									
<b>OCCUPANCY:</b>			<b>20</b>	<b>19</b>	<b>16</b>	<b>17</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>15</b>	<b>15</b>	<b>20</b>	<b>66</b>	<b>23</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>

S Country Rd btwn Australian Ave to Chilean Ave																							
Segment	Side	Restriction	Time									Duration											
			11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	8:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	
3W TO	W	1 Hr Parking 9am to 6pm	AUZR	ANB5	ZW62	EG27	H927			55MR				6									
			4445	X	3123	CP15	J660	GQ52							4	1							
		Passenger Loading Zone 6pm to 12am		5703		570B	X					2T16			2	1							
3E TO	E	Town Council Only	MA53	X	55MX	X				EV76	K535	X	1	3									
			TF16	X	AUZM					A749	X	X	1	1	1								
			DGUQ	O2MW	4797	3941				55MR	X	X	4		1								
				BBRT	WLLL	X	X			AYWQ	1814	X	2	1	1								
						JE34								2									
					X625	X									1								
4W TO	W	30 Minutes Parking Town Business Only	80ZF	X					574C	LE87	1239		3	1									
									DV70	X				1									
			7610	X	X	X	X	X	X	X	X											1	
			HW56	X	X			CK04	X		ORPL	ORPL	2	1	1								
		ABMI	X	X			C985		2554	X		1	1	1									
		Handicap	3H8H	X	X		OGAI						1		1								
4E TO	E	1 Hr Parking 9am to 6pm	90A5	X	XC04	30AR	X	57WR	AZLH	X	X	ATWN	3	2	1								
			BAUX	68XS	7915	6FLC	X	X	X	Z641	64GF		5		1								
			DDXX		YT38	AM99			D225	X	X	839C	4		1								
		Loading Zone 30 Minutes 8am-6pm			USPS	58YA					WU10	3											
<b>OCCUPANCY:</b>			<b>15</b>	<b>15</b>	<b>17</b>	<b>14</b>	<b>9</b>	<b>7</b>	<b>8</b>	<b>11</b>	<b>14</b>	<b>9</b>	<b>48</b>	<b>17</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	













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

Sunrise Ave btwn N County Rd to Bradley PI																								
Segment	Side	Restriction	Time									Duration												
			11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	8:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS		
10S TO	S	1 Hr Parking 9am to 6pm		CCMK								BXWD	QQ03	NK09	4									
				GBVV								13ZA	X	X	1		1							
					4NKU		ADBX	X	X	BDZ0	X	XI12	2	1	1									
				XV63		AK92	DHTX		2FAQ	X	X	X	X	3				1						
				3XST	X	X	X	X	X	X	X	X	X										1	
					ABRB	AYXV				UM09	X	X	X	2			1							
						H4QN	QI92		4751	8694	AEKS	X	RR99	5	1									
					BUGP	99Q5		57ED	X	X	X	X	X	2					1					
						7840	6235	9662	0X5X	055X	X	X	X	4				1						
					10MC	76KB				8RRL	X	X	X	2				1						
					5781	AV77	X	X	X	X	691R	X	KIEL	8073	3	1			1					
						301K	GOYZ		03ND	Z710	X	X	X	X	3				1					
						74JK	X	X	X	X	X	X	X	X									1	
					5710	X	X	X	X	X	X	X	VT14	1									1	
						XZ90	X	265F	X	X	X	AWII	X		2			1						
						35AU	X	X	3396	X	X	R5IN	X		1	2								
				Mortorcycle Parking	9649			QE65	345D	X	7374	X	54MY	3	2									
				1 Hr Parking 9am to 6pm	H297	QZ	QZ26	ID97					NG3V	5										
					WY85	X	CK02	W135						2	1									
					6562	X	7878	X					XZ36	1	2									
		Compact Cars		TB07	X				CM98	X	AZLX	7EZV	2	2										
		1 Hr Parking 9am to 6pm	PZ29	41MH	X	X	ZI58		3944	X	GW10	X	2	2	1									
			IAZO	X					EW69	X	34TX		1	2										
			6PXH	X	ABKD	5CEL			5H88	X	CW64	X	2	3										
			BXW5	X	X	7UGR			5125		5554	LL63	4		1									
			4WW5	XY91	PI89				PA37	X	O2VF	X	3	2										
				41ZD	X				QC33	X	X	X		1		1								
			58YK				90CY	X	X	X	X	1				1								



### Parking Study

Project: 23-140150

City: Palm Beach, FL

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



# APPENDIX G

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



RESTAURANT LOCATION #1  
Meat Market Steakhouse

## Snapshot Queue

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

City: Palm Beach, FL

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

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

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

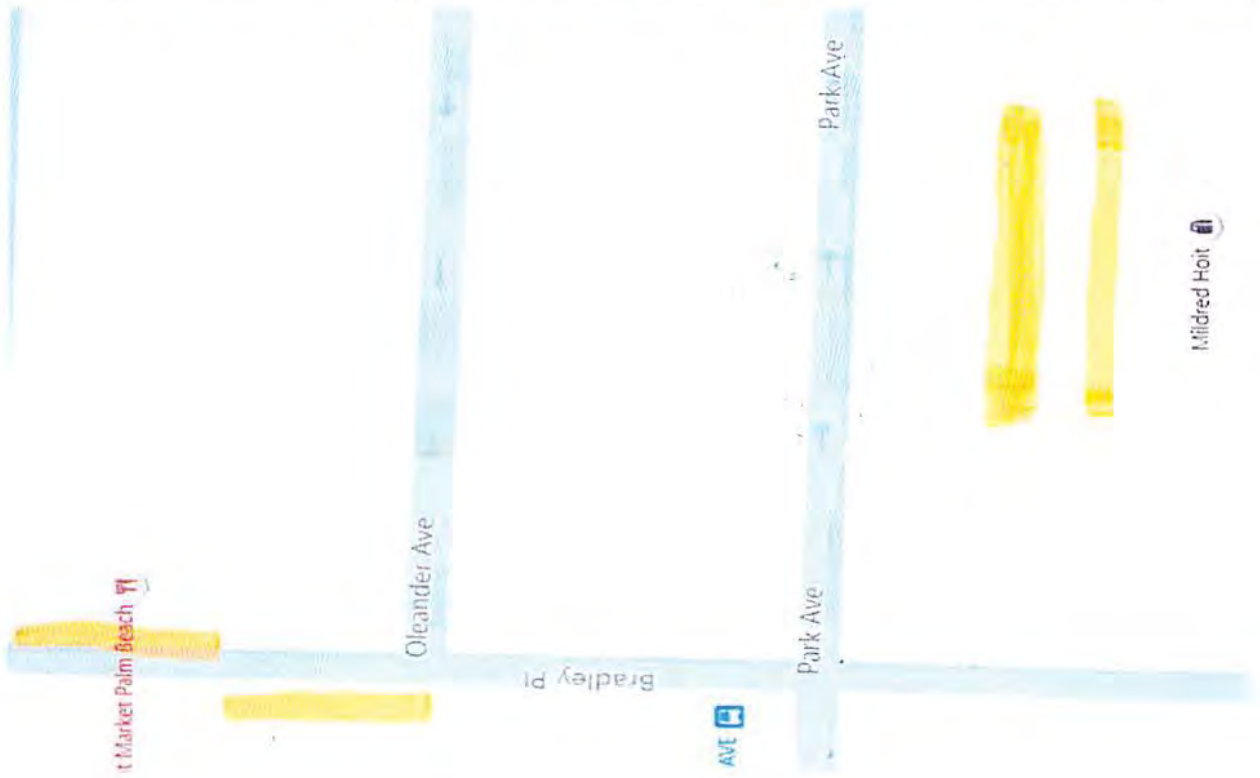


7:01 PM	7	
7:02 PM	5	1
7:03 PM	3	
7:04 PM	3	
7:05 PM	4	
7:06 PM	1	
7:07 PM	1	1
7:08 PM	1	1
7:09 PM	1	1
7:10 PM		1
7:11 PM		1
7:12 PM		1
7:13 PM		2
7:14 PM		1
7:15 PM	1	2
7:16 PM	1	2
7:17 PM	1	2
7:18 PM	1	1
7:19 PM	1	
7:20 PM		
7:21 PM		
7:22 PM	1	
7:23 PM	1	
7:24 PM	2	
7:25 PM	1	
7:26 PM	1	
7:27 PM	1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

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

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

- Biltmore Galleria Parking
- Available Street in front of restaurant



RESTAURANT LOCATION #2  
Echo Palm Beach



## Snapshot Queue

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

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

\*Parking Lot Behind Restaurant

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

\*one civilian (local) said side parking too big

5:56 PM	1	
5:57 PM		
5:58 PM	1	
5:59 PM		1
6:00 PM		1
6:01 PM		1
6:02 PM		
6:03 PM		
6:04 PM		
6:05 PM	1	
6:06 PM	1	
6:07 PM		
6:08 PM		
6:09 PM		
6:10 PM		1
6:11 PM		1
6:12 PM		
6:13 PM	1	
6:14 PM	1	
6:15 PM	2	
6:16 PM	1	
6:17 PM		
6:18 PM		
6:19 PM		
6:20 PM		
6:21 PM		
6:22 PM		1
6:23 PM		
6:24 PM		
6:25 PM		
6:26 PM		1
6:27 PM		
6:28 PM		
6:29 PM		
6:30 PM		
6:31 PM		
6:32 PM		1
6:33 PM		
6:34 PM	1	1
6:35 PM		
6:36 PM		
6:37 PM		
6:38 PM		
6:39 PM		
6:40 PM		
6:41 PM		
6:42 PM	3	
6:43 PM	4	
6:44 PM	4	
6:45 PM	6	1
6:46 PM	4	
6:47 PM	3	
6:48 PM	4	
6:49 PM	3	
6:50 PM	3	1
6:51 PM	3	
6:52 PM	2	
6:53 PM	1	
6:54 PM	1	
6:55 PM	1	
6:56 PM		
6:57 PM		
6:58 PM	1	1
6:59 PM	1	

7:00 PM	1	1
7:01 PM	1	1
7:02 PM	1	
7:03 PM	1	
7:04 PM		
7:05 PM		1
7:06 PM	1	
7:07 PM	1	
7:08 PM	2	
7:09 PM	1	
7:10 PM	1	
7:11 PM		
7:12 PM		
7:13 PM		
7:14 PM		
7:15 PM		
7:16 PM	1	
7:17 PM	1	
7:18 PM	1	
7:19 PM		
7:20 PM	2	
7:21 PM	2	
7:22 PM		
7:23 PM		1
7:24 PM	3	
7:25 PM	2	1
7:26 PM		
7:27 PM	1	
7:28 PM	1	
7:29 PM		
7:30 PM	1	
7:31 PM	2	
7:32 PM	1	
7:33 PM		
7:34 PM		
7:35 PM		
7:36 PM		
7:37 PM	1	
7:38 PM		
7:39 PM	1	
7:40 PM	2	
7:41 PM	2	
7:42 PM	1	
7:43 PM		
7:44 PM		
7:45 PM	1	1
7:46 PM		
7:47 PM	1	
7:48 PM		
7:49 PM		
7:50 PM		
7:51 PM		
7:52 PM		1
7:53 PM		
7:54 PM		
7:55 PM	1	
7:56 PM		
7:57 PM		
7:58 PM		
7:59 PM		
8:00 PM		
8:01 PM		
8:02 PM	1	
8:03 PM	1	

8:04 PM		
8:05 PM	1	
8:06 PM		
8:07 PM		
8:08 PM		
8:09 PM		
8:10 PM	1	
8:11 PM		
8:12 PM		
8:13 PM		
8:14 PM		
8:15 PM		
8:16 PM		
8:17 PM	1	
8:18 PM	2	
8:19 PM		
8:20 PM	1	
8:21 PM		
8:22 PM		
8:23 PM		
8:24 PM		
8:25 PM		
8:26 PM		
8:27 PM		
8:28 PM		
8:29 PM	1	
8:30 PM		
8:31 PM		
8:32 PM		
8:33 PM		
8:34 PM	1	
8:35 PM		
8:36 PM		
8:37 PM		
8:38 PM		
8:39 PM	1	
8:40 PM	1	
8:41 PM	1	
8:42 PM	1	
8:43 PM	1	
8:44 PM	1	
8:45 PM		
8:46 PM		
8:47 PM	1	
8:48 PM	1	
8:49 PM		
8:50 PM		
8:51 PM		
8:52 PM		
8:53 PM		
8:54 PM		
8:55 PM		
8:56 PM		
8:57 PM		
8:58 PM	1	
8:59 PM		
Totals	146	31





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

34. PARKING:

21

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

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

35. ENVIRONMENTAL:

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

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

RESTAURANT LOCATION #3  
Palm Beach Catch

## Snapshot Queue

Location: PB Catch-251 Sunrise Ave N/O Sunrise Ave  
 City: Palm Beach, FL

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

They used bank for parking while some parked on street

Valed Started Operation

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

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



7:37 PM	1	
7:38 PM	1	
7:39 PM	1	
7:40 PM	3	
7:41 PM	2	1
7:42 PM	1	1
7:43 PM		
7:44 PM		
7:45 PM		
7:46 PM		1
7:47 PM		
7:48 PM		
7:49 PM		
7:50 PM		
7:51 PM	1	
7:52 PM	1	
7:53 PM	1	
7:54 PM	1	
7:55 PM	1	
7:56 PM		
7:57 PM		
7:58 PM		
7:59 PM		
8:00 PM		
8:01 PM		
8:02 PM	1	
8:03 PM		
8:04 PM		
8:05 PM		
8:06 PM		
8:07 PM		
8:08 PM		
8:09 PM	1	
8:10 PM		
8:11 PM		
8:12 PM		
8:13 PM		
8:14 PM		
8:15 PM		
8:16 PM		
8:17 PM	1	
8:18 PM		
8:19 PM		
8:20 PM		
8:21 PM		
8:22 PM		
8:23 PM	2	
8:24 PM	1	
8:25 PM		
8:26 PM		
8:27 PM		
8:28 PM		
8:29 PM		
8:30 PM		
8:31 PM		

8:32 PM		
8:33 PM	1	
8:34 PM		
8:35 PM		
8:36 PM		
8:37 PM		
8:38 PM		
8:39 PM		
8:40 PM		
8:41 PM	1	
8:42 PM		
8:43 PM		
8:44 PM		
8:45 PM		
8:46 PM	1	
8:47 PM		
8:48 PM		
8:49 PM		
8:50 PM		
8:51 PM		
8:52 PM	1	
8:53 PM		
8:54 PM	2	
8:55 PM	1	
8:56 PM		
8:57 PM		
8:58 PM	1	
8:59 PM		
Totals	63	20

BRADLEY PLACE

COUNTY ROAD

Wells  
FARGO  
Publix

1 HR PARKING 1 HR PARKING



(N)

(E)

1 HR PARKING  
RED ZONE  
LOADING  
DROP-OFF

P.B.  
CATCH

1 HR PARKING

CHASE BANK

(N)

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

# RESTAURANT LOCATION #4

Lola 41

# Snapshot Queue

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

City: Palm Beach, FL

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



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

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

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

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

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



Search

LoLa 41 Palm Beach



Restaurants

Shopping

Coffee

er Blvd

Seminole Ave

Oleander Ave Root Trail

Park Ave

Grace Trail

LoLa 41 Palm Beach

Brunch

LOADING

PARKING ROUTE

PARAMOUNT THEATER

RETURN

RETURN ROUTE

ler Steakhouse

Top rated

an Course

e Breakers

Pine Walk



Via 500 ft 100 m

LIVE

LoLa 41 Palm Beach

4.1 ★★★★★ (180)

RESTAURANT LOCATION #5  
Trevini

# Snapshot Queue

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

City: Palm Beach, FL

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

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

6:18 PM	1	
6:19 PM	2	
6:20 PM		
6:21 PM	1	
6:22 PM	1	2
6:23 PM		1
6:24 PM		1
6:25 PM	2	2
6:26 PM	1	2
6:27 PM	2	
6:28 PM		1
6:29 PM		1
6:30 PM	1	2
6:31 PM	1	6
6:32 PM	3	5
6:33 PM	1	5
6:34 PM	1	4
6:35 PM		3
6:36 PM		3
6:37 PM		2
6:38 PM		3
6:39 PM	1	3
6:40 PM		2
6:41 PM		
6:42 PM		
6:43 PM	1	
6:44 PM		
6:45 PM		
6:46 PM	2	
6:47 PM		1
6:48 PM		
6:49 PM		1
6:50 PM	1	
6:51 PM		3
6:52 PM	1	
6:53 PM		3
6:54 PM		4
6:55 PM	2	5
6:56 PM		6
6:57 PM	3	5
6:58 PM		6
6:59 PM	2	7
7:00 PM		8



7:01 PM	2	6
7:02 PM	1	5
7:03 PM	2	6
7:04 PM	2	5
7:05 PM	3	3
7:06 PM	1	4
7:07 PM		4
7:08 PM	1	5
7:09 PM	1	3
7:10 PM		3
7:11 PM	1	2
7:12 PM		1
7:13 PM		1
7:14 PM		1
7:15 PM		
7:16 PM		
7:17 PM	1	1
7:18 PM	1	
7:19 PM		
7:20 PM		
7:21 PM		
7:22 PM		
7:23 PM		
7:24 PM		2
7:25 PM		
7:26 PM	1	
7:27 PM		
7:28 PM	1	1
7:29 PM		
7:30 PM	1	1
7:31 PM	1	
7:32 PM		
7:33 PM		
7:34 PM		
7:35 PM		1
7:36 PM		
7:37 PM	1	
7:38 PM		
7:39 PM		
7:40 PM		4
7:41 PM		
7:42 PM	3	
7:43 PM	1	

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

8:27 PM	1	
8:28 PM		
8:29 PM	3	
8:30 PM	1	
8:31 PM		
8:32 PM		
8:33 PM		
8:34 PM		
8:35 PM		
8:36 PM		
8:37 PM		
8:38 PM		
8:39 PM		
8:40 PM		
8:41 PM		
8:42 PM	1	
8:43 PM		
8:44 PM		
8:45 PM		
8:46 PM		
8:47 PM		
8:48 PM		
8:49 PM		
8:50 PM		
8:51 PM		
8:52 PM		
8:53 PM		
8:54 PM		
8:55 PM	1	
8:56 PM	1	
8:57 PM	1	
8:58 PM	1	
8:59 PM	1	
Totals	101	175





223

REVINI  
VALET  
↑

CUSHMAN & WATSFIELD  
SPACE FOR LEASE  
CONTACT: 561.227.2060

PERMIT REQUIRED  
NO PARKING  
EXCEPT FOR  
EMERGENCY  
VEHICLES  
ENFORCEMENT  
OFFICERS  
ENFORCE  
VIOLATIONS



RESTAURANT LOCATION #6  
Cucina Palm Beach

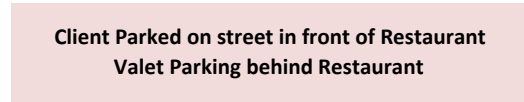


## Snapshot Queue

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

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

 Valet Started Operation

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

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

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

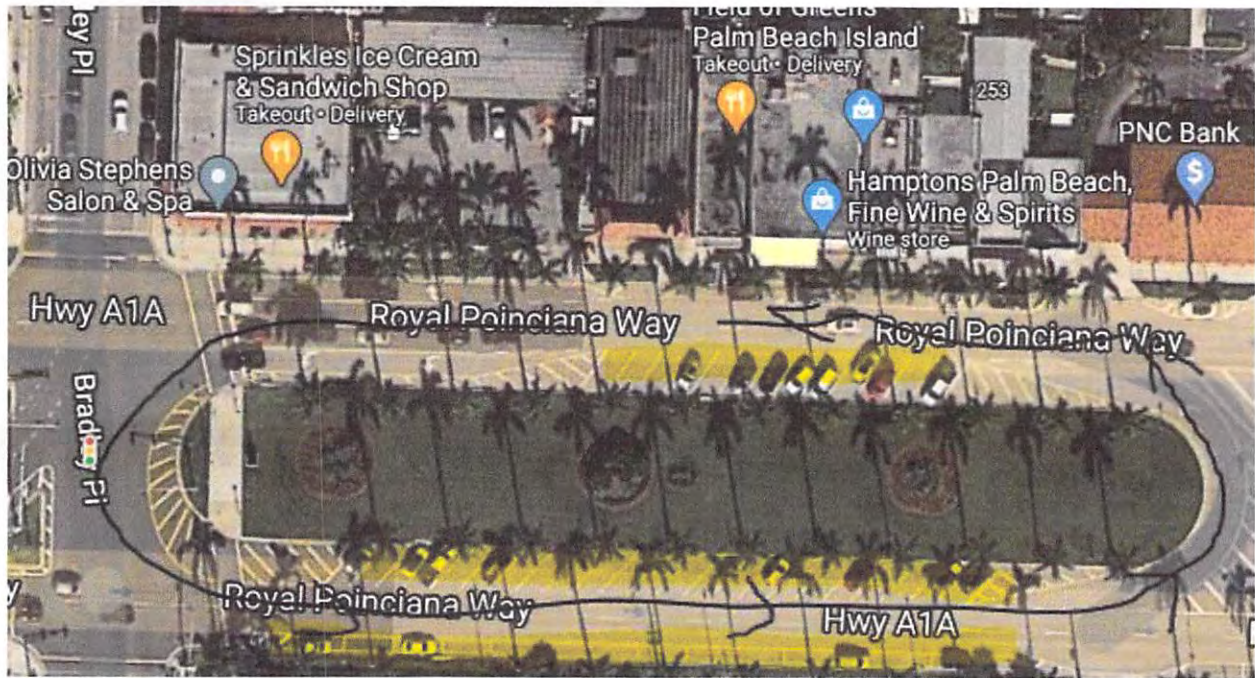
7:37 PM		
7:38 PM	1	
7:39 PM	1	
7:40 PM		
7:41 PM		
7:42 PM		1
7:43 PM		
7:44 PM		
7:45 PM		1
7:46 PM		
7:47 PM		
7:48 PM		1
7:49 PM		
7:50 PM	1	
7:51 PM	1	
7:52 PM		
7:53 PM		
7:54 PM		
7:55 PM		1
7:56 PM		
7:57 PM		1
7:58 PM		
7:59 PM		1
8:00 PM		
8:01 PM		
8:02 PM		
8:03 PM		
8:04 PM		
8:05 PM		
8:06 PM		
8:07 PM		
8:08 PM		
8:09 PM		
8:10 PM		
8:11 PM		
8:12 PM		
8:13 PM		
8:14 PM		
8:15 PM		
8:16 PM		
8:17 PM		
8:18 PM		
8:19 PM		
8:20 PM		
8:21 PM		
8:22 PM		
8:23 PM		
8:24 PM		
8:25 PM	1	
8:26 PM	2	
8:27 PM		
8:28 PM		
8:29 PM		
8:30 PM		
8:31 PM		

8:32 PM		
8:33 PM		
8:34 PM		
8:35 PM		
8:36 PM		
8:37 PM		
8:38 PM		
8:39 PM		
8:40 PM		
8:41 PM		
8:42 PM		
8:43 PM		
8:44 PM		
8:45 PM		
8:46 PM		
8:47 PM		
8:48 PM		
8:49 PM		
8:50 PM		
8:51 PM		
8:52 PM	1	
8:53 PM		
8:54 PM		
8:55 PM		
8:56 PM		
8:57 PM		
8:58 PM	1	
8:59 PM		
Totals	19	15



### Cucina Palm Beach // Via Valet // Traffic Schematic

257 Royal Poinciana Way, Palm Beach, FL 33480



-Yellow dot represents Valet Stand.

-Cyan box represents passenger loading/unloading zone. -Black lines represent traffic flow direction.

-Highlighted areas are parking spots to be utilized

RESTAURANT LOCATION #7  
Henry's Palm Beach

# Snapshot Queue

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

City: Palm Beach, FL

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

Shuttle

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

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



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

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

8:27 PM	1	
8:28 PM		
8:29 PM		
8:30 PM		
8:31 PM		
8:32 PM		
8:33 PM		
8:34 PM		
8:35 PM		
8:36 PM	1	
8:37 PM	1	
8:38 PM		
8:39 PM		
8:40 PM	7	
8:41 PM	1	
8:42 PM		
8:43 PM		
8:44 PM		
8:45 PM		
8:46 PM		
8:47 PM	1	
8:48 PM		
8:49 PM		
8:50 PM		
8:51 PM		
8:52 PM		
8:53 PM		
8:54 PM		
8:55 PM		
8:56 PM		
8:57 PM		
8:58 PM		
8:59 PM	1	
Totals	89	6



RESTAURANT LOCATION #8  
Almond Palm Beach



# Snapshot Queue

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

City: Palm Beach, FL

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

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

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

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

7:44 PM		1
7:45 PM		
7:46 PM		1
7:47 PM		
7:48 PM		
7:49 PM		1
7:50 PM		1
7:51 PM		1
7:52 PM		1
7:53 PM		
7:54 PM		
7:55 PM		
7:56 PM	1	1
7:57 PM		
7:58 PM		1
7:59 PM		
8:00 PM		
8:01 PM		
8:02 PM		
8:03 PM		
8:04 PM		
8:05 PM		
8:06 PM		
8:07 PM		
8:08 PM		
8:09 PM		
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8:41 PM		
8:42 PM		
8:43 PM		
8:44 PM		
8:45 PM		
8:46 PM		
8:47 PM		
8:48 PM		
8:49 PM		
8:50 PM		
8:51 PM		
8:52 PM		
8:53 PM		
8:54 PM		
8:55 PM		
8:56 PM		
8:57 PM		
8:58 PM		
8:59 PM		
Totals	21	23

RESTAURANT LOCATION #9  
Carriage House Club

## Snapshot Queue

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

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

\*Valet Booth Came out at 6PM  
 \*After parking in lot in JPM spaces, vehicles were taken somewhere else

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

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









7:52 PM		1
7:53 PM		
7:54 PM	1	1
7:55 PM	1	1
7:56 PM	1	
7:57 PM		
7:58 PM		
7:59 PM		
8:00 PM		
8:01 PM		
8:02 PM		
8:03 PM		
8:04 PM		
8:05 PM		
8:06 PM		
8:07 PM		
8:08 PM	1	
8:09 PM	1	
8:10 PM	1	
8:11 PM		
8:12 PM		
8:13 PM		
8:14 PM		
8:15 PM		
8:16 PM	1	
8:17 PM		
8:18 PM		
8:19 PM		
8:20 PM		
8:21 PM	1	
8:22 PM		
8:23 PM		
8:24 PM		
8:25 PM		
8:26 PM		
8:27 PM		
8:28 PM		
8:29 PM		
8:30 PM		
8:31 PM		
8:32 PM		
8:33 PM		
8:34 PM		
8:35 PM		
8:36 PM		
8:37 PM		
8:38 PM		
8:39 PM	1	
8:40 PM		
8:41 PM		
8:42 PM		
8:43 PM		
8:44 PM		
8:45 PM		
8:46 PM		
8:47 PM		
8:48 PM		
8:49 PM		
8:50 PM		
8:51 PM		

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



**LEGEND**

-  INBOUND VALET CIRCULATION
-  OUTBOUND VALET CIRCULATION
-  VEHICLE DROP-OFF/PICK-UP LOCATION
-  SITE
-  230 ROYAL PALM WAY
-  J.P. MORGAN

**FIGURE 3**

Valet Operations: Circulation Path  
 Carriage House/264 Grill  
 KHA # 14037900

# RESTAURANT LOCATION #10

La Goulue



# Snapshot Queue

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

City: Palm Beach, FL

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



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

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

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

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

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





FRISBIE GROUP

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

September 21, 2022

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

VIA EMAIL

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

Dear Mike:

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

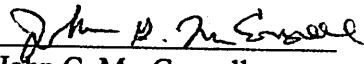
Subject to the Bank's continuing approval of such parking and the property owner's right to terminate such approval immediately upon giving notice, OnPoint Valet LLC and MPIRE Valet, LLC's may use the lots behind First Horizon Bank for its valeting operation for the two above-named restaurants. Such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

This is the same arrangement as in effect currently.

If you have any questions, please call me.

Sincerely yours,

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

By:   
John G. MacConnell  
Property Manager  
561.339.0632

Search

La Goulue Palm Beach



Reserve a table

Top-rated

Takeout

80°

Burge

La Goulue Palm Beach

Royal Pal



Brunch

PARKING

PARKING ROUTE

Brand Vacuums Inc

PARKING

vacuum cleaner store

Brazilian Ave

Australian Ave

100 ft / 20 m



La Goulue Palm Beach

4.2 ★★★★★ (173)

RESTAURANT LOCATION #11  
Buccan Palm Beach

## Snapshot Queue

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

City: Palm Beach, FL

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

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



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

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

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

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

AVE

Lifestyle So Chic

SCOUNTY RD

Le B...  
Palm

C.Orrico

Palm  
Police  
Depa



Buccan Truffies Of Palm Beach

Buccan

Imoto

Palm Beach

Royal Park

Pastr

Scotti's Wines & L

The Church Mouse

Brint

89°  
AQI 46

Luxe Jewe



# Buccan

New American Cuisine · Palm Beach,...





PO Box 28 Gedney Station  
White Plains NY 10605-0028

**SEPTEMBER, 2022**

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

**Re: Valet Parking**

**To Whom It May Concern,**

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

**Sincerely,**



**350 Realty Corp.**

**Marsha Stocker, manager**

**mstocker@loverealtygroup.com**

RESTAURANT LOCATION #12  
Bricktops

# Snapshot Queue

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

City: Palm Beach, FL

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

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



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

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

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

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

375 S County Rd



375 S County Rd Building

- Directions
- Save
- Nearby
- Send to phone
- Share

375 S County Rd, Palm Beach, FL 33480

Photos

Directory

Search for places

→ Drop off  
 --- → Return

42 marked spaces in parking garage  
 Valet Service from 11am - 10pm  
 2 valets on for lunch / 2 on for dinner  
 10-20 cars parked for lunch during off season  
 20-50 cars parked for lunch during season  
 20-50 cars parked for dinner



# RESTAURANT LOCATION #13

Pizza Al Fresco

# Snapshot Queue

Location: Pizza Al Fresco-14 Via Mizner S/O Peruvian Ave  
 City: Palm Beach, FL

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

 Vallet Started Operation

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

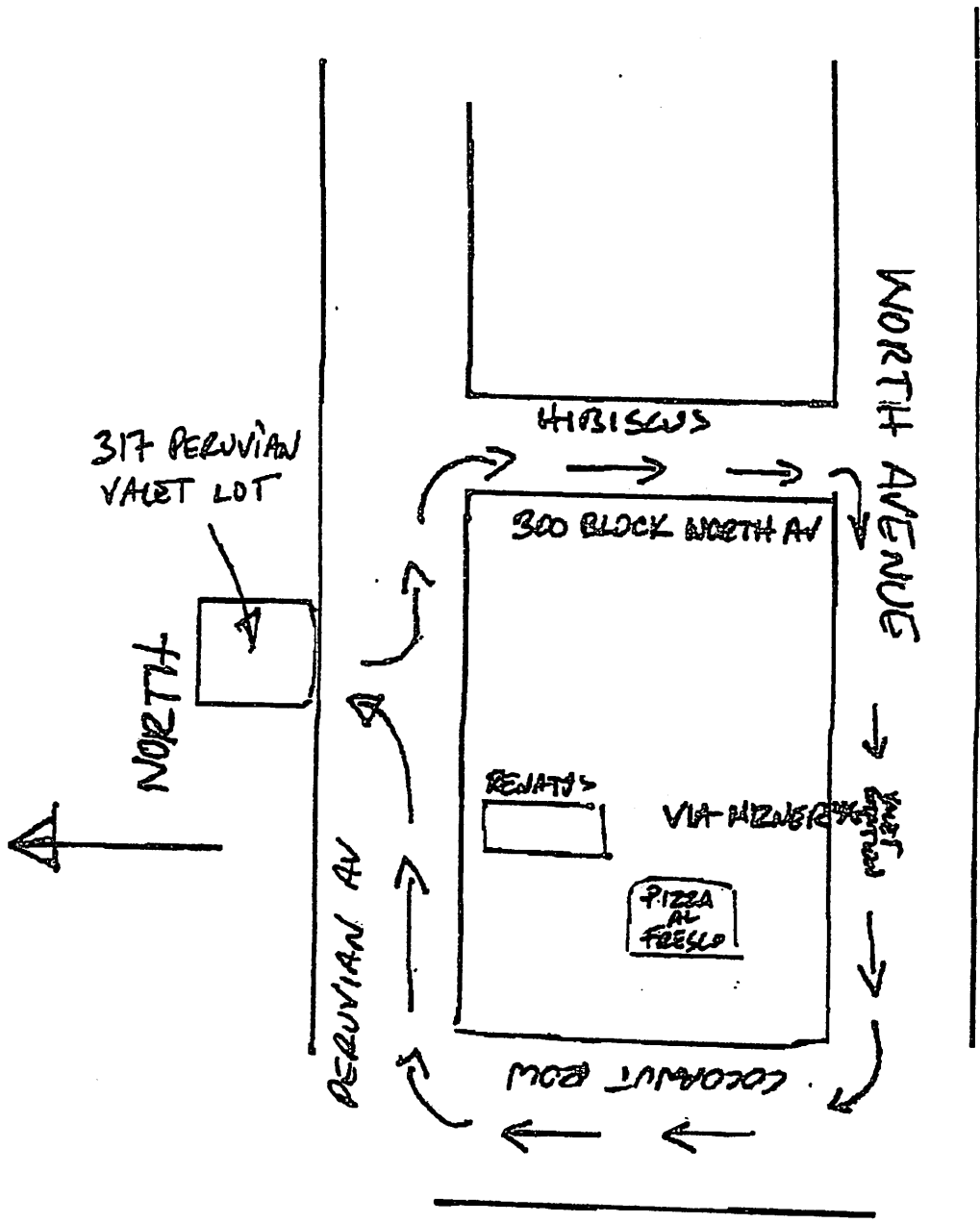
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6:34 PM	3	1
6:35 PM	3	1
6:36 PM	4	1
6:37 PM	3	
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6:40 PM	4	
6:41 PM	2	
6:42 PM	2	
6:43 PM	1	
6:44 PM		1
6:45 PM		3
6:46 PM		2
6:47 PM	1	3
6:48 PM	1	2
6:49 PM		2
6:50 PM		2
6:51 PM	1	1
6:52 PM		1
6:53 PM		3
6:54 PM		
6:55 PM	1	
6:56 PM	1	
6:57 PM	2	
6:58 PM	1	1
6:59 PM		1
7:00 PM		1
7:01 PM		1
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7:15 PM		
7:16 PM		
7:17 PM		1
7:18 PM		
7:19 PM	1	
7:20 PM	2	1
7:21 PM		

7:22 PM		
7:23 PM		
7:24 PM		1
7:25 PM		
7:26 PM		1
7:27 PM		
7:28 PM		
7:29 PM	1	
7:30 PM		
7:31 PM		
7:32 PM	1	
7:33 PM	1	
7:34 PM	1	
7:35 PM	2	1
7:36 PM	2	
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8:26 PM	2	
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8:49 PM		
8:50 PM		
8:51 PM		
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8:53 PM	1	
8:54 PM	1	
8:55 PM	1	
8:56 PM	1	
8:57 PM	2	
8:58 PM	2	
8:59 PM	4	
Totals	318	79

# PIZZA AL FRESCO - VALET TRAFFIC PATTERN



**FIFTEENTH AMENDMENT TO PARKING AGREEMENT**

THIS FIFTEENTH AMENDMENT dated as of the ~~26~~<sup>th</sup> day of ~~AUG.~~, 2022, by and between LOVE III, LLC, a Florida limited liability company ("Lessor") and MIZNER, INC., a Florida corporation doing business as Renato's ("Lessee").

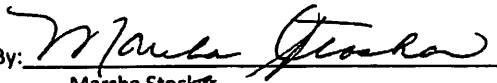

Lessor and Lessee previously entered in to a parking agreement (the "Agreement") dated March 31, 2005, pursuant to which Lessor afforded Lessee the right to park nineteen (19) vehicles at the parking lot located at 330 Peruvian Avenue, Palm Beach, between the hours of 6:00 p.m. and 1:00 a.m., seven (7)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

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

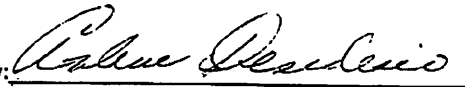
1. The term of the Agreement is hereby extended through September 30, 2023.
2. Except as amended hereby, the Agreement and all of the terms and provisions thereof shall remain in full force and effect and is hereby ratified by the parties.

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

LOVE III, LLC, a Florida limited liability company

By:   
Marsha Stocker  
Its: 

MIZNER, INC., a Florida corporation

By:   
Arlene Desiderio  
Its: President


RESTAURANT LOCATION #14  
BiCE Ristorante

# Snapshot Queue

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

City: Palm Beach, FL

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

 Vallet Started Operation

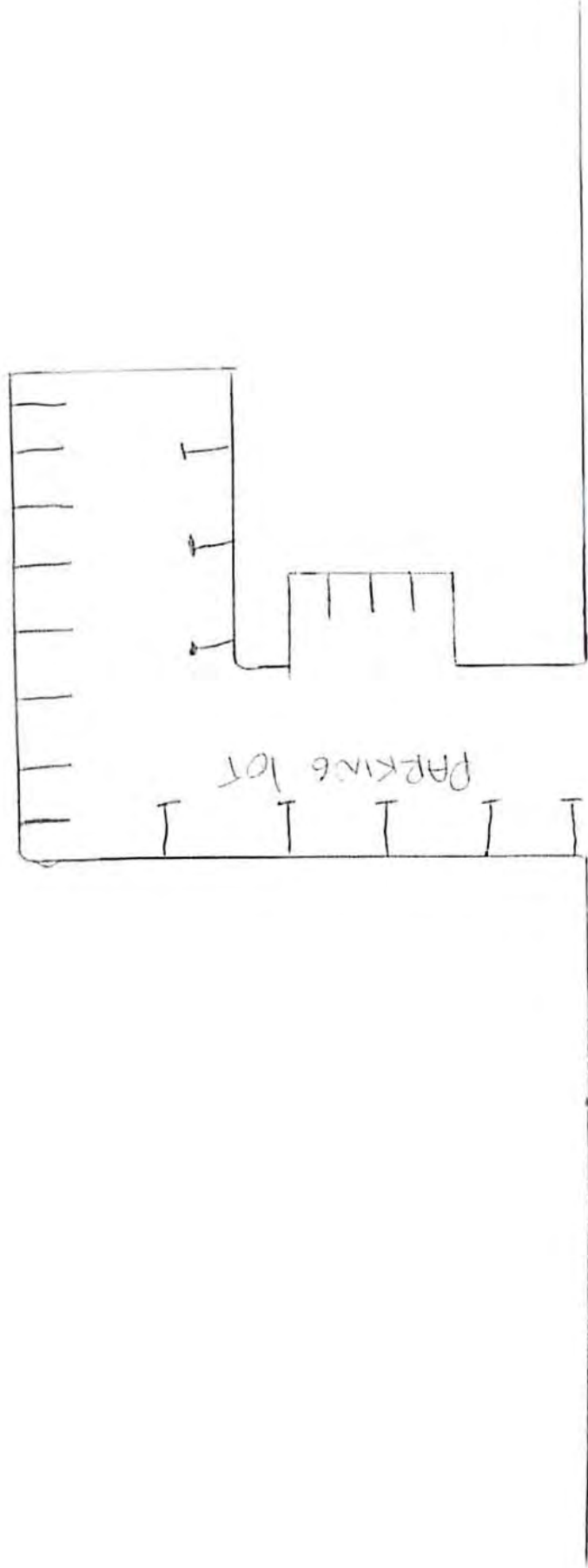


5:42 PM	2	
5:43 PM		3
5:44 PM	1	2
5:45 PM		2
5:46 PM	1	2
5:47 PM	2	
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5:49 PM		
5:50 PM		1
5:51 PM		1
5:52 PM		
5:53 PM		
5:54 PM		1
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5:56 PM	1	2
5:57 PM		2
5:58 PM	1	
5:59 PM		1
6:00 PM		1
6:01 PM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

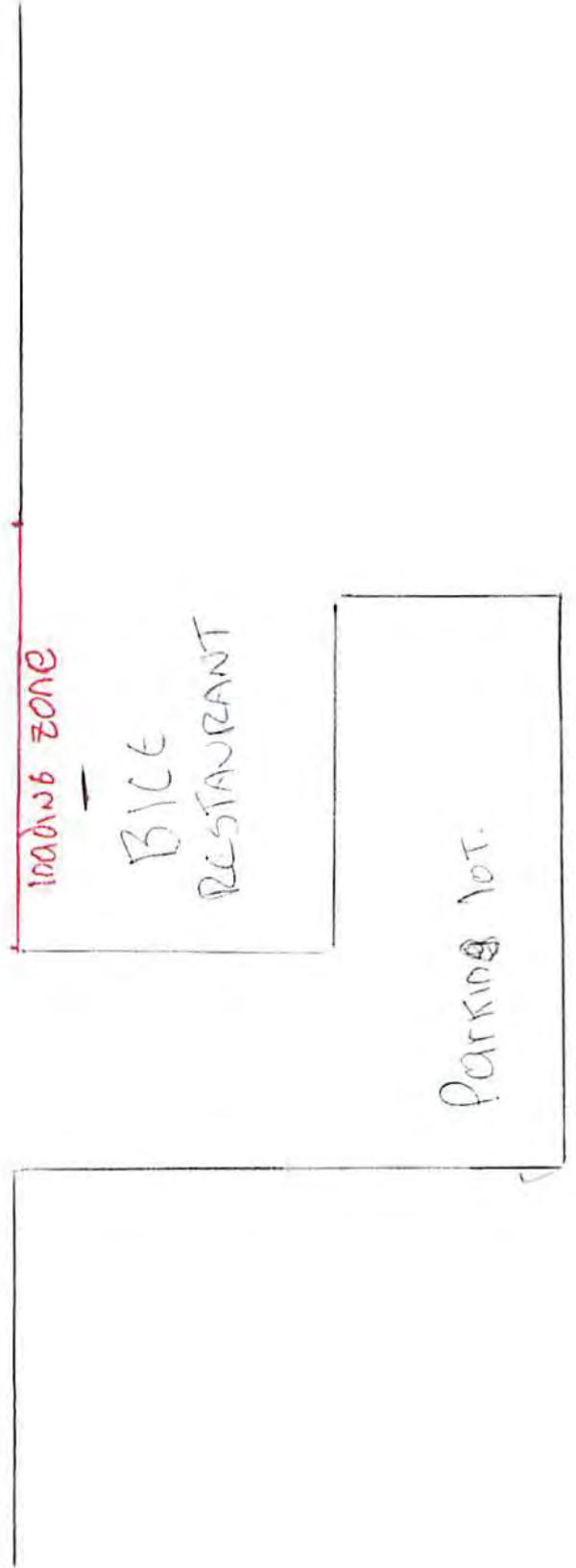
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7:14 PM	2	3
7:15 PM		1
7:16 PM	1	2
7:17 PM	1	2
7:18 PM	1	
7:19 PM	1	1
7:20 PM		
7:21 PM	1	

7:22 PM	1	
7:23 PM		
7:24 PM	1	1
7:25 PM	3	
7:26 PM	2	
7:27 PM	2	
7:28 PM	1	1
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7:41 PM	1	2
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7:44 PM		
7:45 PM		
7:46 PM	1	
7:47 PM	2	
7:48 PM	2	
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7:55 PM	2	
7:56 PM	2	
7:57 PM	1	
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8:04 PM		
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8:30 PM		
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8:55 PM		
8:56 PM	1	
8:57 PM	1	
8:58 PM		
8:59 PM	1	
Totals	211	118



PERUVIAN AVE





RESTAURANT LOCATION #15  
Club Colette

# Snapshot Queue

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

City: Palm Beach, FL

Time	Vehicles in Queue	
	Weekend (4/15/2023)	Weekday (4/17/2023)
5:00 PM		
5:01 PM		
5:02 PM		
5:03 PM		
5:04 PM		
5:05 PM		
5:06 PM		
5:07 PM		
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5:24 PM		
5:25 PM		
5:26 PM		
5:27 PM		
5:28 PM		
5:29 PM		
5:30 PM		
5:31 PM		
5:32 PM		
5:33 PM		
5:34 PM		

 Vallet Start

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

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

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7:54 PM		
7:55 PM		
7:56 PM		
7:57 PM	1	
7:58 PM	1	
7:59 PM	1	1
8:00 PM	1	
8:01 PM		
8:02 PM		
8:03 PM	1	
8:04 PM		
8:05 PM		
8:06 PM		
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8:08 PM	1	
8:09 PM	2	
8:10 PM	2	
8:11 PM	2	
8:12 PM	2	
8:13 PM	2	
8:14 PM	2	
8:15 PM	2	
8:16 PM	3	
8:17 PM	3	
8:18 PM	2	
8:19 PM	3	
8:20 PM	1	
8:21 PM	1	
8:22 PM	1	
8:23 PM	1	
8:24 PM	1	
8:25 PM	1	
8:26 PM	2	

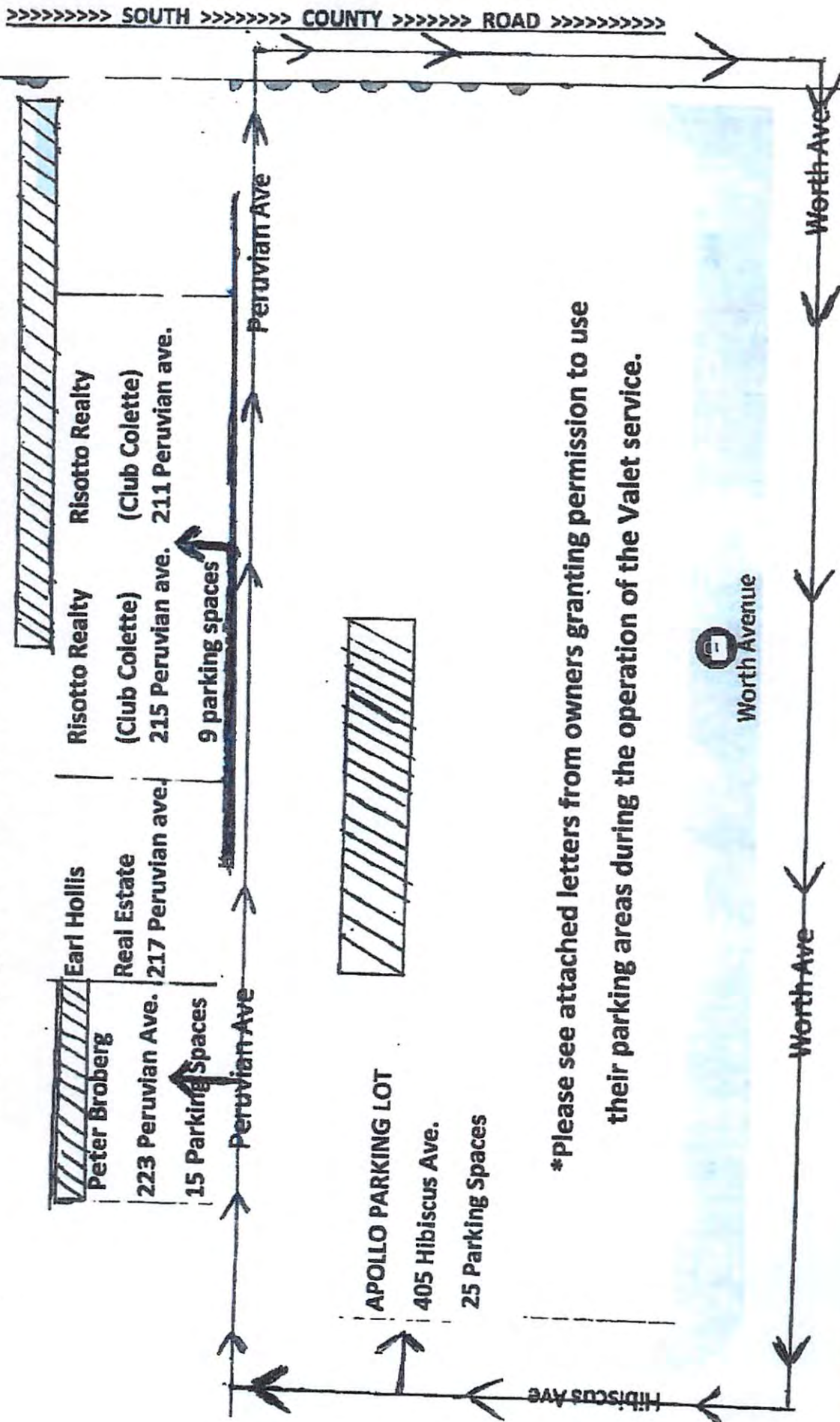


8:27 PM		
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8:29 PM		
8:30 PM	2	
8:31 PM	1	
8:32 PM	1	
8:33 PM		
8:34 PM		
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8:36 PM		
8:37 PM		
8:38 PM		
8:39 PM		
8:40 PM		
8:41 PM	1	
8:42 PM	2	
8:43 PM	3	
8:44 PM		
8:45 PM	2	
8:46 PM		
8:47 PM		
8:48 PM		
8:49 PM	1	
8:50 PM		
8:51 PM		
8:52 PM	1	
8:53 PM		
8:54 PM		
8:55 PM		
8:56 PM	2	
8:57 PM		
8:58 PM	1	
8:59 PM		
Totals	195	56

ted Operation

Schematic Plan

**Number of Passenger Loading & Unloading spaces requested: 3**  
**Business Proposed to be Served: Club Colette (private dining club)**



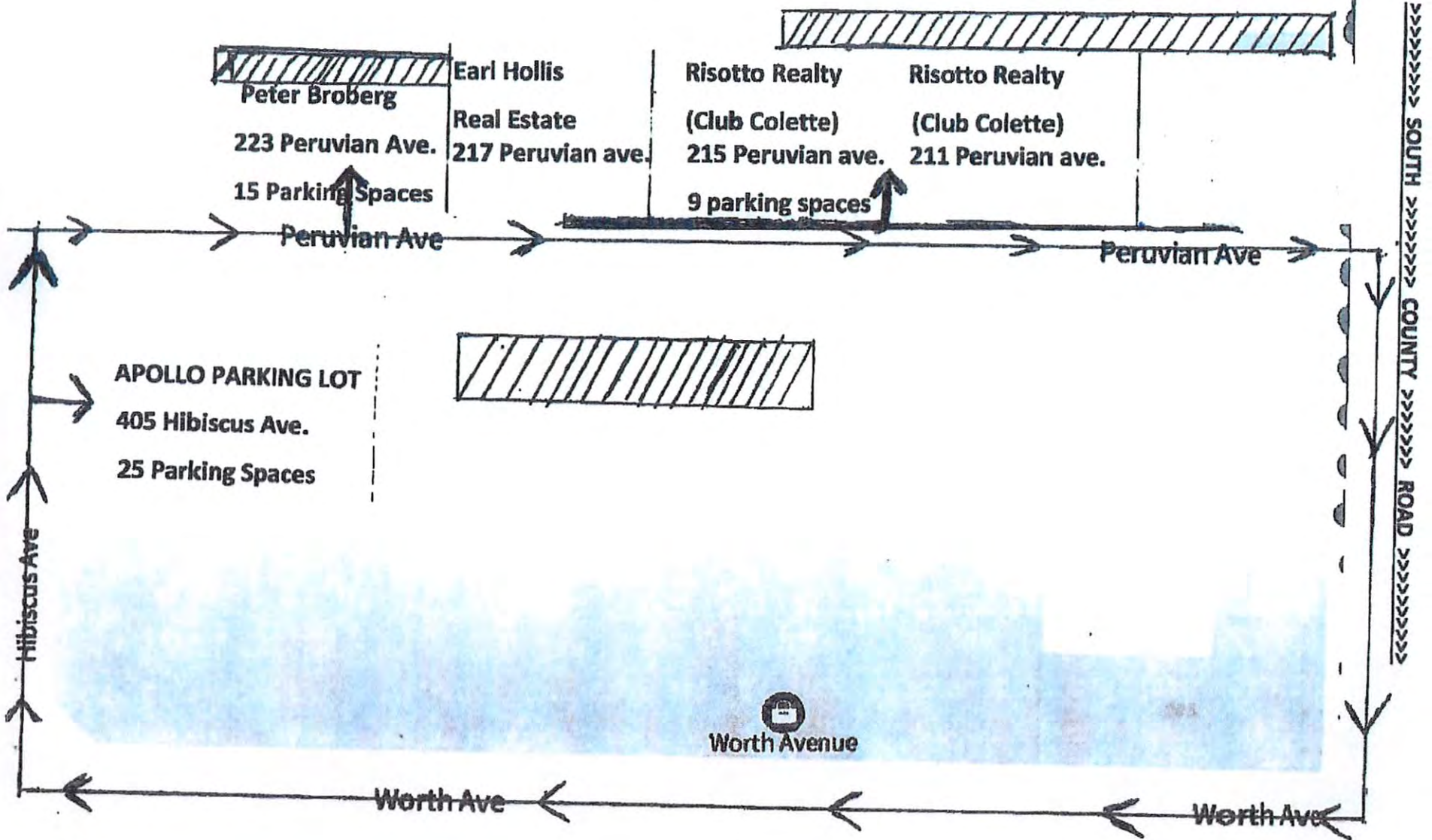
**\*Please see attached letters from owners granting permission to use their parking areas during the operation of the Valet service.**

**Schematic Traffic Circulation Plan**

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

**Number of Valet Parkers: 2-5**

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





## Parking Space Agreement

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

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

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

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

Apollo Parking Garage, Inc.

Classic Cuisine, Inc. dba Club Colette

Daniel Ponton

By: 

By: 

Name: TOM KIRIK

Name: DANIEL PONTON

Its: PRESIDENT

Its: OWNER

THOMAS PETERUTI  
VICE PRESIDENT

**COE AND BROBERG, L.L.P.**

ATTORNEYS AND COUNSELORS  
225 PERUVIAN AVENUE  
PALM BEACH, FLORIDA 33480

PETER B. BROBERG  
JOHN B. O'NEILL

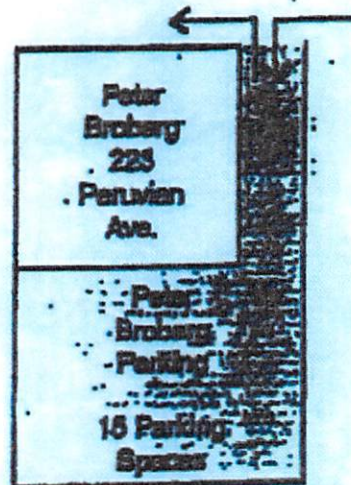
(561) 833-2188  
FAX (561) 833-0033

CHARLES FRANCIS COE (1950-1993)  
GUSTAVE T. BROBERG, JR. (1930-2001)

October 14, 2002

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

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



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

Sincerely,  
  
Peter B. Broberg



# RESTAURANT LOCATION #16

Café Via Flora

# Snapshot Queue

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

City: Palm Beach, FL

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

 Vallet Start

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

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

7:01 PM		
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7:05 PM	1	
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7:07 PM		
7:08 PM	1	
7:09 PM		
7:10 PM		
7:11 PM		
7:12 PM		1
7:13 PM		
7:14 PM		
7:15 PM	1	
7:16 PM		
7:17 PM		
7:18 PM		
7:19 PM	2	
7:20 PM		1
7:21 PM		1
7:22 PM		
7:23 PM	1	
7:24 PM	2	
7:25 PM	1	
7:26 PM	2	
7:27 PM		
7:28 PM		
7:29 PM	1	
7:30 PM		
7:31 PM		
7:32 PM		
7:33 PM		
7:34 PM		
7:35 PM	1	
7:36 PM		
7:37 PM	1	
7:38 PM		
7:39 PM	2	
7:40 PM		
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8:22 PM		
8:23 PM		
8:24 PM		
8:25 PM		
8:26 PM	3	



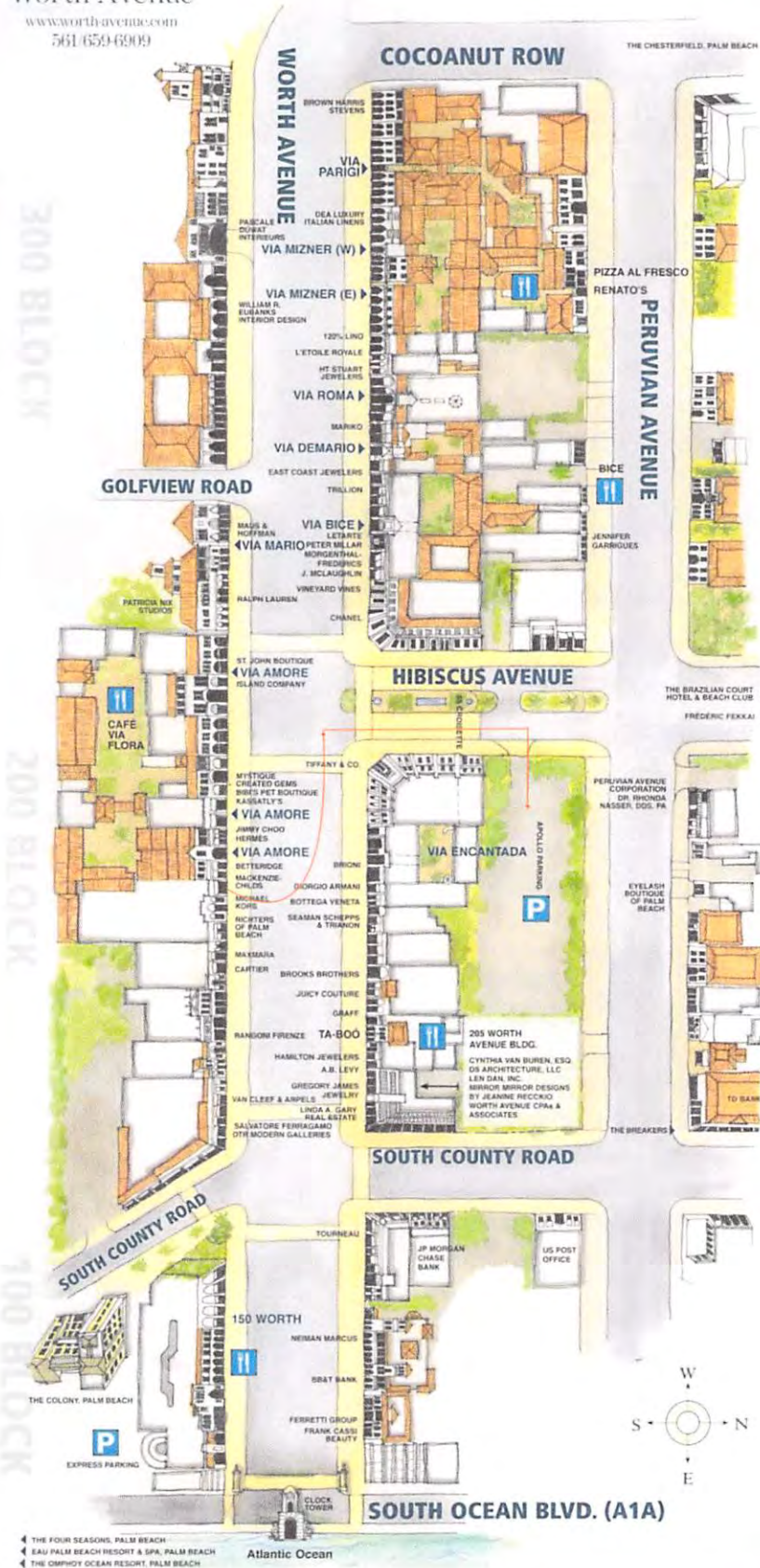
8:27 PM		
8:28 PM	1	
8:29 PM		
8:30 PM		
8:31 PM		
8:32 PM	1	
8:33 PM		
8:34 PM		
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8:36 PM		
8:37 PM	2	
8:38 PM	1	
8:39 PM		
8:40 PM		
8:41 PM		
8:42 PM	2	
8:43 PM	1	
8:44 PM		
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8:48 PM		
8:49 PM		
8:50 PM	1	
8:51 PM		
8:52 PM		
8:53 PM		
8:54 PM		
8:55 PM		
8:56 PM	2	
8:57 PM		
8:58 PM		
8:59 PM		
Totals	70	20

ted Operation

# OFFICIAL WORTH AVENUE™ ASSOCIATION MAP

Worth Avenue

www.worthavenue.com  
561-659-6909



- ▲ THE FOUR SEASONS, PALM BEACH
- ▲ EAU PALM BEACH RESORT & SPA, PALM BEACH
- ▲ THE OMBYOT OCEAN RESORT, PALM BEACH

THE VIAS	VIA DEMARIO	VIA AMORE	150 WORTH
<b>VIA PARIGI</b> GALERIA OF SCULPTURE STUBBS & WOOTTON <b>VIA MIZNER</b> BABALU PALM BEACH BRIDGES, MARSH & ASSOCIATES DIANE FRISTEN JENNIFER MILLER JEWELRY PIZZA AL FRESCO RENATO'S RESTAURANT VIA MIZNER PROPERTIES <b>VIA ROMA</b>	BORME ROSEMAN'S BILT NEW PALM, LLC PATTI ESTRA ANTIQUE & ESTATE JEWELRY SIENNA CHARLES TRAVEL <b>VIA BICE</b> BICE RESTAURANT MARIYANNA SUZANNA <b>VIA MARIO</b> TOM MATHIEU & CO.	BIBA NY BIBI'S PET BOUTIQUE CAFE VIA FLORA CHARLOTTE KELLOGG LOVE REALTY MARLEY'S PALM BEACH COLLECTION PALM BEACH SOCIETY MAGAZINE PEGGY DAVEN SHERRY FRANKEL'S MELANGIERE SUSAN E. RILEY <b>VIA ENCANTADA</b> CALYPSO ST. BARTH	<b>1ST FLOOR</b> ALEX AND ANI ALTONA AMARA RUBINACCI CHRISTOPLE EDWARD BEYNER, PURVEYOR OF FINE EYEWEAR EMILIO PUCCI GUCCI LOUIS VUITTON PRETTY BALLERINAS ROBERTA ROLLER ROSSIT SAKS FIFTH AVENUE STARBUCKS TABIANA COROLLI FINE JEWELRY COLLECTION <b>2ND FLOOR</b> TONY BURCH VICOMTE & VILBREGUIN WORTH AVENUE YACHTS AREFEH CALAMASSI ITALY COLORIST HAIR STUDIO & SPA ENGEL & VOLKERS REAL ESTATE GIGI'S TAP & TABLE KORSK LUXURY BOUTIQUE LOLE SAKS FIFTH AVENUE - MEN'S

ILLUSTRATION BY CHRISTINA LUNARDI LUNARDI.COM

# RESTAURANT LOCATION #17

Ta-boo

## Snapshot Queue

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

City: Palm Beach, FL

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

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



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

7:01 PM		
7:02 PM	1	1
7:03 PM		2
7:04 PM		1
7:05 PM		
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7:08 PM	1	
7:09 PM		
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7:11 PM	2	1
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7:33 PM	2	
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7:35 PM		
7:36 PM		
7:37 PM		
7:38 PM		
7:39 PM		
7:40 PM		
7:41 PM	1	
7:42 PM	1	
7:43 PM	1	

7:44 PM		
7:45 PM	1	
7:46 PM	1	
7:47 PM	1	
7:48 PM	2	
7:49 PM		
7:50 PM	1	
7:51 PM	1	
7:52 PM	2	
7:53 PM	1	
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7:55 PM		
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7:57 PM		1
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8:18 PM		
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8:38 PM		
8:39 PM		
8:40 PM		
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8:42 PM		
8:43 PM	1	
8:44 PM		
8:45 PM		
8:46 PM		
8:47 PM		
8:48 PM	1	
8:49 PM		
8:50 PM		
8:51 PM	1	
8:52 PM		
8:53 PM		
8:54 PM		
8:55 PM		
8:56 PM		
8:57 PM		
8:58 PM		
8:59 PM	1	
Totals	162	23

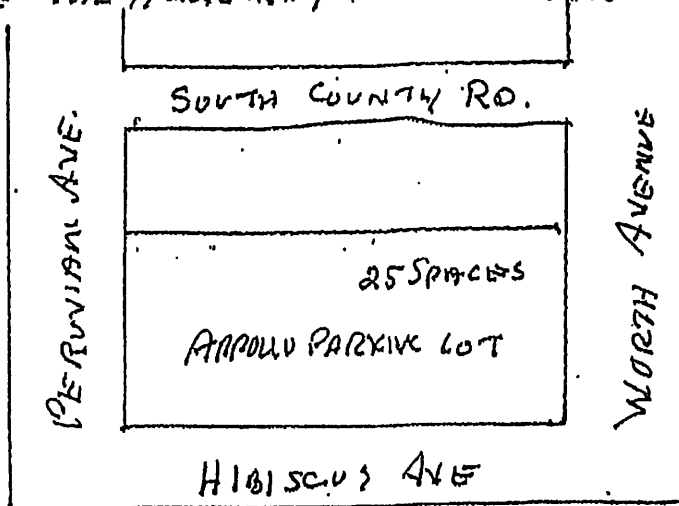
APPOLLO PARKING  
405 HIBISCUS AVE  
PALM BEACH, FL.  
561 659-4979

TABOO RESTAURANT  
221 WORTH AVENUE  
PALM BEACH, FL. 33480

RE: EVENING PARKING  
APPOLLO PARKING LOT  
405 HIBISCUS AVE

GENTLEMEN:

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



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

SINCERELY

# RESTAURANT LOCATION #18

Le Bilboquet



# Snapshot Queue

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

City: Palm Beach, FL

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

 Valet Start

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

6:22 PM		2
6:23 PM	1	2
6:24 PM	1	2
6:25 PM	2	2
6:26 PM	1	2
6:27 PM		3
6:28 PM	2	2
6:29 PM	3	2
6:30 PM	4	3
6:31 PM	4	2
6:32 PM	4	3
6:33 PM	2	2
6:34 PM	1	2
6:35 PM		
6:36 PM	1	2
6:37 PM		
6:38 PM		
6:39 PM		
6:40 PM		
6:41 PM	1	
6:42 PM	1	
6:43 PM	2	
6:44 PM	2	
6:45 PM	1	1
6:46 PM	1	1
6:47 PM	2	1
6:48 PM	2	1
6:49 PM	3	
6:50 PM	2	
6:51 PM	3	1
6:52 PM	3	
6:53 PM	4	1
6:54 PM	2	
6:55 PM	2	1
6:56 PM	1	2
6:57 PM		1
6:58 PM		
6:59 PM		
7:00 PM	2	
7:01 PM	2	1
7:02 PM		1
7:03 PM		
7:04 PM		1
7:05 PM	2	
7:06 PM		

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

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

8:37 PM	1	
8:38 PM	1	
8:39 PM	1	
8:40 PM		
8:41 PM	2	
8:42 PM	3	
8:43 PM	1	
8:44 PM	1	
8:45 PM	3	
8:46 PM	3	
8:47 PM	2	
8:48 PM	3	
8:49 PM	3	
8:50 PM	2	
8:51 PM	1	
8:52 PM	2	
8:53 PM	1	
8:54 PM	1	
8:55 PM		
8:56 PM		
8:57 PM		
8:58 PM		
8:59 PM	2	
Totals	309	130



