Kimley»Horn

August 7, 2024
Revised September 20, 2024
Revised October 7, 2024

Dr. Phillip Rylands
The Society of the Four Arts
100 Four Arts Plaza
Palm Beach, Florida 33480

Subject: ***Society of the Four Arts – Traffic Impact Evaluation***
Palm Beach, Florida
Kimley-Horn #245350000

Dear Dr. Rylands:

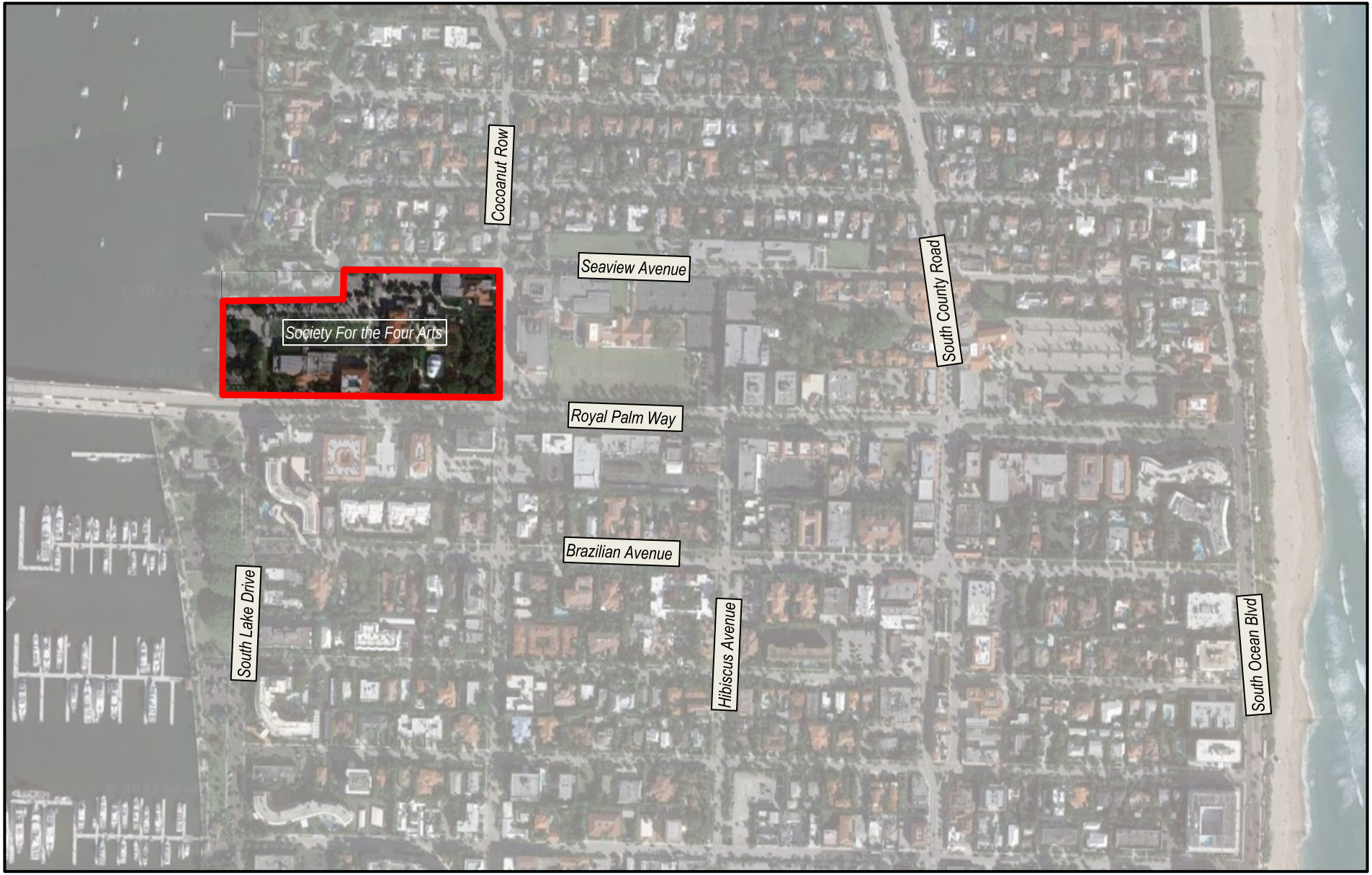
Kimley-Horn and Associates, Inc. was retained to provide an evaluation of traffic impacts generated by proposed changes to the Society of the Four Arts campus, located north of Royal Palm Way and west of Cocoanut Row in the Town of Palm Beach, Florida, as shown in the attached Figure 1. The Property Control Numbers (PCNs) for the site are the following:

50-43-43-23-05-021-0010
50-43-43-22-00-003-0080
50-43-43-23-05-021-0010
50-43-43-23-05-021-0031
50-43-43-22-00-003-0030
50-43-43-22-00-003-0090
50-43-43-22-00-003-0140
50-43-43-23-05-021-0040
50-43-43-23-05-021-0050

The Society of the Four Arts campus is a nonprofit cultural organization that was founded in 1936. The site comprises numerous buildings and uses, including a theater, an art gallery, a modern education center devoted to lifelong learning, a library, a children's library, and sculpture garden. The proposed modifications will impact the buildings, parking, and overall use and access to the site. Table 1 provides a summary of the existing and proposed uses on site that were subject to the site traffic evaluation.

Table 1: Existing and Proposed Site Development

Land Use	Existing		Proposed	
Theater	714	seats	656	seats
Office	17,035	SF	31,562	SF
Residential	3	DU	1	DU
Museum	5,525	SF	5,186	SF
Library	4,812	SF	7,800	SF



NORTH

LEGEND

Site Location

FIGURE 1

Society For The Four Arts

KH #245350000

Site Location

Kimley»Horn

Traffic analyses have been undertaken to quantify the net traffic impacts of the proposed changes on site. Guidance on credit against project traffic is published by Palm Beach County and outlined in Chapter A under Section 3 of the Article 12 - Traffic Performance Standards as defined in the Palm Beach County Unified Land Development Code (ULDC). Because the existing land uses have been operational for more than five years, credit was taken in this analysis for significance calculations. The radius of development influence and significant impact calculations have been conducted using the differential between proposed and existing net new external trips.

A Traffice Performance Standards (TPS) letter was issued by Palm Beach County on September 1, 2023 and is attached for reference. The site plan is also attached for reference.

TRIP GENERATION ANALYSIS

The daily and peak hour trip generation potential for the proposed redevelopment plan was calculated based on trip generation rates published by Palm Beach County. The Palm Beach County trip generation rates are primarily based on *Trip Generation, 11th Edition*, published by the Institute of Transportation Engineers (ITE).

As shown in Table 2, the proposed redevelopment results in a net increase of 224 net new external daily trips, an increase of 17 net new external AM peak hour trips (+14 in, +3 out), 25 net new external Midday peak hour trips (+14 in,+11 out) and 35 net new external PM peak hour trips (+10 in, +25 out), which was used for significance determination under Test 1 and Test 2 analyses. The table summarizing the Palm Beach County Traffic Division's trip generation rates and equations have been attached for reference.

Table 2: Trip Generation Comparative Analysis

Land Use	Intensity	Daily Trips	AM Peak Hour			Mid-Day Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out	Total	In	Out
Existing Scenario >5 Years											
Movie Theater	714 seat(s)	1,257	43	33	10	64	35	29	64	35	29
Museum	5.525 ksf	10	2	2	0	2	2	0	1	0	1
Multifamily Mid-Rise	3 DU	14	1	0	1	0	0	0	1	1	0
General Office (10k-250k)	17.035 ksf	185	26	23	3	10	9	1	25	4	21
Library	4.812 ksf	347	5	4	1	39	19	20	39	19	20
	Subtotal	*1,813*	*77*	*62*	*15*	115	65	50	130	59	71
Pass-By Capture											
Movie Theater	0.0%	0	0	0	0	0	0	0	0	0	0
Museum	0.0%	0	0	0	0	0	0	0	0	0	0
Multifamily Mid-Rise	0.0%	0	0	0	0	0	0	0	0	0	0
General Office (10k-250k)	10.0%	19	3	2	1	1	1	0	3	0	3
Library	10.0%	35	1	0	1	4	2	2	4	2	2
	Subtotal	*54*	*4*	*2*	*2*	*5*	*3*	*2*	*7*	*2*	*5*
Driveway Volumes		1,813	77	62	15	115	65	50	130	59	71
Net New External Trips		1,759	73	60	13	110	62	48	123	57	66
Proposed Scenario											
Movie Theater	656 seat(s)	1,155	39	30	9	59	32	27	59	32	27
Museum **	5.186 ksf	9	1	1	0	1	1	0	1	0	1
Multifamily Mid-Rise	1 DU	5	0	0	0	0	0	0	0	0	0
General Office (10k-250k)	31.562 ksf	342	48	42	6	19	17	2	45	8	37
Library	7.8 ksf	562	8	6	2	64	31	33	64	31	33
	Subtotal	*2,073*	*96*	*79*	*17*	*143*	*81*	*62*	*169*	*71*	*98*
Pass-By Capture											
Movie Theater	0.0%	0	0	0	0	0	0	0	0	0	0
Museum	0.0%	0	0	0	0	0	0	0	0	0	0
Multifamily Mid-Rise	0.0%	0	0	0	0	0	0	0	0	0	0
General Office (10k-250k)	10.0%	34	5	4	1	2	2	0	5	1	4
Library	10.0%	56	1	1	0	6	3	3	6	3	3
	Subtotal	*90*	*6*	*5*	*1*	*8*	*5*	*3*	*11*	*4*	*7*
Driveway Volumes		2,073	96	79	17	143	81	62	169	71	98
Net New External Trips		1,983	90	74	16	135	76	59	158	67	91
Proposed Net External Trips-Existing Net New External Trips		224	17	14	3	25	14	11	35	10	25
Radius of Development Influence:		0.5 mile(s)									

Land Use	Daily	Pass By **	AM Peak Hour	Mid-Day Peak Hour	PM Peak Hour
Movie Theater	1.76 trips/seat(s)	0.0%	0.06 trips/seat(s) (77% in, 23% out) *	0.09 trips/seat(s) (55% in, 45% out)	0.09 trips/seat(s) (55% in, 45% out)
Museum	10*PM Rate **	0.0%	0.28 trips/ksf (86% in, 14% out)	0.28 trips/ksf (86% in, 14% out)	0.18 trips/ksf (16% in, 84% out)
Multifamily Mid-Rise ***	4.54 trips/DU	0.0%	0.37 trips/DU (23% in, 77% out)		0.39 trips/DU (61% in, 39% out)
General Office (10k-250k) ***	10.84 trips/ksf	10.0%	1.52 trips/ksf (88% in, 12% out)		1.44 trips/ksf (17% in, 83% out)
Library	72.05 trips/ksf	10.0%	1 trips/ksf (71% in, 29% out) *	8.16 trips/ksf (48% in, 52% out) ***	8.16 trips/ksf (48% in, 52% out)

*No AM adjacent street peak hour rate provided in ITE 10th or 11th edition, therefore used AM peak hour of generator rate from ITE 11th edition.

**No Daily rate provided in ITE 11th Edition, therefore assumed 10x PM peak hour rate.

*** Mid Day peak hour calculations were derived from ITE 11th Edition time of day variation.

ROADWAY VOLUME DISTRIBUTION

As defined in Article 12 of the Palm Beach County ULDC, the radius of development influence is the links within a half mile from the site. It was assumed that most of the trips will enter the site from the south (arriving from Royal Palm Way) and will exit north and south (departing towards Royal Palm Way or Seaview Avenue). The distribution of trips beyond Royal Palm Way was based upon a review of the surrounding uses and roadway network, based on proximity and location of complementary land uses and the configuration and characteristics of the adjacent roadway network. The net new trips that are subject to the traffic evaluation were then assigned to the existing roadway network based on the trip distribution. Figure 2 illustrates the trip distribution for the site.

Following is a summary of the characteristics of the roadways within the radius of influence that are included in the link analysis in the next section of this report:

- **Okeechobee Blvd (Olive Avenue to Flagler Drive):** This roadway is under the jurisdiction of FDOT (SR 704). This segment is a two-lane, one-way eastbound roadway with a posted speed limit of 35 MPH located within the city limits of the City of West Palm Beach. There are sidewalks on both sides of the roadway, with a paved shoulder approximately 4 feet in width along the south curbline of the roadway for bicycles, although it is unmarked and not officially designated as a bicycle lane. One PalmTran bus stop exists on this segment on the south side of the roadway.
- **Lakeview Drive (Flagler Drive to Olive Avenue):** This roadway is under the jurisdiction of FDOT (SR 704). This segment is a three-lane, one-way westbound roadway with a posted speed limit of 35 MPH located within the city limits of the City of West Palm Beach. There are sidewalks on both sides of the roadway, with a paved shoulder approximately 4 feet in width along the north curbline of the roadway for bicycles, although it is unmarked and not officially designated as a bicycle lane. One PalmTran bus stop exists on this segment on the north side of the roadway.
- **Royal Palm Way (Flagler Drive to South County Road):** This roadway is under the jurisdiction of FDOT (SR 704). This segment is a four-lane, two-way roadway with a posted speed limit of 30 MPH located primarily within the municipal limits of the Town of Palm Beach. There are sidewalks on both sides of the roadway. A marked, designated bicycle lane exists on the bridge portion of this segment (from Flagler Drive to South Lake Drive), but no bicycle lane exists between S Lake Drive and S County Road. Multiple PalmTran bus stops exists on this segment on both sides of the roadway.
- **Flagler Drive (Chadbourne Court to Fern Street):** This roadway is under the jurisdiction of the City of West Palm Beach. This segment is a four-lane, two-way roadway with a posted speed limit of 30 MPH located within the city limits of the City of West Palm Beach. There are sidewalks on both sides of the roadway, with the sidewalk along the east side of the corridor serving as a multi-use path for pedestrians and for bicycles. No PalmTran service exists on this segment.
- **Cocoanut Row (North and South of Royal Palm Way):** This roadway is under the jurisdiction of the Town of Palm Beach. This segment is a two-lane, two-way roadway that operates under the town-wide designated local speed limit of 25 MPH and is located within the municipal limits of the Town of Palm Beach. There are sidewalks on both sides of the roadway but there are no designated bicycle lanes. No PalmTran service exists on this segment.
- **South County Road (North and South of Royal Palm Way):** This roadway is under the jurisdiction of FDOT (SR A1A). This segment varies in cross-section width, from a two-lane divided roadway, to an unbalanced roadway section (two lanes in one direction and one lane in the other direction) to a four-lane section. It operates under a posted speed limit of 25 MPH and is located

within the municipal limits of the Town of Palm Beach. There are sidewalks on both sides of the roadway but there are no designated bicycle lanes. PalmTran service exists on to the north of Royal Palm Way, but not to the south of Royal Palm Way.

ROADWAY LINK ANALYSIS - TEST 1 & 2 ANALYSES

Based upon criteria published in *Article 12* of the *Unified Land Development Code (ULDC)*, significantly impacted thoroughfare roadways are to be evaluated in comparison to LOS D thresholds. For the purposes of the Test 1 analysis, the roadway links within the radius of development influence are significantly impacted if project generated trips are greater than one percent (1%) of the adopted LOS D threshold. As indicated in Table 3, Table 4 and Table 5, none of the roadway segments are projected to be significantly impacted by project traffic.

Because the project traffic impact on these segments results in a significant impact under Test 1 criteria, none of the segments will be significantly impacted under the Test 2, Five Year Buildout, standards. Therefore, no Test 2 analysis has been undertaken.

Table 3: Test 1 AM Peak Hour Significance Analysis

ROADWAY	FROM	TO	EXISTING NUMBER OF LANES	LOS D GENERAL SVC. VOLUME	PROJECT TRIPS						
					PROJECT % ASSIGNMENT	NB/EB IN/OUT?	AM PEAK HOUR				
							TRIPS		% IMPACT		
							NB/EB	SB/WB	NB/EB	Sig?	SB/WB	Sig?
Okeechobee Blvd	Olive Ave	Flagler Drive	2L/OW	2,120	30%	i	4	1	0.19%	No		
Royal Palm Way	Flagler Drive	Cocoanut Row	4LD	1,770	35%	i	5	1	0.28%	No	0.06%	No
Royal Palm Way	Cocoanut Row	County Road	4LD	1,770	35%	o	1	5	0.06%	No	0.28%	No
Lakeview Drive	Flagler Drive	Olive Avenue	3L/OW	3,220	30%	i	4	1			0.03%	No
Flagler Drive	North of Okeechobee Blvd		4LD	1,770	4%	o	0	1	0.00%	No	0.06%	No
Flagler Drive	South of Okeechobee Blvd		2L	810	1%	i						
Cocoanut Row	North of Royal Palm Way		2L	810	25%	o	1	4	0.12%	No	0.49%	No
Cocoanut Row	South of Royal Palm Way		2L	810	5%	i						
County Road	North of Royal Palm Way		4L	1,680	10%	o	0	1	0.00%	No	0.06%	No
County Road	South of Royal Palm Way		2L	810	15%	i						

Table 4: Test 1 Midday Peak Hour Significance Analysis

ROADWAY	FROM	TO	EXISTING NUMBER OF LANES	LOS D GENERAL SVC. VOLUME	PROJECT TRIPS						
					PROJECT % ASSIGNMENT	NB/EB IN/OUT?	MIDDAY PEAK HOUR				
							TRIPS		% IMPACT		
							NB/EB	SB/WB	NB/EB	Sig?	SB/WB	Sig?
Okeechobee Blvd	Olive Ave	Flagler Drive	2L/OW	2,120	30%	i	4	3	0.19%	No		
Royal Palm Way	Flagler Drive	Cocoanut Row	4LD	1,770	35%	i	5	4	0.28%	No	0.23%	No
Royal Palm Way	Cocoanut Row	County Road	4LD	1,770	35%	o	4	5	0.23%	No	0.28%	No
Lakeview Drive	Flagler Drive	Olive Avenue	3L/OW	3,220	30%	i	4	3			0.09%	No
Flagler Drive	North of Okeechobee Blvd		4LD	1,770	4%	o	0	1	0.00%	No	0.06%	No
Flagler Drive	South of Okeechobee Blvd		2L	810	1%	i						
Cocoanut Row	North of Royal Palm Way		2L	810	25%	o	3	4	0.37%	No	0.49%	No
Cocoanut Row	South of Royal Palm Way		2L	810	5%	i						
County Road	North of Royal Palm Way		4L	1,680	10%	o	1	1	0.06%	No	0.06%	No
County Road	South of Royal Palm Way		2L	810	15%	i						

Table 5: Test 1 PM Peak Hour Significance Analysis

ROADWAY	FROM	TO	EXISTING NUMBER OF LANES	LOS D GENERAL SVC. VOLUME	PROJECT TRIPS							
					PROJECT % ASSIGNMENT	NB/EB IN/OUT?	AM PEAK HOUR					
							TRIPS		% IMPACT			
							NB/EB	SB/WB	NB/EB	Sig?	SB/WB	Sig?
Okeechobee Blvd	Olive Ave	Flagler Drive	2L/OW	2,120	30%	i	3	8	0.14%	No		
Royal Palm Way	Flagler Drive	Cocoanut Row	4LD	1,770	35%	i	4	9	0.23%	No	0.51%	No
Royal Palm Way	Cocoanut Row	County Road	4LD	1,770	35%	o	9	4	0.51%	No	0.23%	No
Lakeview Drive	Flagler Drive	Olive Avenue	3L/OW	3,220	30%	i	3	8			0.25%	No
Flagler Drive	North of Okeechobee Blvd		4LD	1,770	4%	o	1	0	0.06%	No	0.00%	No
Flagler Drive	South of Okeechobee Blvd		2L	810	1%	i						
Cocoanut Row	North of Royal Palm Way		2L	810	25%	o	6	3	0.74%	No	0.37%	No
Cocoanut Row	South of Royal Palm Way		2L	810	5%	i						
County Road	North of Royal Palm Way		4L	1,680	10%	o	3	1	0.18%	No	0.06%	No
County Road	South of Royal Palm Way		2L	810	15%	i						

NORTH

LEGEND

Site Location

XX% Percent Traffic Assignment

FIGURE 2

Society For The Four Arts

KH #245350000

Project Traffic Assignment

Kimley»Horn

INTERSECTION OPERATIONAL ANALYSIS

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

1. Cocoanut Road & Royal Palm Way
2. South County Road & Royal Palm Way
3. Cocoanut Road & Seaview Avenue
4. Four Arts Plaza & Royal Palm Way

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

DATA COLLECTION

Existing count data was collected at the intersections listed above from 7:30 AM to 5:30 PM. From the data collected a morning, midday, and afternoonpeak hour was determined for each of the study interections. Turning movement counts were collected on the following dates:

- Wednesday, March 13, 2024
- Tuesday, April 2, 2024
- Thursday, September 19, 2024

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

VOLUME ADJUSTMENT

Existing traffic count data was adjusted to future year conditions using a compounding annual growth rate of 2.33%, plus the addition of committed development traffic identified in conjuction with the Town's consultant to develop Background Year (2029) traffic volumes. Growth rate calculations are also included in the Appendix, for reference. Project traffic data was then added to the Background Year (2029) traffic volumes to develop Future Total (2029) traffic volumes.

EXISTING YEAR

Table 6 summarizes the results of the existing year *Synchro* analysis. *HCM 7th Edition* methodology was used to develop LOS and delay at each of the study intersections. As summarized in the tables, the Synchro analysis identifies LOS C during the AM, Midday, and PM peak hours, except for the following intersection:

- Four Arts Plaza & Royal Palm Way (PM Peak Hour)

Table 6: Existing Year (2024) Synchro Summary

#	Intersection	Control Type	Movement	AM Peak Hour		Mid Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
1	Cocoanut Road & Royal Palm Way	Signalized	EB	24.6	C	21.5	C	26.7	C
			WB	38.5	D	27.4	C	27.4	C
			NB	26.8	C	25	C	30.9	C
			SB	29.2	C	46.4	D	52.4	D
			Overall	28.8	C	27.8	C	32.4	C
2	South County Road & Royal Palm Way	Signalized	EB	37.1	D	46	D	39.1	D
			WB	43.7	D	44.2	D	48.6	D
			NB	10.2	B	11	B	11.3	B
			SB	23.5	C	25	C	23.8	C
			Overall	28.4	C	30.6	C	29.3	C
3	Cocoanut Road & Seaview Avenue	TWSC	EB	9.93	A	13.22	B	14.42	B
			WB	18.08	C	17.81	C	21.82	C
			NB	-	-	-	-	-	-
			SB	-	-	-	-	-	-
			Overall	-	-	-	-	-	-
4	Four Arts Plaza & Royal Palm Way	TWSC	EB	9.7	A	19.4	C	41.4	E
			WB	-	-	-	-	-	-
			NB	-	-	-	-	-	-
			SB	11.8	B	20	C	27	D
			Overall	-	-	-	-	-	-

BACKGROUND YEAR (2029) ANALYSIS

The Background Year scenario was analyzed to develop future baseline operations for the surrounding area based on existing count data, and the addition of ambient background growth. Volume development sheets are included in the Appendix, for reference. The Synchro analysis identifies LOS D during the AM, Midday, and PM peak hours, except for the following intersections:

- Cocoanut Road & Royal Palm Way (PM Peak Hour)
- Cocoanut Road & Seaview Avenue (PM Peak Hour)
- Four Arts Plaza & Royal Palm Way (PM Peak Hour)

Table 7: Background Year (2029) Synchro Summary

#	Intersection	Control Type	Movement	AM Peak Hour		Mid Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
1	Cocoanut Road & Royal Palm Way	Signalized	EB	28.2	C	22.8	C	53	D
			WB	47	D	25.4	C	55.8	E
			NB	27.2	C	25.4	C	41.4	D
			SB	30.3	C	56	E	129.1	F
			Overall	33	C	29.1	C	67.3	E
2	South County Road & Royal Palm Way	Signalized	EB	45.4	D	62.9	E	49	D
			WB	44.4	D	45.9	D	48.8	D
			NB	11.3	B	11.7	B	18.6	B
			SB	26.8	C	27.2	C	32.7	C
			Overall	33.6	C	37.8	D	37.1	D
3	Cocoanut Road & Seaview Avenue	TWSC	EB	10.64	B	14.31	B	19.59	B
			WB	29.1	D	21.24	C	45.29	E
			NB	-	-	-	-	-	-
			SB	-	-	-	-	-	-
			Overall	-	-	-	-	-	-
4	Four Arts Plaza & Royal Palm Way	TWSC	EB	10.7	B	25.5	D	171.7	F
			WB	-	-	-	-	-	-
			NB	-	-	-	-	-	-
			SB	13.2	B	24	C	46.6	E
			Overall	-	-	-	-	-	-

FUTURE YEAR (2029) ANALYSIS

The Future Year (2029) scenario was analyzed to determine future operation for the surrounding area and project driveways based on existing count data, background growth, committed projects plus traffic generated by redevelopment of this site. Volume development sheets are included in the Appendix for reference.

Table 8 summarizes the results of the future year *Synchro* analysis. *HCM 7th Edition* methodology was used to develop LOS and delay at the studied intersections. The Synchro analysis identifies LOS D during the AM, Midday, and PM peak hours, except for the following intersections:

- Cocoanut Road & Royal Palm Way (PM Peak Hour)
- Cocoanut Road & Seaview Avenue (PM Peak Hour)
- Four Arts Plaza & Royal Palm Way (PM Peak Hour)

Table 8: Future Year (2029) Synchro Summary

#	Intersection	Control Type	Movement	AM Peak Hour		Mid Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
1	Cocoanut Road & Royal Palm Way	Signalized	EB	28.2	C	22.8	C	52.9	D
			WB	47.2	D	25.5	C	56.2	E
			NB	27.2	C	25.4	C	41.8	D
			SB	30.3	C	55.8	E	128.2	F
			Overall	33.1	C	29.2	C	67.4	E
2	South County Road & Royal Palm Way	Signalized	EB	45.4	D	63.3	E	49.8	D
			WB	44.4	D	46	D	48.9	D
			NB	11.3	B	11.8	B	18.8	B
			SB	26.9	C	27.3	C	32.8	C
			Overall	33.6	C	38	D	37.5	D
3	Cocoanut Road & Seaview Avenue	TWSC	EB	10.81	B	14.57	B	19.93	B
			WB	29.56	D	21.5	C	47.62	E
			NB	-	-	-	-	-	-
			SB	-	-	-	-	-	-
			Overall	-	-	-	-	-	-
4	Four Arts Plaza & Royal Palm Way	TWSC	EB	10.8	B	26.3	C	182.7	F
			WB	-	-	-	-	-	-
			NB	-	-	-	-	-	-
			SB	13.3	B	30.6	D	73.6	F
			Overall	-	-	-	-	-	-

As shown in the tables above, the level of service at Cocoanut Row & Royal Palm Way and the westbound approach of Seaview Avenue at Cocoanut Row are below the LOS D standards during the PM peak hour without the addition of project traffic. According to Florida State Statute 163.3180, because the facilities identified above are background deficient, and because the improvements required to address future background conditions will also provide sufficient service for the proposed project, the project would not be required to provide a proportionate share contribution towards an improvement at these intersections. Note that the Town has implemented adaptive signal control, which is continuing to collect data in order to provide optimal signal timing and phasing patterns to reduce driver delay and maximize signal system efficiency. In the future, as it is fully implemented on the Royal Palm Way corridor, an optimized timing pattern, which may differ from what is used in the analysis, may be in place.

COMPREHENSIVE PLAN LOS ANALYSIS

In addition to the evaluation conducted to determine compliance with the County's Traffic Performance Standards, the following additional analysis has been prepared to determine the LOS for each of the road segments in the Town in comparison to the Town's Comprehensive Plan Transportation Element. Table 9 and Table 10 summarize the LOS for each of the roadway links analyzed during the AM and PM peak hours, respectively. The LOS capacities were obtained from the FDOT QLOS Handbook (2020). As summarized in these tables, all of the roadway links in the vicinity of the project are projected to meet the Town's two-way peak hour LOS standard identified in the Comprehensive Plan Standards during future background and total future conditions. The project does not create any new roadway link deficiencies on the surrounding transportation network.

Kimley»Horn

Table 9: AM Future Total (2029) Peak Hour LOS

Location No.	Street Segment	Facility Type	2024 Peak Hour Volume	Roadway Class	LOS C		LOS D		LOS E		Existing Peak Hour LOS	Future Background (2029) Volumes			Background (2029) Peak Hour LOS	Project Distribution	Project Traffic Volume	Future (2029) Total Volume	Future (2029) Peak Hour LOS
					Peak Hour Capacity	v/c ratio	Peak Hour Capacity	v/c ratio	Peak Hour Capacity	v/c ratio		Town Of Palm Beach Growth Rate	Committed Traffic +1% Growth Rate	Future Background 2029 Volume					
5	South County Road (North of Peruvian Avenue)	4L ART Undivided	821	II	983	0.83	2,190	0.37	2,280	0.36	C	100	70	921	C	15%	3	924	C
6	North County Road (North of Breakers Row)	4L ART Undivided	1,296	II	983	1.32	2,190	0.59	2,280	0.57	D	158	138	1,454	D	10%	2	1,456	D
7	North County Road (North of Royal Poinciana Way)	4L ART Undivided	1,594	II	983	1.62	2,190	0.73	2,280	0.70	D	195	112	1,789	D	5%	1	1,790	D
8	Cocoanut Row (South of Seabreeze Avenue)	2L COLL Undivided	702	II	594	1.18	1,197	0.59	1,269	0.55	D	86	42	788	D	25%	4	792	D
9	Cocoanut Row (North of Whitehall Way)	2L COLL Undivided	750	II	594	1.26	1,197	0.63	1,269	0.59	D	92	114	864	D	25%	4	868	D
11	Royal Palm Way (East of Hibiscus Avenue)	4L ART Divided	1,286	II	1,310	0.98	2,920	0.44	3,040	0.42	C	157	75	1,443	D	35%	6	1,449	D
12	Royal Palm Way (West of Hibiscus Avenue)	4L ART Divided	1,401	II	1,310	0.93	2,920	0.48	3,040	0.46	D	171	166	1,572	D	40%	7	1,579	D

Table 10:PM Future Total (2029) Peak Hour Link LOS

Location No.	Street Segment	Facility Type	2024 Peak Hour Volume	Roadway Class	LOS C		LOS D		LOS E		Existing Peak Hour LOS	Future Background (2029) Volumes			Background (2029) Peak Hour LOS	Project Distribution	Project Traffic Volume	Future (2029) Total Volume	Future (2029) Peak Hour LOS
					Peak Hour Capacity	v/c ratio	Peak Hour Capacity	v/c ratio	Peak Hour Capacity	v/c ratio		Town Of Palm Beach Growth Rate	Committed Traffic (From TPS) +1% Growth Rate	Future Background 2029 Volume					
5	South County Road (North of Peruvian Avenue)	4L ART Undivided	915	II	983	0.93	2,190	0.42	2,280	0.40	C	112	98	1,027	D	15%	5	1,032	D
6	North County Road (North of Breakers Row)	4L ART Undivided	1,428	II	983	1.45	2,190	0.65	2,280	0.63	D	174	127	1,602	D	10%	4	1,606	D
7	North County Road (North of Royal Poinciana Way)	4L ART Undivided	1,486	II	983	1.51	2,190	0.68	2,280	0.65	D	182	124	1,668	D	5%	2	1,670	D
8	Cocoanut Row (South of Seabreeze Avenue)	2L COLL Undivided	762	II	594	1.28	1,197	0.59	1,269	0.55	D	93	62	855	D	25%	9	864	D
9	Cocoanut Row (North of Whitehall Way)	2L COLL Undivided	845	II	594	1.42	1,197	0.71	1,269	0.67	D	103	165	1,010	D	25%	9	1,019	D
11	Royal Palm Way (East of Hibiscus Avenue)	4L ART Divided	1,526	II	1,310	0.98	2,920	0.44	3,040	0.42	D	186	103	1,712	D	35%	12	1,724	D
12	Royal Palm Way (West of Hibiscus Avenue)	4L ART Divided	1,654	II	1,310	0.79	2,920	0.48	3,040	0.46	D	202	165	1,856	D	40%	14	1,870	D

DRIVEWAY ACCESS

Access to the project site to/from the adjacent collector/arterial roadway network is provided via two public streets (Seaview Avenue and Four Arts Plaza) is provided at the site driveway along Royal Palm Way, which will provide one-way access. ***Figure 3*** illustrates the site access volumes on an inbound and outbound basis during both the AM peak hour and PM peak hour.

SITE ACCESS EVALUATION

The Society of the Four Arts is located north of Royal Palm Way and west of Cocoanut Row in the Town of Palm Beach, Florida. Royal Palm Way is a four lane divided east/west road with an approximate 30 foot median. The speed limit on Royal Palm Way is 30 miles per hour. Royal Palm Way has sidewalks on both sides, with the south side having 11 feet in width, while the sidewalk on the north side of road has a width of 5 feet. Cocoanut Row is a two lane north/south road with no posted speed limit. Cocoanut Row has a sidewalk on both sides, with the sidewalk on the east side of Cocoanut Row having a width of 5 feet, and the sidewalk on the west side of Cocoanut Row having a width of 5 feet. Four Arts Plaza is a two lane north/south road with no posted speed limit. The sidewalk on the east side of the road has a width of 8 feet. The west sidewalk has a width of 8 feet

ALTERNATIVE MODE ACCESS

The site is adjacent to Lake Trail, which is a dedicated pedestrian and bicycle route, and access is available to and from this site from pedestians and bicyclists. A network of pedestrian pathways within the site connect the multiple buildings on the campus, and these in turn connect to primary sidewalks on Royal Palm Way and on Cocoanut Row.

There are no dedicated bicycle lanes on Royal Palm Way. Palm Tran Route 41 runs east-west on Royal Palm Way adjacent to the site.

95TH PERCENTILE QUEUEING ANALYSIS

As requested, a 95th percentile queue analyses were conducted to evaluate the storage lengths during the AM, Midday, and PM peak hours with the addition of project traffic. The following intersections were analyzed:

- Cocoanut Road & Royal Palm Way
- South County Road & Royal Palm Way
- Cocoanut Road & Seaview Avenue
- Four Arts Plaza & Royal Palm Way

Using *Synchro 12* and *HCM 7th Edition* methodology, a 95th percentile vehicle queue length was determined. Table 11 and Table 12 summarizes the future background and future total queue lengths during the AM, Midday, and PM peak hours.

Table 11: Future Background 95th Percentile Queue

Intersection	95th Percentile Queue								
	AM Peak Hour (ft)			Mid Day Peak Hour (ft)			PM Peak Hour (ft)		
	Movement	Existing Storage Length (ft)	Queue	Movement	Existing Storage Length (ft)	Queue	Movement	Existing Storage Length (ft)	Queue
Cocoanut Road & Royal Palm Way	EBL	150	431	EBL	150	180	EBL	150	437
	SBL	230	69	SBL	230	49	SBL	230	77
South County Road & Royal Palm Way	EBL	180	464	EBL	180	397	EBL	180	367
Cocoanut Road & Seaview Avenue	EBL	-	2	EBL	-	7	EBL	-	9
	EBR	-	4	EBR	-	4	EBR	-	2
	WBL	-	101	WBL	-	29	WBL	-	117
	WBR	-	13	WBR	-	2	WBR	-	9
Four Arts Plaza & Royal Palm Way	SB	-	7	SB	-	20	SB	-	40

Table 12: Future Total 95th Percentile Queue

Intersection	95th Percentile Queue								
	AM Peak Hour (ft)			Mid Day Peak Hour (ft)			PM Peak Hour (ft)		
	Movement	Existing Storage Length (ft)	Queue	Movement	Existing Storage Length (ft)	Queue	Movement	Existing Storage Length (ft)	Queue
Cocoanut Road & Royal Palm Way	EBL	150	431	EBL	150	180	EBL	150	437
	SBL	230	69	SBL	230	50	SBL	230	80
South County Road & Royal Palm Way	EBL	180	464	EBL	180	399	EBL	180	373
Cocoanut Road & Seaview Avenue	EBL	-	2	EBL	-	7	EBL	-	11
	EBR	-	4	EBR	-	4	EBR	-	2
	WBL	-	101	WBL	-	31	WBL	-	121
	WBR	-	13	WBR	-	2	WBR	-	9
Four Arts Plaza & Royal Palm Way	SB	-	7	SB	-	29	SB	-	68

As shown in the tables, the 95th percentile queue is projected to exceed it existing storage at the following interections :

- Cocoanut Road & Royal Palm Way (EBL)
- South County Road & Royal Palm Way (EBL)

Note that the proposed development is anticipated to add less than one vehicle to the left-turn queue.According to Florida State Statute 163.3180, because the facilities identified above are background deficient, and because the improvements required to address future background conditions will also provide sufficient service for the proposed project, the project would not be required to provide a proportionate share contribution towards an improvement at these intersections.

SUMMARY

This analysis was prepared to address the requirements of the Palm Beach County Traffic Performance Standards and Town of Palm Beach standards when considering the traffic impacts of modifications to Society of the Four Arts campus. The analysis was done taking into consideration the net change in vehicular trips that will be generated by the proposed modifications to the existing campus. The foregoing analysis demonstrates that the changes do not create the requirement for new mitigation measures to be constructed on the surrounding roadway network.

Please contact me via email at chris.heggen@kimley-horn.com or via phone at 561-840-0248 if you have any questions regarding the information provided herein.

Sincerely,
KIMLEY-HORN AND ASSOCIATES, INC.

Christopher W. Heggen, P.E.
Transportation Engineer

Florida Registration
Number 58636

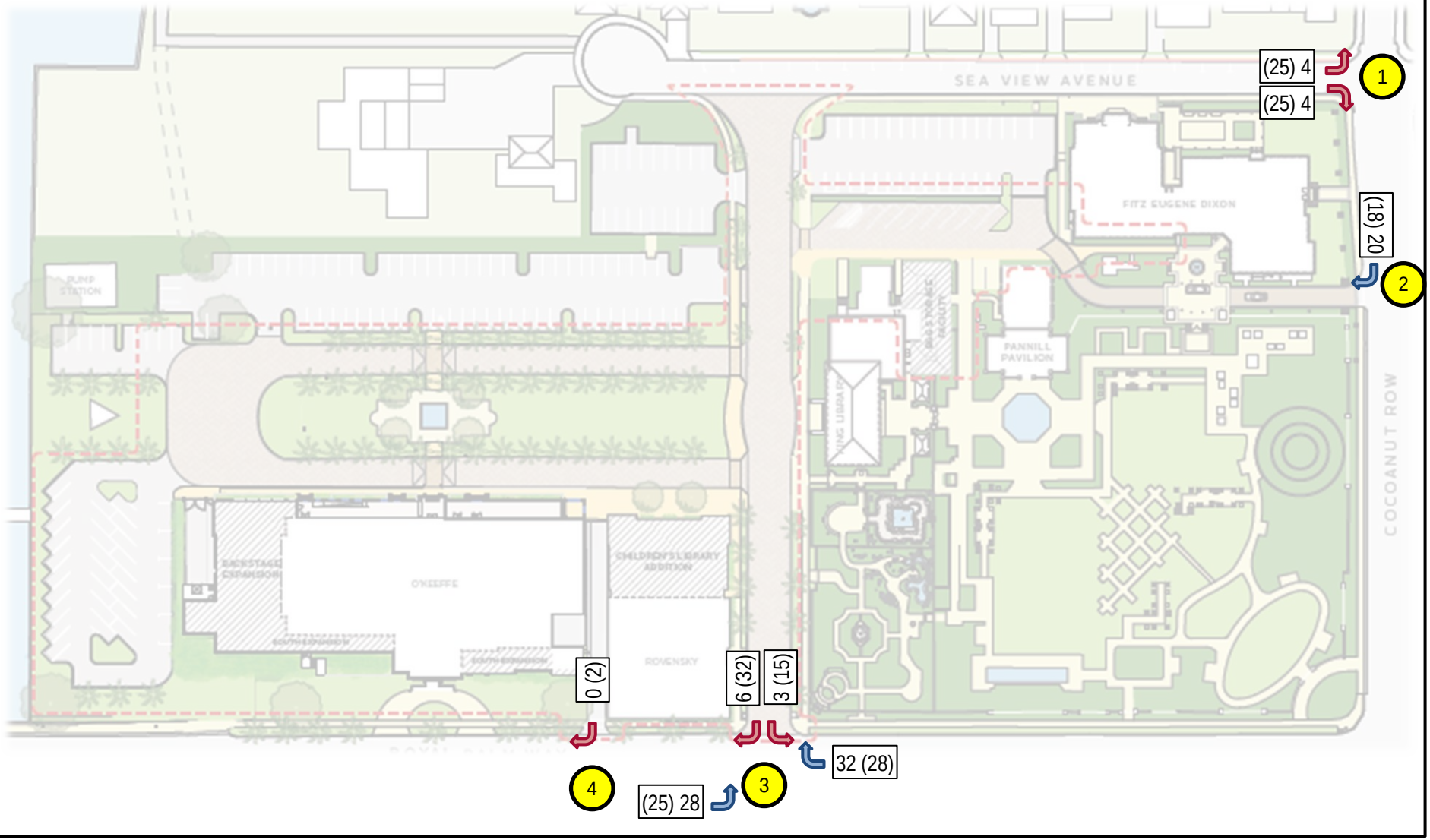
Registry No. 35106

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

Digitally signed by Christopher W Heggen
Date: 2024.10.07 12:08:27 -04'00'

Attachments

K:\WPB_TPTO\2453\245350000 - Society of the Four Arts\Traffic\2024-09-20 Society of the Four Arts TIA.docx



LEGEND

X — Access Point Number

(XX) XX — AM (PM) Peak hour volume of Society Of The Four Arts traffic – INBOUND

(XX) XX — AM (PM) Peak hour volume of Society Of The Four Arts traffic – OUTBOUND

NORTH

FIGURE 3
Society For The Four Arts
KH #245350000
Site Access Volumes

Kimley»Horn

Department of Engineering and Public Works
P.O. Box 21229
West Palm Beach, FL 33416-1229
(561) 684-4000
FAX: (561) 684-4050
www.pbcgov.com

September 1, 2023

Christopher W. Heggen, P.E.
Kimley-Horn and Associates, Inc.
1920 Wekiva Way, Suite 200
West Palm Beach, FL 33411

RE: Society of the Four Arts
Project #: 230810
Traffic Performance Standards (TPS) Review

Dear Mr. Heggen:

The Palm Beach County Traffic Division has reviewed the above referenced project Traffic Impact Statement, dated August 21, 2023, pursuant to the Traffic Performance Standards in Article 12 of the Palm Beach County (PBC) Unified Land Development Code (ULDC). The project is summarized as follows:

Municipality:	Palm Beach
Location:	NWC of Royal Palm Way and Cocoanut Row
PCN:	50-43-43-23-05-021-0010(additional PCNs on file)
Access:	As existing (As used in the study and is NOT necessarily an approval by the County through this TPS letter)
Existing Uses:	Theater = 714 Seats Gen. Office = 17,035 SF Multi-Family Residential = 3 DUs Museum= 5,525 SF Library = 4,812 SF
Proposed Uses:	Modify the existing uses as follow: Theater = 656 Seats Gen. Office = 31,562 SF Multi-Family Residential = 1 DU Museum= 5,186 SF Library = 7,800 SF
New Daily Trips:	224
New Peak Hour Trips:	17 (14/3) AM; 35 (10/25) PM
Build-out:	December 31, 2028

Based on our review, the Traffic Division has determined the proposed development does not have significant peak hour traffic impact (as defined in PBC TPS) on the roadway network and, therefore, **meets** the TPS of Palm Beach County.

Please note the receipt of a TPS approval letter does not constitute the review and issuance of a Palm Beach County Right-of-Way (R/W) Construction Permit nor does it eliminate any requirements that may be deemed as site related. For work within Palm Beach County R/W, a detailed review of the project will be provided upon submittal for a R/W permit application. The project is required to comply with all Palm Beach County standards and may include R/W dedication.

No building permits are to be issued by the City after the build-out date specified above. The County traffic concurrency approval is subject to the Project Aggregation Rules set forth in the Traffic Performance Standards Ordinance.

The approval letter shall be valid no longer than one year from date of issuance, unless an application for a Site Specific Development Order has been approved, an application for a Site Specific Development Order has been submitted, or the approval letter has been superseded by another approval letter for the same property.

If you have any questions regarding this determination, please contact me at 561-684-4030 or email HAkif@pbcgov.org.

Sincerely,

Hanane Akif, P.E.
Professional Engineer
Traffic Division

QB:HA:qg
ec: James Murphy, Assistant Director, Town of Palm Beach
Hanane Akif, P.E., Professional Engineer, Traffic Division
Alberto Lopez, Technical Assistant III, Traffic Division

File: General - TPS - Mun - Traffic Study Review
F:\TRAFFIC\HA\MUNICIPALITIES\APPROVALS\2023\230810 - SOCIETY OF THE FOUR ARTS.DOCX;

Palm Beach County Trip Generation Rates

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

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

Palm Beach County Trip Generation Rates

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

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

Footnotes

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

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

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

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

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

f) Use PM rates

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

h) Based on PBC analysis of ITE TGM data plots

Modification History

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

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

Movie Theater
(445)

Vehicle Trip Ends vs: Seats
On a: Weekday

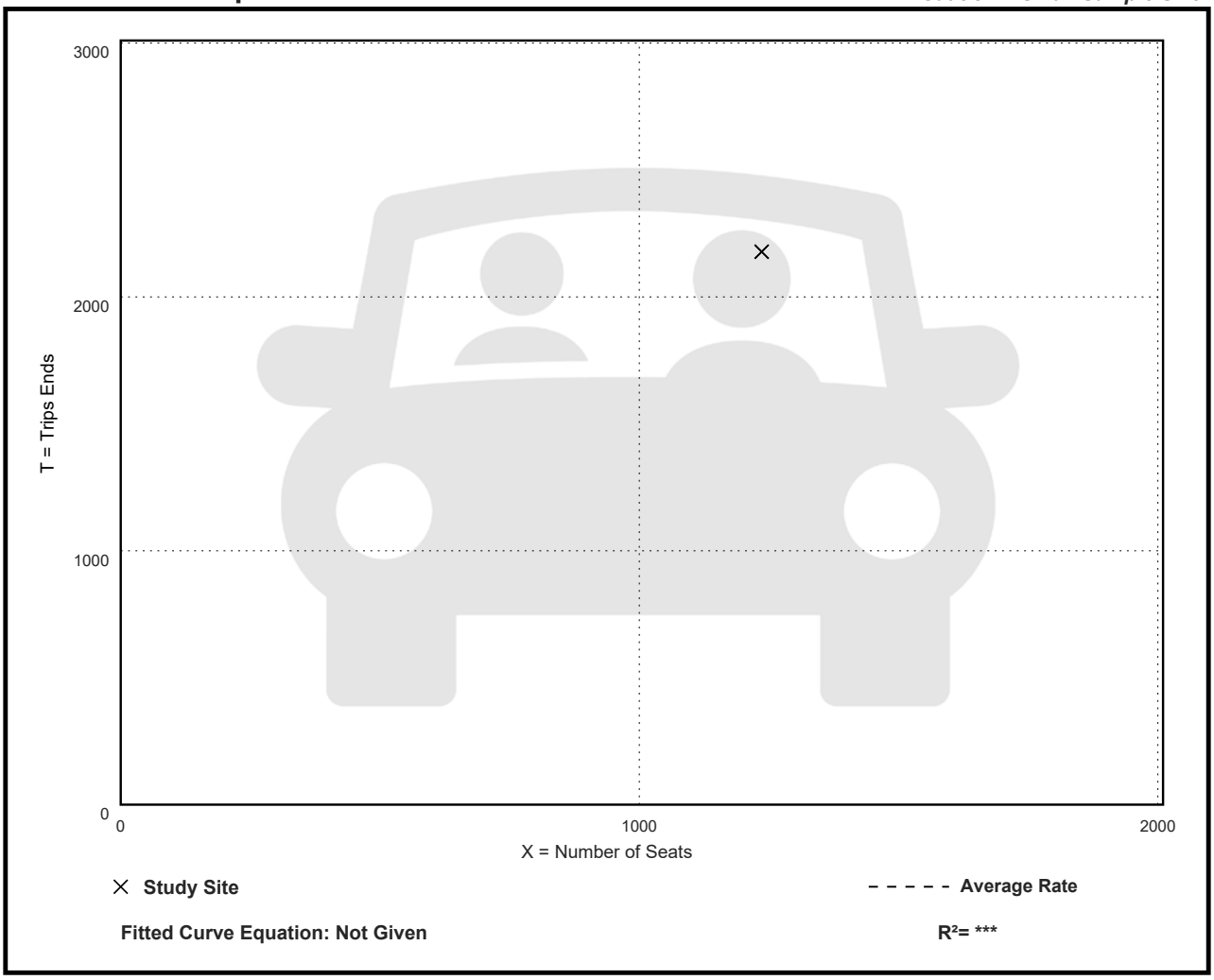
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Seats: 1236
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
1.76	1.76 - 1.76	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

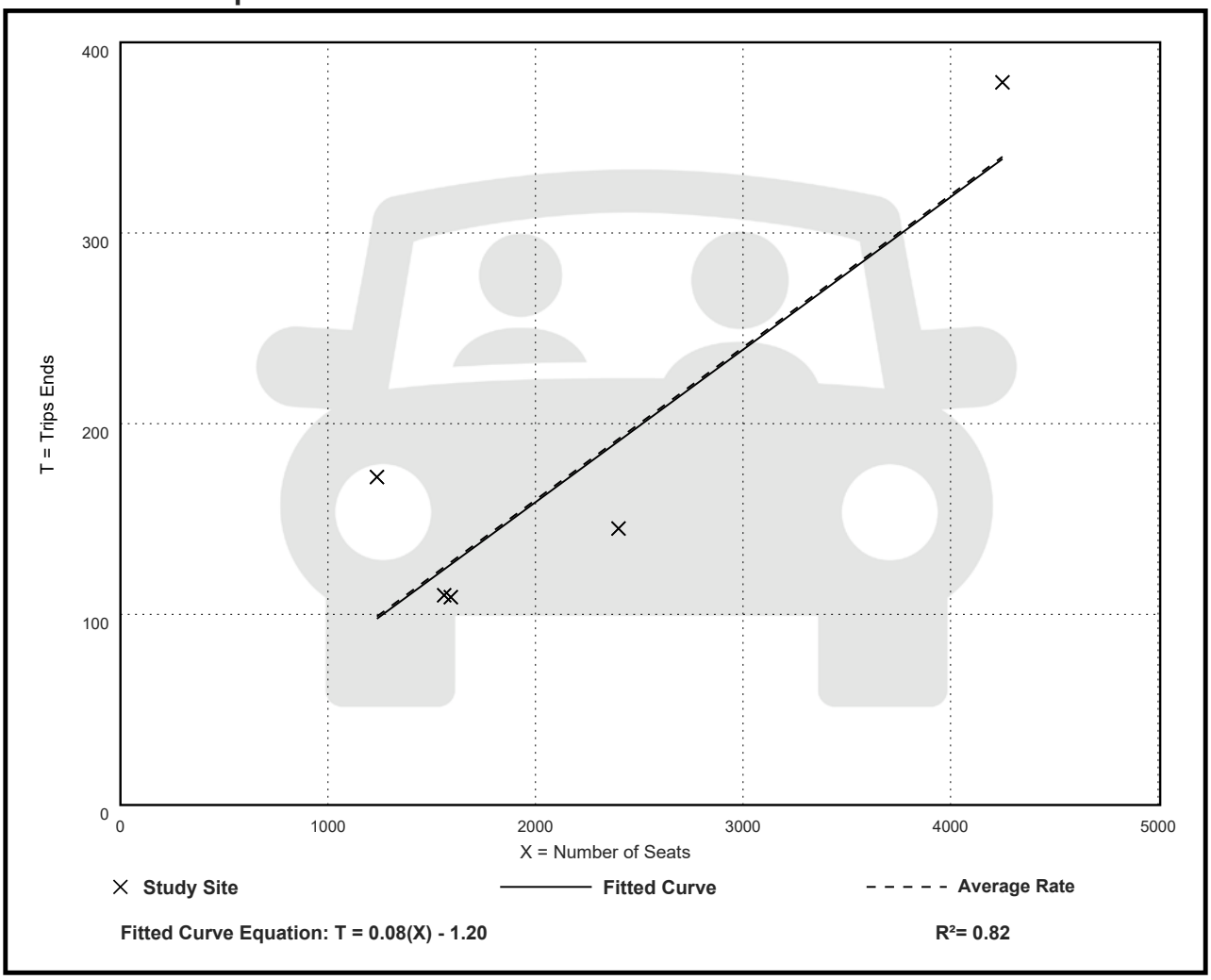
Movie Theater
(445)

Vehicle Trip Ends vs: Seats
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. Num. of Seats: 2208
Directional Distribution: 44% entering, 56% exiting

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.08	0.06 - 0.14	0.03

Data Plot and Equation



Movie Theater
(445)

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

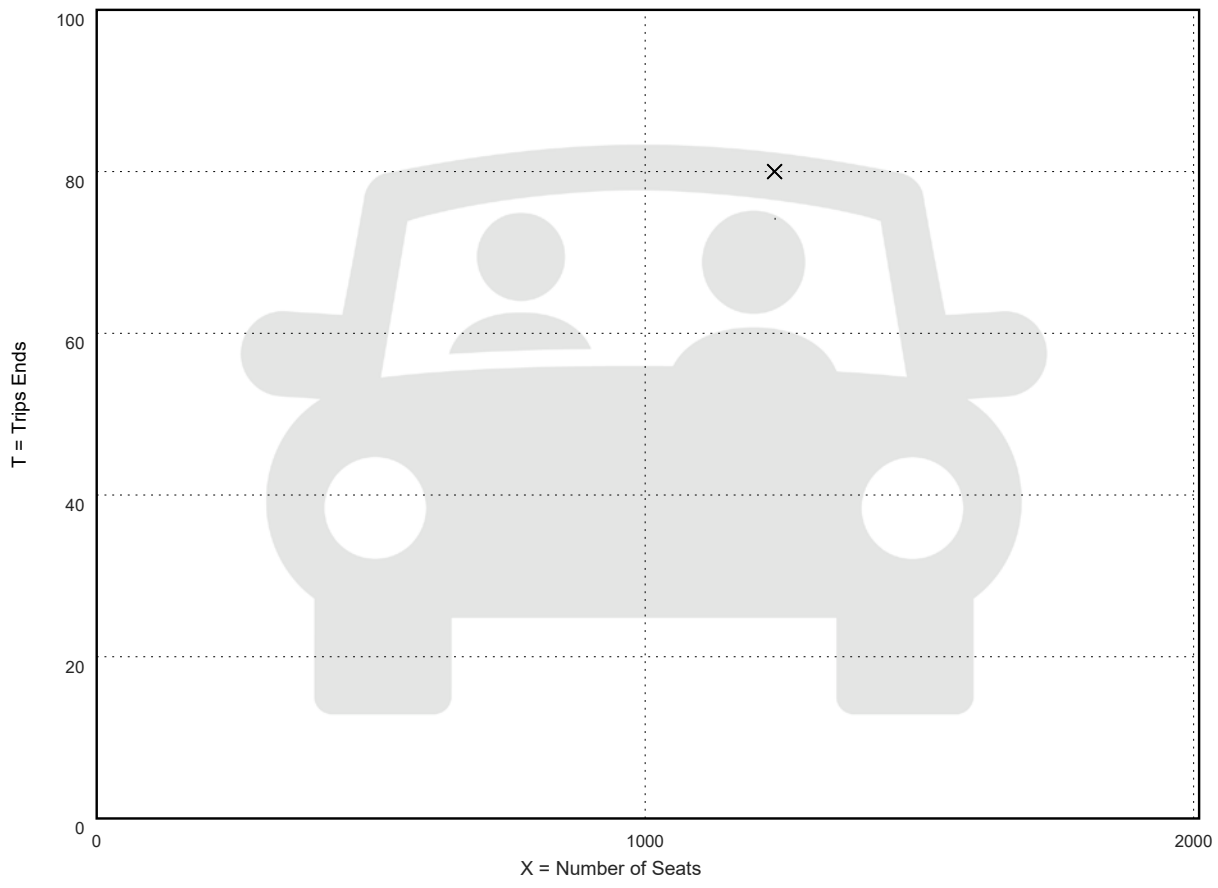
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Seats: 1236
Directional Distribution: Not Available

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.06	0.06 - 0.06	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= *

Museum
(580)

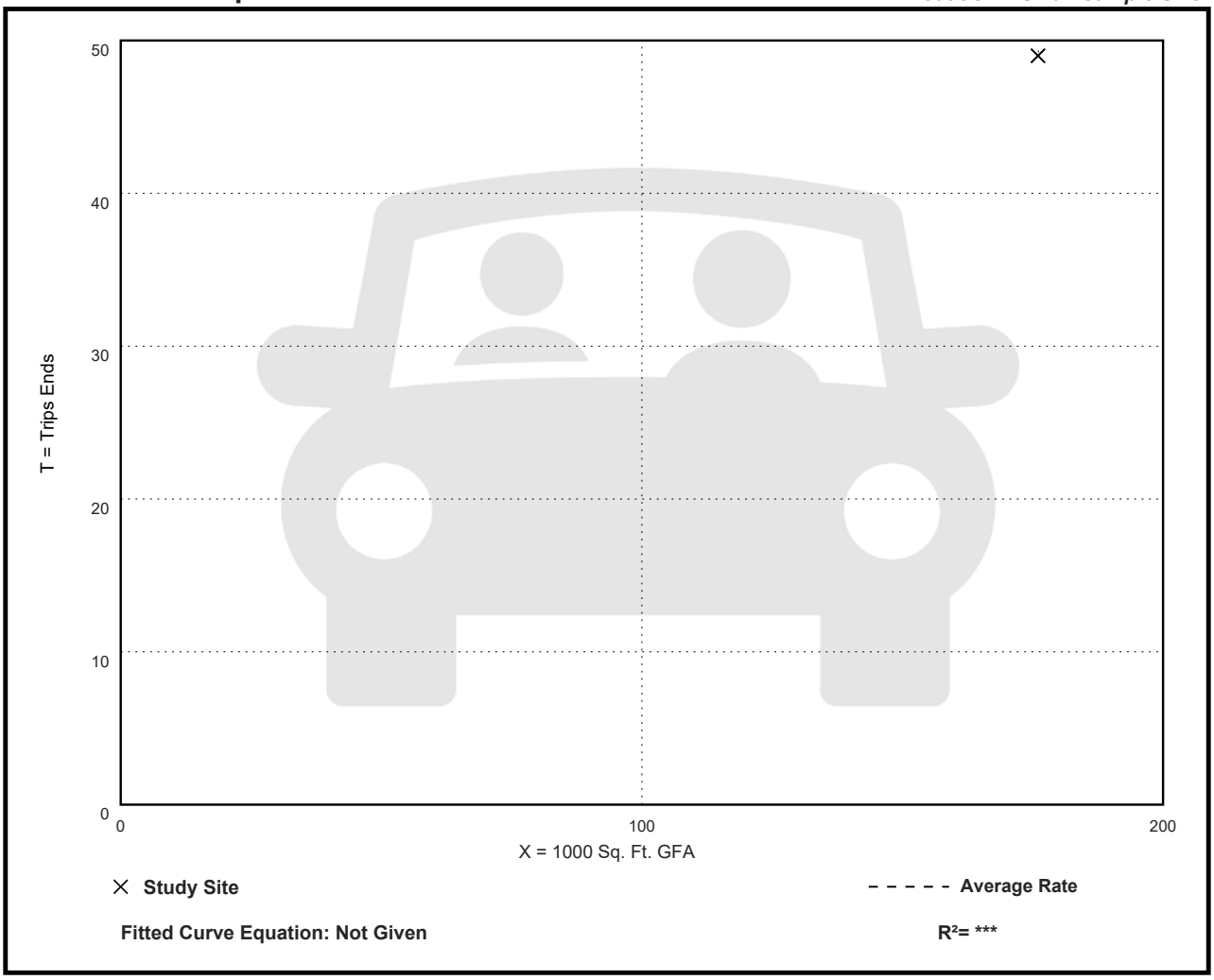
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. 1000 Sq. Ft. GFA: 176
Directional Distribution: 86% entering, 14% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.28	0.28 - 0.28	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= *

Museum
(580)

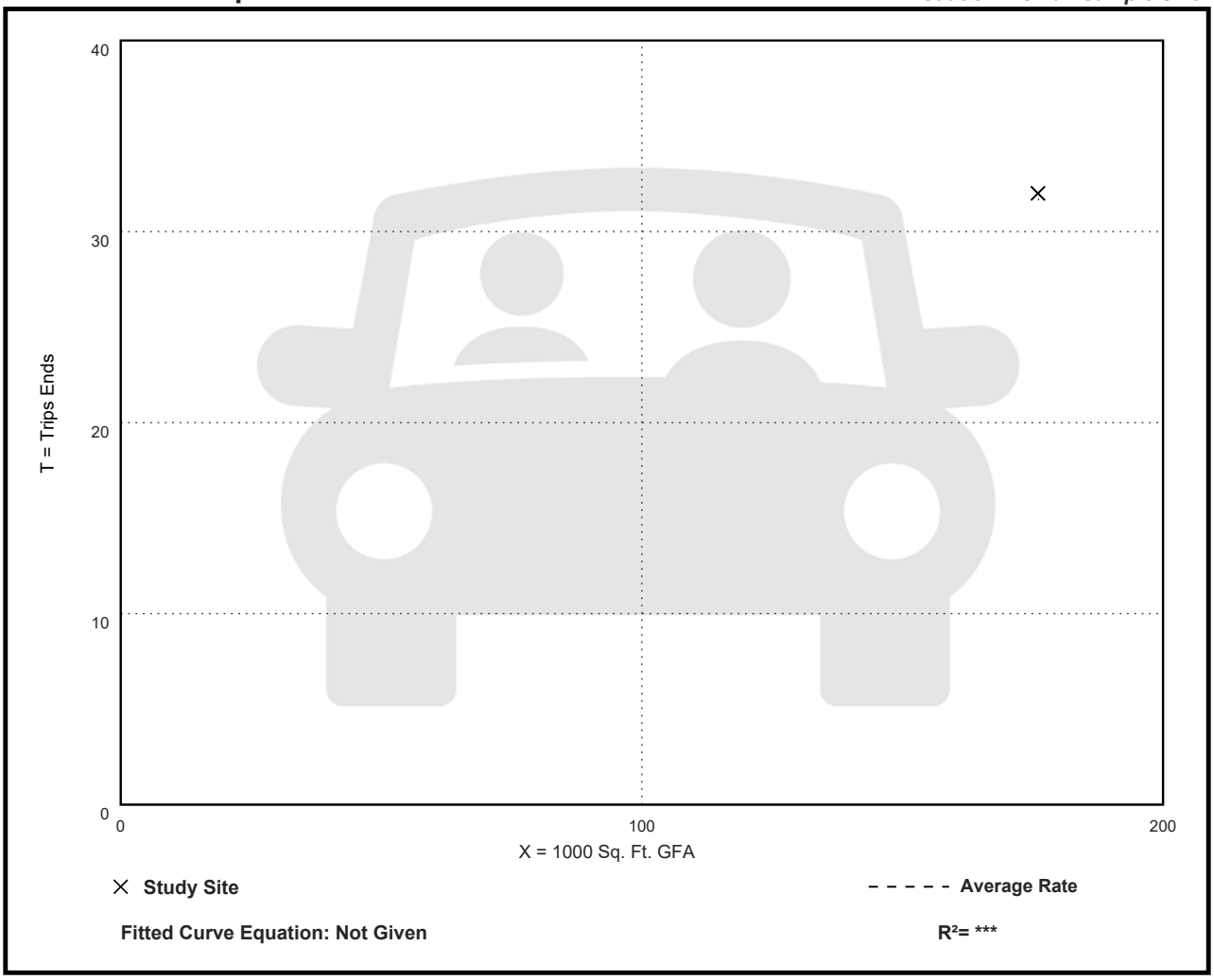
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. 1000 Sq. Ft. GFA: 176
Directional Distribution: 16% entering, 84% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.18	0.18 - 0.18	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= *

Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use

Source: ITE *Trip Generation Manual* , 11th Edition

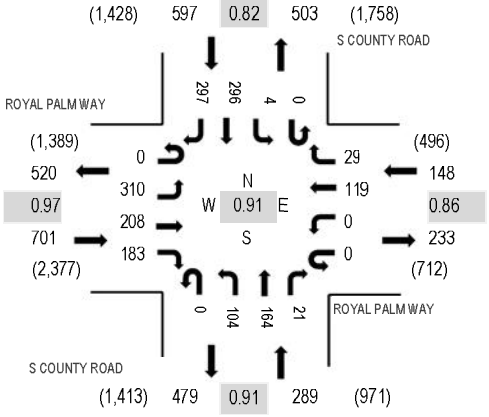
Land Use Code	221		
Land Use	Multifamily Housing (Mid-Rise)		
Subcategory	Not Close to Rail transit		
Setting	General Urban/Suburban		
Time Period	Weekday		
# Data Sites	6		
	% of 24-Hour Vehicle Trips		
Time	Total	Entering	Exiting
12:00 - 1:00 AM	0.8%	1.2%	0.4%
1:00 - 2:00 AM	0.4%	0.6%	0.3%
2:00 - 3:00 AM	0.2%	0.3%	0.1%
3:00 - 4:00 AM	0.2%	0.2%	0.2%
4:00 - 5:00 AM	0.3%	0.1%	0.5%
5:00 - 6:00 AM	1.2%	0.4%	2.0%
6:00 - 7:00 AM	4.4%	1.0%	7.8%
7:00 - 8:00 AM	8.6%	2.5%	14.7%
8:00 - 9:00 AM	7.8%	3.0%	12.5%
9:00 - 10:00 AM	4.5%	2.2%	6.9%
10:00 - 11:00 AM	3.7%	2.7%	4.6%
11:00 - 12:00 PM	3.7%	3.4%	4.0%
12:00 - 1:00 PM	4.6%	4.3%	4.8%
1:00 - 2:00 PM	4.4%	4.4%	4.4%
2:00 - 3:00 PM	3.9%	4.1%	3.7%
3:00 - 4:00 PM	4.9%	5.9%	3.8%
4:00 - 5:00 PM	7.2%	9.2%	5.1%
5:00 - 6:00 PM	9.4%	13.1%	5.8%
6:00 - 7:00 PM	9.0%	12.1%	6.0%
7:00 - 8:00 PM	7.4%	9.4%	5.4%
8:00 - 9:00 PM	5.4%	7.7%	3.1%
9:00 - 10:00 PM	4.0%	6.5%	1.5%
10:00 - 11:00 PM	2.6%	3.7%	1.6%
11:00 - 12:00 AM	1.4%	2.1%	0.8%

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

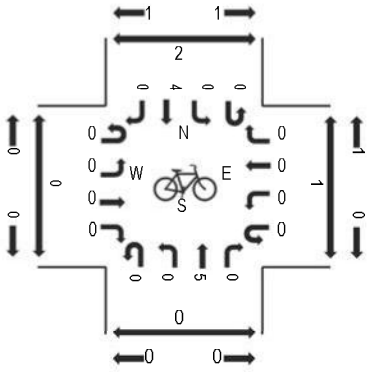
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 7 S COUNTY ROAD & ROYAL PALM WAY AM
Date: Wednesday, March 13, 2024
Peak Hour: 08:45 AM - 09:45 AM
Peak 15-Minutes: 09:15 AM - 09:30 AM

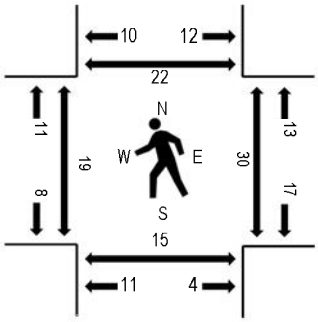
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

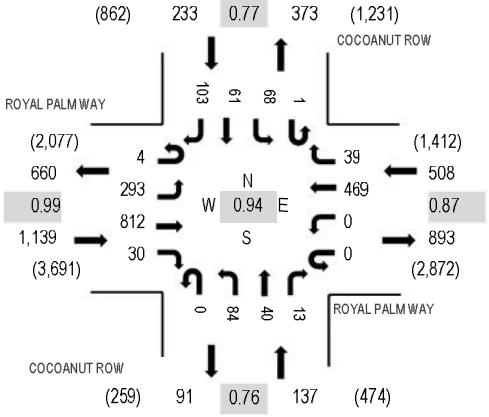
Traffic Counts - Motorized Vehicles

Interval Start Time	ROYAL PALM WAY Eastbound				ROYAL PALM WAY Westbound				S COUNTY ROAD Northbound				S COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	106	38	34	0	0	26	7	0	8	34	1	0	1	25	16	296	1,240	3	2	8	7
7:45 AM	0	89	36	27	0	0	22	21	0	22	22	4	0	0	29	15	287	1,300	2	2	6	11
8:00 AM	0	98	34	32	0	0	31	5	0	19	31	1	0	1	47	29	328	1,434	3	3	4	6
8:15 AM	0	96	47	39	0	0	25	5	0	20	25	2	0	1	36	33	329	1,545	1	6	5	3
8:30 AM	0	92	48	41	0	0	28	6	0	28	32	1	0	0	56	24	356	1,693	1	7	7	2
8:45 AM	0	86	55	36	0	0	32	5	0	28	47	4	0	1	69	58	421	1,735	3	5	5	7
9:00 AM	0	71	46	49	0	0	37	7	0	19	26	3	0	1	75	105	439	1,626	9	5	5	2
9:15 AM	0	82	48	50	0	0	25	12	0	32	50	9	0	2	87	80	477	1,590	6	10	3	4
9:30 AM	0	71	59	48	0	0	25	5	0	25	41	5	0	0	65	54	398	1,511	1	10	2	9
9:45 AM	0	58	39	24	0	0	28	10	0	24	40	5	0	0	50	34	312	1,529	4	10	3	9
10:00 AM	0	68	49	64	0	0	26	8	0	37	43	3	0	0	65	40	403	1,629	2	9	4	5
10:15 AM	1	82	49	60	0	0	20	2	0	34	49	7	0	1	42	51	398		4	7	5	3
10:30 AM	0	60	45	56	0	1	29	5	0	45	48	7	0	0	81	39	416		8	7	12	12
10:45 AM	0	64	53	47	0	0	38	5	0	40	44	6	0	0	78	37	412		3	13	12	4
Count Total	1	1,123	646	607	0	1	392	103	0	381	532	58	0	8	805	615	5,272		50	96	81	84
Peak Hour	0	310	208	183	0	0	119	29	0	104	164	21	0	4	296	297	1,735		19	30	15	22

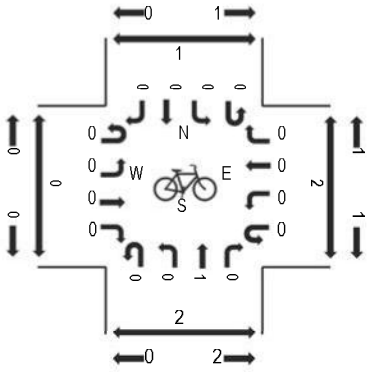
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 16 COCOANUT ROW & ROYAL PALM WAY AM
Date: Wednesday, March 13, 2024
Peak Hour: 08:45 AM - 09:45 AM
Peak 15-Minutes: 09:00 AM - 09:15 AM

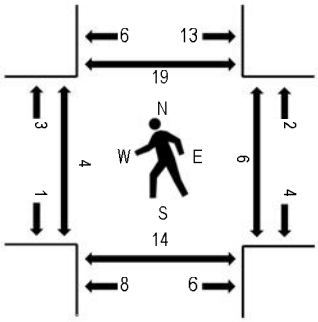
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

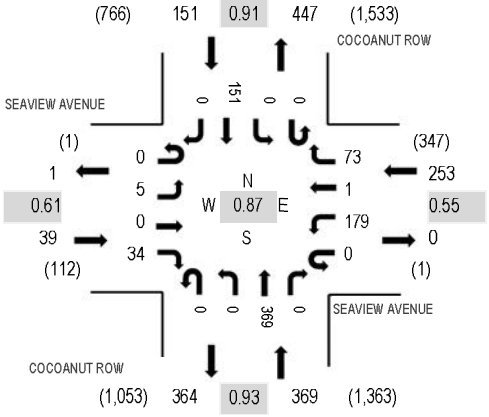
Traffic Counts - Motorized Vehicles

Interval Start Time	ROYAL PALM WAY Eastbound				ROYAL PALM WAY Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	65	185	7	0	0	44	6	0	10	3	1	0	18	10	56	405	1,646	1	4	8	10
7:45 AM	0	47	153	3	0	0	45	2	0	14	6	3	0	12	8	51	344	1,689	0	3	5	11
8:00 AM	1	70	211	7	0	0	76	21	0	20	5	1	0	18	8	27	465	1,835	2	1	3	6
8:15 AM	0	81	198	9	0	0	69	4	0	12	6	2	0	13	4	34	432	1,909	2	1	5	0
8:30 AM	1	76	215	8	0	0	68	4	0	13	12	7	0	11	12	21	448	1,986	3	1	3	3
8:45 AM	0	81	210	5	0	0	95	15	0	12	12	2	0	20	10	28	490	2,017	1	1	2	7
9:00 AM	2	86	201	10	0	0	138	4	0	27	12	3	0	18	14	24	539	1,939	0	1	5	0
9:15 AM	1	58	202	5	0	0	138	8	0	20	7	2	0	18	20	30	509	1,900	2	3	3	5
9:30 AM	1	68	199	10	0	0	98	12	0	25	9	6	1	12	17	21	479	1,869	1	1	4	7
9:45 AM	0	60	137	12	0	0	76	15	0	26	11	3	0	15	15	42	412	1,857	0	5	3	2
10:00 AM	1	67	193	9	0	0	99	11	0	37	15	8	0	17	13	30	500	1,916	1	3	4	4
10:15 AM	2	72	180	6	0	0	104	13	0	29	10	4	1	20	7	30	478		1	0	6	7
10:30 AM	3	67	153	15	0	1	114	12	0	27	6	3	0	18	1	47	467		3	5	5	7
10:45 AM	5	62	164	7	0	1	105	14	0	27	14	2	0	14	5	51	471		3	4	3	4
Count Total	17	960	2,601	113	0	2	1,269	141	0	299	128	47	2	224	144	492	6,439		20	33	59	73
Peak Hour	4	293	812	30	0	0	469	39	0	84	40	13	1	68	61	103	2,017		4	6	14	19

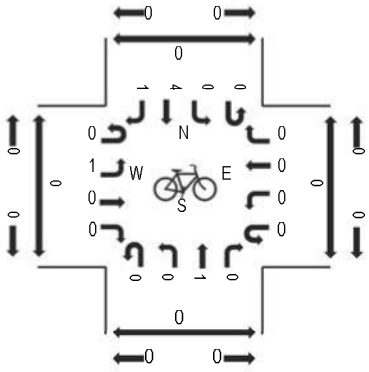
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 24 COCOANUT ROW & SEAVIEW AVENUE AM
Date: Tuesday, April 2, 2024
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

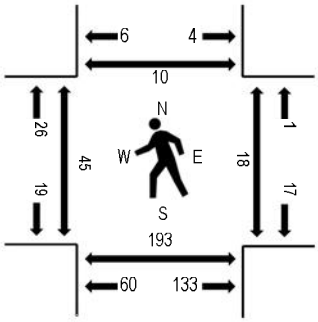
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

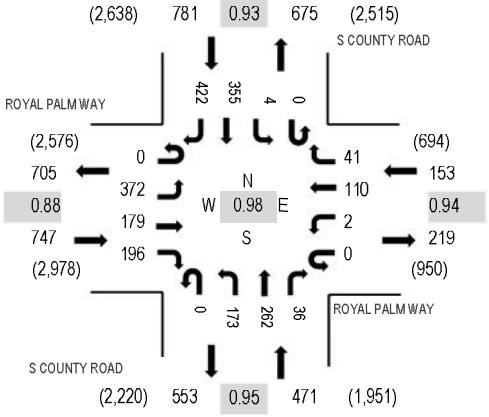
Traffic Counts - Motorized Vehicles

Interval Start Time	SEAVIEW AVENUE Eastbound				SEAVIEW AVENUE Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	0	0	10	0	77	0	37	0	0	73	0	0	0	30	0	227	812	12	1	74	0
7:45 AM	0	1	0	15	0	83	1	28	0	0	77	0	0	0	29	0	234	750	18	7	106	0
8:00 AM	0	3	0	5	0	16	0	4	0	0	107	0	0	0	41	0	176	708	12	2	10	8
8:15 AM	0	1	0	4	0	3	0	4	0	0	112	0	0	0	51	0	175	723	3	8	3	2
8:30 AM	0	4	0	3	0	10	0	3	0	0	102	0	0	0	43	0	165	724	1	4	3	3
8:45 AM	0	9	0	0	0	5	0	3	1	0	114	0	0	0	60	0	192	709	0	0	1	1
9:00 AM	0	10	0	3	0	5	0	3	0	0	121	0	0	0	49	0	191	737	0	3	4	2
9:15 AM	0	5	0	0	0	7	0	3	0	0	86	0	0	0	75	0	176	700	1	1	0	1
9:30 AM	0	0	0	0	0	3	0	1	0	0	75	0	0	0	71	0	150	705	0	4	1	0
9:45 AM	0	5	0	1	0	3	0	6	0	0	134	0	0	0	71	0	220	718	0	5	6	3
10:00 AM	0	1	0	1	0	4	0	5	0	0	87	0	0	0	56	0	154	682	6	2	1	0
10:15 AM	0	5	0	5	0	9	0	5	0	0	96	0	0	0	61	0	181		5	4	12	0
10:30 AM	0	8	1	4	0	4	0	9	0	0	76	0	0	0	61	0	163		1	1	4	0
10:45 AM	0	5	0	3	0	3	0	3	0	0	102	0	0	0	68	0	184		2	0	0	0
Count Total	0	57	1	54	0	232	1	114	1	0	1,362	0	0	0	766	0	2,588		61	42	225	20
Peak Hour	0	5	0	34	0	179	1	73	0	0	369	0	0	0	151	0	812		45	18	193	10

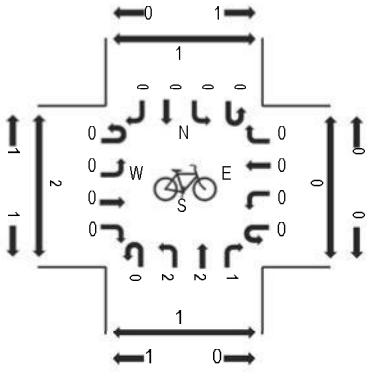
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 7 S COUNTY ROAD & ROYAL PALM WAY Noon
Date: Wednesday, March 13, 2024
Peak Hour: 12:30 PM - 01:30 PM
Peak 15-Minutes: 12:30 PM - 12:45 PM

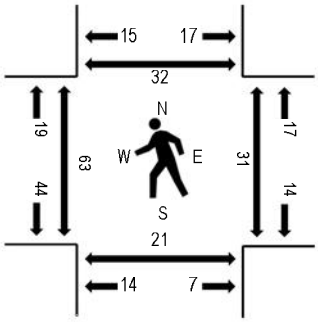
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

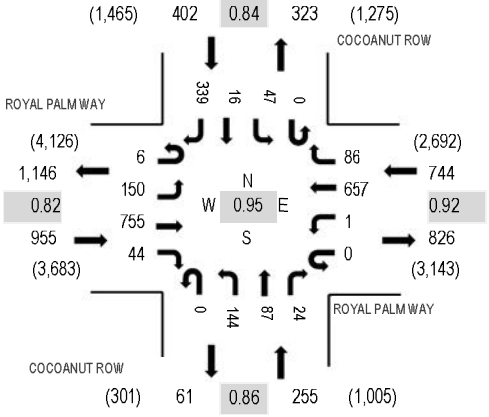
Traffic Counts - Motorized Vehicles

Interval Start Time	ROYAL PALM WAY Eastbound				ROYAL PALM WAY Westbound				S COUNTY ROAD Northbound				S COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	1	72	54	51	0	0	27	11	0	44	62	4	0	2	65	65	458	1,967	9	5	9	1
11:15 AM	1	83	58	60	0	0	34	11	0	43	65	2	0	0	68	75	500	2,045	7	6	3	5
11:30 AM	1	61	38	58	0	0	32	5	0	45	55	8	0	2	99	72	476	2,038	5	6	3	7
11:45 AM	0	74	58	50	0	0	41	8	0	53	75	7	0	1	104	62	533	2,110	19	10	8	10
12:00 PM	3	79	64	72	0	0	40	6	0	51	56	11	0	1	81	72	536	2,115	8	12	19	8
12:15 PM	0	102	37	46	0	0	30	10	0	41	58	6	0	2	68	93	493	2,102	14	15	10	6
12:30 PM	0	92	38	53	0	1	27	8	0	51	62	6	0	1	83	126	548	2,152	13	11	1	8
12:45 PM	0	102	31	42	0	0	24	7	0	45	71	7	0	2	74	133	538	2,107	20	0	6	7
1:00 PM	0	92	51	43	0	1	19	16	0	36	73	11	0	0	97	84	523	2,098	19	7	6	11
1:15 PM	0	86	59	58	0	0	40	10	0	41	56	12	0	1	101	79	543	2,107	11	13	8	6
1:30 PM	1	70	33	48	0	0	39	9	0	51	76	10	0	1	78	87	503	2,068	17	11	10	7
1:45 PM	0	98	51	47	0	0	29	6	0	48	79	12	0	2	93	64	529	2,068	19	4	11	9
2:00 PM	0	69	57	50	0	0	37	12	0	57	71	14	0	1	90	74	532	2,081	35	6	7	14
2:15 PM	0	74	56	58	1	2	34	11	0	35	80	5	0	1	99	48	504		20	2	6	5
2:30 PM	0	66	60	63	0	0	45	7	0	54	58	8	0	0	82	60	503		11	2	6	1
2:45 PM	0	87	56	64	0	0	43	11	0	71	63	2	0	6	71	68	542		22	0	17	13
Count Total	7	1,307	801	863	1	4	541	148	0	766	1,060	125	0	23	1,353	1,262	8,261		249	110	130	118
Peak Hour	0	372	179	196	0	2	110	41	0	173	262	36	0	4	355	422	2,152		63	31	21	32

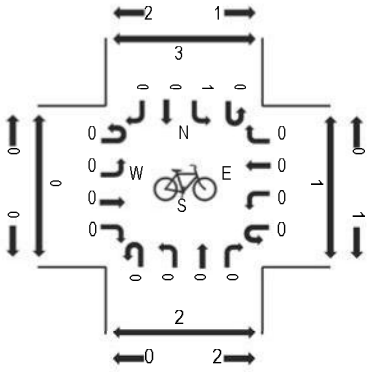
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 16 COCOANUT ROW & ROYAL PALM WAY Noon
Date: Wednesday, March 13, 2024
Peak Hour: 12:00 PM - 01:00 PM
Peak 15-Minutes: 12:00 PM - 12:15 PM

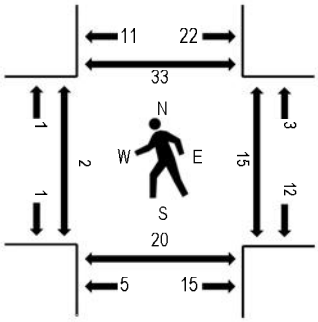
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

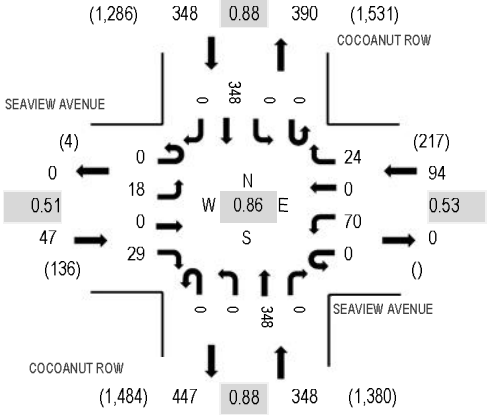
Traffic Counts - Motorized Vehicles

Interval Start Time	ROYAL PALM WAY Eastbound				ROYAL PALM WAY Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	90	190	15	0	0	142	7	0	31	14	1	0	16	5	65	576	2,125	1	8	8	3
11:15 AM	2	67	196	9	0	0	141	12	0	24	12	5	0	21	13	43	545	2,168	1	8	4	11
11:30 AM	0	41	135	9	0	0	156	11	0	32	13	5	0	22	8	37	469	2,220	0	4	2	5
11:45 AM	1	38	165	14	0	0	152	24	0	32	16	3	0	30	17	43	535	2,348	9	0	2	3
12:00 PM	4	32	210	16	0	0	163	25	0	54	22	7	0	26	8	52	619	2,356	2	0	4	4
12:15 PM	0	42	198	12	0	0	151	26	0	30	11	7	0	5	4	111	597	2,219	0	8	6	9
12:30 PM	2	39	174	11	0	1	179	23	0	30	27	4	0	10	2	95	597	2,210	0	6	4	10
12:45 PM	0	37	173	5	0	0	164	12	0	30	27	6	0	6	2	81	543	2,088	0	1	6	10
1:00 PM	0	33	153	7	0	0	144	6	0	30	21	8	0	15	3	62	482	2,065	0	0	0	2
1:15 PM	1	39	187	8	0	0	143	19	0	44	26	3	0	28	9	81	588	2,111	0	1	6	4
1:30 PM	0	16	120	3	0	0	149	17	0	49	25	5	0	24	7	60	475	2,102	0	2	3	8
1:45 PM	0	37	192	4	0	0	142	19	0	38	21	4	0	11	6	46	520	2,180	0	4	4	7
2:00 PM	2	54	166	10	0	0	113	10	0	45	22	4	0	16	9	77	528	2,299	2	2	0	6
2:15 PM	7	60	141	9	0	0	179	7	0	51	14	7	0	24	19	61	579		16	4	2	4
2:30 PM	1	47	179	13	0	0	163	10	0	43	17	1	0	13	13	53	553		4	2	3	4
2:45 PM	2	57	200	8	0	0	173	9	0	55	21	8	0	19	22	65	639		3	4	11	9
Count Total	22	729	2,779	153	0	1	2,454	237	0	618	309	78	0	286	147	1,032	8,845		38	54	65	99
Peak Hour	6	150	755	44	0	1	657	86	0	144	87	24	0	47	16	339	2,356		2	15	20	33

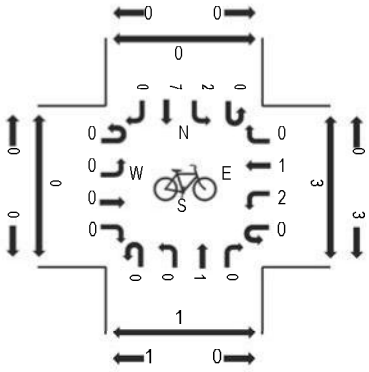
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 24 COCOANUT ROW & SEAVIEW AVENUE Noon
Date: Tuesday, April 2, 2024
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:45 PM - 03:00 PM

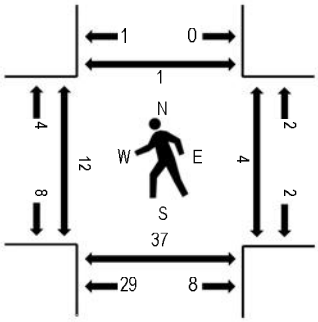
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

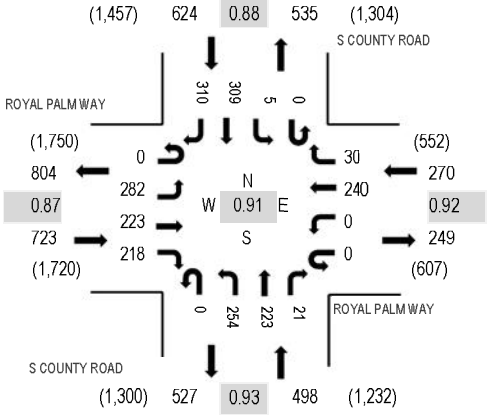
Traffic Counts - Motorized Vehicles

Interval Start Time	SEAVIEW AVENUE Eastbound				SEAVIEW AVENUE Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	6	0	4	0	3	0	4	0	0	73	0	0	0	70	0	160	682	0	0	2	0
11:15 AM	0	2	0	5	0	6	0	6	0	0	84	0	0	0	65	0	168	732	0	1	1	0
11:30 AM	0	6	0	1	0	6	0	7	0	0	63	0	0	0	75	0	158	754	0	3	2	1
11:45 AM	0	10	0	5	0	8	0	3	0	0	88	0	0	0	82	0	196	785	0	4	0	1
12:00 PM	0	5	0	1	0	6	0	6	0	0	106	0	0	0	86	0	210	762	0	1	1	0
12:15 PM	0	2	0	0	0	10	0	4	0	0	83	0	0	0	91	0	190	716	0	1	7	0
12:30 PM	0	2	0	1	0	7	0	4	0	0	96	0	0	0	78	1	189	726	4	1	6	0
12:45 PM	0	3	0	2	0	7	0	3	0	0	87	0	0	0	71	0	173	731	1	2	2	0
1:00 PM	0	3	0	2	0	5	0	6	0	0	70	0	0	0	76	2	164	738	4	0	0	0
1:15 PM	0	4	0	4	0	7	0	5	0	0	97	0	0	0	82	1	200	761	0	1	1	0
1:30 PM	0	8	0	3	0	6	0	1	0	0	92	0	0	0	84	0	194	773	0	0	1	0
1:45 PM	0	8	0	2	0	2	0	1	0	0	93	0	0	0	74	0	180	775	0	2	2	0
2:00 PM	0	2	0	4	0	33	0	11	0	0	68	0	0	0	69	0	187	837	2	3	31	0
2:15 PM	0	4	0	4	0	14	0	10	0	0	94	0	0	0	86	0	212		2	0	1	0
2:30 PM	0	5	0	5	0	13	0	1	0	0	78	0	0	0	94	0	196		1	0	0	1
2:45 PM	0	7	0	16	0	10	0	2	0	0	108	0	0	0	99	0	242		7	1	5	0
Count Total	0	77	0	59	0	143	0	74	0	0	1,380	0	0	0	1,282	4	3,019		21	20	62	3
Peak Hour	0	18	0	29	0	70	0	24	0	0	348	0	0	0	348	0	837		12	4	37	1

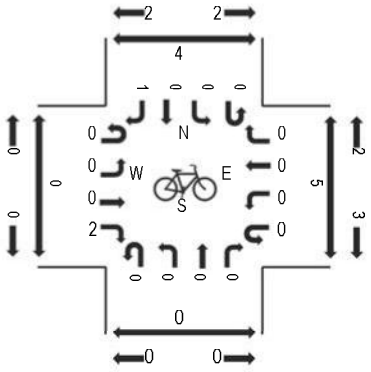
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 7 S COUNTY ROAD & ROYAL PALM WAY PM
Date: Wednesday, March 13, 2024
Peak Hour: 03:15 PM - 04:15 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

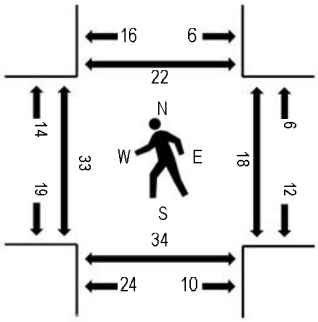
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

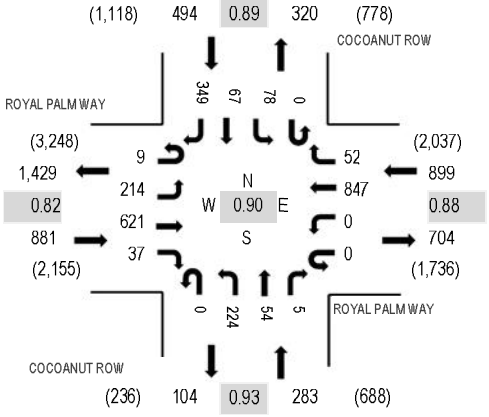
Traffic Counts - Motorized Vehicles

Interval Start Time	ROYAL PALM WAY Eastbound				ROYAL PALM WAY Westbound				S COUNTY ROAD Northbound				S COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	84	64	56	0	0	32	8	0	63	62	5	0	1	97	78	550	2,081	6	1	9	3
3:15 PM	0	74	48	51	0	0	52	8	0	66	56	5	0	1	76	81	518	2,115	5	1	2	5
3:30 PM	0	48	40	53	0	0	57	8	0	59	52	7	0	3	75	66	468	2,036	10	4	6	7
3:45 PM	0	83	65	62	0	0	65	7	0	62	52	5	0	1	72	71	545	2,021	11	10	7	1
4:00 PM	0	77	70	52	0	0	66	7	0	67	63	4	0	0	86	92	584	1,930	7	3	19	9
4:15 PM	0	48	37	55	0	1	49	10	0	54	49	8	0	1	67	60	439	1,819	4	1	2	5
4:30 PM	0	48	46	51	0	0	38	6	0	47	63	8	0	0	81	65	453	1,857	13	2	2	4
4:45 PM	0	64	56	43	0	0	41	3	0	64	50	4	0	0	76	53	454		12	3	4	1
5:00 PM	0	62	51	55	0	0	40	7	0	59	69	4	0	3	64	59	473		5	3	11	5
5:15 PM	0	60	62	55	0	0	33	14	0	56	62	7	0	1	72	55	477		6	5	7	10
Count Total	0	648	539	533	0	1	473	78	0	597	578	57	0	11	766	680	4,961		79	33	69	50
Peak Hour	0	282	223	218	0	0	240	30	0	254	223	21	0	5	309	310	2,115		33	18	34	22

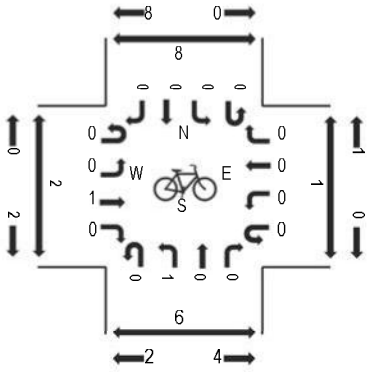
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 16 COCOANUT ROW & ROYAL PALM WAY PM
Date: Wednesday, March 13, 2024
Peak Hour: 03:45 PM - 04:45 PM
Peak 15-Minutes: 03:45 PM - 04:00 PM

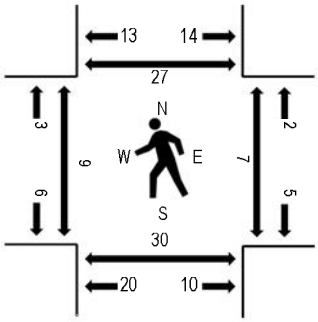
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

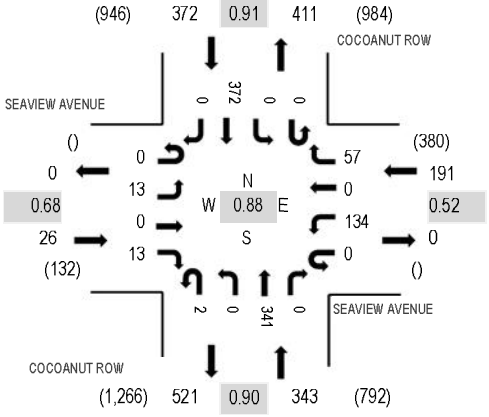
Traffic Counts - Motorized Vehicles

Interval Start Time	ROYAL PALM WAY Eastbound				ROYAL PALM WAY Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	2	73	185	8	0	0	186	9	0	53	15	5	0	15	14	77	642	2,487	1	0	6	1
3:15 PM	1	45	154	3	0	0	236	10	0	60	16	4	0	14	10	68	621	2,536	1	0	4	2
3:30 PM	2	38	131	9	0	0	139	12	0	53	17	3	0	20	19	70	513	2,517	0	1	2	6
3:45 PM	1	77	195	12	0	0	225	13	0	50	14	2	0	16	16	90	711	2,557	2	0	6	9
4:00 PM	2	44	169	7	0	0	242	12	0	60	16	1	0	21	14	103	691	2,372	5	5	8	3
4:15 PM	3	44	142	10	0	0	202	15	0	54	16	0	0	22	13	81	602	2,301	0	1	9	11
4:30 PM	3	49	115	8	0	0	178	12	0	60	8	2	0	19	24	75	553	2,218	2	1	7	4
4:45 PM	3	42	141	16	0	0	168	14	0	35	8	1	0	25	11	62	526		0	0	4	4
5:00 PM	13	50	147	11	0	0	207	11	0	50	22	0	0	15	13	81	620		0	3	8	7
5:15 PM	8	46	138	8	0	0	129	17	0	46	13	4	0	30	10	70	519		0	1	2	3
Count Total	38	508	1,517	92	0	0	1,912	125	0	521	145	22	0	197	144	777	5,998		11	12	56	50
Peak Hour	9	214	621	37	0	0	847	52	0	224	54	5	0	78	67	349	2,557		9	7	30	27

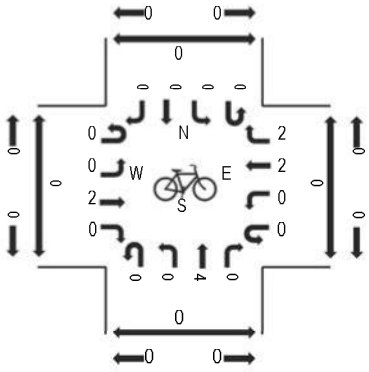
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 24 COCOANUT ROW & SEAVIEW AVENUE PM
Date: Tuesday, April 2, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:00 PM - 03:15 PM

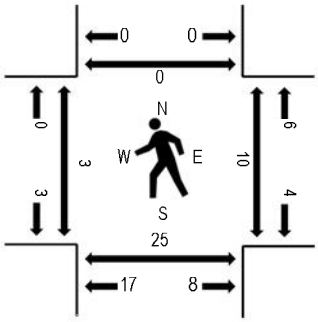
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SEAVIEW AVENUE Eastbound				SEAVIEW AVENUE Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	4	0	6	0	62	0	30	0	0	87	0	0	0	76	0	265	932	2	3	10	0
3:15 PM	0	4	0	1	0	31	0	7	1	0	89	0	0	0	121	0	254	900	1	3	8	0
3:30 PM	0	2	0	1	0	18	0	11	1	0	70	0	0	0	88	0	191	873	0	0	1	0
3:45 PM	0	3	0	5	0	23	0	9	0	0	95	0	0	0	87	0	222	882	0	4	6	0
4:00 PM	0	14	0	17	0	25	0	13	0	0	71	0	0	0	93	0	233	869	7	1	21	0
4:15 PM	0	20	0	8	0	17	0	18	0	0	78	0	0	0	86	0	227	882	5	1	6	0
4:30 PM	0	6	0	9	0	19	0	9	0	0	66	0	0	0	91	0	200	858	2	0	0	1
4:45 PM	0	7	0	3	0	14	0	4	0	0	72	0	0	0	109	0	209		8	0	3	0
5:00 PM	0	2	0	5	0	42	0	18	0	0	85	0	0	0	94	0	246		1	0	1	0
5:15 PM	0	9	0	6	0	6	0	4	0	0	77	0	0	0	101	0	203		0	1	3	0
Count Total	0	71	0	61	0	257	0	123	2	0	790	0	0	0	946	0	2,250		26	13	59	1
Peak Hour	0	13	0	13	0	134	0	57	2	0	341	0	0	0	372	0	932		3	10	25	0

	ROYAL PALM WAY					ROYAL PALM WAY					FOUR ARTS PLAZA					FOUR ARTS PLAZA						
	Eastbound					Westbound					Northbound					Southbound						Rolling
Time	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Total	Hour
7:30 AM	2	25	376	0	0	2	0	161	0	0	0	0	0	0	0	0	0	0	6	0	572	2,297
7:45 AM	5	30	395	0	0	1	0	164	1	0	0	0	0	0	0	0	1	0	12	0	609	2,305
8:00 AM	3	10	377	0	0	0	0	164	2	0	0	0	0	0	0	0	0	0	8	0	564	2,123
8:15 AM	2	5	432	0	0	0	0	108	2	0	0	0	0	0	0	0	0	0	3	0	552	2,007
8:30 AM	10	5	414	0	0	0	0	145	2	0	0	0	0	0	0	0	0	0	4	0	580	2,028
8:45 AM	6	8	286	0	0	0	0	124	2	0	0	0	0	0	0	0	0	0	1	0	427	1,995
9:00 AM	4	3	310	0	0	0	0	130	1	0	0	0	0	0	0	0	0	0	0	0	448	2,105
9:15 AM	7	8	421	0	0	3	0	126	3	0	0	0	0	0	0	0	0	0	5	0	573	2,085
9:30 AM	9	12	371	0	0	3	0	150	2	0	0	0	0	0	0	0	0	0	0	0	547	1,986
9:45 AM	9	12	343	0	0	0	0	171	2	0	0	0	0	0	0	0	0	0	0	0	537	1,927
10:00 AM	8	3	225	0	0	3	0	184	3	0	0	0	0	0	0	0	1	0	1	0	428	1,819
10:15 AM	9	7	277	0	0	2	0	174	2	0	0	0	0	0	0	0	0	0	3	0	474	1,859
10:30 AM	15	2	279	0	0	0	0	187	3	0	0	0	0	0	0	0	1	0	1	0	488	1,843
10:45 AM	11	5	265	0	0	2	0	144	2	0	0	0	0	0	0	0	0	0	0	0	429	1,859
11:00 AM	11	2	254	0	0	4	0	191	4	0	0	0	0	0	0	0	0	0	2	0	468	1,932
11:15 AM	12	5	215	0	0	2	0	222	1	0	0	0	0	0	0	0	0	0	1	0	458	1,920
11:30 AM	15	8	266	0	0	0	0	212	2	0	0	0	0	0	0	0	0	0	1	0	504	1,945
11:45 AM	17	0	237	0	0	5	0	239	3	0	0	0	0	0	0	0	0	0	1	0	502	1,895
12:00 PM	19	1	195	0	0	1	0	231	4	0	0	0	0	0	0	0	2	0	3	0	456	1,867
12:15 PM	13	4	251	0	0	5	0	207	2	0	0	0	0	0	0	0	1	0	0	0	483	1,900
12:30 PM	16	3	235	0	0	4	0	193	3	0	0	0	0	0	0	0	0	0	0	0	454	1,962
12:45 PM	14	3	244	0	0	2	0	203	4	0	0	0	0	0	0	0	0	0	4	0	474	2,005
1:00 PM	13	6	247	0	0	2	0	214	1	0	0	0	0	0	0	0	0	0	6	0	489	2,081
1:15 PM	19	12	252	0	0	3	0	251	3	0	0	0	0	0	0	0	1	0	4	0	545	2,097
1:30 PM	25	3	241	0	0	4	0	215	4	0	0	0	0	0	0	0	0	0	5	0	497	2,066
1:45 PM	16	16	235	0	0	0	0	280	2	0	0	0	0	0	0	0	0	0	1	0	550	2,012
2:00 PM	14	9	203	0	0	1	0	266	0	0	0	0	0	0	0	0	1	0	11	0	505	2,000
2:15 PM	14	10	213	0	0	4	0	269	1	0	0	0	0	0	0	0	2	0	1	0	514	2,146
2:30 PM	13	1	182	0	0	1	0	237	4	0	0	0	0	0	0	0	0	0	5	0	443	2,205
2:45 PM	12	7	201	0	0	1	0	313	0	0	0	0	0	0	0	0	0	0	4	0	538	2,218
3:00 PM	23	2	197	0	0	2	0	407	5	0	0	0	0	0	0	0	0	0	15	0	651	2,351
3:15 PM	17	6	151	0	0	3	0	367	19	0	0	0	0	0	0	0	0	0	10	0	573	2,333
3:30 PM	12	2	174	0	0	0	0	254	2	0	0	0	0	0	0	0	1	0	11	0	456	2,349
3:45 PM	21	5	209	0	0	0	0	418	6	0	0	0	0	0	0	0	0	0	12	0	671	2,473
4:00 PM	43	3	158	0	0	0	0	412	1	0	0	0	0	0	0	0	0	0	16	0	633	2,189
4:15 PM	21	3	139	0	0	2	0	413	4	0	0	0	0	0	0	0	0	0	7	0	589	2,051
4:30 PM	23	2	130	0	0	0	0	416	3	0	0	0	0	0	0	0	0	0	6	0	580	1,985
4:45 PM	12	0	86	0	0	0	0	279	0	0	0	0	0	0	0	0	0	0	10	0	387	0
5:00 PM	17	1	171	0	0	0	0	294	0	0	0	0	0	0	0	0	0	0	12	0	495	0
5:15 PM	18	3	125	0	0	0	0	368	0	0	0	0	0	0	0	0	0	0	9	0	523	0

Location No.	Street Segment	Facility Type	2017	2018	2019	2020	2022	2023	2024	Annual Growth
1	Southern Blvd	2L ART	13,606	12,457	12,040	11,621	13,388	15,081	16,445	4.74%
	(West of SR-A1A)	Undivided								
2	SR A1A	2L ART	14,256	13,778	12,507	12,185	14,454	15,422	16,788	3.35%
	(North of Via Del Lago)	Undivided								
3	SR A1A	2L ART	9,792	10,394	8,714	8,686	10,654	11,011	11,932	2.33%
	(South of Via Pelicano)	Undivided								
4	Ocean Boulevard	2L COLL	9,419	9,506	8,344	8,193	11,069	10,251	11,499	3.22%
	(North of El Vedado Road)	Undivided								
5	South County Road	4L ART	9,287	9,327	11,481	11,918	10,548	10,273	10,627	2.20%
	(North of Peruvian Avenue)	Undivided								
6	North County Road	4L ART	15,589	14,966	13,284	13,928	15,308	15,138	16,765	1.91%
	(North of Breakers Row)	Undivided								
7	North County Road	4L ART	13,084	14,837	12,956	14,060	15,193	15,198	16,771	2.06%
	(North of Royal Poinciana Way)	Undivided								
8	Cocoanut Row	2L COLL	9,010	8,849	N/A	8,636	9,469	9,477	8,922	0.14%
	(South of Seabreeze Avenue)	Undivided								
9	Cocoanut Row	2L COLL	9,074	9,243	9,101	9,258	9,940	10,426	9,818	1.01%
	(North of Whitehall Way)	Undivided								
10	Bradley Place	2L COLL	11,809	12,954	12,425	13,092	13,811	13,291	14,038	1.35%
	(North of Royal Poinciana Way)	Undivided								
11	Royal Palm Way	4L ART	17,603	16,351	15,667	15,670	17,311	16,392	18,057	1.67%
	(East of Hibiscus Avenue)	Divided								
12	Royal Palm Way	4L ART	19,043	17,342	21,970	22,142	19,405	18,527	19,976	2.38%
	(West of Hibiscus Avenue)	Divided								
13	Royal Poinciana Way	4L ART	13,235	20,245	20,178	21,023	22,118	22,867	23,037	2.18%
	(West of Cocoanut Row)	Divided								
14	Royal Poinciana Way	4L ART	7,859	13,056	11,634	11,788	13,784	14,246	15,393	2.78%
	(West of County Road)	Divided								
Weighted Average										2.33%

2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 9300 EAST- A1A TO US1

MOCF: 0.90

WEEK	DATES	SF	PSCF
1	01/01/2023 - 01/07/2023	0.97	1.08
* 2	01/08/2023 - 01/14/2023	0.94	1.04
* 3	01/15/2023 - 01/21/2023	0.90	1.00
* 4	01/22/2023 - 01/28/2023	0.89	0.99
* 5	01/29/2023 - 02/04/2023	0.89	0.99
* 6	02/05/2023 - 02/11/2023	0.88	0.98
* 7	02/12/2023 - 02/18/2023	0.88	0.98
* 8	02/19/2023 - 02/25/2023	0.88	0.98
* 9	02/26/2023 - 03/04/2023	0.88	0.98
*10	03/05/2023 - 03/11/2023	0.88	0.98
*11	03/12/2023 - 03/18/2023	0.89	0.99
*12	03/19/2023 - 03/25/2023	0.90	1.00
*13	03/26/2023 - 04/01/2023	0.92	1.02
*14	04/02/2023 - 04/08/2023	0.93	1.03
15	04/09/2023 - 04/15/2023	0.95	1.06
16	04/16/2023 - 04/22/2023	0.96	1.07
17	04/23/2023 - 04/29/2023	0.97	1.08
18	04/30/2023 - 05/06/2023	0.99	1.10
19	05/07/2023 - 05/13/2023	1.00	1.11
20	05/14/2023 - 05/20/2023	1.02	1.13
21	05/21/2023 - 05/27/2023	1.04	1.16
22	05/28/2023 - 06/03/2023	1.07	1.19
23	06/04/2023 - 06/10/2023	1.10	1.22
24	06/11/2023 - 06/17/2023	1.13	1.26
25	06/18/2023 - 06/24/2023	1.15	1.28
26	06/25/2023 - 07/01/2023	1.17	1.30
27	07/02/2023 - 07/08/2023	1.18	1.31
28	07/09/2023 - 07/15/2023	1.20	1.33
29	07/16/2023 - 07/22/2023	1.19	1.32
30	07/23/2023 - 07/29/2023	1.18	1.31
31	07/30/2023 - 08/05/2023	1.16	1.29
32	08/06/2023 - 08/12/2023	1.15	1.28
33	08/13/2023 - 08/19/2023	1.14	1.27
34	08/20/2023 - 08/26/2023	1.13	1.26
35	08/27/2023 - 09/02/2023	1.13	1.26
36	09/03/2023 - 09/09/2023	1.12	1.24
37	09/10/2023 - 09/16/2023	1.12	1.24
38	09/17/2023 - 09/23/2023	1.10	1.22
39	09/24/2023 - 09/30/2023	1.08	1.20
40	10/01/2023 - 10/07/2023	1.06	1.18
41	10/08/2023 - 10/14/2023	1.04	1.16
42	10/15/2023 - 10/21/2023	1.02	1.13
43	10/22/2023 - 10/28/2023	1.01	1.12
44	10/29/2023 - 11/04/2023	1.00	1.11
45	11/05/2023 - 11/11/2023	1.00	1.11
46	11/12/2023 - 11/18/2023	0.99	1.10
47	11/19/2023 - 11/25/2023	0.99	1.10
48	11/26/2023 - 12/02/2023	0.98	1.09
49	12/03/2023 - 12/09/2023	0.98	1.09
50	12/10/2023 - 12/16/2023	0.97	1.08
51	12/17/2023 - 12/23/2023	0.95	1.06
52	12/24/2023 - 12/30/2023	0.92	1.02
53	12/31/2023 - 12/31/2023	0.90	1.00

* PEAK SEASON

TABLE 7
TRAFFIC GENERATION DIFFERENCE

	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
EXISTING DEVELOPMENT =	532	24	15	9	44	24	20
PROPOSED DEVELOPMENT =	480	18	11	7	42	24	18
DIFFERENCE =	**-52**	**-6**	**-4**	**-2**	**-2**	**0**	**-2**

SIMMONS&WHITE
ENGINEERING | PLANNING | CONSULTING | SINCE 1982
Authorization No. 3452
2581 Metrocentre Blvd West • Suite 3 • West Palm Beach, Florida 33407 • (561) 478-7848

N
N.T.S.

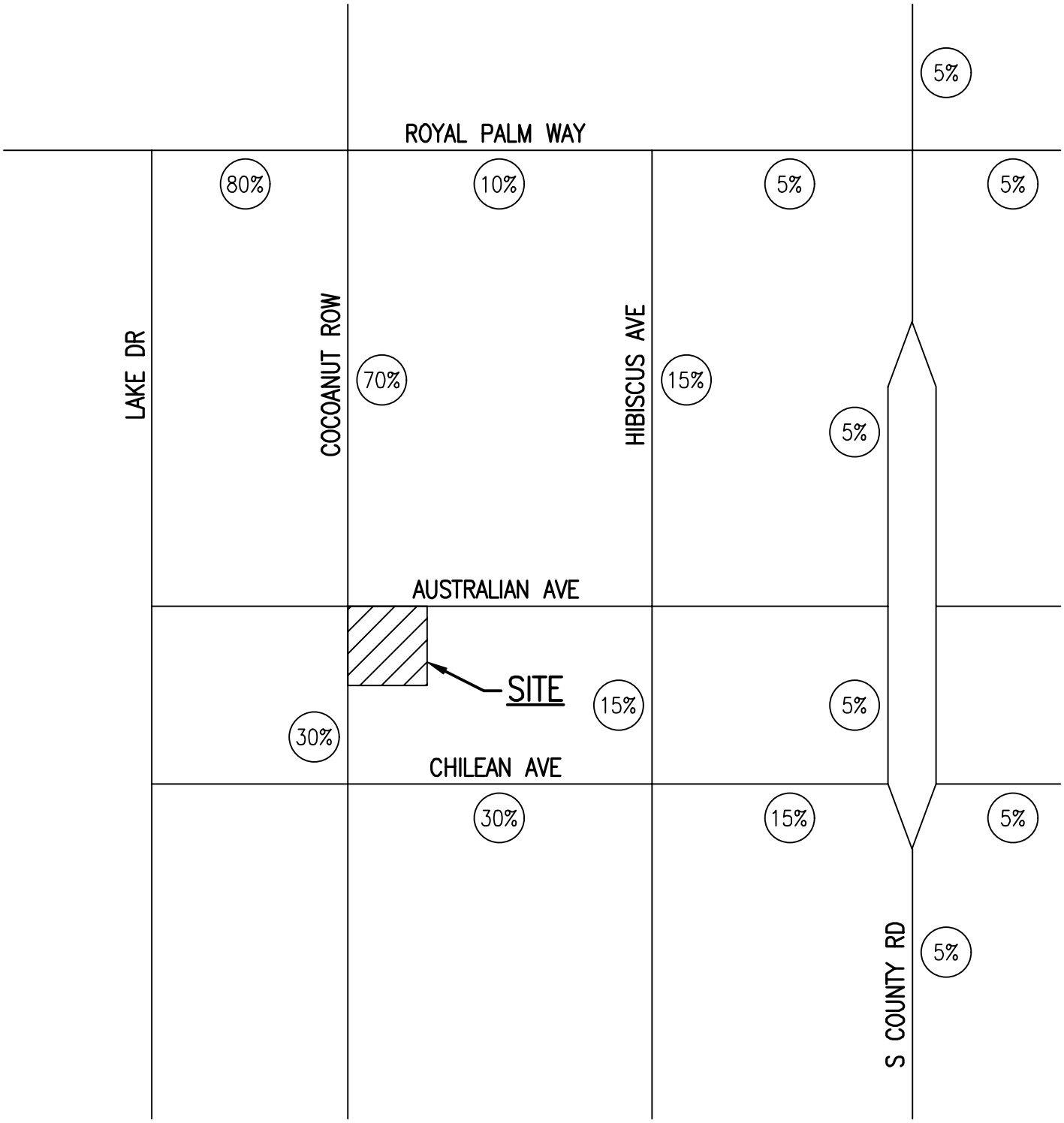


FIGURE 1
PROJECT DISTRIBUTION

LEGEND

(15%) PROJECT DISTRIBUTION

VINETA HOTEL

22-173 AL 12-20-22

165 BRADLEY PLACE

07/08/22
Revised: 07/27/22
Revised: 08/30/22

TABLE 4
TRAFFIC GENERATION INCREASE

	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
EXISTING/VESTED DEVELOPMENT* =	141	6	3	3	12	6	6
PROPOSED DEVELOPMENT =	139	26	14	12	27	13	14
INCREASE =	**-2**	**20**	**11**	**9**	**15**	**7**	**8**

* Existing/vested net trips from the Town of Palm Beach approved 165 Bradley Place Traffic Impact Evaluation by Kimley Horn dated January 6, 2017.

SIMMONS & WHITE
ENGINEERING | PLANNING | CONSULTING | SINCE 1982

SIMMONS&WHITE
ENGINEERING | PLANNING | CONSULTING | SINCE 1982
Authorization No. 3452
2581 Metrocentre Blvd West • Suite 3 • West Palm Beach, Florida 33407 • (561) 478-7848

N
N.T.S.

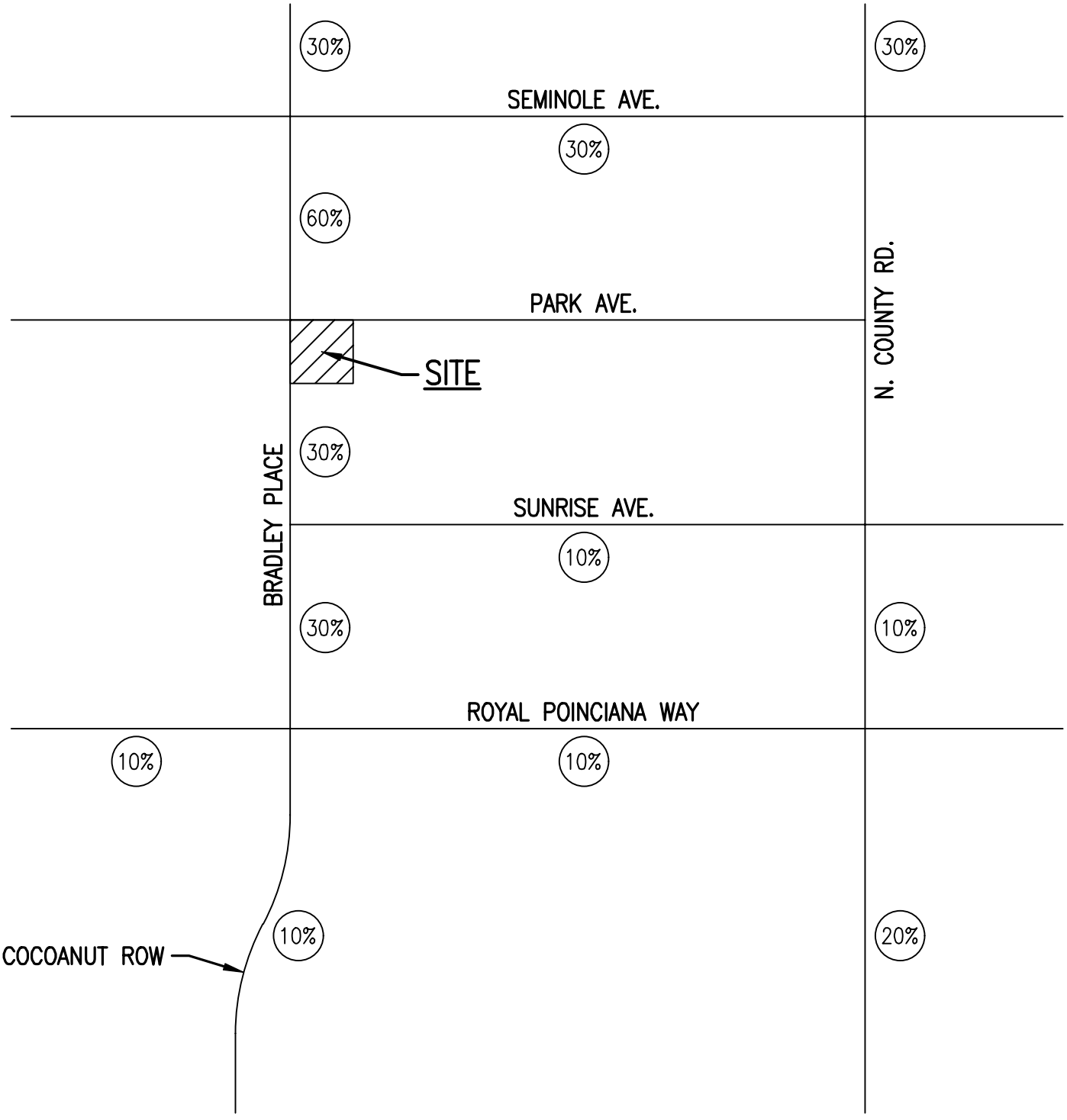


FIGURE 1
PROJECT DISTRIBUTION

LEGEND

(15%) PROJECT DISTRIBUTION

165 BRADLEY PLACE
22-135 AL 07-11-22
REVISED 08-30-22

SIMMONS&WHITE
ENGINEERING | PLANNING | CONSULTING | SINCE 1982
Authorization No. 3452
2581 Metrocentre Blvd West • Suite 3 • West Palm Beach, Florida 33407 • (561) 478-7848

N
N.T.S.

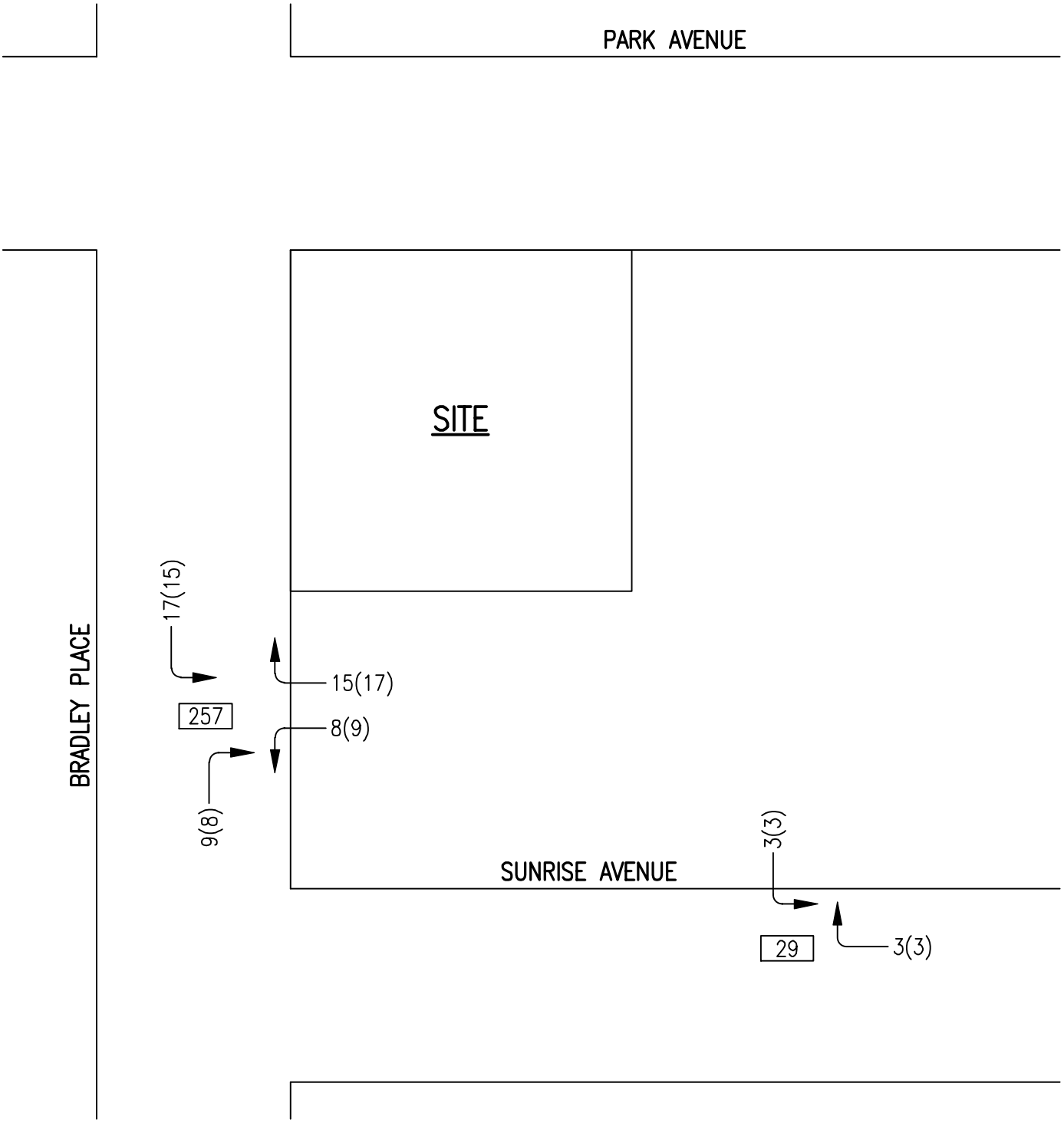


FIGURE 2
PROJECT TURNING MOVEMENTS

LEGEND

14	A.M. PEAK HOUR TURNING MOVEMENT
(18)	P.M. PEAK HOUR TURNING MOVEMENT
413	A.A.D.T.

165 BRADLEY PLACE
22-135 AL 07-11-22

TABLE 5
TEST 1 - PROJECT SIGNIFICANCE CALCULATION
AM PEAK HOUR

2026 BUILD OUT
DIRECTLY ACCESSED LINK(S)
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 11
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 9

STATION	ROADWAY	FROM	TO	PROJECT DISTRIBUTION	AM PEAK HOUR DIRECTIONAL PROJECT TRIPS	EXISTING LANES	CLASS	LOS D STANDARD*	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
N/A	SEMINOLE AVENUE	BRADLEY PLACE	N COUNTY ROAD	30%	3	2	II	810	0.37%	NO
N/A	SEMINOLE AVENUE	N COUNTY ROAD	N OCEAN BOULEVARD	0%	0	2	II	810	0.00%	NO
N/A	SUNRISE AVENUE	BRADLEY PLACE	N COUNTY ROAD	10%	1	2	II	810	0.12%	NO
N/A	SUNRISE AVENUE	N COUNTY ROAD	N OCEAN BOULEVARD	0%	0	2	II	810	0.00%	NO
N/A	ROYAL POINCIANA WAY	FLAGLER DRIVE	BRADLEY PLACE	10%	1	4D	II	1770	0.06%	NO
N/A	ROYAL POINCIANA WAY	BRADLEY PLACE	N COUNTY ROAD	10%	1	4D	II	1770	0.06%	NO
N/A	BRADLEY PLACE	SANFORD AVENUE	SEMINOLE AVENUE	30%	3	2	II	810	0.37%	NO
N/A	BRADLEY PLACE	SEMINOLE AVENUE	SITE	60%	7	2	II	810	0.86%	NO
N/A	BRADLEY PLACE	SITE	SUNRISE AVENUE	40%	4	2	II	810	0.49%	NO
N/A	BRADLEY PLACE	SUNRISE AVENUE	ROYAL POINCIANA WAY	30%	3	2	II	810	0.37%	NO
N/A	COCOANUT ROW	ROYAL POINCIANA WAY	ROYAL PALM WAY	10%	1	2	II	810	0.12%	NO
N/A	N COUNTY ROAD	WELLS ROAD	SEMINOLE AVENUE	30%	3	4	II	1680	0.18%	NO
N/A	N COUNTY ROAD	SEMINOLE AVENUE	SUNRISE AVENUE	0%	0	4	II	1680	0.00%	NO
N/A	N COUNTY ROAD	SUNRISE AVENUE	ROYAL POINCIANA WAY	10%	1	4	II	1680	0.06%	NO
N/A	N COUNTY ROAD	ROYAL POINCIANA WAY	PINE WALK	20%	2	4	II	1680	0.12%	NO

* LOS D link service volumes based on Table 12.B.2.C-1 1A of the Palm Beach County Unified Land Development Code Article 12 – Traffic Performance Standards.

SIMMONS & WHITE

ROYAL POINCIANA PLAYHOUSE

11/04/2021
Revised: 11/22/2021
Revised: 11/30/2021
Revised: 01/10/2021

TABLE 7
TRAFFIC GENERATION DIFFERENCE

	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
EXISTING DEVELOPMENT =	3,483	101	77	24	320	149	171
PROPOSED DEVELOPMENT =	4,362	110	82	28	404	209	195
INCREASE =	**879**	**9**	**5**	**4**	**84**	**60**	**24**

SIMMONS & WHITE
ENGINEERING | PLANNING | CONSULTING | SINCE 1982

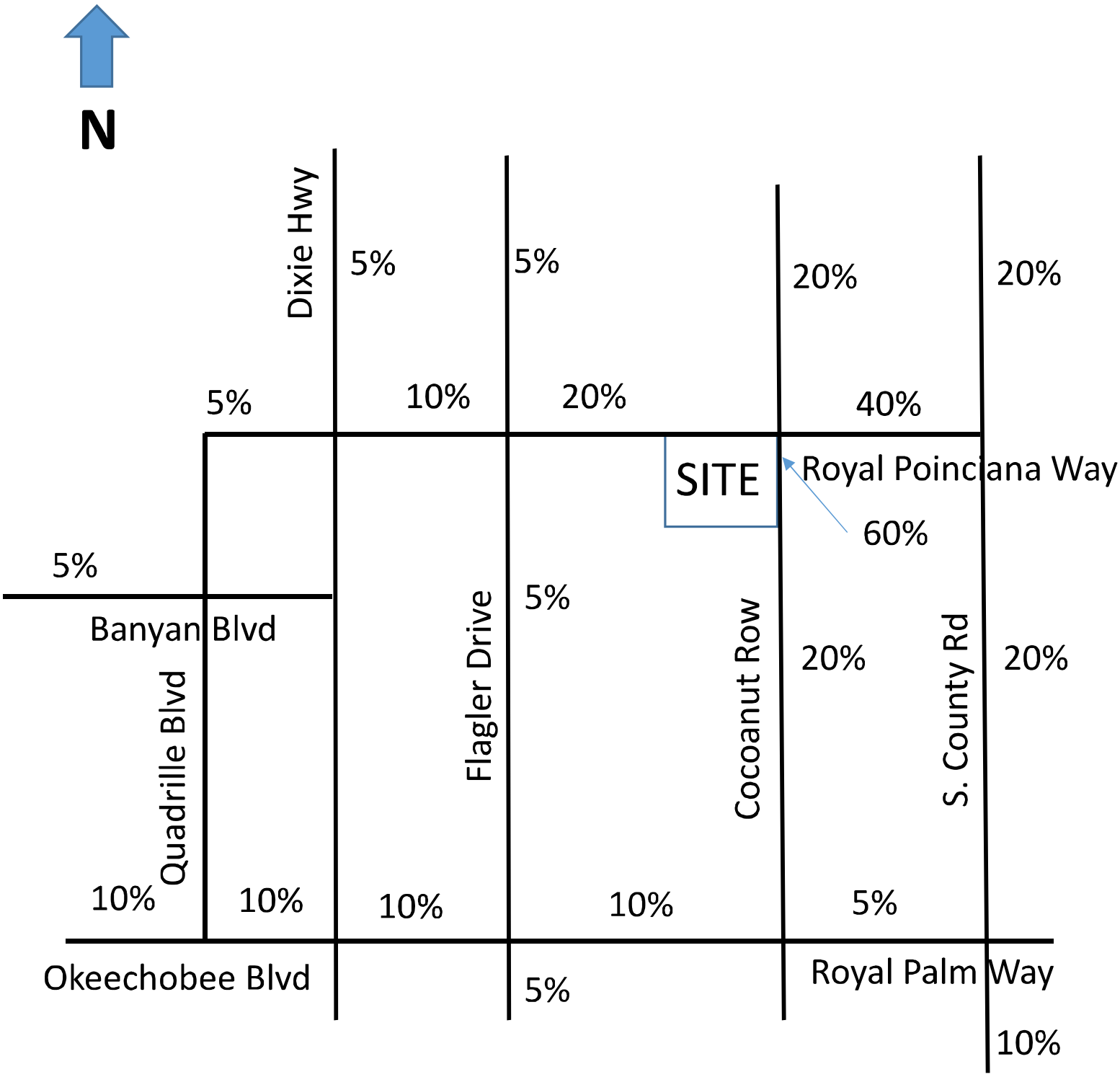


FIGURE 1 – Trip Distribution
Royal Poinciana Playhouse
Project # 21-119

SIMMONS & WHITE

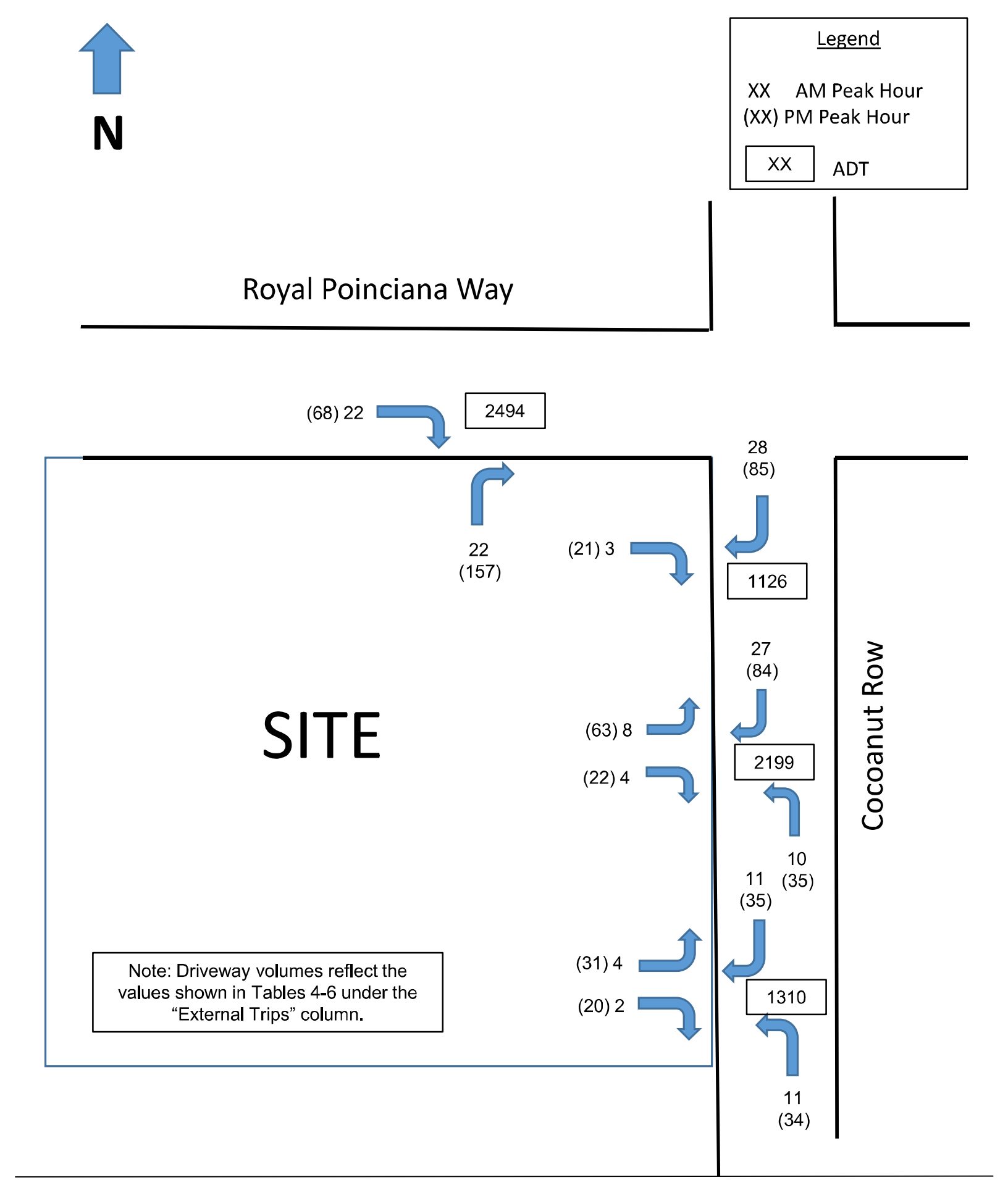


FIGURE 2 – Driveway Volumes
Royal Poinciana Playhouse
Project # 21-119

SIMMONS & WHITE

CFN 20210325510
OR BK 32681 PG 1224
RECORDED 07/13/2021 12:02:14
Palm Beach County, Florida
Joseph Abruzzo,Clerk
Pgs 1224 - 1238; (15pgs)

Prepared by and return to:
Maura Ziska, Esq.
Kochman & Ziska, PLC
222 Lakeview Ave. Suite 1500
West Palm Beach, FL 33401

AMENDED AND RESTATED DECLARATION OF USE AGREEMENT

Between

TOWN OF PALM BEACH

and

LR PALM HOUSE LLC
(F/K/A 160 ROYAL PALM LLC and ROYAL 160, LLC)

Dated July, 2021

AMENDED AND RESTATED DECLARATION OF USE AGREEMENT

THIS AMENDED AND RESTATED DECLARATION OF USE AGREEMENT ("Agreement") is made and entered into this 12th day of July, 2021 by and between the TOWN OF PALM BEACH, a Florida municipal corporation, 360 South County Road, Palm Beach, Florida 33480 (hereinafter the "Town"); and LR PALM HOUSE LLC, a Limited Liability Company, 160 Royal Palm Way, Palm Beach, Florida, 33480, hereinafter the ("Owner"), which terms "Town" and "Owner" will include and bind the successors and assigns of the parties, wherever the context so requires or admits.

W I T N E S S E T H:

WHEREAS the land described in Exhibit "A" attached hereto and made a part hereof (hereinafter referred to as "Land") is located within the municipal limits of the Town;

WHEREAS, title to all of the Land is held by the Owner;

WHEREAS, the Palm House Hotel (hereinafter referred to as the "Hotel") is located and operated on the Land at 160 Royal Palm Way in the Town;

WHEREAS, the Town and Owner's predecessors in title entered into a Declaration of Use Agreement, dated July 30, 2007 and recorded in Official Records Book 21987, Page 499, and an Amendment to the Declaration of Use Agreement, dated December 28, 2012 and recorded in Official Records Book 25694, Page 633, and a Second Amendment to the Declaration of Use Agreement, dated August 13, 2013 and recorded in Official Records Book 26251, Page 78, all in the Public Records of Palm Beach County, Florida (collectively, the "Prior Agreement");

WHEREAS, the Town Architectural Commission ("ARCOM") on October 28, 2020, December 18, 2020, and January 27, 2020, approved the Owner's Site Plan Application No. B-063-2020, as revised for each of the aforesaid hearings, and additionally, made recommendations to the Town Council for the Variances and Special exceptions necessary to construct the improvements reflected in such Application;

WHEREAS, the Town Council on January 13, 2021 and February 10, 2021, approved the Owner's Site Plan Review with Special Exceptions and Variances, as described in Zoning Application No. Z-20-00289, as revised for each of the aforesaid hearings, (collectively, such Town Council approvals are referenced hereafter as the "2021 Approvals"), allow the Owner to operate the Hotel with 79 keys (hotel rooms) subject to the conditions of the 2021 Approvals;

WHEREAS, the first level lobby and public spaces will be completed to include fine dining and lobby bar, with 88 indoor seats as well as 36 outdoor seats facing the new pool deck. The second floor dining that was previously approved has been eliminated to make room for the reconfigured hotel suites which include the new presidential suites.

WHEREAS, a condition of the 2021 Approvals is the execution and recordation of this Amended and Restated Declaration of Use Agreement which shall replace the Prior Agreements in their entireties and which has been required by the Town as one measure to regulate the use of

the Land and Hotel as authorized by such 2021 Approvals, mitigate any adverse impacts of such use, and assist in ensuring that said use shall not be adverse to the public interest;

WHEREAS, a draft of this Amended and Restated Declaration of Use Agreement was reviewed and approved by the Town Council at its Meeting of March 3, 2021;

WHEREAS, all of the representations made herein are true and accurate and the approval of the Site Plan Review with Special Exception and Variances application (Z-20-00289) is conditioned upon the representations made herein and all of the conditions herein imposed; and,

WHEREAS, in granting the 2021 Approvals, the Town Council relied upon the oral and written representations of the Owner both on the record and as part of the application process.

NOW, THEREFORE, in consideration of the mutual promises set forth herein, and in consideration of other good and valuable considerations, the receipt and sufficiency of which are hereby acknowledged, the Town and Owner agree that the Prior Agreements have been superseded and replaced in their entirety with this Amended and Restated Declaration of Use Agreement, and that the terms of the Amended and Restated Declaration and Use Agreement are as follows:

ARTICLE I
RECITALS

The recitals set forth above are true and correct and are incorporated herein and made a part hereof.

ARTICLE II
REPRESENTATION OF OWNERSHIP

Owner warrants and represents to the Town that:

a. Owner has full right to enter into this Amended and Restated Declaration of Use Agreement, and to bind the Land, Hotel, and itself to the terms hereof.

b. There are no covenants, restrictions or reservations of record which affect the Land that will prevent the use of the Hotel and Land in accordance with the terms and conditions of this Agreement or the 2021 Approvals.

c. This Agreement has been duly authorized and executed by the Owner and is valid and binding on the Owner as written. No additional consent to execution, delivery and performance of this Agreement by Owner is required from any person, partner, limited partner, member, creditor, investor, judicial or administrative body, governmental authority or other party in order to make this Agreement enforceable by the Town against Owner and its successors and assigns in accordance with the Agreement's terms.

d. The execution of this Amended and Restated Declaration of Use Agreement will not violate any restrictions, court orders or agreements to which Owner or the Land are subject.

e. This Agreement shall be superior to any mortgages on the Land. Owner shall ensure that this Agreement is recorded prior to the recording of any additional mortgages, and shall obtain and record subordination agreements from any mortgagees which may be recorded prior to the recordation of this Agreement.

ARTICLE III
HOTEL USE

The use of the Land shall be for hotel uses and accessory uses in compliance with all of the information and exhibits not inconsistent with the terms and conditions set forth herein and as set forth in the the zoning application (Z-20-00289) submitted, amended and approved by the Town Council to modify the previously approved Site Plan Review with Special Exceptions and Variances for the Hotel and Land on January 13, 2021 and February 10, 2021. The Town's 2021 Approvals remain subject to that provision of the Town Code that provides that no subsequent deviation may be made to the approved Site Plan Review with Special Exception and Variance application and plan packages from Cooper Cary and Wallace Surveying stamp dated August 25, 2020 and January 25, 2021 and made part of the approvals, except upon new application to and approval by the Town Council, and subject to the provisions of this Agreement. Any additional uses of the Hotel and Land shall be subject to approval by the applicable governmental authority including but not limited to the Town Council of the Town, the Architectural Commission of the Town, Palm Beach County, the State of Florida, the United States Government, and/or any agencies under any of the foregoing governmental authorities.

ARTICLE IV
CONDITIONS OF APPROVAL

The following conditions of approval are imposed by the Town and accepted by the Owner as for the operation of the Hotel in accordance with the 2007, 2012 and 2021 Approvals:

1. All parking at that Hotel and Land shall be valet managed with a valet parking permit approved by the Town Police Chief. Valet parking shall not be permitted on Brazilian Avenue. If it is determined by the Town Manager, or his designee, that the valet parking operation at the Hotel and Land is not working properly, the Town has the right to require measures as deemed necessary, including additional valet parking personnel or special duty officer(s), to resolve the issue(s). Further, the Town Council has the ability to place on their monthly agenda a discussion and resolution of any confirmed parking problem and/or requested parking revision, made by either the Town or the Owner, for a period of three (3) years, which will begin on the date the certificate of occupancy is issued for the Hotel. Before placing a discussion and resolution on any Town Council agenda, notice will be provided to the Owner in accordance with Article V, Provision for Notice, found in this Agreement.

2. The first-floor dining room is approved for 88 seats and an additional 36 seats are approved for outdoor dining on the covered pool loggia. The dining room may serve meals to the public and hotel guests from 5:00 AM to 1:00 AM. Outside dining shall be allowed from 9:00 AM to 10:00 PM on the covered loggia. These restrictions shall not preclude 24-hour room service.

3. Pool Hours shall be from 9:00 AM to 9:00 PM and Poolside beverage and food service shall be allowed between 11 AM and 8:30 PM.

4. No hotel guests, or other social or leisure activity or entertainment of any kind will be permitted on the roof of the hotel, the function room roof, or other accessory building roofs.

5. Recorded or live music or entertainment shall be allowed inside the hotel building from 9:00 AM to 11:30 PM, except New Years Eve where recorded or live music or entertainment shall be allowed until 12:30 AM.

6. There will be no outdoor music (live or recorded), no outdoor live entertainment, and no outdoor amplified sound permitted anywhere on the Land, with the exception of background live or background recorded music which will be permitted on the pool deck from 11:00 AM to 8:30 PM. "Background live or background recorded music" is defined as music having a low enough volume that normal conversation can be held over the music. Background live or background recorded music shall have speakers for same directed to the North.

7 Function Room shall be allowed 175 seats. No sooner than three (3) months from the date of certificate of occupancy, the Owner or Town can come back to the Town Council to determine if the seating is working and to address any issues. The number of seats in the Function Room shall not exceed a maximum of 200.

8. The Function Room's hours for functions (including recorded or live music or other entertainment associated therewith) shall be limited to 12:00 PM to 11:30 PM for each function. Ancillary activities for preparation and set up for functions shall commence no earlier than 9:00 AM, and all take down and cleanup operations after functions shall cease no later than 11:30 PM.

9. All newly constructed lights in the Parking lot shall be low level so that they shine downward and do not produce any light or glare which would adversely affect surrounding properties.

10. The buildings shall be equipped with a fire alarm and fire suppression system as approved by the Fire Marshal per the provisions in NFPA 1; NFPA 101: Life Safety Code, the 2018 Edition – Chapter 29 Existing Hotels and Dormitories NFPA 101: Life Safety Code; and the 2018 Edition - Chapter 13 Existing Assembly Occupancies.

11. The Owner shall provide a minimum of 30 employee parking spaces and an employee shuttle service from the Monday prior to Thanksgiving through April 30 at an off-site location(s) within 15 minutes average driving time from the Hotel. This location shall not be within the Town limits unless specifically allowed for in Chapter 134 Zoning, Article

IX, Off-Street Parking and Loading, of the Town Code of Ordinances. The Owner shall inform the Town in writing of the off-site parking location(s) outside the Town's jurisdiction. It shall be the Owner's responsibility to immediately inform the Town in writing of the loss of said parking area and make arrangements for the necessary approval(s) for alternate locations(s). Failure to insure that the off-site location is allowed by the jurisdiction in which said parking is located, or the loss of said parking may result in a reduction in dining room seating. That determination will be made by the Town Council at the earliest Town Council meeting after the Town becomes aware of the situation.

12. The demolition and construction contemplated by the Approval shall be conducted pursuant to Phase I and Phase II Construction Management Agreements entered into between the Hotel Owners and Town prior to the issuance of a building permit for said demolition or construction. Phase I shall be approved by Town Staff and Phase II by the Town Council.

    The Phase II Construction Management Agreements shall be considered by the Town Council at the July 14, 2021 Council meeting when the contractor has been retained and can attend the Council meeting to answer any question about the construction schedule in the Agreement. The Phase II Agreement shall address, among other things: phasing, concrete pours, worker parking, de-watering, lighting, materials delivery & storage, construction hours, demolition, noise, dust, rodent control, security, project management, coordination with the Town, the construction schedule and remedies for violation of the Agreements.

13. The Town shall have the right to conduct inspections on the Land and within the Hotel on a periodic basis to ascertain compliance with this Agreement. Failure to allow an inspection by the Town will constitute a violation of this Agreement.

14. There shall be no chairs for guests at the pool service building. Additionally, the Bar shall have no seats or seating area. When the Event Area/Grass Lawn is not being used for pre-function events, food and beverages shall only be dispensed from the Bar and Pantry near and within the pool service building to Hotel wait staff (such that no "walk-up" ordering or service shall be permitted to hotel guests, invitees, or members of the general public, or function room invitees). During the time period that the Event Lawn/Grass Area is being used for a pre-function event, food and beverages can be dispensed from the bar and pantry near and within the pool service building to wait staff, or if the pre-function event has an "open bar" (i.e. where beverages are provided to persons without such persons paying for same with cash, cards, or room keys), food and beverages can be dispensed to Function Room invitees on a "walk-up" basis.

15. The grass lawn area east of the swimming pool shall be a passive area and shall only be used for pre-function events related to a function in the Function Room from 12:00 PM to 8:00 PM. Tents shall be prohibited in the grass lawn area east of the swimming pool area.

16. The grass lawn area east of the swimming pool shall be used only for noise controlled, passive pre-function events which may occur only between the hours of 12:00 P.M. and 8:00 P.M. on any day. The grass lawn area east of the swimming pool shall not be used

for sunbathing, nor be used for any other assemblies that are not incident to a scheduled Function Room event.

17. Any violation of the noise ordinance as verified by a Town official shall be deemed a violation of this Agreement.

18. Landscape material as approved by the Architectural Commission on December 16, 2020 (B-063-2020) shall be maintained by Owner. Any modification to the perimeter landscaping is required to be approved by the Architectural Commission and cannot be staff approved.

19. The Owner shall construct and maintain the Hotel so as to achieve and preserve the Minimum Sound Transmission Rating (STC) as identified in Exhibit "B."

20. Prior to the issuance of a building permit, the property owner voluntarily commits to either provide a recorded utility easement or an easement agreement satisfactory to the Town that ensures a recorded easement will be granted, if necessary, to underground utilities in the area.

21. Maintenance Provisions:

(a) The Hotel and Land shall at all times be continually maintained with the upmost standards of a first class hotel and will comply with all ordinances, rules and regulations of the Town of Palm Beach, Palm Beach County, and State of Florida, (and each of the foregoing governmental entity's respective districts, departments, and agencies) as to maintenance, health and safety standards.

(b) Without limiting the foregoing paragraph 18 (a), all buildings and improvements shall be maintained in a first-class condition, especially as to the exterior appearance. Painting and other exterior maintenance shall be periodically performed as reasonably required. No excessive and/or unsightly mildew, rust deposits, dirt, graffiti, or deterioration shall be permitted to accumulate on any building or other improvement. The glass in windows and in glass sliding doors shall not be cracked or broken. Building openings shall not be boarded up. Foundations, exterior walls, and roofs shall be weather-tight and shall be maintained in good repair. All appurtenances to any structure, such as awnings, shutters, doors, rails, and light fixtures shall be securely attached and in working condition, and shall not be broken, hanging loose, or falling away from the structure. All walls and fences (and the transformer gate located south of the Function Room building) shall be maintained in good repair and in an upright condition and shall be free from graffiti, or broken, cracked, or leaning sections, or loose component pieces.

(c) All landscaping within the Land shall be regularly maintained with proper horticultural and arboricultural practices, including without limitation such replanting and, as is from time to time necessary, mowing, trimming, fertilization, and weed, insect, and disease control. All dead or diseased sod, trees, plants, shrubs, or flowers shall be promptly replaced.

(d) Maintenance (including the maintenance of the swimming pool and all hard surfaced areas) or other actions reasonably required by the Town to meet the forgoing Maintenance Provisions in Paragraph 21 shall be commenced and completed within a commercially reasonable time period as determined by the Town Director of Planning, Zoning, and Building Department within the exclusive reasonable exercise of his or her discretion, and a failure to maintain or take other curative action as so reasonably required shall be subject to being treated by the Town as a violation of the terms and conditions of this Agreement. The Maintenance Provisions of this Declaration of Use Agreement provide the Town with supplemental means to assure that the buildings and improvements on the Land are maintained, and shall not create any obligation on the Town (or its officials, officers or employees) to conduct such maintenance or enforce the Maintenance Provisions of this Declaration of Use Agreement. Further, the Maintenance Provisions of this Declaration of Use Agreement shall not prevent the Town from enforcing any building or structure maintenance or appearance law or regulation the Town may currently enforce, or that may from time to time become applicable in the future.

ARTICLE V
PROVISIONS FOR NOTICE

1. For the issuance of any notice regarding the performance of the terms of the Agreement, notice shall be provided.

   To the Town Manager:

   The Town of Palm Beach, Town Hall
   360 S. County Road
   Palm Beach, FL 33480

   To the Owner:

   Neil Kirk
   LR Palm House LLC
   L + R Hotels
   8th Floor, South Block
   55 Baker Street
   London W1U 8EW

2. In the event the Owner or the Town wishes to delete or amend any portion of this Agreement, or add provisions to this Agreement, or execute another Agreement having the effect or releasing or altering or replacing all or any portion of this Agreement, then in addition to any notice requirement contained in the Town's Code or Land Development Regulations, the Owner shall be required to send a minimum fifteen (15) calendar day advanced written notice (measured by date of postmark) by First Class Mail to each land owner owning land within 200' of the Land's exterior property line (as such land owners are disclosed by the then most recent ad valorem tax roll). The Notice shall include the date, time, and place of any Town Meeting or

hearing when the items in the preceding sentence are to be considered, and a summary of what will be considered, and the name and phone number of a Town Official who may be contacted for further information.

ARTICLE VI
PROVISIONS TO RUN WITH LAND/RECORDING

This Agreement shall run with the Land and shall be binding upon the Owner and its respective legal representatives and successors and assigns. This Agreement shall be recorded by the Owner in the Official Records of Palm Beach County, Florida upon full execution by the parties hereto.

ARTICLE VII
REMEDIES FOR VIOLATION

Upon determination by the Director of Planning, Zoning and Building Department of a violation of any of the terms or conditions of this Agreement or any other provision in the Town Code of Ordinances, and upon notice in writing from the Town to Owner or Owner's representative of said violation(s) and the date upon which said violations(s) shall be corrected, owner or owner's successors or assigns shall pay to the Town a liquidated amount of $2,000 per violation. Said liquidated amount shall accrue on a per day basis for each day a violation of this Agreement exists. In addition, in the event a violation remains uncorrected beyond the date noticed for correction by the Director of the Planning, Zoning and Building Department, this Agreement may be reconsidered by the Town Council at a future meeting upon thirty days notification to the Owner. The Town Council may, upon a finding of violation, alter this Agreement or rescind the approval of the use.

In the event Owner disputes the determination of the Director of Planning, Zoning & Building Department of the violation of the conditions of this Agreement, or in the event the Owner disputes any code violation, owner may appeal the determination of the Director of the Planning, Zoning & Building Department to the Town Council, said appeal to be filed no later than fifteen (15) days of the written notice of violation.

In addition to the above, the Town shall have all remedies available at law and equity in order to enforce the terms of this Agreement including but not limited to (a) the TOWN's code enforcement procedures; (b) all remedies otherwise offered in the Town's Code of Ordinances; and (c) injunction, specific performance, and any and all other equitable relief through the civil courts in and for Palm Beach County for the State of Florida. In the event the Town is required to seek injunctive relief, it shall not be required to post bond and it shall not be required to demonstrate irreparable harm or injury to secure an injunction to enforce the terms of this Agreement. Additionally, in the event of any breach, default or non performance of this Agreement, or any of its covenants, agreements terms or conditions, the Town shall be entitled to recover its costs, expenses and reasonable attorneys' fees insofar as the Town prevails, either before or as a result of litigation, including appeals.

ARTICLE VIII
MISCELLANEOUS

This Amended and Restated Declaration of Use, as identified herein, supersedes all previous agreements, as recorded in Official Records Book 21987, Page 499 and Amendment to the Agreement as recorded in Official Records Book 25694, Page 633 and Second Amendment to the Agreement as recorded in Official Records Book 26251, Page 78, of the Public Records of Palm Beach County.

Wherever the word "laws" appears in this Agreement, it shall be deemed to include all ordinances, rules, and regulations as well as laws of the appropriate governmental authorities. This Agreement may not be amended except by written instrument signed by all parties hereto. Paragraph headings are inserted for convenience only and shall not be read to enlarge, construe, restrict or modify the provisions hereof. All references to numbered or lettered paragraphs, subparagraphs and exhibits refer (unless the context indicates otherwise) to paragraphs and subparagraphs of this Agreement and to exhibits attached hereto, which exhibits are by this reference made a part hereof. This Agreement shall be binding upon the parties hereto and upon their successors and assigns. In the event of the invalidity of any provision of this Agreement, same shall be deemed stricken here from and this Agreement shall continue in full force and effect as if such invalid provision were never a part hereof. This Agreement shall be governed by and construed in accordance with the laws of the State of Florida.

IN WITNESS WHEREOF the parties have hereunto set their hands and seals the day and year first above.

Signed, sealed, and delivered
In the presence of:

CAROLYN S. STONE

TATIANNA GONZALES

NINA TOSCANO

TOWN OF PALM BEACH

By: _____
Danielle Moore, Mayor

By: _____
Margaret Zeidman, President
Town Council

By: _____
Kirk Blouin
Town Manager

LR PALM HOUSE LLC

By: _____
Robert S. Mautner, President of the Manager

STATE OF FLORIDA)
) ss.
COUNTY OF PALM BEACH)

The foregoing instrument was acknowledged before me by means of ☒ physical presence or ☐ online notarization, this 12th day of July, 2021, by Danielle Moore, the Mayor of the Town of Palm Beach, a Florida municipal corporation, on behalf of the corporation/limited liability company/partnership, who ☒ is personally known to me or who ☐ has produced _____ as identification.

Notary Public – State of Florida

Notary Seal: ANTONETTE M. FABRIZI Notary Public - State of Florida Commission # GG 274108 My Comm. Expires Nov 5, 2022 Bonded through National Notary Assn.

STATE OF FLORIDA)
) ss.
COUNTY OF PALM BEACH)

The foregoing instrument was acknowledged before me by means of ☒ physical presence or ☐ online notarization, this 9th day of July, 2021, by Margaret Ziedman, the President of the Town Council of the Town of Palm Beach, a Florida municipal corporation, on behalf of the corporation/limited liability company/partnership, who ☒ is personally known to me or who ☐ has produced _____ as identification.

Notary Public – State of Florida

Notary Seal: ANTONETTE M. FABRIZI Notary Public - State of Florida Commission # GG 274108 My Comm. Expires Nov 5, 2022 Bonded through National Notary Assn.

STATE OF FLORIDA)
) ss.
COUNTY OF PALM BEACH)

The foregoing instrument was acknowledged before me by means of ☒ physical presence or ☐ online notarization, this 9TH day of July, 2021, by Kirk Blouin, the Town Manager of the Town of Palm Beach, a Florida municipal corporation, on behalf of the corporation/limited liability company/partnership, who ☒ is personally known to me or who ☐ has produced _____ as identification.

Notary Public – State of Florida

Notary Seal

NINA M. TOSCANO
Notary Public - State of Florida
Commission # HH 121009
My Comm. Expires May 12, 2025
Bonded through National Notary Assn.

STATE OF Wyoming)
) ss.
COUNTY OF Teton)

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☒ online notarization, this 9th day of June, 2021, by Robert S. Mautner the President ~~of the Manager~~ of LR Palm House LLC, a Delaware limited liability company, on behalf of the corporation/limited liability company/partnership, who ☒ is personally known to me or who ☐ has produced _____ as identification.

Notary Public

Notary Seal

BRITTANY A. GALE - NOTARY PUBLIC
COUNTY OF TETON
STATE OF WYOMING
MY COMMISSION EXPIRES JAN. 22, 2022

APPROVED AS TO LEGAL FORM AND SUFFICIENCY:

John C. Randolph
Town Attorney

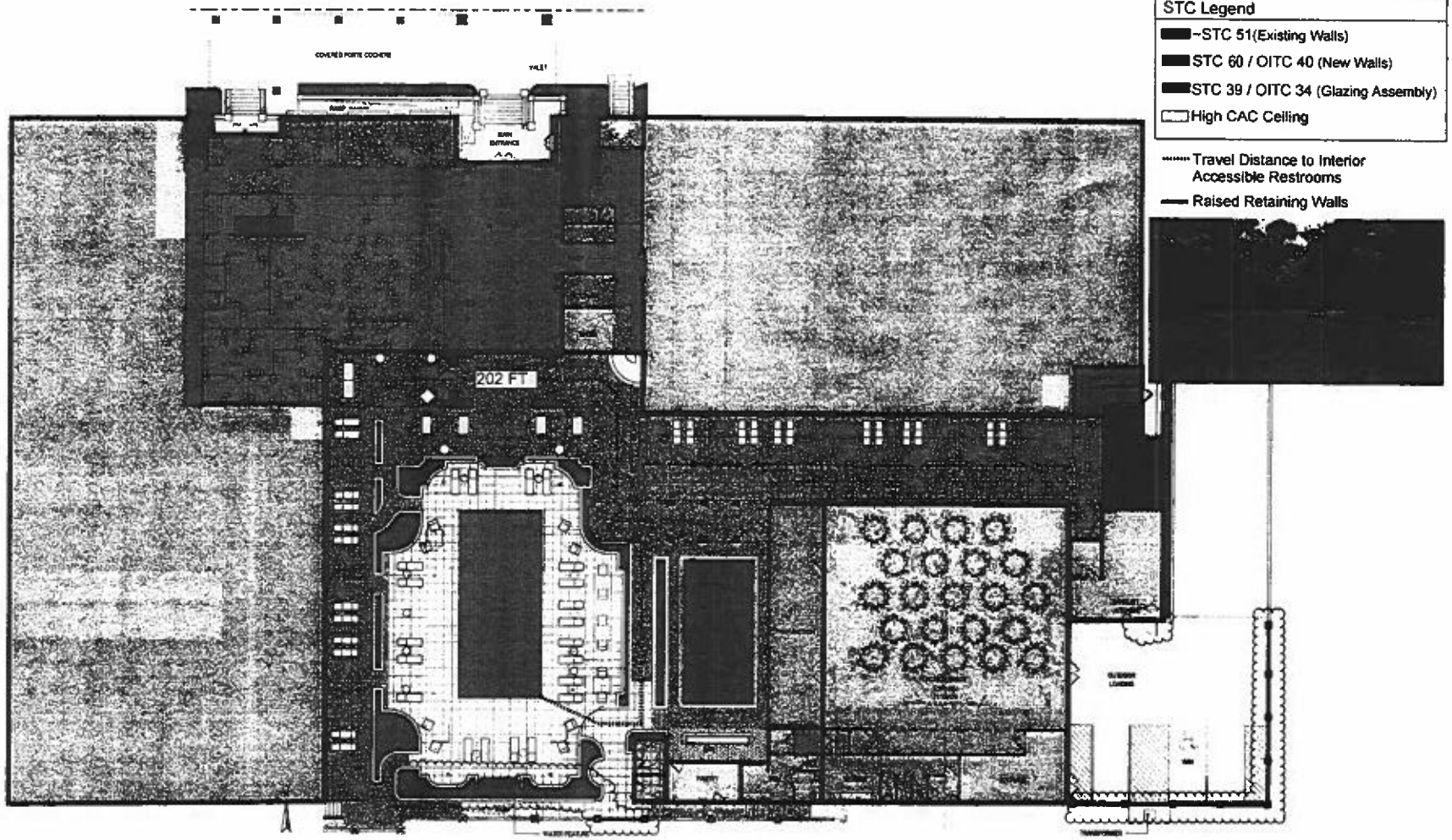
RECOMMEND APPROVAL:

Paul Castro, AICP
Zoning ~~Administrator~~ Manager

Exhibit "A"

Legal Description of the Land:

Being Lots 31, 32 and 33, Block F, Royal Park Addition, a subdivision in the Town of Palm Beach, Palm Beach County, Florida, as recorded in Plat Book 4, Page 1, Public Records of Palm Beach County , Florida.



FIRST LEVEL SEATING PLAN

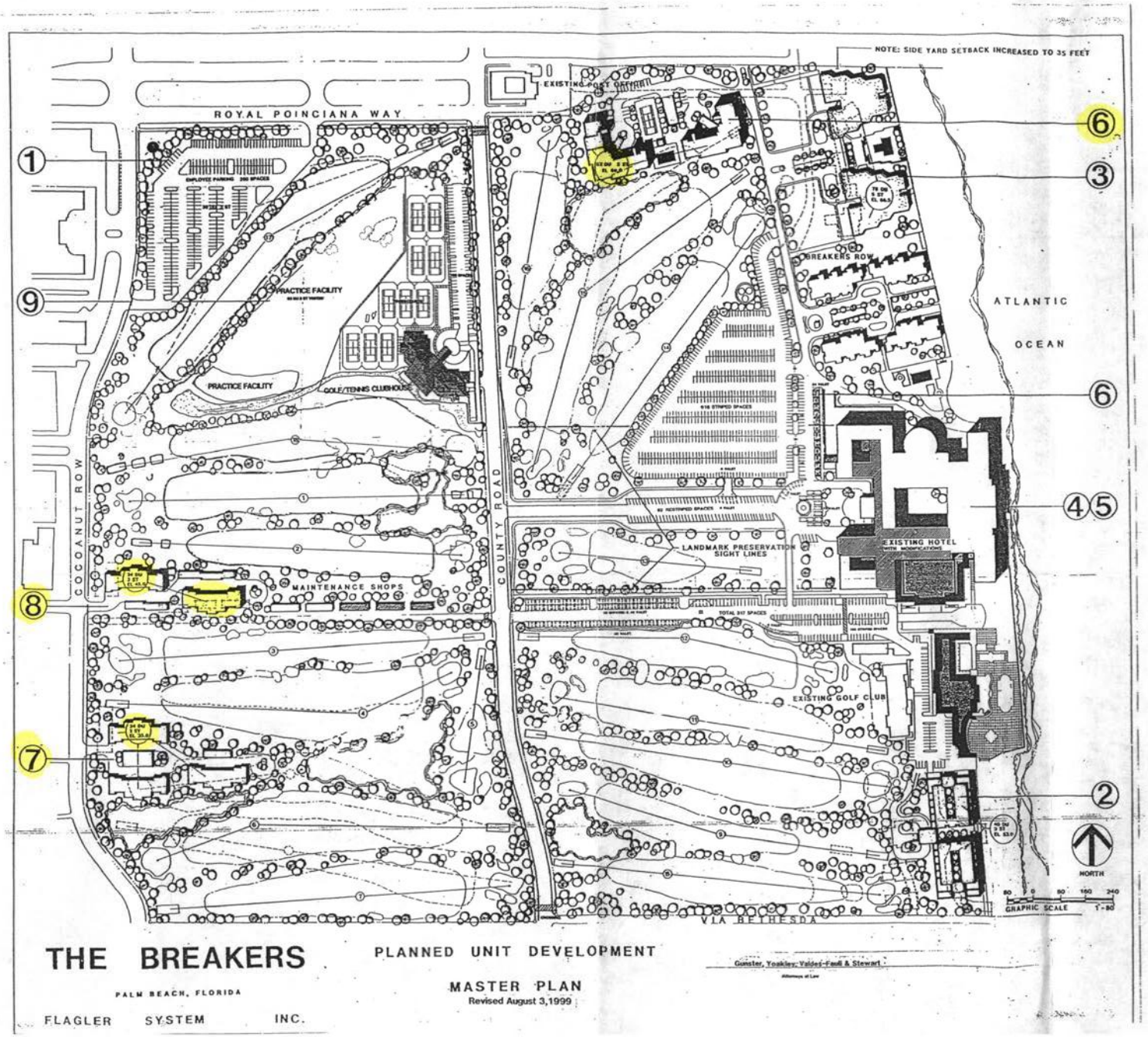
A201.B2

The Palm House Hotel

EXHIBIT B

COOPER CARRY

STATE OF FLORIDA - PALM BEACH COUNTY
I hereby certify that the foregoing is a true copy of the record in my office with redactions, if any as required by law.
THIS 13th DAY OF Dec, 2021
JOSEPH ABRUZZO
CLERK OF THE CIRCUIT COURT & COMPTROLLER
By _____
Deputy Clerk



THE BREAKERS

PALM BEACH, FLORIDA

FLAGLER SYSTEM INC.

PLANNED UNIT DEVELOPMENT

MASTER PLAN

Revised August 3,1999

Gunster, Yoakley, Valdes-Fauli & Stewart

TURNING MOVEMENT COUNTS (AM PEAK) 8:45 AM													
7. S County Rd & Royal Palm Way	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	310	208	183	0	119	29	104	164	21	4	296	297
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	310	208	183	0	119	29	104	164	21	4	296	297
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	334	224	197	0	128	31	112	177	23	4	319	320
	BREAKERS PUD	4		3				1	1			4	7
	Palm House		20		5	15	1			6	2		
	West Palm Beach Commited Trips Rpalm	55	38	33		14		12					34
	2029 FUTURE TRAFFIC	393	282	233	5	157	32	125	178	29	6	323	361

TURNING MOVEMENT COUNTS (PM PEAK) 3:15 PM													
7. S County Rd & Royal Palm Way	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	282	223	218	0	240	30	254	223	21	5	309	310
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	282	223	218	0	240	30	254	223	21	5	309	310
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	304	240	235	0	259	32	274	240	23	5	333	334
	BREAKERS PUD	6		2				4	4			3	5
	Palm House		19		6	20	1			5	1		
	West Palm Beach Commited Trips Rpalm	40	31	30		43		45					54
	2029 FUTURE TRAFFIC	350	290	267	6	322	33	323	244	28	6	336	393

TURNING MOVEMENT COUNTS (MID PEAK) 12:30 PM TO 1:30 PM													
7. S County Rd & Royal Palm Way	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	372	179	196	2	110	41	173	262	36	4	355	422
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	372	179	196	2	110	41	173	262	36	4	355	422
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	401	193	211	2	119	44	186	282	39	4	382	455
	Palm House		26		6	20	1			9	2		
	2029 FUTURE TRAFFIC	401	219	211	8	139	45	186	282	48	6	382	455

TURNING MOVEMENT COUNTS (AM PEAK) 8:45 AM													
16.Cocoanut Rw & Royal Poinciana													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	297	812	30	0	469	39	84	40	13	69	61	103
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	297	812	30	0	469	39	84	40	13	69	61	103
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	320	875	32	0	505	42	90	43	14	74	66	111
	Royal Poinciana Playhouse	1											1
	BREAKERS PUD	7	2			7	1				4		21
	Palm House		20			15							
	West Palm Beach Commited Trips RPalm	43	126			60		11					14
	2029 FUTURE TRAFFIC	371	1023	32	0	587	43	101	43	14	78	66	147
	S Lake Drive One Way SB	371	1023	32	0	587	43	133	54	17	78	66	147

TURNING MOVEMENT COUNTS (PM PEAK) 3:45 PM													
16. Cocoanut Rw & Royal Poinciana													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	226	621	37	0	847	52	224	54	5	78	67	349
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	226	621	37	0	847	52	224	54	5	78	67	349
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	243	669	40	0	912	56	241	58	5	84	72	376
	Royal Poinciana Playhouse	6	0	0	0	0	3				1	0	2
	BREAKERS PUD	21	6			5	4				2		13
	Palm House		19			20							
	West Palm Beach Commited Trips RPalm	37	101	6		142		38					58
	2029 FUTURE TRAFFIC	307	795	46	0	1079	63	279	58	5	87	72	449
	S Lake Drive One Way SB	307	795	46	0	1079	63	349	83	12	87	72	449

TURNING MOVEMENT COUNTS (MID PEAK) 12:00PM to 1:00 PM													
16.Cocoanut Rw & Royal Poinciana													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	156	755	44	1	657	86	144	87	24	47	16	339
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	156	755	44	1	657	86	144	87	24	47	16	339
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	168	813	47	1	708	93	155	94	26	51	17	365
	Royal Poinciana Playhouse												
	Palm House		26			20							
	2029 FUTURE TRAFFIC	168	839	47	1	728	93	155	94	26	51	17	365
	S Lake Drive One Way SB	168	839	47	1	728	93	182	103	28	51	17	365

TURNING MOVEMENT COUNTS (AM PEAK) 10:00 AM													
23. Cocoanut Row & Seaview Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	0	0	0	0	27	146	0	0	0	0	0	22
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	0	0	0	0	27	146	0	0	0	0	0	22
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	0	0	0	0	29	157	0	0	0	0	0	24
	2029 FUTURE TRAFFIC	0	0	0	0	29	157	0	0	0	0	0	24

TURNING MOVEMENT COUNTS (PM PEAK) 3:00 PM													
23. Cocoanut Row & Seaview Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	0	0	0	0	52	208	0	0	0	1	0	20
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	0	0	0	0	52	208	0	0	0	1	0	20
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	0	0	0	0	56	224	0	0	0	1	0	22
	2029 FUTURE TRAFFIC	0	0	0	0	56	224	0	0	0	1	0	22

TURNING MOVEMENT COUNTS (MID PEAK) 1:30 PM to 2:30 PM													
23. Cocoanut Row & Seaview Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	0	0	0	0	44	246	0	0	0	2	0	20
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	0	0	0	0	44	246	0	0	0	2	0	20
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	0	0	0	0	47	265	0	0	0	2	0	22
	2029 FUTURE TRAFFIC	0	0	0	0	47	265	0	0	0	2	0	22

TURNING MOVEMENT COUNTS (AM PEAK) 8:45 AM													
9.County Rd & Royal Poinciana W													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	325	115	200	14	38	8	212	475	42	0	339	234
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	325	115	200	14	38	8	212	475	42	0	339	234
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	350	124	215	15	41	9	228	512	45	0	365	252
	184 Sunset Ave LOW RISE	2							3			9	7
	BREAKERS PUD		10		13	29	2			4			
	West Palm Beach Commited Trips	39	13	24				29					32
	2029 FUTURE TRAFFIC	391	147	239	28	70	11	257	515	49	0	374	291

TURNING MOVEMENT COUNTS (PM PEAK) 3:00 PM													
9.County Rd & Royal Poinciana W													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	177	66	228	42	87	16	217	364	32	0	502	375
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	177	66	228	42	87	16	217	364	32	0	502	375
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	191	71	246	45	94	17	234	392	34	0	541	404
	184 Sunset Ave LOW RISE	6							8			5	3
	BREAKERS PUD		27		10	21	2			10			
	West Palm Beach Commited Trips	28	12	36				32					54
	2029 FUTURE TRAFFIC	225	110	282	55	115	19	266	400	44	0	546	461

TURNING MOVEMENT COUNTS (MID PEAK) 12:30 PM TO 1:30 PM													
9.County Rd & Royal Poinciana W													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	159	45	319	25	57	2	259	571	25	0	568	256
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	159	45	319	25	57	2	259	571	25	0	568	256
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	171	48	344	27	61	2	279	615	27	0	612	276
	2029 FUTURE TRAFFIC	171	48	344	27	61	2	279	615	27	0	612	276

TURNING MOVEMENT COUNTS (AM PEAK) 8:30 AM													
15. Cocoanut Rw & Royal Poinciana													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	464	679	156	84	313	71	73	195	63	0	82	220
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	464	679	156	84	313	71	73	195	63	0	82	220
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	500	731	168	90	337	76	79	210	68	0	88	237
	Royal Poinciana Playhouse			1	2		1	1	1	2		1	
	Alef School 165 Bradley Place	1					1		1		1	1	1
	184 Sunset Ave LOW RISE	2	2			7							7
	BREAKERS PUD		8	6	2	26		18	8	1		3	
	West Palm Beach Commited Trips	52	76	18		61		14					43
	2029 FUTURE TRAFFIC	555	817	193	94	431	78	112	220	71	1	93	288

TURNING MOVEMENT COUNTS (PM PEAK) 3:15 PM													
15. Cocoanut Rw & Royal Poinciana													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	295	372	106	82	640	44	234	188	76	0	120	563
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	295	372	106	82	640	44	234	188	76	0	120	563
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	318	401	114	88	689	47	252	203	82	0	129	607
	Royal Poinciana Playhouse	5	7	12	24	0	0	2	2	2	0	12	0
	184 Sunset Ave LOW RISE	5	6			3							3
	Alef School 165 Bradley Place	1							1			1	1
	BREAKERS PUD		23	18	4	19		11	4	4		7	
	West Palm Beach Commited Trips	59	75	21		86		30					75
	2029 FUTURE TRAFFIC	388	512	165	116	797	47	295	210	88	0	149	686

TURNING MOVEMENT COUNTS (MID PEAK) 2:00 PM to 3:00 PM													
15. Cocoanut Rw & Royal Poinciana													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	315	418	131	96	541	73	216	156	87	1	140	481
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	315	418	131	96	541	73	216	156	87	1	140	481
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	339	450	141	103	583	79	233	168	94	1	151	518
	2029 FUTURE TRAFFIC	339	450	141	103	583	79	233	168	94	1	151	518

TRIP GENERATION ANALYSIS

The daily and peak hour trip generation potential for the proposed redevelopment plan was calculated based on trip generation rates published by Palm Beach County. The Palm Beach County trip generation rates are primarily based on *Trip Generation, 11th Edition*, published by the Institute of Transportation Engineers (ITE).

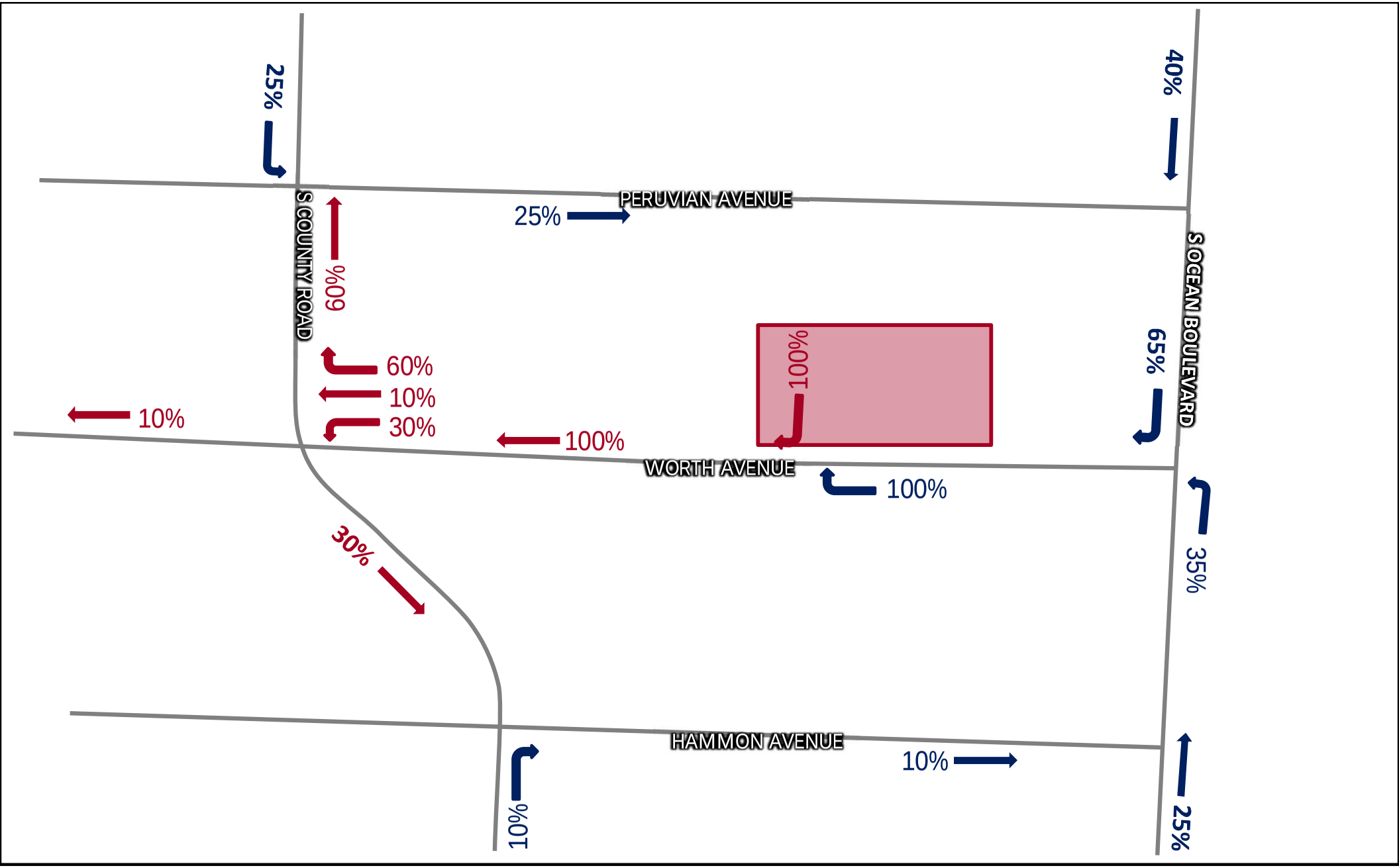
As shown in Table 2, the proposed redevelopment results in a net increase of 10 net new external daily trips, an increase of 4 net new external AM peak hour trips (+5 in, -1 out), and 3 net new external PM peak hour trips (-1 in, +4 out), which was used for significance determination under Test 1 and Test 2 analyses. The table summarizing the Palm Beach County Traffic Division's trip generation rates and equations have been attached for reference. Internal capture calculations are also attached for reference.

Table 2: Trip Generation Comparative Analysis

Land Use	Intensity			Daily Trips	AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out
Existing Scenario >5 Years										
General Office (10k - 250k SF GFA)	41.926 KSF			454	64	56	8	60	10	50
Stip Retail Plaza (<40 KSF)	10.501 KSF			572	25	15	10	69	35	34
			Subtotal	*1,026*	*89*	*71*	*18*	*129*	*45*	*84*
Internal Capture	Daily	AM	PM							
General Office (10k - 250k SF GFA)	20.7%	6.3%	6.7%	94	4	2	2	4	1	3
Stip Retail Plaza (<40 KSF)	16.4%	16.0%	5.8%	94	4	2	2	4	3	1
Subtotal	18.3%	*9.0%*	*6.2%*	*188*	*8*	*4*	*4*	*8*	*4*	*4*
Pass-By Capture										
General Office (10k - 250k SF GFA)	10.0%			36	6	5	1	6	1	5
Stip Retail Plaza (<40 KSF)	63.0%			301	13	8	5	41	20	21
			Subtotal	*337*	*19*	*13*	*6*	*47*	*21*	*26*
Driveway Volumes				838	81	67	14	121	41	80
Net New External Trips				501	62	54	8	74	20	54
Proposed Scenario										
General Office (10k - 250k SF GFA)	51.927 KSF			563	79	70	9	75	13	62
Stip Retail Plaza (<40 KSF)	21.294 KSF			1,159	50	30	20	140	70	70
			Subtotal	*1,722*	*129*	*100*	*29*	*215*	*83*	*132*
Internal Capture	Daily	AM	PM							
General Office (10k - 250k SF GFA)	20.8%	7.6%	9.3%	117	6	3	3	7	1	6
Stip Retail Plaza (<40 KSF)	10.1%	12.0%	5.0%	117	6	3	3	7	6	1
Subtotal	*13.6%*	*9.3%*	*6.5%*	*234*	*12*	*6*	*6*	*14*	*7*	*7*
Pass-By Capture										
General Office (10k - 250k SF GFA)	10.0%			45	7	7	0	7	1	6
Stip Retail Plaza (<40 KSF)	63.0%			656	28	17	11	84	40	44
			Subtotal	*701*	*35*	*24*	*11*	*91*	*41*	*50*
Driveway Volumes				1,488	117	94	23	201	76	125
Net New External Trips				787	82	70	12	110	35	75
Proposed Net External Trips - Existing Net External Trips				286	20	16	4	36	15	21
Radius of Development Influence:				0.5 miles						

Land Use	Daily	AM Peak Hour	PM Peak Hour	Pass By
General Office (10k - 250k SF GFA)	10.84 trips/1,000 SF	1.52 trips/1,000 SF (88% in, 12% out)	1.44 trips/1,000 SF (17% in, 83% out)	10.0%
Stip Retail Plaza (<40 KSF)	54.45 trips/1,000 SF	2.36 trips/1,000 SF (60% in, 40% out)	6.59 trips/1,000 SF (50% in, 50% out)	63.0%

SOURCE: Palm Beach County Traffic Division: Palm Beach County Trip Generation Rates (based on *ITE Trip Generation Manual, 11th Edition*)



NORTH

LEGEND

PROJECT SITE

XX% PERCENT BY VOLUME

FIGURE 2
TRIP DISTRIBUTION
125 WORTH AVENUE

Kimley»Horn

140769004

A	B	C	D	E	F	G	H	I

Input Data

ROAD NAME:	County Rd	STATION:	0		Report Created
CURRENT YEAR:	2024	FROM:	Midpoint		10/7/2024
ANALYSIS YEAR:	2029	TO:	Midpoint		
GROWTH RATE:	0%	COUNT DATE:	NA		
		PSF:	0		

Link Analysis

Time Period	AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	0	0	0	0	0	0
Peak Volume	0	0	0	0	0	0
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	0					

Committed Developments							Type	% Complete
165 Bradley Place		2	2		1	2		
Royal Poinciana Playhouse		1	0		6	2		
125 Worth Avenue		2	4		13	4		
Other Committed (from Volume Development Sheets)		9	8		10	13		
Total Committed Developments	0	14	14	0	30	21		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	0	0	0	0	0	0		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	0	14	14	0	30	21		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	0	14	14	0	30	21		
Growth Volume Used	0	14	14	0	30	21		
Total Volume	0	14	14	0	30	21		

Lanes	2L					
LOS D Capacity	1480	1140	1140	1480	1140	1140
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	1570	1440	1440	1570	1440	1440
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME:	County Rd	STATION:	0		Report Created
CURRENT YEAR:	2024	FROM:	Midpoint		10/7/2024
ANALYSIS YEAR:	2029	TO:	Midpoint		
GROWTH RATE:	0%	COUNT DATE:	NA		
		PSF:	0		

Link Analysis

Time Period	AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	0	0	0	0	0	0
Peak Volume	0	0	0	0	0	0
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	0	0	0	0	0	0

Committed Developments							Type	% Complete
Total Committed Developments	0	0	0	0	0	0		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	0	0	0	0	0	0		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	0	0	0	0	0	0		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	0	0	0	0	0	0		
Growth Volume Used	0	0	0	0	0	0		
Total Volume	0	0	0	0	0	0		

Lanes	2L					
LOS D Capacity	1480	1140	1140	1480	1140	1140
Link Meets Test 1?	0	0	0	0	0	0
LOS E Capacity	1570	1440	1440	1570	1440	1440
Link Meets Test 2?	0	0	0	0	0	0

Input Data

ROAD NAME: County Rd
CURRENT YEAR: 2024
ANALYSIS YEAR: 2029
GROWTH RATE: 0%
STATION: 0
FROM: Midpoint
TO: Barton Ave
COUNT DATE: NA
PSF: 0
Report Created 10/7/2024

Link Analysis

Time Period	AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	0	0	0	0	0	0
Peak Volume	0	0	0	0	0	0
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	0	0	0	0	0	0

Committed Developments							Type	% Complete
165 Bradley Place		2	2		1	2		
Royal Poinciana Playhouse		1	1		12	5		
125 Worth Avenue		2	6		8	6		
Other Committed (from Volume Development Sheets)		45	13		11	9		
Total Committed Developments	0	50	22	0	32	22		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	0	0	0	0	0	0		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	0	50	22	0	32	22		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	0	50	22	0	32	22		
Growth Volume Used	0	50	22	0	32	22		
Total Volume	0	50	22	0	32	22		

Lanes	2L					
LOS D Capacity	1480	810	810	1480	810	810
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	1570	860	860	1570	860	860
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: County Rd
CURRENT YEAR: 2024
ANALYSIS YEAR: 2029
GROWTH RATE: 0%
STATION: 0
FROM: Royal Poinciana Way
TO: Midpoint
COUNT DATE: NA
PSF: 0
Report Created 10/7/2024

Link Analysis

Time Period	AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	0	0	0	0	0	0
Peak Volume	0	0	0	0	0	0
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	0	0	0	0	0	0

Committed Developments							Type	% Complete
Total Committed Developments	0	0	0	0	0	0		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	0	0	0	0	0	0		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	0	0	0	0	0	0		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	0	0	0	0	0	0		
Growth Volume Used	0	0	0	0	0	0		
Total Volume	0	0	0	0	0	0		

Lanes	2L					
LOS D Capacity	1480	810	810	1480	810	810
Link Meets Test 1?	0	0	0	0	0	0
LOS E Capacity	1570	860	860	1570	860	860
Link Meets Test 2?	0	0	0	0	0	0

A	B	C	D	E	F	G	H	I

Input Data

ROAD NAME: County Rd
CURRENT YEAR: 2024
ANALYSIS YEAR: 2029
GROWTH RATE: 0%
STATION: 0
FROM: Royal Poinciana Way
TO: Midpoint
COUNT DATE: NA
PSF: 0
Report Created: 10/7/2024

Link Analysis

Time Period	AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	0	0	0	0	0	0
Peak Volume	0	0	0	0	0	0
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	0	0	0	0	0	0

Committed Developments							Type	% Complete
165 Bradley Place		1	1		1	1		
Royal Poinciana Playhouse		1	1		5	12		
125 Worth Avenue		1	3		4	3		
Other Committed (from Volume Development Sheets)		7	16		14	8		
Total Committed Developments	0	10	21	0	24	24		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	0	0	0	0	0	0		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	0	10	21	0	24	24		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	0	10	21	0	24	24		
Growth Volume Used	0	10	21	0	24	24		
Total Volume	0	10	21	0	24	24		

Lanes	4L					
LOS D Capacity	3060	1860	1860	3060	1860	1860
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3230	1860	1860	3230	1860	1860
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: County Rd
CURRENT YEAR: 2024
ANALYSIS YEAR: 2029
GROWTH RATE: 0%
STATION: 0
FROM: Midpoint
TO: Country Club Rd
COUNT DATE: NA
PSF: 0
Report Created: 10/7/2024

Link Analysis

Time Period	AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	0	0	0	0	0	0
Peak Volume	0	0	0	0	0	0
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	0	0	0	0	0	0

Committed Developments							Type	% Complete
Total Committed Developments	0	0	0	0	0	0		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	0	0	0	0	0	0		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	0	0	0	0	0	0		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	0	0	0	0	0	0		
Growth Volume Used	0	0	0	0	0	0		
Total Volume	0	0	0	0	0	0		

Lanes	4L					
LOS D Capacity	3060	1860	1860	3060	1860	1860
Link Meets Test 1?	0	0	0	0	0	0
LOS E Capacity	3230	1860	1860	3230	1860	1860
Link Meets Test 2?	0	0	0	0	0	0

A	B	C	D	E	F	G	H	I

Input Data

ROAD NAME: Cocoanut Row
CURRENT YEAR: 2024
ANALYSIS YEAR: 2029
GROWTH RATE: 0%
STATION: 0
FROM: Midpoint
TO: Royal Poinciana Way
COUNT DATE: NA
PSF: 0
Report Created: 10/7/2024

Link Analysis

Time Period	AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	0	0	0	0	0	0
Peak Volume	0	0	0	0	0	0
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	0	0	0	0	0	0

Committed Developments							Type	% Complete
165 Bradley Place		1	1		1	1		
Royal Poinciana Playhouse		1	1		12	5		
125 Worth Avenue		0	2		2	2		
Other Committed (from Volume Development Sheets)								
Total Committed Developments	0	2	4	0	15	8		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	0	0	0	0	0	0		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	0	2	4	0	15	8		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	0	2	4	0	15	8		
Growth Volume Used	0	2	4	0	15	8		
Total Volume	0	2	4	0	15	8		

Lanes	2L					
LOS D Capacity	1480	810	810	1480	810	810
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	1570	860	860	1570	860	860
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: Cocoanut Row
CURRENT YEAR: 2024
ANALYSIS YEAR: 2029
GROWTH RATE: 0%
STATION: 0
FROM: Royal Palm Way
TO: Midpoint
COUNT DATE: NA
PSF: 0
Report Created: 10/7/2024

Link Analysis

Time Period	AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	0	0	0	0	0	0
Peak Volume	0	0	0	0	0	0
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	0	0	0	0	0	0

Committed Developments							Type	% Complete
Total Committed Developments	0	0	0	0	0	0		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	0	0	0	0	0	0		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	0	0	0	0	0	0		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	0	0	0	0	0	0		
Growth Volume Used	0	0	0	0	0	0		
Total Volume	0	0	0	0	0	0		

Lanes	2L					
LOS D Capacity	1480	810	810	1480	810	810
Link Meets Test 1?	0	0	0	0	0	0
LOS E Capacity	1570	860	860	1570	860	860
Link Meets Test 2?	0	0	0	0	0	0

A	B	C	D	E	F	G	H	I

Input Data

ROAD NAME: Cocoanut Row
CURRENT YEAR: 2024
ANALYSIS YEAR: 2029
GROWTH RATE: 0%
STATION: 0
FROM: Midpoint
TO: Royal Poinciana Way
COUNT DATE: NA
PSF: 0
Report Created: 10/7/2024

Link Analysis

Time Period	AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	0	0	0	0	0	0
Peak Volume	0	0	0	0	0	0
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	0	0	0	0	0	0

Committed Developments							Type	% Complete
165 Bradley Place		1	1		1	1		
Royal Poinciana Playhouse		1	1		12	5		
125 Worth Avenue		0	2		2	2		
Other Committed (from Volume Development Sheets)		41	29		49	50		50
Total Committed Developments	0	43	33	0	64	58		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	0	0	0	0	0	0		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	0	43	33	0	64	58		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	0	43	33	0	64	58		
Growth Volume Used	0	43	33	0	64	58		
Total Volume	0	43	33	0	64	58		

Lanes	2L					
LOS D Capacity	1480	810	810	1480	810	810
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	1570	860	860	1570	860	860
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: Cocoanut Row
CURRENT YEAR: 2024
ANALYSIS YEAR: 2029
GROWTH RATE: 0%
STATION: 0
FROM: Royal Palm Way
TO: Midpoint
COUNT DATE: NA
PSF: 0
Report Created: 10/7/2024

Link Analysis

Time Period	AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	0	0	0	0	0	0
Peak Volume	0	0	0	0	0	0
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	0	0	0	0	0	0

Committed Developments							Type	% Complete
Total Committed Developments	0	0	0	0	0	0		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	0	0	0	0	0	0		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	0	0	0	0	0	0		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	0	0	0	0	0	0		
Growth Volume Used	0	0	0	0	0	0		
Total Volume	0	0	0	0	0	0		

Lanes	2L					
LOS D Capacity	1480	810	810	1480	810	810
Link Meets Test 1?	0	0	0	0	0	0
LOS E Capacity	1570	860	860	1570	860	860
Link Meets Test 2?	0	0	0	0	0	0

A	B	C	D	E	F	G	H	I

Input Data

ROAD NAME: Royal Palm Way
CURRENT YEAR: 2024
ANALYSIS YEAR: 2029
GROWTH RATE: 0%
STATION: 0
FROM: Midpoint
TO: S County Rd
COUNT DATE: NA
PSF: 0
Report Created: 10/7/2024

Link Analysis

Time Period	AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	0	0	0	0	0	0
Peak Volume	0	0	0	0	0	0
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	0	0	0	0	0	0

Committed Developments							Type	% Complete
165 Bradley Place		2	2		1	2		
Royal Poinciana Playhouse		0	0		1	12		
125 Worth Avenue		4	1		4	5		
Other Committed (from Volume Development Sheets)		63	23		27	29		
Total Committed Developments	0	69	26	0	33	48		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	0	0	0	0	0	0		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	0	69	26	0	33	48		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	0	69	26	0	33	48		
Growth Volume Used	0	69	26	0	33	48		
Total Volume	0	69	26	0	33	48		

Lanes	4LD					
LOS D Capacity	3220	1770	1770	3220	1770	1770
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3400	1870	1870	3400	1870	1870
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: Royal Palm Way
CURRENT YEAR: 2024
ANALYSIS YEAR: 2029
GROWTH RATE: 0%
STATION: 0
FROM: Cocoanut Row
TO: Midpoint
COUNT DATE: NA
PSF: 0
Report Created: 10/7/2024

Link Analysis

Time Period	AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	0	0	0	0	0	0
Peak Volume	0	0	0	0	0	0
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	0	0	0	0	0	0

Committed Developments							Type	% Complete
Total Committed Developments	0	0	0	0	0	0		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	0	0	0	0	0	0		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	0	0	0	0	0	0		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	0	0	0	0	0	0		
Growth Volume Used	0	0	0	0	0	0		
Total Volume	0	0	0	0	0	0		

Lanes	4LD					
LOS D Capacity	3220	1770	1770	3220	1770	1770
Link Meets Test 1?	0	0	0	0	0	0
LOS E Capacity	3400	1870	1870	3400	1870	1870
Link Meets Test 2?	0	0	0	0	0	0

A	B	C	D	E	F	G	H	I

Input Data

ROAD NAME: Royal Palm Way
CURRENT YEAR: 2024
ANALYSIS YEAR: 2029
GROWTH RATE: 0%
STATION: 0
FROM: Midpoint
TO: S County Rd
COUNT DATE: NA
PSF: 0
Report Created: 10/7/2024

Link Analysis

Time Period	AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	0	0	0	0	0	0
Peak Volume	0	0	0	0	0	0
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	0	0	0	0	0	0

Committed Developments							Type	% Complete
165 Bradley Place		2	2		1	2		
Royal Poinciana Playhouse		0	0		1	12		
125 Worth Avenue		4	1		4	5		
Other Committed (from Volume Development Sheets)								
Total Committed Developments	0	6	3	0	6	19		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	0	0	0	0	0	0		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	0	6	3	0	6	19		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	0	6	3	0	6	19		
Growth Volume Used	0	6	3	0	6	19		
Total Volume	0	6	3	0	6	19		

Lanes	4LD					
LOS D Capacity	3220	1770	1770	3220	1770	1770
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3400	1870	1870	3400	1870	1870
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: Royal Palm Way
CURRENT YEAR: 2024
ANALYSIS YEAR: 2029
GROWTH RATE: 0%
STATION: 0
FROM: Cocoanut Row
TO: Midpoint
COUNT DATE: NA
PSF: 0
Report Created: 10/7/2024

Link Analysis

Time Period	AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	0	0	0	0	0	0
Peak Volume	0	0	0	0	0	0
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	0	0	0	0	0	0

Committed Developments							Type	% Complete
Total Committed Developments	0	0	0	0	0	0		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	0	0	0	0	0	0		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	0	0	0	0	0	0		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	0	0	0	0	0	0		
Growth Volume Used	0	0	0	0	0	0		
Total Volume	0	0	0	0	0	0		

Lanes	4LD					
LOS D Capacity	3220	1770	1770	3220	1770	1770
Link Meets Test 1?	0	0	0	0	0	0
LOS E Capacity	3400	1870	1870	3400	1870	1870
Link Meets Test 2?	0	0	0	0	0	0

VOLUME DEVELOPMENT SHEET
PARAMOUNT PALM BEACH
Cocoanut Road & Royal Palm Way
EXISTING GEOMETRY

Growth Rate = 2.33%
Peak Season = 1
Buildout Year = 2029
Years = 5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
'Existing Volume on 3/13/2024	84	40	13	69	61	103	297	812	30	0	469	39
Peak Season Volume	84	40	13	69	61	103	297	812	30	0	469	39
Historic Growth (2.33%) Traffic Volume Growth	10	5	2	8	7	13	36	99	4	0	57	5
TOPB Committed Development												
160 Royal Palm Way / The Palm House Hotel								20			15	
Breakers				4		21	7	2			7	1
184 Sunset Avenue (Low-rise Multifamily Development)												
Other Committed	-1	1	0	0	1	0	1	0	-3	0	0	0
TOPB Subtotal	*-1*	*1*	*0*	*4*	*1*	*21*	*8*	*22*	*-3*	*0*	*22*	*1*
WPB Committed Traffic												
Inbound Traffic Assignment							29.0%	60.0%	11.0%			
Inbound Traffic Volumes							59	122	22			
Outbound Traffic Assignment	11.0%					29.0%					60.0%	
Outbound Traffic Volumes	9					25					51	
WPB Subtotal	*9*	*0*	*0*	*0*	*0*	*25*	*59*	*122*	*22*	*0*	*51*	*0*
Background Traffic Volumes	102	45	15	77	68	141	392	1,033	56	0	577	44
Project Traffic												
Inbound Traffic Assignment	5.0%										35.0%	
Inbound Traffic Volumes	1										5	
Outbound Traffic Assignment				20.0%	5.0%			10.0%	5.0%			
Outbound Traffic Volumes				1								
Project Traffic	1	0	0	1	0	0	0	0	0	0	5	0
TOTAL TRAFFIC	103	45	15	78	68	141	392	1,033	56	0	582	44

Mid-Day Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
'Existing Volume on 3/13/2024	144	87	24	47	16	309	156	755	44	1	657	88
Peak Season Volume	144	87	24	47	16	309	156	755	44	1	657	88
Historic Growth (2.33%) Traffic Volume Growth	18	11	3	6	2	38	19	92	5	0	80	11
TOPB Committed Development												
160 Royal Palm Way / The Palm House Hotel								26			20	
Breakers												
184 Sunset Avenue (Low-rise Multifamily Development)												
Other Committed												
TOPB Subtotal	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*26*	*0*	*0*	*20*	*0*
WPB Committed Traffic												
Inbound Traffic Assignment							29.0%	60.0%	11.0%			
Inbound Traffic Volumes												
Outbound Traffic Assignment	11.0%					29.0%					60.0%	
Outbound Traffic Volumes												
WPB Subtotal	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background Traffic Volumes	162	98	27	53	18	347	175	873	49	1	757	99
Inbound Traffic Assignment	5.0%										35.0%	
Inbound Traffic Volumes	1										5	
Outbound Traffic Assignment				20.0%				10.0%	5.0%			
Outbound Traffic Volumes				2				1	1			
Project Traffic	1	0	0	2	0	0	0	1	1	0	5	0
TOTAL TRAFFIC	163	98	27	55	18	347	175	874	50	1	762	99

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
'Existing Volume on 3/13/2024	224	54	5	78	67	349	223	621	37	0	847	52
Peak Season Volume	224	54	5	78	67	349	223	621	37	0	847	52
Historic Growth (2.33%) Traffic Volume Growth	27	7	1	10	8	43	27	76	5	0	103	6
TOPB Committed Development												
160 Royal Palm Way / The Palm House Hotel								19			20	
Breakers				2		13	21	6			5	4
184 Sunset Avenue (Low-rise Multifamily Development)												
Other Committed	-1	1	0	0	1	2	6	0	0	0	2	3
TOPB Subtotal	*-1*	*1*	*0*	*2*	*1*	*15*	*27*	*25*	*0*	*0*	*27*	*7*
WPB Committed Traffic												
Inbound Traffic Assignment							29.0%	60.0%	11.0%			
Inbound Traffic Volumes							45	93	17			
Outbound Traffic Assignment	11.0%					29.0%					60.0%	
Outbound Traffic Volumes	26					69					143	
WPB Subtotal	*26*	*0*	*0*	*0*	*0*	*69*	*45*	*93*	*17*	*0*	*143*	*0*
Background Traffic Volumes	276	62	6	90	76	476	322	815	59	0	1,120	65
Project Traffic												
Inbound Traffic Assignment	5.0%										35.0%	
Inbound Traffic Volumes	1										4	
Outbound Traffic Assignment				20.0%	5.0%			10.0%	5.0%			
Outbound Traffic Volumes				5	1			3	1			
Project Traffic	1	0	0	5	1	0	0	3	1	0	4	0
TOTAL TRAFFIC	277	62	6	95	77	476	322	818	60	0	1,124	65

VOLUME DEVELOPMENT SHEET
PARAMOUNT PALM BEACH
South County Road & Royal Palm Way
EXISTING GEOMETRY

Growth Rate = 2.33%
Peak Season = 1
Buildout Year = 2029
Years = 5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
'Existing Volume on 3/13/2024	104	164	21	4	296	297	310	208	183	0	119	19
Peak Season Volume	104	164	21	4	296	297	310	208	183	0	119	19
Historic Growth (2.33%) Traffic Volume Growth	13	20	3	0	36	36	38	25	22	0	15	2
TOPB Committed Development												
160 Royal Palm Way / The Palm House Hotel			6	2				20		5	15	1
Breakers	1	1			4	7	43					
184 Sunset Avenue (Low-rise Multifamily Development)												
Other Committed	0	3	0	0	3	0	0	0	0	1	0	2
TOPB Subtotal	*1*	*4*	*6*	*2*	*7*	*7*	*43*	*20*	*0*	*6*	*15*	*3*
WPB Committed Traffic												
Inbound Traffic Assignment							32.0%	4.0%	24.0%			
Inbound Traffic Volumes							65	8	49			
Outbound Traffic Assignment	24.0%					32.0%					4.0%	
Outbound Traffic Volumes	20					27					3	
WPB Subtotal	*20*	*0*	*0*	*0*	*0*	*27*	*65*	*8*	*49*	*0*	*3*	*0*
Background Traffic Volumes	138	184	24	4	332	360	413	241	254	0	137	21
Project Traffic												
Inbound Traffic Assignment	15.0%					10.0%					10.0%	
Inbound Traffic Volumes	2					1					1	
Outbound Traffic Assignment							10.0%	10.0%	15.0%			
Outbound Traffic Volumes												
Project Traffic	2	0	0	0	0	1	0	0	0	0	1	0
TOTAL TRAFFIC	140	184	24	4	332	361	413	241	254	0	138	21

Mid-Day Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
'Existing Volume on 3/13/2024	173	262	36	4	355	422	372	179	196	2	110	41
Peak Season Volume	173	262	36	4	355	422	372	179	196	2	110	41
Historic Growth (2.33%) Traffic Volume Growth	21	32	4	0	43	52	45	22	24	0	13	5
TOPB Committed Development												
160 Royal Palm Way / The Palm House Hotel			9	2				26		6	20	1
Breakers												
184 Sunset Avenue (Low-rise Multifamily Development)												
Other Committed												
TOPB Subtotal	*0*	*0*	*9*	*2*	*0*	*0*	*0*	*26*	*0*	*6*	*20*	*1*
WPB Committed Traffic												
Inbound Traffic Assignment							32.0%	4.0%	24.0%			
Inbound Traffic Volumes												
Outbound Traffic Assignment	24.0%					32.0%					4.0%	
Outbound Traffic Volumes												
WPB Subtotal	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background Traffic Volumes	194	294	49	6	398	474	417	227	220	8	143	47
Inbound Traffic Assignment	15.0%					10.0%					10.0%	
Inbound Traffic Volumes	2					1					1	
Outbound Traffic Assignment							10.0%	10.0%	15.0%			
Outbound Traffic Volumes							1	1	2			
Project Traffic	2	0	0	0	0	1	1	1	2	0	1	0
TOTAL TRAFFIC	196	294	49	6	398	475	418	228	222	8	144	47

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
'Existing Volume on 3/13/2024	254	223	21	5	309	310	282	223	218	0	240	30
Peak Season Volume	254	223	21	5	309	310	282	223	218	0	240	30
Historic Growth (2.33%) Traffic Volume Growth	31	27	3	1	38	38	34	27	27	0	29	4
TOPB Committed Development												
160 Royal Palm Way / The Palm House Hotel			5	1				19		5	20	1
Breakers	4	4			3	5	6		2			
184 Sunset Avenue (Low-rise Multifamily Development)												
Other Committed	0	7	0	0	6	0	0	0	0	6	2	13
TOPB Subtotal	*4*	*11*	*5*	*1*	*9*	*5*	*6*	*19*	*2*	*11*	*22*	*14*
WPB Committed Traffic												
Inbound Traffic Assignment							32.0%	4.0%	24.0%			
Inbound Traffic Volumes							50	6	37			
Outbound Traffic Assignment	24.0%					32.0%					4.0%	
Outbound Traffic Volumes	57					76					10	
WPB Subtotal	*57*	*0*	*0*	*0*	*0*	*76*	*50*	*6*	*37*	*0*	*10*	*0*
Background Traffic Volumes	346	261	29	7	356	429	372	275	284	11	301	48
Project Traffic												
Inbound Traffic Assignment	15.0%					10.0%					10.0%	
Inbound Traffic Volumes	2					1					1	
Outbound Traffic Assignment							10.0%	10.0%	15.0%			
Outbound Traffic Volumes							3	3	4			
Project Traffic	2	0	0	0	0	1	3	3	4	0	1	0
TOTAL TRAFFIC	348	261	29	7	356	430	375	278	288	11	302	48

VOLUME DEVELOPMENT SHEET
PARAMOUNT PALM BEACH
Cocoanut Road & Seaview Avenue
EXISTING GEOMETRY

Growth Rate = 2.33%
Peak Season = 1.03
Buildout Year = 2029
Years = 5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
'Existing Volume on 04/02/2024		369			151		5		34	179	1	73
Peak Season Volume	0	380	0	0	156	0	5	0	35	184	1	75
Historic Growth (2.33%) Traffic Volume Growth	0	46	0	0	19	0	1	0	4	22	0	9
TOPB Committed Development												
160 Royal Palm Way / The Palm House Hotel												
Breakers												
184 Sunset Avenue (Low-rise Multifamily Development)												
Other Committed	0	1	0	0	1	0	1	0	0	0	0	0
TOPB Subtotal	*0*	*1*	*0*	*0*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*0*
WPB Committed Traffic												
Inbound Traffic Assignment		29.0%										
Inbound Traffic Volumes		59										
Outbound Traffic Assignment					27.0%					2.0%		
Outbound Traffic Volumes					23					2		
WPB Subtotal	*0*	*59*	*0*	*0*	*23*	*0*	*0*	*0*	*0*	*2*	*0*	*0*
Background Traffic Volumes	0	485	0	0	198	0	6	0	39	208	1	84
Project Traffic												
Inbound Traffic Assignment					25.0%							
Inbound Traffic Volumes					4							
Outbound Traffic Assignment							25.0%		25.0%			
Outbound Traffic Volumes							1		1			
Project Traffic	0	0	0	0	4	0	1	0	1	0	0	0
TOTAL TRAFFIC	0	485	0	0	202	0	7	0	40	208	1	84

Mid-Day Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
'Existing Volume on 04/02/2024		348			348		18		29	70		24
Peak Season Volume	0	358	0	0	358	0	19	0	30	72	0	25
Historic Growth (2.33%) Traffic Volume Growth	0	44	0	0	44	0	2	0	4	9	0	3
TOPB Committed Development												
160 Royal Palm Way / The Palm House Hotel												
Breakers												
184 Sunset Avenue (Low-rise Multifamily Development)												
Other Committed												
TOPB Subtotal	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
WPB Committed Traffic												
Inbound Traffic Assignment		29.0%										
Inbound Traffic Volumes												
Outbound Traffic Assignment					27.0%					2.0%		
Outbound Traffic Volumes												
WPB Subtotal	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background Traffic Volumes	0	402	0	0	402	0	21	0	34	81	0	28
Inbound Traffic Assignment					25.0%							
Inbound Traffic Volumes					4							
Outbound Traffic Assignment							25.0%		25.0%			
Outbound Traffic Volumes							3		3			
Project Traffic	0	0	0	0	4	0	3	0	3	0	0	0
TOTAL TRAFFIC	0	402	0	0	406	0	24	0	37	81	0	28

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
'Existing Volume on 04/02/2024	2	341			372		13		13	134		57
Peak Season Volume	2	351	0	0	383	0	13	0	13	138	0	59
Historic Growth (2.33%) Traffic Volume Growth	0	43	0	0	47	0	2	0	2	17	0	7
TOPB Committed Development												
160 Royal Palm Way / The Palm House Hotel												
Breakers												
184 Sunset Avenue (Low-rise Multifamily Development)												
Other Committed	0	1	0	1	1	2	6	0	0	0	0	3
TOPB Subtotal	*0*	*1*	*0*	*1*	*1*	*2*	*6*	*0*	*0*	*0*	*0*	*3*
WPB Committed Traffic												
Inbound Traffic Assignment		29.0%										
Inbound Traffic Volumes		45										
Outbound Traffic Assignment					27.0%					2.0%		
Outbound Traffic Volumes					64					5		
WPB Subtotal	*0*	*45*	*0*	*0*	*64*	*0*	*0*	*0*	*0*	*5*	*0*	*0*
Background Traffic Volumes	2	440	0	1	495	2	21	0	15	160	0	69
Project Traffic												
Inbound Traffic Assignment					25.0%							
Inbound Traffic Volumes					3							
Outbound Traffic Assignment							25.0%		25.0%			
Outbound Traffic Volumes							6		6			
Project Traffic	0	0	0	0	3	0	6	0	6	0	0	0
TOTAL TRAFFIC	2	440	0	1	498	2	27	0	21	160	0	69

VOLUME DEVELOPMENT SHEET
PARAMOUNT PALM BEACH
Four Arts Plaza & Royal Palm Way
EXISTING GEOMETRY

Growth Rate = 2.33%
Peak Season = 1.22
Buildout Year = 2029
Years = 5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
'Existing Volume on 09/23/2024	0	0	0	1	0	27	70	1,618	0	1	581	7
Peak Season Volume	0	0	0	1	0	33	85	1,974	0	1	709	9
Historic Growth (2.33%) Traffic Volume Growth	0	0	0	0	0	4	10	241	0	0	87	1
TOPB Committed Development												
160 Royal Palm Way / The Palm House Hotel												
Breakers												
184 Sunset Avenue (Low-rise Multifamily Development)												
Other Committed	-1	0	0	0	0	1	0	0	0	0	1	0
TOPB Subtotal	*-1*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*1*	*0*
WPB Committed Traffic												
Inbound Traffic Assignment								100.0%				
Inbound Traffic Volumes								203				
Outbound Traffic Assignment											100.0%	
Outbound Traffic Volumes											85	
WPB Subtotal	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*203*	*0*	*0*	*85*	*0*
Background Traffic Volumes	-1	0	0	1	0	37	95	2,418	0	1	881	10
Project Traffic												
Inbound Traffic Assignment							35.0%					40.0%
Inbound Traffic Volumes							5					6
Outbound Traffic Assignment				15.0%		33.0%						
Outbound Traffic Volumes						1						
Project Traffic	0	0	0	0	0	1	5	0	0	0	0	6
TOTAL TRAFFIC	0	0	0	1	0	38	100	2,418	0	1	881	16

Mid-Day Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
'Existing Volume on 09/23/2024	0	0	0	0	0	40	81	723	0	6	1,341	26
Peak Season Volume	0	0	0	0	0	49	99	882	0	7	1,636	32
Historic Growth (2.33%) Traffic Volume Growth	0	0	0	0	0	6	12	108	0	1	200	4
TOPB Committed Development												
160 Royal Palm Way / The Palm House Hotel												
Breakers												
184 Sunset Avenue (Low-rise Multifamily Development)												
Other Committed												
TOPB Subtotal	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
WPB Committed Traffic												
Inbound Traffic Assignment								100.0%				
Inbound Traffic Volumes												
Outbound Traffic Assignment											100.0%	
Outbound Traffic Volumes												
WPB Subtotal	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background Traffic Volumes	0	0	0	0	0	55	111	990	0	8	1,836	36
Inbound Traffic Assignment							35.0%					40.0%
Inbound Traffic Volumes							5					6
Outbound Traffic Assignment				15.0%		33.0%						
Outbound Traffic Volumes				2		4						
Project Traffic	0	0	0	2	0	4	5	0	0	0	0	6
TOTAL TRAFFIC	0	0	0	2	0	59	116	990	0	8	1,836	42

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
'Existing Volume on 09/23/2024	0	0	0	0	0	41	121	636	0	2	1,659	14
Peak Season Volume	0	0	0	0	0	50	148	776	0	2	2,024	17
Historic Growth (2.33%) Traffic Volume Growth	0	0	0	0	0	6	18	95	0	0	247	2
TOPB Committed Development												
160 Royal Palm Way / The Palm House Hotel												
Breakers												
184 Sunset Avenue (Low-rise Multifamily Development)												
Other Committed	-1	0	0	0	0	1	0	8	0	0	4	0
TOPB Subtotal	*-1*	*0*	*0*	*0*	*0*	*1*	*0*	*8*	*0*	*0*	*4*	*0*
WPB Committed Traffic												
Inbound Traffic Assignment								100.0%				
Inbound Traffic Volumes								155				
Outbound Traffic Assignment											100.0%	
Outbound Traffic Volumes											238	
WPB Subtotal	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*155*	*0*	*0*	*238*	*0*
Background Traffic Volumes	-1	0	0	0	0	57	166	1,034	0	2	2,513	19
Project Traffic												
Inbound Traffic Assignment							35.0%					40.0%
Inbound Traffic Volumes							4					4
Outbound Traffic Assignment				15.0%		33.0%						
Outbound Traffic Volumes				4		8						
Project Traffic	0	0	0	4	0	8	4	0	0	0	0	4
TOTAL TRAFFIC	0	0	0	4	0	65	170	1,034	0	2	2,513	23

Royal Palm Way & County Road

Phase

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Ped Clearance	0	23	7	15	0	23	0	12	0	0	0	0	0	0	0	0
Min Green	0	15	0	20	15	15	10	10	0	0	0	0	0	0	0	0
Passage	0	3	0	3	3	4	3	3	0	0	0	0	0	0	0	0
Max1	0	50	0	50	45	50	50	30	0	0	0	0	0	0	0	0
Max2	0	15	0	25	15	30	15	30	0	0	0	0	0	0	0	0
Yellow	3	3.6	3	3.5	3	3.6	3	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	0	1	0	1	1	1	1	1	0	0	0	0	0	0	0	0

TB Coor, Day Plan

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

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

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	100	100	100													
Offset Time	14	27	56													
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	3	3	3	1	1	1
Ph Opt Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ph Time Alt	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0

Coordination, Splits

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		54		46	19	35	23	23								
Mode	NON	NON	NON	MAX	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph				ON			ON									

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		55		45	17	38	21	24								
Mode	NON	NON	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph				ON				ON								

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		56		44	19	37	21	23								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON				ON										

Royal Palm Way & Cocoanut Row

Phase

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	10	0	10	0	10	0	10	0	0	0	0	0	0	0	0
Ped Clearance	16	16	16	16	0	16	0	16	0	0	0	0	0	0	0	0
Min Green	5	15	5	5	5	15	5	5	0	0	0	0	0	0	0	0
Passage	5	7	5	5	5	7	5	5	0	0	0	0	0	0	0	0
Max1	30	45	15	25	0	45	15	30	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	3	3.5	3	3.5	3	3.5	3	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0

TB Coor, Day Plan

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

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

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	100	100	100													
Offset Time	0	0	0													
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	3	3	3	1	1	1
Ph Opt Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ph Time Alt	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0

Coordination, Splits

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	30	31	9	30		61	9	30								
Mode	NON	NON	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph						ON										

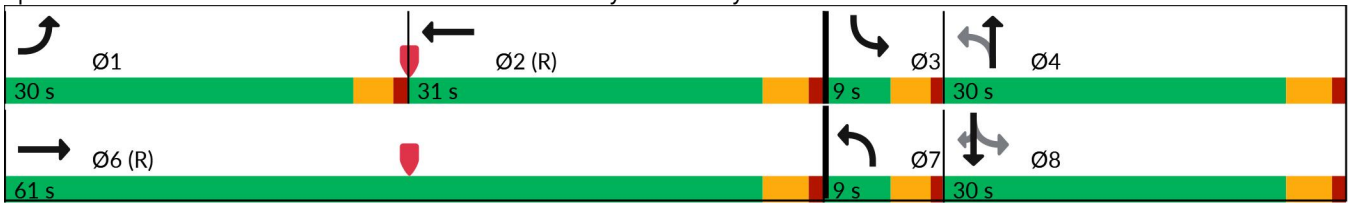
Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	22	36	9	33		58	12	30								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON				ON										

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	40	9	31		60	10	30								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON				ON										

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	297	812	469	84	40	69	61	103
Future Volume (vph)	297	812	469	84	40	69	61	103
Turn Type	Prot	NA	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6	2	7	4	3	8	
Permitted Phases				4		8		8
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)	9.0	22.5	22.5	9.0	22.5	9.0	22.5	22.5
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%
Yellow Time (s)	3.0	3.5	3.5	3.0	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	4.5	4.5	4.0	4.5	4.0	4.5	4.5
Lead/Lag	Lead		Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	21.9	56.5	30.6	31.8	27.3	31.8	27.3	27.3
Actuated g/C Ratio	0.22	0.57	0.31	0.32	0.27	0.32	0.27	0.27
v/c Ratio	0.81	0.45	0.50	0.20	0.11	0.16	0.13	0.21
Control Delay (s/veh)	53.2	13.4	25.7	23.9	23.6	23.4	29.7	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	53.2	13.4	25.7	23.9	23.6	23.4	29.7	7.0
LOS	D	B	C	C	C	C	C	A
Approach Delay (s/veh)		23.8	25.7		23.8		17.8	
Approach LOS		C	C		C		B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay (s/veh): 23.6	Intersection LOS: C
Intersection Capacity Utilization 52.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: Cocoanut Road/Cocoanut Road & Royal Palm Way



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	313	887	535	88	56	73	64	108
v/c Ratio	0.81	0.45	0.50	0.20	0.11	0.16	0.13	0.21
Control Delay (s/veh)	53.2	13.4	25.7	23.9	23.6	23.4	29.7	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	53.2	13.4	25.7	23.9	23.6	23.4	29.7	7.0
Queue Length 50th (ft)	188	161	103	38	20	31	32	0
Queue Length 95th (ft)	276	207	158	74	52	63	66	41
Internal Link Dist (ft)		350	1414		454		404	
Turn Bay Length (ft)	150					230		
Base Capacity (vph)	460	1992	1076	445	499	448	508	510
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	0.68	0.45	0.50	0.20	0.11	0.16	0.13	0.21

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	297	812	30	0	469	39	84	40	13	69	61	103
Future Volume (veh/h)	297	812	30	0	469	39	84	40	13	69	61	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	313	855	32	0	494	41	88	42	14	73	64	108
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	350	1974	74	0	1091	90	438	351	117	470	477	404
Arrive On Green	0.20	0.56	0.56	0.00	0.11	0.11	0.05	0.26	0.26	0.04	0.25	0.25
Sat Flow, veh/h	1781	3493	131	0	3416	275	1781	1342	447	1781	1870	1585
Grp Volume(v), veh/h	313	435	452	0	264	271	88	0	56	73	64	108
Grp Sat Flow(s),veh/h/ln	1781	1777	1847	0	1777	1821	1781	0	1790	1781	1870	1585
Q Serve(g_s), s	17.1	14.1	14.1	0.0	13.9	14.0	3.6	0.0	2.4	3.0	2.6	5.4
Cycle Q Clear(g_c), s	17.1	14.1	14.1	0.0	13.9	14.0	3.6	0.0	2.4	3.0	2.6	5.4
Prop In Lane	1.00		0.07	0.00		0.15	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	350	1004	1043	0	583	598	438	0	468	470	477	404
V/C Ratio(X)	0.89	0.43	0.43	0.00	0.45	0.45	0.20	0.00	0.12	0.16	0.13	0.27
Avail Cap(c_a), veh/h	463	1004	1043	0	583	598	438	0	468	481	477	404
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.95	0.95	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.1	12.5	12.5	0.0	36.1	36.2	25.4	0.0	28.1	25.7	28.7	29.8
Incr Delay (d2), s/veh	15.9	1.4	1.3	0.0	2.4	2.4	0.2	0.0	0.5	0.2	0.6	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	5.7	5.9	0.0	7.0	7.2	1.5	0.0	1.1	1.3	1.3	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.0	13.9	13.8	0.0	38.5	38.5	25.7	0.0	28.7	25.8	29.3	31.4
LnGrp LOS	E	B	B		D	D	C		C	C	C	C
Approach Vol, veh/h		1200			535			144			245	
Approach Delay, s/veh		24.6			38.5			26.8			29.2	
Approach LOS		C			D			C			C	

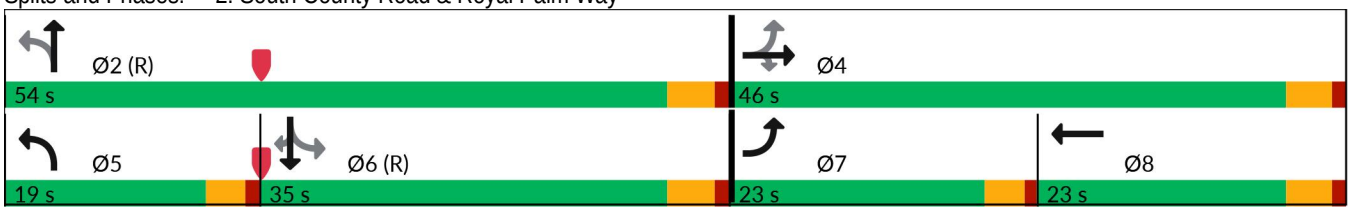
Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	23.7	37.3	8.3	30.7		61.0	9.0	30.0				
Change Period (Y+Rc), s	4.0	4.5	4.0	4.5		4.5	4.0	4.5				
Max Green Setting (Gmax), s	26.0	26.5	5.0	25.5		56.5	5.0	25.5				
Max Q Clear Time (g_c+I1), s	19.1	16.0	5.0	4.4		16.1	5.6	7.4				
Green Ext Time (p_c), s	0.6	2.4	0.0	0.2		6.8	0.0	0.6				

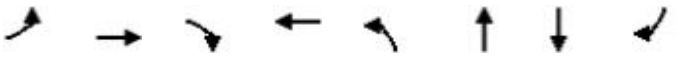
Intersection Summary	
HCM 7th Control Delay, s/veh	28.8
HCM 7th LOS	C

Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	310	208	183	119	104	164	4	296	297
Future Volume (vph)	310	208	183	119	104	164	4	296	297
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
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	24.5	24.5	22.5	19.0	22.6	22.6	22.6	22.6
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%
Yellow Time (s)	3.0	3.5	3.5	3.5	3.0	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.0	4.5	4.5	4.5	4.0	4.6		4.6	4.6
Lead/Lag	Lead			Lag	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	33.0	32.5	32.5	10.4	59.0	58.4		43.2	43.2
Actuated g/C Ratio	0.33	0.33	0.33	0.10	0.59	0.58		0.43	0.43
v/c Ratio	0.72	0.36	0.30	0.39	0.18	0.18		0.39	0.36
Control Delay (s/veh)	42.0	31.5	16.4	40.3	10.2	10.1		23.4	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	42.0	31.5	16.4	40.3	10.2	10.1		23.4	3.8
LOS	D	C	B	D	B	B		C	A
Approach Delay (s/veh)		32.2		40.3		10.1		13.7	
Approach LOS		C		D		B		B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 14 (14%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay (s/veh): 22.7	Intersection LOS: C
Intersection Capacity Utilization 68.6%	ICU Level of Service C
Analysis Period (min) 15	

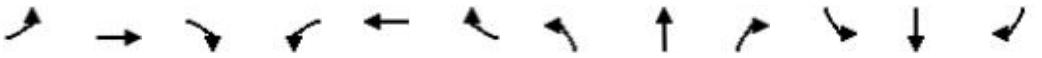
Splits and Phases: 2: South County Road & Royal Palm Way





Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	326	219	193	145	109	195	316	313
v/c Ratio	0.72	0.36	0.30	0.39	0.18	0.18	0.39	0.36
Control Delay (s/veh)	42.0	31.5	16.4	40.3	10.2	10.1	23.4	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.0	31.5	16.4	40.3	10.2	10.1	23.4	3.8
Queue Length 50th (ft)	208	131	44	41	29	52	146	0
Queue Length 95th (ft)	298	208	113	71	55	91	229	54
Internal Link Dist (ft)		1414		377		370	327	
Turn Bay Length (ft)	180							
Base Capacity (vph)	461	773	769	654	613	1072	801	861
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	0.71	0.28	0.25	0.22	0.18	0.18	0.39	0.36

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	310	208	183	0	119	19	104	164	21	4	296	297
Future Volume (veh/h)	310	208	183	0	119	19	104	164	21	4	296	297
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	326	219	193	0	125	20	109	173	22	4	312	313
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	465	595	504	0	308	48	557	961	122	39	760	647
Arrive On Green	0.06	0.10	0.10	0.00	0.10	0.10	0.14	0.59	0.59	0.41	0.41	0.41
Sat Flow, veh/h	1781	1870	1585	0	3171	483	1781	1626	207	5	1862	1585
Grp Volume(v), veh/h	326	219	193	0	71	74	109	0	195	316	0	313
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	0	1777	1783	1781	0	1833	1867	0	1585
Q Serve(g_s), s	15.7	10.9	11.4	0.0	3.8	3.9	2.8	0.0	4.9	0.0	0.0	14.6
Cycle Q Clear(g_c), s	15.7	10.9	11.4	0.0	3.8	3.9	2.8	0.0	4.9	12.0	0.0	14.6
Prop In Lane	1.00		1.00	0.00		0.27	1.00		0.11	0.01		1.00
Lane Grp Cap(c), veh/h	465	595	504	0	178	178	557	0	1083	799	0	647
V/C Ratio(X)	0.70	0.37	0.38	0.00	0.40	0.41	0.20	0.00	0.18	0.40	0.00	0.48
Avail Cap(c_a), veh/h	486	776	658	0	329	330	569	0	1083	799	0	647
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.8	35.4	35.6	0.0	42.2	42.3	10.9	0.0	9.4	21.1	0.0	21.8
Incr Delay (d2), s/veh	3.9	0.3	0.4	0.0	1.5	1.5	0.2	0.0	0.4	1.5	0.0	2.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	5.5	10.2	0.0	1.7	1.8	1.1	0.0	2.0	5.5	0.0	14.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.7	35.7	36.0	0.0	43.6	43.8	11.1	0.0	9.7	22.5	0.0	24.4
LnGrp LOS	D	D	D		D	D	B		A	C		C
Approach Vol, veh/h		738			145			304			629	
Approach Delay, s/veh		37.1			43.7			10.2			23.5	
Approach LOS		D			D			B			C	

Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		63.7		36.3	18.3	45.4	21.8	14.5				
Change Period (Y+Rc), s		4.6		4.5	4.0	4.6	4.0	4.5				
Max Green Setting (Gmax), s		49.4		41.5	15.0	30.4	19.0	18.5				
Max Q Clear Time (g_c+I1), s		6.9		13.4	4.8	16.6	17.7	5.9				
Green Ext Time (p_c), s		1.2		2.0	0.2	2.6	0.2	0.5				

Intersection Summary												
HCM 7th Control Delay, s/veh			28.4									
HCM 7th LOS			C									

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	35	184	0	75	0	380	0	0	156	0
Future Vol, veh/h	5	0	35	184	0	75	0	380	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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	37	194	0	79	0	400	0	0	164	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	564	-	164	564	-	400	-	0	-	-	-	0
Stage 1	164	-	-	400	-	-	-	-	-	-	-	-
Stage 2	400	-	-	164	-	-	-	-	-	-	-	-
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	436	0	880	436	0	650	0	-	0	0	-	0
Stage 1	838	0	-	626	0	-	0	-	0	0	-	0
Stage 2	626	0	-	838	0	-	0	-	0	0	-	0
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	383	-	880	418	-	650	-	-	-	-	-	-
Mov Cap-2 Maneuver	383	-	-	418	-	-	-	-	-	-	-	-
Stage 1	838	-	-	626	-	-	-	-	-	-	-	-
Stage 2	550	-	-	803	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.93	18.08	0	0
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	WBLn1	WBLn2	SBT
Capacity (veh/h)	-	383	880	418	650	-
HCM Lane V/C Ratio	-	0.014	0.042	0.463	0.121	-
HCM Control Delay (s/veh)	-	14.5	9.3	20.8	11.3	-
HCM Lane LOS	-	B	A	C	B	-
HCM 95th %tile Q(veh)	-	0	0.1	2.4	0.4	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	85	1974	709	9	1	33
Future Vol, veh/h	85	1974	709	9	1	33
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	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	89	2078	746	9	1	35

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	756	0	-	0	1969	378
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	1218	-
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	851	-	-	-	55	620
Stage 1	-	-	-	-	427	-
Stage 2	-	-	-	-	243	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	851	-	-	-	41	620
Mov Cap-2 Maneuver	-	-	-	-	144	-
Stage 1	-	-	-	-	321	-
Stage 2	-	-	-	-	243	-

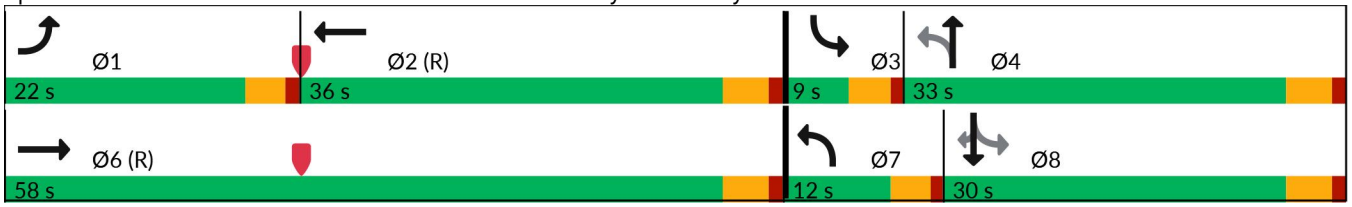
Approach	EB	WB	SB
HCM Control Delay, s/v	2.54	0	11.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	149	-	-	-	565
HCM Lane V/C Ratio	0.105	-	-	-	0.063
HCM Control Delay (s/veh)	9.7	2.2	-	-	11.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.4	-	-	-	0.2

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	156	755	657	144	87	47	16	309
Future Volume (vph)	156	755	657	144	87	47	16	309
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
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)	9.0	22.5	22.5	9.0	22.5	9.0	22.5	22.5
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%
Yellow Time (s)	3.0	3.5	3.5	3.0	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	4.5	4.5	4.0	4.5	4.0	4.5	4.5
Lead/Lag	Lead		Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	14.1	53.5	35.4	37.2	30.3	31.1	25.6	25.6
Actuated g/C Ratio	0.14	0.54	0.35	0.37	0.30	0.31	0.26	0.26
v/c Ratio	0.66	0.45	0.63	0.31	0.21	0.12	0.04	0.50
Control Delay (s/veh)	53.0	15.0	32.9	23.1	25.0	20.9	28.4	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	53.0	15.0	32.9	23.1	25.0	20.9	28.4	6.5
LOS	D	B	C	C	C	C	C	A
Approach Delay (s/veh)		21.2	32.9		23.9		9.2	
Approach LOS		C	C		C		A	

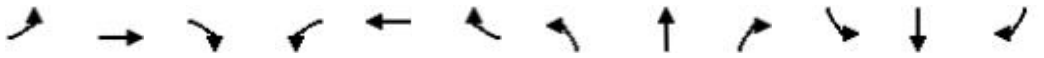
Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay (s/veh): 23.3	Intersection LOS: C
Intersection Capacity Utilization 58.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: Cocoanut Road/Cocoanut Road & Royal Palm Way



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	164	841	785	152	117	49	17	325
v/c Ratio	0.66	0.45	0.63	0.31	0.21	0.12	0.04	0.50
Control Delay (s/veh)	53.0	15.0	32.9	23.1	25.0	20.9	28.4	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	53.0	15.0	32.9	23.1	25.0	20.9	28.4	6.5
Queue Length 50th (ft)	100	161	205	65	50	20	8	0
Queue Length 95th (ft)	162	208	275	112	96	44	26	66
Internal Link Dist (ft)		350	1414		454		404	
Turn Bay Length (ft)	150					230		
Base Capacity (vph)	318	1882	1240	494	555	419	477	646
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.45	0.63	0.31	0.21	0.12	0.04	0.50

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	156	755	44	0	657	88	144	87	24	47	16	309
Future Volume (veh/h)	156	755	44	0	657	88	144	87	24	47	16	309
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	164	795	46	0	692	93	152	92	25	49	17	325
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	198	1830	106	0	1211	163	471	420	114	455	477	404
Arrive On Green	0.11	0.54	0.54	0.00	0.38	0.38	0.08	0.30	0.30	0.04	0.25	0.25
Sat Flow, veh/h	1781	3414	198	0	3242	423	1781	1416	385	1781	1870	1585
Grp Volume(v), veh/h	164	414	427	0	390	395	152	0	117	49	17	325
Grp Sat Flow(s),veh/h/ln	1781	1777	1835	0	1777	1794	1781	0	1801	1781	1870	1585
Q Serve(g_s), s	9.0	14.1	14.1	0.0	17.3	17.4	6.0	0.0	4.9	2.0	0.7	19.2
Cycle Q Clear(g_c), s	9.0	14.1	14.1	0.0	17.3	17.4	6.0	0.0	4.9	2.0	0.7	19.2
Prop In Lane	1.00		0.11	0.00		0.24	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	198	952	983	0	684	690	471	0	535	455	477	404
V/C Ratio(X)	0.83	0.43	0.43	0.00	0.57	0.57	0.32	0.00	0.22	0.11	0.04	0.80
Avail Cap(c_a), veh/h	321	952	983	0	684	690	472	0	535	477	477	404
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.90	0.90	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.5	14.0	14.0	0.0	24.3	24.3	22.8	0.0	26.4	25.8	28.0	34.9
Incr Delay (d2), s/veh	9.1	1.4	1.4	0.0	3.1	3.1	0.4	0.0	0.9	0.1	0.1	15.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	5.8	6.0	0.0	7.7	7.8	2.5	0.0	2.2	0.9	0.3	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.6	15.5	15.4	0.0	27.4	27.4	23.2	0.0	27.4	25.9	28.1	50.4
LnGrp LOS	D	B	B		C	C	C		C	C	C	D
Approach Vol, veh/h		1005			785			269			391	
Approach Delay, s/veh		21.5			27.4			25.0			46.4	
Approach LOS		C			C			C			D	

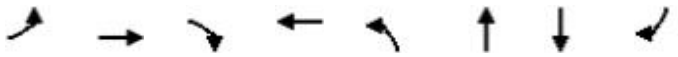
Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	15.1	43.0	7.7	34.2		58.1	11.9	30.0				
Change Period (Y+Rc), s	4.0	4.5	4.0	4.5		4.5	4.0	4.5				
Max Green Setting (Gmax), s	18.0	31.5	5.0	28.5		53.5	8.0	25.5				
Max Q Clear Time (g_c+I1), s	11.0	19.4	4.0	6.9		16.1	8.0	21.2				
Green Ext Time (p_c), s	0.2	4.0	0.0	0.6		6.3	0.0	0.5				

Intersection Summary	
HCM 7th Control Delay, s/veh	27.8
HCM 7th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	372	179	196	2	110	173	262	4	355	422
Future Volume (vph)	372	179	196	2	110	173	262	4	355	422
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
Detector Phase	7	4	4	8	8	5	2	6	6	6
Switch Phase										
Minimum Initial (s)	10.0	20.0	20.0	10.0	10.0	13.0	15.0	15.0	15.0	15.0
Minimum Split (s)	14.0	24.5	24.5	22.5	22.5	17.0	22.6	22.6	22.6	22.6
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%
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	Lead			Lag	Lag	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	32.0	31.5	31.5		10.5	60.0	59.4		42.3	42.3
Actuated g/C Ratio	0.32	0.32	0.32		0.11	0.60	0.59		0.42	0.42
v/c Ratio	0.91	0.32	0.32		0.43	0.33	0.29		0.48	0.48
Control Delay (s/veh)	68.4	39.2	21.1		34.1	10.8	10.6		23.7	3.8
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	68.4	39.2	21.1		34.1	10.8	10.6		23.7	3.8
LOS	E	D	C		C	B	B		C	A
Approach Delay (s/veh)		49.0			34.1		10.7		13.0	
Approach LOS		D			C		B		B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 27 (27%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay (s/veh): 26.5	Intersection LOS: C
Intersection Capacity Utilization 79.0%	ICU Level of Service D
Analysis Period (min) 15	

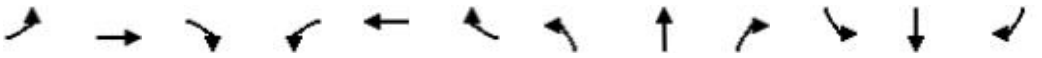
Splits and Phases: 2: South County Road & Royal Palm Way



Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	392	188	206	161	182	314	378	444
v/c Ratio	0.91	0.32	0.32	0.43	0.33	0.29	0.48	0.48
Control Delay (s/veh)	68.4	39.2	21.1	34.1	10.8	10.6	23.7	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	68.4	39.2	21.1	34.1	10.8	10.6	23.7	3.8
Queue Length 50th (ft)	265	121	54	37	47	87	168	0
Queue Length 95th (ft)	#422	194	124	68	84	142	264	59
Internal Link Dist (ft)		1414		377		370	327	
Turn Bay Length (ft)	180							
Base Capacity (vph)	432	754	763	664	552	1090	785	926
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	0.91	0.25	0.27	0.24	0.33	0.29	0.48	0.48

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	372	179	196	2	110	41	173	262	36	4	355	422
Future Volume (veh/h)	372	179	196	2	110	41	173	262	36	4	355	422
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	392	188	206	2	116	43	182	276	38	4	374	444
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	441	580	491	38	251	88	493	964	133	38	801	681
Arrive On Green	0.06	0.10	0.10	0.10	0.10	0.10	0.13	0.60	0.60	0.43	0.43	0.43
Sat Flow, veh/h	1781	1870	1585	13	2509	881	1781	1609	222	4	1863	1585
Grp Volume(v), veh/h	392	188	206	86	0	75	182	0	314	378	0	444
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1859	0	1544	1781	0	1830	1867	0	1585
Q Serve(g_s), s	17.0	9.3	12.2	0.0	0.0	4.6	4.8	0.0	8.3	0.0	0.0	22.2
Cycle Q Clear(g_c), s	17.0	9.3	12.2	4.3	0.0	4.6	4.8	0.0	8.3	14.4	0.0	22.2
Prop In Lane	1.00		1.00	0.02		0.57	1.00		0.12	0.01		1.00
Lane Grp Cap(c), veh/h	441	580	491	223	0	154	493	0	1096	839	0	681
V/C Ratio(X)	0.89	0.32	0.42	0.38	0.00	0.49	0.37	0.00	0.29	0.45	0.00	0.65
Avail Cap(c_a), veh/h	441	757	642	397	0	301	494	0	1096	839	0	681
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.8	35.2	36.4	42.4	0.0	42.6	11.7	0.0	9.7	20.4	0.0	22.6
Incr Delay (d2), s/veh	18.1	0.3	0.5	1.1	0.0	2.4	0.5	0.0	0.7	1.7	0.0	4.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	4.6	5.2	2.1	0.0	1.9	1.8	0.0	3.3	6.5	0.0	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.8	35.5	37.0	43.5	0.0	45.0	12.2	0.0	10.4	22.1	0.0	27.4
LnGrp LOS	E	D	D	D		D	B		B	C		C
Approach Vol, veh/h		786			161			496			822	
Approach Delay, s/veh		46.0			44.2			11.0			25.0	
Approach LOS		D			D			B			C	

Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		64.5		35.5	16.9	47.6	21.0	14.5				
Change Period (Y+Rc), s		4.6		4.5	4.0	4.6	4.0	4.5				
Max Green Setting (Gmax), s		50.4		40.5	13.0	33.4	17.0	19.5				
Max Q Clear Time (g_c+I1), s		10.3		14.2	6.8	24.2	19.0	6.6				
Green Ext Time (p_c), s		2.1		1.8	0.2	2.8	0.0	0.6				

Intersection Summary	
HCM 7th Control Delay, s/veh	30.6
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	0	30	72	0	25	0	358	0	0	358	0
Future Vol, veh/h	19	0	30	72	0	25	0	358	0	0	358	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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	0	32	76	0	26	0	377	0	0	377	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	754	-	377	754	-	377	-	0	-	-	-	0
Stage 1	377	-	-	377	-	-	-	-	-	-	-	-
Stage 2	377	-	-	377	-	-	-	-	-	-	-	-
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	326	0	670	326	0	670	0	-	0	0	-	0
Stage 1	645	0	-	645	0	-	0	-	0	0	-	0
Stage 2	645	0	-	645	0	-	0	-	0	0	-	0
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	313	-	670	310	-	670	-	-	-	-	-	-
Mov Cap-2 Maneuver	313	-	-	310	-	-	-	-	-	-	-	-
Stage 1	645	-	-	645	-	-	-	-	-	-	-	-
Stage 2	619	-	-	614	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	13.22	17.81	0	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	WBLn1	WBLn2	SBT
Capacity (veh/h)	-	313	670	310	670	-
HCM Lane V/C Ratio	-	0.064	0.047	0.244	0.039	-
HCM Control Delay (s/veh)	-	17.3	10.6	20.3	10.6	-
HCM Lane LOS	-	C	B	C	B	-
HCM 95th %tile Q(veh)	-	0.2	0.1	0.9	0.1	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	99	882	1636	32	0	49
Future Vol, veh/h	99	882	1636	32	0	49
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	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	104	928	1722	34	0	52

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1756	0	-	0	2412	878
Stage 1	-	-	-	-	1739	-
Stage 2	-	-	-	-	673	-
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	352	-	-	-	27	291
Stage 1	-	-	-	-	127	-
Stage 2	-	-	-	-	469	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	352	-	-	-	16	291
Mov Cap-2 Maneuver	-	-	-	-	63	-
Stage 1	-	-	-	-	76	-
Stage 2	-	-	-	-	469	-

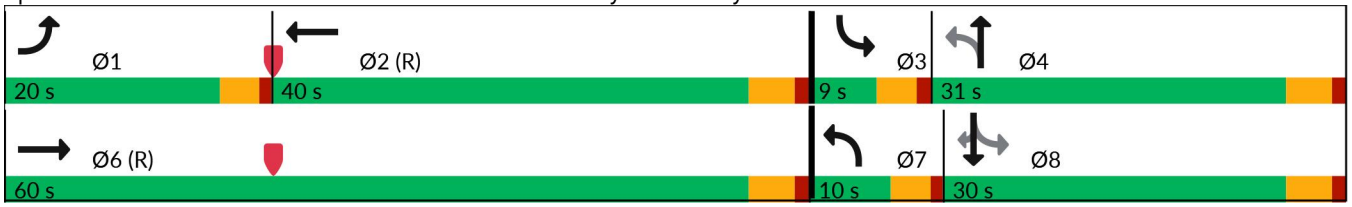
Approach	EB	WB	SB
HCM Control Delay, s/v	7.65	0	20.01
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	262	-	-	-	291
HCM Lane V/C Ratio	0.296	-	-	-	0.177
HCM Control Delay (s/veh)	19.4	6.3	-	-	20
HCM Lane LOS	C	A	-	-	C
HCM 95th %tile Q(veh)	1.2	-	-	-	0.6

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	223	621	847	224	54	78	67	349
Future Volume (vph)	223	621	847	224	54	78	67	349
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
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)	9.0	22.5	22.5	9.0	22.5	9.0	22.5	22.5
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%
Yellow Time (s)	3.0	3.5	3.5	3.0	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	4.5	4.5	4.0	4.5	4.0	4.5	4.5
Lead/Lag	Lead		Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	15.4	55.5	36.1	33.6	28.3	31.0	25.5	25.5
Actuated g/C Ratio	0.15	0.56	0.36	0.34	0.28	0.31	0.26	0.26
v/c Ratio	0.86	0.35	0.75	0.53	0.12	0.19	0.15	0.55
Control Delay (s/veh)	70.3	12.8	40.4	30.3	27.2	23.2	30.0	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	70.3	12.8	40.4	30.3	27.2	23.2	30.0	7.0
LOS	E	B	D	C	C	C	C	A
Approach Delay (s/veh)		27.3	40.4		29.6		12.7	
Approach LOS		C	D		C		B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay (s/veh): 29.4	Intersection LOS: C
Intersection Capacity Utilization 69.9%	ICU Level of Service C
Analysis Period (min) 15	

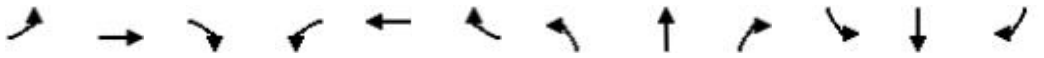
Splits and Phases: 1: Cocoanut Road/Cocoanut Road & Royal Palm Way



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	235	693	947	236	62	82	71	367
v/c Ratio	0.86	0.35	0.75	0.53	0.12	0.19	0.15	0.55
Control Delay (s/veh)	70.3	12.8	40.4	30.3	27.2	23.2	30.0	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	70.3	12.8	40.4	30.3	27.2	23.2	30.0	7.0
Queue Length 50th (ft)	147	119	313	110	28	35	35	3
Queue Length 95th (ft)	#274	157	394	175	61	68	72	76
Internal Link Dist (ft)		350	1414		454		404	
Turn Bay Length (ft)	150					230		
Base Capacity (vph)	283	1953	1269	445	523	435	475	671
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	0.83	0.35	0.75	0.53	0.12	0.19	0.15	0.55

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	223	621	37	0	847	52	224	54	5	78	67	349
Future Volume (veh/h)	223	621	37	0	847	52	224	54	5	78	67	349
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	235	654	39	0	892	55	236	57	5	82	71	367
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	267	1891	113	0	1242	77	393	452	40	481	477	404
Arrive On Green	0.15	0.56	0.56	0.00	0.49	0.49	0.06	0.27	0.27	0.05	0.25	0.25
Sat Flow, veh/h	1781	3408	203	0	3493	210	1781	1695	149	1781	1870	1585
Grp Volume(v), veh/h	235	341	352	0	466	481	236	0	62	82	71	367
Grp Sat Flow(s),veh/h/ln	1781	1777	1834	0	1777	1833	1781	0	1844	1781	1870	1585
Q Serve(g_s), s	12.9	10.6	10.6	0.0	20.7	20.7	6.0	0.0	2.6	3.4	2.9	22.4
Cycle Q Clear(g_c), s	12.9	10.6	10.6	0.0	20.7	20.7	6.0	0.0	2.6	3.4	2.9	22.4
Prop In Lane	1.00		0.11	0.00		0.11	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	267	986	1018	0	649	669	393	0	492	481	477	404
V/C Ratio(X)	0.88	0.35	0.35	0.00	0.72	0.72	0.60	0.00	0.13	0.17	0.15	0.91
Avail Cap(c_a), veh/h	285	986	1018	0	649	669	393	0	492	485	477	404
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.87	0.87	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.6	12.3	12.3	0.0	21.7	21.7	29.0	0.0	27.8	25.5	28.8	36.1
Incr Delay (d2), s/veh	24.7	1.0	0.9	0.0	5.9	5.7	2.5	0.0	0.5	0.2	0.7	26.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	4.2	4.4	0.0	8.5	8.8	2.2	0.0	1.2	1.4	1.4	11.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.4	13.2	13.2	0.0	27.5	27.4	31.5	0.0	28.3	25.6	29.5	62.8
LnGrp LOS	E	B	B		C	C	C		C	C	C	E
Approach Vol, veh/h		928			947			298			520	
Approach Delay, s/veh		26.7			27.4			30.9			52.4	
Approach LOS		C			C			C			D	

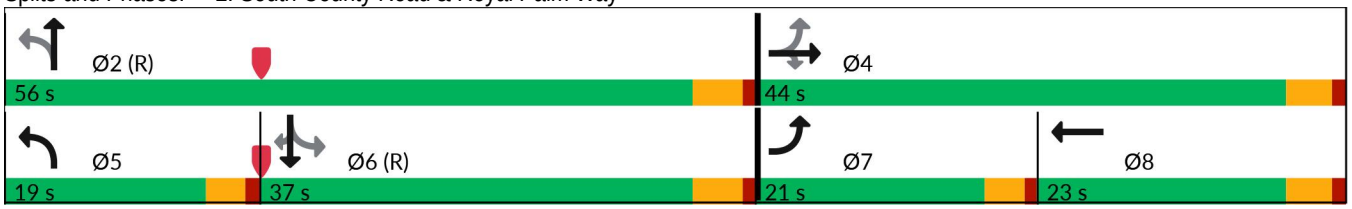
Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	19.0	41.0	8.8	31.2		60.0	10.0	30.0				
Change Period (Y+Rc), s	4.0	4.5	4.0	4.5		4.5	4.0	4.5				
Max Green Setting (Gmax), s	16.0	35.5	5.0	26.5		55.5	6.0	25.5				
Max Q Clear Time (g_c+I1), s	14.9	22.7	5.4	4.6		12.6	8.0	24.4				
Green Ext Time (p_c), s	0.1	5.0	0.0	0.2		5.0	0.0	0.2				

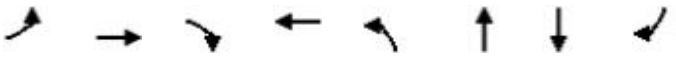
Intersection Summary												
HCM 7th Control Delay, s/veh			32.4									
HCM 7th LOS			C									

Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	282	223	218	240	254	223	5	309	310
Future Volume (vph)	282	223	218	240	254	223	5	309	310
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
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	24.5	24.5	22.5	19.0	22.6	22.6	22.6	22.6
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%
Yellow Time (s)	3.0	3.5	3.5	3.5	3.0	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.0	4.5	4.5	4.5	4.0	4.6		4.6	4.6
Lead/Lag	Lead			Lag	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	34.0	33.5	33.5	13.2	58.0	57.4		38.0	38.0
Actuated g/C Ratio	0.34	0.34	0.34	0.13	0.58	0.57		0.38	0.38
v/c Ratio	0.75	0.38	0.34	0.61	0.46	0.24		0.47	0.41
Control Delay (s/veh)	51.5	21.5	2.5	44.5	14.0	11.7		27.2	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	51.5	21.5	2.5	44.5	14.0	11.7		27.2	4.5
LOS	D	C	A	D	B	B		C	A
Approach Delay (s/veh)		27.5		44.5		12.9		15.9	
Approach LOS		C		D		B		B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 56 (56%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay (s/veh): 22.8	Intersection LOS: C
Intersection Capacity Utilization 69.3%	ICU Level of Service C
Analysis Period (min) 15	

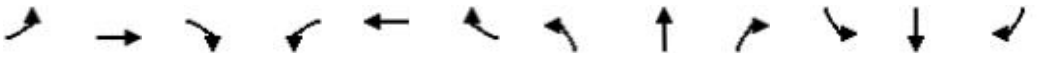
Splits and Phases: 2: South County Road & Royal Palm Way





Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	297	235	229	285	267	257	330	326
v/c Ratio	0.75	0.38	0.34	0.61	0.46	0.24	0.47	0.41
Control Delay (s/veh)	51.5	21.5	2.5	44.5	14.0	11.7	27.2	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	51.5	21.5	2.5	44.5	14.0	11.7	27.2	4.5
Queue Length 50th (ft)	145	79	0	87	80	75	157	0
Queue Length 95th (ft)	216	108	18	125	138	131	260	60
Internal Link Dist (ft)		1414		377		370	327	
Turn Bay Length (ft)	180							
Base Capacity (vph)	405	735	763	653	575	1057	705	803
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	0.73	0.32	0.30	0.44	0.46	0.24	0.47	0.41

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	282	223	218	0	240	30	254	223	21	5	309	310
Future Volume (veh/h)	282	223	218	0	240	30	254	223	21	5	309	310
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	297	235	229	0	253	32	267	235	22	5	325	326
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	394	581	492	0	343	43	559	1008	94	39	760	648
Arrive On Green	0.05	0.10	0.10	0.00	0.11	0.11	0.15	0.60	0.60	0.41	0.41	0.41
Sat Flow, veh/h	1781	1870	1585	0	3271	398	1781	1684	158	7	1859	1585
Grp Volume(v), veh/h	297	235	229	0	140	145	267	0	257	330	0	326
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	0	1777	1799	1781	0	1842	1866	0	1585
Q Serve(g_s), s	14.1	11.8	13.6	0.0	7.6	7.8	7.4	0.0	6.5	0.0	0.0	15.3
Cycle Q Clear(g_c), s	14.1	11.8	13.6	0.0	7.6	7.8	7.4	0.0	6.5	12.7	0.0	15.3
Prop In Lane	1.00		1.00	0.00		0.22	1.00		0.09	0.02		1.00
Lane Grp Cap(c), veh/h	394	581	492	0	192	194	559	0	1103	799	0	648
V/C Ratio(X)	0.75	0.40	0.47	0.00	0.73	0.74	0.48	0.00	0.23	0.41	0.00	0.50
Avail Cap(c_a), veh/h	408	739	626	0	329	333	559	0	1103	799	0	648
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.9	36.2	37.1	0.0	43.2	43.3	12.1	0.0	9.4	21.2	0.0	22.0
Incr Delay (d2), s/veh	7.2	0.4	0.7	0.0	5.3	5.6	0.6	0.0	0.5	1.6	0.0	2.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	6.0	12.1	0.0	3.6	3.7	2.9	0.0	2.6	5.8	0.0	14.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.0	36.7	37.7	0.0	48.4	48.8	12.7	0.0	9.9	22.8	0.0	24.8
LnGrp LOS	D	D	D		D	D	B		A	C		C
Approach Vol, veh/h		761			285			524			656	
Approach Delay, s/veh		39.1			48.6			11.3			23.8	
Approach LOS		D			D			B			C	

Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		64.5		35.5	19.0	45.5	20.2	15.3				
Change Period (Y+Rc), s		4.6		4.5	4.0	4.6	4.0	4.5				
Max Green Setting (Gmax), s		51.4		39.5	15.0	32.4	17.0	18.5				
Max Q Clear Time (g_c+I1), s		8.5		15.6	9.4	17.3	16.1	9.8				
Green Ext Time (p_c), s		1.7		2.2	0.4	2.8	0.1	1.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			29.3									
HCM 7th LOS			C									

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	0	13	138	0	59	0	351	0	0	383	0
Future Vol, veh/h	13	0	13	138	0	59	0	351	0	0	383	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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	0	14	145	0	62	0	369	0	0	403	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	773	-	403	773	-	369	-	0	-	-	-	0
Stage 1	403	-	-	369	-	-	-	-	-	-	-	-
Stage 2	369	-	-	403	-	-	-	-	-	-	-	-
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	316	0	647	316	0	676	0	-	0	0	-	0
Stage 1	624	0	-	651	0	-	0	-	0	0	-	0
Stage 2	651	0	-	624	0	-	0	-	0	0	-	0
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	287	-	647	310	-	676	-	-	-	-	-	-
Mov Cap-2 Maneuver	287	-	-	310	-	-	-	-	-	-	-	-
Stage 1	624	-	-	651	-	-	-	-	-	-	-	-
Stage 2	591	-	-	611	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	14.42	21.82	0	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	WBLn1	WBLn2	SBT
Capacity (veh/h)	-	287	647	310	676	-
HCM Lane V/C Ratio	-	0.048	0.021	0.469	0.092	-
HCM Control Delay (s/veh)	-	18.2	10.7	26.5	10.9	-
HCM Lane LOS	-	C	B	D	B	-
HCM 95th %tile Q(veh)	-	0.1	0.1	2.4	0.3	-

Intersection	
Int Delay, s/veh	8.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	148	776	2024	17	0	50
Future Vol, veh/h	148	776	2024	17	0	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	156	817	2131	18	0	53

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	2148	0	-	0	2859	1074
Stage 1	-	-	-	-	2139	-
Stage 2	-	-	-	-	720	-
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	247	-	-	-	13	215
Stage 1	-	-	-	-	76	-
Stage 2	-	-	-	-	443	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	247	-	-	-	2	215
Mov Cap-2 Maneuver	-	-	-	-	13	-
Stage 1	-	-	-	-	14	-
Stage 2	-	-	-	-	443	-

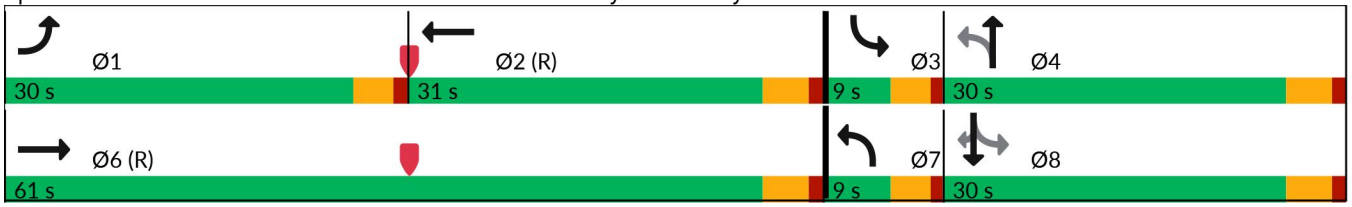
Approach	EB	WB	SB
HCM Control Delay, s/v	27.16	0	27.03
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	191	-	-	-	215
HCM Lane V/C Ratio	0.63	-	-	-	0.244
HCM Control Delay (s/veh)	41.4	24.4	-	-	27
HCM Lane LOS	E	C	-	-	D
HCM 95th %tile Q(veh)	3.8	-	-	-	0.9

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	392	1033	577	102	45	77	68	141
Future Volume (vph)	392	1033	577	102	45	77	68	141
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
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)	9.0	22.5	22.5	9.0	22.5	9.0	22.5	22.5
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%
Yellow Time (s)	3.0	3.5	3.5	3.0	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	4.5	4.5	4.0	4.5	4.0	4.5	4.5
Lead/Lag	Lead		Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	25.2	56.5	27.3	31.8	27.3	31.0	25.5	25.5
Actuated g/C Ratio	0.25	0.57	0.27	0.32	0.27	0.31	0.26	0.26
v/c Ratio	0.93	0.58	0.68	0.25	0.13	0.19	0.15	0.29
Control Delay (s/veh)	65.1	15.4	31.2	24.9	23.5	23.7	30.0	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	65.1	15.4	31.2	24.9	23.5	23.7	30.0	6.7
LOS	E	B	C	C	C	C	C	A
Approach Delay (s/veh)		28.5	31.2		24.3		16.8	
Approach LOS		C	C		C		B	

Intersection Summary	
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: 0.93	
Intersection Signal Delay (s/veh): 27.6	Intersection LOS: C
Intersection Capacity Utilization 62.2%	ICU Level of Service B
Analysis Period (min) 15	

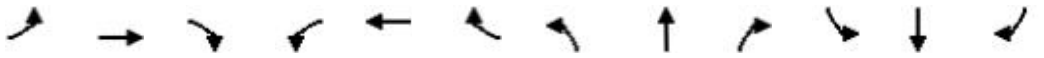
Splits and Phases: 1: Cocoanut Road/Cocoanut Road & Royal Palm Way



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBR
Lane Group Flow (vph)	413	1146	653	107	63	81	72	148
v/c Ratio	0.93	0.58	0.68	0.25	0.13	0.19	0.15	0.29
Control Delay (s/veh)	65.1	15.4	31.2	24.9	23.5	23.7	30.0	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	65.1	15.4	31.2	24.9	23.5	23.7	30.0	6.7
Queue Length 50th (ft)	255	231	134	47	23	35	36	0
Queue Length 95th (ft)	#431	292	261	86	56	69	72	47
Internal Link Dist (ft)		350	1414		454		404	
Turn Bay Length (ft)	150					230		
Base Capacity (vph)	460	1987	961	429	500	435	475	513
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	0.90	0.58	0.68	0.25	0.13	0.19	0.15	0.29

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	392	1033	56	0	577	44	102	45	15	77	68	141
Future Volume (veh/h)	392	1033	56	0	577	44	102	45	15	77	68	141
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	413	1087	59	0	607	46	107	47	16	81	72	148
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	443	1937	105	0	925	70	423	343	117	465	477	404
Arrive On Green	0.25	0.56	0.56	0.00	0.09	0.09	0.05	0.26	0.26	0.05	0.25	0.25
Sat Flow, veh/h	1781	3428	186	0	3442	253	1781	1334	454	1781	1870	1585
Grp Volume(v), veh/h	413	563	583	0	322	331	107	0	63	81	72	148
Grp Sat Flow(s),veh/h/ln	1781	1777	1837	0	1777	1825	1781	0	1789	1781	1870	1585
Q Serve(g_s), s	22.7	20.2	20.2	0.0	17.5	17.6	4.4	0.0	2.7	3.3	3.0	7.7
Cycle Q Clear(g_c), s	22.7	20.2	20.2	0.0	17.5	17.6	4.4	0.0	2.7	3.3	3.0	7.7
Prop In Lane	1.00		0.10	0.00		0.14	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	443	1004	1038	0	491	504	423	0	460	465	477	404
V/C Ratio(X)	0.93	0.56	0.56	0.00	0.66	0.66	0.25	0.00	0.14	0.17	0.15	0.37
Avail Cap(c_a), veh/h	463	1004	1038	0	491	504	423	0	460	469	477	404
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.92	0.92	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.7	13.9	13.9	0.0	40.8	40.9	25.7	0.0	28.6	25.5	28.9	30.6
Incr Delay (d2), s/veh	25.2	2.3	2.2	0.0	6.2	6.1	0.3	0.0	0.6	0.2	0.7	2.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.8	8.2	8.5	0.0	9.2	9.4	1.9	0.0	1.2	1.4	1.4	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	62.0	16.1	16.1	0.0	47.0	46.9	26.1	0.0	29.2	25.7	29.5	33.2
LnGrp LOS	E	B	B		D	D	C		C	C	C	C
Approach Vol, veh/h		1559			653			170			301	
Approach Delay, s/veh		28.2			47.0			27.2			30.3	
Approach LOS		C			D			C			C	

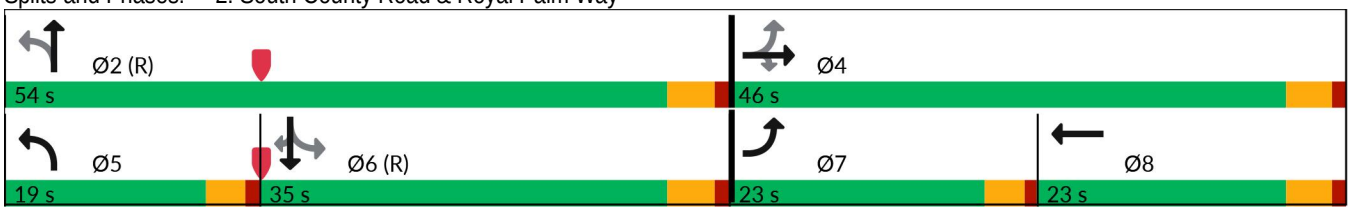
Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	28.9	32.1	8.8	30.2		61.0	9.0	30.0				
Change Period (Y+Rc), s	4.0	4.5	4.0	4.5		4.5	4.0	4.5				
Max Green Setting (Gmax), s	26.0	26.5	5.0	25.5		56.5	5.0	25.5				
Max Q Clear Time (g_c+I1), s	24.7	19.6	5.3	4.7		22.2	6.4	9.7				
Green Ext Time (p_c), s	0.2	2.3	0.0	0.2		9.6	0.0	0.7				

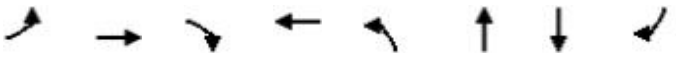
Intersection Summary	
HCM 7th Control Delay, s/veh	33.0
HCM 7th LOS	C

Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	413	241	254	137	138	184	4	332	360
Future Volume (vph)	413	241	254	137	138	184	4	332	360
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
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	24.5	24.5	22.5	19.0	22.6	22.6	22.6	22.6
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%
Yellow Time (s)	3.0	3.5	3.5	3.5	3.0	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.0	4.5	4.5	4.5	4.0	4.6		4.6	4.6
Lead/Lag	Lead			Lag	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	34.2	33.7	33.7	10.7	57.8	57.2		38.2	38.2
Actuated g/C Ratio	0.34	0.34	0.34	0.11	0.58	0.57		0.38	0.38
v/c Ratio	0.93	0.41	0.38	0.43	0.26	0.21		0.50	0.45
Control Delay (s/veh)	60.4	31.2	15.9	41.5	11.2	10.7		26.8	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	60.4	31.2	15.9	41.5	11.2	10.7		26.8	4.2
LOS	E	C	B	D	B	B		C	A
Approach Delay (s/veh)		40.2		41.5		10.9		15.1	
Approach LOS		D		D		B		B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 14 (14%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay (s/veh): 27.2	Intersection LOS: C
Intersection Capacity Utilization 76.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 2: South County Road & Royal Palm Way

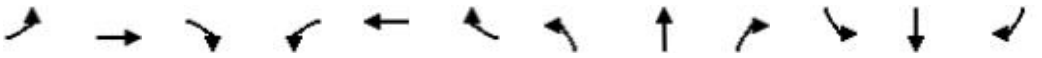




Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	435	254	267	166	145	219	353	379
v/c Ratio	0.93	0.41	0.38	0.43	0.26	0.21	0.50	0.45
Control Delay (s/veh)	60.4	31.2	15.9	41.5	11.2	10.7	26.8	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	60.4	31.2	15.9	41.5	11.2	10.7	26.8	4.2
Queue Length 50th (ft)	290	156	71	48	39	59	167	0
Queue Length 95th (ft)	#464	239	152	80	73	104	262	59
Internal Link Dist (ft)		1414		377		370	327	
Turn Bay Length (ft)	180							
Base Capacity (vph)	468	773	813	653	553	1051	709	839
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.93	0.33	0.33	0.25	0.26	0.21	0.50	0.45

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	413	241	254	0	137	21	138	184	24	4	332	360
Future Volume (veh/h)	413	241	254	0	137	21	138	184	24	4	332	360
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	435	254	267	0	144	22	145	194	25	4	349	379
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	478	617	523	0	310	47	516	940	121	38	730	621
Arrive On Green	0.06	0.11	0.11	0.00	0.10	0.10	0.15	0.58	0.58	0.39	0.39	0.39
Sat Flow, veh/h	1781	1870	1585	0	3192	465	1781	1623	209	5	1863	1585
Grp Volume(v), veh/h	435	254	267	0	81	85	145	0	219	353	0	379
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	0	1777	1787	1781	0	1833	1868	0	1585
Q Serve(g_s), s	19.0	12.7	15.9	0.0	4.3	4.5	3.9	0.0	5.7	0.0	0.0	19.1
Cycle Q Clear(g_c), s	19.0	12.7	15.9	0.0	4.3	4.5	3.9	0.0	5.7	14.2	0.0	19.1
Prop In Lane	1.00		1.00	0.00		0.26	1.00		0.11	0.01		1.00
Lane Grp Cap(c), veh/h	478	617	523	0	178	179	516	0	1061	768	0	621
V/C Ratio(X)	0.91	0.41	0.51	0.00	0.46	0.47	0.28	0.00	0.21	0.46	0.00	0.61
Avail Cap(c_a), veh/h	478	776	658	0	329	331	521	0	1061	768	0	621
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.3	35.5	36.9	0.0	42.4	42.5	12.2	0.0	10.1	22.8	0.0	24.3
Incr Delay (d2), s/veh	18.5	0.4	0.6	0.0	1.8	1.9	0.3	0.0	0.4	2.0	0.0	4.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	6.4	14.1	0.0	2.0	2.1	1.5	0.0	2.3	6.5	0.0	17.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.8	35.9	37.6	0.0	44.3	44.4	12.5	0.0	10.5	24.8	0.0	28.7
LnGrp LOS	E	D	D		D	D	B		B	C		C
Approach Vol, veh/h		956			166			364			732	
Approach Delay, s/veh		45.4			44.4			11.3			26.8	
Approach LOS		D			D			B			C	

Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		62.5		37.5	18.7	43.8	23.0	14.5				
Change Period (Y+Rc), s		4.6		4.5	4.0	4.6	4.0	4.5				
Max Green Setting (Gmax), s		49.4		41.5	15.0	30.4	19.0	18.5				
Max Q Clear Time (g_c+I1), s		7.7		17.9	5.9	21.1	21.0	6.5				
Green Ext Time (p_c), s		1.4		2.4	0.2	2.5	0.0	0.6				

Intersection Summary												
HCM 7th Control Delay, s/veh			33.6									
HCM 7th LOS			C									

Intersection	
Int Delay, s/veh	8.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	0	39	208	0	84	0	485	0	0	198	0
Future Vol, veh/h	6	0	39	208	0	84	0	485	0	0	198	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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	0	41	219	0	88	0	511	0	0	208	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	719	-	208	719	-	511	-	0	-	-	-	0
Stage 1	208	-	-	511	-	-	-	-	-	-	-	-
Stage 2	511	-	-	208	-	-	-	-	-	-	-	-
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	344	0	832	344	0	563	0	-	0	0	-	0
Stage 1	794	0	-	546	0	-	0	-	0	0	-	0
Stage 2	546	0	-	794	0	-	0	-	0	0	-	0
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	290	-	832	327	-	563	-	-	-	-	-	-
Mov Cap-2 Maneuver	290	-	-	327	-	-	-	-	-	-	-	-
Stage 1	794	-	-	546	-	-	-	-	-	-	-	-
Stage 2	460	-	-	754	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.64	29.1	0	0
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	WBLn1	WBLn2	SBT
Capacity (veh/h)	-	290	832	327	563	-
HCM Lane V/C Ratio	-	0.022	0.049	0.67	0.157	-
HCM Control Delay (s/veh)	-	17.7	9.6	35.8	12.6	-
HCM Lane LOS	-	C	A	E	B	-
HCM 95th %tile Q(veh)	-	0.1	0.2	4.6	0.6	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	95	2418	881	10	1	37
Future Vol, veh/h	95	2418	881	10	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	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	100	2545	927	11	1	39

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	938	0	-	0	2405	469
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	1473	-
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	726	-	-	-	28	541
Stage 1	-	-	-	-	343	-
Stage 2	-	-	-	-	177	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	726	-	-	-	15	541
Mov Cap-2 Maneuver	-	-	-	-	89	-
Stage 1	-	-	-	-	182	-
Stage 2	-	-	-	-	177	-

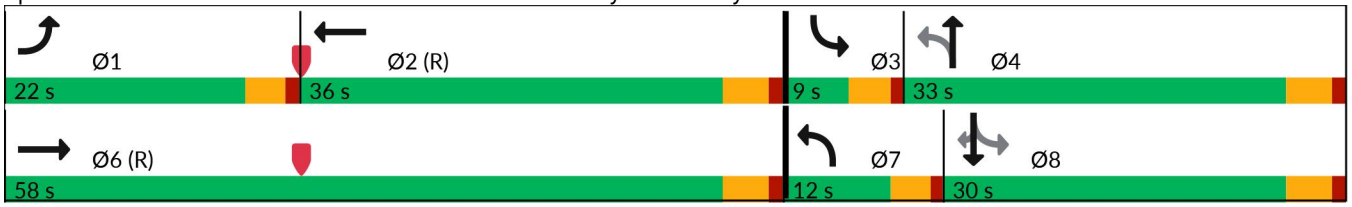
Approach	EB	WB	SB
HCM Control Delay, s/v	4.91	0	13.24
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	136	-	-	-	477
HCM Lane V/C Ratio	0.138	-	-	-	0.084
HCM Control Delay (s/veh)	10.7	4.7	-	-	13.2
HCM Lane LOS	B	A	-	-	B
HCM 95th %tile Q(veh)	0.5	-	-	-	0.3

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	175	873	757	162	98	53	18	347
Future Volume (vph)	175	873	757	162	98	53	18	347
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
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)	9.0	22.5	22.5	9.0	22.5	9.0	22.5	22.5
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%
Yellow Time (s)	3.0	3.5	3.5	3.0	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	4.5	4.5	4.0	4.5	4.0	4.5	4.5
Lead/Lag	Lead		Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	14.9	53.5	34.6	37.2	30.3	31.0	25.5	25.5
Actuated g/C Ratio	0.15	0.54	0.35	0.37	0.30	0.31	0.26	0.26
v/c Ratio	0.70	0.52	0.74	0.35	0.24	0.14	0.04	0.54
Control Delay (s/veh)	54.3	16.0	34.8	23.7	25.6	21.1	28.5	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	54.3	16.0	34.8	23.7	25.6	21.1	28.5	6.6
LOS	D	B	C	C	C	C	C	A
Approach Delay (s/veh)		22.1	34.8		24.6		9.4	
Approach LOS		C	C		C		A	

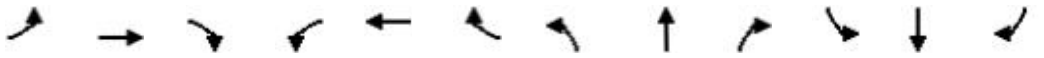
Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay (s/veh): 24.4	Intersection LOS: C
Intersection Capacity Utilization 65.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Cocoanut Road/Cocoanut Road & Royal Palm Way



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	184	971	901	171	131	56	19	365
v/c Ratio	0.70	0.52	0.74	0.35	0.24	0.14	0.04	0.54
Control Delay (s/veh)	54.3	16.0	34.8	23.7	25.6	21.1	28.5	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	54.3	16.0	34.8	23.7	25.6	21.1	28.5	6.6
Queue Length 50th (ft)	112	196	235	74	57	23	9	0
Queue Length 95th (ft)	180	251	308	124	106	49	28	71
Internal Link Dist (ft)		350	1414		454		404	
Turn Bay Length (ft)	150					230		
Base Capacity (vph)	318	1882	1212	493	555	414	475	675
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.52	0.74	0.35	0.24	0.14	0.04	0.54

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	873	49	0	757	99	162	98	27	53	18	347
Future Volume (veh/h)	175	873	49	0	757	99	162	98	27	53	18	347
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	184	919	52	0	797	104	171	103	28	56	19	365
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	219	1829	103	0	1177	154	462	419	114	445	477	404
Arrive On Green	0.12	0.54	0.54	0.00	0.50	0.50	0.08	0.30	0.30	0.04	0.25	0.25
Sat Flow, veh/h	1781	3419	193	0	3254	412	1781	1416	385	1781	1870	1585
Grp Volume(v), veh/h	184	478	493	0	448	453	171	0	131	56	19	365
Grp Sat Flow(s),veh/h/ln	1781	1777	1836	0	1777	1796	1781	0	1801	1781	1870	1585
Q Serve(g_s), s	10.1	17.1	17.1	0.0	19.2	19.2	6.8	0.0	5.5	2.3	0.8	22.3
Cycle Q Clear(g_c), s	10.1	17.1	17.1	0.0	19.2	19.2	6.8	0.0	5.5	2.3	0.8	22.3
Prop In Lane	1.00		0.11	0.00		0.23	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	219	951	982	0	662	669	462	0	532	445	477	404
V/C Ratio(X)	0.84	0.50	0.50	0.00	0.68	0.68	0.37	0.00	0.25	0.13	0.04	0.90
Avail Cap(c_a), veh/h	321	951	982	0	662	669	462	0	532	464	477	404
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.86	0.86	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.9	14.8	14.8	0.0	20.7	20.7	23.1	0.0	26.8	25.7	28.0	36.1
Incr Delay (d2), s/veh	12.4	1.9	1.8	0.0	4.8	4.7	0.5	0.0	1.1	0.1	0.2	26.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	7.0	7.3	0.0	7.7	7.8	2.9	0.0	2.5	1.0	0.4	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.3	16.7	16.6	0.0	25.4	25.4	23.6	0.0	27.9	25.8	28.2	62.0
LnGrp LOS	E	B	B		C	C	C		C	C	C	E
Approach Vol, veh/h		1155			901			302			440	
Approach Delay, s/veh		22.8			25.4			25.4			56.0	
Approach LOS		C			C			C			E	

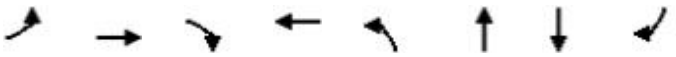
Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	16.3	41.7	7.9	34.1		58.0	12.0	30.0				
Change Period (Y+Rc), s	4.0	4.5	4.0	4.5		4.5	4.0	4.5				
Max Green Setting (Gmax), s	18.0	31.5	5.0	28.5		53.5	8.0	25.5				
Max Q Clear Time (g_c+I1), s	12.1	21.2	4.3	7.5		19.1	8.8	24.3				
Green Ext Time (p_c), s	0.2	4.2	0.0	0.6		7.6	0.0	0.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	29.1
HCM 7th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	417	227	220	8	143	194	294	6	398	474
Future Volume (vph)	417	227	220	8	143	194	294	6	398	474
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
Detector Phase	7	4	4	8	8	5	2	6	6	6
Switch Phase										
Minimum Initial (s)	10.0	20.0	20.0	10.0	10.0	13.0	15.0	15.0	15.0	15.0
Minimum Split (s)	14.0	24.5	24.5	22.5	22.5	17.0	22.6	22.6	22.6	22.6
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%
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	Lead			Lag	Lag	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	32.9	32.4	32.4		11.4	59.1	58.5		41.1	41.1
Actuated g/C Ratio	0.33	0.32	0.32		0.11	0.59	0.59		0.41	0.41
v/c Ratio	1.04	0.40	0.35		0.53	0.40	0.34		0.56	0.53
Control Delay (s/veh)	95.9	40.1	20.5		38.9	12.3	11.7		26.6	4.3
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	95.9	40.1	20.5		38.9	12.3	11.7		26.6	4.3
LOS	F	D	C		D	B	B		C	A
Approach Delay (s/veh)		62.1			38.9		11.9		14.5	
Approach LOS		E			D		B		B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 27 (27%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay (s/veh): 32.5	Intersection LOS: C
Intersection Capacity Utilization 86.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 2: South County Road & Royal Palm Way

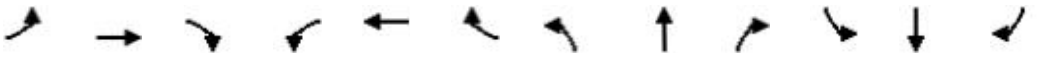


Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	439	239	232	208	204	361	425	499
v/c Ratio	1.04	0.40	0.35	0.53	0.40	0.34	0.56	0.53
Control Delay (s/veh)	95.9	40.1	20.5	38.9	12.3	11.7	26.6	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	95.9	40.1	20.5	38.9	12.3	11.7	26.6	4.3
Queue Length 50th (ft)	~317	157	66	55	55	105	199	0
Queue Length 95th (ft)	#397	236	136	88	98	175	322	65
Internal Link Dist (ft)		1414		377		370	327	
Turn Bay Length (ft)	180							
Base Capacity (vph)	422	754	779	653	504	1071	762	945
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.04	0.32	0.30	0.32	0.40	0.34	0.56	0.53

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	417	227	220	8	143	47	194	294	49	6	398	474
Future Volume (veh/h)	417	227	220	8	143	47	194	294	49	6	398	474
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	439	239	232	8	151	49	204	309	52	6	419	499
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	422	580	491	44	253	79	462	935	157	39	798	681
Arrive On Green	0.06	0.10	0.10	0.10	0.10	0.10	0.13	0.60	0.60	0.43	0.43	0.43
Sat Flow, veh/h	1781	1870	1585	58	2527	787	1781	1560	263	7	1858	1585
Grp Volume(v), veh/h	439	239	232	111	0	97	204	0	361	425	0	499
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1811	0	1560	1781	0	1823	1865	0	1585
Q Serve(g_s), s	17.0	12.0	13.8	0.3	0.0	6.0	5.4	0.0	9.9	0.0	0.0	26.2
Cycle Q Clear(g_c), s	17.0	12.0	13.8	5.7	0.0	6.0	5.4	0.0	9.9	16.8	0.0	26.2
Prop In Lane	1.00		1.00	0.07		0.50	1.00		0.14	0.01		1.00
Lane Grp Cap(c), veh/h	422	580	491	220	0	156	462	0	1092	837	0	681
V/C Ratio(X)	1.04	0.41	0.47	0.50	0.00	0.62	0.44	0.00	0.33	0.51	0.00	0.73
Avail Cap(c_a), veh/h	422	757	642	385	0	304	463	0	1092	837	0	681
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.1	36.3	37.2	43.1	0.0	43.2	12.7	0.0	10.0	21.1	0.0	23.8
Incr Delay (d2), s/veh	51.2	0.4	0.6	1.8	0.0	4.0	0.7	0.0	0.8	2.2	0.0	6.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	6.0	5.9	2.7	0.0	2.5	2.1	0.0	4.0	7.6	0.0	10.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	90.3	36.8	37.8	44.8	0.0	47.2	13.3	0.0	10.8	23.3	0.0	30.6
LnGrp LOS	F	D	D	D		D	B		B	C		C
Approach Vol, veh/h		910			208			565			924	
Approach Delay, s/veh		62.9			45.9			11.7			27.2	
Approach LOS		E			D			B			C	

Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		64.5		35.5	17.0	47.5	21.0	14.5				
Change Period (Y+Rc), s		4.6		4.5	4.0	4.6	4.0	4.5				
Max Green Setting (Gmax), s		50.4		40.5	13.0	33.4	17.0	19.5				
Max Q Clear Time (g_c+I1), s		11.9		15.8	7.4	28.2	19.0	8.0				
Green Ext Time (p_c), s		2.5		2.2	0.3	2.2	0.0	0.8				

Intersection Summary												
HCM 7th Control Delay, s/veh			37.8									
HCM 7th LOS			D									

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	21	0	34	81	0	28	0	402	0	0	402	0
Future Vol, veh/h	21	0	34	81	0	28	0	402	0	0	402	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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	0	36	85	0	29	0	423	0	0	423	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	846	-	423	846	-	423	-	0	-	-	-	0
Stage 1	423	-	-	423	-	-	-	-	-	-	-	-
Stage 2	423	-	-	423	-	-	-	-	-	-	-	-
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	282	0	631	282	0	631	0	-	0	0	-	0
Stage 1	609	0	-	609	0	-	0	-	0	0	-	0
Stage 2	609	0	-	609	0	-	0	-	0	0	-	0
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	269	-	631	266	-	631	-	-	-	-	-	-
Mov Cap-2 Maneuver	269	-	-	266	-	-	-	-	-	-	-	-
Stage 1	609	-	-	609	-	-	-	-	-	-	-	-
Stage 2	580	-	-	574	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	14.31	21.24	0	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	WBLn1	WBLn2	SBT
Capacity (veh/h)	-	269	631	266	631	-
HCM Lane V/C Ratio	-	0.082	0.057	0.32	0.047	-
HCM Control Delay (s/veh)	-	19.6	11.1	24.8	11	-
HCM Lane LOS	-	C	B	C	B	-
HCM 95th %tile Q(veh)	-	0.3	0.2	1.3	0.1	-

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	111	990	1836	36	0	55
Future Vol, veh/h	111	990	1836	36	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	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	117	1042	1933	38	0	58

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1971	0	-	0	2706	985
Stage 1	-	-	-	-	1952	-
Stage 2	-	-	-	-	755	-
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	291	-	-	-	17	247
Stage 1	-	-	-	-	97	-
Stage 2	-	-	-	-	425	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	291	-	-	-	7	247
Mov Cap-2 Maneuver	-	-	-	-	36	-
Stage 1	-	-	-	-	42	-
Stage 2	-	-	-	-	425	-

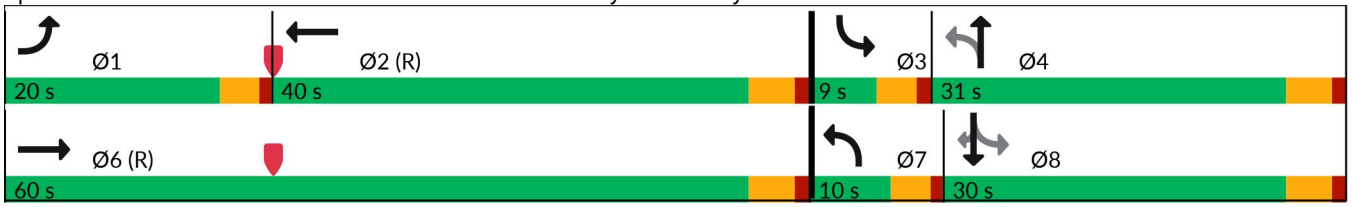
Approach	EB	WB	SB
HCM Control Delay, s/v	13.16	0	23.98
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	206	-	-	-	247
HCM Lane V/C Ratio	0.402	-	-	-	0.234
HCM Control Delay (s/veh)	25.5	11.8	-	-	24
HCM Lane LOS	D	B	-	-	C
HCM 95th %tile Q(veh)	1.9	-	-	-	0.9

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	322	815	1120	276	62	90	76	476
Future Volume (vph)	322	815	1120	276	62	90	76	476
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
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)	9.0	22.5	22.5	9.0	22.5	9.0	22.5	22.5
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%
Yellow Time (s)	3.0	3.5	3.5	3.0	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	4.5	4.5	4.0	4.5	4.0	4.5	4.5
Lead/Lag	Lead		Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	16.0	55.5	35.5	33.6	28.3	31.0	25.5	25.5
Actuated g/C Ratio	0.16	0.56	0.36	0.34	0.28	0.31	0.26	0.26
v/c Ratio	1.20	0.47	1.00	0.66	0.14	0.22	0.17	0.77
Control Delay (s/veh)	156.2	14.2	62.1	35.0	27.0	23.7	30.2	19.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	156.2	14.2	62.1	35.0	27.0	23.7	30.2	19.9
LOS	F	B	E	D	C	C	C	B
Approach Delay (s/veh)		52.4	62.1		33.5		21.7	
Approach LOS		D	E		C		C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.20	
Intersection Signal Delay (s/veh): 48.0	Intersection LOS: D
Intersection Capacity Utilization 88.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: Cocoanut Road/Cocoanut Road & Royal Palm Way

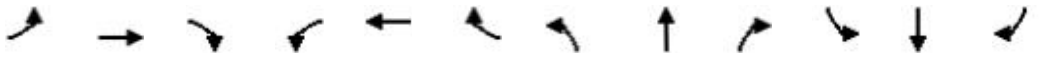


Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	339	920	1247	291	71	95	80	501
v/c Ratio	1.20	0.47	1.00	0.66	0.14	0.22	0.17	0.77
Control Delay (s/veh)	156.2	14.2	62.1	35.0	27.0	23.7	30.2	19.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	156.2	14.2	62.1	35.0	27.0	23.7	30.2	19.9
Queue Length 50th (ft)	~263	173	440	140	32	40	40	94
Queue Length 95th (ft)	#437	222	#584	217	68	77	78	229
Internal Link Dist (ft)		350	1414		454		404	
Turn Bay Length (ft)	150					230		
Base Capacity (vph)	283	1950	1250	442	524	432	475	654
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.20	0.47	1.00	0.66	0.14	0.22	0.17	0.77

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	322	815	59	0	1120	65	276	62	6	90	76	476
Future Volume (veh/h)	322	815	59	0	1120	65	276	62	6	90	76	476
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	339	858	62	0	1179	68	291	65	6	95	80	501
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	285	1865	135	0	1212	70	364	447	41	474	477	404
Arrive On Green	0.16	0.56	0.56	0.00	0.35	0.35	0.06	0.26	0.26	0.05	0.25	0.25
Sat Flow, veh/h	1781	3361	243	0	3508	197	1781	1687	156	1781	1870	1585
Grp Volume(v), veh/h	339	454	466	0	613	634	291	0	71	95	80	501
Grp Sat Flow(s),veh/h/ln	1781	1777	1827	0	1777	1835	1781	0	1842	1781	1870	1585
Q Serve(g_s), s	16.0	15.3	15.3	0.0	34.0	34.1	6.0	0.0	2.9	3.9	3.3	25.5
Cycle Q Clear(g_c), s	16.0	15.3	15.3	0.0	34.0	34.1	6.0	0.0	2.9	3.9	3.3	25.5
Prop In Lane	1.00		0.13	0.00		0.11	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	285	986	1014	0	631	651	364	0	488	474	477	404
V/C Ratio(X)	1.19	0.46	0.46	0.00	0.97	0.97	0.80	0.00	0.15	0.20	0.17	1.24
Avail Cap(c_a), veh/h	285	986	1014	0	631	651	364	0	488	474	477	404
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.71	0.71	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.0	13.3	13.3	0.0	31.8	31.8	32.5	0.0	28.1	25.5	29.0	37.3
Incr Delay (d2), s/veh	114.7	1.5	1.5	0.0	24.1	23.9	12.0	0.0	0.6	0.2	0.8	127.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.0	6.2	6.3	0.0	18.3	18.9	5.0	0.0	1.4	1.7	1.6	23.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	156.7	14.8	14.8	0.0	55.9	55.7	44.5	0.0	28.7	25.7	29.8	164.5
LnGrp LOS	F	B	B		E	E	D		C	C	C	F
Approach Vol, veh/h		1259			1247			362			676	
Approach Delay, s/veh		53.0			55.8			41.4			129.1	
Approach LOS		D			E			D			F	

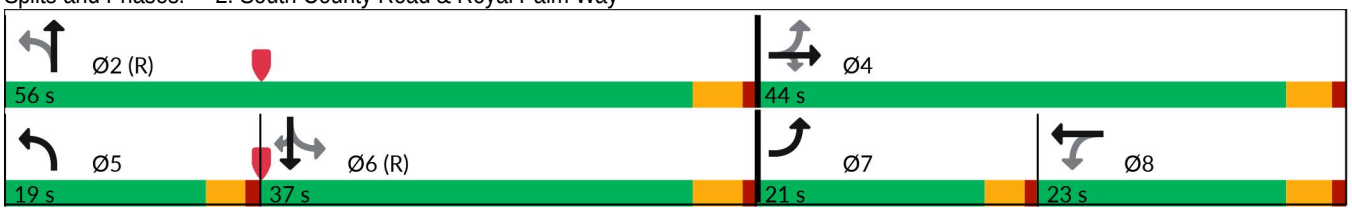
Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	20.0	40.0	9.0	31.0		60.0	10.0	30.0				
Change Period (Y+Rc), s	4.0	4.5	4.0	4.5		4.5	4.0	4.5				
Max Green Setting (Gmax), s	16.0	35.5	5.0	26.5		55.5	6.0	25.5				
Max Q Clear Time (g_c+I1), s	18.0	36.1	5.9	4.9		17.3	8.0	27.5				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.3		7.2	0.0	0.0				

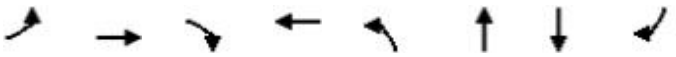
Intersection Summary	
HCM 7th Control Delay, s/veh	67.3
HCM 7th LOS	E

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	372	275	284	11	301	346	261	7	356	429
Future Volume (vph)	372	275	284	11	301	346	261	7	356	429
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
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	24.5	24.5	22.5	22.5	19.0	22.6	22.6	22.6	22.6
Total Split (s)	21.0	44.0	44.0	23.0	23.0	19.0	56.0	37.0	37.0	37.0
Total Split (%)	21.0%	44.0%	44.0%	23.0%	23.0%	19.0%	56.0%	37.0%	37.0%	37.0%
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	Lead			Lag	Lag	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	37.4	36.9	36.9		15.9	54.6	54.0		34.4	34.4
Actuated g/C Ratio	0.37	0.37	0.37		0.16	0.55	0.54		0.34	0.34
v/c Ratio	0.98	0.42	0.39		0.72	0.74	0.31		0.60	0.54
Control Delay (s/veh)	84.3	20.9	3.2		46.1	24.6	13.9		32.6	5.1
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	84.3	20.9	3.2		46.1	24.6	13.9		32.6	5.1
LOS	F	C	A		D	C	B		C	A
Approach Delay (s/veh)		40.8			46.1		19.7		17.7	
Approach LOS		D			D		B		B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 56 (56%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay (s/veh): 29.9	Intersection LOS: C
Intersection Capacity Utilization 84.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 2: South County Road & Royal Palm Way

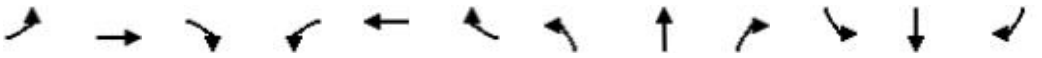




Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	392	289	299	380	364	306	382	452
v/c Ratio	0.98	0.42	0.39	0.72	0.74	0.31	0.60	0.54
Control Delay (s/veh)	84.3	20.9	3.2	46.1	24.6	13.9	32.6	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	84.3	20.9	3.2	46.1	24.6	13.9	32.6	5.1
Queue Length 50th (ft)	213	89	0	116	127	100	206	0
Queue Length 95th (ft)	#367	138	36	163	#224	163	308	69
Internal Link Dist (ft)		1414		377		370	327	
Turn Bay Length (ft)	180							
Base Capacity (vph)	400	735	806	614	491	994	637	841
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.98	0.39	0.37	0.62	0.74	0.31	0.60	0.54

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	372	275	284	11	301	48	346	261	29	7	356	429
Future Volume (veh/h)	372	275	284	11	301	48	346	261	29	7	356	429
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	392	289	299	12	317	51	364	275	31	7	375	452
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	406	651	552	45	403	64	478	926	104	40	687	588
Arrive On Green	0.06	0.11	0.11	0.14	0.14	0.14	0.15	0.56	0.56	0.37	0.37	0.37
Sat Flow, veh/h	1781	1870	1585	49	2917	461	1781	1651	186	10	1853	1585
Grp Volume(v), veh/h	392	289	299	201	0	179	364	0	306	382	0	452
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1808	0	1619	1781	0	1837	1863	0	1585
Q Serve(g_s), s	17.0	14.4	17.8	3.4	0.0	10.7	11.8	0.0	8.8	0.0	0.0	25.1
Cycle Q Clear(g_c), s	17.0	14.4	17.8	10.6	0.0	10.7	11.8	0.0	8.8	16.1	0.0	25.1
Prop In Lane	1.00		1.00	0.06		0.28	1.00		0.10	0.02		1.00
Lane Grp Cap(c), veh/h	406	651	552	288	0	224	478	0	1030	727	0	588
V/C Ratio(X)	0.97	0.44	0.54	0.70	0.00	0.80	0.76	0.00	0.30	0.53	0.00	0.77
Avail Cap(c_a), veh/h	406	739	626	369	0	300	478	0	1030	727	0	588
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.6	35.2	36.7	41.6	0.0	41.8	16.9	0.0	11.6	24.9	0.0	27.7
Incr Delay (d2), s/veh	33.1	0.4	0.7	4.0	0.0	10.7	7.1	0.0	0.7	2.7	0.0	9.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	7.3	7.6	5.1	0.0	4.9	5.4	0.0	3.6	7.6	0.0	10.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.7	35.6	37.5	45.6	0.0	52.5	24.0	0.0	12.3	27.6	0.0	37.0
LnGrp LOS	E	D	D	D		D	C		B	C		D
Approach Vol, veh/h		980			380			670			834	
Approach Delay, s/veh		49.0			48.8			18.6			32.7	
Approach LOS		D			D			B			C	

Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		60.7		39.3	19.0	41.7	21.0	18.3				
Change Period (Y+Rc), s		4.6		4.5	4.0	4.6	4.0	4.5				
Max Green Setting (Gmax), s		51.4		39.5	15.0	32.4	17.0	18.5				
Max Q Clear Time (g_c+I1), s		10.8		19.8	13.8	27.1	19.0	12.7				
Green Ext Time (p_c), s		2.0		2.7	0.2	2.0	0.0	1.1				

Intersection Summary												
HCM 7th Control Delay, s/veh			37.1									
HCM 7th LOS			D									

Intersection	
Int Delay, s/veh	9.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	0	15	160	0	69	0	440	0	0	495	0
Future Vol, veh/h	21	0	15	160	0	69	0	440	0	0	495	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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	0	16	168	0	73	0	463	0	0	521	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	984	-	521	984	-	463	-	0	-	-	-	0
Stage 1	521	-	-	463	-	-	-	-	-	-	-	-
Stage 2	463	-	-	521	-	-	-	-	-	-	-	-
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	227	0	555	227	0	599	0	-	0	0	-	0
Stage 1	539	0	-	579	0	-	0	-	0	0	-	0
Stage 2	579	0	-	539	0	-	0	-	0	0	-	0
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	200	-	555	221	-	599	-	-	-	-	-	-
Mov Cap-2 Maneuver	200	-	-	221	-	-	-	-	-	-	-	-
Stage 1	539	-	-	579	-	-	-	-	-	-	-	-
Stage 2	509	-	-	523	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	19.59	45.29	0	0
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	WBLn1	WBLn2	SBT
Capacity (veh/h)	-	200	555	221	599	-
HCM Lane V/C Ratio	-	0.111	0.028	0.762	0.121	-
HCM Control Delay (s/veh)	-	25.2	11.7	59.7	11.8	-
HCM Lane LOS	-	D	B	F	B	-
HCM 95th %tile Q(veh)	-	0.4	0.1	5.3	0.4	-

Intersection	
Int Delay, s/veh	43.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	166	1034	2513	19	0	57
Future Vol, veh/h	166	1034	2513	19	0	57
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	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	175	1088	2645	20	0	60

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	2665	0	-	0	3549	1333
Stage 1	-	-	-	-	2655	-
Stage 2	-	-	-	-	894	-
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	~ 154	-	-	-	4	144
Stage 1	-	-	-	-	39	-
Stage 2	-	-	-	-	360	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	~ 154	-	-	-	0	144
Mov Cap-2 Maneuver	-	-	-	-	32	-
Stage 1	-	-	-	-	39	-
Stage 2	-	-	-	-	360	-

Approach	EB	WB	SB
HCM Control Delay, s/veh	35.72	0	46.63
HCM LOS			E

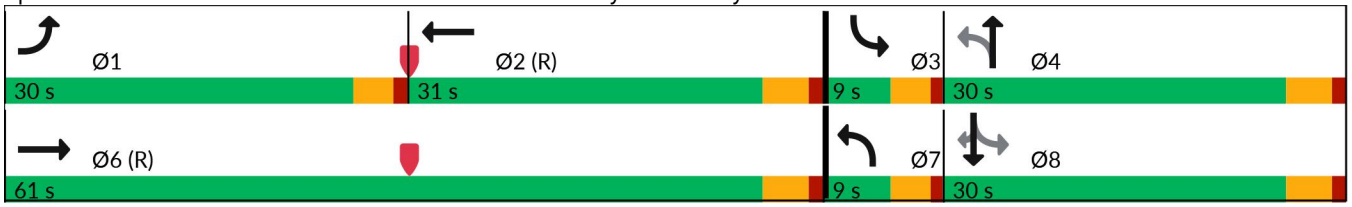
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	~ 108	-	-	-	144
HCM Lane V/C Ratio	1.134	-	-	-	0.416
HCM Control Delay (s/veh)	171.7	129.9	-	-	46.6
HCM Lane LOS	F	F	-	-	E
HCM 95th %tile Q(veh)	9.5	-	-	-	1.8

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	392	1033	582	103	45	78	68	141
Future Volume (vph)	392	1033	582	103	45	78	68	141
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
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)	9.0	22.5	22.5	9.0	22.5	9.0	22.5	22.5
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%
Yellow Time (s)	3.0	3.5	3.5	3.0	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	4.5	4.5	4.0	4.5	4.0	4.5	4.5
Lead/Lag	Lead		Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	25.2	56.5	27.3	31.8	27.3	31.0	25.5	25.5
Actuated g/C Ratio	0.25	0.57	0.27	0.32	0.27	0.31	0.26	0.26
v/c Ratio	0.93	0.58	0.69	0.25	0.13	0.19	0.15	0.29
Control Delay (s/veh)	65.1	15.4	31.4	24.9	23.5	23.8	30.0	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	65.1	15.4	31.4	24.9	23.5	23.8	30.0	6.7
LOS	E	B	C	C	C	C	C	A
Approach Delay (s/veh)		28.5	31.4		24.4		16.9	
Approach LOS		C	C		C		B	

Intersection Summary	
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: 0.93	
Intersection Signal Delay (s/veh): 27.7	Intersection LOS: C
Intersection Capacity Utilization 62.4%	ICU Level of Service B
Analysis Period (min) 15	

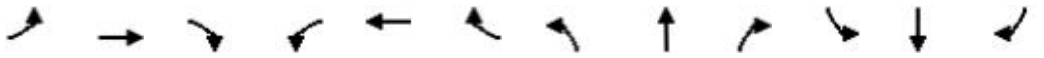
Splits and Phases: 1: Cocoanut Road/Cocoanut Road & Royal Palm Way



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	413	1146	659	108	63	82	72	148
v/c Ratio	0.93	0.58	0.69	0.25	0.13	0.19	0.15	0.29
Control Delay (s/veh)	65.1	15.4	31.4	24.9	23.5	23.8	30.0	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	65.1	15.4	31.4	24.9	23.5	23.8	30.0	6.7
Queue Length 50th (ft)	255	231	136	47	23	35	36	0
Queue Length 95th (ft)	#431	292	264	87	56	69	72	47
Internal Link Dist (ft)		350	1414		454		404	
Turn Bay Length (ft)	150					230		
Base Capacity (vph)	460	1987	961	429	500	435	475	513
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	0.90	0.58	0.69	0.25	0.13	0.19	0.15	0.29

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	392	1033	56	0	582	44	103	45	15	78	68	141
Future Volume (veh/h)	392	1033	56	0	582	44	103	45	15	78	68	141
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	413	1087	59	0	613	46	108	47	16	82	72	148
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	443	1937	105	0	925	69	423	343	117	465	477	404
Arrive On Green	0.25	0.56	0.56	0.00	0.09	0.09	0.05	0.26	0.26	0.05	0.25	0.25
Sat Flow, veh/h	1781	3428	186	0	3444	251	1781	1334	454	1781	1870	1585
Grp Volume(v), veh/h	413	563	583	0	325	334	108	0	63	82	72	148
Grp Sat Flow(s),veh/h/ln	1781	1777	1837	0	1777	1825	1781	0	1789	1781	1870	1585
Q Serve(g_s), s	22.7	20.2	20.2	0.0	17.7	17.7	4.5	0.0	2.7	3.4	3.0	7.7
Cycle Q Clear(g_c), s	22.7	20.2	20.2	0.0	17.7	17.7	4.5	0.0	2.7	3.4	3.0	7.7
Prop In Lane	1.00		0.10	0.00		0.14	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	443	1004	1038	0	491	504	423	0	459	465	477	404
V/C Ratio(X)	0.93	0.56	0.56	0.00	0.66	0.66	0.26	0.00	0.14	0.18	0.15	0.37
Avail Cap(c_a), veh/h	463	1004	1038	0	491	504	423	0	459	469	477	404
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.92	0.92	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.7	13.9	13.9	0.0	40.9	40.9	25.8	0.0	28.6	25.5	28.9	30.6
Incr Delay (d2), s/veh	25.2	2.3	2.2	0.0	6.3	6.2	0.3	0.0	0.6	0.2	0.7	2.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.8	8.2	8.5	0.0	9.3	9.5	1.9	0.0	1.2	1.4	1.4	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	62.0	16.1	16.1	0.0	47.3	47.2	26.1	0.0	29.2	25.7	29.5	33.2
LnGrp LOS	E	B	B		D	D	C		C	C	C	C
Approach Vol, veh/h		1559			659			171			302	
Approach Delay, s/veh		28.2			47.2			27.2			30.3	
Approach LOS		C			D			C			C	

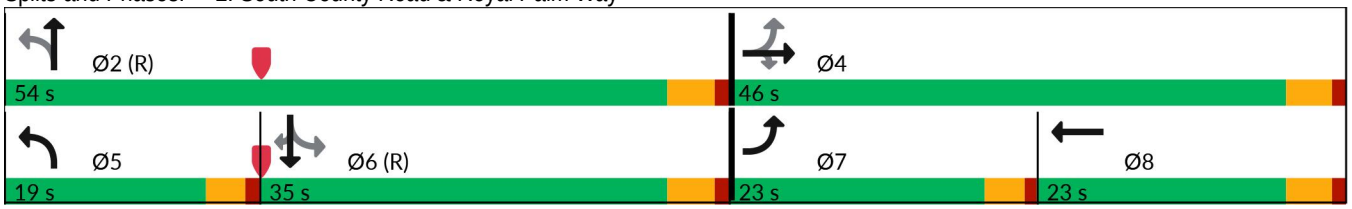
Timer - Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	28.9	32.1	8.8	30.2		61.0	9.0	30.0
Change Period (Y+Rc), s	4.0	4.5	4.0	4.5		4.5	4.0	4.5
Max Green Setting (Gmax), s	26.0	26.5	5.0	25.5		56.5	5.0	25.5
Max Q Clear Time (g_c+I1), s	24.7	19.7	5.4	4.7		22.2	6.5	9.7
Green Ext Time (p_c), s	0.2	2.3	0.0	0.2		9.6	0.0	0.7

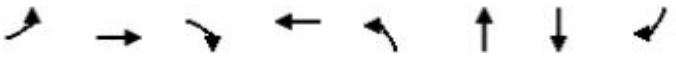
Intersection Summary	
HCM 7th Control Delay, s/veh	33.1
HCM 7th LOS	C

Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	413	241	254	138	140	184	4	332	361
Future Volume (vph)	413	241	254	138	140	184	4	332	361
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
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	24.5	24.5	22.5	19.0	22.6	22.6	22.6	22.6
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%
Yellow Time (s)	3.0	3.5	3.5	3.5	3.0	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.0	4.5	4.5	4.5	4.0	4.6		4.6	4.6
Lead/Lag	Lead			Lag	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	34.2	33.7	33.7	10.7	57.8	57.2		38.2	38.2
Actuated g/C Ratio	0.34	0.34	0.34	0.11	0.58	0.57		0.38	0.38
v/c Ratio	0.93	0.41	0.38	0.44	0.27	0.21		0.50	0.45
Control Delay (s/veh)	60.4	31.2	15.9	41.6	11.3	10.7		26.8	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	60.4	31.2	15.9	41.6	11.3	10.7		26.8	4.2
LOS	E	C	B	D	B	B		C	A
Approach Delay (s/veh)		40.2		41.6		10.9		15.1	
Approach LOS		D		D		B		B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 14 (14%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay (s/veh): 27.2	Intersection LOS: C
Intersection Capacity Utilization 76.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 2: South County Road & Royal Palm Way

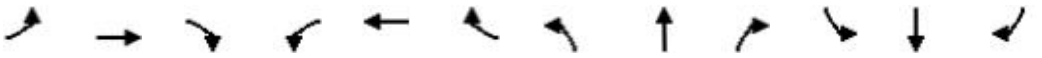




Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	435	254	267	167	147	219	353	380
v/c Ratio	0.93	0.41	0.38	0.44	0.27	0.21	0.50	0.45
Control Delay (s/veh)	60.4	31.2	15.9	41.6	11.3	10.7	26.8	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	60.4	31.2	15.9	41.6	11.3	10.7	26.8	4.2
Queue Length 50th (ft)	289	156	71	48	40	59	167	0
Queue Length 95th (ft)	#464	239	153	80	73	104	262	59
Internal Link Dist (ft)		1414		377		370	327	
Turn Bay Length (ft)	180							
Base Capacity (vph)	468	773	813	653	553	1051	709	839
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.93	0.33	0.33	0.26	0.27	0.21	0.50	0.45

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	413	241	254	0	138	21	140	184	24	4	332	361
Future Volume (veh/h)	413	241	254	0	138	21	140	184	24	4	332	361
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	435	254	267	0	145	22	147	194	25	4	349	380
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	478	617	523	0	310	46	516	940	121	38	729	621
Arrive On Green	0.06	0.11	0.11	0.00	0.10	0.10	0.15	0.58	0.58	0.39	0.39	0.39
Sat Flow, veh/h	1781	1870	1585	0	3195	462	1781	1623	209	5	1863	1585
Grp Volume(v), veh/h	435	254	267	0	82	85	147	0	219	353	0	380
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	0	1777	1787	1781	0	1833	1868	0	1585
Q Serve(g_s), s	19.0	12.7	15.9	0.0	4.4	4.5	4.0	0.0	5.7	0.0	0.0	19.2
Cycle Q Clear(g_c), s	19.0	12.7	15.9	0.0	4.4	4.5	4.0	0.0	5.7	14.2	0.0	19.2
Prop In Lane	1.00		1.00	0.00		0.26	1.00		0.11	0.01		1.00
Lane Grp Cap(c), veh/h	478	617	523	0	178	179	516	0	1061	768	0	621
V/C Ratio(X)	0.91	0.41	0.51	0.00	0.46	0.48	0.28	0.00	0.21	0.46	0.00	0.61
Avail Cap(c_a), veh/h	478	776	658	0	329	331	521	0	1061	768	0	621
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.3	35.5	36.9	0.0	42.5	42.5	12.2	0.0	10.1	22.8	0.0	24.3
Incr Delay (d2), s/veh	18.6	0.4	0.6	0.0	1.9	2.0	0.3	0.0	0.4	2.0	0.0	4.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	6.4	14.1	0.0	2.0	2.1	1.5	0.0	2.3	6.5	0.0	17.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.9	35.9	37.6	0.0	44.3	44.5	12.5	0.0	10.5	24.8	0.0	28.8
LnGrp LOS	E	D	D		D	D	B		B	C		C
Approach Vol, veh/h		956			167			366			733	
Approach Delay, s/veh		45.5			44.4			11.3			26.9	
Approach LOS		D			D			B			C	

Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		62.5		37.5	18.7	43.8	23.0	14.5				
Change Period (Y+Rc), s		4.6		4.5	4.0	4.6	4.0	4.5				
Max Green Setting (Gmax), s		49.4		41.5	15.0	30.4	19.0	18.5				
Max Q Clear Time (g_c+I1), s		7.7		17.9	6.0	21.2	21.0	6.5				
Green Ext Time (p_c), s		1.4		2.4	0.2	2.5	0.0	0.6				

Intersection Summary												
HCM 7th Control Delay, s/veh			33.6									
HCM 7th LOS			C									

Intersection	
Int Delay, s/veh	8.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	0	40	208	0	84	0	485	0	0	202	0
Future Vol, veh/h	7	0	40	208	0	84	0	485	0	0	202	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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	42	219	0	88	0	511	0	0	213	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	723	-	213	723	-	511	-	0	-	-	-	0
Stage 1	213	-	-	511	-	-	-	-	-	-	-	-
Stage 2	511	-	-	213	-	-	-	-	-	-	-	-
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	341	0	827	341	0	563	0	-	0	0	-	0
Stage 1	790	0	-	546	0	-	0	-	0	0	-	0
Stage 2	546	0	-	790	0	-	0	-	0	0	-	0
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	288	-	827	324	-	563	-	-	-	-	-	-
Mov Cap-2 Maneuver	288	-	-	324	-	-	-	-	-	-	-	-
Stage 1	790	-	-	546	-	-	-	-	-	-	-	-
Stage 2	460	-	-	749	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.81	29.56	0	0
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	WBLn1	WBLn2	SBT
Capacity (veh/h)	-	288	827	324	563	-
HCM Lane V/C Ratio	-	0.026	0.051	0.676	0.157	-
HCM Control Delay (s/veh)	-	17.8	9.6	36.4	12.6	-
HCM Lane LOS	-	C	A	E	B	-
HCM 95th %tile Q(veh)	-	0.1	0.2	4.6	0.6	-

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	100	2418	881	16	1	38
Future Vol, veh/h	100	2418	881	16	1	38
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	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	105	2545	927	17	1	40

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	944	0	-	0	2419	472
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	1483	-
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	722	-	-	-	27	538
Stage 1	-	-	-	-	342	-
Stage 2	-	-	-	-	175	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	722	-	-	-	14	538
Mov Cap-2 Maneuver	-	-	-	-	85	-
Stage 1	-	-	-	-	172	-
Stage 2	-	-	-	-	175	-

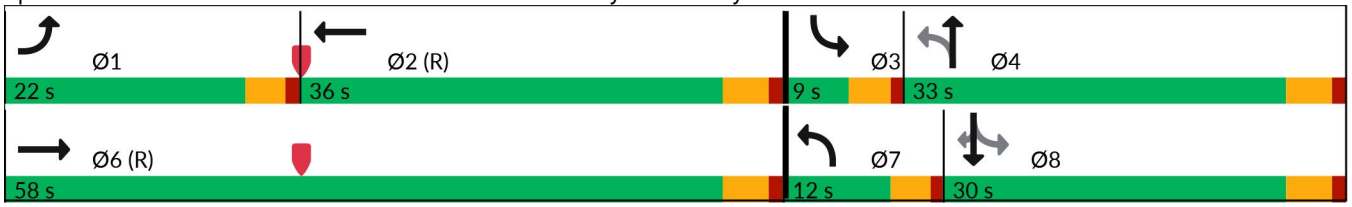
Approach	EB	WB	SB
HCM Control Delay, s/v	5.21	0	13.32
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	143	-	-	-	474
HCM Lane V/C Ratio	0.146	-	-	-	0.087
HCM Control Delay (s/veh)	10.8	5	-	-	13.3
HCM Lane LOS	B	A	-	-	B
HCM 95th %tile Q(veh)	0.5	-	-	-	0.3

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	175	874	762	163	98	55	18	347
Future Volume (vph)	175	874	762	163	98	55	18	347
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
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)	9.0	22.5	22.5	9.0	22.5	9.0	22.5	22.5
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%
Yellow Time (s)	3.0	3.5	3.5	3.0	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	4.5	4.5	4.0	4.5	4.0	4.5	4.5
Lead/Lag	Lead		Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	14.9	53.5	34.6	37.2	30.3	31.0	25.5	25.5
Actuated g/C Ratio	0.15	0.54	0.35	0.37	0.30	0.31	0.26	0.26
v/c Ratio	0.70	0.52	0.75	0.35	0.24	0.14	0.04	0.54
Control Delay (s/veh)	54.3	16.0	34.9	23.8	25.6	21.2	28.5	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	54.3	16.0	34.9	23.8	25.6	21.2	28.5	6.6
LOS	D	B	C	C	C	C	C	A
Approach Delay (s/veh)		22.1	34.9		24.6		9.4	
Approach LOS		C	C		C		A	

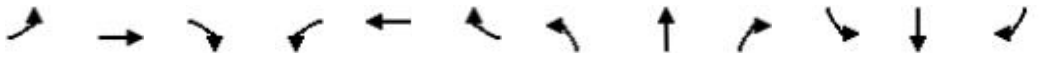
Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay (s/veh): 24.5	Intersection LOS: C
Intersection Capacity Utilization 65.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Cocoanut Road/Cocoanut Road & Royal Palm Way



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	184	973	906	172	131	58	19	365
v/c Ratio	0.70	0.52	0.75	0.35	0.24	0.14	0.04	0.54
Control Delay (s/veh)	54.3	16.0	34.9	23.8	25.6	21.2	28.5	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	54.3	16.0	34.9	23.8	25.6	21.2	28.5	6.6
Queue Length 50th (ft)	112	197	237	74	57	23	9	0
Queue Length 95th (ft)	180	252	310	124	106	50	28	71
Internal Link Dist (ft)		350	1414		454		404	
Turn Bay Length (ft)	150					230		
Base Capacity (vph)	318	1882	1212	493	555	414	475	675
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.52	0.75	0.35	0.24	0.14	0.04	0.54

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	874	50	0	762	99	163	98	27	55	18	347
Future Volume (veh/h)	175	874	50	0	762	99	163	98	27	55	18	347
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	184	920	53	0	802	104	172	103	28	58	19	365
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	219	1827	105	0	1178	153	462	418	114	445	477	404
Arrive On Green	0.12	0.54	0.54	0.00	0.50	0.50	0.08	0.29	0.29	0.04	0.25	0.25
Sat Flow, veh/h	1781	3415	197	0	3257	410	1781	1416	385	1781	1870	1585
Grp Volume(v), veh/h	184	479	494	0	450	456	172	0	131	58	19	365
Grp Sat Flow(s),veh/h/ln	1781	1777	1835	0	1777	1797	1781	0	1801	1781	1870	1585
Q Serve(g_s), s	10.1	17.1	17.1	0.0	19.3	19.3	6.9	0.0	5.5	2.4	0.8	22.3
Cycle Q Clear(g_c), s	10.1	17.1	17.1	0.0	19.3	19.3	6.9	0.0	5.5	2.4	0.8	22.3
Prop In Lane	1.00		0.11	0.00		0.23	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	219	951	982	0	662	669	462	0	531	445	477	404
V/C Ratio(X)	0.84	0.50	0.50	0.00	0.68	0.68	0.37	0.00	0.25	0.13	0.04	0.90
Avail Cap(c_a), veh/h	321	951	982	0	662	669	462	0	531	463	477	404
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.86	0.86	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.9	14.8	14.8	0.0	20.7	20.7	23.1	0.0	26.8	25.7	28.0	36.1
Incr Delay (d2), s/veh	12.4	1.9	1.8	0.0	4.8	4.8	0.5	0.0	1.1	0.1	0.2	26.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	7.1	7.3	0.0	7.8	7.9	2.9	0.0	2.5	1.0	0.4	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.3	16.7	16.6	0.0	25.6	25.5	23.6	0.0	27.9	25.8	28.2	62.0
LnGrp LOS	E	B	B		C	C	C		C	C	C	E
Approach Vol, veh/h		1157			906			303			442	
Approach Delay, s/veh		22.8			25.5			25.4			55.8	
Approach LOS		C			C			C			E	

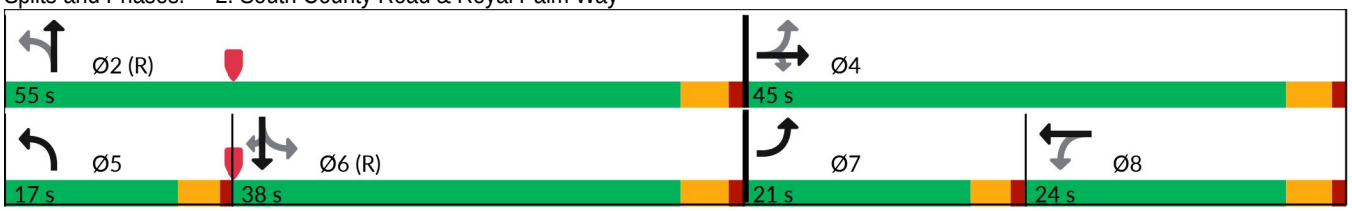
Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	16.3	41.7	8.0	34.0		58.0	12.0	30.0				
Change Period (Y+Rc), s	4.0	4.5	4.0	4.5		4.5	4.0	4.5				
Max Green Setting (Gmax), s	18.0	31.5	5.0	28.5		53.5	8.0	25.5				
Max Q Clear Time (g_c+I1), s	12.1	21.3	4.4	7.5		19.1	8.9	24.3				
Green Ext Time (p_c), s	0.2	4.2	0.0	0.6		7.6	0.0	0.2				

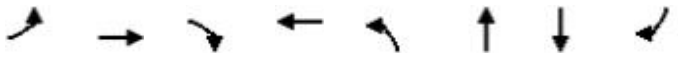
Intersection Summary	
HCM 7th Control Delay, s/veh	29.2
HCM 7th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	418	228	222	8	144	196	294	6	398	475
Future Volume (vph)	418	228	222	8	144	196	294	6	398	475
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
Detector Phase	7	4	4	8	8	5	2	6	6	6
Switch Phase										
Minimum Initial (s)	10.0	20.0	20.0	10.0	10.0	13.0	15.0	15.0	15.0	15.0
Minimum Split (s)	14.0	24.5	24.5	22.5	22.5	17.0	22.6	22.6	22.6	22.6
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%
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	Lead			Lag	Lag	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	32.9	32.4	32.4		11.4	59.1	58.5		41.1	41.1
Actuated g/C Ratio	0.33	0.32	0.32		0.11	0.59	0.59		0.41	0.41
v/c Ratio	1.04	0.40	0.35		0.53	0.41	0.34		0.56	0.53
Control Delay (s/veh)	96.5	40.1	20.4		39.1	12.4	11.7		26.6	4.3
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	96.5	40.1	20.4		39.1	12.4	11.7		26.6	4.3
LOS	F	D	C		D	B	B		C	A
Approach Delay (s/veh)		62.2			39.1		12.0		14.5	
Approach LOS		E			D		B		B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 27 (27%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay (s/veh): 32.6	Intersection LOS: C
Intersection Capacity Utilization 86.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 2: South County Road & Royal Palm Way



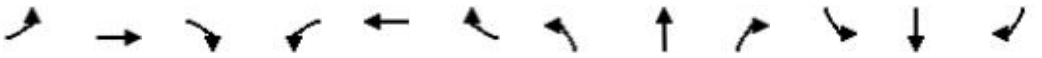


Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	440	240	234	209	206	361	425	500
v/c Ratio	1.04	0.40	0.35	0.53	0.41	0.34	0.56	0.53
Control Delay (s/veh)	96.5	40.1	20.4	39.1	12.4	11.7	26.6	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	96.5	40.1	20.4	39.1	12.4	11.7	26.6	4.3
Queue Length 50th (ft)	~318	158	66	55	56	105	199	0
Queue Length 95th (ft)	#399	236	137	90	100	175	323	65
Internal Link Dist (ft)		1414		377		370	327	
Turn Bay Length (ft)	180							
Base Capacity (vph)	422	754	780	652	503	1070	761	944
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.04	0.32	0.30	0.32	0.41	0.34	0.56	0.53

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	418	228	222	8	144	47	196	294	49	6	398	475
Future Volume (veh/h)	418	228	222	8	144	47	196	294	49	6	398	475
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	440	240	234	8	152	49	206	309	52	6	419	500
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	422	580	491	44	253	78	462	935	157	39	798	681
Arrive On Green	0.06	0.10	0.10	0.10	0.10	0.10	0.13	0.60	0.60	0.43	0.43	0.43
Sat Flow, veh/h	1781	1870	1585	57	2532	783	1781	1560	263	7	1858	1585
Grp Volume(v), veh/h	440	240	234	111	0	98	206	0	361	425	0	500
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1811	0	1561	1781	0	1823	1865	0	1585
Q Serve(g_s), s	17.0	12.0	13.9	0.3	0.0	6.0	5.5	0.0	9.9	0.0	0.0	26.3
Cycle Q Clear(g_c), s	17.0	12.0	13.9	5.7	0.0	6.0	5.5	0.0	9.9	16.8	0.0	26.3
Prop In Lane	1.00		1.00	0.07		0.50	1.00		0.14	0.01		1.00
Lane Grp Cap(c), veh/h	422	580	491	220	0	156	462	0	1092	837	0	681
V/C Ratio(X)	1.04	0.41	0.48	0.51	0.00	0.63	0.45	0.00	0.33	0.51	0.00	0.73
Avail Cap(c_a), veh/h	422	757	642	385	0	304	463	0	1092	837	0	681
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.1	36.4	37.2	43.1	0.0	43.2	12.7	0.0	10.0	21.1	0.0	23.8
Incr Delay (d2), s/veh	52.2	0.4	0.6	1.8	0.0	4.1	0.7	0.0	0.8	2.2	0.0	6.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	6.1	6.0	2.7	0.0	2.5	2.1	0.0	4.0	7.6	0.0	10.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	91.3	36.8	37.8	44.9	0.0	47.3	13.4	0.0	10.8	23.3	0.0	30.7
LnGrp LOS	F	D	D	D		D	B		B	C		C
Approach Vol, veh/h		914			209			567			925	
Approach Delay, s/veh		63.3			46.0			11.8			27.3	
Approach LOS		E			D			B			C	

Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		64.5		35.5	17.0	47.5	21.0	14.5				
Change Period (Y+Rc), s		4.6		4.5	4.0	4.6	4.0	4.5				
Max Green Setting (Gmax), s		50.4		40.5	13.0	33.4	17.0	19.5				
Max Q Clear Time (g_c+I1), s		11.9		15.9	7.5	28.3	19.0	8.0				
Green Ext Time (p_c), s		2.5		2.2	0.3	2.2	0.0	0.8				

Intersection Summary												
HCM 7th Control Delay, s/veh			38.0									
HCM 7th LOS			D									

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	0	37	81	0	28	0	402	0	0	406	0
Future Vol, veh/h	24	0	37	81	0	28	0	402	0	0	406	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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	0	39	85	0	29	0	423	0	0	427	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	851	-	427	851	-	423	-	0	-	-	-	0
Stage 1	427	-	-	423	-	-	-	-	-	-	-	-
Stage 2	423	-	-	427	-	-	-	-	-	-	-	-
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	280	0	627	280	0	631	0	-	0	0	-	0
Stage 1	605	0	-	609	0	-	0	-	0	0	-	0
Stage 2	609	0	-	605	0	-	0	-	0	0	-	0
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	267	-	627	263	-	631	-	-	-	-	-	-
Mov Cap-2 Maneuver	267	-	-	263	-	-	-	-	-	-	-	-
Stage 1	605	-	-	609	-	-	-	-	-	-	-	-
Stage 2	580	-	-	568	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	14.57	21.5	0	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	WBLn1	WBLn2	SBT
Capacity (veh/h)	-	267	627	263	631	-
HCM Lane V/C Ratio	-	0.095	0.062	0.324	0.047	-
HCM Control Delay (s/veh)	-	19.9	11.1	25.1	11	-
HCM Lane LOS	-	C	B	D	B	-
HCM 95th %tile Q(veh)	-	0.3	0.2	1.4	0.1	-

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	116	990	1836	42	2	59
Future Vol, veh/h	116	990	1836	42	2	59
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	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	122	1042	1933	44	2	62

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1977	0	-	0	2720	988
Stage 1	-	-	-	-	1955	-
Stage 2	-	-	-	-	765	-
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	289	-	-	-	17	246
Stage 1	-	-	-	-	96	-
Stage 2	-	-	-	-	420	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	289	-	-	-	7	246
Mov Cap-2 Maneuver	-	-	-	-	33	-
Stage 1	-	-	-	-	39	-
Stage 2	-	-	-	-	420	-

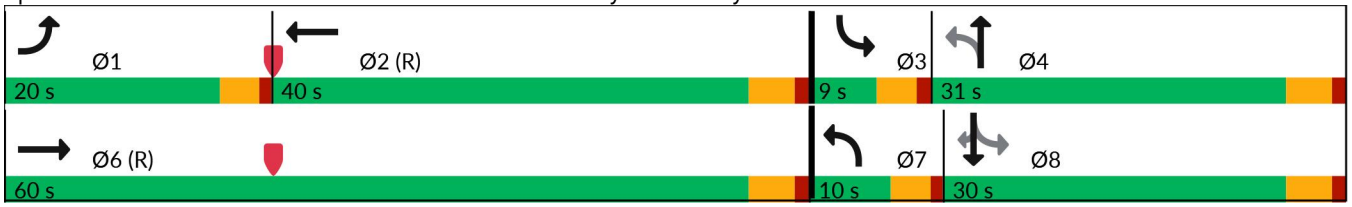
Approach	EB	WB	SB
HCM Control Delay, s/v	14.09	0	30.64
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	205	-	-	-	203
HCM Lane V/C Ratio	0.423	-	-	-	0.316
HCM Control Delay (s/veh)	26.3	12.7	-	-	30.6
HCM Lane LOS	D	B	-	-	D
HCM 95th %tile Q(veh)	2	-	-	-	1.3

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	322	818	1124	277	62	95	77	476
Future Volume (vph)	322	818	1124	277	62	95	77	476
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
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)	9.0	22.5	22.5	9.0	22.5	9.0	22.5	22.5
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%
Yellow Time (s)	3.0	3.5	3.5	3.0	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	4.5	4.5	4.0	4.5	4.0	4.5	4.5
Lead/Lag	Lead		Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	Max	None	Max	Max
Act Effct Green (s)	16.0	55.5	35.5	33.6	28.3	31.0	25.5	25.5
Actuated g/C Ratio	0.16	0.56	0.36	0.34	0.28	0.31	0.26	0.26
v/c Ratio	1.20	0.47	1.00	0.66	0.14	0.23	0.17	0.77
Control Delay (s/veh)	156.2	14.2	62.9	35.2	27.0	23.9	30.2	20.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	156.2	14.2	62.9	35.2	27.0	23.9	30.2	20.0
LOS	F	B	E	D	C	C	C	C
Approach Delay (s/veh)		52.3	62.9		33.6		21.8	
Approach LOS		D	E		C		C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.20	
Intersection Signal Delay (s/veh): 48.3	Intersection LOS: D
Intersection Capacity Utilization 88.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: Cocoanut Road/Cocoanut Road & Royal Palm Way

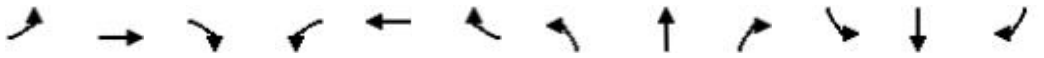


Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	339	924	1251	292	71	100	81	501
v/c Ratio	1.20	0.47	1.00	0.66	0.14	0.23	0.17	0.77
Control Delay (s/veh)	156.2	14.2	62.9	35.2	27.0	23.9	30.2	20.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	156.2	14.2	62.9	35.2	27.0	23.9	30.2	20.0
Queue Length 50th (ft)	~263	174	~442	141	32	43	40	95
Queue Length 95th (ft)	#437	223	#586	219	68	80	79	230
Internal Link Dist (ft)		350	1414		454		404	
Turn Bay Length (ft)	150					230		
Base Capacity (vph)	283	1950	1250	442	524	432	475	653
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.20	0.47	1.00	0.66	0.14	0.23	0.17	0.77

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	322	818	60	0	1124	65	277	62	6	95	77	476
Future Volume (veh/h)	322	818	60	0	1124	65	277	62	6	95	77	476
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	339	861	63	0	1183	68	292	65	6	100	81	501
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	285	1863	136	0	1213	70	363	447	41	474	477	404
Arrive On Green	0.16	0.56	0.56	0.00	0.35	0.35	0.06	0.26	0.26	0.05	0.25	0.25
Sat Flow, veh/h	1781	3357	246	0	3509	196	1781	1687	156	1781	1870	1585
Grp Volume(v), veh/h	339	456	468	0	615	636	292	0	71	100	81	501
Grp Sat Flow(s),veh/h/ln	1781	1777	1826	0	1777	1835	1781	0	1842	1781	1870	1585
Q Serve(g_s), s	16.0	15.3	15.3	0.0	34.1	34.2	6.0	0.0	2.9	4.1	3.4	25.5
Cycle Q Clear(g_c), s	16.0	15.3	15.3	0.0	34.1	34.2	6.0	0.0	2.9	4.1	3.4	25.5
Prop In Lane	1.00		0.13	0.00		0.11	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	285	986	1014	0	631	651	363	0	488	474	477	404
V/C Ratio(X)	1.19	0.46	0.46	0.00	0.97	0.98	0.80	0.00	0.15	0.21	0.17	1.24
Avail Cap(c_a), veh/h	285	986	1014	0	631	651	363	0	488	474	477	404
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.70	0.70	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.0	13.3	13.3	0.0	31.8	31.8	32.6	0.0	28.1	25.6	29.0	37.3
Incr Delay (d2), s/veh	114.7	1.6	1.5	0.0	24.5	24.3	12.4	0.0	0.6	0.2	0.8	127.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.0	6.2	6.4	0.0	18.4	19.0	5.1	0.0	1.4	1.8	1.6	23.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	156.7	14.9	14.8	0.0	56.3	56.2	45.0	0.0	28.7	25.8	29.8	164.5
LnGrp LOS	F	B	B		E	E	D		C	C	C	F
Approach Vol, veh/h		1263			1251			363			682	
Approach Delay, s/veh		52.9			56.2			41.8			128.2	
Approach LOS		D			E			D			F	

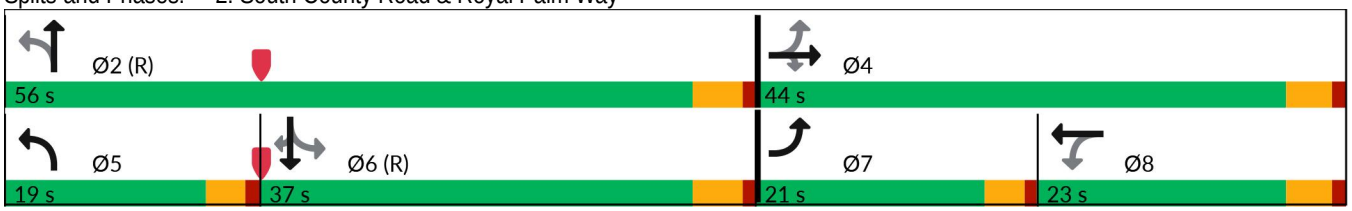
Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	20.0	40.0	9.0	31.0		60.0	10.0	30.0				
Change Period (Y+Rc), s	4.0	4.5	4.0	4.5		4.5	4.0	4.5				
Max Green Setting (Gmax), s	16.0	35.5	5.0	26.5		55.5	6.0	25.5				
Max Q Clear Time (g_c+I1), s	18.0	36.2	6.1	4.9		17.3	8.0	27.5				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.3		7.2	0.0	0.0				

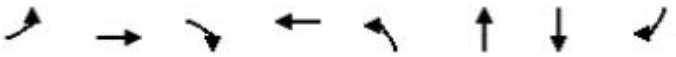
Intersection Summary												
HCM 7th Control Delay, s/veh			67.4									
HCM 7th LOS			E									

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	375	278	288	11	302	348	261	7	356	430
Future Volume (vph)	375	278	288	11	302	348	261	7	356	430
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
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	24.5	24.5	22.5	22.5	19.0	22.6	22.6	22.6	22.6
Total Split (s)	21.0	44.0	44.0	23.0	23.0	19.0	56.0	37.0	37.0	37.0
Total Split (%)	21.0%	44.0%	44.0%	23.0%	23.0%	19.0%	56.0%	37.0%	37.0%	37.0%
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	Lead			Lag	Lag	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	37.4	36.9	36.9		15.9	54.6	54.0		34.4	34.4
Actuated g/C Ratio	0.37	0.37	0.37		0.16	0.55	0.54		0.34	0.34
v/c Ratio	0.99	0.43	0.39		0.72	0.74	0.31		0.60	0.54
Control Delay (s/veh)	86.1	21.0	3.2		46.2	24.8	13.9		32.6	5.1
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	86.1	21.0	3.2		46.2	24.8	13.9		32.6	5.1
LOS	F	C	A		D	C	B		C	A
Approach Delay (s/veh)		41.5			46.2		19.8		17.7	
Approach LOS		D			D		B		B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 56 (56%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay (s/veh): 30.2	Intersection LOS: C
Intersection Capacity Utilization 84.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 2: South County Road & Royal Palm Way

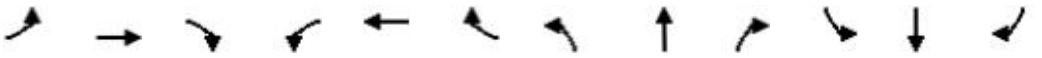




Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	395	293	303	381	366	306	382	453
v/c Ratio	0.99	0.43	0.39	0.72	0.74	0.31	0.60	0.54
Control Delay (s/veh)	86.1	21.0	3.2	46.2	24.8	13.9	32.6	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	86.1	21.0	3.2	46.2	24.8	13.9	32.6	5.1
Queue Length 50th (ft)	215	91	0	117	128	100	206	0
Queue Length 95th (ft)	#373	142	36	164	#229	163	308	69
Internal Link Dist (ft)		1414		377		370	327	
Turn Bay Length (ft)	180							
Base Capacity (vph)	400	735	808	614	492	994	636	841
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	0.99	0.40	0.38	0.62	0.74	0.31	0.60	0.54

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	375	278	288	11	302	48	348	261	29	7	356	430
Future Volume (veh/h)	375	278	288	11	302	48	348	261	29	7	356	430
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	395	293	303	12	318	51	366	275	31	7	375	453
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	406	652	552	45	404	64	478	925	104	40	687	587
Arrive On Green	0.06	0.12	0.12	0.14	0.14	0.14	0.15	0.56	0.56	0.37	0.37	0.37
Sat Flow, veh/h	1781	1870	1585	49	2918	459	1781	1651	186	10	1853	1585
Grp Volume(v), veh/h	395	293	303	201	0	180	366	0	306	382	0	453
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1808	0	1619	1781	0	1837	1863	0	1585
Q Serve(g_s), s	17.0	14.6	18.1	3.4	0.0	10.8	11.9	0.0	8.8	0.0	0.0	25.2
Cycle Q Clear(g_c), s	17.0	14.6	18.1	10.7	0.0	10.8	11.9	0.0	8.8	16.2	0.0	25.2
Prop In Lane	1.00		1.00	0.06		0.28	1.00		0.10	0.02		1.00
Lane Grp Cap(c), veh/h	406	652	552	288	0	224	478	0	1030	727	0	587
V/C Ratio(X)	0.97	0.45	0.55	0.70	0.00	0.80	0.77	0.00	0.30	0.53	0.00	0.77
Avail Cap(c_a), veh/h	406	739	626	369	0	300	478	0	1030	727	0	587
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.7	35.3	36.8	41.6	0.0	41.7	17.0	0.0	11.6	24.9	0.0	27.7
Incr Delay (d2), s/veh	34.9	0.4	0.8	4.0	0.0	10.8	7.3	0.0	0.7	2.7	0.0	9.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	7.4	7.8	5.1	0.0	4.9	5.5	0.0	3.6	7.6	0.0	10.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	69.7	35.7	37.6	45.6	0.0	52.5	24.3	0.0	12.3	27.6	0.0	37.2
LnGrp LOS	E	D	D	D		D	C		B	C		D
Approach Vol, veh/h		991			381			672			835	
Approach Delay, s/veh		49.8			48.9			18.8			32.8	
Approach LOS		D			D			B			C	

Timer - Assigned Phs	2	4	5	6	7	8
Phs Duration (G+Y+Rc), s	60.6	39.4	19.0	41.7	21.0	18.4
Change Period (Y+Rc), s	4.6	4.5	4.0	4.6	4.0	4.5
Max Green Setting (Gmax), s	51.4	39.5	15.0	32.4	17.0	18.5
Max Q Clear Time (g_c+I1), s	10.8	20.1	13.9	27.2	19.0	12.8
Green Ext Time (p_c), s	2.0	2.7	0.2	2.0	0.0	1.1

Intersection Summary	
HCM 7th Control Delay, s/veh	37.5
HCM 7th LOS	D

Intersection	
Int Delay, s/veh	9.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	0	21	160	0	69	0	440	0	1	498	2
Future Vol, veh/h	27	0	21	160	0	69	0	440	0	1	498	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	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	0	22	168	0	73	0	463	0	1	524	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	991	-	525	989	-	463	-	0	-	463	0	0
Stage 1	527	-	-	463	-	-	-	-	-	-	-	-
Stage 2	463	-	-	526	-	-	-	-	-	-	-	-
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	225	0	552	226	0	599	0	-	0	1098	-	-
Stage 1	534	0	-	579	0	-	0	-	0	-	-	-
Stage 2	579	0	-	535	0	-	0	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	198	-	552	216	-	599	-	-	-	1098	-	-
Mov Cap-2 Maneuver	198	-	-	216	-	-	-	-	-	-	-	-
Stage 1	534	-	-	579	-	-	-	-	-	-	-	-
Stage 2	509	-	-	513	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	19.93	47.62	0	0.02
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	-	198	552	216	599	1098	-	-
HCM Lane V/C Ratio	-	0.144	0.04	0.779	0.121	0.001	-	-
HCM Control Delay (s/veh)	-	26.3	11.8	63	11.8	8.3	-	-
HCM Lane LOS	-	D	B	F	B	A	-	-
HCM 95th %tile Q(veh)	-	0.5	0.1	5.5	0.4	0	-	-

Intersection	
Int Delay, s/veh	46.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	170	1034	2513	23	4	65
Future Vol, veh/h	170	1034	2513	23	4	65
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	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	179	1088	2645	24	4	68

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	2669	0	-	0	3559	1335
Stage 1	-	-	-	-	2657	-
Stage 2	-	-	-	-	902	-
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	~ 154	-	-	-	4	144
Stage 1	-	-	-	-	39	-
Stage 2	-	-	-	-	356	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	~ 154	-	-	-	0	144
Mov Cap-2 Maneuver	-	-	-	-	32	-
Stage 1	-	-	-	-	39	-
Stage 2	-	-	-	-	356	-

Approach	EB	WB	SB
HCM Control Delay, s/veh	$143.86	0	73.59
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	~ 107	-	-	-	119
HCM Lane V/C Ratio	1.166	-	-	-	0.608
HCM Control Delay (s/veh)	182.7	137.5	-	-	73.6
HCM Lane LOS	F	F	-	-	F
HCM 95th %tile Q(veh)	9.9	-	-	-	3.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon