TRAFFIC IMPACT ANALYSIS

CAROLINA CLUB
MARGATE, FL

October 24, 2025
Kimley-Horn Project #241158000

Kimley»Horn

CAROLINA CLUB
MARGATE, FL

Traffic Impact Analysis

This item has been digitally signed and sealed by Christopher W. Heggen, P.E. on the date adjacent to the seal.

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EXECUTIVE SUMMARY

Kimley-Horn and Associates has prepared a traffic study to evaluate the impact of redevelopment of portions of the Carolina Club golf course, bound to the north by Sample Road, the east by Rock Island Road, and the west and south by Holiday Springs Boulevard. The site is currently vacant. The currently proposed plan would redevelop portions of the site with 30,000 square feet of commercial use and 540 single-family attached residential units.

A site-specific traffic analysis has been undertaken to evaluate impacts on the surrounding transportation network. For this analysis, the trip generation potential has been calculated for the proposed plan of development, and these project trips have been distributed on the surrounding transportation network in the vicinity of the site. An analysis was also conducted to review the signalized and unsignalized intersection operations at the following intersections in the vicinity of the site using Synchro 12 software. The study intersections are listed below:

1. Sample Road & Riverside Drive
2. Sample Road & Holiday Springs Boulevard/Woodside Drive
3. Sample Road & Pod B Road
4. Sample Road & Rock Island Road
5. Pinewalk Drive North & Rock Island Road
6. Pinewalk Drive North & Pod A Road
7. Pod B Road & Holiday Springs Boulevard
8. Pod C Road & Pinewalk Drive North
9. NW 30th Street & Rock Island Road
10. Pinewalk Drive South & Pinewalk Drive North
11. Pinewalk Drive South & Rock Island Road
12. Holiday Springs Boulevard & Pinewalk Drive South
13. Holiday Springs Boulevard & Rock Island Road
14. Royal Palm Boulevard & Rock Island Road
15. Royal Palm Boulevard & Riverside Drive
16. Pod B Road & Pod A Driveway

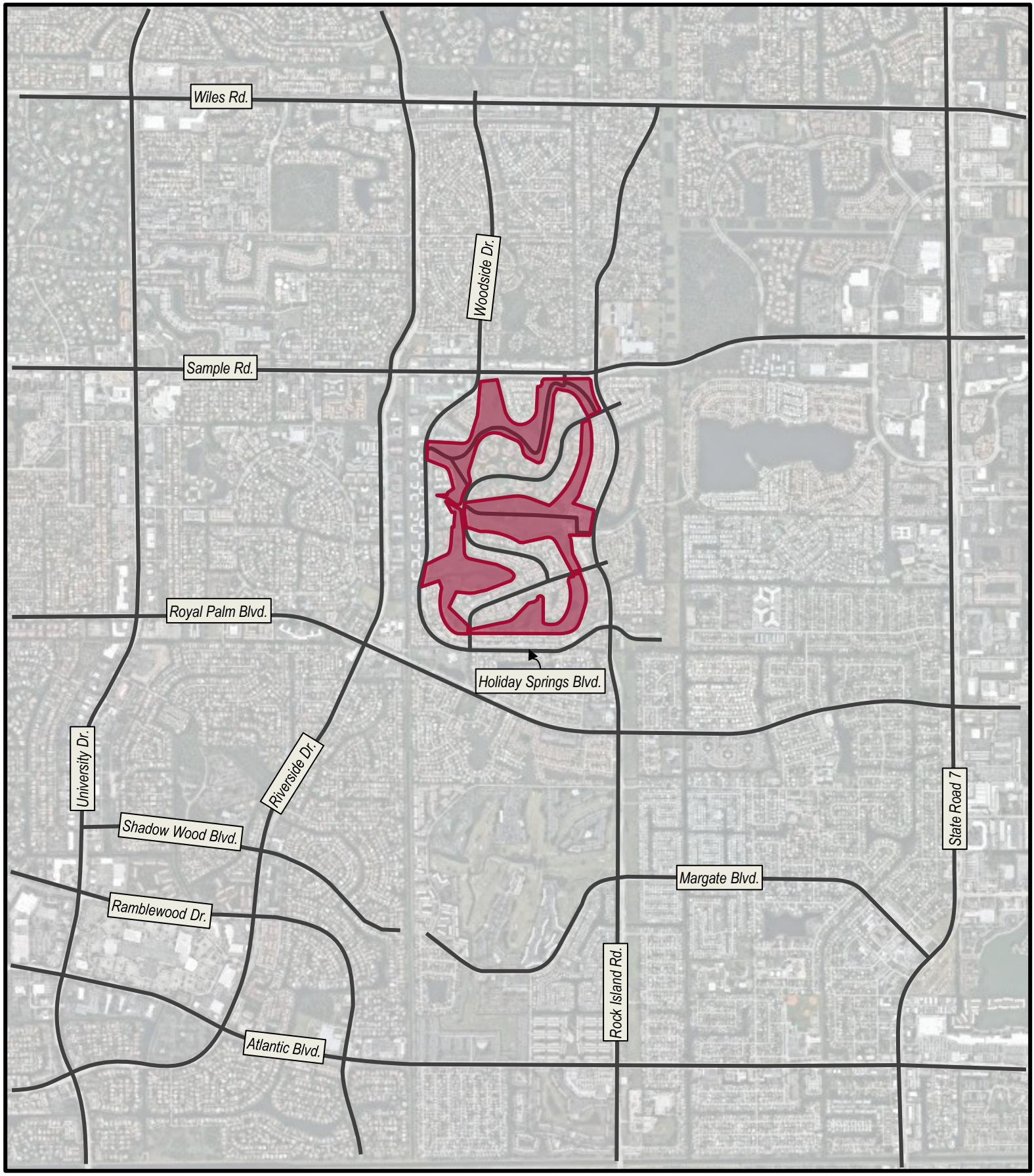
In addition, Level of Service (LOS) and delay have been evaluated for each of the study intersections. The analysis identifies existing LOS and delay, future background LOS and delay, and total future LOS and delay upon buildout of the project. The results of the evaluation are used to determine conditions of approval that will be implemented to mitigate traffic impacts generated by the project on the surrounding transportation network.

INTRODUCTION

The Carolina Club site is bound on the north by Sample Road, on the east by Rock Island Road, and on the west and south by Holiday Springs Boulevard. Figure 1 illustrates the location of the project site. The site is currently vacant and is proposed to be redeveloped with 30,000 square feet of commercial use and 540 single family attached residential units.

Kimley-Horn and Associates, Inc. was retained to prepare a traffic impact analysis to evaluate the impacts resulting from the proposed program of development. This document presents the methodology used and the findings of the traffic impact analysis. For the purposes of this traffic analysis, a buildout date of 2030 was assumed.

A conceptual site plan and study methodology can be found in Appendix A.



NORTH

LEGEND

Site Location

FIGURE 1
Carolina Club
KH #241158000
Site Location

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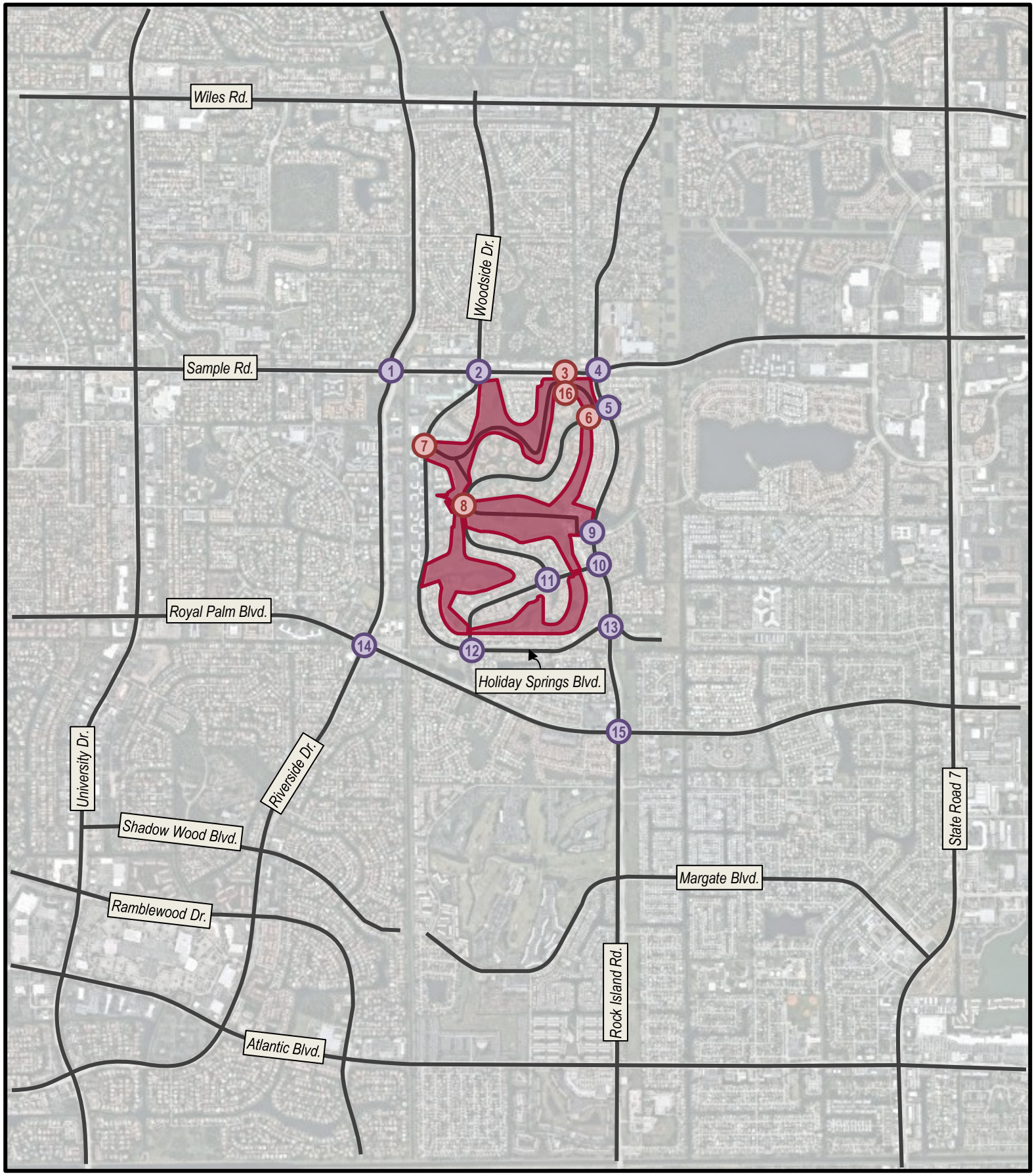
INVENTORY AND PLANNING DATA

To evaluate the traffic conditions on the surrounding network, intersection turning movement counts were performed during the AM peak (7:00 a.m. to 9:00 p.m.) and PM peak (4:00 p.m. to 6:00 p.m.) periods on Wednesday December 13, 2023 and Thursday February 29, 2024 at the intersections listed below:

1. Sample Road & Riverside Drive
2. Sample Road & Holiday Springs Boulevard/Woodside Drive
3. Sample Road & Belmonte Boulevard
4. Sample Road & Rock Island Road
5. Pinewalk Drive North & Rock Island Road
6. NW 30th Street & Rock Island Road
7. Pinewalk Drive South & Pinewalk Drive North
8. Pinewalk Drive South & Rock Island Road
9. Holiday Springs Boulevard & Pinewalk Drive South
10. Holiday Springs Boulevard & Rock Island Road
11. Royal Palm Boulevard & Rock Island Road
12. Royal Palm Boulevard & Riverside Drive

Figure 2 illustrates the intersections where data was collected in addition to the new access connections proposed as part of the redevelopment program.

The volumes were collected in 15-minute intervals, and the peak hour was determined for each intersection. The turning movement counts are provided in Appendix B. Signal timing summaries are provided in Appendix C.



NORTH

LEGEND

Site Location

Proposed New Access

Intersection Count Location

FIGURE 2
Carolina Club
KH #241158000
Project Intersections

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EXISTING (2024) TRAFFIC

Because some of the turning movement counts were collected outside the period that is the “peak season” in South Florida (generally January through March), a peak season adjustment factor was applied to the existing turning movement volume counts, where applicable. The peak season factor was taken from the Peak Season Conversion Factor report published by the Florida Department of Transportation for the area of Broward County west of US 441. A copy of the Peak Season Conversion Factor report is included in Appendix D.

The application of this factor to calculate Existing Peak Season traffic volumes is included in the volume development worksheets provided in Appendix E. Figure 3 provides a summary of the existing peak season traffic volumes at the study intersections.

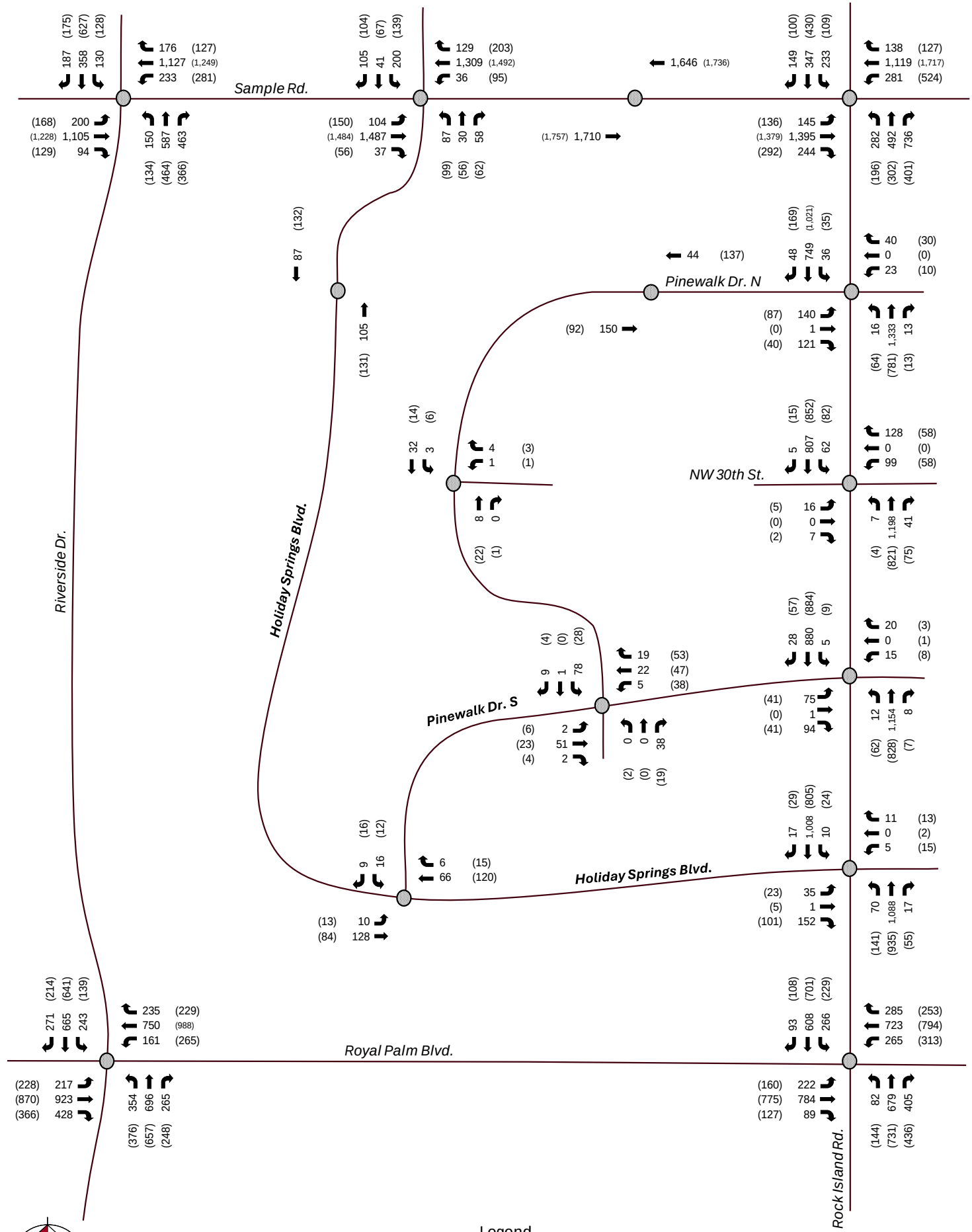

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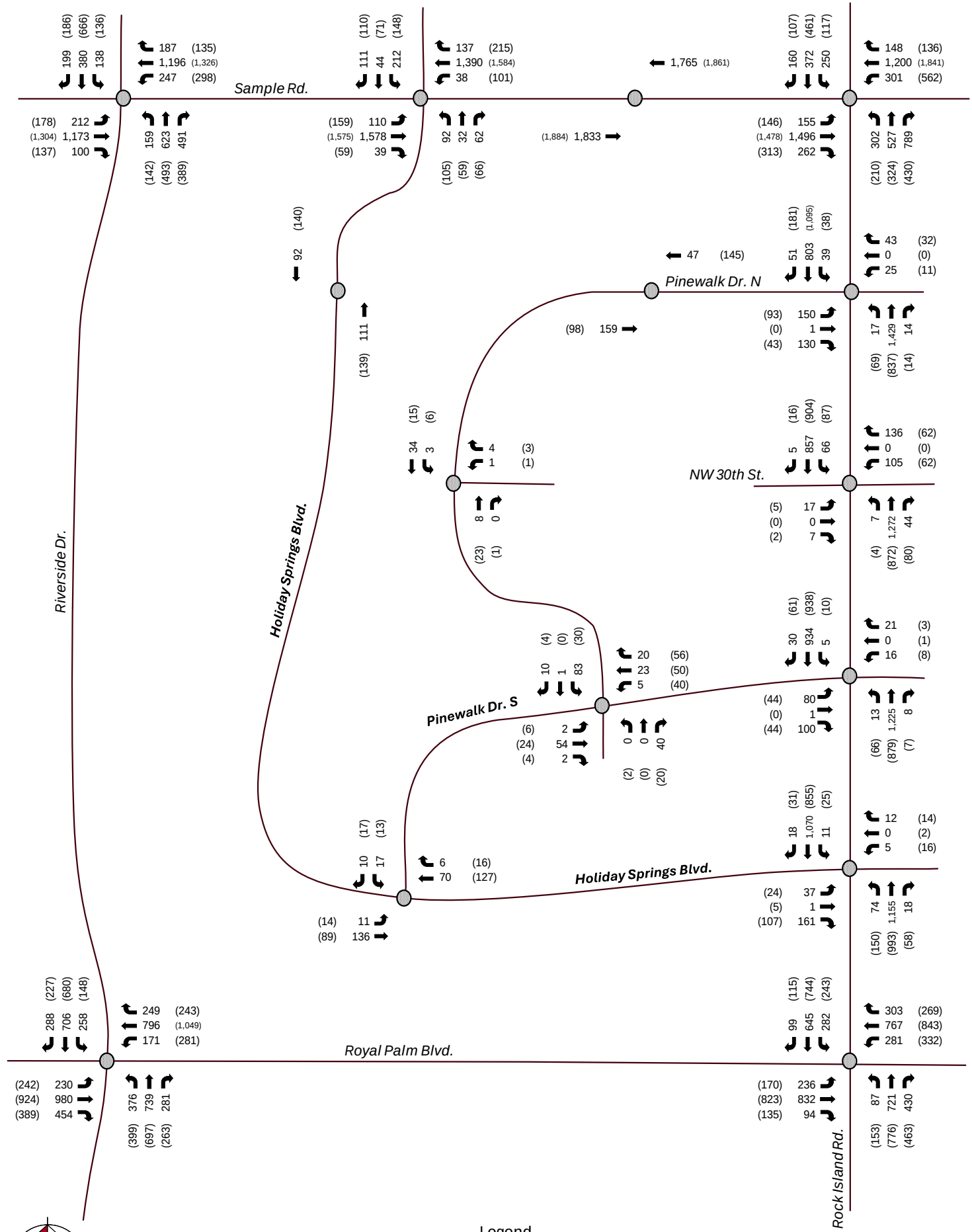
Figure 3
Carolina Club
KH#241158000
Existing Year Peak Hour Traffic

BACKGROUND TRAFFIC

Background traffic is defined as the traffic expected to be on the roadways during the buildout year (2030) without traffic generated by the project. It includes traffic volumes based on existing counts, adjusted using an annually-compounding growth rate. This yearly growth rate was determined by analyzing AADT data collected at several FDOT portable traffic monitoring sites on the roadways that surround the site and taking a weighted average of the growth on roadway links outside of the residential community. The AADT data worksheets and growth rate calculation can be found in Appendix D. As shown in those calculations, the three-year weighted average growth rate is negative; therefore, an annual growth rate of 1% was applied in these calculations.

The application of the growth rates to calculate Background Year 2030 traffic volumes is included in the volume development worksheets provided in Appendix E. Figure 4 provides a summary of the future background traffic volumes at the study intersections.



Legend

Study Roadway

Study Intersection

XX A.M. Peak Hour Traffic

(XX) P.M. Peak Hour Traffic

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Figure 4
Carolina Club
KH#241158000
Background Year Peak Hour Traffic

PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the project, and the distribution and assignment of that traffic over the study roadway network.

Trip Generation

The trip generation potential of the development was calculated based upon the trip generation rates and equations published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual, 11th Edition*. The relevant excerpts from the ITE Manual are included in Appendix D for reference. The trip generation potential for the proposed uses is calculated using rates and equations published for the following land uses:

- Single Family Attached Housing (ITE Land Use 215)
- Strip Retail Plaza (ITE Land Use 822)

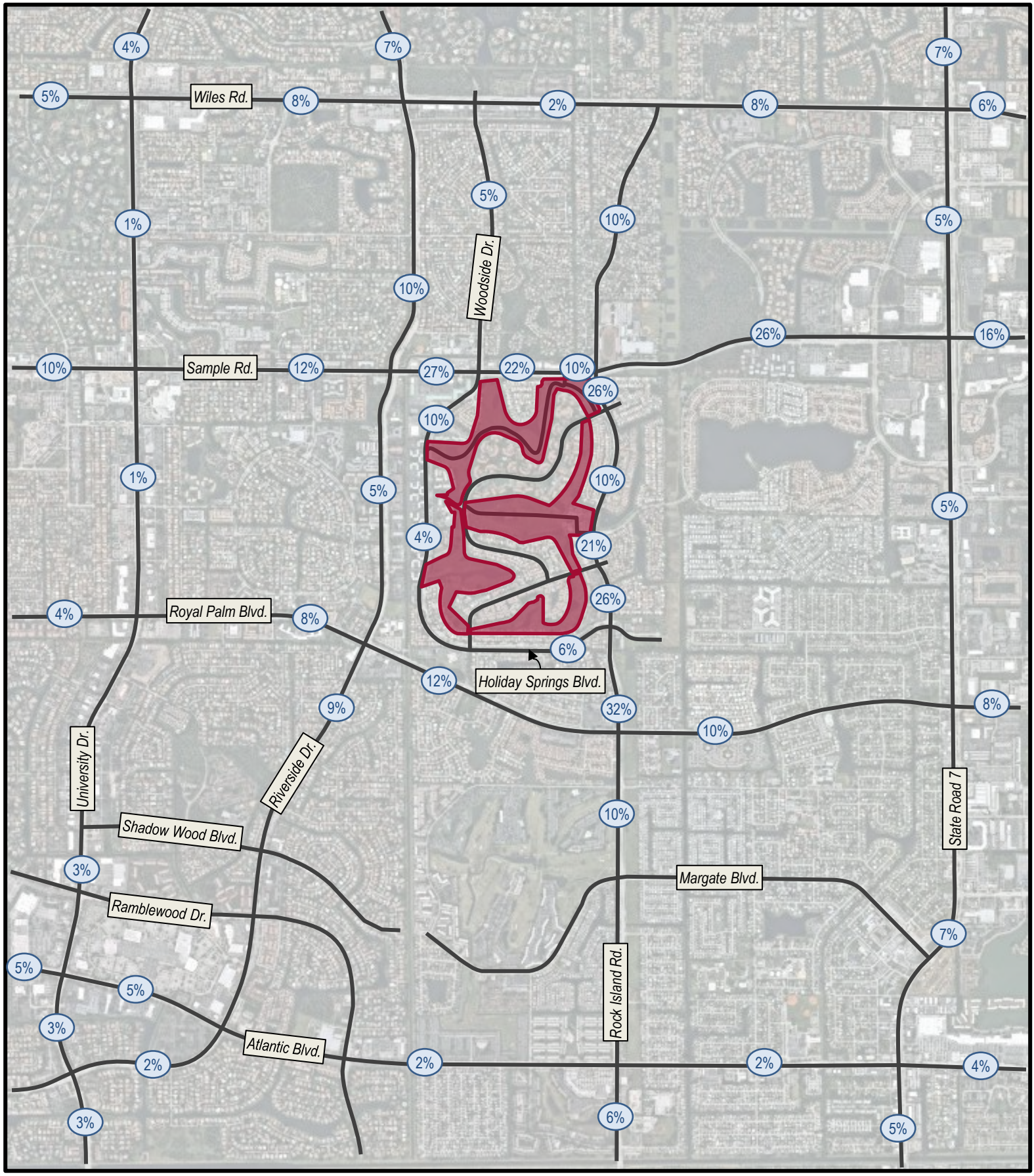
As indicated in Table 1, the net new trip generation potential of the proposed site is 5,560 net external daily trips, 334 net new external AM peak hour trips (+104 in, +230 out) and 422 net new external PM peak hour trips (+240 in, +182 out).

The site traffic was assigned to the surrounding roadway network based upon travel patterns for this area and proximity to complimentary land uses. Figure 5 illustrates the overall project distribution on the surrounding roadways. Figure 6 illustrates the trip distribution for the residential uses at each of the study intersections, while Figure 7 illustrates the project trip distribution for the commercial uses at each of the study intersections. This distribution was then applied to the net new traffic generation of the site to determine net new project traffic volumes at each of the study intersections. The resulting AM and PM project traffic volumes are illustrated in Figure 8.

Table 1: Trip Generation

Source	Land Use	ITE Code	Intensity			Daily Trips	AM Peak Hour			PM Peak Hour		
							Total	In	Out	Total	In	Out
Proposed Scenario												
ITE	Strip Retail Plaza (<40ksf)	ITE 822	30.000 ksf			1,496	59	35	24	170	85	85
ITE	Single-Family Attached Housing	ITE 215	540 DU			4,064	275	69	206	320	189	131
					Subtotal	*5,560*	*334*	*104*	*230*	*490*	*274*	*216*
Internal Capture			% Daily	% AM	% PM							
	Strip Retail Plaza (<40ksf)		0.0%	0.0%	0.0%	0	0	0	0	0	0	0
	Single-Family Attached Housing		0.0%	0.0%	0.0%	0	0	0	0	0	0	0
					Subtotal	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Pass-By Capture			Daily	AM	PM							
	Strip Retail Plaza (<40ksf)		0.0%	0.0%	40.0%	0	0	0	0	68	34	34
	Single-Family Attached Housing		0.0%	0.0%	0.0%	0	0	0	0	0	0	0
					Subtotal	0	0	0	0	68	34	34
Driveway Volumes						5,560	334	104	230	490	274	216
Net New External Trips						5,560	334	104	230	422	240	182
Proposed Net External Trips-Existing Net New External Trips						5,560	334	104	230	422	240	182

Land Use	Daily	AM Peak Hour	PM Peak Hour	Pass By
Strip Retail Plaza (<40ksf)	Trips = 42.2(X) +229.68	Ln(T) = 0.66*Ln(X) + 1.84 (60% in, 40% out)	Ln(T) = 0.71*Ln(X) + 0.71 (50% in, 50% out)	20.0%
Single-Family Attached Housing	Trips = 7.62(X) -50.48	Trips = 0.52(X) -5.7 (25% in, 75% out)	Trips = 0.6(X) 0.6 (59% in, 41% out)	0.0%



NORTH

LEGEND

Site Location

XX% Traffic Assignment

FIGURE 5
Carolina Club
KH #241158000
Trip Distribution

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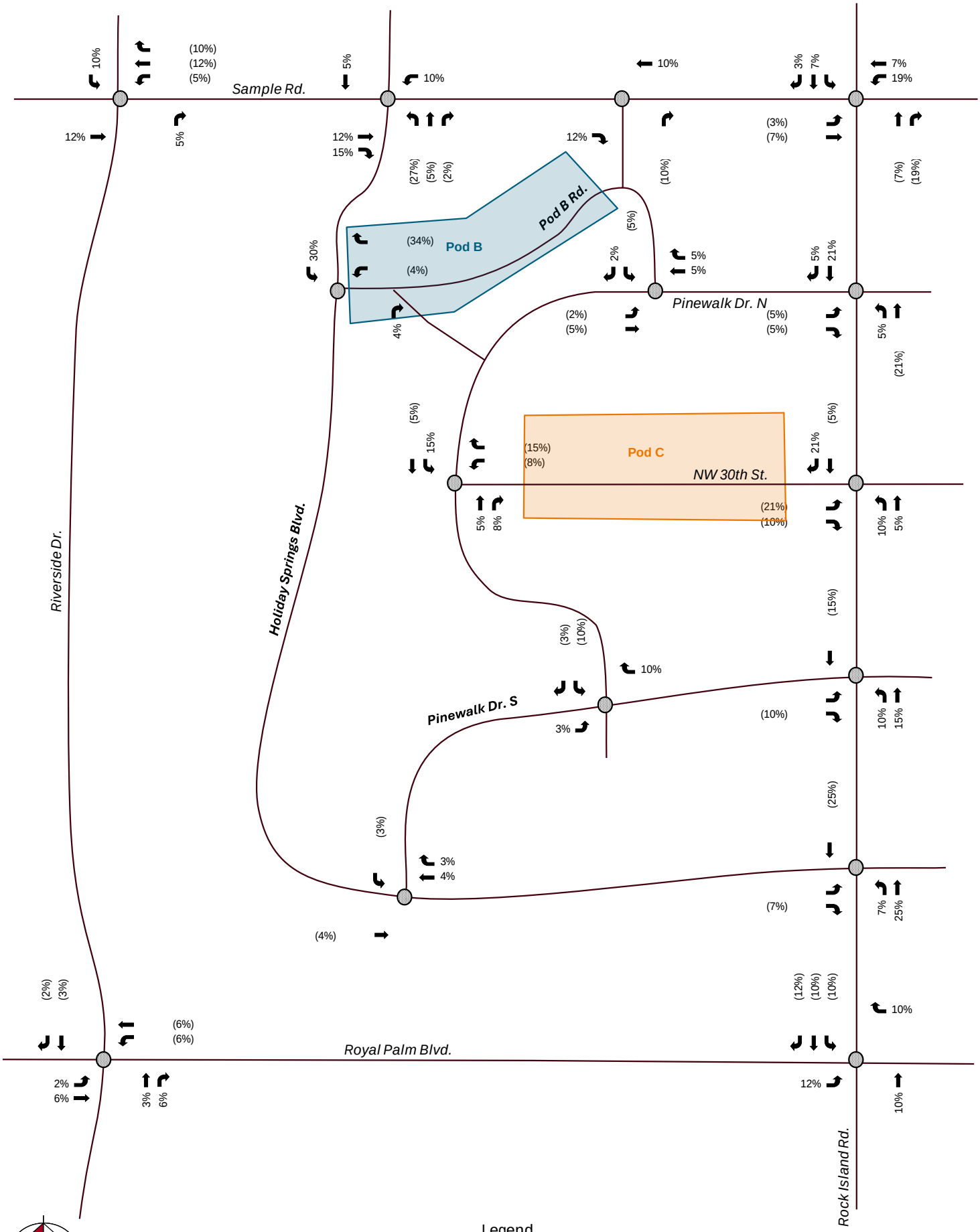

NOT TO SCALE

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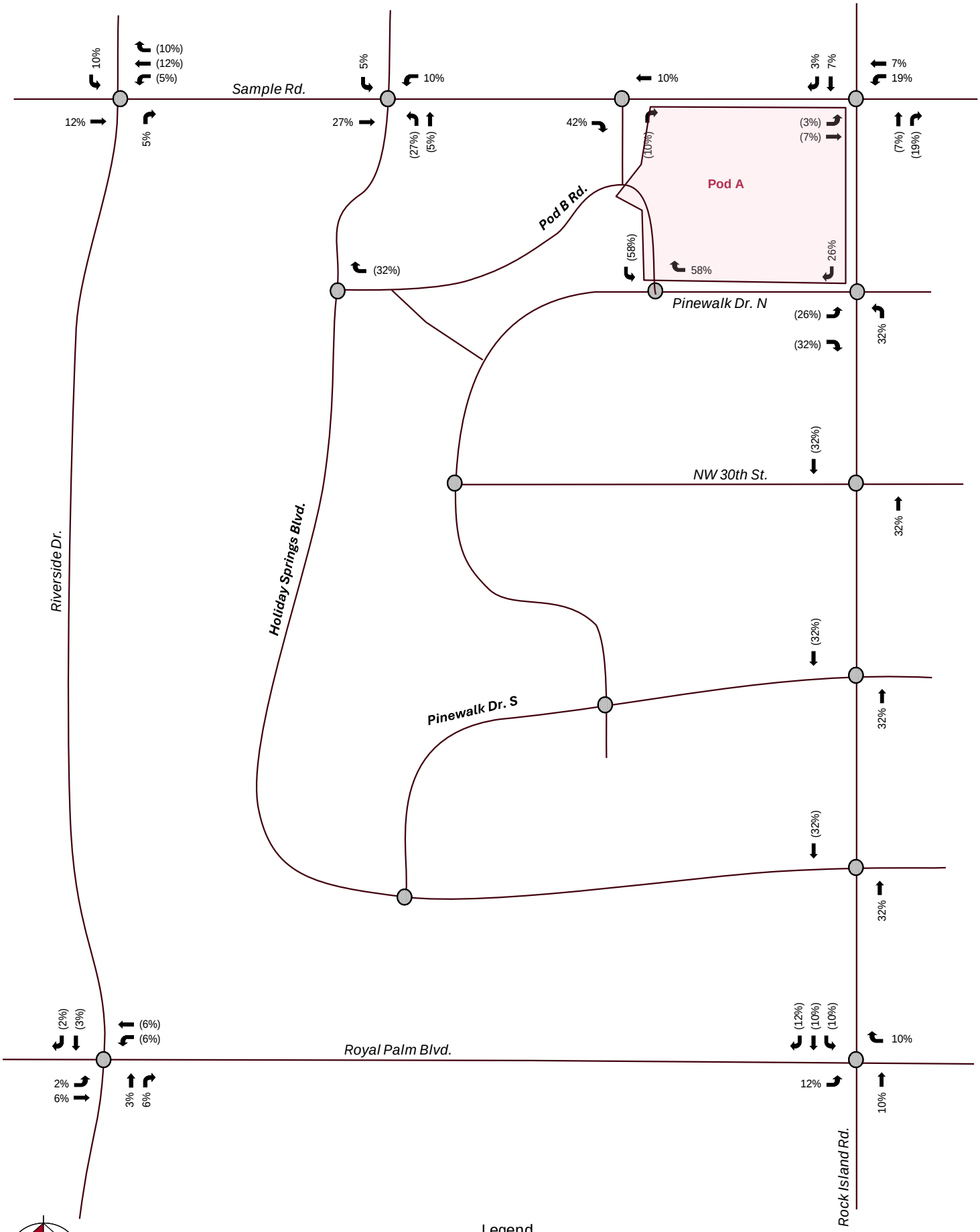
Legend

—	Study Roadway
◎	Study Intersection
XX	A.M. Peak Hour Traffic
(XX)	P.M. Peak Hour Traffic

Figure 6
Carolina Club
KH#241158000
Residential Use Distribution



Legend

Study Roadway

Study Intersection

XX A.M. Peak Hour Traffic

(XX) P.M. Peak Hour Traffic

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Figure 7
Carolina Club
KH#241158000
Commercial Use Distribution

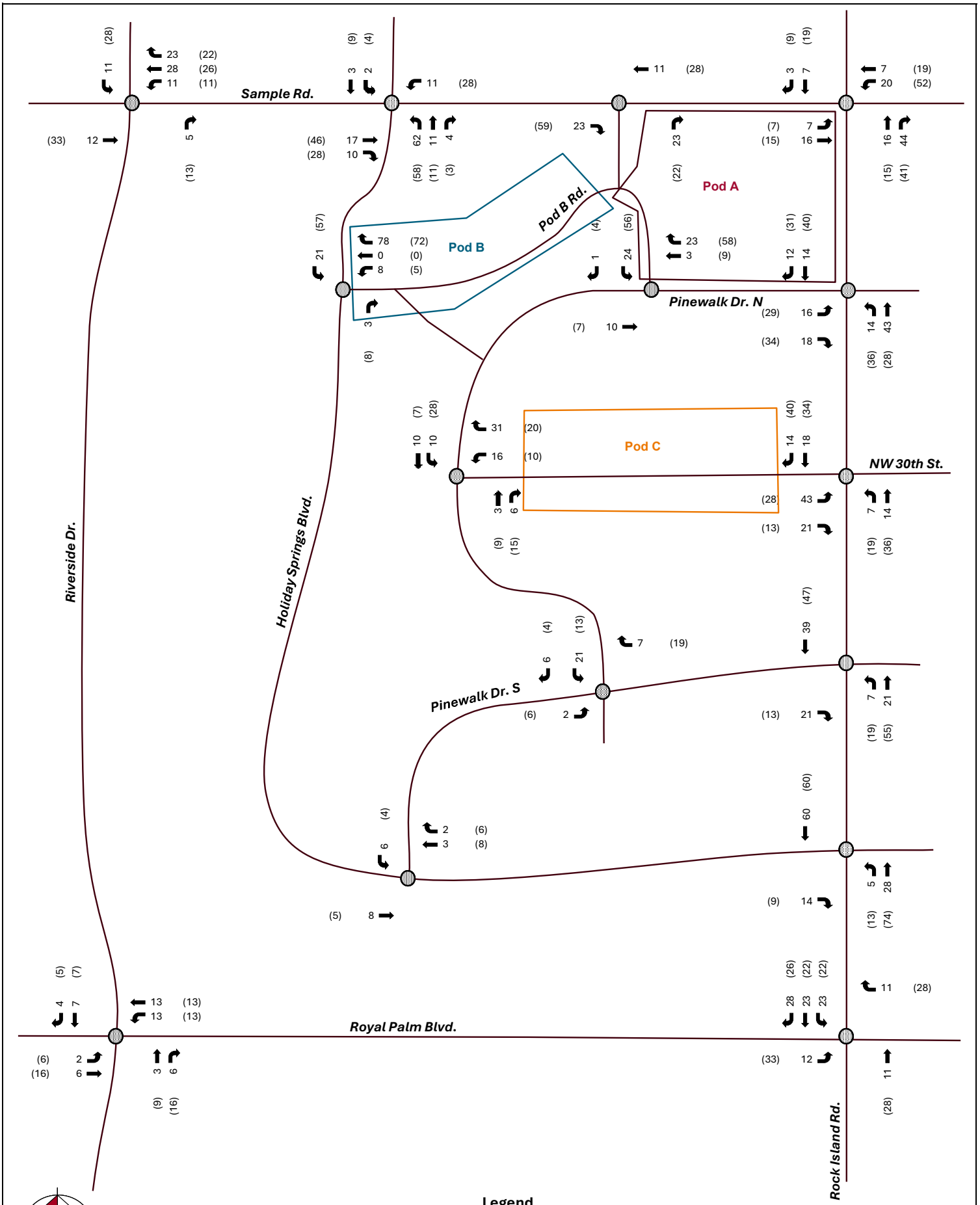

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Figure 8
Carolina Club
KH#241158000
Project Traffic

TOTAL FUTURE TRAFFIC

Total future traffic is defined as the traffic expected to be on the roadways during the buildout year (2030) including the project traffic generated by development of this site. It includes the future background traffic volumes as the baseline, with project traffic assigned at each of the study intersections.

The determination of the Future Year 2030 traffic volumes at each of the study intersections are included in the volume development worksheets provided in Appendix E. Figure 9 provides a summary of the future total traffic volumes at the study intersections.

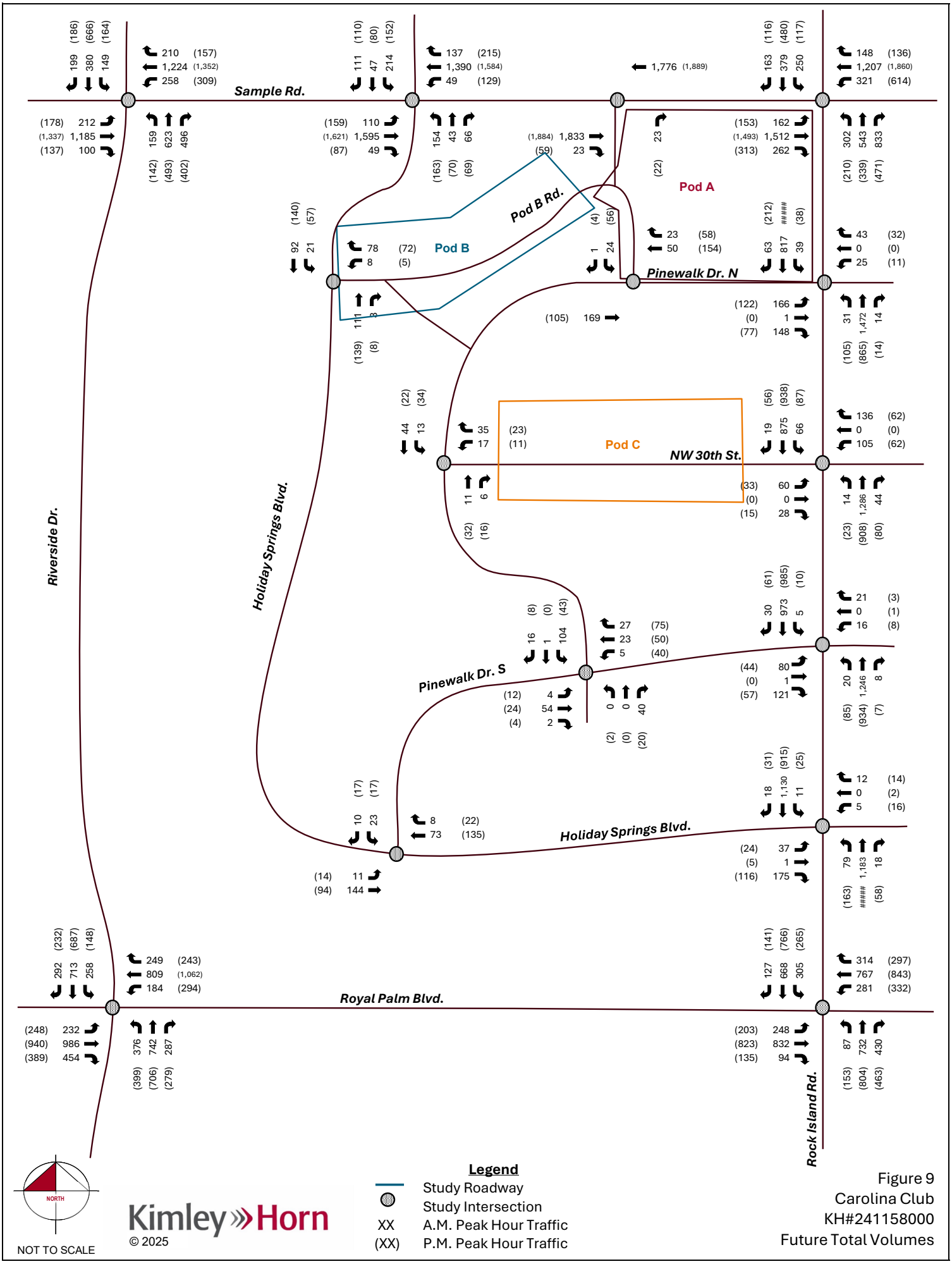


Figure 9
Carolina Club
KH#241158000
Future Total Volumes

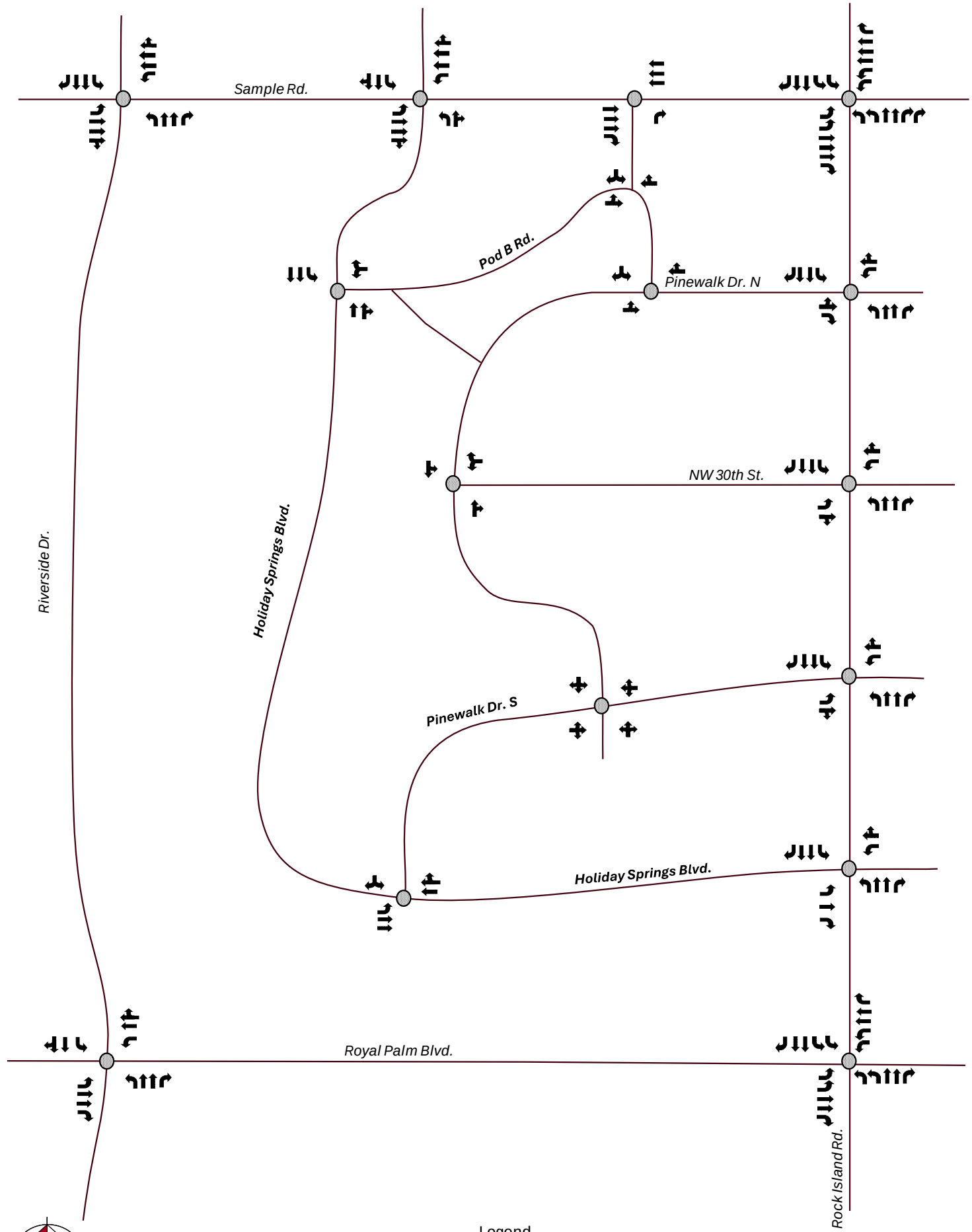
INTERSECTION ANALYSIS

Operational analyses were conducted to determine the level of service and delay at all the study intersections. The analyses were conducted for three conditions (Existing 2024, Background Year (2030), and Future Total (2030) during the weekday AM and PM peak hours at the following intersections:

1. Sample Road & Riverside Drive
2. Sample Road & Holiday Springs Boulevard/Woodside Drive
3. Sample Road & Pod B Road
4. Sample Road & Rock Island Road
5. Pinewalk Drive North & Rock Island Road
6. Pinewalk Drive North & Pod A Road
7. Pod B Road & Holiday Springs Boulevard
8. Pod C Road & Pinewalk Drive North
9. NW 30th Street & Rock Island Road
10. Pinewalk Drive South & Pinewalk Drive North
11. Pinewalk Drive South & Rock Island Road
12. Holiday Springs Boulevard & Pinewalk Drive South
13. Holiday Springs Boulevard & Rock Island Road
14. Royal Palm Boulevard & Rock Island Road
15. Royal Palm Boulevard & Riverside Drive
16. Pod B Road & Pod A Driveway

The intersection analyses use the methodologies outlined in the Highway Capacity Manual, 7th Edition to determine the overall intersection level of service (LOS) and delay during the three analysis conditions during AM and PM peak hours. Using Trafficware's Synchro 12, software models were developed to determine the LOS and delay at the signalized and unsignalized intersections. The lane geometries used in the intersection analysis can be seen in Figure 10. The Synchro output worksheets are included in Appendix G.

Summary tables have been prepared to document the level of service and delay at the intersections for the Existing, Background Year, and Future Total conditions. Table 2 summarizes the results for the Existing (2024) AM and PM peak hour analyses, Table 3 summarizes the results for the Background Year (2030) AM and PM peak hour analyses, and Table 4 summarizes the results for the Future Total (2030) AM and PM peak hour analyses. Additionally, the level of service and delay for each individual movement can be found in Appendix G.



NORTH

NOT TO SCALE

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Legend

Study Roadway

Study Intersection

XX A.M. Peak Hour Traffic

(XX) P.M. Peak Hour Traffic

Figure 10
Carolina Club
KH#241158000
Intersection Geometry

Existing (2024)

As illustrated in Table 2, the following intersections currently operate at LOS F during existing conditions:

- Rock Island Road & Pinewalk Drive North (AM Peak Hour)
- Rock Island Road & NW 30th Street (AM Peak Hour)
- Riverside Drive & Royal Palm Boulevard (AM and PM Peak Hour)

Table 2: Existing (2024) Peak Hour Intersection LOS and Delay

#	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS
1	Riverside Dr. & Sample Rd.	Signalized	EB	53.7	D	57.8	E
			WB	54.8	D	61.6	E
			NB	98.6	F	62.4	E
			SB	49.3	D	51.3	D
			Overall	64.7	E	58.7	E
2	Woodside Dr. & Sample Rd.	Signalized	EB	25.0	C	52.8	D
			WB	27.4	C	30.9	C
			NB	38.6	D	63.7	E
			SB	33.6	C	60.5	E
			Overall	27.5	C	44.2	D
4	Rock Island Rd. & Sample Rd.	Signalized	EB	51.1	D	30.3	C
			WB	45.7	D	57.9	E
			NB	58.4	E	56.6	E
			SB	58.9	E	64.0	E
			Overall	52.6	D	49.6	D
5	Rock Island Rd. & Pinewalk Dr. N	TWSC	EB	67.1	F	23.6	C
			WB	32.0	D	14.6	B
			NB	-	-	-	-
			SB	-	-	-	-
			Overall	-	-	-	-
8	Pinewalk Dr. N & Pod C Rd.	TWSC	EB	-	-	-	-
			WB	8.5	A	8.6	A
			NB	-	-	-	-
			SB	7.2	A	7.3	A
			Overall	-	-	-	-
9	Rock Island Rd. & NW 30th St.	TWSC	EB	27.7	D	17.4	C
			WB	56.7	F	14.8	B
			NB	-	-	-	-
			SB	-	-	-	-
			Overall	-	-	-	-
10	Pinewalk Dr. N & Pinewalk Dr. S	TWSC	EB	-	-	-	-
			WB	-	-	-	-
			NB	8.9	A	8.7	A
			SB	10.2	B	10.2	B
			Overall			-	-
11	Rock Island Dr. & Pinewalk Dr. S	TWSC	EB	26.9	D	19.2	C
			WB	24.6	C	19.3	C
			NB	-	-	-	-
			SB	-	-	-	-
			Overall	-	-	-	-
12	Pinewalk Dr. S & Holiday Springs Blvd.	TWSC	EB	7.4	A	7.5	A
			WB	-	-	-	-
			NB	-	-	-	-
			SB	9.5	A	9.4	A
			Overall	-	-	-	-
13	Rock Island Rd. & Holiday Springs Blvd.	Signalized	EB	24.4	C	36.1	D
			WB	19.4	B	32.1	C
			NB	6.4	A	1.0	A
			SB	12.7	B	9.3	A
			Overall	10.6	B	6.9	A
14	Riverside Dr. & Royal Palm Blvd.	Signalized	EB	39.9	D	69.4	E
			WB	43.5	D	135.6	F
			NB	103.5	F	65.4	E
			SB	183.3	F	110.1	F
			Overall	89.2	F	95.0	F
15	Rock Island Rd. & Royal Plam Blvd.	Signalized	EB	72.2	E	70.4	E
			WB	66.6	E	64.7	E
			NB	34.4	C	34.2	C
			SB	26.9	C	9.0	A
			Overall	51.1	D	45.5	D

Background Year (2030)

As summarized in Table 3 the following intersections are expected to operate at LOS F during future background (non-project) conditions:

- Rock Island Road & Pinewalk Drive North (AM Peak Hour)
- Rock Island Road & NW 30th Street (AM Peak Hour)
- Riverside Drive & Royal Palm Boulevard (AM and PM Peak Hour)

These intersections are expected to operate at LOS F if no improvements are made due to the addition of ambient traffic growth in the area.

Table 3: Background Year (2030) Peak Hour Intersection LOS and Delay

#	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS
1	Riverside Dr. & Sample Rd.	Signalized	EB	55.8	E	64.1	E
			WB	60.1	E	70.5	E
			NB	110.7	F	64.1	E
			SB	49.6	D	50.9	D
			Overall	70.0	E	63.8	E
2	Woodside Dr. & Sample Rd.	Signalized	EB	27.0	C	56.0	E
			WB	29.7	C	32.5	C
			NB	41.7	D	63.5	E
			SB	36.1	D	60.1	E
			Overall	29.7	C	46.2	D
4	Rock Island Rd. & Sample Rd.	Signalized	EB	58.3	E	33.0	C
			WB	47.7	D	68.1	E
			NB	61.0	E	56.5	E
			SB	59.7	E	63.4	E
			Overall	56.3	E	54.6	D
5	Rock Island Rd. & Pinewalk Dr. N	TWSC	EB	112.5	F	27.9	D
			WB	38.8	E	15.6	C
			NB	-	-	-	-
			SB	-	-	-	-
			Overall	-	-	-	-
8	Pinewalk Dr. N & Pod C Rd.	TWSC	EB	-	-	-	-
			WB	8.5	A	8.7	A
			NB	-	-	-	-
			SB	7.2	A	7.3	A
			Overall	-	-	-	-
9	Rock Island Rd. & NW 30th St.	TWSC	EB	33.7	D	18.5	C
			WB	79.9	F	15.3	C
			NB	-	-	-	-
			SB	-	-	-	-
			Overall	-	-	-	-
10	Pinewalk Dr. N & Pinewalk Dr. S	TWSC	EB	-	-	-	-
			WB	-	-	-	-
			NB	8.9	A	8.7	A
			SB	10.3	B	10.3	B
			Overall				
11	Rock Island Dr. & Pinewalk Dr. S	TWSC	EB	31.6	D	20.9	C
			WB	27.4	D	20.5	C
			NB	-	-	-	-
			SB	-	-	-	-
			Overall	-	-	-	-
12	Pinewalk Dr. S & Holiday Springs Blvd.	TWSC	EB	7.4	A	7.6	A
			WB	-	-	-	-
			NB	-	-	-	-
			SB	9.5	A	9.4	A
			Overall	-	-	-	-
13	Rock Island Rd. & Holiday Springs Blvd.	Signalized	EB	25.3	C	36.0	D
			WB	20.0	C	31.9	C
			NB	6.7	A	1.1	A
			SB	13.5	B	9.8	A
			Overall	11.2	B	7.1	A
14	Riverside Dr. & Royal Palm Blvd.	Signalized	EB	42.8	D	90.2	F
			WB	46.7	D	161.8	F
			NB	123.3	F	72.7	E
			SB	212.3	F	128.3	F
			Overall	102.4	F	113.5	F
15	Rock Island Rd. & Royal Plam Blvd.	Signalized	EB	78.9	E	75.2	E
			WB	69.1	E	66.4	E
			NB	36.8	D	36.8	D
			SB	28.1	C	10.2	B
			Overall	54.3	D	48.0	D

Future Total (2030)

As summarized in Table 4, the following intersections are expected to operate at LOS F in future 2030 conditions:

- Rock Island Road & Pinewalk Drive North (AM Peak Hour)
- Rock Island Road & NW 30th Street (AM Peak Hour)
- Riverside Drive & Royal Palm Boulevard (AM and PM Peak Hour)

These intersections are expected to operate at LOS F without the addition of project traffic and therefore is not a deficiency caused by the addition of project traffic.

Table 4: Future Total (2030) Peak Hour Intersection LOS and Delay

#	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS
1	Riverside Dr. & Sample Rd.	Signalized	EB	56.7	E	67.1	E
			WB	64.2	E	75.6	E
			NB	113.0	F	67.3	E
			SB	49.3	D	50.5	D
			Overall	72.0	E	66.9	E
2	Woodside Dr. & Sample Rd.	Signalized	EB	28.8	C	58.8	E
			WB	31.1	C	48.6	D
			NB	40.7	D	62.2	E
			SB	38.6	D	62.4	E
			Overall	31.4	C	54.9	D
3	Pod B Rd. & Sample Rd.	TWSC	EB	-	-	-	-
			WB	-	-	-	-
			NB	23.6	C	24.2	C
			SB	-	-	-	-
			Overall	-	-	-	-
4	Rock Island Rd. & Sample Rd.	Signalized	EB	65.8	E	44.0	D
			WB	48.7	D	82.4	F
			NB	62.8	E	55.8	E
			SB	59.5	E	62.9	E
			Overall	59.4	E	63.9	E
5	Rock Island Rd. & Pinewalk Dr. N	TWSC	EB	167.5	F	44.3	E
			WB	44.9	E	17.3	C
			NB	-	-	-	-
			SB	-	-	-	-
			Overall	-	-	-	-
6	Pod A Rd. & Pinewalk Dr. N	TWSC	EB	-	-	-	-
			WB	-	-	-	-
			NB	-	-	-	-
			SB	10.1	B	11.3	B
			Overall	-	-	-	-
7	Holiday Springs Blvd. & Pod B Rd.	TWSC	EB	-	-	-	-
			WB	9.3	A	9.3	A
			NB	-	-	-	-
			SB	7.6	A	7.7	A
			Overall				
8	Pinewalk Dr. N & Pod C Rd.	TWSC	EB	-	-	-	-
			WB	8.9	A	9.4	A
			NB	-	-	-	-
			SB	7.3	A	7.5	A
			Overall				
9	Rock Island Rd. & NW 30th St.	TWSC	EB	61.9	F	21.4	C
			WB	90.1	F	16.8	C
			NB	-	-	-	-
			SB	-	-	-	-
			Overall	-	-	-	-
10	Pinewalk Dr. N & Pinewalk Dr. S	TWSC	EB	-	-	-	-
			WB	-	-	-	-
			NB	8.9	A	8.7	A
			SB	10.7	B	10.6	B
			Overall				
11	Rock Island Dr. & Pinewalk Dr. S	TWSC	EB	33.2	D	21.3	C
			WB	29.4	D	23.6	C
			NB	-	-	-	-
			SB	-	-	-	-
			Overall	-	-	-	-
12	Pinewalk Dr. S & Holiday Springs Blvd.	TWSC	EB	7.5	A	7.6	A
			WB	-	-	-	-
			NB	-	-	-	-
			SB	9.7	A	9.6	A
			Overall	-	-	-	-
13	Rock Island Rd. & Holiday Springs Blvd	Signalized	EB	26.2	C	35.9	D
			WB	20.5	C	31.4	C
			NB	7.1	A	1.2	A
			SB	14.6	B	10.6	B
			Overall	12.0	B	7.4	A
14	Riverside Dr. & Royal Palm Blvd.	Signalized	EB	44.0	D	101.0	F
			WB	47.4	D	165.7	F
			NB	124.5	F	72.4	E
			SB	218.3	F	133.2	F
			Overall	104.4	F	118.4	F
15	Rock Island Rd. & Royal Plam Blvd.	Signalized	EB	78.5	E	74.4	E
			WB	71.2	E	69.5	E
			NB	37.5	D	37.6	D
			SB	28.3	C	10.5	B
			Overall	54.7	D	48.7	D
16	Pod B Rd. & Pod A Driveway	TWSC	EB	7.3	A	7.2	A
			WB	-	-	-	-
			NB	-	-	-	-
			SB	8.8	A	8.5	A
			Overall	-	-	-	-

95th Percentile Queueing Analysis

A 95th percentile queue analysis was conducted to evaluate each analyzed intersection's storage lengths during AM and PM peak hours during the future year conditions with the addition of project traffic. *Synchro 12* software and the *HCM 2000* Edition methodology were used to determine the resulting 95th percentile queues at each of the study intersections. Table 5 summarizes the future no build and future build queue lengths. As shown in this table, there are several movements that exceed their respective storage during both scenarios. These deficiencies are expected to occur without the addition of project traffic and therefore is not the responsibility of the proposed project.

Table 5: 95th Percentile Queue Analysis

#	Intersection	Movement	Storage	Future - No Build		Future - Build	
				95th Percentile Queue (AM) (feet)	95th Percentile Queue (PM) (feet)	95th Percentile Queue (AM) (feet)	95th Percentile Queue (PM) (feet)
1	Riverside Dr. & Sample Rd.	EBL	370	389	311	389	311
		WBL	420	478	611	504	637
		NBL	275	173	171	173	170
		NBR	430	362	198	375	231
		SBL	300	151	151	163	181
		SBR	200	64	108	64	108
2	Woodside Dr. & Sample Rd.	EBL	260	194	163	199	162
		WBL	260	74	132	91	172
		NBL	-	112	142	176	209
		SBL	160	241	194	243	194
3	Pod B Rd. & Sample Rd.	NBR	-	-	-	9	9
4	Rock Island Rd. & Sample Rd.	EBL	280	130	129	134	134
		EBR	250	210	120	214	163
		WBL	360	222	389	238	461
		WBR	300	80	50	86	52
		NBL	300	258	198	258	198
		NBR	320	451	189	489	214
		SBL	180	199	102	199	102
		SBR	220	132	42	133	51
5	Rock Island Rd. & Pinewalk Dr. N	EBL	-	220	51	286	103
		EBR	120	13	4	15	9
		WBL	-	31	4	35	7
		WBR	-	11	4	13	4
		NBL	220	2	9	2	15
		SBL	180	9	4	9	4
6	Pod A Rd. & Pinewalk Dr. N	SBL	-	-	-	2	9
7	Holiday Springs Blvd. & Pod B Rd.	WBL	-	-	-	7	7
		SBL	150	-	-	2	2
8	Pinewalk Dr. N & Pod C Rd.	WBL	-	0	0	4	4
		SBL	-	0	0	0	2
9	Rock Island Rd. & NW 30th St.	EBL	-	13	2	68	13
		EBR	-	0	0	2	2
		WBL	-	145	20	154	22
		WBR	-	42	7	42	7
		NBL	200	0	0	2	2
		NBR	200	0	0	0	0
		SBL	210	13	9	13	9
		SBR	140	0	0	0	0
10	Pinewalk Dr. N & Pinewalk Dr. S	NBL	-	4	2	4	2
		SBL	-	11	4	15	7
11	Rock Island Dr. & Pinewalk Dr. S	EBL	-	62	20	68	22
		EBR	-	18	7	24	9
		WBL	-	11	2	13	4
		WBR	-	4	0	4	0
		NBL	230	2	7	2	11
		NBR	230	0	0	0	0
		SBL	250	0	0	0	0
		SBR	250	0	0	0	0
12	Pinewalk Dr. S & Holiday Springs Blvd.	EBL	170	0	0	0	0
		SBL	-	2	2	4	2
13	Rock Island Rd. & Holiday Springs Blvd.	EBL	175	39	34	39	34
		EBR	-	48	32	54	39
		WBL	-	10	26	10	26
		NBL	230	23	27	25	49
		NBR	170	2	1	2	1
		SBL	250	11	17	12	17
		SBR	220	0	0	0	0
14	Riverside Dr. & Royal Palm Blvd.	EBL	260	317	407	321	423
		EBR	280	194	219	199	225
		WBL	370	81	419	85	459
		NBL	190	699	670	699	670
		NBR	325	83	71	85	74
		SBL	200	403	144	403	144
15	Rock Island Rd. & Royal Plam Blvd.	EBL	340	173	108	179	125
		EBR	170	58	98	57	95
		WBL	210	206	262	206	266
		WBR	150	272	248	285	281
		NBL	220	41	62	41	62
		NBR	190	217	220	226	234
		SBL	220	116	111	125	118
		SBR	250	35	71	45	85
16	Pod B Rd. & Pod A Driveway	EBL	-	-	-	0	0
		SBL	-	-	-	2	2

LOCAL ROADWAY LOS ANALYSIS

In addition to the analyses undertaken on the surrounding intersection network, an evaluation has been undertaken to review potential traffic impacts generated by the proposed development on the surrounding local road network. Year 2030 conditions have been analyzed in this evaluation. Section 33-69.52 of the City of Margate Code of Ordinances establishes that local roads must maintain a minimum Level of Service (LOS) of C, which corresponds to low-to-moderate delays and minimal congestion on the subject transportation facilities. Existing intersection turning movement data and projected project traffic movements were used to forecast future link volumes along local roadway links within the project boundaries.

Section 5-195(b)(2) of the Broward County Land Development Code contains adopted generalized service volumes for local collectors and local roadways. Table 6 below provides the Generalized Volumes for non-Trafficway Roadways provided in this Section of the Broward County Land Development Code.

Table 6: Generalized Service Volumes

	4-Lane Local Collector	2-Lane Local Collector	2-Lane Local	2-Lane Cul-de-sac
Generalized Volume (ADT)	6,500-20,400	3,000-8,500	800-4,000	0-300

For the purposes of this evaluation, Pinewalk Drive North is assumed to be a two-lane local collector road, and the Pod C Road and Pod A Road are assumed to be 2-lane local roads. The ADT generalized service volume for the 2-lane collector is 8,500 trips per day and for the 2-lane local road is 4,000 trips per day, which represents the maximum LOS D threshold for a road with these characteristics. Consistent with HCM methodologies, a 75% factor was applied to this upper limit LOS D maximum service volume to determine the appropriate LOS C maximum service volume. These ADT service volumes were used to determine the volume to capacity ratio and level of service for the study roadways during the proposed future conditions.

Baseline traffic volume projections were determined on these roadway links based on the approach/departure intersection volumes at the corresponding intersections. To convert the peak hour volumes to an AADT future volume, a k-factor of 0.09 was applied to the higher of the two peak hour volumes (AM or PM peak hour volume). Using the future projected volumes and the generalized service volumes determined for each link, a volume-to-capacity ratio was calculated for future conditions. If the v/c ratio is below 0.75, the roadway is assumed to operate at LOS C or better.

Table 7 summarizes the results of this LOS analysis, identifying the projected volumes and the corresponding LOS and delay on local roadways in 2030 with full buildout of the proposed project.

Table 7: Local Roadway LOS Analysis

Roadway	From	To	Laneage	Daily Max Service Volume	Two-Way 2030 Vol		Calculated AADT	v/c
					AM Peak Hour	PM Peak Hour		
Pinewalk Dr. N	Rock Island Rd.	Pinewalk Dr. S	2L	6,375	152	138	1,689	0.26
Pinewalk Dr. S	Rock Island Rd.	Holiday Springs Blvd.	2L	6,375	252	248	2,800	0.44
Pod C Rd.	Pinewalk Dr. N	Rock Island Rd.	2L	3,000	71	84	933	0.31
Pod A Rd.	Pod B Rd.	Pinewalk Dr. N	2L	3,000	52	121	1,344	0.45

As summarized in the table above, all the local roads that were evaluated are anticipated to have a v/c of less than 0.75 (in fact, all are projected to have a v/c of less than 0.5). Therefore, all will operate within the City's LOS C standard.

TRANSIT MULTI-MODAL OPTIONS

A review of the location and frequency of transit service on nearby corridors was performed. The Broward County Transit was identified as having two bus routes that provide service within one-quarter mile of the project site. Table 8 provides a summary of the Broward County Transit (BCT) bus routes that provide service within one-quarter of a mile of the project site along with weekday and weekend peak hour headways.

Table 8: Broward County Transit (BCT) Routes

Route #	Day of Service	Duration of Service	Headways
BCT 34	Weekday Saturday Sunday	5:00 AM – 11:00 PM 5:40 AM – 10:46 PM 7:53 AM – 8:52 PM	24 min 40 min 45 min
BCT 83	Weekday Saturday Sunday	5:38 AM – 9:27 PM 6:12 AM – 8:48 PM 9:00 AM – 7:48 PM	45 min 60 min 45 min

Additionally, there are local community bus routes for the City of Margate that serve the vicinity of the amendment site. Table 9 provides a summary of these routes.

Table 9: Community Shuttle Routes

Route #	Day of Service	Duration of Service	Headways
Margate Route A	Weekday	7:30 AM – 4:30 PM	60 min
Margate Route As	Saturday	7:30 AM – 4:47 PM	70 min
Margate Route C	Weekday	7:30 AM – 5:53 PM	60 min
Margate Route D	Weekday	7:20 AM – 4:20 PM	60 min

The Route information is included in Appendix H.

SUMMARY

Kimley-Horn and Associates has prepared a study to evaluate the impact of development of the proposed Carolina Club project in Margate, Florida.

The overall site is bounded to the north by Sample Road, the east by Rock Island Road, and the west and south by Holiday Springs Boulevard. The site is currently vacant and is proposed to be redeveloped with 30,000 square feet of commercial use, 540 single family attached residential units, and open space. The proposed redevelopment is expected to generate 5,560 net external daily trips, 334 net new external AM peak hour trips (+104 in, +230 out) and 422 net new external PM peak hour trips (+240 in, +182 out).

A site-specific traffic analysis has been undertaken to evaluate impacts on the surrounding transportation network. Level of service has been evaluated at sixteen intersections adjacent to the site. The analysis identifies existing LOS and delay, future background LOS and delay, and total future LOS and delay upon buildout of the project. The results of the evaluation of the surrounding transportation network indicate that the following intersections are anticipated to operate at LOS F during future background conditions (without project traffic):

- Rock Island Road & Pinewalk Drive North (AM and PM Peak Hour)
- Rock Island Road & NW 30th Street (AM Peak Hour)
- Riverside Drive & Royal Palm Boulevard (AM and PM Peak Hour)

No additional intersections will operate at LOS F during total future conditions (with project traffic added). The analysis of local roadways (non-Trafficways roadways) indicates that all are anticipated to meet LOS standards during total future conditions.

APPENDIX A: PROJECT INFORMATION

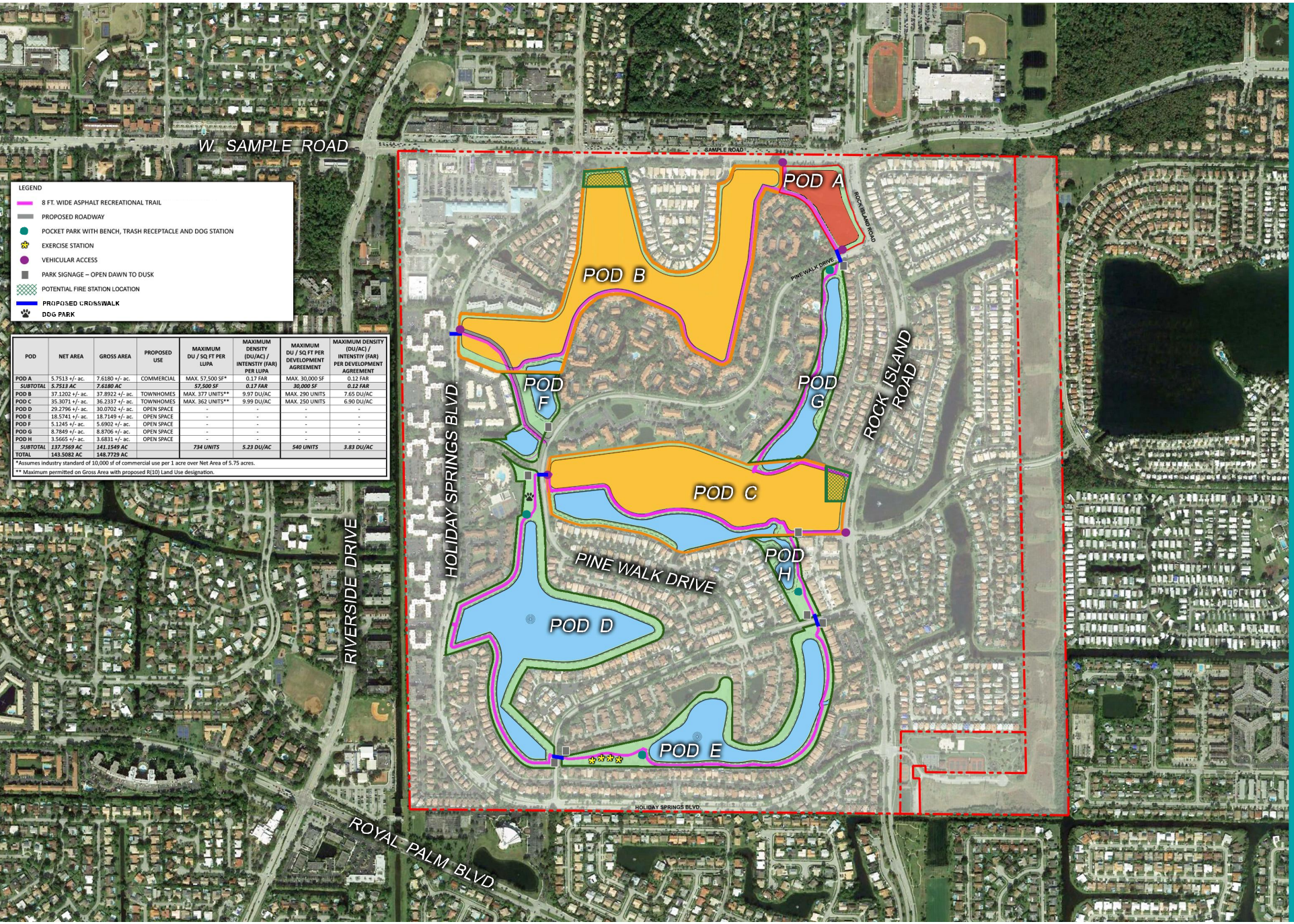
Conceptual Site Plan

Traffic Study Methodology

urban design studio

CAROLINA CLUB

CONCEPTUAL MASTER PLAN



LEGEND

- 8 FT. WIDE ASPHALT RECREATIONAL TRAIL
- PROPOSED ROADWAY
- POCKET PARK WITH BENCH, TRASH RECEPTACLE AND DOG STATION
- EXERCISE STATION
- VEHICULAR ACCESS
- PARK SIGNAGE – OPEN DAWN TO DUSK
- POTENTIAL FIRE STATION LOCATION
- PROPOSED CROSSWALK
- DOG PARK

POD	NET AREA	GROSS AREA	PROPOSED USE	MAXIMUM DU / SQ FT PER LUPA	MAXIMUM DENSITY (DU/AC) / INTENSTIY (FAR) PER LUPA	MAXIMUM DU / SQ FT PER DEVELOPMENT AGREEMENT	MAXIMUM DENSITY (DU/AC) / INTENSTIY (FAR) PER DEVELOPMENT AGREEMENT
POD A	5.7513 +/- ac.	7.6180 +/- ac.	COMMERCIAL	MAX. 57,500 SF*	0.17 FAR	MAX. 30,000 SF	0.12 FAR
SUBTOTAL	*5.7513 AC*	*7.6180 AC*		*57,500 SF*	*0.17 FAR*	*30,000 SF*	*0.12 FAR*
POD B	37.1202 +/- ac.	37.8922 +/- ac.	TOWNHOMES	MAX. 377 UNITS**	9.97 DU/AC	MAX. 290 UNITS	7.65 DU/AC
POD C	35.3071 +/- ac.	36.2337 +/- ac.	TOWNHOMES	MAX. 362 UNITS**	9.99 DU/AC	MAX. 250 UNITS	6.90 DU/AC
POD D	29.2796 +/- ac.	30.0702 +/- ac.	OPEN SPACE	-	-	-	-
POD E	18.5741 +/- ac.	18.7149 +/- ac.	OPEN SPACE	-	-	-	-
POD F	5.1245 +/- ac.	5.6902 +/- ac.	OPEN SPACE	-	-	-	-
POD G	8.7849 +/- ac.	8.8706 +/- ac.	OPEN SPACE	-	-	-	-
POD H	3.5665 +/- ac.	3.6831 +/- ac.	OPEN SPACE	-	-	-	-
SUBTOTAL	*137.7569 AC*	*141.1549 AC*		*734 UNITS*	*5.23 DU/AC*	*540 UNITS*	*3.83 DU/AC*
TOTAL	143.5082 AC	148.7729 AC					

*Assumes industry standard of 10,000 sf of commercial use per 1 acre over Net Area of 5.75 acres.

** Maximum permitted on Gross Area with proposed R(10) Land Use designation.

Kimley»Horn

MEMORANDUM

To: Lisa Bernstein, P.E.
Consultant for the City of Margate

From: Christopher W. Heggen, P.E.
Kimley-Horn and Associates, Inc.

Date: September 17, 2025

Subject: Carolina Club Residential
Study Methodology – Traffic Impact Analysis
KH #241158000

The above-referenced project is located within the area generally bounded by Sample Road on the north, Rock Island Road on the east, and Holiday Springs Boulevard on the west in the City of Margate, Florida. The proposed plan of development includes redevelopment of certain portions of the site that currently contain golf course uses to include a mix of multifamily, townhome and commercial uses.

Kimley-Horn and Associates has been retained to undertake a traffic analysis for the proposed program of development. Following is a summary of the methodology that will be used to undertake this traffic analysis.

1. **Trip generation:** The trip generation potential for the existing and proposed uses will be calculated using rates and equations published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual, Eleventh Edition.* The calculations will include calculation of pass-by capture based upon methodologies and data published in ITE's *Trip Generation Handbook, Third Edition* for the commercial use. Table 1 summarizes the trip generation calculation for the proposed uses on site. Note that, should the intensities/densities change on the master plan or site plans, this table will be updated accordingly to match those documents in the final traffic study.

Table 1: Trip Generation Calculations

Source	Land Use	ITE Code	Intensity			Daily Trips	AM Peak Hour			PM Peak Hour		
							Total	In	Out	Total	In	Out
Proposed Scenario												
ITE	Shop Plaza (40-150ksf w/ supermarket)	ITE 821	57.5 ksf			5,433	203	126	77	519	249	270
ITE	Multifamily Housing (Mid-Rise)	ITE 221	507 DU			2,372	211	49	162	198	121	77
ITE	Single-Family Attached Housing	ITE 215	377 DU			2,822	190	48	142	222	131	91
					Subtotal	*10,627*	*604*	*223*	*381*	*939*	*501*	*438*
Internal Capture			**% Daily**	**% AM**	**% PM**							
	Shop Plaza (40-150ksf w/ supermarket)		0.0%	0.0%	0.0%	0	0	0	0	0	0	0
	Multifamily Housing (Mid-Rise)		0.0%	0.0%	0.0%	0	0	0	0	0	0	0
	Single-Family Attached Housing		0.0%	0.0%	0.0%	0	0	0	0	0	0	0
					Subtotal	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Pass-By Capture			**Daily**	**AM**	**PM**							
	Shop Plaza (40-150ksf w/ supermarket)		0.0%	0.0%	40.0%	0	0	0	0	208	100	108
	Multifamily Housing (Mid-Rise)		0.0%	0.0%	0.0%	0	0	0	0	0	0	0
	Single-Family Attached Housing		0.0%	0.0%	0.0%	0	0	0	0	0	0	0
					Subtotal	0	0	0	0	208	100	108
Driveway Volumes						**10,627**	**604**	**223**	**381**	**939**	**501**	**438**
Net New External Trips						**10,627**	**604**	**223**	**381**	**731**	**401**	**330**
Proposed Net External Trips-Existing Net New External Trips						**10,627**	**604**	**223**	**381**	**731**	**401**	**330**

Land Use	Daily	AM Peak Hour	PM Peak Hour	Pass By
Shop Plaza (40-150ksf w/ supermarket)	94.49 trips/ksf	3.53 trips/ksf (62% in, 38% out)	9.03 trips/ksf (48% in, 52% out)	0.0%
Multifamily Housing (Mid-Rise)	Trips = 4.77(X) -46.46	Trips = 0.44(X) -11.61 (23% in, 77% out)	Trips = 0.39(X) +0.39 (61% in, 39% out)	0.0%
Single-Family Attached Housing	Trips = 7.62(X) -50.48	Trips = 0.52(X) -5.7 (25% in, 75% out)	Trips = 0.6(X) 0.6 (59% in, 41% out)	0.0%

2. **Trip distribution/assignment:** Overall trip distribution percentages will be determined based on a review of the complementary land uses and roadway network proposed to be in place at the time of buildout. This assignment will be carried out through one mile from the site boundary. Figure 1, attached, depicts the preliminary traffic assignment on the surrounding transportation system.
3. **Buildout Year:** A buildout year of 2030 will be used for the purposes of this analysis.
4. **Data collection:** AM (7:00 AM – 9:00 AM) and PM (4:00 PM – 6:00 PM) peak period turning movement counts were collected on February 29, 2024 at the study intersections. The following is the list of the sixteen (16) intersections that will be evaluated in this analysis:
    1. Riverside Drive & Sample Road
    2. Holiday Springs Boulevard & Sample Road
    3. Project Driveway & Sample Road
    4. Rock Island Road & Sample Road
    5. Rock Island Road & Pinewalk Drive North/NW 33rd Street
    6. Pinewalk Drive North & Project Access
    7. Holiday Springs Boulevard & Potential Future E-W Connection
    8. Potential Future E-W Connection & Parcel 1 Driveway
    9. Potential Future E-W Connection + Pinewalk Drive North
    10. NW 30th Street & Rock Island Road
    11. Pinewalk Drive North & Pinewalk Drive South
    12. Rock Island Road & Pinewalk Drive South
    13. Pinewalk Drive South & Holiday Springs Boulevard
    14. Rock Island Road & Holiday Springs Boulevard
    15. Riverside Drive & Royal Palm Boulevard
    16. Royal Palm Boulevard & Rock Island Road

    From count data that was collected at the existing intersections, peak hour traffic volumes will be determined. For any counts conducted outside of the peak season (January – March), the Peak Season Conversion Factor (PSCF) published by FDOT will be applied.

    The City of Margate has a standard that includes analysis of all intersections within a one-mile radius of the site. It would be unrealistic to perform analyses of all intersections within that distance, and many of those intersections, especially further from the site boundary, have a 10% or less assignment of project traffic traveling through the intersection. The above list of intersections identifies those in which the project traffic may have an impact on Level of Service and operations. All other intersections have been excluded because it is anticipated that the project would have a *de minimis* impact on intersection operations.
5. **Future Background (Non-Project) Volumes:** Future background volumes will be determined by adding compounded annual growth rate determined using historical AADT data for roadway links within the vicinity of the project site. At a minimum, the growth rate applied will be no less than 1.0%. Additionally, project traffic generated by relevant approved projects as identified by the City and/or its consultant, if applicable, will be assigned to the project study intersections.
6. **Total Future Volumes:** Total future volumes will be determined by adding future background volumes and project traffic volumes at each of the study intersections.
7. **Intersection LOS Analysis:** Intersection LOS analyses will be conducted for Existing Peak Season, Future Background Peak Season and Future Total Peak Season Conditions using Synchro or HCS software. Summary tables will be prepared to report the Highway Capacity Manual (HCM)-results and will include: LOS, Delay and queue (where applicable), for all movements (L, T, R), approaches (E, W, N, S) and overall intersection LOS and delay for each approach and the

overall intersection (if available; no overall intersection LOS will be reported for two-way stop-controlled unsignalized intersections).

8. **Transit/Multi-Modal Options**: The location and frequency of transit service on nearby corridors will be quantified, and any modifications to that service identified in Broward County's 5-Year Improvement Program will be reported.
9. **Queuing Evaluation**: If gated access is proposed at any locations within the site plan for any of the development pods, or if any uses within the commercial portion of the project contain drive-through lanes, a queuing analysis will be conducted to determine whether or not sufficient vehicle storage is provided.
10. **Mitigation**: Prior to final site plan approval and issuance of building permits, the Applicant will identify potential mitigation measures. These measures will be reviewed with City staff and the City consultant, if needed, to evaluate feasibility and appropriateness of these measures. Included in this evaluation will be a determination of the need for turn lanes at project access points and available queue storage within turn lanes at adjacent and surrounding intersections. These mitigation measures will be implemented in a final Development Order conditions to be determined in coordination with the City staff and/or City consultant.

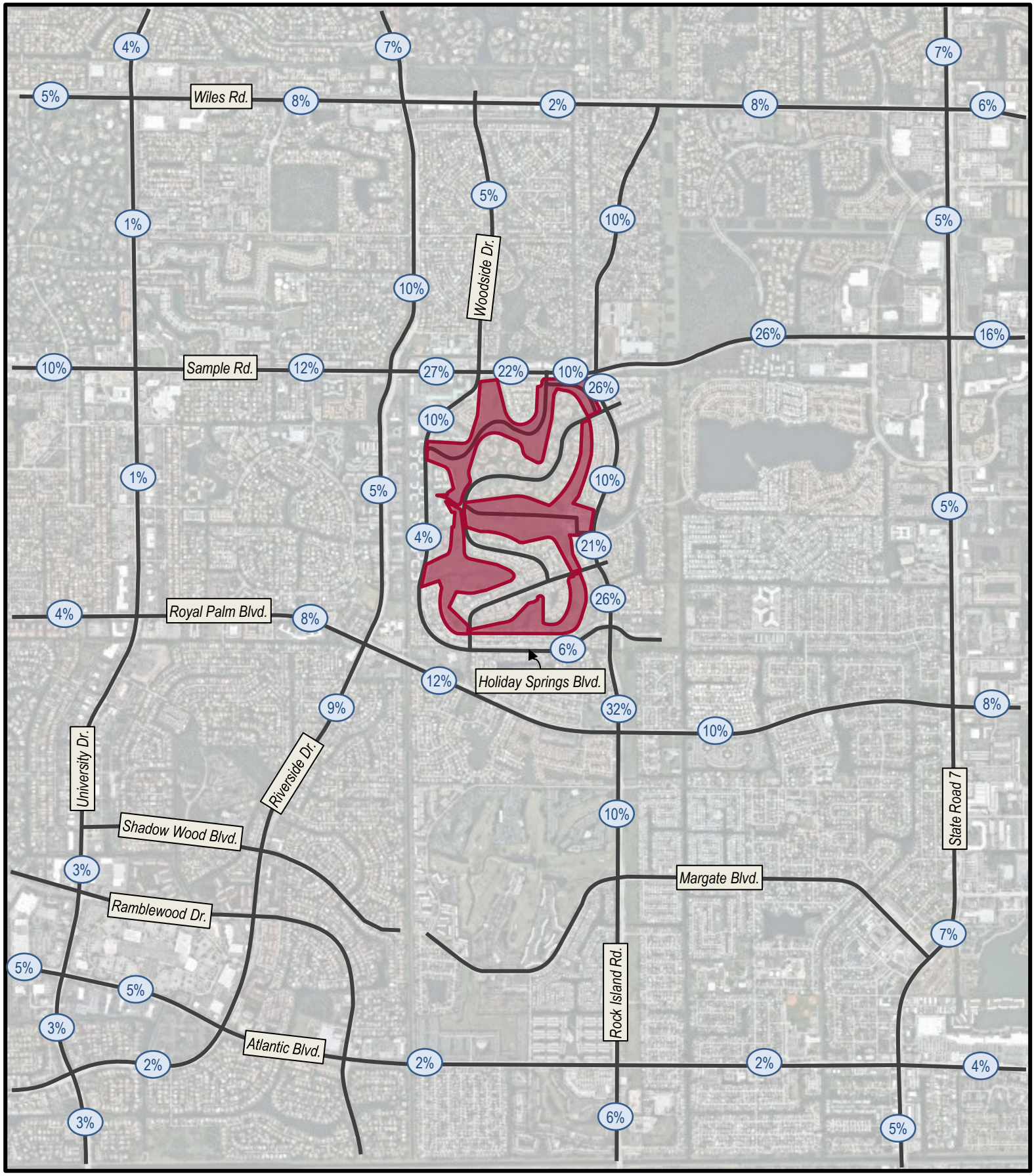
The data collection, calculations, analyses and results will be summarized in a written report for City review. Relevant tables, charts, figures, worksheets, and a current copy of the site plan(s) will be included in the summary report.

Please review the methodology for this analysis as outlined above and indicate your concurrence by signing in the space below. Should you have questions or comments regarding the proposed methodology, please call me via phone at (561) 840-0248 or via e-mail at chris.heggen@kimley-horn.com.

Concur by: _____ Date: _____

Attachment

K:\WPB_TPTO\2411\241158000 - Carolina Club\Methodology\2025-09-09 Carolina Club Traffic Methodology.docx



NORTH

LEGEND

Site Location

XX% Traffic Assignment

FIGURE 1
Carolina Club
KH #241158000
Trip Distribution

Kimley»Horn

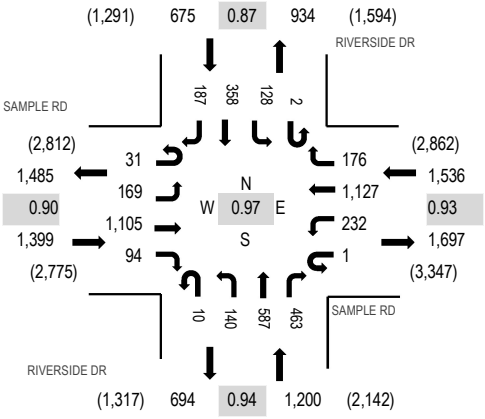
APPENDIX B: TRAFFIC VOLUME DATA

Intersection Turning Movement Count Data

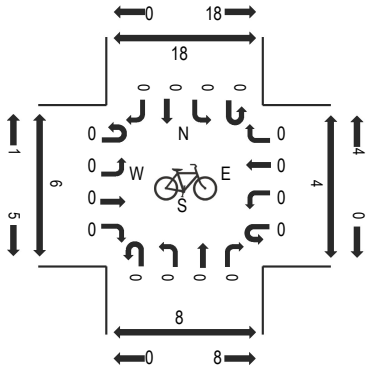
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 RIVERSIDE DR & SAMPLE RD AM
Date: Thursday, February 29, 2024
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

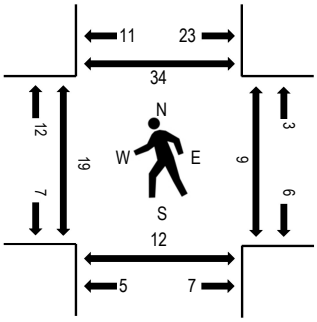
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

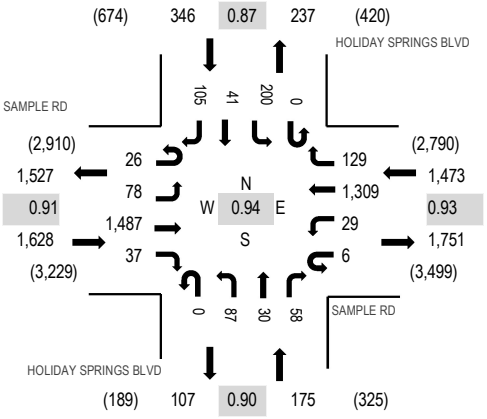
Traffic Counts - Motorized Vehicles

Interval Start Time	SAMPLE RD Eastbound				SAMPLE RD Westbound				RIVERSIDE DR Northbound				RIVERSIDE DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	9	46	224	23	1	43	173	21	0	26	127	99	1	38	66	49	946	4,583	3	2	3	6
7:15 AM	7	42	310	30	0	49	215	44	2	23	157	137	1	42	81	35	1,175	4,810	2	0	5	6
7:30 AM	10	40	293	29	0	69	274	55	3	32	154	112	0	24	101	43	1,239	4,765	3	7	3	15
7:45 AM	9	44	242	19	0	58	302	40	2	48	152	112	0	35	101	59	1,223	4,599	12	1	3	10
8:00 AM	5	43	260	16	1	56	336	37	3	37	124	102	1	27	75	50	1,173	4,487	2	1	1	3
8:15 AM	9	33	278	26	1	58	291	14	3	29	127	96	0	33	85	47	1,130		9	1	2	0
8:30 AM	6	21	324	21	0	40	256	30	4	22	92	103	0	30	96	28	1,073		2	1	3	0
8:45 AM	6	23	299	28	1	58	312	27	1	28	98	87	0	36	71	36	1,111		0	3	2	1
Count Total	61	292	2,230	192	4	431	2,159	268	18	245	1,031	848	3	265	676	347	9,070		33	16	22	41
Peak Hour	31	169	1,105	94	1	232	1,127	176	10	140	587	463	2	128	358	187	4,810		19	9	12	34

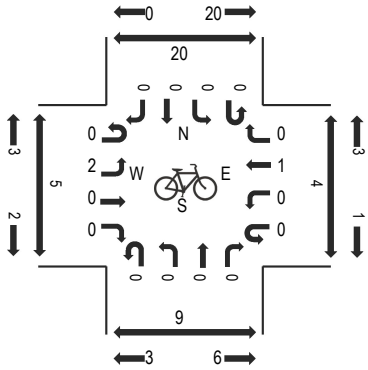
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 HOLIDAY SPRINGS BLVD & SAMPLE RD AM
Date: Thursday, February 29, 2024
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

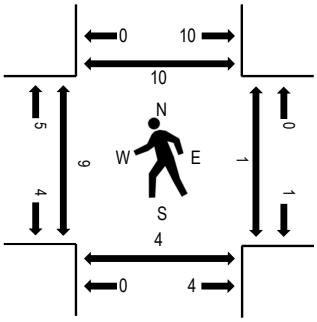
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

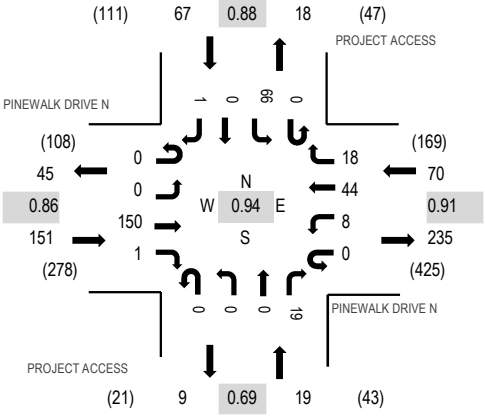
Traffic Counts - Motorized Vehicles

Interval Start Time	SAMPLE RD Eastbound				SAMPLE RD Westbound				HOLIDAY SPRINGS BLVD Northbound				HOLIDAY SPRINGS BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	7	7	333	4	1	9	215	19	0	16	8	13	0	63	4	30	729	3,493	5	0	0	2
7:15 AM	6	16	419	7	2	0	278	26	0	25	8	16	0	61	3	15	882	3,622	7	0	3	7
7:30 AM	7	24	386	9	3	8	370	28	0	20	8	14	0	44	21	23	965	3,598	0	0	0	1
7:45 AM	4	23	342	9	1	8	338	37	0	24	11	14	0	56	7	43	917	3,511	2	1	1	0
8:00 AM	9	15	340	12	0	13	323	38	0	18	3	14	0	39	10	24	858	3,525	0	0	0	2
8:15 AM	8	18	354	10	0	6	315	26	0	17	6	13	0	46	8	31	858		6	0	1	1
8:30 AM	6	11	391	9	0	9	300	20	0	15	8	20	0	56	6	27	878		2	0	3	1
8:45 AM	5	24	407	7	0	8	357	32	0	13	4	17	0	34	2	21	931		3	0	0	0
Count Total	52	138	2,972	67	7	61	2,496	226	0	148	56	121	0	399	61	214	7,018		25	1	8	14
Peak Hour	26	78	1,487	37	6	29	1,309	129	0	87	30	58	0	200	41	105	3,622		9	1	4	10

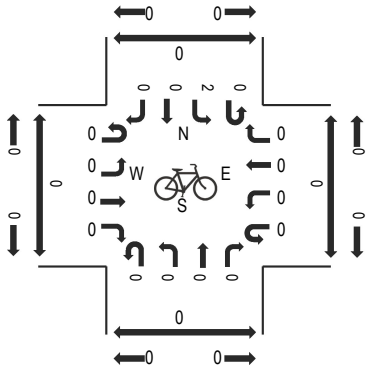
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 PROJECT ACCESS & PINEWALK DRIVE N AM
Date: Thursday, February 29, 2024
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

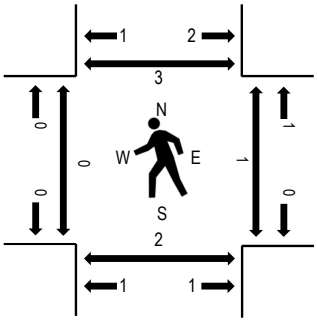
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

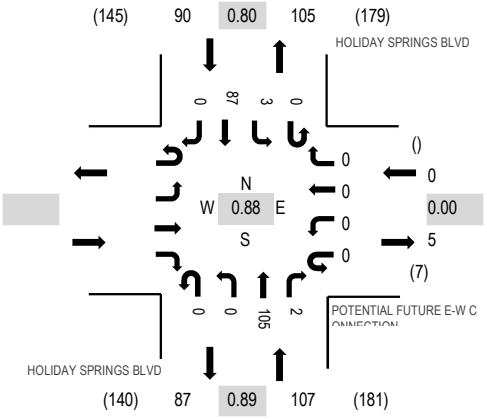
Traffic Counts - Motorized Vehicles

Interval Start Time	PINEWALK DRIVE N Eastbound				PINEWALK DRIVE N Westbound				PROJECT ACCESS Northbound				PROJECT ACCESS Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	25	0	0	2	8	3	0	0	0	3	0	15	1	0	57	294	1	0	0	2
7:15 AM	0	0	44	0	0	3	6	5	0	0	0	5	0	18	0	1	82	307	0	0	1	1
7:30 AM	0	0	41	0	0	0	12	5	0	0	0	2	0	17	0	0	77	307	0	1	0	0
7:45 AM	0	0	38	1	0	3	10	3	0	0	0	9	0	14	0	0	78	305	0	0	1	0
8:00 AM	0	0	27	0	0	2	16	5	0	0	0	3	0	17	0	0	70	307	0	0	0	2
8:15 AM	0	0	37	0	0	2	22	3	0	0	0	6	0	12	0	0	82		0	1	0	1
8:30 AM	0	0	31	1	0	1	19	9	0	0	0	7	0	7	0	0	75		0	4	1	1
8:45 AM	0	0	32	1	0	4	12	14	0	2	0	6	0	9	0	0	80		2	0	0	2
Count Total	0	0	275	3	0	17	105	47	0	2	0	41	0	109	1	1	601		3	6	3	9
Peak Hour	0	0	150	1	0	8	44	18	0	0	0	19	0	66	0	1	307		0	1	2	3

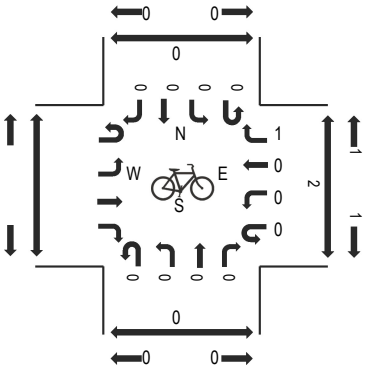
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 7 HOLIDAY SPRINGS BLVD & POTENTIAL FUTURE E-W CONNECTION AM
Date: Thursday, February 29, 2024
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

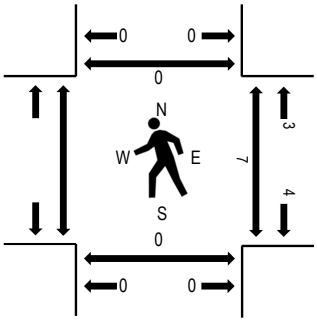
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

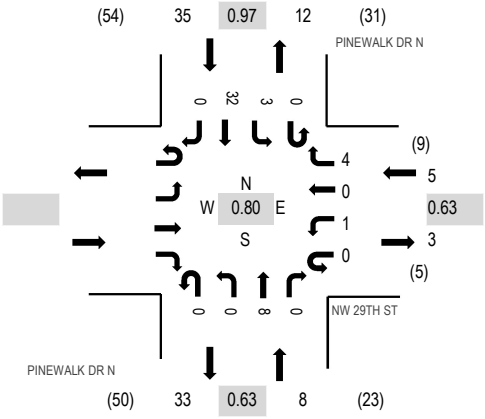
Traffic Counts - Motorized Vehicles

Interval Start Time	Eastbound				POTENTIAL FUTURE E-W CONNECTION Westbound				HOLIDAY SPRINGS BLVD Northbound				HOLIDAY SPRINGS BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM					0	0	0	0	0	0	19	1	0	0	10	0	30	165		0	1	1
7:15 AM					0	0	0	0	0	0	21	0	1	0	12	0	34	191		0	0	0
7:30 AM					0	0	0	0	0	0	24	1	0	0	28	0	53	197		2	0	0
7:45 AM					0	0	0	0	0	0	28	0	0	1	19	0	48	180		1	0	0
8:00 AM					0	0	0	0	0	0	29	1	0	2	24	0	56	161		2	0	0
8:15 AM					0	0	0	0	0	0	24	0	0	0	16	0	40			2	0	0
8:30 AM					0	0	0	0	0	0	16	0	0	0	20	0	36			2	0	0
8:45 AM					0	0	0	0	0	0	17	0	0	1	11	0	29			7	0	0
Count Total					0	0	0	0	0	0	178	3	1	4	140	0	326			16	1	1
Peak Hour					0	0	0	0	0	0	105	2	0	3	87	0	197			7	0	0

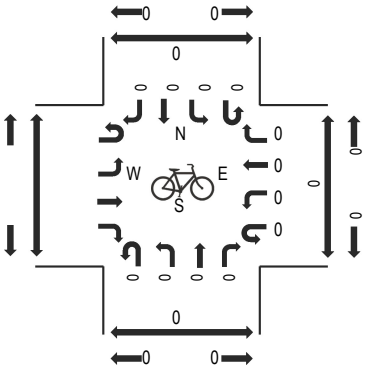
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 8 PINEWALK DR N & NW 29TH ST AM
Date: Thursday, February 29, 2024
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

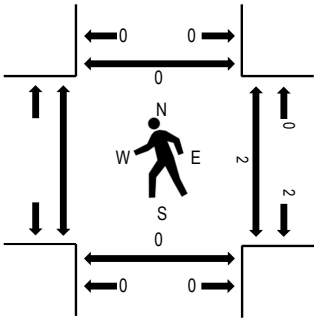
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

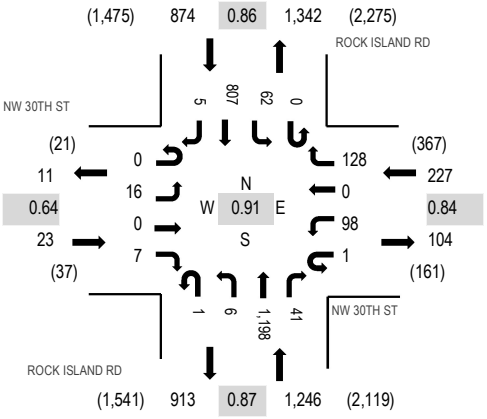
Traffic Counts - Motorized Vehicles

Interval Start Time	Eastbound U-Turn	Eastbound Left	Eastbound Thru	Eastbound Right	NW 29TH ST Westbound U-Turn	NW 29TH ST Westbound Left	NW 29TH ST Westbound Thru	NW 29TH ST Westbound Right	PINEWALK DR N Northbound U-Turn	PINEWALK DR N Northbound Left	PINEWALK DR N Northbound Thru	PINEWALK DR N Northbound Right	PINEWALK DR N Southbound U-Turn	PINEWALK DR N Southbound Left	PINEWALK DR N Southbound Thru	PINEWALK DR N Southbound Right	Total	Rolling Hour	Pedestrian Crossings West	Pedestrian Crossings East	Pedestrian Crossings South	Pedestrian Crossings North
7:00 AM					0	0	0	0	0	0	1	0	0	0	8	0	9	48		0	0	0
7:15 AM					0	0	0	1	0	0	2	0	0	0	9	0	12	47		0	0	0
7:30 AM					0	0	0	2	0	0	4	0	0	2	7	0	15	43		2	0	0
7:45 AM					0	1	0	1	0	0	1	0	0	1	8	0	12	37		0	0	0
8:00 AM					0	0	0	0	0	0	3	0	0	1	4	0	8	38		0	0	0
8:15 AM					0	0	0	0	0	0	4	0	0	1	3	0	8			1	0	0
8:30 AM					0	0	0	2	0	0	2	0	0	0	5	0	9			0	1	0
8:45 AM					0	0	0	2	0	0	6	0	0	0	5	0	13			0	0	0
Count Total					0	1	0	8	0	0	23	0	0	5	49	0	86			3	1	0
Peak Hour					0	1	0	4	0	0	8	0	0	3	32	0	48			2	0	0

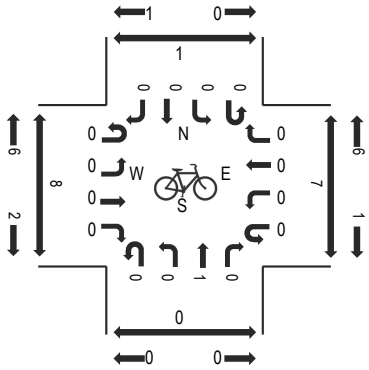
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 10 ROCK ISLAND RD & NW 30TH ST AM
Date: Thursday, February 29, 2024
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

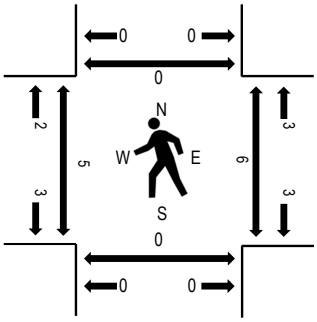
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

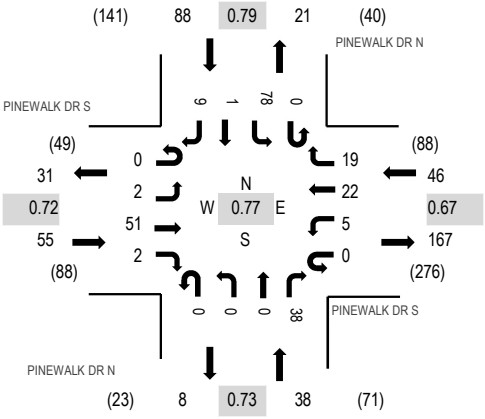
Traffic Counts - Motorized Vehicles

Interval Start Time	NW 30TH ST Eastbound				NW 30TH ST Westbound				ROCK ISLAND RD Northbound				ROCK ISLAND RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	3	0	1	0	21	0	27	0	2	215	3	0	9	130	1	412	2,297	1	5	0	0
7:15 AM	0	2	0	1	0	31	0	37	1	1	354	4	0	9	185	1	626	2,370	1	2	0	0
7:30 AM	0	5	0	2	1	25	0	43	0	1	311	9	0	22	229	2	650	2,155	0	2	0	0
7:45 AM	0	6	0	3	0	17	0	30	0	1	300	16	0	20	214	2	609	1,923	2	1	0	0
8:00 AM	0	3	0	1	0	25	0	18	0	3	233	12	0	11	179	0	485	1,701	2	1	0	0
8:15 AM	0	3	0	0	0	11	0	23	0	2	194	13	0	11	152	2	411		0	1	0	0
8:30 AM	0	4	0	0	0	20	0	10	0	1	212	6	0	8	156	1	418		0	1	0	1
8:45 AM	0	2	0	1	0	8	0	20	0	0	220	5	0	2	128	1	387		1	0	0	0
Count Total	0	28	0	9	1	158	0	208	1	11	2,039	68	0	92	1,373	10	3,998		7	13	0	1
Peak Hour	0	16	0	7	1	98	0	128	1	6	1,198	41	0	62	807	5	2,370		5	6	0	0

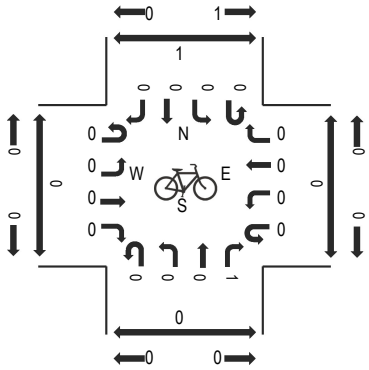
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 11 PINEWALK DR N & PINEWALK DR S AM
Date: Thursday, February 29, 2024
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

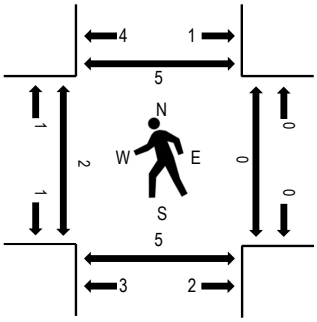
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PINEWALK DR S Eastbound				PINEWALK DR S Westbound				PINEWALK DR N Northbound				PINEWALK DR N Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	6	1	0	1	1	3	0	0	0	9	0	16	0	3	40	227	0	0	1	2
7:15 AM	0	0	19	0	0	0	7	7	0	0	0	13	0	26	1	1	74	223	0	0	1	1
7:30 AM	0	2	15	0	0	1	7	1	0	0	0	6	0	20	0	4	56	185	0	0	0	1
7:45 AM	0	0	11	1	0	3	7	8	0	0	0	10	0	16	0	1	57	170	2	0	3	1
8:00 AM	0	1	6	0	0	5	0	2	1	1	0	7	0	12	0	1	36	161	0	0	1	0
8:15 AM	0	1	8	0	0	2	5	2	0	0	0	6	0	12	0	0	36		1	2	4	0
8:30 AM	0	1	8	0	0	4	4	3	0	1	0	8	0	10	0	2	41		1	0	1	1
8:45 AM	0	0	8	0	0	3	3	9	0	1	0	8	0	16	0	0	48		1	0	1	0
Count Total	0	5	81	2	0	19	34	35	1	3	0	67	0	128	1	12	388		5	2	12	6
Peak Hour	0	2	51	2	0	5	22	19	0	0	0	38	0	78	1	9	227		2	0	5	5

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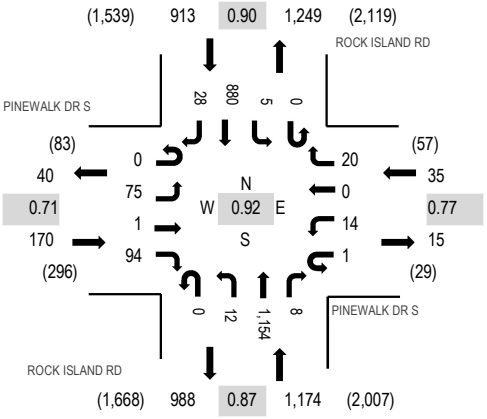
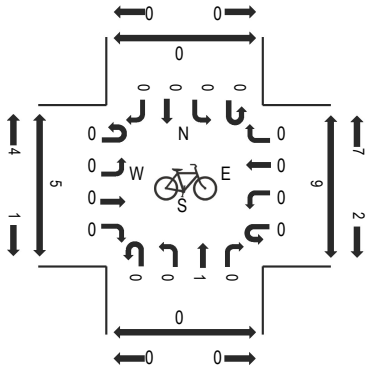
Location: 12 ROCK ISLAND RD & PINEWALK DR S AM
Date: Thursday, February 29, 2024
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

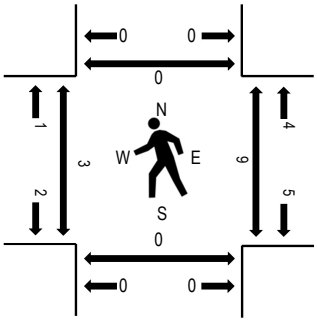
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PINEWALK DR S Eastbound				PINEWALK DR S Westbound				ROCK ISLAND RD Northbound				ROCK ISLAND RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	11	0	21	0	6	0	1	0	4	206	1	0	1	149	2	402	2,217	0	5	0	0
7:15 AM	0	26	1	34	1	3	0	6	0	3	331	2	0	0	212	5	624	2,292	0	5	0	0
7:30 AM	0	19	0	22	0	5	0	7	0	1	294	5	0	0	247	8	608	2,057	1	0	0	0
7:45 AM	0	17	0	22	0	5	0	3	0	6	294	0	0	3	223	10	583	1,874	1	2	0	0
8:00 AM	0	13	0	16	0	1	0	4	0	2	235	1	0	2	198	5	477	1,682	1	2	0	0
8:15 AM	0	16	0	16	0	0	0	4	0	3	185	2	0	2	155	6	389		0	3	0	0
8:30 AM	0	13	0	15	0	5	0	1	0	5	206	4	0	1	167	8	425		0	1	0	0
8:45 AM	0	16	0	18	0	2	0	3	0	7	207	3	1	0	126	8	391		1	0	0	0
Count Total	0	131	1	164	1	27	0	29	0	31	1,958	18	1	9	1,477	52	3,899		4	18	0	0
Peak Hour	0	75	1	94	1	14	0	20	0	12	1,154	8	0	5	880	28	2,292		3	9	0	0

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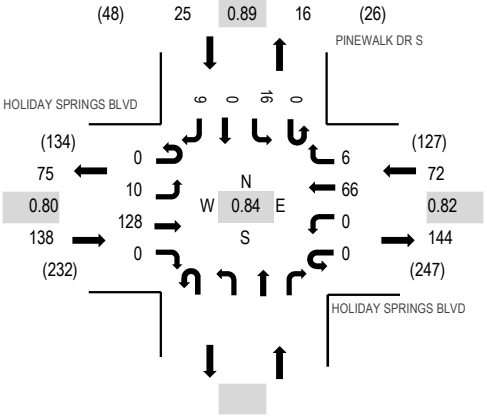
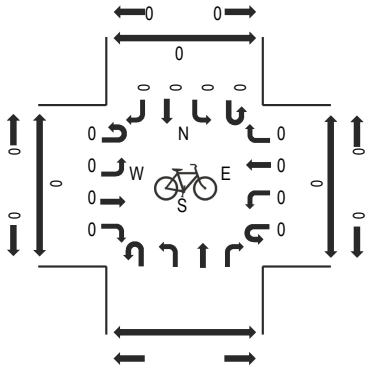
Location: 13 PINEWALK DR S & HOLIDAY SPRINGS BLVD AM
Date: Thursday, February 29, 2024
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

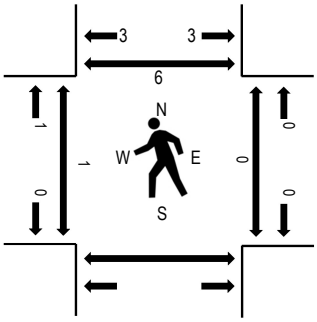
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	HOLIDAY SPRINGS BLVD Eastbound				HOLIDAY SPRINGS BLVD Westbound				PINEWALK DR S Northbound				PINEWALK DR S Southbound				Total	Rolling Hour	Pedestrian Crossings		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South North
7:00 AM	0	0	16	0	0	0	8	1					0	2	0	4	31	196	1	0	0
7:15 AM	0	1	29	0	0	0	12	0					0	5	0	2	49	235	0	0	0
7:30 AM	0	5	32	0	0	0	14	2					0	2	0	3	58	228	1	0	0
7:45 AM	0	1	27	0	0	0	20	3					0	3	0	4	58	223	0	0	1
8:00 AM	0	3	40	0	0	0	20	1					0	6	0	0	70	211	0	0	5
8:15 AM	0	1	23	0	0	0	13	0					0	2	0	3	42		0	0	0
8:30 AM	0	3	28	0	0	0	17	1					0	4	0	0	53		0	0	0
8:45 AM	0	1	22	0	0	0	12	3					0	6	0	2	46		0	0	0
Count Total	0	15	217	0	0	0	116	11					0	30	0	18	407		2	0	6
Peak Hour	0	10	128	0	0	0	66	6					0	16	0	9	235		1	0	6

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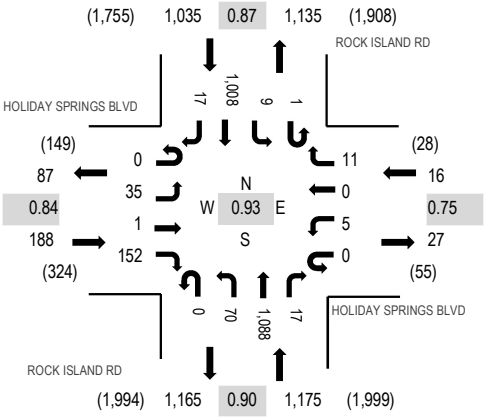
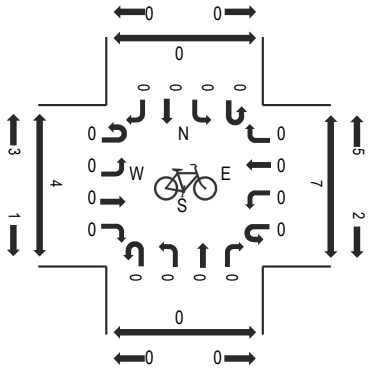
Location: 14 ROCK ISLAND RD & HOLIDAY SPRINGS BLVD AM
Date: Thursday, February 29, 2024
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

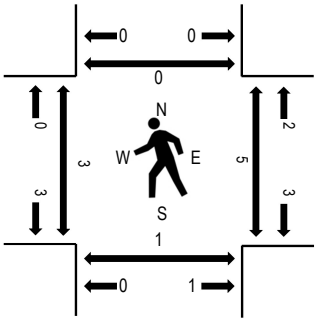
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	HOLIDAY SPRINGS BLVD Eastbound				HOLIDAY SPRINGS BLVD Westbound				ROCK ISLAND RD Northbound				ROCK ISLAND RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	1	2	0	24	0	0	0	0	0	5	183	3	0	4	188	1	411	2,290	1	4	0	1
7:15 AM	0	15	0	33	0	1	0	1	0	10	312	3	0	2	252	3	632	2,414	0	3	1	0
7:30 AM	0	7	0	38	0	0	0	2	0	14	288	2	0	1	293	4	649	2,172	0	0	0	0
7:45 AM	0	7	1	31	0	3	0	3	0	22	267	5	1	3	253	2	598	1,989	0	1	0	0
8:00 AM	0	6	0	50	0	1	0	5	0	24	221	7	0	3	210	8	535	1,816	3	1	0	0
8:15 AM	0	8	0	25	0	1	0	0	0	16	164	3	1	3	167	2	390		1	4	1	3
8:30 AM	1	5	0	38	0	3	0	2	0	17	198	10	0	2	187	3	466		0	2	0	2
8:45 AM	0	3	0	29	0	5	0	1	0	16	206	3	0	0	162	0	425		1	1	0	0
Count Total	2	53	1	268	0	14	0	14	0	124	1,839	36	2	18	1,712	23	4,106		6	16	2	6
Peak Hour	0	35	1	152	0	5	0	11	0	70	1,088	17	1	9	1,008	17	2,414		3	5	1	0

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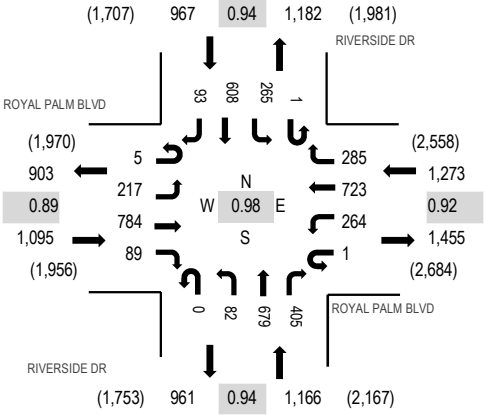
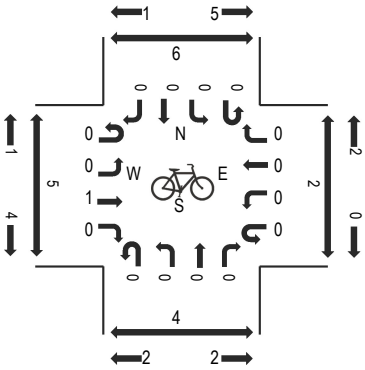
Location: 15 RIVERSIDE DR & ROYAL PALM BLVD AM
Date: Thursday, February 29, 2024
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

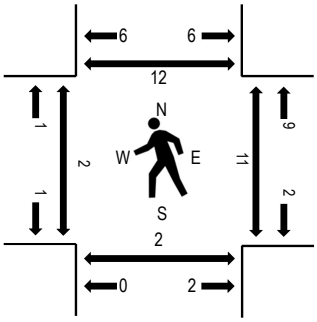
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ROYAL PALM BLVD Eastbound				ROYAL PALM BLVD Westbound				RIVERSIDE DR Northbound				RIVERSIDE DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	39	159	21	0	57	179	42	0	37	146	77	2	57	89	16	921	4,300	0	0	0	0
7:15 AM	1	53	160	24	0	63	174	69	0	23	189	99	1	64	148	22	1,090	4,501	0	0	0	1
7:30 AM	2	55	226	21	0	67	194	71	0	28	148	114	0	69	127	28	1,150	4,349	1	2	0	1
7:45 AM	0	59	226	23	1	61	176	67	0	10	175	85	0	67	166	23	1,139	4,209	1	5	2	4
8:00 AM	2	50	172	21	0	73	179	78	0	21	167	107	0	65	167	20	1,122	4,088	0	4	0	6
8:15 AM	2	22	164	25	0	64	232	36	0	19	118	82	0	53	95	26	938		0	1	0	1
8:30 AM	2	25	166	24	0	60	219	32	1	23	147	100	0	63	129	19	1,010		0	0	1	0
8:45 AM	1	25	161	25	1	83	243	37	0	26	127	98	1	48	119	23	1,018		0	0	0	0
Count Total	10	328	1,434	184	2	528	1,596	432	1	187	1,217	762	4	486	1,040	177	8,388		2	12	3	13
Peak Hour	5	217	784	89	1	264	723	285	0	82	679	405	1	265	608	93	4,501		2	11	2	12

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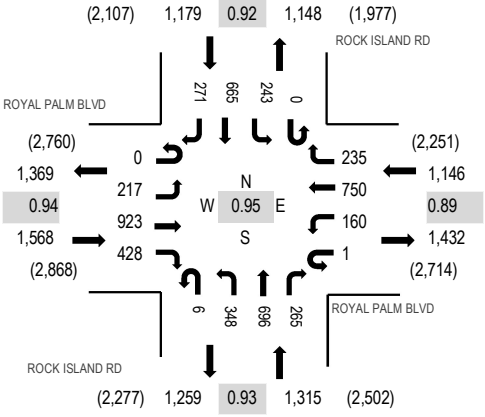
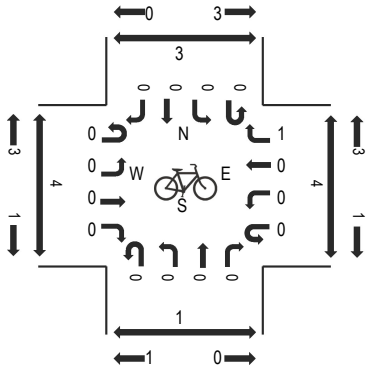
Location: 16 ROCK ISLAND RD & ROYAL PALM BLVD AM
Date: Thursday, February 29, 2024
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

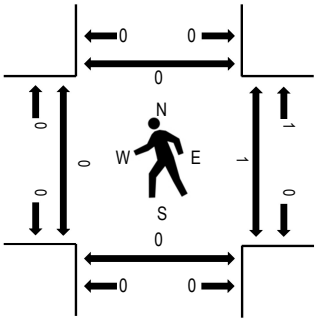
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ROYAL PALM BLVD Eastbound				ROYAL PALM BLVD Westbound				ROCK ISLAND RD Northbound				ROCK ISLAND RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	20	228	77	0	25	151	48	0	76	143	65	0	52	115	39	1,039	4,975	0	0	0	0
7:15 AM	0	60	260	77	0	31	195	70	0	67	186	59	0	58	158	55	1,276	5,208	0	0	0	0
7:30 AM	0	60	197	109	1	34	166	49	2	89	204	61	0	79	181	59	1,291	5,095	0	0	0	0
7:45 AM	0	52	251	116	0	48	204	71	2	112	150	75	0	64	147	77	1,369	4,989	0	1	0	0
8:00 AM	0	45	215	126	0	47	185	45	2	80	156	70	0	42	179	80	1,272	4,753	0	0	0	0
8:15 AM	0	34	203	86	0	34	209	22	2	106	152	61	0	40	157	57	1,163		0	0	0	0
8:30 AM	0	34	230	91	0	44	252	43	3	80	106	63	0	45	140	54	1,185		0	1	0	0
8:45 AM	0	39	187	71	0	35	201	41	1	113	147	69	0	39	137	53	1,133		1	0	1	0
Count Total	0	344	1,771	753	1	298	1,563	389	12	723	1,244	523	0	419	1,214	474	9,728		1	2	1	0
Peak Hour	0	217	923	428	1	160	750	235	6	348	696	265	0	243	665	271	5,208		0	1	0	0

ALL TRAFFIC DATA SERVICES
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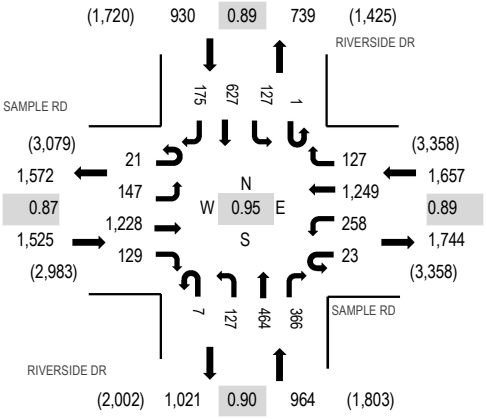
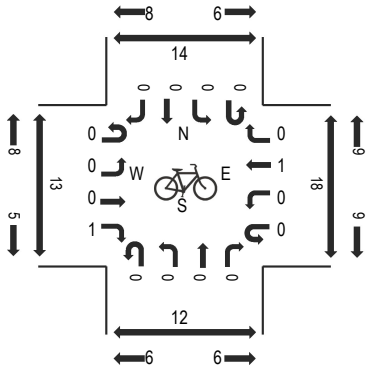
Location: 1 RIVERSIDE DR & SAMPLE RD PM
Date: Thursday, February 29, 2024
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

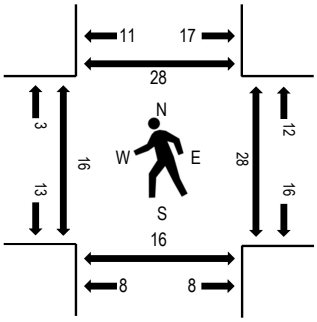
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SAMPLE RD Eastbound				SAMPLE RD Westbound				RIVERSIDE DR Northbound				RIVERSIDE DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	3	32	324	32	1	78	299	30	0	26	89	62	0	33	95	41	1,145	4,788	2	1	6	0
4:15 PM	3	31	270	36	1	86	330	34	2	23	136	93	0	37	144	35	1,261	4,827	1	5	4	4
4:30 PM	4	26	274	45	0	78	261	29	1	28	113	81	0	28	160	33	1,161	4,897	4	0	2	2
4:45 PM	3	36	309	30	0	81	355	38	1	21	92	71	0	30	112	42	1,221	5,022	8	3	4	2
5:00 PM	7	41	275	29	9	73	255	35	1	30	125	89	0	31	148	36	1,184	5,076	2	3	6	4
5:15 PM	4	34	362	45	12	47	307	16	2	33	132	101	0	24	169	43	1,331		2	8	2	2
5:30 PM	5	37	304	33	1	77	365	34	1	26	100	85	0	30	146	42	1,286		6	11	8	7
5:45 PM	5	35	287	22	1	61	322	42	3	38	107	91	1	42	164	54	1,275		6	6	0	15
Count Total	34	272	2,405	272	25	581	2,494	258	11	225	894	673	1	255	1,138	326	9,864		31	37	32	36
Peak Hour	21	147	1,228	129	23	258	1,249	127	7	127	464	366	1	127	627	175	5,076		16	28	16	28

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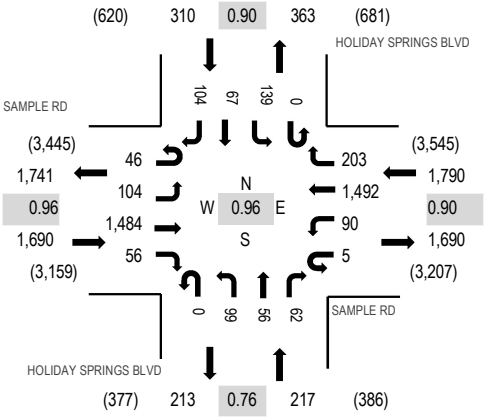
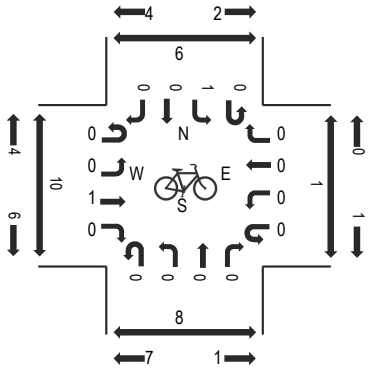
Location: 2 HOLIDAY SPRINGS BLVD & SAMPLE RD PM
Date: Thursday, February 29, 2024
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

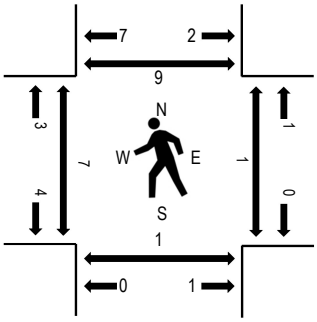
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SAMPLE RD Eastbound				SAMPLE RD Westbound				HOLIDAY SPRINGS BLVD Northbound				HOLIDAY SPRINGS BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	15	20	317	4	1	20	362	53	0	21	15	13	0	49	11	28	929	3,703	0	3	2	0
4:15 PM	11	14	353	10	0	10	378	61	0	17	10	8	0	36	16	21	945	3,774	2	0	0	1
4:30 PM	8	15	327	11	3	16	337	46	0	26	8	7	0	36	13	24	877	3,790	4	2	1	1
4:45 PM	14	19	315	16	0	23	399	46	1	18	11	14	0	38	13	25	952	3,954	0	0	0	0
5:00 PM	14	31	377	12	3	21	399	42	0	19	7	10	0	27	17	21	1,000	4,007	1	0	0	3
5:15 PM	7	27	388	19	2	25	299	43	0	29	13	21	0	38	17	33	961		0	1	0	1
5:30 PM	12	19	334	13	0	21	426	57	0	33	20	18	0	45	13	30	1,041		4	0	1	4
5:45 PM	13	27	385	12	0	23	368	61	0	18	16	13	0	29	20	20	1,005		2	0	0	1
Count Total	94	172	2,796	97	9	159	2,968	409	1	181	100	104	0	298	120	202	7,710		13	6	4	11
Peak Hour	46	104	1,484	56	5	90	1,492	203	0	99	56	62	0	139	67	104	4,007		7	1	1	9

ALL TRAFFIC DATA SERVICES
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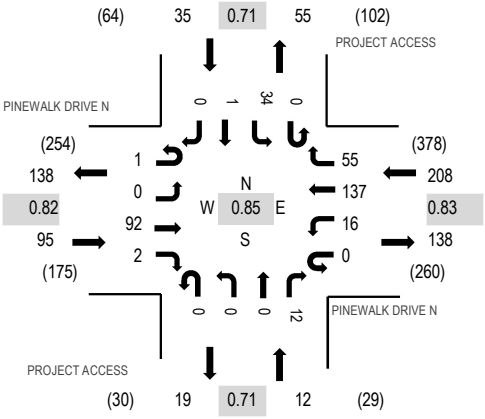
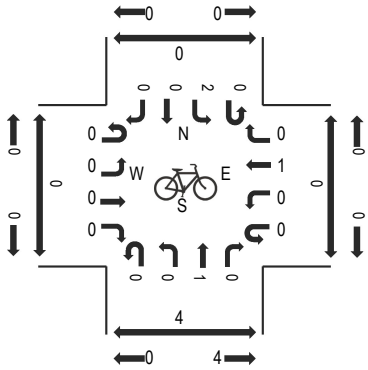
Location: 6 PROJECT ACCESS & PINEWALK DRIVE N PM
Date: Thursday, February 29, 2024
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

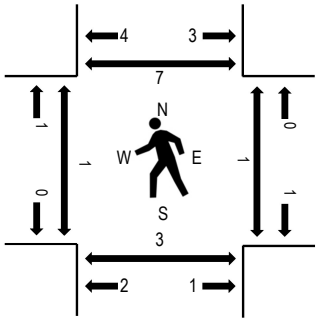
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PINEWALK DRIVE N Eastbound				PINEWALK DRIVE N Westbound				PROJECT ACCESS Northbound				PROJECT ACCESS Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	17	0	0	4	27	12	0	1	0	2	0	7	0	0	70	296	0	0	1	1
4:15 PM	0	0	22	1	0	0	33	12	0	1	0	5	0	3	0	0	77	310	2	0	0	2
4:30 PM	0	0	17	0	0	5	24	12	1	0	0	2	0	10	0	0	71	311	0	0	0	0
4:45 PM	0	1	22	0	1	0	30	10	0	0	0	5	0	9	0	0	78	325	0	0	2	1
5:00 PM	1	0	20	0	0	3	30	13	0	0	0	3	0	14	0	0	84	350	0	0	1	1
5:15 PM	0	0	18	0	0	4	32	14	0	0	0	3	0	6	1	0	78		0	0	0	0
5:30 PM	0	0	26	1	0	7	28	14	0	0	0	3	0	6	0	0	85		1	0	1	2
5:45 PM	0	0	28	1	0	2	47	14	0	0	0	3	0	8	0	0	103		0	1	1	4
Count Total	1	1	170	3	1	25	251	101	1	2	0	26	0	63	1	0	646		3	1	6	11
Peak Hour	1	0	92	2	0	16	137	55	0	0	0	12	0	34	1	0	350		1	1	3	7

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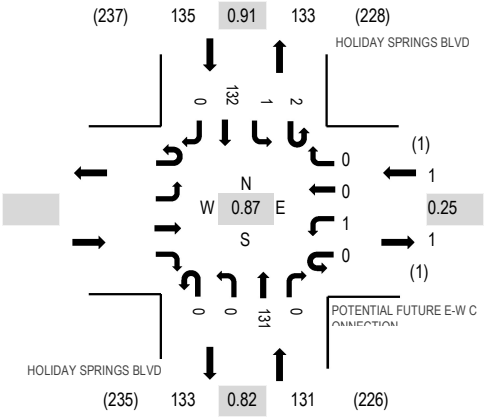
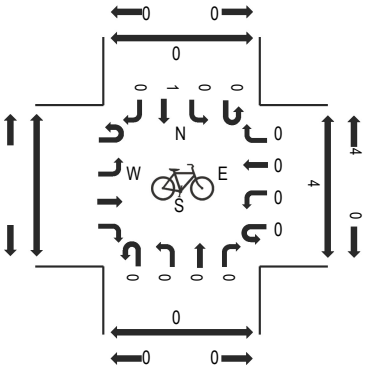
Location: 7 HOLIDAY SPRINGS BLVD & POTENTIAL FUTURE E-W CONNECTION PM
Date: Thursday, February 29, 2024
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

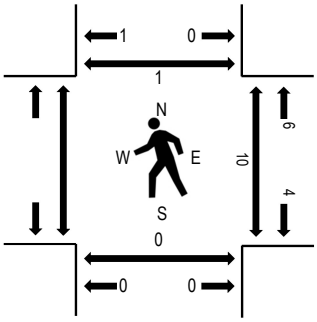
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	Eastbound				POTENTIAL FUTURE E-W CONNECTION Westbound				HOLIDAY SPRINGS BLVD Northbound				HOLIDAY SPRINGS BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM					0	0	0	0	0	0	24	0	0	0	19	0	43	197		0	0	0
4:15 PM					0	0	0	0	0	0	22	0	0	0	30	0	52	207		0	0	0
4:30 PM					0	0	0	0	0	0	20	0	0	0	27	0	47	222		2	0	0
4:45 PM					0	0	0	0	0	0	29	0	0	0	26	0	55	252		4	0	0
5:00 PM					0	0	0	0	0	0	28	0	1	0	24	0	53	267		1	0	0
5:15 PM					0	1	0	0	0	0	30	0	0	1	35	0	67			1	0	0
5:30 PM					0	0	0	0	0	0	40	0	0	0	37	0	77			6	0	1
5:45 PM					0	0	0	0	0	0	33	0	1	0	36	0	70			2	0	0
Count Total					0	1	0	0	0	0	226	0	2	1	234	0	464			16	0	1
Peak Hour					0	1	0	0	0	0	131	0	2	1	132	0	267			10	0	1

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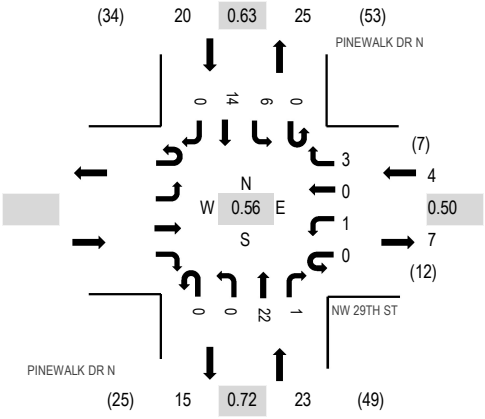
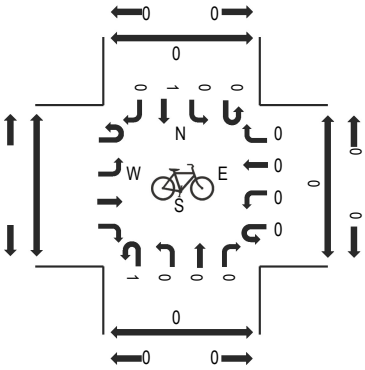
Location: 8 PINEWALK DR N & NW 29TH ST PM
Date: Thursday, February 29, 2024
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

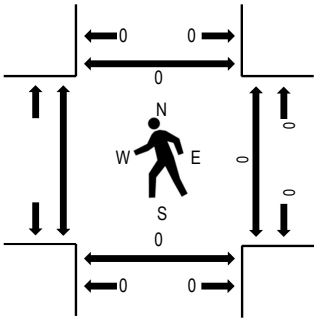
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	Eastbound U-Turn	Eastbound Left	Eastbound Thru	Eastbound Right	NW 29TH ST Westbound U-Turn	NW 29TH ST Westbound Left	NW 29TH ST Westbound Thru	NW 29TH ST Westbound Right	PINEWALK DR N Northbound U-Turn	PINEWALK DR N Northbound Left	PINEWALK DR N Northbound Thru	PINEWALK DR N Northbound Right	PINEWALK DR N Southbound U-Turn	PINEWALK DR N Southbound Left	PINEWALK DR N Southbound Thru	PINEWALK DR N Southbound Right	Total	Rolling Hour	Pedestrian Crossings West	Pedestrian Crossings East	Pedestrian Crossings South	Pedestrian Crossings North
4:00 PM					0	0	0	1	0	0	5	0	0	0	4	0	10	47		0	0	0
4:15 PM					0	1	0	1	0	0	11	0	0	1	7	0	21	46		0	0	0
4:30 PM					0	0	0	1	0	0	5	1	0	1	2	0	10	31		0	0	0
4:45 PM					0	0	0	0	0	0	1	0	0	4	1	0	6	33		0	0	0
5:00 PM					0	0	0	0	0	0	6	0	0	1	2	0	9	43		1	0	0
5:15 PM					0	0	0	1	0	0	3	0	0	0	2	0	6			1	0	0
5:30 PM					0	0	0	0	0	0	7	1	0	1	3	0	12			1	0	0
5:45 PM					0	0	0	2	0	0	9	0	0	2	3	0	16			0	0	0
Count Total					0	1	0	6	0	0	47	2	0	10	24	0	90			3	0	0
Peak Hour					0	1	0	3	0	0	22	1	0	6	14	0	47			0	0	0

ALL TRAFFIC DATA SERVICES
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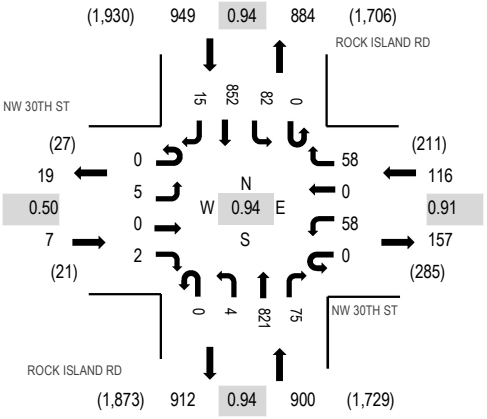
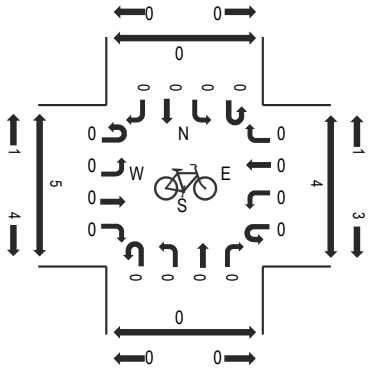
Location: 10 ROCK ISLAND RD & NW 30TH ST PM
Date: Thursday, February 29, 2024
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

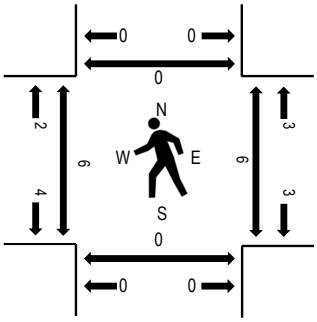
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	NW 30TH ST Eastbound				NW 30TH ST Westbound				ROCK ISLAND RD Northbound				ROCK ISLAND RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	1	0	0	0	8	0	12	0	1	182	15	0	10	214	1	444	1,919	3	2	0	0
4:15 PM	0	1	0	1	0	11	0	15	0	2	211	15	0	16	225	2	499	1,954	3	4	0	0
4:30 PM	0	3	0	4	0	11	0	12	0	0	178	15	0	24	228	1	476	1,925	0	6	0	0
4:45 PM	0	2	0	2	0	14	0	12	0	1	193	16	0	17	243	0	500	1,971	1	0	0	0
5:00 PM	0	0	0	0	0	10	0	16	0	0	226	13	0	14	199	1	479	1,972	1	1	0	0
5:15 PM	0	0	0	1	0	9	0	20	0	0	189	18	0	20	211	2	470		3	2	0	0
5:30 PM	0	3	0	0	0	18	0	14	0	2	203	25	0	24	226	7	522		2	1	0	0
5:45 PM	0	2	0	1	0	21	0	8	0	2	203	19	0	24	216	5	501		0	2	0	0
Count Total	0	12	0	9	0	102	0	109	0	8	1,585	136	0	149	1,762	19	3,891		13	18	0	0
Peak Hour	0	5	0	2	0	58	0	58	0	4	821	75	0	82	852	15	1,972		6	6	0	0

ALL TRAFFIC DATA SERVICES
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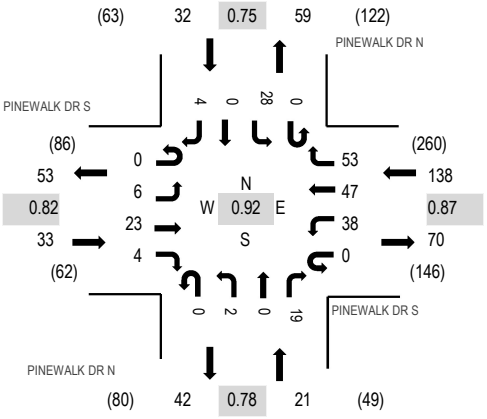
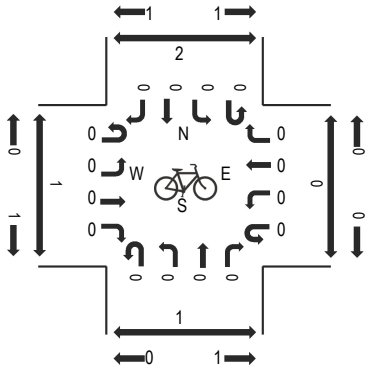
Location: 11 PINEWALK DR N & PINEWALK DR S PM
Date: Thursday, February 29, 2024
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

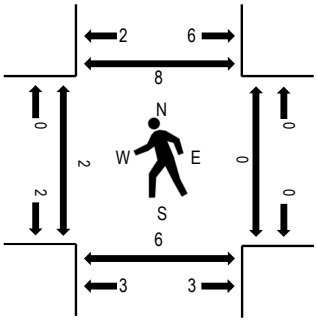
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PINEWALK DR S Eastbound				PINEWALK DR S Westbound				PINEWALK DR N Northbound				PINEWALK DR N Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	5	0	0	13	6	9	0	0	1	8	0	5	0	1	48	211	0	0	0	2
4:15 PM	0	0	8	2	0	8	8	11	0	0	1	7	0	9	0	2	56	210	0	0	0	0
4:30 PM	0	1	8	0	0	5	9	19	0	0	0	5	0	3	0	1	51	215	0	0	0	0
4:45 PM	0	1	9	1	0	9	12	9	0	1	0	5	0	7	0	2	56	224	0	0	0	3
5:00 PM	0	0	5	1	0	10	4	13	0	0	0	5	0	9	0	0	47	223	1	0	3	3
5:15 PM	0	4	3	1	0	10	18	12	0	1	0	3	0	7	0	2	61		0	0	0	1
5:30 PM	0	1	6	1	0	9	13	19	0	0	0	6	0	5	0	0	60		1	0	3	1
5:45 PM	0	2	3	0	0	10	5	19	0	0	0	6	0	9	0	1	55		0	0	3	1
Count Total	0	9	47	6	0	74	75	111	0	2	2	45	0	54	0	9	434		2	0	9	11
Peak Hour	0	6	23	4	0	38	47	53	0	2	0	19	0	28	0	4	224		2	0	6	8

ALL TRAFFIC DATA SERVICES
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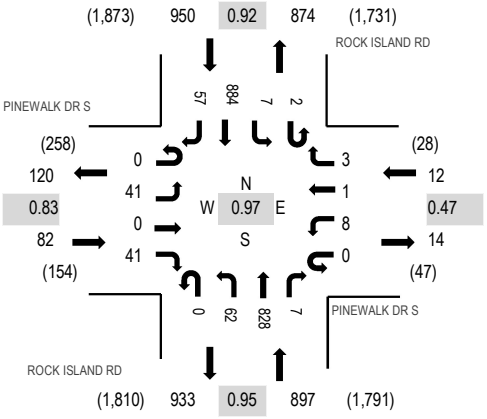
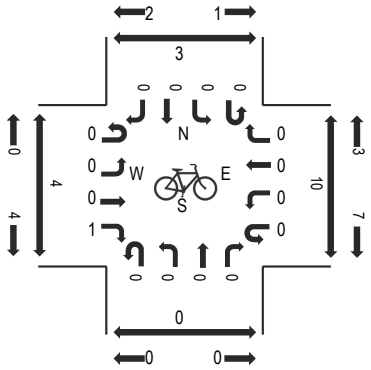
Location: 12 ROCK ISLAND RD & PINEWALK DR S PM
Date: Thursday, February 29, 2024
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

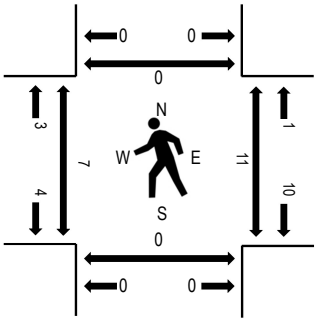
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PINEWALK DR S Eastbound				PINEWALK DR S Westbound				ROCK ISLAND RD Northbound				ROCK ISLAND RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	11	0	8	0	7	0	2	0	13	184	5	0	5	202	13	450	1,910	2	4	0	0
4:15 PM	0	13	0	12	0	1	0	0	0	15	217	1	0	2	222	15	498	1,941	3	3	0	0
4:30 PM	0	7	0	9	0	2	0	1	0	17	189	0	0	1	225	13	464	1,896	1	6	0	0
4:45 PM	0	11	0	12	0	3	1	0	0	12	195	4	2	2	240	16	498	1,939	1	0	0	0
5:00 PM	0	10	0	8	0	2	0	2	0	18	227	2	0	2	197	13	481	1,936	2	2	0	0
5:15 PM	0	9	0	7	0	1	1	1	0	12	197	5	0	1	194	25	453		2	1	0	1
5:30 PM	0	9	1	6	0	2	0	1	1	19	218	7	0	3	220	20	507		2	2	0	0
5:45 PM	0	11	1	9	0	0	0	1	0	15	213	5	0	0	220	20	495		0	2	0	0
Count Total	0	81	2	71	0	18	2	8	1	121	1,640	29	2	16	1,720	135	3,846		13	20	0	1
Peak Hour	0	41	0	41	0	8	1	3	0	62	828	7	2	7	884	57	1,941		7	11	0	0

ALL TRAFFIC DATA SERVICES
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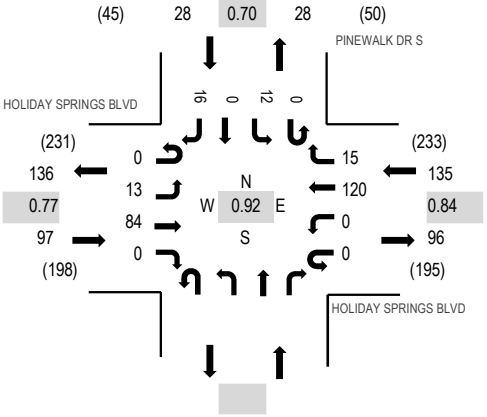
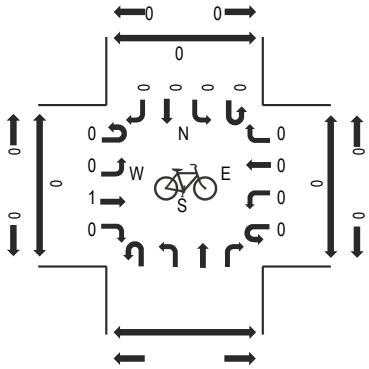
Location: 13 PINEWALK DR S & HOLIDAY SPRINGS BLVD PM
Date: Thursday, February 29, 2024
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

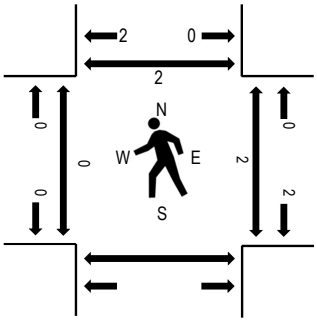
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	HOLIDAY SPRINGS BLVD Eastbound				HOLIDAY SPRINGS BLVD Westbound				Northbound				PINEWALK DR S Southbound				Total	Rolling Hour	Pedestrian Crossings		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South North
4:00 PM	0	2	19	0	0	0	19	2					0	1	0	2	45	226	0	0	0
4:15 PM	0	1	30	0	0	0	22	4					0	1	0	3	61	239	0	0	0
4:30 PM	0	3	19	0	0	0	21	3					0	4	0	3	53	249	0	0	0
4:45 PM	0	3	16	0	0	0	38	2					0	2	0	6	67	260	0	0	0
5:00 PM	0	3	18	0	0	0	28	7					0	2	0	0	58	250	0	0	0
5:15 PM	0	4	30	0	0	0	25	2					0	4	0	6	71		0	0	1
5:30 PM	0	3	20	0	0	0	29	4					0	4	0	4	64		0	2	1
5:45 PM	0	4	23	0	0	0	24	3					0	2	0	1	57		0	0	2
Count Total	0	23	175	0	0	0	206	27					0	20	0	25	476		0	2	4
Peak Hour	0	13	84	0	0	0	120	15					0	12	0	16	260		0	2	2

ALL TRAFFIC DATA SERVICES
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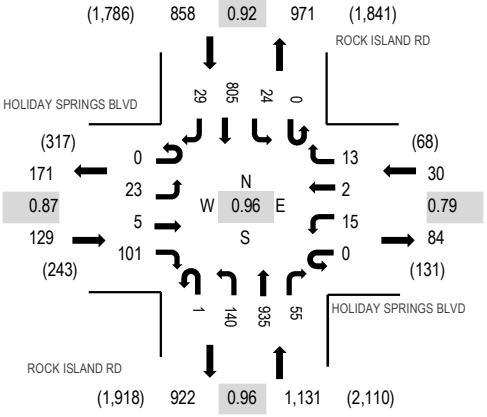
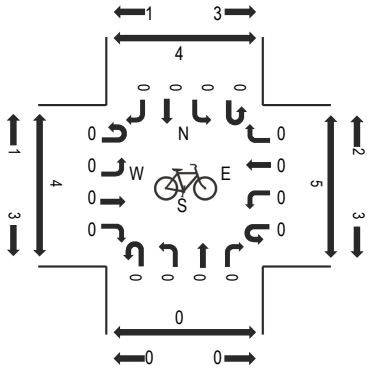
Location: 14 ROCK ISLAND RD & HOLIDAY SPRINGS BLVD PM
Date: Thursday, February 29, 2024
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

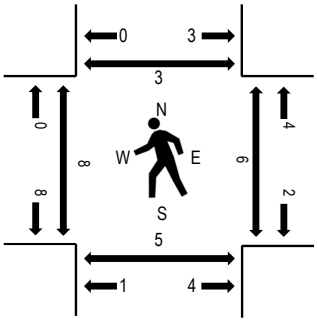
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	HOLIDAY SPRINGS BLVD Eastbound				HOLIDAY SPRINGS BLVD Westbound				ROCK ISLAND RD Northbound				ROCK ISLAND RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	2	0	25	0	6	0	6	0	26	202	4	1	1	208	7	488	2,059	3	2	0	0
4:15 PM	0	3	0	28	0	5	0	3	0	29	229	9	0	5	228	4	543	2,108	2	1	0	0
4:30 PM	0	3	0	24	0	5	0	5	0	30	203	5	1	8	209	5	498	2,073	1	1	0	0
4:45 PM	0	5	2	22	0	3	0	5	1	35	199	7	3	6	232	10	530	2,136	0	0	1	0
5:00 PM	0	4	0	20	0	2	0	2	0	38	251	5	0	9	199	7	537	2,148	1	1	0	2
5:15 PM	0	7	2	28	0	6	0	2	0	36	220	12	0	5	183	7	508		1	1	0	0
5:30 PM	0	4	2	26	0	2	1	7	0	37	236	14	0	4	226	2	561		3	1	0	1
5:45 PM	0	8	1	27	0	5	1	2	1	29	228	24	0	6	197	13	542		3	3	5	0
Count Total	0	36	7	200	0	34	2	32	2	260	1,768	80	5	44	1,682	55	4,207		14	10	6	3
Peak Hour	0	23	5	101	0	15	2	13	1	140	935	55	0	24	805	29	2,148		8	6	5	3

ALL TRAFFIC DATA SERVICES
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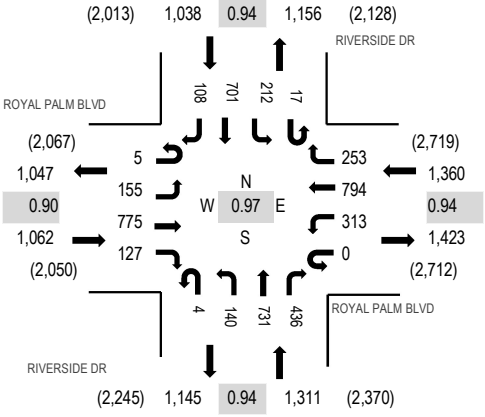
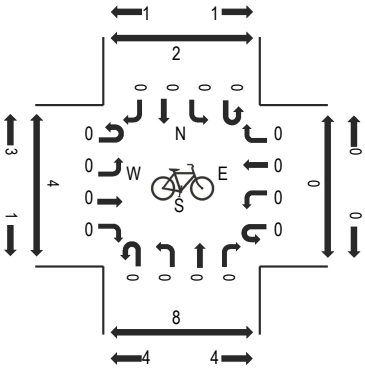
Location: 15 RIVERSIDE DR & ROYAL PALM BLVD PM
Date: Thursday, February 29, 2024
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

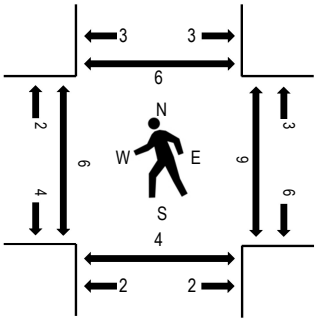
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ROYAL PALM BLVD Eastbound				ROYAL PALM BLVD Westbound				RIVERSIDE DR Northbound				RIVERSIDE DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	1	30	192	32	0	81	218	68	0	35	132	91	6	47	127	22	1,082	4,381	0	0	0	3
4:15 PM	0	40	172	29	0	76	192	52	2	28	140	106	5	56	177	17	1,092	4,455	1	2	1	0
4:30 PM	1	31	197	20	0	69	185	65	0	29	159	78	0	51	189	25	1,099	4,594	0	0	1	0
4:45 PM	1	44	163	35	0	95	210	48	0	30	146	83	6	53	168	26	1,108	4,693	0	2	0	1
5:00 PM	2	45	185	34	0	78	179	57	1	33	192	108	1	52	162	27	1,156	4,771	2	0	1	0
5:15 PM	2	37	221	34	0	68	209	66	1	40	194	112	6	54	165	22	1,231		3	0	1	4
5:30 PM	1	34	189	24	0	88	215	61	0	34	175	103	2	55	192	25	1,198		1	7	2	2
5:45 PM	0	39	180	35	0	79	191	69	2	33	170	113	8	51	182	34	1,186		0	2	0	0
Count Total	8	300	1,499	243	0	634	1,599	486	6	262	1,308	794	34	419	1,362	198	9,152		7	13	6	10
Peak Hour	5	155	775	127	0	313	794	253	4	140	731	436	17	212	701	108	4,771		6	9	4	6

ALL TRAFFIC DATA SERVICES
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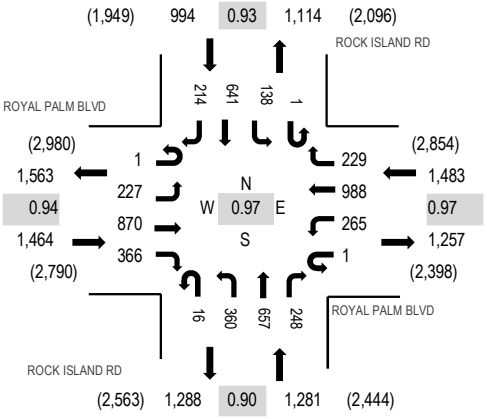
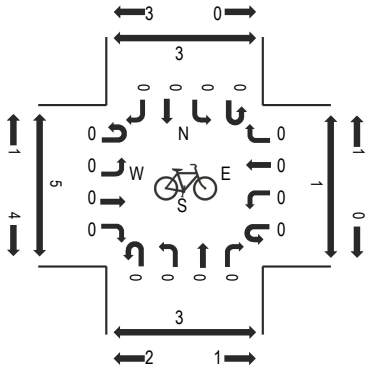
Location: 16 ROCK ISLAND RD & ROYAL PALM BLVD PM
Date: Thursday, February 29, 2024
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

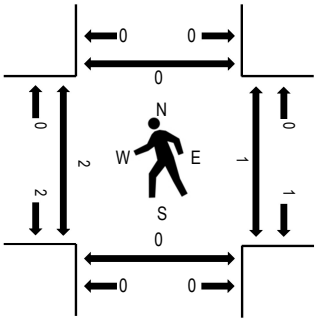
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ROYAL PALM BLVD Eastbound				ROYAL PALM BLVD Westbound				ROCK ISLAND RD Northbound				ROCK ISLAND RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	1	42	176	82	0	61	221	48	0	95	165	55	0	45	162	36	1,189	4,815	1	0	0	0
4:15 PM	1	62	225	88	0	82	257	50	2	66	131	48	0	23	145	41	1,221	4,907	0	1	0	1
4:30 PM	1	44	193	86	0	48	211	38	1	89	151	60	0	40	184	40	1,186	5,025	1	1	0	0
4:45 PM	0	42	177	106	0	64	241	50	4	77	159	60	0	39	160	40	1,219	5,181	0	1	0	0
5:00 PM	0	54	229	88	0	71	248	59	4	79	167	53	0	24	166	39	1,281	5,222	0	1	0	0
5:15 PM	1	56	194	96	0	68	241	55	5	99	173	80	0	38	170	63	1,339		0	0	0	0
5:30 PM	0	55	236	100	0	69	252	61	2	111	146	60	1	45	148	56	1,342		1	0	0	0
5:45 PM	0	62	211	82	1	57	247	54	5	71	171	55	0	31	157	56	1,260		1	0	0	0
Count Total	4	417	1,641	728	1	520	1,918	415	23	687	1,263	471	1	285	1,292	371	10,037		4	4	0	1
Peak Hour	1	227	870	366	1	265	988	229	16	360	657	248	1	138	641	214	5,222		2	1	0	0

All Traffic Data Services, Inc.

1111 SW 21st Avenue, Unit B22, Fort Lauderdale, Florida 33312
Phone 561-272-3255

SAMPLE ROAD & BELMONTE BOULEVARD
CORAL SPRINGS, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : sample road & belmonte blvd
Site Code : 30700
Start Date : 12/13/2023
Page No : 1

Groups Printed- LIGHT VEHICLES - MEDIUM VEHICLES - HEAVY VEHICLES

	DESIGN ROW SHOPPING CENTER From North				SAMPLE ROAD From East				BELMONTE BOULEVARD From South				SAMPLE ROAD From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	1	6	0	269	0	0	0	0	8	0	21	378	1	684
07:15 AM	0	0	0	3	5	1	297	2	0	1	0	14	0	29	424	1	777
07:30 AM	0	0	0	1	1	3	385	2	0	1	0	8	1	19	396	2	819
07:45 AM	0	0	0	7	4	2	408	2	0	0	0	8	0	10	420	2	863
Total	0	0	0	12	16	6	1359	6	0	2	0	38	1	79	1618	6	3143
08:00 AM	0	0	0	1	2	4	361	2	0	0	0	8	1	9	395	1	784
08:15 AM	0	0	0	0	4	2	399	1	0	0	0	6	0	12	402	2	828
08:30 AM	0	1	0	1	3	1	365	3	0	0	0	7	0	6	397	0	784
08:45 AM	0	0	0	0	5	3	406	3	0	0	0	8	0	7	421	2	855
Total	0	1	0	2	14	10	1531	9	0	0	0	29	1	34	1615	5	3251
04:00 PM	0	0	0	2	9	8	409	2	0	1	0	7	0	2	377	2	819
04:15 PM	0	0	0	3	5	2	485	3	0	1	0	3	0	4	425	6	937
04:30 PM	0	0	0	3	4	6	404	4	0	0	0	9	0	5	386	2	823
04:45 PM	0	0	0	3	7	3	434	3	0	0	0	3	0	4	377	4	838
Total	0	0	0	11	25	19	1732	12	0	2	0	22	0	15	1565	14	3417
05:00 PM	0	0	0	3	9	7	458	1	0	0	0	1	1	5	409	1	895
05:15 PM	0	0	0	5	5	6	493	4	0	1	0	4	0	3	439	1	961
05:30 PM	0	0	0	4	12	4	454	10	0	0	0	3	0	2	410	1	900
05:45 PM	0	0	0	1	3	5	433	6	0	0	0	5	1	2	400	2	858
Total	0	0	0	13	29	22	1838	21	0	1	0	13	2	12	1658	5	3614
Grand Total	0	1	0	38	84	57	6460	48	0	5	0	102	4	140	6456	30	13425
Apprch %	0	2.6	0	97.4	1.3	0.9	97.2	0.7	0	4.7	0	95.3	0.1	2.1	97.4	0.5	
Total %	0	0	0	0.3	0.6	0.4	48.1	0.4	0	0	0	0.8	0	1	48.1	0.2	
LIGHT VEHICLES	0	1	0	35	82	56	6342	46	0	5	0	102	4	138	6348	30	13189
% LIGHT VEHICLES	0	100	0	92.1	97.6	98.2	98.2	95.8	0	100	0	100	100	98.6	98.3	100	98.2
MEDIUM VEHICLES	0	0	0	3	1	0	110	2	0	0	0	0	0	2	101	0	219
% MEDIUM VEHICLES	0	0	0	7.9	1.2	0	1.7	4.2	0	0	0	0	0	1.4	1.6	0	1.6
HEAVY VEHICLES	0	0	0	0	1	1	8	0	0	0	0	0	0	0	7	0	17
% HEAVY VEHICLES	0	0	0	0	1.2	1.8	0.1	0	0	0	0	0	0	0	0.1	0	0.1

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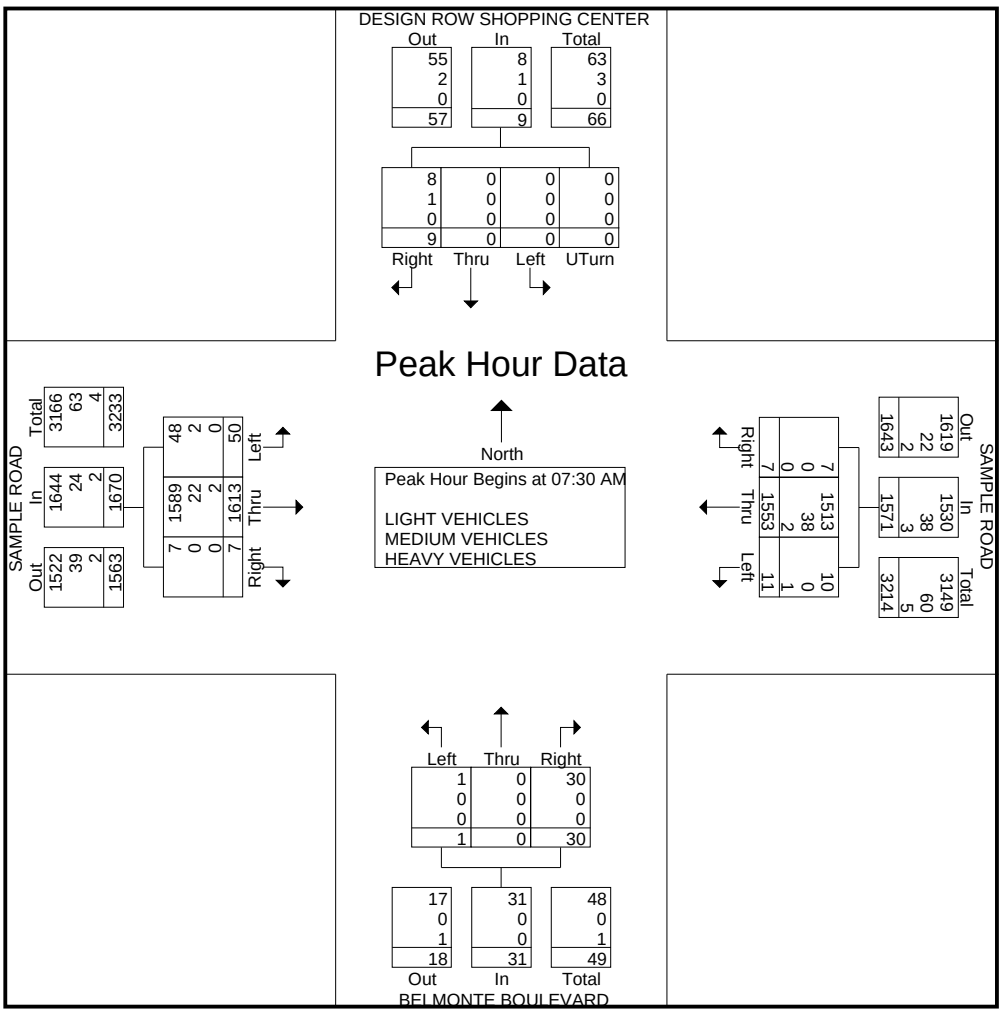
Phone 561-272-3255

SAMPLE ROAD & BELMONTE BOULEVARD
CORAL SPRINGS, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : sample road & belmonte blvd
Site Code : 30700
Start Date : 12/13/2023
Page No : 2

	DESIGN ROW SHOPPING CENTER From North					SAMPLE ROAD From East					BELMONTE BOULEVARD From South					SAMPLE ROAD From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	1	1	1	3	385	**2**	391	0	**1**	0	**8**	**9**	**1**	**19**	396	**2**	418	819
07:45 AM	0	0	0	**7**	**7**	**4**	2	**408**	2	**416**	0	0	0	8	8	0	10	**420**	2	**432**	**863**
08:00 AM	0	0	0	1	1	2	**4**	361	2	369	0	0	0	8	8	1	9	395	1	406	784
08:15 AM	0	0	0	0	0	4	2	399	1	406	0	0	0	6	6	0	12	402	2	416	828
Total Volume	0	0	0	9	9	11	11	1553	7	1582	0	1	0	30	31	2	50	1613	7	1672	3294
% App. Total	0	0	0	100		0.7	0.7	98.2	0.4		0	3.2	0	96.8		0.1	3	96.5	0.4		
PHF	.000	.000	.000	.321	.321	.688	.688	.952	.875	.951	.000	.250	.000	.938	.861	.500	.658	.960	.875	.968	.954
LIGHT VEHICLES								1513										1589			
% LIGHT VEHICLES	0	0	0	88.9	88.9	100	90.9	97.4	100	97.4	0	100	0	100	100	100	96.0	98.5	100	98.4	97.9
MEDIUM VEHICLES																					
% MEDIUM VEHICLES	0	0	0	11.1	11.1	0	0	2.4	0	2.4	0	0	0	0	0	0	4.0	1.4	0	1.4	1.9
HEAVY VEHICLES																					
% HEAVY VEHICLES	0	0	0	0	0	0	9.1	0.1	0	0.2	0	0	0	0	0	0	0	0.1	0	0.1	0.2



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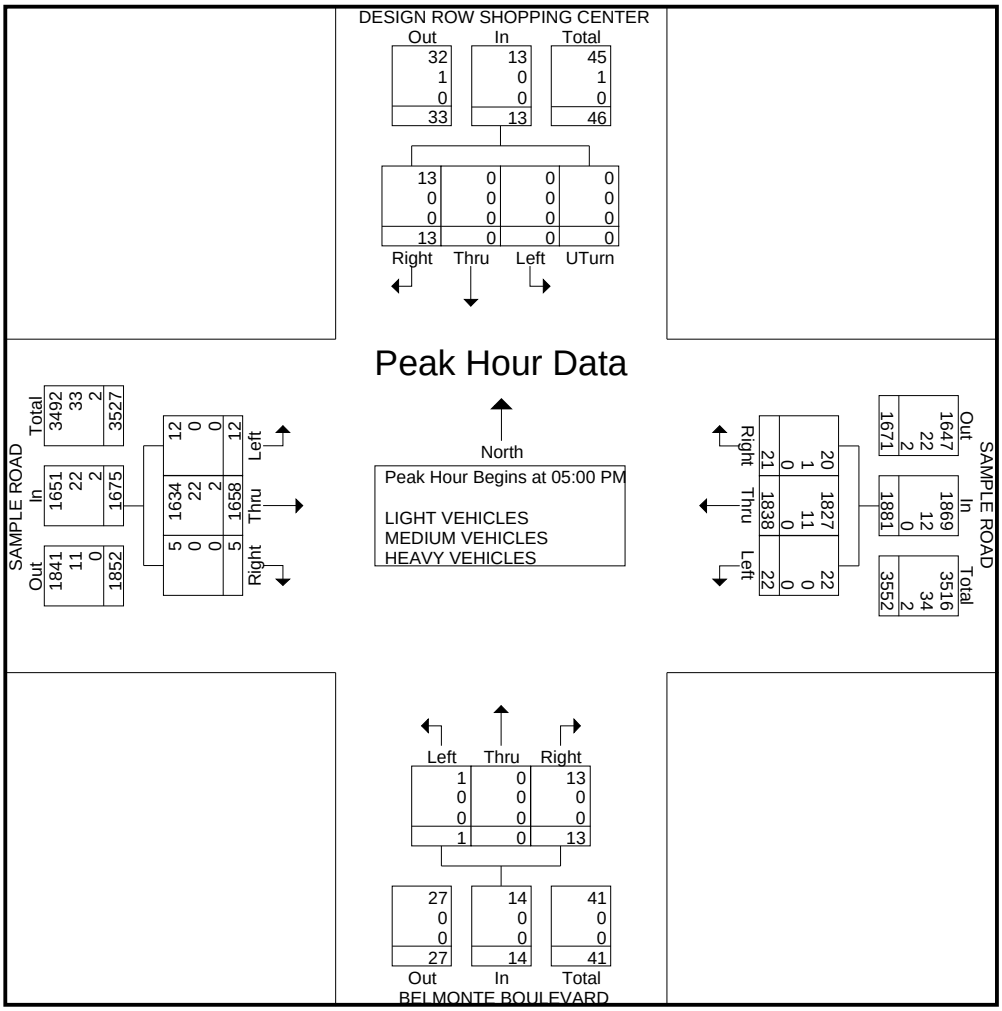
SAMPLE ROAD & BELMONTE BOULEVARD
CORAL SPRINGS, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : sample road & belmonte blvd
Site Code : 30700
Start Date : 12/13/2023
Page No : 3

	DESIGN ROW SHOPPING CENTER From North					SAMPLE ROAD From East					BELMONTE BOULEVARD From South					SAMPLE ROAD From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	3	3	9	**7**	458	1	475	0	0	0	1	1	**1**	**5**	409	1	416	895
05:15 PM	0	0	0	**5**	**5**	5	6	**493**	4	**508**	0	**1**	0	4	**5**	0	3	**439**	1	**443**	**961**
05:30 PM	0	0	0	4	4	**12**	4	454	**10**	480	0	0	0	3	3	0	2	410	1	413	900
05:45 PM	0	0	0	1	1	3	5	433	6	447	0	0	0	**5**	5	1	2	400	**2**	405	858
Total Volume	0	0	0	13	13	29	22	1838	21	1910	0	1	0	13	14	2	12	1658	5	1677	3614
% App. Total	0	0	0	100		1.5	1.2	96.2	1.1		0	7.1	0	92.9		0.1	0.7	98.9	0.3		
PHF	.000	.000	.000	.650	.650	.604	.786	.932	.525	.940	.000	.250	.000	.650	.700	.500	.600	.944	.625	.946	.940
LIGHT VEHICLES								1827										1634			
% LIGHT VEHICLES	0	0	0	100	100	96.6	100	99.4	95.2	99.3	0	100	0	100	100	100	100	98.6	100	98.6	99.0
MEDIUM VEHICLES																					
% MEDIUM VEHICLES	0	0	0	0	0	0	0	0.6	4.8	0.6	0	0	0	0	0	0	0	1.3	0	1.3	0.9
HEAVY VEHICLES	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	3
% HEAVY VEHICLES	0	0	0	0	0	3.4	0	0	0	0.1	0	0	0	0	0	0	0	0.1	0	0.1	0.1



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Phone 561-272-3255

SAMPLE ROAD & BELMONTE BOULEVARD
CORAL SPRINGS, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : sample road & belmonte blvd
Site Code : 30700
Start Date : 12/13/2023
Page No : 1

Groups Printed- BICYCLES ON THE ROAD

	DESIGN ROW SHOPPING CENTER From North				SAMPLE ROAD From East				BELMONTE BOULEVARD From South				SAMPLE ROAD From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
04:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
Grand Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	3
Apprch %	0	100	0	0	0	0	100	0	0	0	0	0	0	0	100	0	
Total %	0	33.3	0	0	0	0	33.3	0	0	0	0	0	0	0	33.3	0	

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SAMPLE ROAD & BELMONTE BOULEVARD
CORAL SPRINGS, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : sample road & belmonte blvd
Site Code : 30700
Start Date : 12/13/2023
Page No : 1

Groups Printed- PEDESTRIANS & BIKES

	DESIGN ROW SHOPPING CENTER From North				SAMPLE ROAD From East				BELMONTE BOULEVARD From South				SAMPLE ROAD From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
07:00 AM	19	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	24
07:15 AM	27	0	7	0	0	0	0	0	3	0	3	0	0	0	0	0	40
07:30 AM	13	0	10	0	0	0	0	0	2	0	2	0	0	0	0	0	27
07:45 AM	11	0	3	0	0	0	0	0	1	0	3	0	0	0	0	0	18
Total	70	0	24	0	0	0	0	0	6	0	9	0	0	0	0	0	109
08:00 AM	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
08:15 AM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
08:30 AM	2	0	2	0	0	0	0	0	2	0	1	0	0	0	0	0	7
08:45 AM	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	3
Total	10	0	5	0	0	0	0	0	3	0	2	0	0	0	0	0	20
04:00 PM	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:15 PM	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
04:30 PM	3	0	3	0	0	0	0	0	1	0	1	0	0	0	1	0	9
04:45 PM	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Total	20	0	8	0	0	0	0	0	1	0	1	0	0	0	1	0	31
05:00 PM	3	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	8
05:15 PM	1	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	4
05:30 PM	6	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	7
05:45 PM	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	14	0	5	0	0	0	0	0	0	0	4	0	0	0	1	0	24
Grand Total	114	0	42	0	0	0	0	0	10	0	16	0	0	0	2	0	184
Apprch %	73.1	0	26.9	0	0	0	0	0	38.5	0	61.5	0	0	0	100	0	
Total %	62	0	22.8	0	0	0	0	0	5.4	0	8.7	0	0	0	1.1	0	

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SAMPLE ROAD & ROCK ISLAND ROAD
CORAL SPRINGS, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : sample road & rock island
Site Code : 30700
Start Date : 12/13/2023
Page No : 1

Groups Printed- LIGHT VEHICLES - MEDIUM VEHICLES - HEAVY VEHICLES

	ROCK ISLAND ROAD From North				SAMPLE ROAD From East				ROCK ISLAND ROAD From South				SAMPLE ROAD From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:00 AM	0	41	47	27	0	37	175	22	0	71	98	105	0	32	295	65	1015
07:15 AM	0	71	100	38	0	41	188	32	0	84	155	173	1	59	316	47	1305
07:30 AM	0	78	132	47	0	67	266	43	1	71	134	209	0	31	335	59	1473
07:45 AM	2	33	54	28	1	73	333	33	0	66	83	177	1	21	349	56	1310
Total	2	223	333	140	1	218	962	130	1	292	470	664	2	143	1295	227	5103
08:00 AM	1	35	41	28	1	84	269	22	0	65	92	135	0	26	316	68	1183
08:15 AM	0	37	47	19	0	58	312	15	0	70	97	150	0	21	326	55	1207
08:30 AM	1	20	49	25	0	53	301	30	0	53	62	137	0	22	346	50	1149
08:45 AM	3	38	48	29	0	46	281	16	0	80	58	140	0	12	354	61	1166
Total	5	130	185	101	1	241	1163	83	0	268	309	562	0	81	1342	234	4705
04:00 PM	2	33	92	23	1	91	353	33	0	43	66	90	1	15	291	58	1192
04:15 PM	2	23	105	20	1	127	430	37	0	52	62	113	0	24	344	63	1403
04:30 PM	2	19	79	16	0	102	377	28	0	53	86	90	1	30	341	57	1281
04:45 PM	1	21	92	26	0	120	355	44	0	49	69	92	1	23	288	69	1250
Total	7	96	368	85	2	440	1515	142	0	197	283	385	3	92	1264	247	5126
05:00 PM	0	37	88	25	0	98	391	31	0	49	54	94	0	30	314	63	1274
05:15 PM	0	22	109	19	0	144	460	35	0	36	76	104	0	38	347	80	1470
05:30 PM	0	24	111	23	0	120	393	23	0	57	79	90	1	31	315	69	1336
05:45 PM	1	19	98	27	0	132	376	31	0	43	76	90	0	29	325	63	1310
Total	1	102	406	94	0	494	1620	120	0	185	285	378	1	128	1301	275	5390
Grand Total	15	551	1292	420	4	1393	5260	475	1	942	1347	1989	6	444	5202	983	20324
Apprch %	0.7	24.2	56.7	18.4	0.1	19.5	73.8	6.7	0	22	31.5	46.5	0.1	6.7	78.4	14.8	
Total %	0.1	2.7	6.4	2.1	0	6.9	25.9	2.3	0	4.6	6.6	9.8	0	2.2	25.6	4.8	
LIGHT VEHICLES	15	542	1286	415	4	1386	5158	467	1	926	1340	1972	6	438	5112	969	20037
% LIGHT VEHICLES	100	98.4	99.5	98.8	100	99.5	98.1	98.3	100	98.3	99.5	99.1	100	98.6	98.3	98.6	98.6
MEDIUM VEHICLES	0	9	6	5	0	7	92	8	0	16	5	17	0	6	83	13	267
% MEDIUM VEHICLES	0	1.6	0.5	1.2	0	0.5	1.7	1.7	0	1.7	0.4	0.9	0	1.4	1.6	1.3	1.3
HEAVY VEHICLES	0	0	0	0	0	0	10	0	0	0	2	0	0	0	7	1	20
% HEAVY VEHICLES	0	0	0	0	0	0	0.2	0	0	0	0.1	0	0	0	0.1	0.1	0.1

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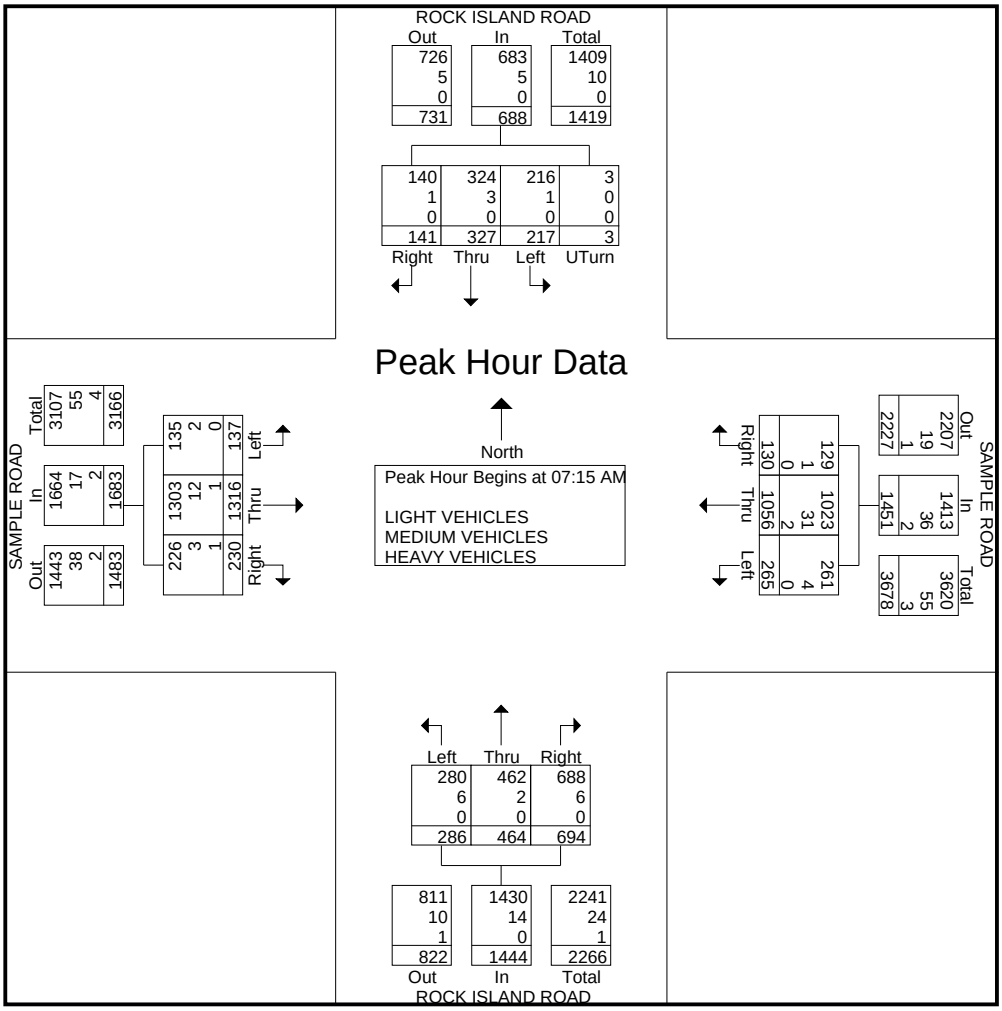
SAMPLE ROAD & ROCK ISLAND ROAD
CORAL SPRINGS, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : sample road & rock island
Site Code : 30700
Start Date : 12/13/2023
Page No : 2

	ROCK ISLAND ROAD From North					SAMPLE ROAD From East					ROCK ISLAND ROAD From South					SAMPLE ROAD From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	71	100	38	209	0	41	188	32	261	0	**84**	**155**	173	412	**1**	**59**	316	47	423	1305
07:30 AM	0	**78**	**132**	**47**	**257**	0	67	266	**43**	376	**1**	71	134	**209**	**415**	0	31	335	59	425	**1473**
07:45 AM	**2**	33	54	28	117	**1**	73	**333**	33	**440**	0	66	83	177	326	1	21	**349**	56	**427**	1310
08:00 AM	1	35	41	28	105	1	**84**	269	22	376	0	65	92	135	292	0	26	316	**68**	410	1183
Total Volume	3	217	327	141	688	2	265	1056	130	1453	1	286	464	694	1445	2	137	1316	230	1685	5271
% App. Total	0.4	31.5	47.5	20.5		0.1	18.2	72.7	8.9		0.1	19.8	32.1	48		0.1	8.1	78.1	13.6		
PHF	.375	.696	.619	.750	.669	.500	.789	.793	.756	.826	.250	.851	.748	.830	.870	.500	.581	.943	.846	.987	.895
LIGHT VEHICLES								1023										1303			
% LIGHT VEHICLES	100	99.5	99.1	99.3	99.3	100	98.5	96.9	99.2	97.4	100	97.9	99.6	99.1	99.0	100	98.5	99.0	98.3	98.9	98.6
MEDIUM VEHICLES																					
% MEDIUM VEHICLES	0	0.5	0.9	0.7	0.7	0	1.5	2.9	0.8	2.5	0	2.1	0.4	0.9	1.0	0	1.5	0.9	1.3	1.0	1.4
HEAVY VEHICLES	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	1	1	2	4
% HEAVY VEHICLES	0	0	0	0	0	0	0	0.2	0	0.1	0	0	0	0	0	0	0	0.1	0.4	0.1	0.1



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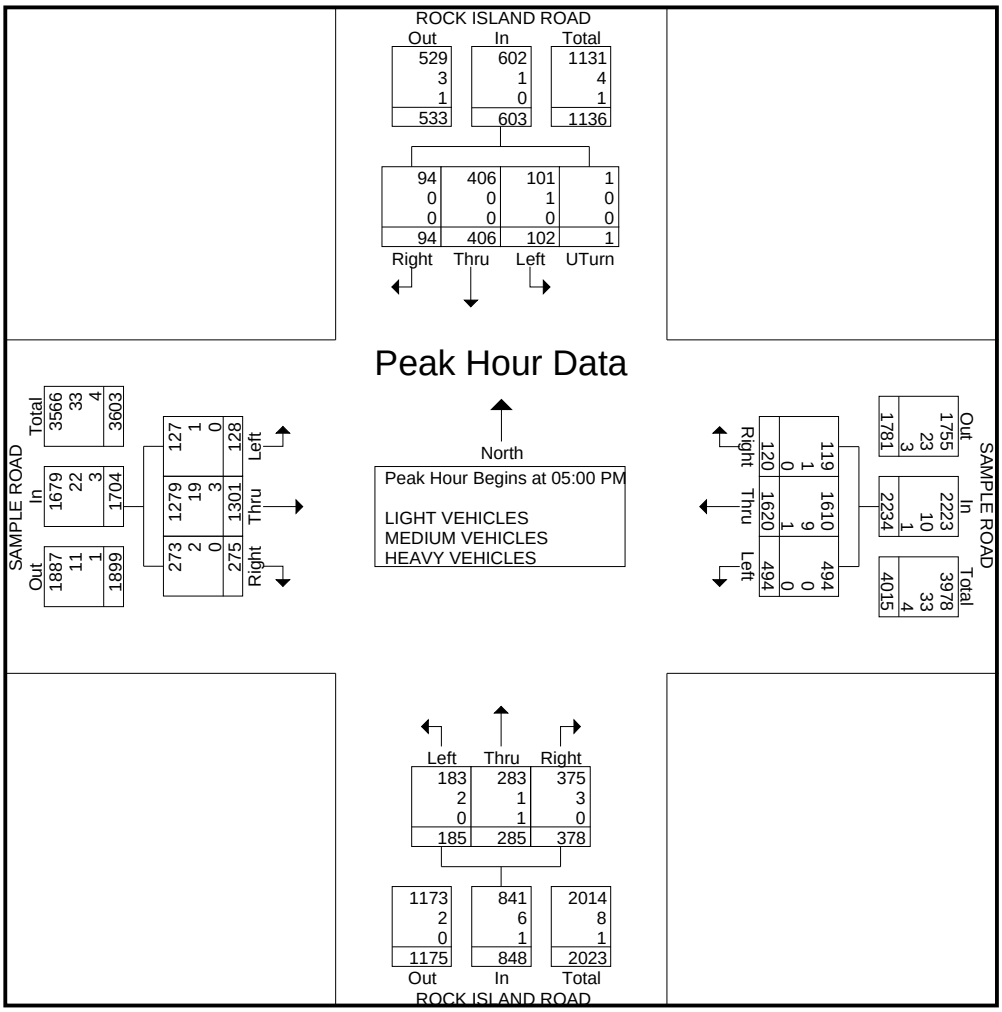
SAMPLE ROAD & ROCK ISLAND ROAD
CORAL SPRINGS, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : sample road & rock island
Site Code : 30700
Start Date : 12/13/2023
Page No : 3

	ROCK ISLAND ROAD From North					SAMPLE ROAD From East					ROCK ISLAND ROAD From South					SAMPLE ROAD From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	**37**	88	25	150	0	98	391	31	520	0	49	54	94	197	0	30	314	63	407	1274
05:15 PM	0	22	109	19	150	0	**144**	**460**	**35**	**639**	0	36	76	**104**	216	0	**38**	**347**	**80**	**465**	**1470**
05:30 PM	0	24	**111**	23	**158**	0	120	393	23	536	0	**57**	**79**	90	**226**	**1**	31	315	69	416	1336
05:45 PM	**1**	19	98	**27**	145	0	132	376	31	539	0	43	76	90	209	0	29	325	63	417	1310
Total Volume	1	102	406	94	603	0	494	1620	120	2234	0	185	285	378	848	1	128	1301	275	1705	5390
% App. Total	0.2	16.9	67.3	15.6		0	22.1	72.5	5.4		0	21.8	33.6	44.6		0.1	7.5	76.3	16.1		
PHF	.250	.689	.914	.870	.954	.000	.858	.880	.857	.874	.000	.811	.902	.909	.938	.250	.842	.937	.859	.917	.917
LIGHT VEHICLES								1610										1279			
% LIGHT VEHICLES	100	99.0	100	100	99.8	0	100	99.4	99.2	99.5	0	98.9	99.3	99.2	99.2	100	99.2	98.3	99.3	98.5	99.2
MEDIUM VEHICLES																					
% MEDIUM VEHICLES	0	1.0	0	0	0.2	0	0	0.6	0.8	0.4	0	1.1	0.4	0.8	0.7	0	0.8	1.5	0.7	1.3	0.7
HEAVY VEHICLES	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	0	3	0	3	5
% HEAVY VEHICLES	0	0	0	0	0	0	0	0.1	0	0.0	0	0	0.4	0	0.1	0	0	0.2	0	0.2	0.1



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SAMPLE ROAD & ROCK ISLAND ROAD
CORAL SPRINGS, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : sample road & rock island
Site Code : 30700
Start Date : 12/13/2023
Page No : 1

Groups Printed- BICYCLES ON THE ROAD

	ROCK ISLAND ROAD From North				SAMPLE ROAD From East				ROCK ISLAND ROAD From South				SAMPLE ROAD From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
08:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2
04:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2
Grand Total	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	4
Apprch %	0	0	100	0	0	0	100	0	0	0	0	0	0	0	100	0	
Total %	0	0	25	0	0	0	25	0	0	0	0	0	0	0	50	0	

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SAMPLE ROAD & ROCK ISLAND ROAD
CORAL SPRINGS, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : sample road & rock island
Site Code : 30700
Start Date : 12/13/2023
Page No : 1

Groups Printed- PEDESTRIANS & BIKES

	ROCK ISLAND ROAD From North				SAMPLE ROAD From East				ROCK ISLAND ROAD From South				SAMPLE ROAD From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
07:00 AM	54	0	11	0	4	0	3	0	2	0	0	0	3	0	0	0	77
07:15 AM	120	0	18	0	54	0	7	0	6	0	2	0	18	0	5	0	230
07:30 AM	148	0	13	0	31	0	3	0	7	0	2	0	7	0	1	0	212
07:45 AM	39	0	13	0	4	0	2	0	0	0	2	0	1	0	1	0	62
Total	361	0	55	0	93	0	15	0	15	0	6	0	29	0	7	0	581
08:00 AM	4	0	1	0	3	0	0	0	2	0	0	0	0	0	0	0	10
08:15 AM	3	0	0	0	2	0	0	0	3	0	1	0	0	0	0	0	9
08:30 AM	9	0	2	0	1	0	2	0	3	0	0	0	0	0	0	0	17
08:45 AM	2	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	4
Total	18	0	4	0	6	0	2	0	8	0	1	0	1	0	0	0	40
04:00 PM	17	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	22
04:15 PM	19	0	1	0	3	0	0	0	0	0	1	0	0	0	0	0	24
04:30 PM	5	0	2	0	0	0	1	0	0	0	2	0	0	0	1	0	11
04:45 PM	4	0	2	0	1	0	0	0	2	0	1	0	2	0	0	0	12
Total	45	0	7	0	7	0	1	0	2	0	4	0	2	0	1	0	69
05:00 PM	14	0	3	0	2	0	0	0	1	0	0	0	1	0	0	0	21
05:15 PM	3	0	1	0	0	0	0	0	0	0	1	0	2	0	0	0	7
05:30 PM	6	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	10
05:45 PM	17	0	3	0	1	0	0	0	0	0	0	0	1	0	0	0	22
Total	40	0	8	0	3	0	1	0	1	0	1	0	6	0	0	0	60
Grand Total	464	0	74	0	109	0	19	0	26	0	12	0	38	0	8	0	750
Apprch %	86.2	0	13.8	0	85.2	0	14.8	0	68.4	0	31.6	0	82.6	0	17.4	0	
Total %	61.9	0	9.9	0	14.5	0	2.5	0	3.5	0	1.6	0	5.1	0	1.1	0	

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PINEWALK DRIVE & ROCK ISLAND ROAD
MARGATE. FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : pinewalk drive & rock island rd
Site Code : 30700
Start Date : 12/13/2023
Page No : 1

Groups Printed- LIGHT VEHICLES - MEDIUM VEHICLES - HEAVY VEHICLES

	ROCK ISLAND ROAD From North				NW 33RD STREET From East				ROCK ISLAND ROAD From South				PINEWALK DRIVE From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:00 AM	2	2	150	8	0	5	0	10	1	5	276	1	0	22	1	19	502
07:15 AM	4	3	173	7	0	6	0	12	0	4	353	5	1	40	0	34	642
07:30 AM	10	4	224	14	0	6	0	10	0	5	329	4	0	33	0	35	674
07:45 AM	4	5	160	16	0	5	0	6	0	1	300	2	0	37	0	26	562
Total	20	14	707	45	0	22	0	38	1	15	1258	12	1	132	1	114	2380
08:00 AM	3	4	167	7	1	4	0	10	1	7	223	4	0	35	1	6	473
08:15 AM	2	1	148	16	0	8	0	9	0	4	278	0	0	34	0	18	518
08:30 AM	1	2	139	16	0	0	0	10	0	2	227	1	0	33	0	13	444
08:45 AM	3	3	126	18	0	2	0	10	1	2	209	0	0	31	0	11	416
Total	9	10	580	57	1	14	0	39	2	15	937	5	0	133	1	48	1851
04:00 PM	2	7	201	28	0	1	0	6	0	10	169	1	0	14	0	8	447
04:15 PM	2	7	239	37	0	0	0	5	0	9	209	2	0	17	0	7	534
04:30 PM	1	10	215	25	1	1	0	9	0	11	207	7	1	15	0	14	517
04:45 PM	2	7	227	43	0	2	0	5	0	8	184	3	0	11	1	6	499
Total	7	31	882	133	1	4	0	25	0	38	769	13	1	57	1	35	1997
05:00 PM	2	7	211	31	0	4	0	8	0	16	160	5	0	27	0	8	479
05:15 PM	4	5	275	46	0	2	0	7	0	10	204	1	0	16	0	9	579
05:30 PM	3	5	257	38	0	3	0	4	0	13	187	3	0	17	0	12	542
05:45 PM	1	6	240	44	0	0	0	9	0	21	186	3	0	22	0	9	541
Total	10	23	983	159	0	9	0	28	0	60	737	12	0	82	0	38	2141
Grand Total	46	78	3152	394	2	49	0	130	3	128	3701	42	2	404	3	235	8369
Apprch %	1.3	2.1	85.9	10.7	1.1	27.1	0	71.8	0.1	3.3	95.5	1.1	0.3	62.7	0.5	36.5	
Total %	0.5	0.9	37.7	4.7	0	0.6	0	1.6	0	1.5	44.2	0.5	0	4.8	0	2.8	
LIGHT VEHICLES	45	78	3131	389	2	49	0	128	3	125	3667	41	2	401	3	232	8296
% LIGHT VEHICLES	97.8	100	99.3	98.7	100	100	0	98.5	100	97.7	99.1	97.6	100	99.3	100	98.7	99.1
MEDIUM VEHICLES	1	0	20	5	0	0	0	2	0	3	32	1	0	3	0	3	70
% MEDIUM VEHICLES	2.2	0	0.6	1.3	0	0	0	1.5	0	2.3	0.9	2.4	0	0.7	0	1.3	0.8
HEAVY VEHICLES	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	3
% HEAVY VEHICLES	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0	0	0	0

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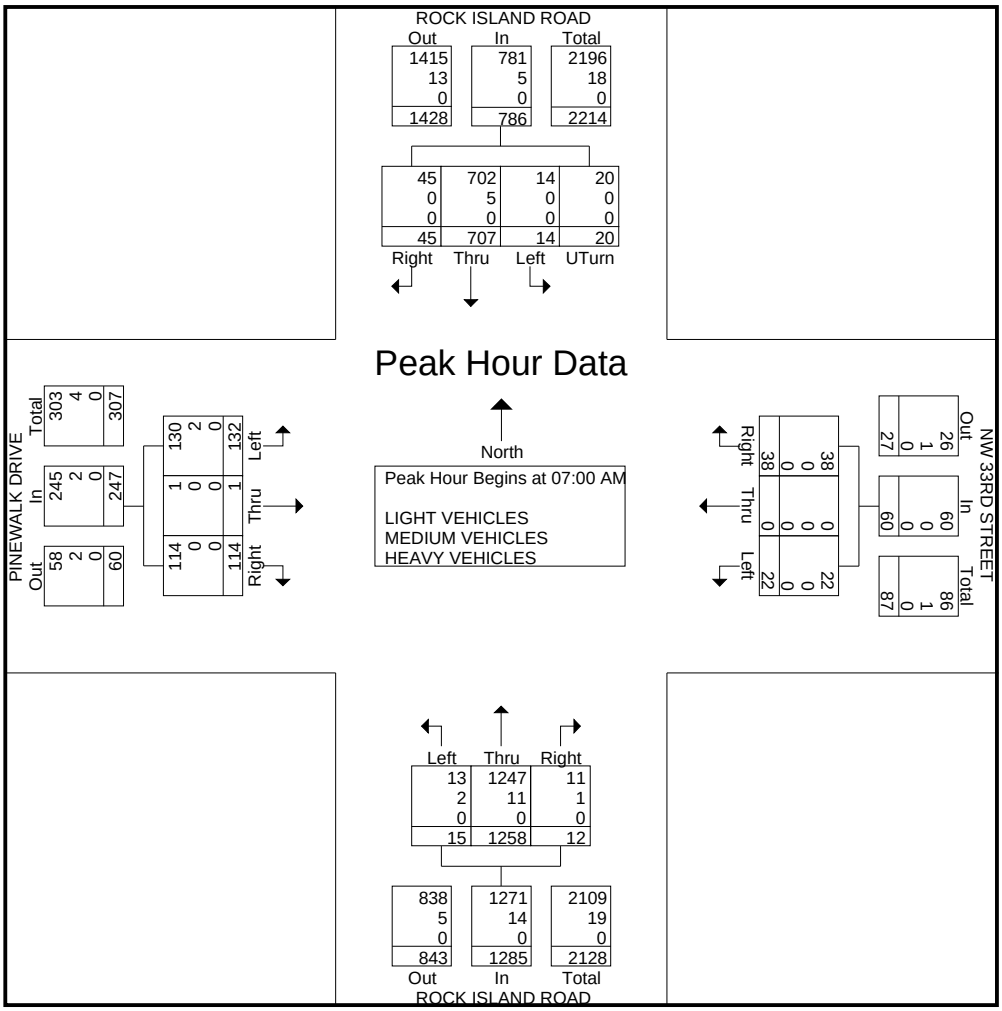
PINEWALK DRIVE & ROCK ISLAND ROAD
MARGATE. FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : pinewalk drive & rock island rd
Site Code : 30700
Start Date : 12/13/2023
Page No : 2

	ROCK ISLAND ROAD From North					NW 33RD STREET From East					ROCK ISLAND ROAD From South					PINEWALK DRIVE From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	2	2	150	8	162	0	5	0	10	15	**1**	**5**	276	1	283	0	22	**1**	19	42	502
07:15 AM	4	3	173	7	187	0	**6**	0	**12**	**18**	0	4	**353**	**5**	**362**	**1**	**40**	0	34	**75**	642
07:30 AM	**10**	4	**224**	14	**252**	0	6	0	10	16	0	5	329	4	338	0	33	0	**35**	68	**674**
07:45 AM	4	**5**	160	**16**	185	0	5	0	6	11	0	1	300	2	303	0	37	0	26	63	562
Total Volume	20	14	707	45	786	0	22	0	38	60	1	15	1258	12	1286	1	132	1	114	248	2380
% App. Total	2.5	1.8	89.9	5.7		0	36.7	0	63.3		0.1	1.2	97.8	0.9		0.4	53.2	0.4	46		
PHF	.500	.700	.789	.703	.780	.000	.917	.000	.792	.833	.250	.750	.891	.600	.888	.250	.825	.250	.814	.827	.883
LIGHT VEHICLES													1247								
% LIGHT VEHICLES	100	100	99.3	100	99.4	0	100	0	100	100	100	86.7	99.1	91.7	98.9	100	98.5	100	100	99.2	99.1
MEDIUM VEHICLES																					
% MEDIUM VEHICLES	0	0	0.7	0	0.6	0	0	0	0	0	0	13.3	0.9	8.3	1.1	0	1.5	0	0	0.8	0.9
HEAVY VEHICLES																					
% HEAVY VEHICLES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



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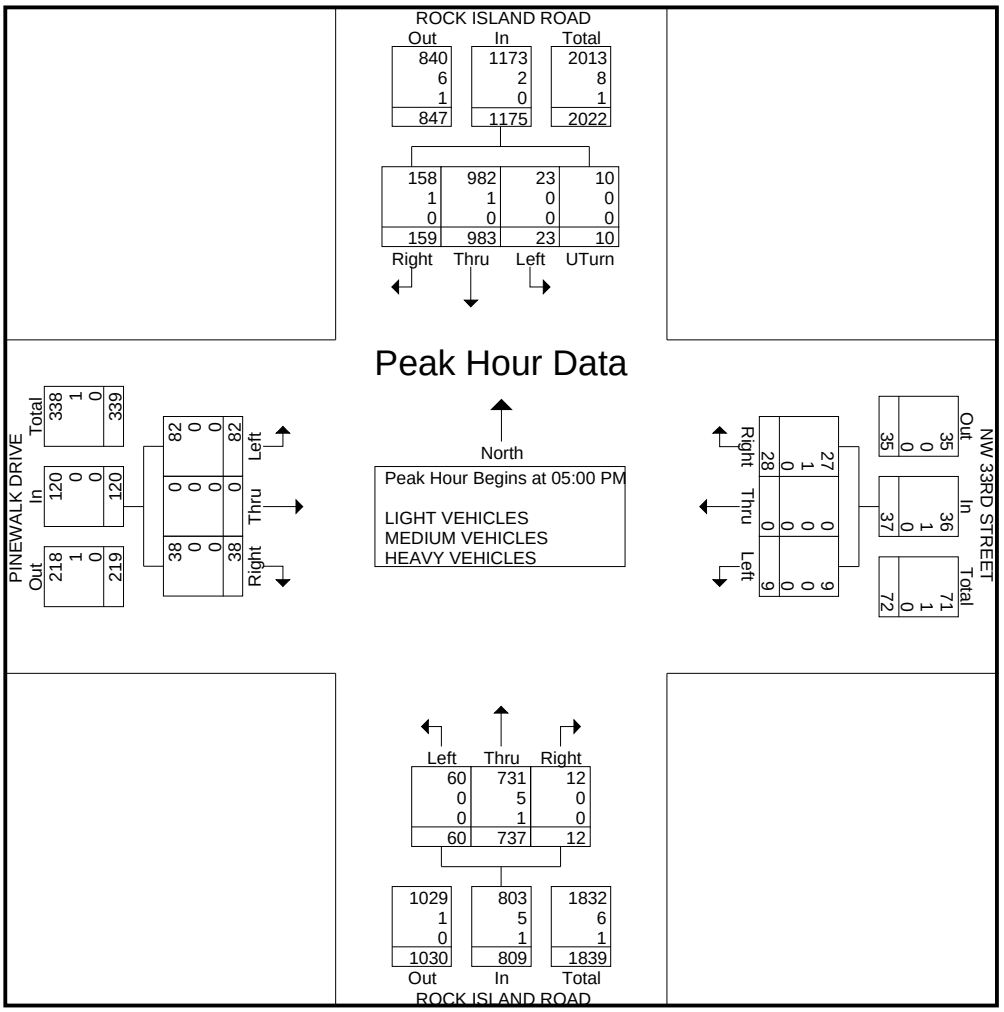
PINEWALK DRIVE & ROCK ISLAND ROAD
MARGATE. FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : pinewalk drive & rock island rd
Site Code : 30700
Start Date : 12/13/2023
Page No : 3

	ROCK ISLAND ROAD From North					NW 33RD STREET From East					ROCK ISLAND ROAD From South					PINEWALK DRIVE From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	2	**7**	211	31	251	0	**4**	0	8	**12**	0	16	160	**5**	181	0	**27**	0	8	**35**	479
05:15 PM	**4**	5	**275**	**46**	**330**	0	2	0	7	9	0	10	**204**	1	**215**	0	16	0	9	25	**579**
05:30 PM	3	5	257	38	303	0	3	0	4	7	0	13	187	3	203	0	17	0	**12**	29	542
05:45 PM	1	6	240	44	291	0	0	0	**9**	9	0	**21**	186	3	210	0	22	0	9	31	541
Total Volume	10	23	983	159	1175	0	9	0	28	37	0	60	737	12	809	0	82	0	38	120	2141
% App. Total	0.9	2	83.7	13.5		0	24.3	0	75.7		0	7.4	91.1	1.5		0	68.3	0	31.7		
PHF	.625	.821	.894	.864	.890	.000	.563	.000	.778	.771	.000	.714	.903	.600	.941	.000	.759	.000	.792	.857	.924
LIGHT VEHICLES																					
% LIGHT VEHICLES	100	100	99.9	99.4	99.8	0	100	0	96.4	97.3	0	100	99.2	100	99.3	0	100	0	100	100	99.6
MEDIUM VEHICLES																					
% MEDIUM VEHICLES	0	0	0.1	0.6	0.2	0	0	0	3.6	2.7	0	0	0.7	0	0.6	0	0	0	0	0	0.4
HEAVY VEHICLES	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
% HEAVY VEHICLES	0	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0	0.0



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PINEWALK DRIVE & ROCK ISLAND ROAD
MARGATE. FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : pinewalk drive & rock island rd
Site Code : 30700
Start Date : 12/13/2023
Page No : 1

Groups Printed- BICYCLES ON THE ROAD

	ROCK ISLAND ROAD From North				NW 33RD STREET From East				ROCK ISLAND ROAD From South				PINEWALK DRIVE From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	3
Apprch %	0	0	100	0	50	50	0	0	0	0	0	0	0	0	0	0	
Total %	0	0	33.3	0	33.3	33.3	0	0	0	0	0	0	0	0	0	0	

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PINEWALK DRIVE & ROCK ISLAND ROAD
MARGATE. FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : pinewalk drive & rock island rd
Site Code : 30700
Start Date : 12/13/2023
Page No : 1

Groups Printed- PEDESTRIANS & BIKES

	ROCK ISLAND ROAD From North				NW 33RD STREET From East				ROCK ISLAND ROAD From South				PINEWALK DRIVE From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
07:00 AM	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	4
07:15 AM	0	0	0	0	4	0	6	0	0	0	0	0	1	0	0	0	11
07:30 AM	0	0	0	0	3	0	2	0	0	0	0	0	4	0	1	0	10
07:45 AM	0	0	1	0	2	0	1	0	0	0	0	0	1	0	1	0	6
Total	0	0	1	0	10	0	12	0	0	0	0	0	6	0	2	0	31
08:00 AM	1	0	0	0	1	0	0	0	1	0	0	0	3	0	1	0	7
08:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	3
08:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	0	4	0	1	0	1	0	0	0	3	0	2	0	13
04:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2
04:30 PM	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3
Total	0	0	0	0	4	0	2	0	0	0	0	0	1	0	3	0	10
05:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	3
05:15 PM	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	3
05:30 PM	0	0	0	0	4	0	1	0	0	0	0	0	0	0	2	0	7
Total	0	0	0	0	6	0	2	0	0	0	0	0	3	0	2	0	13
Grand Total	2	0	1	0	24	0	17	0	1	0	0	0	13	0	9	0	67
Apprch %	66.7	0	33.3	0	58.5	0	41.5	0	100	0	0	0	59.1	0	40.9	0	
Total %	3	0	1.5	0	35.8	0	25.4	0	1.5	0	0	0	19.4	0	13.4	0	

APPENDIX C: SIGNAL TIMING DATA

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	1042	**Initial Operation Date**	5/26/76
Controller Type	2070 LN	**System Number**	
Modification Number	7	**Modification Date**	10/05/2021
Drawing/Project No	GRP 4	**FPL Grid Number**	87090190604
Intersection	ROYAL PALM BOULEVARD and RIVERSIDE DRIVE		
Municipality	CORAL SPRINGS		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Initial Green(MIN)	4	12	4	6	4	12	4	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	3.0	1.5	3.0	1.5	3.0
Maximum Green I	20	45	12	35	20	45	12	35
Maximum Green II								
Yellow Clearance	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	0FF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		23		24		23		24
Permissive	YES		YES		YES		YES	
Flash Operation		YELLOW		RED		YELLOW		RED

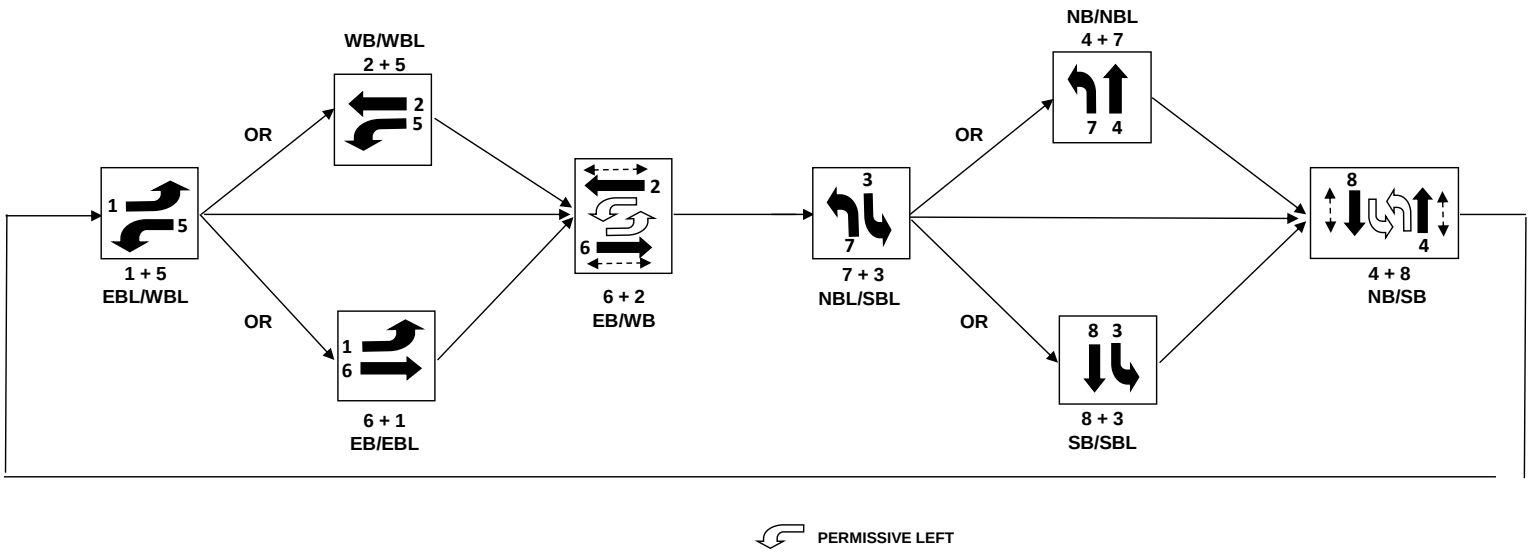
Attachment

NOTES:

1. ANTI-BACKDOWN EAST/WEST: PHASES 2+6 ON--->OMIT PHASES 1+5.
2. DUAL ENTRY HARDWIRED NORTH/SOUTH.
3. MOD. 7 UPDATES YELLOW CLEARANCE VALUES ON ALL PHASES.

Submitted By _____ **Approved By** _____

Sequence of Operation for (1042) Royal Palm Blvd and Riverside Drive



Broward County Timing Sheet 4/22/2024 10:41:39 AM

Station : 1042 - Royal Palm Blvd & Riverside Dr (Standard File)

Phase	1 (EL)	2 (WT)	3 (SL)	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		23		24		23		24								
Min Green	4	12	4	6	4	12	4	6								
Gap Ext	1.5	3	1.5	3	1.5	3	1.5	3								
Max1	20	45	12	35	20	45	12	35								
Max2																
Yellow Clr	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	4	2	8	2	4	1
Dwell Cyc Veh 2	8	6	3	5	7	6
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	1	3	4	2	4	2
Exit 2	5	7	8	6	8	6
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 4/22/2024 10:41:39 AM

Station : 1042 - Royal Palm Blvd & Riverside Dr (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	112	2	1	5	50		30	61	28	41	30	61	28	41								
9		3	3	160	121	3	1	5	50		25	50	35	50	25	50	35	50								
15		4	4	160	143	4	1	5	50		25	55	35	45	32	48	35	45								
20		3	3	160	121	3	1	5	50		25	50	35	50	25	50	35	50								
23		100	254																							
Day Plan 2											**Easy**															
		100	254																							
7		3	3	160	121	3	1	5	50		25	50	35	50	25	50	35	50								
23		100	254																							
Day Plan 3											**Easy**															
		100	254																							

7		3	3	160	121	3	1	5	50		25	50	35	50	25	50	35	50									
23		100	254																								

Broward County Timing Sheet 4/22/2024 10:41:39 AM

Station : 1042 - Royal Palm Blvd & Riverside Dr (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

Scheduler

	Month											Day of Weekk							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																																2
5	1													1							1																																2
6					1									1																															1	1	1	1	1	1	1	2
7							1											1				1																														1
8							1							1	1	1	1	1					1																													1
9							1							1										1																												2
10									1					1						1	1	1	1	1	1	1																										2
11											1						1																								1	1	1	1	1	1	1				2
12											1							1																									1	1	1	1	1	1	1			2
13												1						1																										1								2
14												1		1	1	1	1	1																											1							2
15												1		1																																1						2
16												1		1																																					1	2
17																																																				1
18																																																				1
19																																																				1
20																																																				1
21																																																				1
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24																																																				1
25																																																				1

26																																																			1
27																																																			1
28																																																			1
29																																																			1
30																																																			1
31																																																			1
32																																																			1

User Comments:

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	1045	**Initial Operation Date**	2/12/76
Controller Type	2070 LN	**System Number**	1045
Modification Number	9	**Modification Date**	07/14/2016
Drawing/Project No	DSN. GRP. 3	**FPL Grid Number**	87091640808
Intersection	SAMPLE ROAD (SR 834) and WOODSIDE DR/HOLIDAY SPRINGS BLVD		
Municipality	CORAL SPRINGS		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Initial Green(MIN)	5	7	4	6	5	7	4	6
Vehicle Ext.(GAP)	2.0	3.0	2.0	2.0	2.0	3.0	2.0	2.0
Maximum Green I	18	50	15	25	18	50	15	25
Maximum Green II								
Yellow Clearance	5.0	5.0	4.0	4.0	5.0	5.0	4.0	4.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		20		29		20		27
Permissive	NO		5 SECT		NO		5 SECT	
Flash Operation	RED	YELLOW		RED	RED	YELLOW		RED

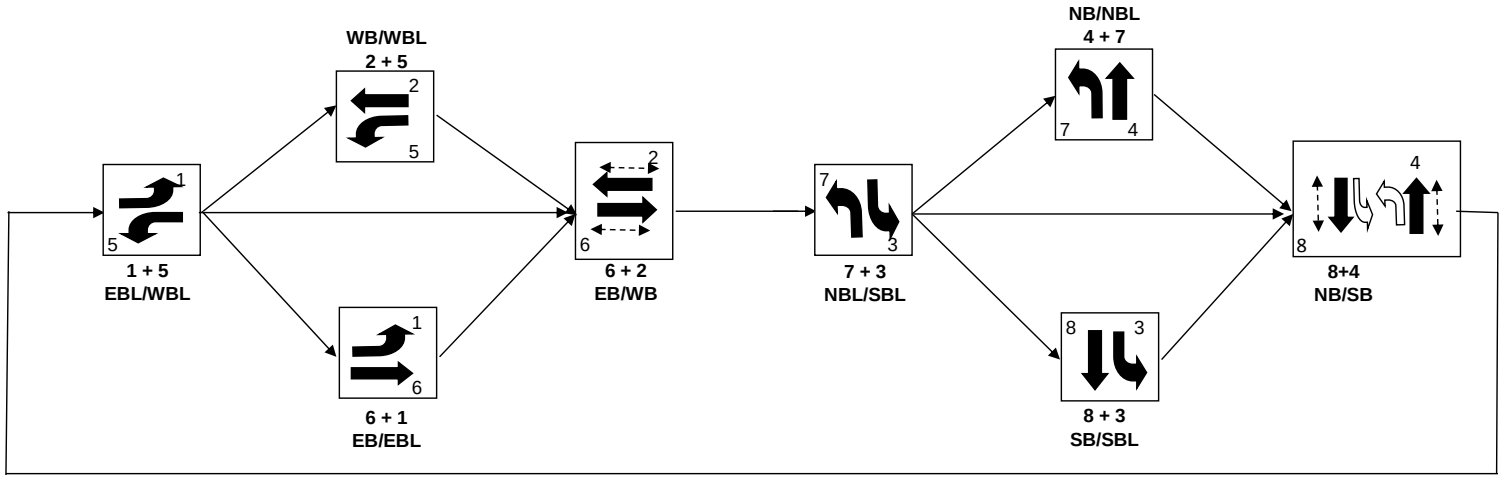
Attachment

NOTES:

1. DUAL ENTRY HARDWIRED NORTH/SOUTH.
2. MOD. 9 CHANGE WBL TO PROTECTED ONLY PER FDOT REQUEST.

Submitted By _____ **Approved By** _____

Sequence of Operation for (1045), Sample Rd (SR 834) And Woodside DR/Holiday Springs
Coral Springs



Broward County Timing Sheet 4/22/2024 10:37:27 AM

Station : 1045 - Sample Rd & Woodside Dr/Holiday Springs Blvd (Standard File)

Phase	1 (EL)	2 (WT)	3 (SL)	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		20		29		20		27								
Min Green	5	7	4	6	5	7	4	6								
Gap Ext	2	3	2	2	2	3	2	2								
Max1	18	50	15	25	18	50	15	25								
Max2																
Yellow Clr	5	5	4	4	5	5	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call	ON				ON											
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable																
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green				1		
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1				9		
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	4	2	3	2	4	1
Dwell Cyc Veh 2	8	6	8	5	7	6
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	1	3	4	2	4	2
Exit 2	5	7	8	6	8	6
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 4/22/2024 10:37:27 AM

Station : 1045 - Sample Rd & Woodside Dr/Holiday Springs Blvd (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		12	12	160		12	1	10	50		20	70	28	42	20	70	28	42								
9		13	13	160	114	13	1	10	50		22	73	20	45	22	73	20	45								
15		14	14	160	84	14	1	10	50		22	71	25	42	22	71	25	42								
20		13	13	160	114	13	1	10	50		22	73	20	45	22	73	20	45								
Day Plan 2											**Easy**															
		13	13	160	114	13	1	10	50		22	73	20	45	22	73	20	45								
1		100	254																							
6	30	13	13	160	114	13	1	10	50		22	73	20	45	22	73	20	45								
Day Plan 3											**Easy**															
		13	13	160	114	13	1	10	50		22	73	20	45	22	73	20	45								

1		100	254																								
6	30	13	13	160	114	13	1	10	50		22	73	20	45	22	73	20	45									
23		100	254																								

Broward County Timing Sheet 4/22/2024 10:37:27 AM

Station : 1045 - Sample Rd & Woodside Dr/Holiday Springs Blvd (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

Scheduler

	Month											Day of Weekk							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																																2
5	1													1							1																																2
6					1									1																															1	1	1	1	1	1	1	2
7							1											1				1																														2
8							1							1	1	1	1	1					1																													2
9							1							1										1																												2
10									1					1						1	1	1	1	1	1	1																										2
11											1						1																								1	1	1	1	1	1	1				2
12											1							1																									1	1	1	1	1	1	1			2
13												1		1				1																										1								2
14												1		1	1	1	1	1																											1							2
15												1		1																																1						2
16												1		1				1																																	1	2
17																																																				1
18																																																				1
19																																																				1
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22																																																				1
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25																																																				1

26																																																			1
27																																																			1
28																																																			1
29																																																			1
30																																																			1
31																																																			1
32																																																			1

User Comments:

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	1049	**Initial Operation Date**	2/3/76
Controller Type	2070 LN	**System Number**	1049
Modification Number	15	**Modification Date**	03/26/2015
Drawing/Project No	B83-128 DG 3	**FPL Grid Number**	87091290807
Intersection	SAMPLE ROAD (SR 834) and RIVERSIDE DRIVE		
Municipality	CORAL SPRINGS		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Initial Green(MIN)	5	12	4	6	5	12	4	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.0	1.5	3.0	1.5	2.0
Maximum Green I	18	50	12	30	18	50	12	30
Maximum Green II								
Yellow Clearance	5.0	5.0	4.5	4.5	5.0	5.0	4.5	4.5
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay				20-RT				20-RT
Walk		7		7		7		7
Pedestrian Clearance		31		31		31		31
Permissive	NO		5-SECT		NO		5-SECT	
Flash Operation	RED	RED		RED	RED	RED		RED

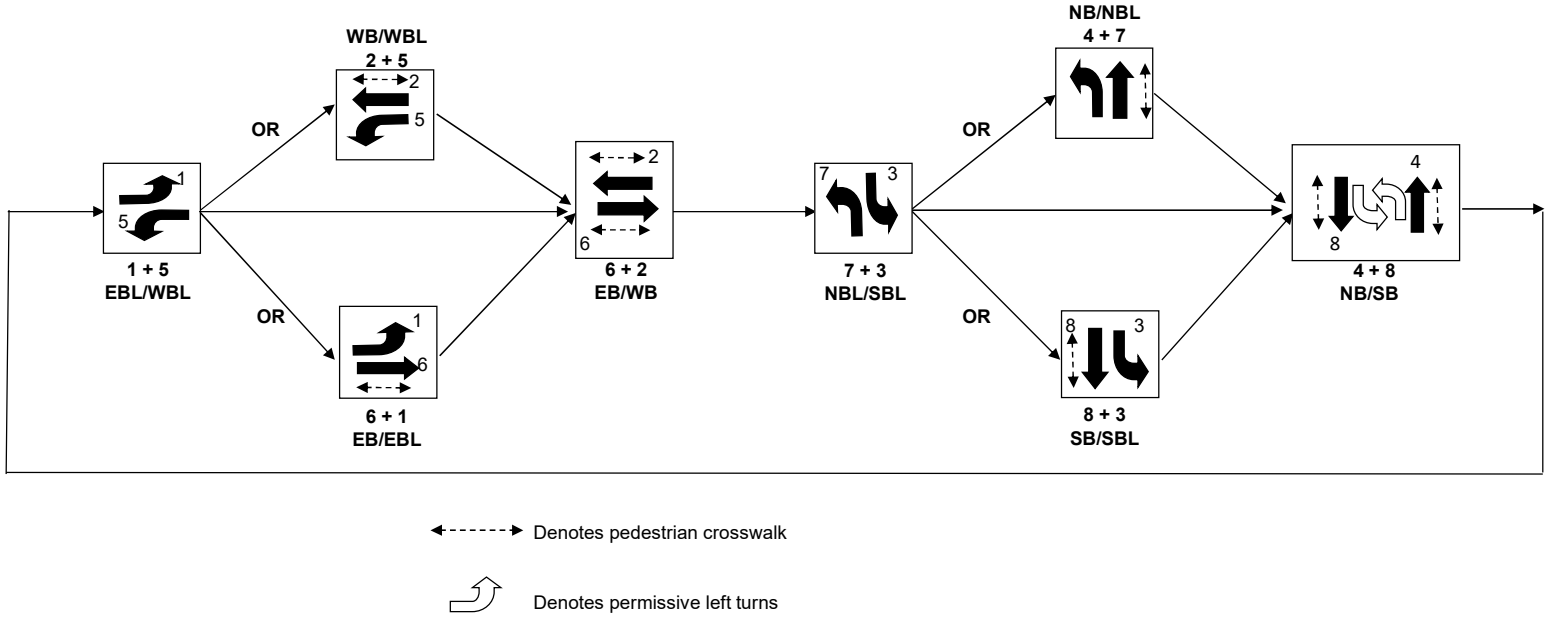
Attachment

NOTES:

1. DUAL ENTRY HARDWIRED NORTH/SOUTH.
2. PHOTO ENFORCEMENT, CITY OF CORAL SPRINGS.
3. MOD. 15 UPDATES YELLOW CLEARANCE VALUES ON PHASES 1,3,4,5,7 & 8 PER FDOT STANDARDS.

Submitted By _____ **Approved By** _____

Sequence of Operation for Sample Road (SR 834) and Riverside Drive (1049)
Coral Springs



Broward County Timing Sheet 4/22/2024 10:38:23 AM

Station : 1049 - Sample Rd & Riverside Dr (Standard File)

Phase	1 (EL)	2 (WT)	3 (SL)	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		31		31		31		31								
Min Green	5	12	4	6	5	12	4	6								
Gap Ext	1.5	3	1.5	2	1.5	3	1.5	2								
Max1	18	50	12	30	18	50	12	30								
Max2																
Yellow Clr	5	5	4.5	4.5	5	5	4.5	4.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call	ON								ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable				ON				ON		ON		ON		ON		ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	4	2	3	2	4	1
Dwell Cyc Veh 2	8	6	8	5	7	6
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	1	3	4	2	4	2
Exit 2	5	7	8	6	8	6
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 4/22/2024 10:38:23 AM

Station : 1049 - Sample Rd & Riverside Dr (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		12	12	160	149	12	1	10	50		29	61	22	48	29	61	18	52								
9		13	13	160	96	13	1	10	50		29	64	20	47	29	64	20	47								
15		14	14	160	146	14	1	10	50		29	61	18	52	29	61	18	52								
20		13	13	160	96	13	1	10	50		29	64	20	47	29	64	20	47								
Day Plan 2											**Easy**															
		13	13	160	96	13	1	10	50		29	64	20	47	29	64	20	47								
1		100	254																							
6	30	13	13	160	96	13	1	10	50		29	64	20	47	29	64	20	47								
Day Plan 3											**Easy**															
		13	13	160	96	13	1	10	50		29	64	20	47	29	64	20	47								

1		100	254																								
6	30	13	13	160	96	13	1	10	50		29	64	20	47	29	64	20	47									
23		100	254																								

Broward County Timing Sheet 4/22/2024 10:38:23 AM

Station : 1049 - Sample Rd & Riverside Dr (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

Scheduler

	Month											Day of Weekk							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																																2
5	1													1							1																															2
6					1									1																															1	1	1	1	1	1	1	2
7							1											1				1																														2
8							1							1	1	1	1	1					1																													2
9							1							1										1																												2
10									1					1						1	1	1	1	1	1	1																										2
11											1						1																								1	1	1	1	1	1	1				2
12											1							1																									1	1	1	1	1	1	1			2
13												1		1				1																										1								2
14												1		1	1	1	1	1																											1							2
15												1		1																																1						2
16												1		1				1																																	1	2
17																																																				1
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30																																																			1
31																																																			1
32																																																			1

User Comments:

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	1200	**Initial Operation Date**	8/24/79
Controller Type	2070	**System Number**	1200
Modification Number	19	**Modification Date**	03/26/2015
Drawing/Project No	413838-1-52-01	**FPL Grid Number**	87191100704
Intersection	SAMPLE ROAD (SR 834) and ROCK ISLAND ROAD		
Municipality	CORAL SPRINGS		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1,8R	2	3,2R	4,**4R	5,4R	6	7,6R	8
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Initial Green(MIN)	5	10	5	6	5	10	5	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.0	1.5	3.0	1.5	2.0
Maximum Green I	12	50	18	30	20	50	18	30
Maximum Green II								
Yellow Clearance	5.0	5.0	4.5	4.5	5.0	5.0	4.5	4.5
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		33		35		33		35
Permissive	DUAL		DUAL		DUAL		DUAL	
Flash Operation	RED	RED	RED	RED	RED	RED	RED	RED

Attachment **A-200.pdf**

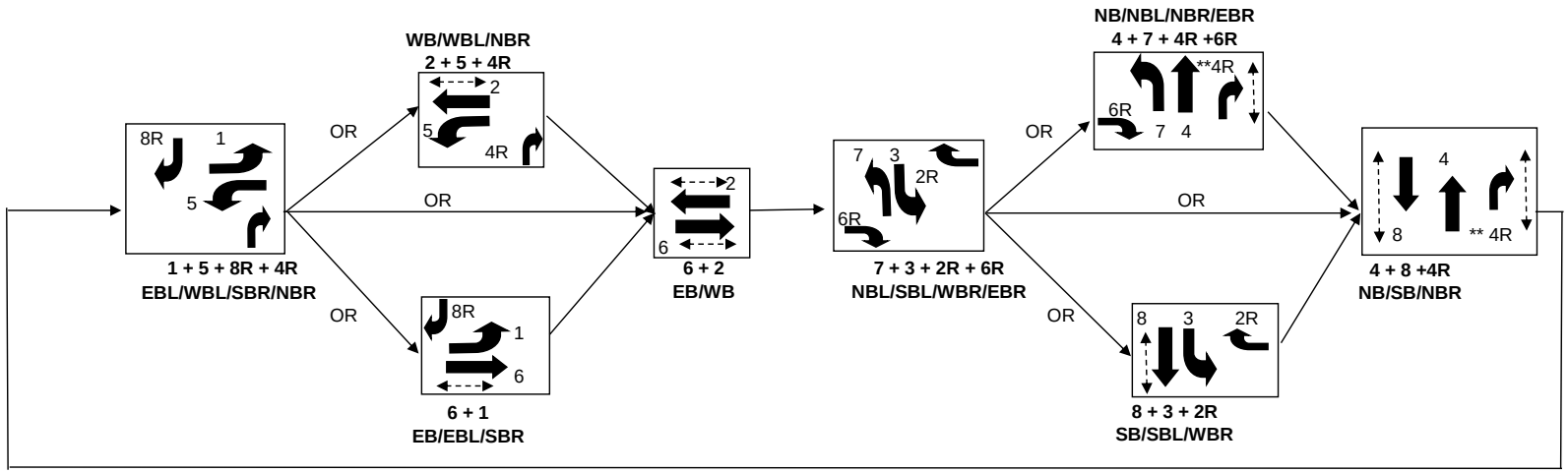
NOTES:

1. DUAL ENTRY HARDWIRED NORTH/SOUTH.
2. 8R (SBR) HARDWIRED TO PH.1 (EBL).
4R (NBR) OVERLAPPED WITH PH'S 4 (NB) & 5 (WBL).
2R (WBR) HARDWIRED TO PH.3 (SBL).
6R (EBR) HARDWIRED TO PH.7 (NBL).
3. **NBRT OVERLAP OMIT DURING PHASE 4 PED.
4. MOD 19 UPDATES YELLOW CLEARANCE ON PHASES 1,2,4,5,6 & 7
AND ALL RED CLEARANCE VALUES ON PHASES 1,2,3,5,6 & 7
PER FDOT STANDARDS.

Submitted By _____ **Approved By** _____

Sequence of Operation for (1200), Sample Road (SR 834) and Rock Island Road

MOD #19



*** NBRT OVERLAP OMIT DURING ACTIVE PHASE 4 (NORTHBOUND) PED

Denotes pedestrian crosswalk

Broward County Timing Sheet 4/22/2024 10:39:40 AM

Station : 1200 - Sample Rd & Rock Island Rd (Standard File)

Phase	1 (EL)	2 (WT)	3 (WR)	4 (NT)	5 (WL)	6 (ET)	7 (ER)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		33		35		33		35								
Min Green	5	10	5	6	5	10	5	6								
Gap Ext	1.5	3	1.5	2	1.5	3	1.5	2								
Max1	12	50	18	30	20	50	18	30								
Max2																
Yellow Clr	5	5	4.5	4.5	5	5	4.5	4.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call	ON		ON		ON		ON		ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	4	2	3	2	4	1
Dwell Cyc Veh 2	8	6	8	5	7	6
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	1	3	4	2	4	2
Exit 2	5	7	8	6	8	6
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 4/22/2024 10:39:40 AM

Station : 1200 - Sample Rd & Rock Island Rd (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		12	12	160	68	12	1	10	50		30	54	25	51	30	54	25	51								
9		13	13	160	29	13	1	10	50		25	58	25	52	25	58	25	52								
15		14	14	160	67	14	1	10	50		21	65	25	49	30	56	19	55								
20		13	13	160	29	13	1	10	50		25	58	25	52	25	58	25	52								
Day Plan 2											**Easy**															
		13	13	160	29	13	1	10	50		25	58	25	52	25	58	25	52								
1		100	254																							
6	30	13	13	160	29	13	1	10	50		25	58	25	52	25	58	25	52								
Day Plan 3											**Easy**															
		13	13	160	29	13	1	10	50		25	58	25	52	25	58	25	52								

1		100	254																								
6	30	13	13	160	29	13	1	10	50		25	58	25	52	25	58	25	52									
23		100	254																								

Broward County Timing Sheet 4/22/2024 10:39:40 AM

Station : 1200 - Sample Rd & Rock Island Rd (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

Scheduler

	Month											Day of Weekk							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																																2
5	1													1							1																																2
6					1									1																															1	1	1	1	1	1	1	2
7							1											1				1																														2
8							1							1	1	1	1	1					1																													2
9							1							1										1																												2
10									1					1						1	1	1	1	1	1	1																										2
11											1						1																								1	1	1	1	1	1	1				2
12											1							1																									1	1	1	1	1	1	1			2
13												1		1				1																										1								2
14												1		1	1	1	1	1																											1							2
15												1		1																																1						2
16												1		1				1																																	1	2
17																																																				1
18																																																				1
19																																																				1
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25																																																				1

26																																																			1
27																																																			1
28																																																			1
29																																																			1
30																																																			1
31																																																			1
32																																																			1

<u>User Comments:</u>

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	1297	**Initial Operation Date**	9/15/84
Controller Type	2070 LN	**System Number**	
Modification Number	21	**Modification Date**	01/24/23
Drawing/Project No	GRP 4	**FPL Grid Number**	87189166701
Intersection	ROYAL PALM BOULEVARD and ROCK ISLAND ROAD		
Municipality	MARGATE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Initial Green(MIN)	5	10	4	6	5	10	4	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.0	1.5	3.0	1.5	2.0
Maximum Green I	25	50	20	30	25	50	20	30
Maximum Green II								
Yellow Clearance	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay				20-RT				20-RT
Walk		7		7		7		7
Pedestrian Clearance		30		30		30		30
Permissive	NO		DUAL		NO		DUAL	
Flash Operation	RED	YELLOW		RED	RED	YELLOW		RED

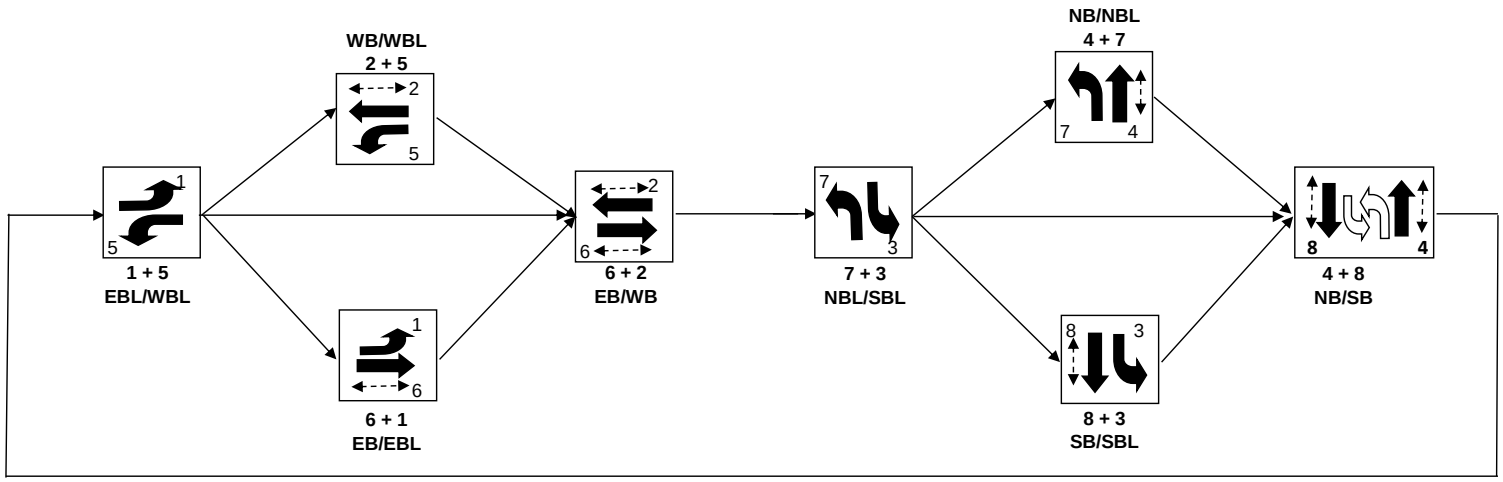
Attachment

NOTES:

1. DUAL ENTRY HARDWIRED NORTH/SOUTH.
2. MOD. 21 UPDATES NBL AND SBL FROM PROTECTED PERMISSIVE LEFT TURN TO DUAL LEFT TURN PROTECTED ONLY VIA BC PROJECT #1297.

Submitted By _____ **Approved By** _____

Sequence of Operation for (1297), ROYAL PALM BOULEVARD AND ROCK ISLAND ROAD



Denotes permissive left turns
Denotes pedestrian crosswalk signal

Broward County Timing Sheet 4/22/2024 10:42:26 AM

Station : 1297 - Royal Palm Blvd & Rock Island Rd (Standard File)

Phase	1 (EL)	2 (WT)	3 (SL)	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		30		30		30		30								
Min Green	5	10	4	6	5	10	4	6								
Gap Ext	1.5	3	1.5	2	1.5	3	1.5	2								
Max1	25	50	20	30	25	50	20	30								
Max2																
Yellow Clr	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1			9	9		9
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	4	2	3	5	4	1
Dwell Cyc Veh 2	8	6	8	2	7	6
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	1	3	4	2	4	2
Exit 2	5	7	8	6	8	6
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 4/22/2024 10:42:26 AM

Station : 1297 - Royal Palm Blvd & Rock Island Rd (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	41	2	1	10	50		26	60	28	46	26	60	32	42								
9		3	3	160	39	3	1	10	50		30	56	28	46	30	56	28	46								
15		4	4	160	104	4	1	10	50		26	64	25	45	26	64	31	39								
16		14	14	160	104	14	1	10	50		26	64	25	45	26	64	31	39								
18		4	4	160	104	4	1	10	50		26	64	25	45	26	64	31	39								
20		3	3	160	39	3	1	10	50		30	56	28	46	30	56	28	46								
23		100	254																							
Day Plan 2											**Easy**															
		100	254																							
7		3	3	160	39	3	1	10	50		30	56	28	46	30	56	28	46								
23		100	254																							
Day Plan 3											**Easy**															
		100	254																							

7		3	3	160	39	3	1	10	50		30	56	28	46	30	56	28	46									
23		100	254																								

Broward County Timing Sheet 4/22/2024 10:42:26 AM

Station : 1297 - Royal Palm Blvd & Rock Island Rd (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

Scheduler

	Month											Day of Weekk							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																																2
5	1													1							1																															2
6					1									1																															1	1	1	1	1	1	1	2
7							1											1				1																														1
8							1							1	1	1	1	1					1																													1
9							1							1										1																												2
10									1					1						1	1	1	1	1	1	1																										2
11											1						1																								1	1	1	1	1	1	1				2
12											1							1																									1	1	1	1	1	1	1			2
13												1						1																										1								2
14												1		1	1	1	1	1																											1							2
15												1		1																																1						2
16												1		1																																					1	2
17																																																				1
18																																																				1
19																																																				1
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29																																																			1
30																																																			1
31																																																			1
32																																																			1

User Comments:

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	1548	**Initial Operation Date**	2/15/99
Controller Type	2070 LN	**System Number**	
Modification Number	7	**Modification Date**	03/09/2020
Drawing/Project No	98-03-03-01	**FPL Grid Number**	87190141008
Intersection	ROCK ISLAND ROAD and HOLIDAY SPRINGS BOULEVARD		
Municipality	MARGATE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2		4	5	6		8
Direction		NB		EB	NBL	SB		WB
Initial Green(MIN)		12		6	4	12		6
Vehicle Ext.(GAP)		3.0		2.0	1.5	3.0		2.0
Maximum Green I		50		25	12	50		25
Maximum Green II								
Yellow Clearance		4.5		4.0	4.5	4.5		4.0
All Red Clearance		2.0		2.5	2.0	2.0		2.5
Phase Recall		MIN		OFF	OFF	MIN		OFF
Detector Delay				20-RT				20-RT
Walk		7		7		7		7
Pedestrian Clearance		19		26		19		29
Permissive					5 SECT			
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

NOTES:

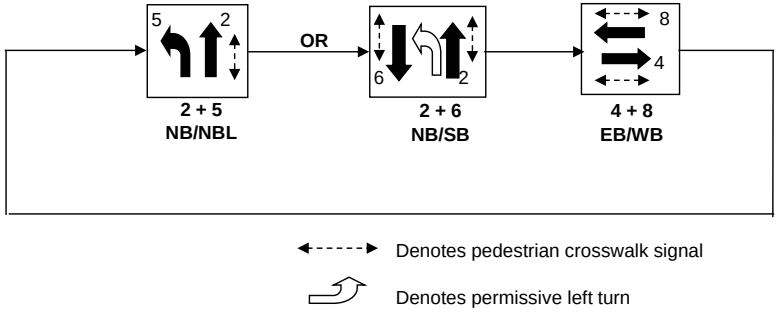
1. ANTI-BACKDOWN NORTHBOUND: PHASES 2+6 ON--->OMIT PHASES 1+5.
2. DUAL ENTRY HARDWIRED EAST/WEST.
3. FLASH OPERATION: 2200-0600, 7 DAYS.
4. MOD. 7 UPDATES MIN GREENS,YELLOW CLEARANCE AND WALK VALUES.

Submitted By _____ **Approved By** _____

Sequence of Operation for Rock Island Road and Holiday Springs Blvd (1548)

Margate

Modification #0



Broward County Timing Sheet 4/22/2024 10:40:48 AM

Station : 1548 - Rock Island Rd & Holiday Springs Blvd (Standard File)

Phase	1	2 (NT)	3	4 (ET)	5 (NL)	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		19		26		19		29								
Min Green		12		6	4	12		6								
Gap Ext		3		2	1.5	3		2								
Max1		50		25	12	50		25								
Max2																
Yellow Clr	4	4.5	4	4	4.5	4.5	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2		2.5	2	2		2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON		ON	ON	ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash			ON	ON		ON
Override Higher Preempt			ON	ON		ON
Flash in Dwell			ON	ON		ON
Link to Preempt						
Delay						
Min Duration						
Min Green		6			6	
Min Walk						
Ped Clear						
Track Green					1	
Min Dwell		8			8	
Max Presence	180	180			180	
Track Veh 1					9	
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2				2	
Dwell Cyc Veh 2	6				5	
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	4				2	
Exit 2	8				6	
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 4/22/2024 10:40:48 AM

Station : 1548 - Rock Island Rd & Holiday Springs Blvd (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		25	255																							
6		2	2	80		2	1		50			50		30	12	38		30								
9		3	3	80	79	3	1		50			50		30	12	38		30								
15		4	4	80	52	4	1		50			50		30	12	38		30								
20		3	3	80	79	3	1		50			50		30	12	38		30								
22		25	255																							
Day Plan 2											**Easy**															
		25	255																							
6		100	254																							
7		3	3	80	79	3	1		50			50		30	12	38		30								
22		25	255																							
Day Plan 3											**Easy**															
		25	255																							

6		100	254																								
7		3	3	80	79	3	1		50			50		30	12	38		30									
22		25	255																								

Broward County Timing Sheet 4/22/2024 10:40:48 AM

Station : 1548 - Rock Island Rd & Holiday Springs Blvd (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

Scheduler

	Month											Day of Weekk							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																																2
5	1													1							1																																2
6					1									1																															1	1	1	1	1	1	1	2
7							1											1				1																															1
8							1							1	1	1	1	1					1																														1
9							1							1										1																													2
10									1					1						1	1	1	1	1	1	1																											2
11											1						1																								1	1	1	1	1	1	1					2
12											1							1																									1	1	1	1	1	1	1				2
13												1						1																											1								2
14												1		1	1	1	1	1																												1							2
15												1		1																																	1						2
16												1		1																																						1	2
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31																																																			1
32																																																			1

User Comments:

APPENDIX D: VOLUME CALCULATION DATA

Peak Season Conversion Factor Data

Growth Rate Calculation

Internal Capture Calculations

ITE Trip Generation Excerpts

2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8630 WEST-W OF US441

MOCF: 0.98

WEEK	DATES	SF	PSCF
1	01/01/2024 - 01/06/2024	1.05	1.07
2	01/07/2024 - 01/13/2024	1.04	1.06
3	01/14/2024 - 01/20/2024	1.02	1.04
4	01/21/2024 - 01/27/2024	1.00	1.02
5	01/28/2024 - 02/03/2024	0.99	1.01
6	02/04/2024 - 02/10/2024	0.98	1.00
* 7	02/11/2024 - 02/17/2024	0.97	0.99
* 8	02/18/2024 - 02/24/2024	0.97	0.99
* 9	02/25/2024 - 03/02/2024	0.97	0.99
*10	03/03/2024 - 03/09/2024	0.97	0.99
*11	03/10/2024 - 03/16/2024	0.97	0.99
*12	03/17/2024 - 03/23/2024	0.97	0.99
*13	03/24/2024 - 03/30/2024	0.98	1.00
*14	03/31/2024 - 04/06/2024	0.98	1.00
*15	04/07/2024 - 04/13/2024	0.99	1.01
*16	04/14/2024 - 04/20/2024	0.99	1.01
*17	04/21/2024 - 04/27/2024	0.99	1.01
*18	04/28/2024 - 05/04/2024	0.98	1.00
*19	05/05/2024 - 05/11/2024	0.98	1.00
20	05/12/2024 - 05/18/2024	0.98	1.00
21	05/19/2024 - 05/25/2024	0.99	1.01
22	05/26/2024 - 06/01/2024	1.00	1.02
23	06/02/2024 - 06/08/2024	1.01	1.03
24	06/09/2024 - 06/15/2024	1.03	1.05
25	06/16/2024 - 06/22/2024	1.03	1.05
26	06/23/2024 - 06/29/2024	1.04	1.06
27	06/30/2024 - 07/06/2024	1.04	1.06
28	07/07/2024 - 07/13/2024	1.05	1.07
29	07/14/2024 - 07/20/2024	1.05	1.07
30	07/21/2024 - 07/27/2024	1.04	1.06
31	07/28/2024 - 08/03/2024	1.03	1.05
32	08/04/2024 - 08/10/2024	1.01	1.03
33	08/11/2024 - 08/17/2024	1.00	1.02
34	08/18/2024 - 08/24/2024	1.00	1.02
35	08/25/2024 - 08/31/2024	1.00	1.02
36	09/01/2024 - 09/07/2024	1.00	1.02
37	09/08/2024 - 09/14/2024	1.00	1.02
38	09/15/2024 - 09/21/2024	1.00	1.02
39	09/22/2024 - 09/28/2024	1.00	1.02
40	09/29/2024 - 10/05/2024	1.00	1.02
41	10/06/2024 - 10/12/2024	1.00	1.02
42	10/13/2024 - 10/19/2024	1.00	1.02
43	10/20/2024 - 10/26/2024	1.00	1.02
44	10/27/2024 - 11/02/2024	1.00	1.02
45	11/03/2024 - 11/09/2024	1.00	1.02
46	11/10/2024 - 11/16/2024	1.00	1.02
47	11/17/2024 - 11/23/2024	1.01	1.03
48	11/24/2024 - 11/30/2024	1.02	1.04
49	12/01/2024 - 12/07/2024	1.03	1.05
50	12/08/2024 - 12/14/2024	1.04	1.06
51	12/15/2024 - 12/21/2024	1.05	1.07
52	12/22/2024 - 12/28/2024	1.04	1.06
53	12/29/2024 - 12/31/2024	1.02	1.04

* PEAK SEASON

Year	Site Location & Number						Total
	Riverside Dr. #7662	Woodside Dr. #9597	Sample Rd. #7466	Rock Island Rd. #9166	Royal Palm Blvd. #7164	Rock Island Rd. #7593	
2024	18,700	8,600	45,500	22,000	35,000	32,000	161,800
2023	18,500	8,400	47,000	22,000	34,000	315,000	444,900
2022	17,500	6,900	44,500	23,500	27,500	25,000	144,900
2019	23,000	9,000	45,000	23,000	36,500	31,500	168,000
3-Year Growth Rate	*-8.4%*	*-8.5%*	*-2.7%*	*-1.5%*	*-9.0%*	*-7.4%*	*-0.7%*

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7593 - ROCK ISLAND RD, S OF ROYAL PALM BLVD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	32000 F	N 15500	S 16500	9.00	53.70	8.20
2023	31500 C	N 15500	S 16000	9.00	54.20	3.00
2022	25000 S	N 12500	S 12500	9.00	53.80	5.40
2021	25000 F	N 12500	S 12500	9.00	54.00	14.30
2020	25000 C	N 12500	S 12500	9.00	55.10	8.80
2019	31500 R	N 16000	S 15500	9.00	56.00	5.50
2018	31500 T	N 16000	S 15500	9.00	56.30	6.00
2017	31500 S	N 16000	S 15500	9.00	57.10	6.20
2016	30500 F	N 15500	S 15000	9.00	56.10	2.90
2015	29500 C	N 15000	S 14500	9.00	56.20	3.40
2014	28500 X			9.00	56.80	7.40
2013	28000 X	0	0	9.00	56.20	7.60
2012	27500 T	0	0	9.00	57.00	5.90
2011	27000 S	0	0	9.00	59.10	6.30
2010	26000 F	N 13000	S 13000	9.60	57.92	9.30
2009	25000 C	N 12500	S 12500	9.71	58.42	5.30

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7164 - ROYAL PALM BLVD, E OF RIVERSIDE DR

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	35000 F	E 17000	W 18000	9.00	53.70	8.20
2023	34000 C	E 16500	W 17500	9.00	54.20	3.00
2022	27500 S	E 13500	W 14000	9.00	53.80	5.40
2021	27500 F	E 13500	W 14000	9.00	54.00	14.30
2020	27500 C	E 13500	W 14000	9.00	55.10	8.80
2019	36500 R	E 18500	W 18000	9.00	56.00	5.50
2018	36500 T	E 18500	W 18000	9.00	56.30	6.00
2017	35500 S	E 18000	W 17500	9.00	57.10	6.20
2016	34500 F	E 17500	W 17000	9.00	56.10	2.90
2015	33500 C	E 17000	W 16500	9.00	56.20	3.40
2014	36000 X			9.00	56.80	7.40
2013	35000 X	0	0	9.00	56.20	7.60
2012	34500 T	0	0	9.00	57.00	5.90
2011	34000 S	0	0	9.00	59.10	6.30
2010	33000 F	E 16500	W 16500	9.60	57.92	9.30
2009	32000 C	E 16000	W 16000	9.71	58.42	5.30

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9166 - ROCK ISLAND RD., S OF SAMPLE RD.

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	22000 F	N 11000	S 11000	9.00	53.70	8.20
2023	22000 C	N 11000	S 11000	9.00	54.20	3.00
2022	23500 C	N 12000	S 11500	9.00	53.80	5.40
2021	22000 V	N 11000	S 11000	9.00	54.00	14.30
2020	22000 R	N 11000	S 11000	9.00	55.10	8.80
2019	23000 T	N 11500	S 11500	9.00	56.00	5.50
2018	23000 S	N 11500	S 11500	9.00	56.30	6.00
2017	23000 F	N 11500	S 11500	9.00	57.10	6.20
2016	22000 C	N 11000	S 11000	9.00	56.10	2.90
2015	22500 V	0	0	9.00	56.20	3.40
2014	22000 R			9.00	56.80	7.40
2013	21500 T	0	0	9.00	56.20	7.60
2012	21500 S	0	0	9.00	57.00	5.90
2011	21000 F	0	0	9.00	59.10	6.30
2010	21000 C	N 10500	S 10500	9.60	57.92	9.30
2009	19800 F	N 9900	S 9900	9.71	58.42	5.30

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7466 - SAMPLE RD, E OF RIVERSIDE DR

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	45500 C	E 22500	W 23000	9.00	53.70	2.40
2023	47000 C	E 24000	W 23000	9.00	54.20	2.40
2022	44500 C	E 22000	W 22500	9.00	53.80	5.70
2021	41000 C	E 20500	W 20500	9.00	54.00	5.70
2020	48000 C	E 23500	W 24500	9.00	55.10	5.70
2019	45000 C	E 22500	W 22500	9.00	56.00	4.50
2018	44500 C	E 21500	W 23000	9.00	56.30	4.50
2017	50000 C	E 23000	W 27000	9.00	57.10	4.50
2016	47500 C	E 25000	W 22500	9.00	56.10	3.60
2015	55000 C	E 27500	W 27500	9.00	56.20	3.60
2014	47000 C	E 23500	W 23500	9.00	56.80	3.30
2013	45500 C	E 22000	W 23500	9.00	56.20	5.00
2012	43500 C	E 22000	W 21500	9.00	57.00	5.00
2011	43000 C	E 21500	W 21500	9.00	59.10	4.00
2010	47500 C	E 23500	W 24000	9.60	57.92	4.00
2009	46000 C	E 23000	W 23000	9.71	58.42	4.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9597 - WOODSIDE DR, N OF SAMPLE RD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	8600 F	N 4300	S 4300	9.00	53.70	8.20
2023	8400 C	N 4200	S 4200	9.00	54.20	3.00
2022	6900 S	N 3500	S 3400	9.00	53.80	5.40
2021	6900 F	N 3500	S 3400	9.00	54.00	14.30
2020	6900 C	N 3500	S 3400	9.00	55.10	8.80
2019	9000 R	N 4700	S 4300	9.00	56.00	5.50
2018	9000 T	N 4700	S 4300	9.00	56.30	6.00
2017	8800 S	N 4600	S 4200	9.00	57.10	6.20
2016	8600 F	N 4500	S 4100	9.00	56.10	2.90
2015	8400 C	N 4400	S 4000	9.00	56.20	3.40
2014	8400 X			9.00	56.80	7.40
2013	8200 X	0	0	9.00	56.20	7.60
2012	8100 T	0	0	9.00	57.00	5.90
2011	8000 S	0	0	9.00	59.10	6.30
2010	7800 F	0	0	9.60	57.92	9.30
2009	7600 C	N 0	S 0	9.71	58.42	5.30

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7662 - RIVERSIDE DR, S OF SAMPLE RD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	18700 R	N 9600	S 9100	9.00	53.70	8.20
2023	18500 T	N 9500	S 9000	9.00	54.20	3.00
2022	17500 S	N 9000	S 8500	9.00	53.80	5.40
2021	17700 F	N 9100	S 8600	9.00	54.00	14.30
2020	17900 C	N 9200	S 8700	9.00	55.10	8.80
2019	23000 T	N 11500	S 11500	9.00	56.00	5.50
2018	23000 S	N 11500	S 11500	9.00	56.30	1.90
2017	23000 F	N 11500	S 11500	9.00	57.10	1.90
2016	22000 C	N 11000	S 11000	9.00	56.10	1.90
2015	20000 S	N 10000	S 10000	9.00	56.20	3.30
2014	19900 F	N 9900	S 10000	9.00	56.80	3.30
2013	19700 C	N 9700	S 10000	9.00	56.20	3.30
2012	17500 S	0	0	9.00	57.00	5.90
2011	17500 F	0	0	9.00	59.10	6.30
2010	17100 C	N 8400	S 8700	9.60	57.92	9.30
2009	20000 F	N 10000	S 10000	9.71	58.42	5.30

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Vehicle Pass-By Rates by Land Use

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

Land Use Code	821								
Land Use	Shopping Plaza (40 - 150k)								
Setting	General Urban/Suburban								
Time Period	Weekday PM Peak Period								
# Data Sites	15								
Average Pass-By Rate	40%								
	Pass-By Characteristics for Individual Sites								
		Survey		Pass-By	Non-Pass-By Trips			Adj Street Peak	
GLA (000)	State or Province	Year	# Interviews	Trip (%)	Primary (%)	Diverted (%)	Total (%)	Hour Volume	Source
45	Florida	1992	844	56	24	20	44	—	30
50	Florida	1992	555	41	41	18	59	—	30
52	Florida	1995	665	42	33	25	58	—	30
53	Florida	1993	162	59	—	—	41	—	30
57.23	Kentucky	1993	247	31	53	16	69	2659	34
60	Florida	1995	1583	40	38	22	60	—	30
69.4	Kentucky	1993	109	25	42	33	75	1559	34
77	Florida	1992	365	46	—	—	54	—	30
78	Florida	1991	702	55	23	22	45	—	30
82	Florida	1992	336	34	—	—	66	—	30
92.857	Kentucky	1993	133	22	50	28	78	3555	34
100.888	Kentucky	1993	281	28	50	22	72	2111	34
121.54	Kentucky	1993	210	53	30	17	47	2636	34
144	New Jersey	1990	176	32	44	24	68	—	24
146.8	Kentucky	1993	—	36	39	25	64	—	34

Land Use: 821
Shopping Plaza (40-150k)

Description

A shopping plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has between 40,000 and 150,000 square feet of gross leasable area (GLA). The term "plaza" in the land use name rather than "center" is simply a means of distinction between the different shopping center size ranges. Various other names are commonly used to categorize a shopping plaza within this size range, depending on its specific size and tenants, such as neighborhood center, community center, and fashion center.

Its major tenant is often a supermarket but many sites are anchored by home improvement, discount, or other stores. A shopping plaza typically contains more than retail merchandising facilities. Office space, a movie theater, restaurants, a post office, banks, a health club, and recreational facilities are common tenants. A shopping plaza is almost always open-air and the GLA is the same as the gross floor area of the building.

The 150,000 square feet GLA threshold value between shopping plaza and shopping center (Land Use 820) is based on an examination of trip generation data. For a shopping plaza that is smaller than the threshold value, the presence or absence of a supermarket within the plaza has a measurable effect on site trip generation. For a shopping center that is larger than the threshold value, the trips generated by its other major tenants mask any effects of the presence or absence of an on-site supermarket.

The 40,000 square feet GFA threshold between shopping plaza and strip retail plaza (Land Use 822) was selected based on an examination of the overall shopping center/plaza database. No shopping plaza with a supermarket as its anchor is smaller than 40,000 square feet GLA.

Shopping center (>150k) (Land Use 820), strip retail plaza (<40k) (Land Use 822), and factory outlet center (Land Use 823) are related uses.

Land Use Subcategory

The presence or absence of a supermarket in a shopping plaza has been determined to have a measurable effect on site trip generation. Therefore, data are presented for two subcategories for this land use: sites with a supermarket anchor and sites without a supermarket.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), British Columbia (CAN), California, Connecticut, District of Columbia, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Maine, Maryland, Massachusetts, Minnesota, Nevada, New Jersey, New York, Ontario (CAN), Oregon, Pennsylvania, South Dakota, Texas, Vermont, Virginia, Washington, and Wisconsin.

Source Numbers

105, 110, 156, 159, 186, 198, 204, 211, 213, 239, 259, 260, 295, 301, 304, 305, 307, 317, 319, 358, 376, 390, 400, 404, 437, 444, 446, 507, 580, 598, 658, 728, 908, 926, 944, 946, 960, 973, 974, 1004, 1009, 1025, 1069

Shopping Plaza (40-150k) - Supermarket - Yes (821)

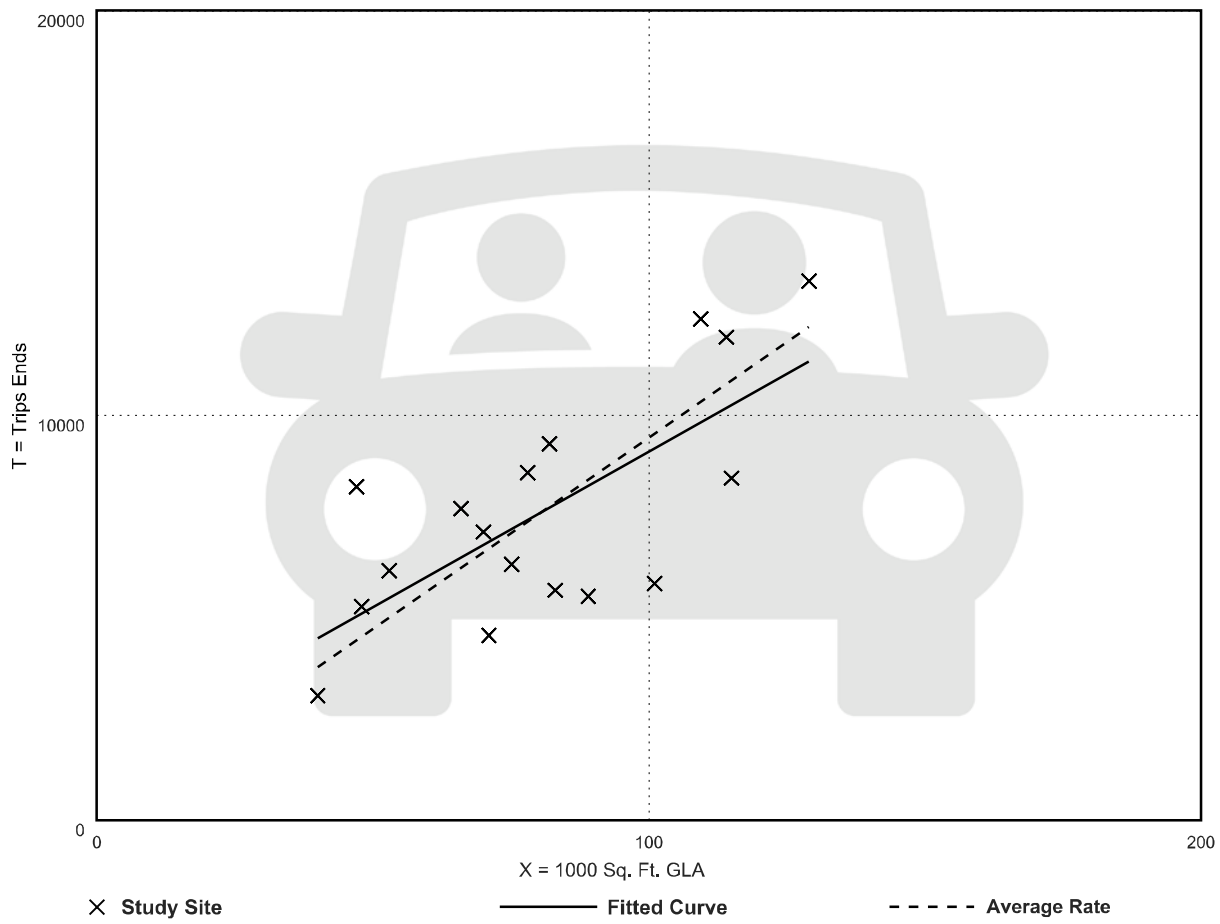
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 17
Avg. 1000 Sq. Ft. GLA: 81
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
94.49	57.86 - 175.32	26.55

Data Plot and Equation



Fitted Curve Equation: T = 76.96(X) + 1412.79

R^2= 0.50

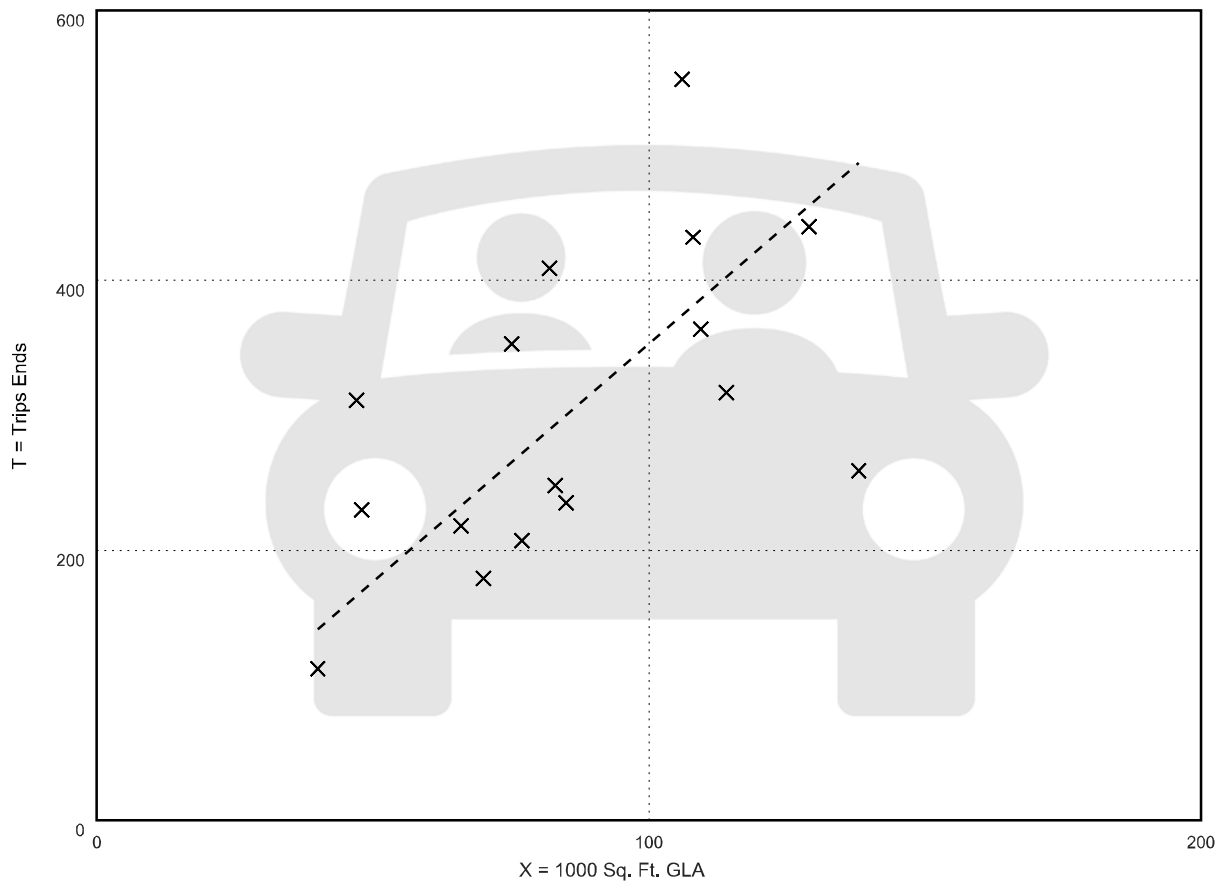
Shopping Plaza (40-150k) - Supermarket - Yes (821)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
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: 16
Avg. 1000 Sq. Ft. GLA: 86
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.53	1.88 - 6.62	1.17

Data Plot and Equation



× **Study Site**

- - - - - **Average Rate**

Fitted Curve Equation: Not Given

R^2= ***

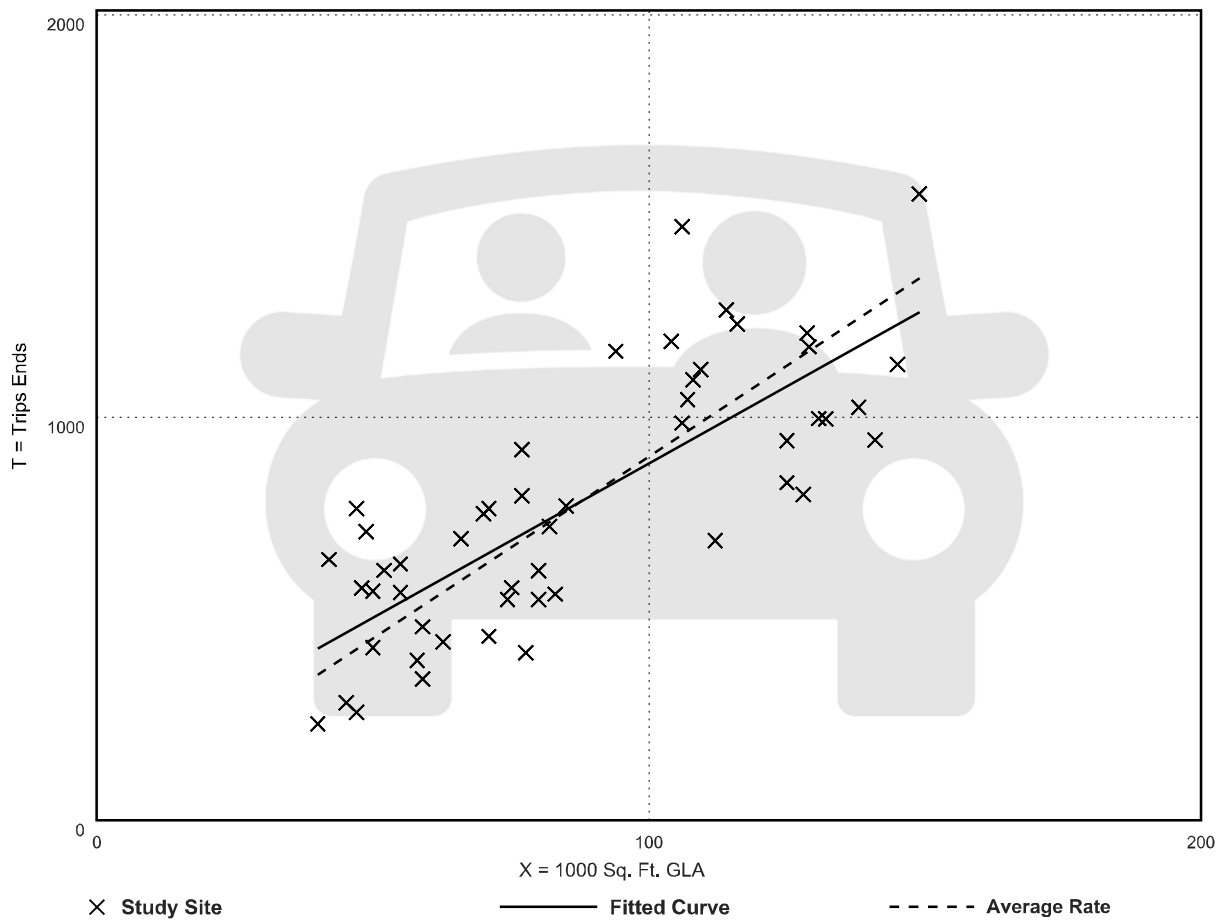
Shopping Plaza (40-150k) - Supermarket - Yes (821)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
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: 51
Avg. 1000 Sq. Ft. GLA: 87
Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
9.03	5.35 - 16.45	2.37

Data Plot and Equation



Fitted Curve Equation: T = 7.67(X) + 118.86

R^2= 0.62

Land Use: 215
Single-Family Attached Housing

Description

Single-family attached housing includes any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space.

Additional Data

The database for this land use includes duplexes (defined as a single structure with two distinct dwelling units, typically joined side-by-side and each with at least one outside entrance) and townhouses/rowhouses (defined as a single structure with three or more distinct dwelling units, joined side-by-side in a row and each with an outside entrance).

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in British Columbia (CAN), California, Georgia, Illinois, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Dakota, Utah, Virginia, and Wisconsin.

Source Numbers

168, 204, 211, 237, 305, 306, 319, 321, 357, 390, 418, 525, 571, 583, 638, 735, 868, 869, 870, 896, 912, 959, 1009, 1046, 1056, 1058, 1077

Single-Family Attached Housing
(215)

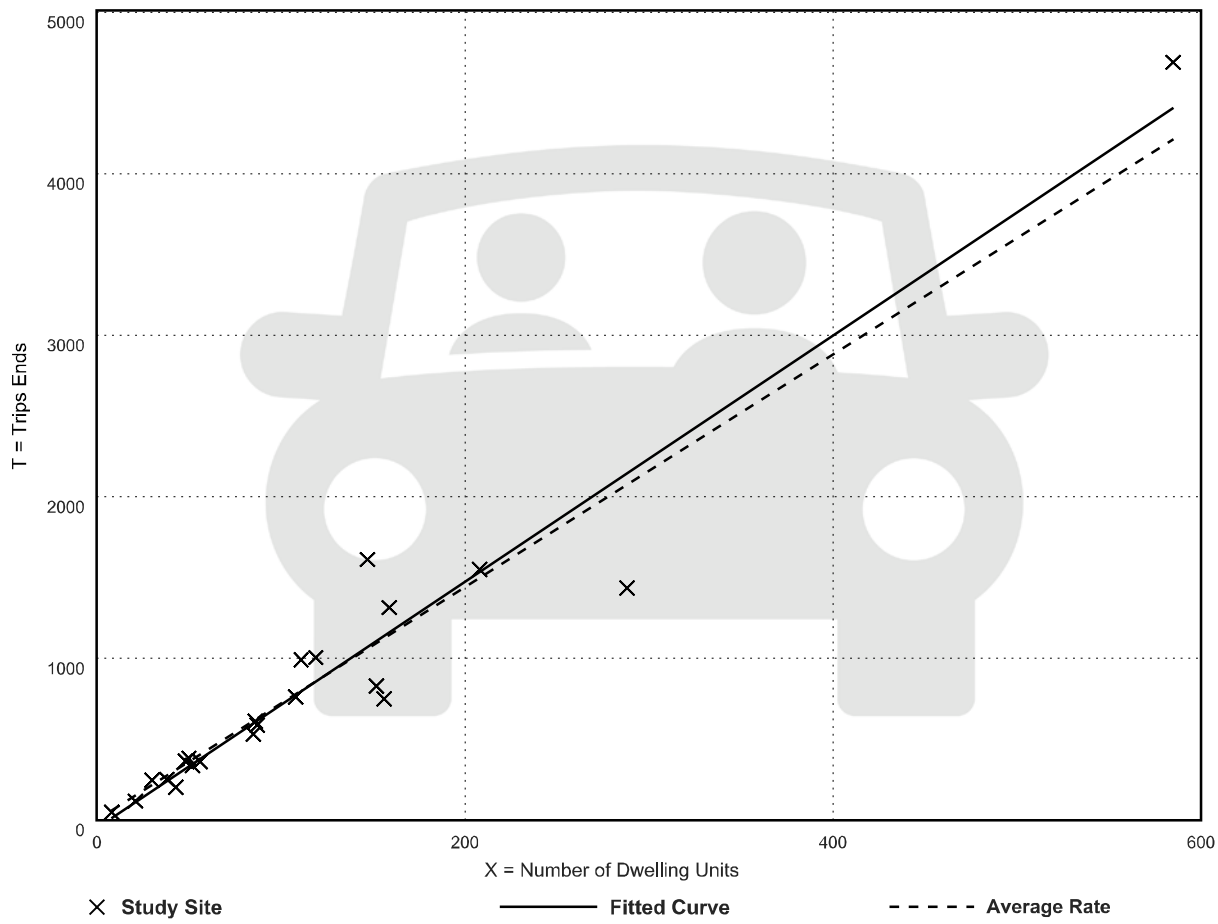
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. Num. of Dwelling Units: 120
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.20	4.70 - 10.97	1.61

Data Plot and Equation



Fitted Curve Equation: T = 7.62(X) - 50.48

R^2= 0.94

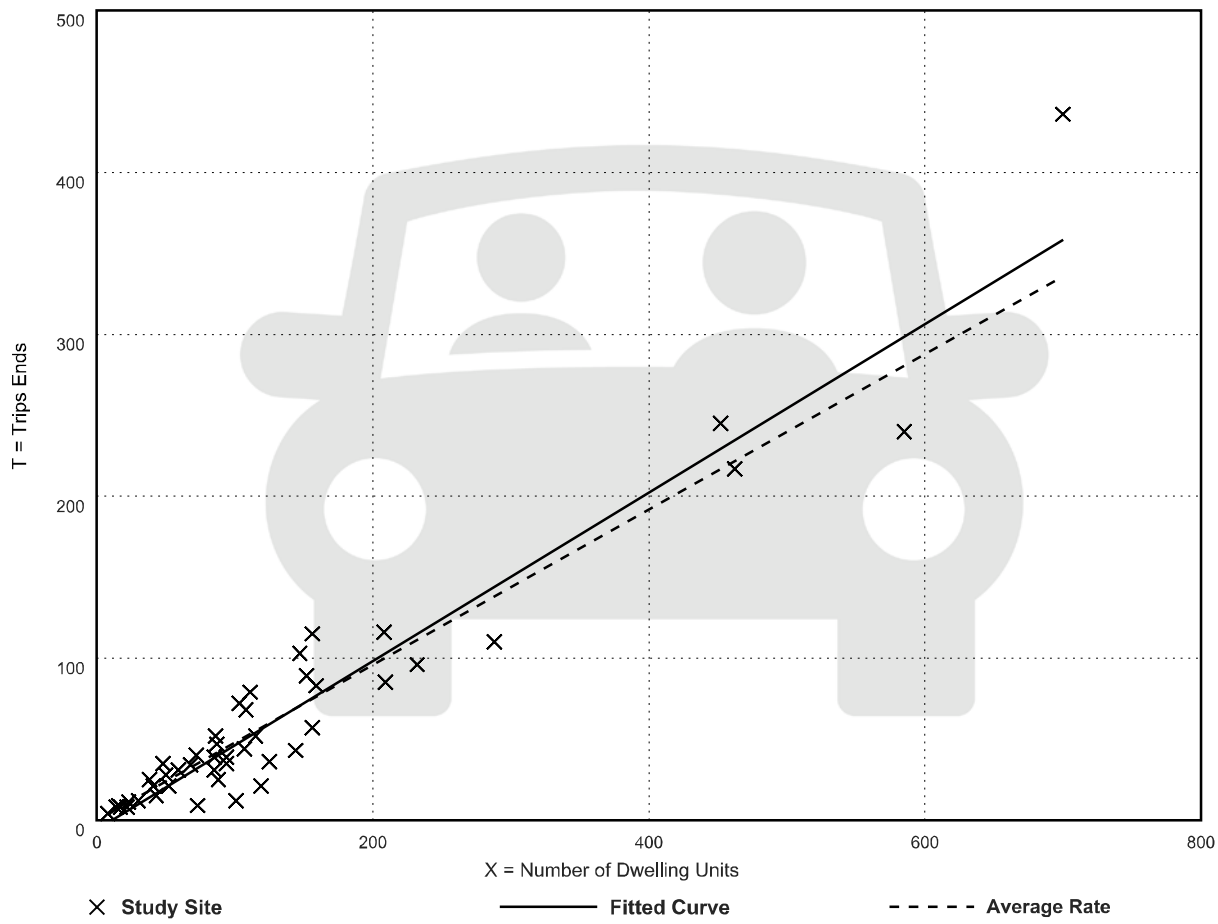
Single-Family Attached Housing
(215)

Vehicle Trip Ends vs: Dwelling Units
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: 46
Avg. Num. of Dwelling Units: 135
Directional Distribution: 31% entering, 69% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.48	0.12 - 0.74	0.14

Data Plot and Equation



Fitted Curve Equation: T = 0.52(X) - 5.70

R^2= 0.92

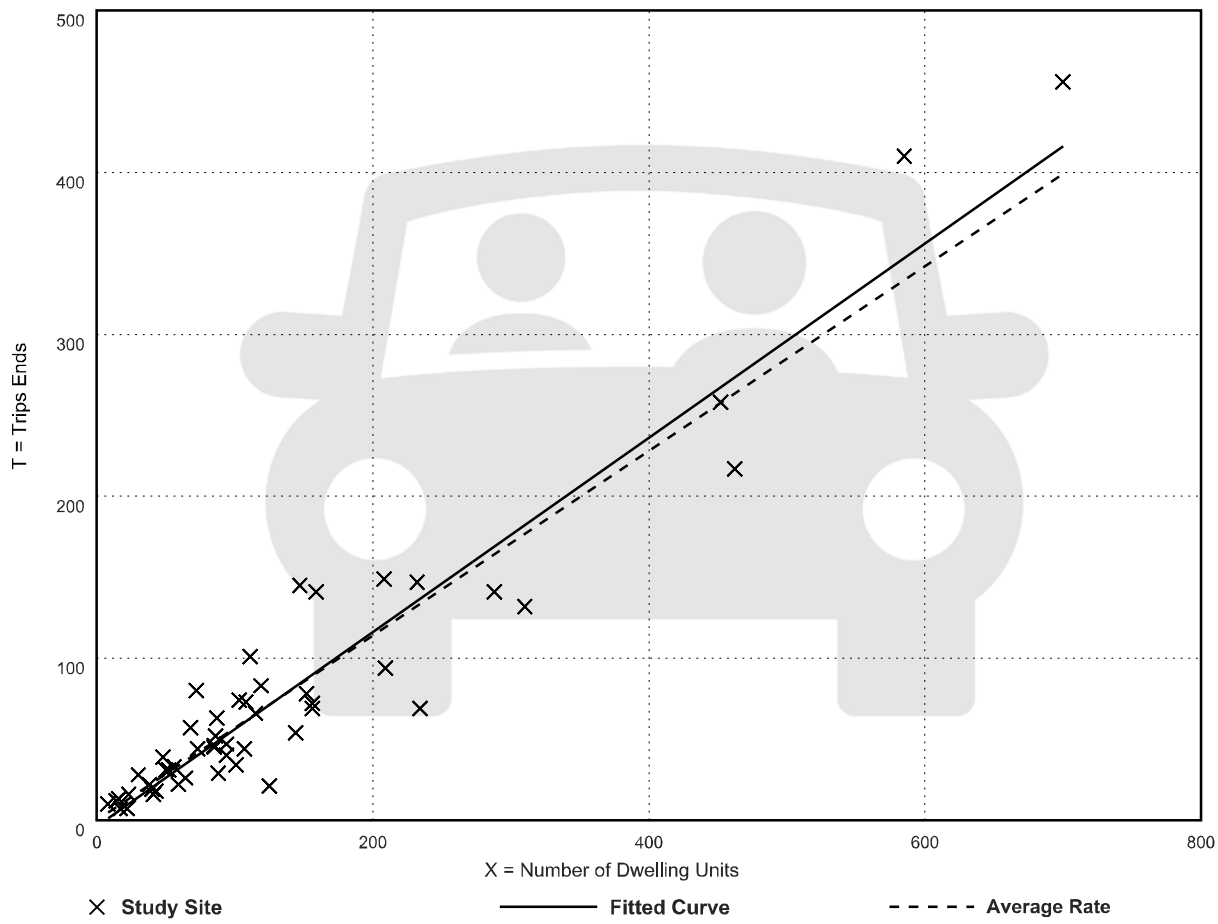
Single-Family Attached Housing
(215)

Vehicle Trip Ends vs: Dwelling Units
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: 51
Avg. Num. of Dwelling Units: 136
Directional Distribution: 57% entering, 43% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.17 - 1.25	0.18

Data Plot and Equation



Fitted Curve Equation: T = 0.60(X) - 3.93

R^2= 0.91

APPENDIX E: VOLUME DEVELOPMENT WORKSHEETS

VOLUME DEVELOPMENT SHEET

Carolina Club

Riverside Dr. & Sample Rd.

EXISTING GEOMETRY

COUNT DATE: **February 29, 2024**
AM PEAK HOUR FACTOR: **0.97**

**PSCF .99 but counts should not be reduced.*

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		200	1,105	94		233	1,127	176		150	587	463		130	358	187
Peak Season Correction Factor*	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AM PEAK SEASON VOLUMES		***200***	***1,105***	***94***		***233***	***1,127***	***176***		***150***	***587***	***463***		***130***	***358***	***187***
Years To Buildout	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
AM Background Traffic Growth		12	68	6		14	69	11		9	36	28		8	22	12
BACKGROUND TRAFFIC VOLUMES		***212***	***1,173***	***100***		***247***	***1,196***	***187***		***159***	***623***	***491***		***138***	***380***	***199***

AM Residential Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering			12.0%									5.0%		10.0%		
			8									3		7		
Exiting						5.0%	12.0%	10.0%								
						10	25	21								
AM Residential Project Traffic	**0**	**0**	**8**	**0**	**0**	**10**	**25**	**21**	**0**	**0**	**0**	**3**	**0**	**7**	**0**	**0**

AM Commercial Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering			12.0%									5.0%		10.0%		
			4									2		4		
Exiting						5.0%	12.0%	10.0%								
						1	3	2								
AM Commercial Project Traffic	**0**	**0**	**4**	**0**	**0**	**1**	**3**	**2**	**0**	**0**	**0**	**2**	**0**	**4**	**0**	**0**
AM TOTAL PROJECT TRAFFIC	**0**	**0**	**12**	**0**	**0**	**11**	**28**	**23**	**0**	**0**	**0**	**5**	**0**	**11**	**0**	**0**
FUTURE TOTAL AM VOLUMES	***0***	***212***	***1,185***	***100***	***0***	***258***	***1,224***	***210***	***0***	***159***	***623***	***496***	***0***	***149***	***380***	***199***

VOLUME DEVELOPMENT SHEET

Carolina Club

Riverside Dr. & Sample Rd.

EXISTING GEOMETRY

COUNT DATE: **February 29, 2024**
PM PEAK HOUR FACTOR: **0.95**

**PSCF .99 but counts should not be reduced.*

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		168	1,228	129		281	1,249	127		134	464	366		128	627	175
Peak Season Correction Factor*	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PM PEAK SEASON VOLUMES		***168***	***1,228***	***129***		***281***	***1,249***	***127***		***134***	***464***	***366***		***128***	***627***	***175***
Years To Buildout	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
PM Background Traffic Growth		10	76	8		17	77	8		8	29	23		8	39	11
BACKGROUND TRAFFIC VOLUMES		***178***	***1,304***	***137***		***298***	***1,326***	***135***		***142***	***493***	***389***		***136***	***666***	***186***

PM Residential Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering			12.0%									5.0%		10.0%		
			23									9		19		
Exiting						5.0%	12.0%	10.0%								
						7	16	13								
PM Residential Project Traffic	**0**	**0**	**23**	**0**	**0**	**7**	**16**	**13**	**0**	**0**	**0**	**9**	**0**	**19**	**0**	**0**

PM Commercial Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering			12.0%									5.0%		10.0%		
			10									4		9		
Exiting						5.0%	12.0%	10.0%								
						4	10	9								
PM Commercial Project Traffic	**0**	**0**	**10**	**0**	**0**	**4**	**10**	**9**	**0**	**0**	**0**	**4**	**0**	**9**	**0**	**0**
PM TOTAL PROJECT TRAFFIC	***0***	***0***	***33***	***0***	***0***	***11***	***26***	***22***	***0***	***0***	***0***	***13***	***0***	***28***	***0***	***0***
FUTURE TOTAL PM VOLUMES	***0***	***178***	***1,337***	***137***	***0***	***309***	***1,352***	***157***	***0***	***142***	***493***	***402***	***0***	***164***	***666***	***186***

VOLUME DEVELOPMENT SHEET

Carolina Club

Woodside Dr. & Sample Rd.

EXISTING GEOMETRY

COUNT DATE: **February 29, 2024**
AM PEAK HOUR FACTOR: **0.94**

**PSCF .99 but counts should not be reduced.*

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		104	1,487	37		36	1,309	129		87	30	58		200	41	105
Peak Season Correction Factor*	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AM PEAK SEASON VOLUMES		***104***	***1,487***	***37***		***36***	***1,309***	***129***		***87***	***30***	***58***		***200***	***41***	***105***
Years To Buildout	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
AM Background Traffic Growth		6	91	2		2	81	8		5	2	4		12	3	6
BACKGROUND TRAFFIC VOLUMES		***110***	***1,578***	***39***		***38***	***1,390***	***137***		***92***	***32***	***62***		***212***	***44***	***111***

AM Residential Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering			12.0%	15.0%		10.0%									5.0%	
			8	10		7									3	
Exiting										27.0%	5.0%	2.0%				
										56	10	4				
AM Residential Project Traffic	**0**	**0**	**8**	**10**	**0**	**7**	**0**	**0**	**0**	**56**	**10**	**4**	**0**	**0**	**3**	**0**

AM Commercial Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering			27.0%			10.0%								5.0%		
			9			4								2		
Exiting										27.0%	5.0%					
										6	1					
AM Commercial Project Traffic	**0**	**0**	**9**	**0**	**0**	**4**	**0**	**0**	**0**	**6**	**1**	**0**	**0**	**2**	**0**	**0**
AM TOTAL PROJECT TRAFFIC	**0**	**0**	**17**	**10**	**0**	**11**	**0**	**0**	**0**	**62**	**11**	**4**	**0**	**2**	**3**	**0**
FUTURE TOTAL AM VOLUMES	***0***	***110***	***1,595***	***49***	***0***	***49***	***1,390***	***137***	***0***	***154***	***43***	***66***	***0***	***214***	***47***	***111***

VOLUME DEVELOPMENT SHEET

Carolina Club

Woodside Dr. & Sample Rd.

EXISTING GEOMETRY

COUNT DATE: **February 29, 2024**
PM PEAK HOUR FACTOR: **0.96**

**PSCF .99 but counts should not be reduced.*

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		150	1,484	56		95	1,492	203		99	56	62		139	67	104
Peak Season Correction Factor*	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PM PEAK SEASON VOLUMES		***150***	***1,484***	***56***		***95***	***1,492***	***203***		***99***	***56***	***62***		***139***	***67***	***104***
Years To Buildout	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
PM Background Traffic Growth		9	91	3		6	92	12		6	3	4		9	4	6
BACKGROUND TRAFFIC VOLUMES		***159***	***1,575***	***59***		***101***	***1,584***	***215***		***105***	***59***	***66***		***148***	***71***	***110***

PM Residential Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering			12.0%	15.0%		10.0%									5.0%	
			23	28		19									9	
Exiting										27.0%	5.0%	2.0%				
										35	7	3				
PM Residential Project Traffic	**0**	**0**	**23**	**28**	**0**	**19**	**0**	**0**	**0**	**35**	**7**	**3**	**0**	**0**	**9**	**0**

PM Commercial Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering			27.0%			10.0%								5.0%		
			23			9								4		
Exiting										27.0%	5.0%					
										23	4					
PM Commercial Project Traffic	**0**	**0**	**23**	**0**	**0**	**9**	**0**	**0**	**0**	**23**	**4**	**0**	**0**	**4**	**0**	**0**
PM TOTAL PROJECT TRAFFIC	***0***	***0***	***46***	***28***	***0***	***28***	***0***	***0***	***0***	***58***	***11***	***3***	***0***	***4***	***9***	***0***
FUTURE TOTAL PM VOLUMES	***0***	***159***	***1,621***	***87***	***0***	***129***	***1,584***	***215***	***0***	***163***	***70***	***69***	***0***	***152***	***80***	***110***

VOLUME DEVELOPMENT SHEET

Carolina Club

Pod B Rd. & Sample Rd.

EXISTING GEOMETRY

COUNT DATE: **December 13, 2023**
AM PEAK HOUR FACTOR: **0.95**

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	1,613	0		0	1,553	0		0	0	0		0	0	0
Peak Season Correction Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
AM PEAK SEASON VOLUMES		***0***	***1,710***	***0***		***0***	***1,646***	***0***		***0***	***0***	***0***		***0***	***0***	***0***
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
AM Background Traffic Growth		0	123	0		0	119	0		0	0	0		0	0	0
BACKGROUND TRAFFIC VOLUMES		***0***	***1,833***	***0***		***0***	***1,765***	***0***		***0***	***0***	***0***		***0***	***0***	***0***

AM Residential Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering				12.0%			10.0%									
				8			7									
Exiting												10.0%				
												21				
AM Residential Project Traffic	**0**	**0**	**0**	**8**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**21**	**0**	**0**	**0**	**0**

AM Commercial Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering				42.0%			10.0%									
				15			4									
Exiting												10.0%				
												2				
AM Commercial Project Traffic	**0**	**0**	**0**	**15**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**
AM TOTAL PROJECT TRAFFIC	**0**	**0**	**0**	**23**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**23**	**0**	**0**	**0**	**0**
FUTURE TOTAL AM VOLUMES	***0***	***0***	***1,833***	***23***	***0***	***0***	***1,776***	***0***	***0***	***0***	***0***	***23***	***0***	***0***	***0***	***0***

VOLUME DEVELOPMENT SHEET

Carolina Club

Pod B Rd. & Sample Rd.

EXISTING GEOMETRY

COUNT DATE: **December 13, 2023**
PM PEAK HOUR FACTOR: **0.94**

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	1,658	0		0	1,638	0		0	0	0		0	0	0
Peak Season Correction Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
PM PEAK SEASON VOLUMES		***0***	***1,757***	***0***		***0***	***1,736***	***0***		***0***	***0***	***0***		***0***	***0***	***0***
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
PM Background Traffic Growth		0	127	0		0	125	0		0	0	0		0	0	0
BACKGROUND TRAFFIC VOLUMES		***0***	***1,884***	***0***		***0***	***1,861***	***0***		***0***	***0***	***0***		***0***	***0***	***0***

PM Residential Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering				12.0%			10.0%									
				23			19									
Exiting												10.0%				
												13				
PM Residential Project Traffic	**0**	**0**	**0**	**23**	**0**	**0**	**19**	**0**	**0**	**0**	**0**	**13**	**0**	**0**	**0**	**0**

PM Commercial Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering				42.0%			10.0%									
				36			9									
Exiting												10.0%				
												9				
PM Commercial Project Traffic	**0**	**0**	**0**	**36**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**0**
PM TOTAL PROJECT TRAFFIC	***0***	***0***	***0***	***59***	***0***	***0***	***28***	***0***	***0***	***0***	***0***	***22***	***0***	***0***	***0***	***0***
FUTURE TOTAL PM VOLUMES	***0***	***0***	***1,884***	***59***	***0***	***0***	***1,889***	***0***	***0***	***0***	***0***	***22***	***0***	***0***	***0***	***0***

VOLUME DEVELOPMENT SHEET

Carolina Club

Rock Island Rd. & Sample Rd.

EXISTING GEOMETRY

COUNT DATE: **December 13, 2023**
AM PEAK HOUR FACTOR: **0.89**

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		137	1,316	230		265	1,056	130		266	464	694		220	327	141
Peak Season Correction Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
AM PEAK SEASON VOLUMES		***145***	***1,395***	***244***		***281***	***1,119***	***138***		***282***	***492***	***736***		***233***	***347***	***149***
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
AM Background Traffic Growth		10	101	18		20	81	10		20	35	53		17	25	11
BACKGROUND TRAFFIC VOLUMES		***155***	***1,496***	***262***		***301***	***1,200***	***148***		***302***	***527***	***789***		***250***	***372***	***160***

AM Residential Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering						19.0%	7.0%								7.0%	3.0%
						13	5								5	2
Exiting		3.0%	7.0%								7.0%	19.0%				
		6	14								14	39				
AM Residential Project Traffic	**0**	**6**	**14**	**0**	**0**	**13**	**5**	**0**	**0**	**0**	**14**	**39**	**0**	**0**	**5**	**2**

AM Commercial Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering						19.0%	7.0%								7.0%	3.0%
						7	2								2	1
Exiting		3.0%	7.0%								7.0%	19.0%				
		1	2								2	5				
AM Commercial Project Traffic	**0**	**1**	**2**	**0**	**0**	**7**	**2**	**0**	**0**	**0**	**2**	**5**	**0**	**0**	**2**	**1**
AM TOTAL PROJECT TRAFFIC	**0**	**7**	**16**	**0**	**0**	**20**	**7**	**0**	**0**	**0**	**16**	**44**	**0**	**0**	**7**	**3**
FUTURE TOTAL AM VOLUMES	***0***	***162***	***1,512***	***262***	***0***	***321***	***1,207***	***148***	***0***	***302***	***543***	***833***	***0***	***250***	***379***	***163***

VOLUME DEVELOPMENT SHEET

Carolina Club

Rock Island Rd. & Sample Rd.

EXISTING GEOMETRY

COUNT DATE: **December 13, 2023**
PM PEAK HOUR FACTOR: **0.92**

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		128	1,301	275		494	1,620	120		185	285	378		103	406	94
Peak Season Correction Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
PM PEAK SEASON VOLUMES		***136***	***1,379***	***292***		***524***	***1,717***	***127***		***196***	***302***	***401***		***109***	***430***	***100***
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
PM Background Traffic Growth		10	99	21		38	124	9		14	22	29		8	31	7
BACKGROUND TRAFFIC VOLUMES		***146***	***1,478***	***313***		***562***	***1,841***	***136***		***210***	***324***	***430***		***117***	***461***	***107***

PM Residential Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering						19.0%	7.0%								7.0%	3.0%
						36	13								13	6
Exiting		3.0%	7.0%								7.0%	19.0%				
		4	9								9	25				
PM Residential Project Traffic	**0**	**4**	**9**	**0**	**0**	**36**	**13**	**0**	**0**	**0**	**9**	**25**	**0**	**0**	**13**	**6**

PM Commercial Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering						19.0%	7.0%								7.0%	3.0%
						16	6								6	3
Exiting		3.0%	7.0%								7.0%	19.0%				
		3	6								6	16				
PM Commercial Project Traffic	**0**	**3**	**6**	**0**	**0**	**16**	**6**	**0**	**0**	**0**	**6**	**16**	**0**	**0**	**6**	**3**
PM TOTAL PROJECT TRAFFIC	***0***	***7***	***15***	***0***	***0***	***52***	***19***	***0***	***0***	***0***	***15***	***41***	***0***	***0***	***19***	***9***
FUTURE TOTAL PM VOLUMES	***0***	***153***	***1,493***	***313***	***0***	***614***	***1,860***	***136***	***0***	***210***	***339***	***471***	***0***	***117***	***480***	***116***

VOLUME DEVELOPMENT SHEET

Carolina Club

Rock Island Rd. & Pinewalk Dr. N

EXISTING GEOMETRY

COUNT DATE: **December 13, 2023**
AM PEAK HOUR FACTOR: **0.88**

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		132	1	114		22	0	38		15	1,258	12		34	707	45
Peak Season Correction Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
AM PEAK SEASON VOLUMES		***140***	***1***	***121***		***23***	***0***	***40***		***16***	***1,333***	***13***		***36***	***749***	***48***
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
AM Background Traffic Growth		10	0	9		2	0	3		1	96	1		3	54	3
BACKGROUND TRAFFIC VOLUMES		***150***	***1***	***130***		***25***	***0***	***43***		***17***	***1,429***	***14***		***39***	***803***	***51***

AM Residential Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering										5.0%					21.0%	5.0%
										3					14	3
Exiting		5.0%		5.0%							21.0%					
		10		10							43					
AM Residential Project Traffic	**0**	**10**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**3**	**43**	**0**	**0**	**0**	**14**	**3**

AM Commercial Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering										32.0%						26.0%
										11						9
Exiting		26.0%		32.0%												
		6		8												
AM Commercial Project Traffic	**0**	**6**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**9**
AM TOTAL PROJECT TRAFFIC	**0**	**16**	**0**	**18**	**0**	**0**	**0**	**0**	**0**	**14**	**43**	**0**	**0**	**0**	**14**	**12**
FUTURE TOTAL AM VOLUMES	***0***	***166***	***1***	***148***	***0***	***25***	***0***	***43***	***0***	***31***	***1,472***	***14***	***0***	***39***	***817***	***63***

VOLUME DEVELOPMENT SHEET

Carolina Club

Rock Island Rd. & Pinewalk Dr. N

EXISTING GEOMETRY

COUNT DATE: **December 13, 2023**
PM PEAK HOUR FACTOR: **0.92**

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		82	0	38		9	0	28		60	737	12		33	963	159
Peak Season Correction Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
PM PEAK SEASON VOLUMES		***87***	***0***	***40***		***10***	***0***	***30***		***64***	***781***	***13***		***35***	***1,021***	***169***
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
PM Background Traffic Growth		6	0	3		1	0	2		5	56	1		3	74	12
BACKGROUND TRAFFIC VOLUMES		***93***	***0***	***43***		***11***	***0***	***32***		***69***	***837***	***14***		***38***	***1,095***	***181***

PM Residential Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering										5.0%					21.0%	5.0%
										9					40	9
Exiting		5.0%		5.0%							21.0%					
		7		7							28					
PM Residential Project Traffic	**0**	**7**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**9**	**28**	**0**	**0**	**0**	**40**	**9**

PM Commercial Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering										32.0%						26.0%
										27						22
Exiting		26.0%		32.0%												
		22		27												
PM Commercial Project Traffic	**0**	**22**	**0**	**27**	**0**	**0**	**0**	**0**	**0**	**27**	**0**	**0**	**0**	**0**	**0**	**22**
PM TOTAL PROJECT TRAFFIC	***0***	***29***	***0***	***34***	***0***	***0***	***0***	***0***	***0***	***36***	***28***	***0***	***0***	***0***	***40***	***31***
FUTURE TOTAL PM VOLUMES	***0***	***122***	***0***	***77***	***0***	***11***	***0***	***32***	***0***	***105***	***865***	***14***	***0***	***38***	***1,135***	***212***

VOLUME DEVELOPMENT SHEET

Carolina Club

Pod A Rd. & Pinewalk Dr. N

EXISTING GEOMETRY

COUNT DATE: **February 29, 2024**
AM PEAK HOUR FACTOR: **0.94**

**PSCF .99 but counts should not be reduced.*

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	150	0		0	44	0		0	0	0		0	0	0
Peak Season Correction Factor*	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AM PEAK SEASON VOLUMES		***0***	***150***	***0***		***0***	***44***	***0***		***0***	***0***	***0***		***0***	***0***	***0***
Years To Buildout	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
AM Background Traffic Growth		0	9	0		0	3	0		0	0	0		0	0	0
BACKGROUND TRAFFIC VOLUMES		***0***	***159***	***0***		***0***	***47***	***0***		***0***	***0***	***0***		***0***	***0***	***0***

AM Residential Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering							5.0%	5.0%								2.0%
							3	3								1
Exiting		2.0%	5.0%											5.0%		
		4	10											10		
AM Residential Project Traffic	**0**	**4**	**10**	**0**	**0**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**1**

AM Commercial Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering								58.0%								
								20								
Exiting														58.0%		
														14		
AM Commercial Project Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**0**	**0**	**0**	**0**	**0**	**14**	**0**	**0**
AM TOTAL PROJECT TRAFFIC	**0**	**4**	**10**	**0**	**0**	**0**	**3**	**23**	**0**	**0**	**0**	**0**	**0**	**24**	**0**	**1**
FUTURE TOTAL AM VOLUMES	***0***	***4***	***169***	***0***	***0***	***0***	***50***	***23***	***0***	***0***	***0***	***0***	***0***	***24***	***0***	***1***

VOLUME DEVELOPMENT SHEET

Carolina Club

Pod A Rd. & Pinewalk Dr. N

EXISTING GEOMETRY

COUNT DATE: **February 29, 2024**
PM PEAK HOUR FACTOR: **0.85**

**PSCF .99 but counts should not be reduced.*

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	92	0		0	137	0		0	0	0		0	0	0
Peak Season Correction Factor*	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PM PEAK SEASON VOLUMES		***0***	***92***	***0***		***0***	***137***	***0***		***0***	***0***	***0***		***0***	***0***	***0***
Years To Buildout	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
PM Background Traffic Growth		0	6	0		0	8	0		0	0	0		0	0	0
BACKGROUND TRAFFIC VOLUMES		***0***	***98***	***0***		***0***	***145***	***0***		***0***	***0***	***0***		***0***	***0***	***0***

PM Residential Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering							5.0%	5.0%								2.0%
							9	9								4
Exiting		2.0%	5.0%											5.0%		
		3	7											7		
PM Residential Project Traffic	**0**	**3**	**7**	**0**	**0**	**0**	**9**	**9**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**4**

PM Commercial Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering								58.0%								
								49								
Exiting														58.0%		
														49		
PM Commercial Project Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**49**	**0**	**0**	**0**	**0**	**0**	**49**	**0**	**0**
PM TOTAL PROJECT TRAFFIC	***0***	***3***	***7***	***0***	***0***	***0***	***9***	***58***	***0***	***0***	***0***	***0***	***0***	***56***	***0***	***4***
FUTURE TOTAL PM VOLUMES	***0***	***3***	***105***	***0***	***0***	***0***	***154***	***58***	***0***	***0***	***0***	***0***	***0***	***56***	***0***	***4***

VOLUME DEVELOPMENT SHEET

Carolina Club

Holiday Springs Blvd. & Pod B Rd.

EXISTING GEOMETRY

COUNT DATE: **February 29, 2024**
AM PEAK HOUR FACTOR: **0.88**

**PSCF .99 but counts should not be reduced.*

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	0	0		0	0	0		0	105	0		0	87	0
Peak Season Correction Factor*	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AM PEAK SEASON VOLUMES		*0*	*0*	*0*		*0*	*0*	*0*		*0*	*105*	*0*		*0*	*87*	*0*
Years To Buildout	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
AM Background Traffic Growth		0	0	0		0	0	0		0	6	0		0	5	0
BACKGROUND TRAFFIC VOLUMES		*0*	*0*	*0*		*0*	*0*	*0*		*0*	*111*	*0*		*0*	*92*	*0*

AM Residential Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering												4.0%		30.0%		
												3		21		
Exiting						4.0%		34.0%								
						8		70								
AM Residential Project Traffic	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**70**	**0**	**0**	**0**	**3**	**0**	**21**	**0**	**0**

AM Commercial Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering																
Exiting								32.0%								
								8								
AM Commercial Project Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
AM TOTAL PROJECT TRAFFIC	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**78**	**0**	**0**	**0**	**3**	**0**	**21**	**0**	**0**
FUTURE TOTAL AM VOLUMES	***0***	***0***	***0***	***0***	***0***	***8***	***0***	***78***	***0***	***0***	***111***	***3***	***0***	***21***	***92***	***0***

VOLUME DEVELOPMENT SHEET

Carolina Club

Holiday Springs Blvd. & Pod B Rd.

EXISTING GEOMETRY

COUNT DATE: **February 29, 2024**
PM PEAK HOUR FACTOR: **0.87**

**PSCF .99 but counts should not be reduced.*

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	0	0		0	0	0		0	131	0		0	132	0
Peak Season Correction Factor*	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PM PEAK SEASON VOLUMES		*0*	*0*	*0*		*0*	*0*	*0*		*0*	*131*	*0*		*0*	*132*	*0*
Years To Buildout	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
PM Background Traffic Growth		0	0	0		0	0	0		0	8	0		0	8	0
BACKGROUND TRAFFIC VOLUMES		*0*	*0*	*0*		*0*	*0*	*0*		*0*	*139*	*0*		*0*	*140*	*0*

PM Residential Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering												4.0%		30.0%		
												8		57		
Exiting						4.0%		34.0%								
						5		45								
PM Residential Project Traffic	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**45**	**0**	**0**	**0**	**8**	**0**	**57**	**0**	**0**

PM Commercial Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering																
Exiting								32.0%								
								27								
PM Commercial Project Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PM TOTAL PROJECT TRAFFIC	***0***	***0***	***0***	***0***	***0***	***5***	***0***	***72***	***0***	***0***	***0***	***8***	***0***	***57***	***0***	***0***
FUTURE TOTAL PM VOLUMES	***0***	***0***	***0***	***0***	***0***	***5***	***0***	***72***	***0***	***0***	***139***	***8***	***0***	***57***	***140***	***0***

VOLUME DEVELOPMENT SHEET

Carolina Club

Pinewalk Dr. N & Pod C Rd.

EXISTING GEOMETRY

COUNT DATE: **February 29, 2024**
AM PEAK HOUR FACTOR: **0.80**

**PSCF .99 but counts should not be reduced.*

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	0	0		1	0	4		0	8	0		3	32	0
Peak Season Correction Factor*	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AM PEAK SEASON VOLUMES		***0***	***0***	***0***		***1***	***0***	***4***		***0***	***8***	***0***		***3***	***32***	***0***
Years To Buildout	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
AM Background Traffic Growth		0	0	0		0	0	0		0	0	0		0	2	0
BACKGROUND TRAFFIC VOLUMES		***0***	***0***	***0***		***1***	***0***	***4***		***0***	***8***	***0***		***3***	***34***	***0***

AM Residential Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering											5.0%	8.0%		15.0%		
											3	6		10		
Exiting						8.0%		15.0%							5.0%	
						16		31							10	
AM Residential Project Traffic	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**31**	**0**	**0**	**3**	**6**	**0**	**10**	**10**	**0**

AM Commercial Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering																
Exiting																
AM Commercial Project Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
AM TOTAL PROJECT TRAFFIC	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**31**	**0**	**0**	**3**	**6**	**0**	**10**	**10**	**0**
FUTURE TOTAL AM VOLUMES	***0***	***0***	***0***	***0***	***0***	***17***	***0***	***35***	***0***	***0***	***11***	***6***	***0***	***13***	***44***	***0***

VOLUME DEVELOPMENT SHEET

Carolina Club

Pinewalk Dr. N & Pod C Rd.

EXISTING GEOMETRY

COUNT DATE: **February 29, 2024**
PM PEAK HOUR FACTOR: **0.56**

**PSCF .99 but counts should not be reduced.*

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	0	0		1	0	3		0	22	1		6	14	0
Peak Season Correction Factor*	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PM PEAK SEASON VOLUMES		***0***	***0***	***0***		***1***	***0***	***3***		***0***	***22***	***1***		***6***	***14***	***0***
Years To Buildout	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
PM Background Traffic Growth		0	0	0		0	0	0		0	1	0		0	1	0
BACKGROUND TRAFFIC VOLUMES		***0***	***0***	***0***		***1***	***0***	***3***		***0***	***23***	***1***		***6***	***15***	***0***

PM Residential Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering											5.0%	8.0%		15.0%		
											9	15		28		
Exiting						8.0%		15.0%							5.0%	
						10		20							7	
PM Residential Project Traffic	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**20**	**0**	**0**	**9**	**15**	**0**	**28**	**7**	**0**

PM Commercial Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering																
Exiting																
PM Commercial Project Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PM TOTAL PROJECT TRAFFIC	***0***	***0***	***0***	***0***	***0***	***10***	***0***	***20***	***0***	***0***	***9***	***15***	***0***	***28***	***7***	***0***
FUTURE TOTAL PM VOLUMES	***0***	***0***	***0***	***0***	***0***	***11***	***0***	***23***	***0***	***0***	***32***	***16***	***0***	***34***	***22***	***0***

VOLUME DEVELOPMENT SHEET

Carolina Club

Rock Island Rd. & NW 30th St.

EXISTING GEOMETRY

COUNT DATE: **February 29, 2024**
AM PEAK HOUR FACTOR: **0.91**

**PSCF .99 but counts should not be reduced.*

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		16	0	7		99	0	128		7	1,198	41		62	807	5
Peak Season Correction Factor*	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AM PEAK SEASON VOLUMES		***16***	***0***	***7***		***99***	***0***	***128***		***7***	***1,198***	***41***		***62***	***807***	***5***
Years To Buildout	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
AM Background Traffic Growth		1	0	0		6	0	8		0	74	3		4	50	0
BACKGROUND TRAFFIC VOLUMES		***17***	***0***	***7***		***105***	***0***	***136***		***7***	***1,272***	***44***		***66***	***857***	***5***

AM Residential Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering										10.0%	5.0%					21.0%
										7	3					14
Exiting		21.0%		10.0%											5.0%	
		43		21											10	
AM Residential Project Traffic	**0**	**43**	**0**	**21**	**0**	**0**	**0**	**0**	**0**	**7**	**3**	**0**	**0**	**0**	**10**	**14**

AM Commercial Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering											32.0%					
											11					
Exiting															32.0%	
															8	
AM Commercial Project Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**8**	**0**
AM TOTAL PROJECT TRAFFIC	**0**	**43**	**0**	**21**	**0**	**0**	**0**	**0**	**0**	**7**	**14**	**0**	**0**	**0**	**18**	**14**
FUTURE TOTAL AM VOLUMES	***0***	***60***	***0***	***28***	***0***	***105***	***0***	***136***	***0***	***14***	***1,286***	***44***	***0***	***66***	***875***	***19***

VOLUME DEVELOPMENT SHEET

Carolina Club

Rock Island Rd. & NW 30th St.

EXISTING GEOMETRY

COUNT DATE: **February 29, 2024**
PM PEAK HOUR FACTOR: **0.94**

**PSCF .99 but counts should not be reduced.*

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		5	0	2		58	0	58		4	821	75		82	852	15
Peak Season Correction Factor*	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PM PEAK SEASON VOLUMES		***5***	***0***	***2***		***58***	***0***	***58***		***4***	***821***	***75***		***82***	***852***	***15***
Years To Buildout	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
PM Background Traffic Growth		0	0	0		4	0	4		0	51	5		5	52	1
BACKGROUND TRAFFIC VOLUMES		***5***	***0***	***2***		***62***	***0***	***62***		***4***	***872***	***80***		***87***	***904***	***16***

PM Residential Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering										10.0%	5.0%					21.0%
										19	9					40
Exiting		21.0%		10.0%											5.0%	
		28		13											7	
PM Residential Project Traffic	**0**	**28**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**19**	**9**	**0**	**0**	**0**	**7**	**40**

PM Commercial Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering											32.0%					
											27					
Exiting															32.0%	
															27	
PM Commercial Project Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**	**0**	**0**	**0**	**27**	**0**
PM TOTAL PROJECT TRAFFIC	***0***	***28***	***0***	***13***	***0***	***0***	***0***	***0***	***0***	***19***	***36***	***0***	***0***	***0***	***34***	***40***
FUTURE TOTAL PM VOLUMES	***0***	***33***	***0***	***15***	***0***	***62***	***0***	***62***	***0***	***23***	***908***	***80***	***0***	***87***	***938***	***56***

VOLUME DEVELOPMENT SHEET

Carolina Club

Pinewalk Dr. N & Pinewalk Dr. S

EXISTING GEOMETRY

COUNT DATE: **February 29, 2024**
AM PEAK HOUR FACTOR: **0.77**

**PSCF .99 but counts should not be reduced.*

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		2	51	2		5	22	19		0	0	38		78	1	9
Peak Season Correction Factor*	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AM PEAK SEASON VOLUMES		***2***	***51***	***2***		***5***	***22***	***19***		***0***	***0***	***38***		***78***	***1***	***9***
Years To Buildout	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
AM Background Traffic Growth		0	3	0		0	1	1		0	0	2		5	0	1
BACKGROUND TRAFFIC VOLUMES		***2***	***54***	***2***		***5***	***23***	***20***		***0***	***0***	***40***		***83***	***1***	***10***

AM Residential Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering		3.0%						10.0%								
		2						7								
Exiting														10.0%		3.0%
														21		6
AM Residential Project Traffic	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**21**	**0**	**6**

AM Commercial Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering																
Exiting																
AM Commercial Project Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
AM TOTAL PROJECT TRAFFIC	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**21**	**0**	**6**
FUTURE TOTAL AM VOLUMES	***0***	***4***	***54***	***2***	***0***	***5***	***23***	***27***	***0***	***0***	***0***	***40***	***0***	***104***	***1***	***16***

VOLUME DEVELOPMENT SHEET

Carolina Club

Pinewalk Dr. N & Pinewalk Dr. S

EXISTING GEOMETRY

COUNT DATE: **February 29, 2024**
PM PEAK HOUR FACTOR: **0.92**

**PSCF .99 but counts should not be reduced.*

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		6	23	4		38	47	53		2	0	19		28	0	4
Peak Season Correction Factor*	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PM PEAK SEASON VOLUMES		***6***	***23***	***4***		***38***	***47***	***53***		***2***	***0***	***19***		***28***	***0***	***4***
Years To Buildout	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
PM Background Traffic Growth		0	1	0		2	3	3		0	0	1		2	0	0
BACKGROUND TRAFFIC VOLUMES		***6***	***24***	***4***		***40***	***50***	***56***		***2***	***0***	***20***		***30***	***0***	***4***

PM Residential Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering		3.0%						10.0%								
		6						19								
Exiting														10.0%		3.0%
														13		4
PM Residential Project Traffic	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**19**	**0**	**0**	**0**	**0**	**0**	**13**	**0**	**4**

PM Commercial Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering																
Exiting																
PM Commercial Project Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PM TOTAL PROJECT TRAFFIC	***0***	***6***	***0***	***0***	***0***	***0***	***0***	***19***	***0***	***0***	***0***	***0***	***0***	***13***	***0***	***4***
FUTURE TOTAL PM VOLUMES	***0***	***12***	***24***	***4***	***0***	***40***	***50***	***75***	***0***	***2***	***0***	***20***	***0***	***43***	***0***	***8***

VOLUME DEVELOPMENT SHEET

Carolina Club

Rock Island Dr. & Pinewalk Dr. S

EXISTING GEOMETRY

COUNT DATE: **February 29, 2024**
AM PEAK HOUR FACTOR: **0.92**

**PSCF .99 but counts should not be reduced.*

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		75	1	94		15	0	20		12	1,154	8		5	880	28
Peak Season Correction Factor*	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AM PEAK SEASON VOLUMES		***75***	***1***	***94***		***15***	***0***	***20***		***12***	***1,154***	***8***		***5***	***880***	***28***
Years To Buildout	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
AM Background Traffic Growth		5	0	6		1	0	1		1	71	0		0	54	2
BACKGROUND TRAFFIC VOLUMES		***80***	***1***	***100***		***16***	***0***	***21***		***13***	***1,225***	***8***		***5***	***934***	***30***

AM Residential Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering										10.0%	15.0%					
										7	10					
Exiting				10.0%											15.0%	
				21											31	
AM Residential Project Traffic	**0**	**0**	**0**	**21**	**0**	**0**	**0**	**0**	**0**	**7**	**10**	**0**	**0**	**0**	**31**	**0**

AM Commercial Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering											32.0%					
											11					
Exiting															32.0%	
															8	
AM Commercial Project Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**8**	**0**
AM TOTAL PROJECT TRAFFIC	**0**	**0**	**0**	**21**	**0**	**0**	**0**	**0**	**0**	**7**	**21**	**0**	**0**	**0**	**39**	**0**
FUTURE TOTAL AM VOLUMES	***0***	***80***	***1***	***121***	***0***	***16***	***0***	***21***	***0***	***20***	***1,246***	***8***	***0***	***5***	***973***	***30***

VOLUME DEVELOPMENT SHEET

Carolina Club

Rock Island Dr. & Pinewalk Dr. S

EXISTING GEOMETRY

COUNT DATE: **February 29, 2024**
PM PEAK HOUR FACTOR: **0.97**

**PSCF .99 but counts should not be reduced.*

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		41	0	41		8	1	3		62	828	7		9	884	57
Peak Season Correction Factor*	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PM PEAK SEASON VOLUMES		***41***	***0***	***41***		***8***	***1***	***3***		***62***	***828***	***7***		***9***	***884***	***57***
Years To Buildout	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
PM Background Traffic Growth		3	0	3		0	0	0		4	51	0		1	54	4
BACKGROUND TRAFFIC VOLUMES		***44***	***0***	***44***		***8***	***1***	***3***		***66***	***879***	***7***		***10***	***938***	***61***

PM Residential Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering										10.0%	15.0%					
										19	28					
Exiting				10.0%											15.0%	
				13											20	
PM Residential Project Traffic	**0**	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**19**	**28**	**0**	**0**	**0**	**20**	**0**

PM Commercial Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering											32.0%					
											27					
Exiting															32.0%	
															27	
PM Commercial Project Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**	**0**	**0**	**0**	**27**	**0**
PM TOTAL PROJECT TRAFFIC	***0***	***0***	***0***	***13***	***0***	***0***	***0***	***0***	***0***	***19***	***55***	***0***	***0***	***0***	***47***	***0***
FUTURE TOTAL PM VOLUMES	***0***	***44***	***0***	***57***	***0***	***8***	***1***	***3***	***0***	***85***	***934***	***7***	***0***	***10***	***985***	***61***

VOLUME DEVELOPMENT SHEET

Carolina Club

Pinewalk Dr. S & Holiday Springs Blvd.

EXISTING GEOMETRY

COUNT DATE: **February 29, 2024**
AM PEAK HOUR FACTOR: **0.84**

**PSCF .99 but counts should not be reduced.*

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		10	128	0		0	66	6		0	0	0		16	0	9
Peak Season Correction Factor*	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AM PEAK SEASON VOLUMES		***10***	***128***	***0***		***0***	***66***	***6***		***0***	***0***	***0***		***16***	***0***	***9***
Years To Buildout	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
AM Background Traffic Growth		1	8	0		0	4	0		0	0	0		1	0	1
BACKGROUND TRAFFIC VOLUMES		***11***	***136***	***0***		***0***	***70***	***6***		***0***	***0***	***0***		***17***	***0***	***10***

AM Residential Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering							4.0%	3.0%								
							3	2								
Exiting			4.0%											3.0%		
			8											6		
AM Residential Project Traffic	**0**	**0**	**8**	**0**	**0**	**0**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**

AM Commercial Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering																
Exiting																
AM Commercial Project Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
AM TOTAL PROJECT TRAFFIC	**0**	**0**	**8**	**0**	**0**	**0**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**
FUTURE TOTAL AM VOLUMES	***0***	***11***	***144***	***0***	***0***	***0***	***73***	***8***	***0***	***0***	***0***	***0***	***0***	***23***	***0***	***10***

VOLUME DEVELOPMENT SHEET

Carolina Club

Pinewalk Dr. S & Holiday Springs Blvd.

EXISTING GEOMETRY

COUNT DATE: **February 29, 2024**
PM PEAK HOUR FACTOR: **0.92**

**PSCF .99 but counts should not be reduced.*

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		13	84	0		0	120	15		0	0	0		12	0	16
Peak Season Correction Factor*	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PM PEAK SEASON VOLUMES		***13***	***84***	***0***		***0***	***120***	***15***		***0***	***0***	***0***		***12***	***0***	***16***
Years To Buildout	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
PM Background Traffic Growth		1	5	0		0	7	1		0	0	0		1	0	1
BACKGROUND TRAFFIC VOLUMES		***14***	***89***	***0***		***0***	***127***	***16***		***0***	***0***	***0***		***13***	***0***	***17***

PM Residential Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering							4.0%	3.0%								
							8	6								
Exiting			4.0%											3.0%		
			5											4		
PM Residential Project Traffic	**0**	**0**	**5**	**0**	**0**	**0**	**8**	**6**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**

PM Commercial Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering																
Exiting																
PM Commercial Project Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PM TOTAL PROJECT TRAFFIC	***0***	***0***	***5***	***0***	***0***	***0***	***8***	***6***	***0***	***0***	***0***	***0***	***0***	***4***	***0***	***0***
FUTURE TOTAL PM VOLUMES	***0***	***14***	***94***	***0***	***0***	***0***	***135***	***22***	***0***	***0***	***0***	***0***	***0***	***17***	***0***	***17***

VOLUME DEVELOPMENT SHEET

Carolina Club

Rock Island Rd. & Holiday Springs Blvd.

EXISTING GEOMETRY

COUNT DATE: **February 29, 2024**
AM PEAK HOUR FACTOR: **0.93**

**PSCF .99 but counts should not be reduced.*

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		35	1	152		5	0	11		70	1,088	17		10	1,008	17
Peak Season Correction Factor*	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AM PEAK SEASON VOLUMES		***35***	***1***	***152***		***5***	***0***	***11***		***70***	***1,088***	***17***		***10***	***1,008***	***17***
Years To Buildout	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
AM Background Traffic Growth		2	0	9		0	0	1		4	67	1		1	62	1
BACKGROUND TRAFFIC VOLUMES		***37***	***1***	***161***		***5***	***0***	***12***		***74***	***1,155***	***18***		***11***	***1,070***	***18***

AM Residential Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering										7.0%	25.0%					
										5	17					
Exiting				7.0%											25.0%	
				14											52	
AM Residential Project Traffic	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**5**	**17**	**0**	**0**	**0**	**52**	**0**

AM Commercial Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering											32.0%					
											11					
Exiting															32.0%	
															8	
AM Commercial Project Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**8**	**0**
AM TOTAL PROJECT TRAFFIC	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**5**	**28**	**0**	**0**	**0**	**60**	**0**
FUTURE TOTAL AM VOLUMES	***0***	***37***	***1***	***175***	***0***	***5***	***0***	***12***	***0***	***79***	***1,183***	***18***	***0***	***11***	***1,130***	***18***

VOLUME DEVELOPMENT SHEET

Carolina Club

Rock Island Rd. & Holiday Springs Blvd.

EXISTING GEOMETRY

COUNT DATE: **February 29, 2024**
PM PEAK HOUR FACTOR: **0.96**

**PSCF .99 but counts should not be reduced.*

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		23	5	101		15	2	13		141	935	55		24	805	29
Peak Season Correction Factor*	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PM PEAK SEASON VOLUMES		***23***	***5***	***101***		***15***	***2***	***13***		***141***	***935***	***55***		***24***	***805***	***29***
Years To Buildout	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
PM Background Traffic Growth		1	0	6		1	0	1		9	58	3		1	50	2
BACKGROUND TRAFFIC VOLUMES		***24***	***5***	***107***		***16***	***2***	***14***		***150***	***993***	***58***		***25***	***855***	***31***

PM Residential Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering										7.0%	25.0%					
										13	47					
Exiting				7.0%											25.0%	
				9											33	
PM Residential Project Traffic	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**13**	**47**	**0**	**0**	**0**	**33**	**0**

PM Commercial Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering											32.0%					
											27					
Exiting															32.0%	
															27	
PM Commercial Project Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**	**0**	**0**	**0**	**27**	**0**
PM TOTAL PROJECT TRAFFIC	***0***	***0***	***0***	***9***	***0***	***0***	***0***	***0***	***0***	***13***	***74***	***0***	***0***	***0***	***60***	***0***
FUTURE TOTAL PM VOLUMES	***0***	***24***	***5***	***116***	***0***	***16***	***2***	***14***	***0***	***163***	***1,067***	***58***	***0***	***25***	***915***	***31***

VOLUME DEVELOPMENT SHEET

Carolina Club

Riverside Dr. & Royal Palm Blvd.

EXISTING GEOMETRY

COUNT DATE: **February 29, 2024**
AM PEAK HOUR FACTOR: **0.98**

**PSCF .99 but counts should not be reduced.*

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		217	923	428		161	750	235		354	696	265		243	665	271
Peak Season Correction Factor*	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AM PEAK SEASON VOLUMES		*217*	*923*	*428*		*161*	*750*	*235*		*354*	*696*	*265*		*243*	*665*	*271*
Years To Buildout	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
AM Background Traffic Growth		13	57	26		10	46	14		22	43	16		15	41	17
BACKGROUND TRAFFIC VOLUMES		*230*	*980*	*454*		*171*	*796*	*249*		*376*	*739*	*281*		*258*	*706*	*288*

AM Residential Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering		2.0%	6.0%								3.0%	6.0%				
		1	4								2	4				
Exiting						6.0%	6.0%								3.0%	2.0%
						12	12								6	4
AM Residential Project Traffic	**0**	**1**	**4**	**0**	**0**	**12**	**12**	**0**	**0**	**0**	**2**	**4**	**0**	**0**	**6**	**4**

AM Commercial Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering		2.0%	6.0%								3.0%	6.0%				
		1	2								1	2				
Exiting						6.0%	6.0%								3.0%	2.0%
						1	1								1	0
AM Commercial Project Traffic	**0**	**1**	**2**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**1**	**0**
AM TOTAL PROJECT TRAFFIC	**0**	**2**	**6**	**0**	**0**	**13**	**13**	**0**	**0**	**0**	**3**	**6**	**0**	**0**	**7**	**4**
FUTURE TOTAL AM VOLUMES	***0***	***232***	***986***	***454***	***0***	***184***	***809***	***249***	***0***	***376***	***742***	***287***	***0***	***258***	***713***	***292***

VOLUME DEVELOPMENT SHEET

Carolina Club

Riverside Dr. & Royal Palm Blvd.

EXISTING GEOMETRY

COUNT DATE: **February 29, 2024**
PM PEAK HOUR FACTOR: **0.97**

**PSCF .99 but counts should not be reduced.*

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		228	870	366		265	988	229		376	657	248		139	641	214
Peak Season Correction Factor*	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PM PEAK SEASON VOLUMES		*228*	*870*	*366*		*265*	*988*	*229*		*376*	*657*	*248*		*139*	*641*	*214*
Years To Buildout	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
PM Background Traffic Growth		14	54	23		16	61	14		23	40	15		9	39	13
BACKGROUND TRAFFIC VOLUMES		*242*	*924*	*389*		*281*	*1,049*	*243*		*399*	*697*	*263*		*148*	*680*	*227*

PM Residential Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering		2.0%	6.0%								3.0%	6.0%				
		4	11								6	11				
Exiting						6.0%	6.0%								3.0%	2.0%
						8	8								4	3
PM Residential Project Traffic	**0**	**4**	**11**	**0**	**0**	**8**	**8**	**0**	**0**	**0**	**6**	**11**	**0**	**0**	**4**	**3**

PM Commercial Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering		2.0%	6.0%								3.0%	6.0%				
		2	5								3	5				
Exiting						6.0%	6.0%								3.0%	2.0%
						5	5								3	2
PM Commercial Project Traffic	**0**	**2**	**5**	**0**	**0**	**5**	**5**	**0**	**0**	**0**	**3**	**5**	**0**	**0**	**3**	**2**
PM TOTAL PROJECT TRAFFIC	***0***	***6***	***16***	***0***	***0***	***13***	***13***	***0***	***0***	***0***	***9***	***16***	***0***	***0***	***7***	***5***
FUTURE TOTAL PM VOLUMES	***0***	***248***	***940***	***389***	***0***	***294***	***1,062***	***243***	***0***	***399***	***706***	***279***	***0***	***148***	***687***	***232***

VOLUME DEVELOPMENT SHEET

Carolina Club

Rock Island Rd. & Royal Plam Blvd.

EXISTING GEOMETRY

COUNT DATE: **February 29, 2024**
AM PEAK HOUR FACTOR: **0.95**

**PSCF .99 but counts should not be reduced.*

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		222	784	89		265	723	285		82	679	405		266	608	93
Peak Season Correction Factor*	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AM PEAK SEASON VOLUMES		***222***	***784***	***89***		***265***	***723***	***285***		***82***	***679***	***405***		***266***	***608***	***93***
Years To Buildout	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
AM Background Traffic Growth		14	48	5		16	44	18		5	42	25		16	37	6
BACKGROUND TRAFFIC VOLUMES		***236***	***832***	***94***		***281***	***767***	***303***		***87***	***721***	***430***		***282***	***645***	***99***

AM Residential Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering		12.0%						10.0%			10.0%					
		8						7			7					
Exiting														10.0%	10.0%	12.0%
														21	21	25
AM Residential Project Traffic	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**7**	**0**	**0**	**21**	**21**	**25**

AM Commercial Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering		12.0%						10.0%			10.0%					
		4						4			4					
Exiting														10.0%	10.0%	12.0%
														2	2	3
AM Commercial Project Traffic	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**4**	**0**	**0**	**2**	**2**	**3**
AM TOTAL PROJECT TRAFFIC	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**11**	**0**	**0**	**23**	**23**	**28**
FUTURE TOTAL AM VOLUMES	***0***	***248***	***832***	***94***	***0***	***281***	***767***	***314***	***0***	***87***	***732***	***430***	***0***	***305***	***668***	***127***

VOLUME DEVELOPMENT SHEET

Carolina Club

Rock Island Rd. & Royal Plam Blvd.

EXISTING GEOMETRY

COUNT DATE: **February 29, 2024**
PM PEAK HOUR FACTOR: **0.97**

**PSCF .99 but counts should not be reduced.*

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		160	775	127		313	794	253		144	731	436		229	701	108
Peak Season Correction Factor*	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PM PEAK SEASON VOLUMES		***160***	***775***	***127***		***313***	***794***	***253***		***144***	***731***	***436***		***229***	***701***	***108***
Years To Buildout	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
PM Background Traffic Growth		10	48	8		19	49	16		9	45	27		14	43	7
BACKGROUND TRAFFIC VOLUMES		***170***	***823***	***135***		***332***	***843***	***269***		***153***	***776***	***463***		***243***	***744***	***115***

PM Residential Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering		12.0%						10.0%			10.0%					
		23						19			19					
Exiting														10.0%	10.0%	12.0%
														13	13	16
PM Residential Project Traffic	**0**	**23**	**0**	**0**	**0**	**0**	**0**	**19**	**0**	**0**	**19**	**0**	**0**	**13**	**13**	**16**

PM Commercial Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering		12.0%						10.0%			10.0%					
		10						9			9					
Exiting														10.0%	10.0%	12.0%
														9	9	10
PM Commercial Project Traffic	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**9**	**0**	**0**	**9**	**9**	**10**
PM TOTAL PROJECT TRAFFIC	***0***	***33***	***0***	***0***	***0***	***0***	***0***	***28***	***0***	***0***	***28***	***0***	***0***	***22***	***22***	***26***
FUTURE TOTAL PM VOLUMES	***0***	***203***	***823***	***135***	***0***	***332***	***843***	***297***	***0***	***153***	***804***	***463***	***0***	***265***	***766***	***141***

VOLUME DEVELOPMENT SHEET

Carolina Club

Pod B Rd. & Pod A Driveway

EXISTING GEOMETRY

COUNT DATE: **February 29, 2024**
AM PEAK HOUR FACTOR: **0.95**

**PSCF .99 but counts should not be reduced.*

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements																
Peak Season Correction Factor*	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AM PEAK SEASON VOLUMES																
Years To Buildout	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
AM Background Traffic Growth																
BACKGROUND TRAFFIC VOLUMES																

AM Residential Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering			5.0%											2.0%		10.0%
			3											1		7
Exiting		10.0%	5.0%													
		21	10													
AM Residential Project Traffic	**0**	**21**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**7**

AM Commercial Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering														42.0%		
														15		
Exiting							32.0%	10.0%								
							8	2								
AM Commercial Project Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**0**
AM TOTAL PROJECT TRAFFIC	**0**	**21**	**13**	**0**	**0**	**0**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**7**
FUTURE TOTAL AM VOLUMES	***0***	***21***	***13***	***0***	***0***	***0***	***8***	***2***	***0***	***0***	***0***	***0***	***0***	***16***	***0***	***7***

VOLUME DEVELOPMENT SHEET

Carolina Club

Pod B Rd. & Pod A Driveway

EXISTING GEOMETRY

COUNT DATE: **February 29, 2024**
PM PEAK HOUR FACTOR: **0.95**

**PSCF .99 but counts should not be reduced.*

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements																
Peak Season Correction Factor*	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PM PEAK SEASON VOLUMES																
Years To Buildout	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
PM Background Traffic Growth																
BACKGROUND TRAFFIC VOLUMES																

PM Residential Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering			5.0%											2.0%		10.0%
			9											4		19
Exiting		10.0%	5.0%													
		13	7													
PM Residential Project Traffic	**0**	**13**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**19**

PM Commercial Project Distribution

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering																
Exiting																
PM Commercial Project Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PM TOTAL PROJECT TRAFFIC	***0***	***13***	***16***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***4***	***0***	***19***
FUTURE TOTAL PM VOLUMES	***0***	***13***	***16***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***4***	***0***	***19***

APPENDIX F: SYNCHRO OUTPUT WORKSHEETS

Existing Conditions – AM Peak Hour

Existing Conditions – PM Peak Hour

Future Background Conditions – AM Peak Hour

Future Background Conditions – PM Peak Hour

Total Future Conditions – AM Peak Hour

Total Future Conditions – PM Peak Hour

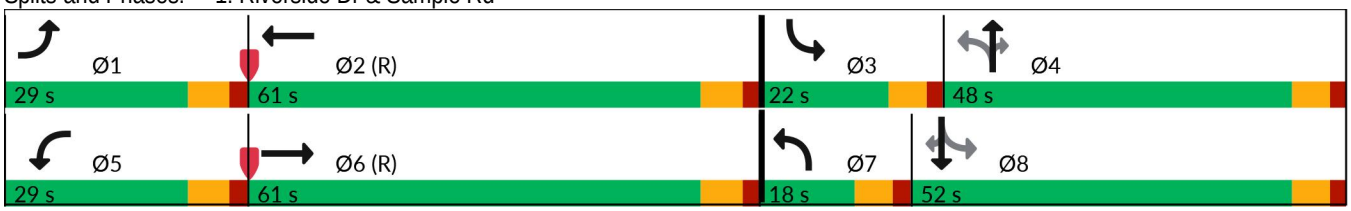
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	200	1105	94	233	1127	176	150	587	463	130	358	187
Future Volume (vph)	200	1105	94	233	1127	176	150	587	463	130	358	187
Confl. Peds. (#/hr)	34		12	12		34	19		9	9		19
Confl. Bikes (#/hr)			8			18			4			6
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	206	1139	97	240	1162	181	155	605	477	134	369	193
Shared Lane Traffic (%)												
Lane Group Flow (vph)	206	1236	0	240	1343	0	155	605	477	134	369	193

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	200	1105	233	1127	150	587	463	130	358	187
Future Volume (vph)	200	1105	233	1127	150	587	463	130	358	187
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2	7	4		3	8	
Permitted Phases					4		4	8		8
Detector Phase	1	6	5	2	7	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	5.0	12.0	5.0	12.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	12.0	45.0	12.0	45.0	11.5	44.5	44.5	11.5	44.5	44.5
Total Split (s)	29.0	61.0	29.0	61.0	18.0	48.0	48.0	22.0	52.0	52.0
Total Split (%)	18.1%	38.1%	18.1%	38.1%	11.3%	30.0%	30.0%	13.8%	32.5%	32.5%
Yellow Time (s)	5.0	5.0	5.0	5.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None	None
Act Effct Green (s)	21.9	57.7	25.8	61.6	48.2	36.1	36.1	50.7	37.4	37.4
Actuated g/C Ratio	0.14	0.36	0.16	0.39	0.30	0.23	0.23	0.32	0.23	0.23
v/c Ratio	0.85	0.68	0.84	0.70	0.50	0.76	0.80	0.60	0.45	0.38
Control Delay (s/veh)	96.3	46.1	88.9	44.5	42.5	64.1	27.9	46.5	53.2	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	96.3	46.1	88.9	44.5	42.5	64.1	27.9	46.5	53.2	7.6
LOS	F	D	F	D	D	E	C	D	D	A
Approach Delay (s/veh)		53.3		51.3		47.4			39.3	
Approach LOS		D		D		D			D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 13 (8%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 125	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay (s/veh): 49.2	Intersection LOS: D
Intersection Capacity Utilization 95.5%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: Riverside Dr & Sample Rd



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	206	1236	240	1343	155	605	477	134	369	193
v/c Ratio	0.85	0.68	0.84	0.70	0.50	0.76	0.80	0.60	0.45	0.38
Control Delay (s/veh)	96.3	46.1	88.9	44.5	42.5	64.1	27.9	46.5	53.2	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	96.3	46.1	88.9	44.5	42.5	64.1	27.9	46.5	53.2	7.6
Queue Length 50th (ft)	208	419	240	447	114	313	158	98	174	0
Queue Length 95th (ft)	#356	471	#441	522	164	370	300	143	213	62
Internal Link Dist (ft)		903		1640		1956			490	
Turn Bay Length (ft)	370		420		275		430	300		200
Base Capacity (vph)	252	1821	285	1915	312	917	641	250	1006	570
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.68	0.84	0.70	0.50	0.66	0.74	0.54	0.37	0.34

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)	200	1105	94	233	1127	176	150	587	463	130	358	187
Future Volume (veh/h)	200	1105	94	233	1127	176	150	587	463	130	358	187
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		0.96	1.00		0.95	0.99		0.96	1.00		0.96
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	206	1139	97	240	1162	181	155	605	477	134	369	193
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	227	1748	149	245	1664	259	316	922	396	222	908	389
Arrive On Green	0.13	0.37	0.37	0.14	0.38	0.38	0.07	0.26	0.26	0.07	0.26	0.26
Sat Flow, veh/h	1781	4773	406	1781	4421	688	1781	3554	1527	1781	3554	1523
Grp Volume(v), veh/h	206	812	424	240	895	448	155	605	477	134	369	193
Grp Sat Flow(s),veh/h/ln	1781	1702	1775	1781	1702	1705	1781	1777	1527	1781	1777	1523
Q Serve(g_s), s	18.3	31.8	31.8	21.5	35.6	35.6	10.3	24.3	41.5	8.8	13.8	17.3
Cycle Q Clear(g_c), s	18.3	31.8	31.8	21.5	35.6	35.6	10.3	24.3	41.5	8.8	13.8	17.3
Prop In Lane	1.00		0.23	1.00		0.40	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	227	1247	650	245	1282	642	316	922	396	222	908	389
V/C Ratio(X)	0.91	0.65	0.65	0.98	0.70	0.70	0.49	0.66	1.20	0.60	0.41	0.50
Avail Cap(c_a), veh/h	245	1247	650	245	1282	642	316	922	396	273	1011	433
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	0.66	0.66	0.66	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.9	42.2	42.2	68.8	42.2	42.2	40.4	52.9	59.3	41.9	49.5	50.8
Incr Delay (d2), s/veh	33.0	2.7	5.0	41.2	2.1	4.2	1.2	1.7	113.7	2.6	0.3	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.4	13.9	15.0	12.6	15.4	15.8	4.7	11.2	28.6	4.1	6.3	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	101.9	44.8	47.2	110.0	44.3	46.4	41.5	54.6	173.0	44.6	49.8	51.7
LnGrp LOS	F	D	D	F	D	D	D	D	F	D	D	D
Approach Vol, veh/h		1442			1583			1237			696	
Approach Delay, s/veh		53.7			54.8			98.6			49.3	
Approach LOS		D			D			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.4	67.2	17.4	48.0	29.0	65.6	18.0	47.4
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5
Max Green Setting (Gmax), s	22.0	54.0	15.5	41.5	22.0	54.0	11.5	45.5
Max Q Clear Time (g_c+I1), s	20.3	37.6	10.8	43.5	23.5	33.8	12.3	19.3
Green Ext Time (p_c), s	0.1	8.6	0.1	0.0	0.0	8.7	0.0	3.2

Intersection Summary	
HCM 7th Control Delay, s/veh	64.7
HCM 7th LOS	E

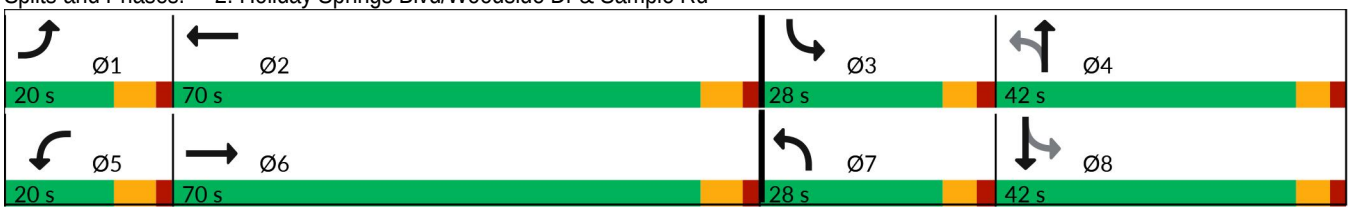
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	104	1487	37	36	1309	129	87	30	58	200	41	105
Future Volume (vph)	104	1487	37	36	1309	129	87	30	58	200	41	105
Confl. Peds. (#/hr)	10		4	4		10	9		1	1		9
Confl. Bikes (#/hr)			9			20			4			5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	111	1582	39	38	1393	137	93	32	62	213	44	112
Shared Lane Traffic (%)												
Lane Group Flow (vph)	111	1621	0	38	1530	0	93	94	0	213	156	0

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	104	1487	36	1309	87	30	200	41
Future Volume (vph)	104	1487	36	1309	87	30	200	41
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases					4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	7.0	5.0	7.0	4.0	6.0	4.0	6.0
Minimum Split (s)	12.0	34.0	12.0	34.0	11.5	42.0	11.5	40.0
Total Split (s)	20.0	70.0	20.0	70.0	28.0	42.0	28.0	42.0
Total Split (%)	12.5%	43.8%	12.5%	43.8%	17.5%	26.3%	17.5%	26.3%
Yellow Time (s)	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None
Act Effct Green (s)	12.0	55.2	8.1	47.9	19.4	8.8	30.0	14.4
Actuated g/C Ratio	0.11	0.49	0.07	0.43	0.17	0.08	0.27	0.13
v/c Ratio	0.59	0.65	0.30	0.71	0.35	0.52	0.60	0.32
Control Delay (s/veh)	65.2	24.0	61.1	28.3	37.6	36.5	42.4	18.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	65.2	24.0	61.1	28.3	37.6	36.5	42.4	18.0
LOS	E	C	E	C	D	D	D	B
Approach Delay (s/veh)		26.7		29.1		37.0		32.1
Approach LOS		C		C		D		C

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 111.7	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay (s/veh): 28.7	Intersection LOS: C
Intersection Capacity Utilization 72.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: Holiday Springs Blvd/Woodside Dr & Sample Rd



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	111	1621	38	1530	93	94	213	156
v/c Ratio	0.59	0.65	0.30	0.71	0.35	0.52	0.60	0.32
Control Delay (s/veh)	65.2	24.0	61.1	28.3	37.6	36.5	42.4	18.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	65.2	24.0	61.1	28.3	37.6	36.5	42.4	18.0
Queue Length 50th (ft)	77	321	27	322	52	27	127	15
Queue Length 95th (ft)	#179	458	71	435	108	90	228	51
Internal Link Dist (ft)		1640		2268		306		335
Turn Bay Length (ft)	260		260				160	
Base Capacity (vph)	212	2957	212	2905	431	588	419	1101
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	0.55	0.18	0.53	0.22	0.16	0.51	0.14

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)	104	1487	37	36	1309	129	87	30	58	200	41	105
Future Volume (veh/h)	104	1487	37	36	1309	129	87	30	58	200	41	105
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		0.98	1.00		0.95	0.98		0.96	0.99		0.97
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	111	1582	39	38	1393	137	93	32	62	213	44	112
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	139	2336	58	57	1927	190	344	78	150	397	356	307
Arrive On Green	0.08	0.46	0.46	0.03	0.41	0.41	0.06	0.14	0.14	0.12	0.20	0.20
Sat Flow, veh/h	1781	5122	126	1781	4700	462	1781	554	1074	1781	1777	1536
Grp Volume(v), veh/h	111	1051	570	38	1009	521	93	0	94	213	44	112
Grp Sat Flow(s),veh/h/ln	1781	1702	1844	1781	1702	1759	1781	0	1628	1781	1777	1536
Q Serve(g_s), s	6.3	25.2	25.2	2.2	25.7	25.7	4.6	0.0	5.5	10.1	2.1	6.5
Cycle Q Clear(g_c), s	6.3	25.2	25.2	2.2	25.7	25.7	4.6	0.0	5.5	10.1	2.1	6.5
Prop In Lane	1.00		0.07	1.00		0.26	1.00		0.66	1.00		1.00
Lane Grp Cap(c), veh/h	139	1552	841	57	1396	721	344	0	228	397	356	307
V/C Ratio(X)	0.80	0.68	0.68	0.66	0.72	0.72	0.27	0.00	0.41	0.54	0.12	0.36
Avail Cap(c_a), veh/h	224	2072	1123	224	2072	1070	614	0	566	560	618	534
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	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.9	22.2	22.2	49.5	25.6	25.6	34.9	0.0	40.6	30.8	34.0	35.7
Incr Delay (d2), s/veh	9.9	0.6	1.0	12.4	0.7	1.4	0.4	0.0	1.2	1.1	0.2	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	9.8	10.7	1.2	10.2	10.7	2.0	0.0	2.3	4.4	0.9	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.8	22.7	23.2	62.0	26.3	27.0	35.3	0.0	41.8	31.9	34.1	36.4
LnGrp LOS	E	C	C	E	C	C	D		D	C	C	D
Approach Vol, veh/h		1732			1568			187			369	
Approach Delay, s/veh		25.0			27.4			38.6			33.6	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.1	49.4	18.5	20.5	10.3	54.2	12.3	26.7
Change Period (Y+Rc), s	7.0	7.0	6.0	6.0	7.0	7.0	6.0	6.0
Max Green Setting (Gmax), s	13.0	63.0	22.0	36.0	13.0	63.0	22.0	36.0
Max Q Clear Time (g_c+I1), s	8.3	27.7	12.1	7.5	4.2	27.2	6.6	8.5
Green Ext Time (p_c), s	0.1	14.7	0.4	0.5	0.0	15.9	0.2	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	27.5
HCM 7th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	145	1395	244	281	1119	138	282	492	736	233	347	149
Future Volume (vph)	145	1395	244	281	1119	138	282	492	736	233	347	149
Confl. Peds. (#/hr)	311		15	15		311	26		92	92		26
Confl. Bikes (#/hr)			6			45			12			7
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	163	1567	274	316	1257	155	317	553	827	262	390	167
Shared Lane Traffic (%)												
Lane Group Flow (vph)	163	1567	274	316	1257	155	317	553	827	262	390	167

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	145	1395	244	281	1119	138	282	492	736	233	347	149
Future Volume (vph)	145	1395	244	281	1119	138	282	492	736	233	347	149
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	1
Permitted Phases			6			2			4			8
Detector Phase	1	6	7	5	2	3	7	4	5	3	8	1
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	5.0	6.0	5.0	5.0	6.0	5.0
Minimum Split (s)	12.0	47.0	11.5	12.0	47.0	11.5	11.5	48.5	12.0	11.5	48.5	12.0
Total Split (s)	30.0	54.0	25.0	30.0	54.0	25.0	25.0	51.0	30.0	25.0	51.0	30.0
Total Split (%)	18.8%	33.8%	15.6%	18.8%	33.8%	15.6%	15.6%	31.9%	18.8%	15.6%	31.9%	18.8%
Yellow Time (s)	5.0	5.0	4.5	5.0	5.0	4.5	4.5	4.5	5.0	4.5	4.5	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	6.5	7.0	7.0	6.5	6.5	6.5	7.0	6.5	6.5	7.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None	None
Act Effct Green (s)	12.9	61.0	79.3	24.2	72.2	89.3	17.8	31.2	54.9	16.6	30.0	42.4
Actuated g/C Ratio	0.08	0.38	0.50	0.15	0.45	0.56	0.11	0.20	0.34	0.10	0.19	0.27
v/c Ratio	0.59	0.81	0.33	0.61	0.55	0.22	0.83	0.80	0.88	0.74	0.59	0.36
Control Delay (s/veh)	79.5	49.1	14.8	68.4	34.5	6.9	87.9	70.4	53.0	82.3	62.4	24.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	79.5	49.1	14.8	68.4	34.5	6.9	87.9	70.4	53.0	82.3	62.4	24.2
LOS	E	D	B	E	C	A	F	E	D	F	E	C
Approach Delay (s/veh)		46.9			38.2			65.2			60.9	
Approach LOS		D			D			E			E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 68 (43%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay (s/veh): 51.3	Intersection LOS: D
Intersection Capacity Utilization 104.5%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 4: Rock Island Rd & Sample Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	163	1567	274	316	1257	155	317	553	827	262	390	167
v/c Ratio	0.59	0.81	0.33	0.61	0.55	0.22	0.83	0.80	0.88	0.74	0.59	0.36
Control Delay (s/veh)	79.5	49.1	14.8	68.4	34.5	6.9	87.9	70.4	53.0	82.3	62.4	24.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	79.5	49.1	14.8	68.4	34.5	6.9	87.9	70.4	53.0	82.3	62.4	24.2
Queue Length 50th (ft)	86	541	90	161	350	21	169	294	386	138	198	74
Queue Length 95th (ft)	123	#725	177	206	447	62	#231	340	410	186	237	123
Internal Link Dist (ft)		2268			2330			779			1017	
Turn Bay Length (ft)	280		250	360		300	300		320	180		220
Base Capacity (vph)	493	1938	825	538	2295	709	396	984	955	396	984	554
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.81	0.33	0.59	0.55	0.22	0.80	0.56	0.87	0.66	0.40	0.30

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)	145	1395	244	281	1119	138	282	492	736	233	347	149
Future Volume (veh/h)	145	1395	244	281	1119	138	282	492	736	233	347	149
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		0.77	1.00		0.78	1.00		0.88	1.00		0.88
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	163	1567	274	316	1257	155	317	553	827	262	390	167
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	212	1824	602	367	2054	639	361	988	981	309	935	465
Arrive On Green	0.06	0.36	0.36	0.11	0.40	0.40	0.10	0.28	0.28	0.09	0.26	0.26
Sat Flow, veh/h	3456	5106	1220	3456	5106	1236	3456	3554	2463	3456	3554	1395
Grp Volume(v), veh/h	163	1567	274	316	1257	155	317	553	827	262	390	167
Grp Sat Flow(s),veh/h/ln	1728	1702	1220	1728	1702	1236	1728	1777	1231	1728	1777	1395
Q Serve(g_s), s	7.4	45.5	24.9	14.4	31.2	11.7	14.5	21.3	44.5	12.0	14.5	14.7
Cycle Q Clear(g_c), s	7.4	45.5	24.9	14.4	31.2	11.7	14.5	21.3	44.5	12.0	14.5	14.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	212	1824	602	367	2054	639	361	988	981	309	935	465
V/C Ratio(X)	0.77	0.86	0.46	0.86	0.61	0.24	0.88	0.56	0.84	0.85	0.42	0.36
Avail Cap(c_a), veh/h	497	1824	602	497	2054	639	400	988	981	400	988	485
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.72	0.72	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	74.0	47.7	29.9	70.3	37.9	23.6	70.6	49.4	45.6	71.8	48.8	41.5
Incr Delay (d2), s/veh	4.2	4.1	1.8	11.0	1.4	0.9	18.2	0.7	6.8	12.6	0.3	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	20.0	7.7	7.0	13.4	3.6	7.4	9.7	16.1	5.9	6.6	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	78.2	51.7	31.7	81.3	39.3	24.5	88.9	50.1	52.4	84.3	49.1	41.9
LnGrp LOS	E	D	C	F	D	C	F	D	D	F	D	D
Approach Vol, veh/h		2004			1728			1697			819	
Approach Delay, s/veh		51.1			45.7			58.4			58.9	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.8	71.3	20.8	51.0	24.0	64.2	23.2	48.6
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5
Max Green Setting (Gmax), s	23.0	47.0	18.5	44.5	23.0	47.0	18.5	44.5
Max Q Clear Time (g_c+I1), s	9.4	33.2	14.0	46.5	16.4	47.5	16.5	16.7
Green Ext Time (p_c), s	0.4	7.9	0.4	0.0	0.6	0.0	0.2	3.4

Intersection Summary	
HCM 7th Control Delay, s/veh	52.6
HCM 7th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	140	1	121	23	0	40	16	1333	13	36	749	48
Future Volume (vph)	140	1	121	23	0	40	16	1333	13	36	749	48
Confl. Peds. (#/hr)							6		10	10		6
Confl. Bikes (#/hr)						1			12			2
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	159	1	138	26	0	45	18	1515	15	41	851	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	160	138	26	45	0	18	1515	15	41	851	55

Intersection Summary

Intersection	
Int Delay, s/veh	8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	140	1	121	23	0	40	16	1333	13	36	749	48
Future Vol, veh/h	140	1	121	23	0	40	16	1333	13	36	749	48
Conflicting Peds, #/hr	0	0	0	0	0	0	6	0	10	10	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	120	0	-	-	220	-	170	180	-	150
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	159	1	138	26	0	45	18	1515	15	41	851	55

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1733	2515	432	2069	2555	767	912	0	0	1540	0	0
Stage 1	939	939	-	1561	1561	-	-	-	-	-	-	-
Stage 2	794	1576	-	508	994	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 76	27	*880	*37	25	345	916	-	-	428	-	-
Stage 1	446	457	-	*117	171	-	-	-	-	-	-	-
Stage 2	348	168	-	*830	427	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0		0	-	-		-	-
Mov Cap-1 Maneuver	~ 58	23	*875	*27	22	341	911	-	-	423	-	-
Mov Cap-2 Maneuver	167	93	-	*94	113	-	-	-	-	-	-	-
Stage 1	401	411	-	*114	166	-	-	-	-	-	-	-
Stage 2	295	163	-	*631	383	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	67.13	32	0.11	0.62
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	911	-	-	166	875	94	341	423	-	-
HCM Lane V/C Ratio	0.02	-	-	0.965	0.157	0.28	0.133	0.097	-	-
HCM Control Delay (s/veh)	9	-	-	116.3	9.9	57.8	17.2	14.4	-	-
HCM Lane LOS	A	-	-	F	A	F	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	7.4	0.6	1	0.5	0.3	-	-

Notes

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

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Volume (vph)	1	4	8	0	3	32
Future Volume (vph)	1	4	8	0	3	32
Confl. Peds. (#/hr)				2		
Confl. Bikes (#/hr)						
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	1	5	10	0	4	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	10	0	0	44

Intersection Summary

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	4	8	0	3	32
Future Vol, veh/h	1	4	8	0	3	32
Conflicting Peds, #/hr	0	0	0	2	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	5	10	0	4	40

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	60	12	0	0	12	0
Stage 1	12	-	-	-	-	-
Stage 2	48	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	947	1069	-	-	1607	-
Stage 1	1011	-	-	-	-	-
Stage 2	975	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	943	1067	-	-	1604	-
Mov Cap-2 Maneuver	943	-	-	-	-	-
Stage 1	1009	-	-	-	-	-
Stage 2	973	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.48	0	0.62
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1039	154	-
HCM Lane V/C Ratio	-	-	0.006	0.002	-
HCM Control Delay (s/veh)	-	-	8.5	7.2	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	16	0	7	99	0	128	7	1198	41	62	807	5
Future Volume (vph)	16	0	7	99	0	128	7	1198	41	62	807	5
Confl. Peds. (#/hr)							5		6	6		5
Confl. Bikes (#/hr)						1			7			8
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	18	0	8	109	0	141	8	1316	45	68	887	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	18	8	0	109	141	0	8	1316	45	68	887	5

Intersection Summary

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	16	0	7	99	0	128	7	1198	41	62	807	5
Future Vol, veh/h	16	0	7	99	0	128	7	1198	41	62	807	5
Conflicting Peds, #/hr	0	0	0	0	0	0	5	0	6	6	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	200	-	200	210	-	140
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	0	8	109	0	141	8	1316	45	68	887	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1702	2411	448	1918	2371	664	897	0	0	1368	0	0
Stage 1	1028	1028	-	1338	1338	-	-	-	-	-	-	-
Stage 2	674	1383	-	580	1034	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	86	32	*854	*~ 53	35	403	966	-	-	498	-	-
Stage 1	413	428	-	*161	220	-	-	-	-	-	-	-
Stage 2	411	209	-	*805	425	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0		0	-	-		-	-
Mov Cap-1 Maneuver	47	27	*850	*~ 45	29	401	961	-	-	495	-	-
Mov Cap-2 Maneuver	135	101	-	*129	136	-	-	-	-	-	-	-
Stage 1	355	368	-	*159	217	-	-	-	-	-	-	-
Stage 2	264	206	-	*688	365	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	27.65	56.66	0.05	0.95
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	961	-	-	135	850	129	401	495	-	-
HCM Lane V/C Ratio	0.008	-	-	0.13	0.009	0.841	0.351	0.138	-	-
HCM Control Delay (s/veh)	8.8	-	-	35.7	9.3	105.6	18.8	13.4	-	-
HCM Lane LOS	A	-	-	E	A	F	C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0	5.2	1.5	0.5	-	-

Notes

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	2	51	2	5	22	19	0	0	38	78	1	9
Future Volume (vph)	2	51	2	5	22	19	0	0	38	78	1	9
Confl. Peds. (#/hr)	5		5	5		5	2					2
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	3	66	3	6	29	25	0	0	49	101	1	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	0	60	0	0	49	0	0	114	0

Intersection Summary

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	51	2	5	22	19	0	0	38	78	1	9
Future Vol, veh/h	2	51	2	5	22	19	0	0	38	78	1	9
Conflicting Peds, #/hr	5	0	5	5	0	5	2	0	0	0	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	66	3	6	29	25	0	0	49	101	1	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	58	0	0	74	0	0	122	149	73	130	138	48
Stage 1	-	-	-	-	-	-	78	78	-	59	59	-
Stage 2	-	-	-	-	-	-	44	71	-	71	79	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1546	-	-	1526	-	-	853	743	990	842	753	1021
Stage 1	-	-	-	-	-	-	931	830	-	953	846	-
Stage 2	-	-	-	-	-	-	970	836	-	938	829	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1538	-	-	1518	-	-	831	731	985	791	741	1014
Mov Cap-2 Maneuver	-	-	-	-	-	-	831	731	-	791	741	-
Stage 1	-	-	-	-	-	-	925	825	-	944	838	-
Stage 2	-	-	-	-	-	-	951	828	-	890	824	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.27	0.8	8.85	10.18
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	985	65	-	-	179	-	-	809
HCM Lane V/C Ratio	0.05	0.002	-	-	0.004	-	-	0.141
HCM Control Delay (s/veh)	8.8	7.3	0	-	7.4	0	-	10.2
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	75	1	94	15	0	20	12	1154	8	5	880	28
Future Volume (vph)	75	1	94	15	0	20	12	1154	8	5	880	28
Confl. Peds. (#/hr)							3		9	9		3
Confl. Bikes (#/hr)									9			5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	82	1	102	16	0	22	13	1254	9	5	957	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	82	103	0	16	22	0	13	1254	9	5	957	30

Intersection Summary

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	75	1	94	15	0	20	12	1154	8	5	880	28
Future Vol, veh/h	75	1	94	15	0	20	12	1154	8	5	880	28
Conflicting Peds, #/hr	0	0	0	0	0	0	3	0	9	9	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	230	-	230	250	-	250
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	82	1	102	16	0	22	13	1254	9	5	957	30

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1624	2269	481	1779	2290	636	990	0	0	1272	0	0
Stage 1	970	970	-	1289	1289	-	-	-	-	-	-	-
Stage 2	653	1298	-	490	1001	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 68	40	531	52	39	420	694	-	-	542	-	-
Stage 1	272	329	-	173	232	-	-	-	-	-	-	-
Stage 2	422	230	-	529	319	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 62	38	529	40	37	417	692	-	-	537	-	-
Mov Cap-2 Maneuver	172	136	-	123	134	-	-	-	-	-	-	-
Stage 1	268	325	-	168	226	-	-	-	-	-	-	-
Stage 2	393	224	-	421	315	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	26.88	24.6	0.11	0.06
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	692	-	-	172	514	123	417	537	-	-
HCM Lane V/C Ratio	0.019	-	-	0.474	0.201	0.132	0.052	0.01	-	-
HCM Control Delay (s/veh)	10.3	-	-	43.5	13.8	38.6	14.1	11.8	-	-
HCM Lane LOS	B	-	-	E	B	E	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2.3	0.7	0.4	0.2	0	-	-

Notes

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

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Volume (vph)	10	128	66	6	16	9
Future Volume (vph)	10	128	66	6	16	9
Confl. Peds. (#/hr)	6			6		1
Confl. Bikes (#/hr)						
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	12	152	79	7	19	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	152	86	0	30	0

Intersection Summary

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	128	66	6	16	9
Future Vol, veh/h	10	128	66	6	16	9
Conflicting Peds, #/hr	6	0	0	6	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	170	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	152	79	7	19	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	92	0	-	0	188	50
Stage 1	-	-	-	-	88	-
Stage 2	-	-	-	-	100	-
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	1501	-	-	-	783	1008
Stage 1	-	-	-	-	925	-
Stage 2	-	-	-	-	913	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1492	-	-	-	768	1001
Mov Cap-2 Maneuver	-	-	-	-	768	-
Stage 1	-	-	-	-	913	-
Stage 2	-	-	-	-	908	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.54	0	9.45
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1492	-	-	-	838
HCM Lane V/C Ratio	0.008	-	-	-	0.036
HCM Control Delay (s/veh)	7.4	-	-	-	9.5
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

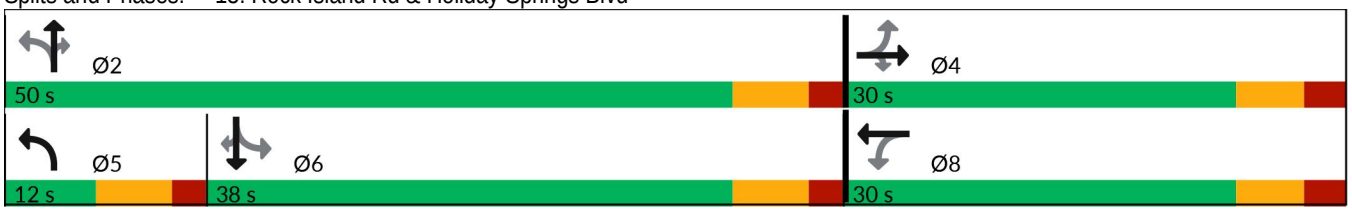
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	35	1	152	5	0	11	70	1088	17	10	1008	17
Future Volume (vph)	35	1	152	5	0	11	70	1088	17	10	1008	17
Confl. Peds. (#/hr)			1	1			3		5	5		3
Confl. Bikes (#/hr)									7			4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	38	1	163	5	0	12	75	1170	18	11	1084	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	1	163	5	12	0	75	1170	18	11	1084	18

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	35	1	152	5	0	70	1088	17	10	1008	17
Future Volume (vph)	35	1	152	5	0	70	1088	17	10	1008	17
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases		4			8	5	2			6	
Permitted Phases	4		4	8		2		2	6		6
Detector Phase	4	4	4	8	8	5	2	2	6	6	6
Switch Phase											
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	12.0	12.0	12.0	12.0	12.0
Minimum Split (s)	39.5	39.5	39.5	42.5	42.5	11.5	32.5	32.5	32.5	32.5	32.5
Total Split (s)	30.0	30.0	30.0	30.0	30.0	12.0	50.0	50.0	38.0	38.0	38.0
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%	15.0%	62.5%	62.5%	47.5%	47.5%	47.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag						Lead			Lag	Lag	Lag
Lead-Lag Optimize?						Yes			Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	Min	Min	Min
Act Effct Green (s)	7.6	7.6	7.6	7.6	7.6	35.2	35.2	35.2	28.8	28.8	28.8
Actuated g/C Ratio	0.14	0.14	0.14	0.14	0.14	0.63	0.63	0.63	0.51	0.51	0.51
v/c Ratio	0.20	0.00	0.46	0.03	0.04	0.22	0.53	0.02	0.05	0.60	0.02
Control Delay (s/veh)	27.3	24.0	10.0	24.6	0.2	5.6	6.7	0.4	10.1	12.7	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	27.3	24.0	10.0	24.6	0.2	5.6	6.7	0.4	10.1	12.7	0.1
LOS	C	C	A	C	A	A	A	A	B	B	A
Approach Delay (s/veh)		13.3			7.4		6.6			12.4	
Approach LOS		B			A		A			B	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 56.2	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay (s/veh): 9.6	Intersection LOS: A
Intersection Capacity Utilization 65.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 13: Rock Island Rd & Holiday Springs Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	38	1	163	5	12	75	1170	18	11	1084	18
v/c Ratio	0.20	0.00	0.46	0.03	0.04	0.22	0.53	0.02	0.05	0.60	0.02
Control Delay (s/veh)	27.3	24.0	10.0	24.6	0.2	5.6	6.7	0.4	10.1	12.7	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	27.3	24.0	10.0	24.6	0.2	5.6	6.7	0.4	10.1	12.7	0.1
Queue Length 50th (ft)	12	0	0	2	0	8	90	0	2	148	0
Queue Length 95th (ft)	38	4	46	10	0	22	152	2	11	230	0
Internal Link Dist (ft)		2605			671		840			1231	
Turn Bay Length (ft)	175					230		170	250		220
Base Capacity (vph)	603	804	767	608	760	335	2789	1217	260	2048	957
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.00	0.21	0.01	0.02	0.22	0.42	0.01	0.04	0.53	0.02

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	1	152	5	0	11	70	1088	17	10	1008	17
Future Volume (veh/h)	35	1	152	5	0	11	70	1088	17	10	1008	17
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		0.97	1.00		0.98
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	38	1	163	5	0	12	75	1170	18	11	1084	18
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	331	271	230	313	0	230	321	2159	936	332	1539	675
Arrive On Green	0.15	0.15	0.15	0.15	0.00	0.15	0.05	0.61	0.61	0.43	0.43	0.43
Sat Flow, veh/h	1399	1870	1582	1220	0	1582	1781	3554	1540	471	3554	1557
Grp Volume(v), veh/h	38	1	163	5	0	12	75	1170	18	11	1084	18
Grp Sat Flow(s),veh/h/ln	1399	1870	1582	1220	0	1582	1781	1777	1540	471	1777	1557
Q Serve(g_s), s	1.3	0.0	5.2	0.2	0.0	0.3	1.1	10.1	0.2	0.7	13.1	0.3
Cycle Q Clear(g_c), s	1.6	0.0	5.2	0.2	0.0	0.3	1.1	10.1	0.2	1.7	13.1	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	331	271	230	313	0	230	321	2159	936	332	1539	675
V/C Ratio(X)	0.11	0.00	0.71	0.02	0.00	0.05	0.23	0.54	0.02	0.03	0.70	0.03
Avail Cap(c_a), veh/h	754	836	707	682	0	707	418	2942	1275	411	2130	934
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	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.0	19.2	21.4	19.3	0.0	19.3	8.8	6.0	4.1	9.2	12.1	8.5
Incr Delay (d2), s/veh	0.2	0.0	4.0	0.0	0.0	0.1	0.4	0.2	0.0	0.0	0.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	2.0	0.0	0.0	0.1	0.3	2.6	0.1	0.1	4.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.2	19.2	25.4	19.3	0.0	19.4	9.2	6.2	4.1	9.3	12.8	8.6
LnGrp LOS	C	B	C	B		B	A	A	A	A	B	A
Approach Vol, veh/h		202			17			1263			1113	
Approach Delay, s/veh		24.4			19.4			6.4			12.7	
Approach LOS		C			B			A			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		38.4		14.1	9.2	29.3		14.1				
Change Period (Y+Rc), s		6.5		6.5	6.5	6.5		6.5				
Max Green Setting (Gmax), s		43.5		23.5	5.5	31.5		23.5				
Max Q Clear Time (g_c+I1), s		12.1		7.2	3.1	15.1		2.3				
Green Ext Time (p_c), s		10.7		0.5	0.0	7.4		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	10.6
HCM 7th LOS	B

Notes

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

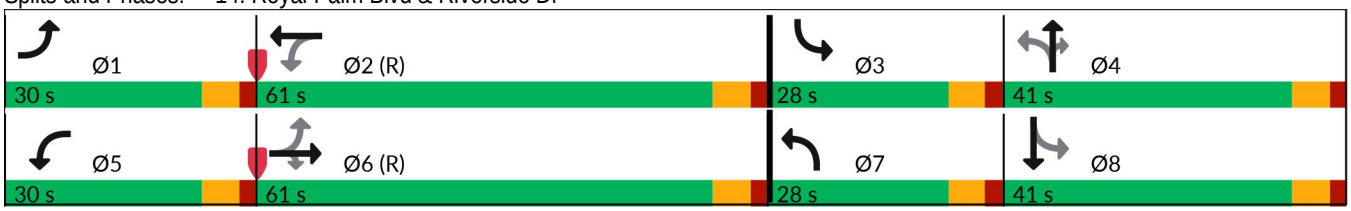
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	217	923	428	161	750	235	354	696	265	243	665	271
Future Volume (vph)	217	923	428	161	750	235	354	696	265	243	665	271
Confl. Peds. (#/hr)	12		2	2		12	2		11	11		2
Confl. Bikes (#/hr)			4			6			2			5
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	221	942	437	164	765	240	361	710	270	248	679	277
Shared Lane Traffic (%)												
Lane Group Flow (vph)	221	942	437	164	1005	0	361	710	270	248	956	0

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	217	923	428	161	750	354	696	265	243	665
Future Volume (vph)	217	923	428	161	750	354	696	265	243	665
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6		5	2	7	4		3	8
Permitted Phases	6		6	2		4		4	8	
Detector Phase	1	6	6	5	2	7	4	4	3	8
Switch Phase										
Minimum Initial (s)	4.0	12.0	12.0	4.0	12.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	11.5	36.5	36.5	11.5	36.5	11.5	37.5	37.5	11.5	37.5
Total Split (s)	30.0	61.0	61.0	30.0	61.0	28.0	41.0	41.0	28.0	41.0
Total Split (%)	18.8%	38.1%	38.1%	18.8%	38.1%	17.5%	25.6%	25.6%	17.5%	25.6%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	None
Act Effct Green (s)	79.1	59.8	59.8	69.0	54.6	62.3	39.1	39.1	55.3	34.5
Actuated g/C Ratio	0.49	0.37	0.37	0.43	0.34	0.39	0.24	0.24	0.35	0.22
v/c Ratio	0.81	0.71	0.54	0.64	0.86	1.11	0.82	0.47	0.85	1.27
Control Delay (s/veh)	60.6	46.4	9.2	28.3	60.3	128.9	66.5	8.2	64.0	178.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	60.6	46.4	9.2	28.3	60.3	128.9	66.5	8.2	64.0	178.8
LOS	E	D	A	C	E	F	E	A	E	F
Approach Delay (s/veh)		38.2			55.8		71.6			155.2
Approach LOS		D			E		E			F

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 112 (70%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.27	
Intersection Signal Delay (s/veh): 77.0	Intersection LOS: E
Intersection Capacity Utilization 108.9%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 14: Royal Palm Blvd & Riverside Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	221	942	437	164	1005	361	710	270	248	956
v/c Ratio	0.81	0.71	0.54	0.64	0.86	1.11	0.82	0.47	0.85	1.27
Control Delay (s/veh)	60.6	46.4	9.2	28.3	60.3	128.9	66.5	8.2	64.0	178.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	60.6	46.4	9.2	28.3	60.3	128.9	66.5	8.2	64.0	178.8
Queue Length 50th (ft)	158	423	46	135	554	~426	387	0	184	~647
Queue Length 95th (ft)	257	535	154	m88	635	#650	#506	81	#332	#787
Internal Link Dist (ft)		1554			4475		1024			1484
Turn Bay Length (ft)	260		280	370		190		325	200	
Base Capacity (vph)	314	1321	810	358	1183	324	865	579	301	753
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.71	0.54	0.46	0.85	1.11	0.82	0.47	0.82	1.27

Intersection Summary

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

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	217	923	428	161	750	235	354	696	265	243	665	271
Future Volume (veh/h)	217	923	428	161	750	235	354	696	265	243	665	271
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		0.98	1.00		0.98	1.00		0.97	1.00		0.97
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	221	942	437	164	765	240	361	710	270	248	679	277
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	288	1489	649	249	1057	332	284	814	353	281	525	214
Arrive On Green	0.09	0.42	0.42	0.07	0.40	0.40	0.13	0.23	0.23	0.12	0.22	0.22
Sat Flow, veh/h	1781	3554	1549	1781	2644	830	1781	3554	1541	1781	2436	994
Grp Volume(v), veh/h	221	942	437	164	514	491	361	710	270	248	495	461
Grp Sat Flow(s),veh/h/ln	1781	1777	1549	1781	1777	1697	1781	1777	1541	1781	1777	1653
Q Serve(g_s), s	11.6	33.5	36.5	8.6	39.1	39.1	21.5	30.8	26.2	17.2	34.5	34.5
Cycle Q Clear(g_c), s	11.6	33.5	36.5	8.6	39.1	39.1	21.5	30.8	26.2	17.2	34.5	34.5
Prop In Lane	1.00		1.00	1.00		0.49	1.00		1.00	1.00		0.60
Lane Grp Cap(c), veh/h	288	1489	649	249	710	678	284	814	353	281	383	356
V/C Ratio(X)	0.77	0.63	0.67	0.66	0.72	0.72	1.27	0.87	0.76	0.88	1.29	1.29
Avail Cap(c_a), veh/h	394	1489	649	389	710	678	284	814	353	305	383	356
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	0.73	0.73	0.73	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.9	36.7	37.6	29.9	40.6	40.6	51.1	59.4	57.6	44.4	62.7	62.8
Incr Delay (d2), s/veh	6.0	2.1	5.5	2.2	4.7	4.9	146.0	10.2	9.6	23.3	150.0	151.2
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	5.5	15.1	14.9	3.9	18.1	17.4	20.3	15.1	11.2	9.5	31.6	29.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.9	38.8	43.1	32.0	45.2	45.5	197.1	69.6	67.2	67.7	212.7	213.9
LnGrp LOS	D	D	D	C	D	D	F	E	E	E	F	F
Approach Vol, veh/h		1600			1169			1341			1204	
Approach Delay, s/veh		39.9			43.5			103.5			183.3	
Approach LOS		D			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.5	70.5	25.8	43.2	17.5	73.5	28.0	41.0
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	23.5	54.5	21.5	34.5	23.5	54.5	21.5	34.5
Max Q Clear Time (g_c+I1), s	13.6	41.1	19.2	32.8	10.6	38.5	23.5	36.5
Green Ext Time (p_c), s	0.4	5.6	0.2	1.0	0.3	7.7	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	89.2
HCM 7th LOS	F

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	222	784	89	265	723	285	82	679	405	266	608	93
Future Volume (vph)	222	784	89	265	723	285	82	679	405	266	608	93
Confl. Peds. (#/hr)									1	1		
Confl. Bikes (#/hr)			1			3			4			4
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	234	825	94	279	761	300	86	715	426	280	640	98
Shared Lane Traffic (%)												
Lane Group Flow (vph)	234	825	94	279	761	300	86	715	426	280	640	98

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	222	784	89	265	723	285	82	679	405	266	608	93
Future Volume (vph)	222	784	89	265	723	285	82	679	405	266	608	93
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.5	43.5	43.5	11.5	43.5	43.5	11.5	43.5	43.5	11.5	43.5	43.5
Total Split (s)	32.0	46.0	46.0	28.0	42.0	42.0	26.0	60.0	60.0	26.0	60.0	60.0
Total Split (%)	20.0%	28.8%	28.8%	17.5%	26.3%	26.3%	16.3%	37.5%	37.5%	16.3%	37.5%	37.5%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Act Effct Green (s)	16.2	43.5	43.5	18.2	45.5	45.5	67.1	59.5	59.5	77.4	64.7	64.7
Actuated g/C Ratio	0.10	0.27	0.27	0.11	0.28	0.28	0.42	0.37	0.37	0.48	0.40	0.40
v/c Ratio	0.67	0.86	0.19	0.72	0.76	0.54	0.14	0.54	0.54	0.46	0.45	0.14
Control Delay (s/veh)	59.3	60.5	17.3	78.6	57.7	27.0	23.3	42.7	12.4	25.8	36.8	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	59.3	60.5	17.3	78.6	57.7	27.0	23.3	42.7	12.4	25.8	36.8	4.1
LOS	E	E	B	E	E	C	C	D	B	C	D	A
Approach Delay (s/veh)		56.7			55.2			30.8			30.6	
Approach LOS		E			E			C			C	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 41 (26%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay (s/veh): 44.0	Intersection LOS: D
Intersection Capacity Utilization 89.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 15: Royal Palm Blvd & Rock Island Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	234	825	94	279	761	300	86	715	426	280	640	98
v/c Ratio	0.67	0.86	0.19	0.72	0.76	0.54	0.14	0.54	0.54	0.46	0.45	0.14
Control Delay (s/veh)	59.3	60.5	17.3	78.6	57.7	27.0	23.3	42.7	12.4	25.8	36.8	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	59.3	60.5	17.3	78.6	57.7	27.0	23.3	42.7	12.4	25.8	36.8	4.1
Queue Length 50th (ft)	125	465	29	147	373	127	24	320	72	85	264	0
Queue Length 95th (ft)	m171	#581	m57	193	476	241	40	393	186	113	321	30
Internal Link Dist (ft)		4475			2131			1468			840	
Turn Bay Length (ft)	340		170	210		150	220		190	220		250
Base Capacity (vph)	547	966	508	467	1006	551	864	1330	791	729	1431	697
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.85	0.19	0.60	0.76	0.54	0.10	0.54	0.54	0.38	0.45	0.14

Intersection Summary

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	222	784	89	265	723	285	82	679	405	266	608	93
Future Volume (veh/h)	222	784	89	265	723	285	82	679	405	266	608	93
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		0.99	1.00		0.99	1.00		0.99	1.00		0.99
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	234	825	94	279	761	300	86	715	426	280	640	98
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	287	869	383	329	913	401	685	1552	682	583	1660	730
Arrive On Green	0.08	0.24	0.24	0.10	0.26	0.26	0.03	0.44	0.44	0.06	0.47	0.47
Sat Flow, veh/h	3456	3554	1565	3456	3554	1562	3456	3554	1562	3456	3554	1562
Grp Volume(v), veh/h	234	825	94	279	761	300	86	715	426	280	640	98
Grp Sat Flow(s),veh/h/ln	1728	1777	1565	1728	1777	1562	1728	1777	1562	1728	1777	1562
Q Serve(g_s), s	10.7	36.5	7.7	12.7	32.4	28.3	2.2	22.7	33.8	7.1	18.7	5.7
Cycle Q Clear(g_c), s	10.7	36.5	7.7	12.7	32.4	28.3	2.2	22.7	33.8	7.1	18.7	5.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	287	869	383	329	913	401	685	1552	682	583	1660	730
V/C Ratio(X)	0.82	0.95	0.25	0.85	0.83	0.75	0.13	0.46	0.62	0.48	0.39	0.13
Avail Cap(c_a), veh/h	551	877	386	464	913	401	1000	1552	682	793	1660	730
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)	0.66	0.66	0.66	1.00	1.00	1.00	1.00	1.00	1.00	0.79	0.79	0.79
Uniform Delay (d), s/veh	72.2	59.5	48.6	71.2	56.2	54.7	23.9	31.8	34.9	24.1	27.7	24.2
Incr Delay (d2), s/veh	3.8	14.3	0.2	9.9	6.7	7.6	0.1	1.0	4.3	0.5	0.5	0.3
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	4.9	18.2	3.1	6.1	15.4	12.0	0.9	10.1	13.8	3.0	8.2	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	76.0	73.8	48.8	81.1	62.9	62.2	24.0	32.8	39.2	24.6	28.2	24.5
LnGrp LOS	E	E	D	F	E	E	C	C	D	C	C	C
Approach Vol, veh/h		1153			1340			1227			1018	
Approach Delay, s/veh		72.2			66.6			34.4			26.9	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.3	76.4	21.7	45.6	11.4	81.2	19.8	47.6
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	19.5	53.5	21.5	39.5	19.5	53.5	25.5	35.5
Max Q Clear Time (g_c+I1), s	9.1	35.8	14.7	38.5	4.2	20.7	12.7	34.4
Green Ext Time (p_c), s	0.7	6.4	0.5	0.6	0.2	5.3	0.6	0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	51.1
HCM 7th LOS	D

Notes

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

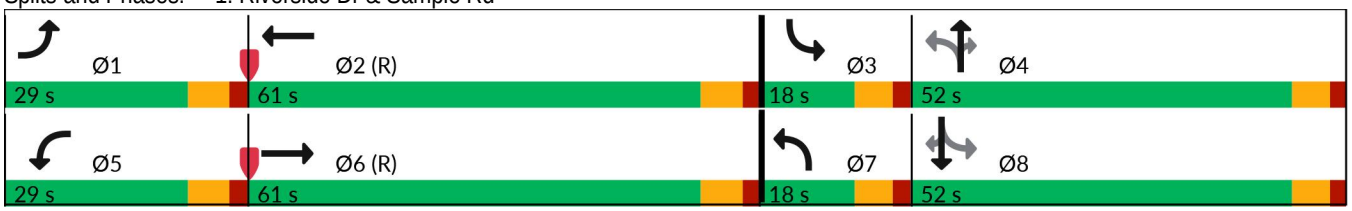
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	168	1228	129	281	1249	127	134	464	366	128	627	175
Future Volume (vph)	168	1228	129	281	1249	127	134	464	366	128	627	175
Confl. Peds. (#/hr)	28		16	16		28	16		28	28		16
Confl. Bikes (#/hr)			12			14			18			13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	177	1293	136	296	1315	134	141	488	385	135	660	184
Shared Lane Traffic (%)												
Lane Group Flow (vph)	177	1429	0	296	1449	0	141	488	385	135	660	184

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	168	1228	281	1249	134	464	366	128	627	175
Future Volume (vph)	168	1228	281	1249	134	464	366	128	627	175
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2	7	4		3	8	
Permitted Phases					4		4	8		8
Detector Phase	1	6	5	2	7	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	5.0	12.0	5.0	12.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	12.0	45.0	12.0	45.0	11.5	44.5	44.5	11.5	44.5	44.5
Total Split (s)	29.0	61.0	29.0	61.0	18.0	52.0	52.0	18.0	52.0	52.0
Total Split (%)	18.1%	38.1%	18.1%	38.1%	11.3%	32.5%	32.5%	11.3%	32.5%	32.5%
Yellow Time (s)	5.0	5.0	5.0	5.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None	None
Act Effct Green (s)	20.2	52.8	31.3	64.0	48.9	37.6	37.6	48.7	37.5	37.5
Actuated g/C Ratio	0.13	0.33	0.20	0.40	0.31	0.24	0.24	0.30	0.23	0.23
v/c Ratio	0.80	0.86	0.86	0.72	0.73	0.59	0.64	0.53	0.80	0.39
Control Delay (s/veh)	92.2	56.0	77.0	28.3	58.8	56.7	14.4	44.3	65.0	13.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	92.2	56.0	77.0	28.3	58.8	56.7	14.4	44.3	65.0	13.3
LOS	F	E	E	C	E	E	B	D	E	B
Approach Delay (s/veh)		60.0		36.5		40.9			52.4	
Approach LOS		E		D		D			D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 146 (91%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 125	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay (s/veh): 47.3	Intersection LOS: D
Intersection Capacity Utilization 101.1%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 1: Riverside Dr & Sample Rd



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	177	1429	296	1449	141	488	385	135	660	184
v/c Ratio	0.80	0.86	0.86	0.72	0.73	0.59	0.64	0.53	0.80	0.39
Control Delay (s/veh)	92.2	56.0	77.0	28.3	58.8	56.7	14.4	44.3	65.0	13.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	92.2	56.0	77.0	28.3	58.8	56.7	14.4	44.3	65.0	13.3
Queue Length 50th (ft)	181	504	248	380	105	241	51	100	345	28
Queue Length 95th (ft)	#285	568	#569	620	#152	283	158	144	392	94
Internal Link Dist (ft)		903		1640		1956			490	
Turn Bay Length (ft)	370		420		275		430	300		200
Base Capacity (vph)	248	1693	346	2002	196	1006	655	256	1006	538
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.84	0.86	0.72	0.72	0.49	0.59	0.53	0.66	0.34

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)	168	1228	129	281	1249	127	134	464	366	128	627	175
Future Volume (veh/h)	168	1228	129	281	1249	127	134	464	366	128	627	175
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		0.96	1.00		0.96	1.00		0.94	0.99		0.95
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	177	1293	136	296	1315	134	141	488	385	135	660	184
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	199	1650	174	245	1778	181	236	972	409	264	964	407
Arrive On Green	0.11	0.35	0.35	0.18	0.50	0.50	0.07	0.27	0.27	0.07	0.27	0.27
Sat Flow, veh/h	1781	4669	491	1781	4686	478	1781	3554	1496	1781	3554	1502
Grp Volume(v), veh/h	177	943	486	296	955	494	141	488	385	135	660	184
Grp Sat Flow(s),veh/h/ln	1781	1702	1756	1781	1702	1760	1781	1777	1496	1781	1777	1502
Q Serve(g_s), s	15.7	39.6	39.6	22.0	35.5	35.5	9.1	18.5	40.3	8.7	26.6	16.3
Cycle Q Clear(g_c), s	15.7	39.6	39.6	22.0	35.5	35.5	9.1	18.5	40.3	8.7	26.6	16.3
Prop In Lane	1.00		0.28	1.00		0.27	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	199	1203	621	245	1291	668	236	972	409	264	964	407
V/C Ratio(X)	0.89	0.78	0.78	1.21	0.74	0.74	0.60	0.50	0.94	0.51	0.68	0.45
Avail Cap(c_a), veh/h	245	1203	621	245	1291	668	241	1011	426	273	1011	427
HCM Platoon Ratio	1.00	1.00	1.00	1.33	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	0.69	0.69	0.69	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.1	46.3	46.3	65.4	33.4	33.4	40.6	48.9	56.8	39.2	52.2	48.4
Incr Delay (d2), s/veh	26.9	5.1	9.6	117.3	2.7	5.1	3.8	0.4	28.6	1.5	1.8	0.8
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	8.7	17.7	19.0	17.7	14.3	15.3	4.3	8.4	18.5	4.0	12.2	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	97.0	51.4	55.8	182.7	36.1	38.5	44.5	49.3	85.4	40.8	54.0	49.2
LnGrp LOS	F	D	E	F	D	D	D	D	F	D	D	D
Approach Vol, veh/h		1606			1745			1014			979	
Approach Delay, s/veh		57.8			61.6			62.4			51.3	
Approach LOS		E			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.9	67.7	17.2	50.3	29.0	63.5	17.6	49.9
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5
Max Green Setting (Gmax), s	22.0	54.0	11.5	45.5	22.0	54.0	11.5	45.5
Max Q Clear Time (g_c+I1), s	17.7	37.5	10.7	42.3	24.0	41.6	11.1	28.6
Green Ext Time (p_c), s	0.2	9.3	0.0	1.5	0.0	7.5	0.0	4.9

Intersection Summary	
HCM 7th Control Delay, s/veh	58.7
HCM 7th LOS	E

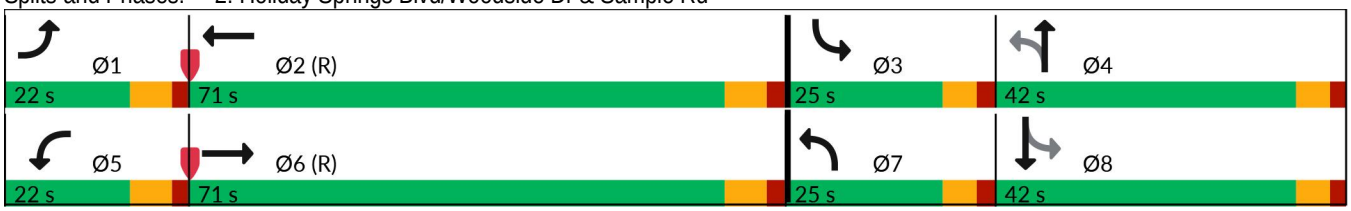
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	150	1484	56	95	1492	203	99	56	62	139	67	104
Future Volume (vph)	150	1484	56	95	1492	203	99	56	62	139	67	104
Confl. Peds. (#/hr)	9		1	1		9	7		1	1		7
Confl. Bikes (#/hr)			8			6			1			10
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	156	1546	58	99	1554	211	103	58	65	145	70	108
Shared Lane Traffic (%)												
Lane Group Flow (vph)	156	1604	0	99	1765	0	103	123	0	145	178	0

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	150	1484	95	1492	99	56	139	67
Future Volume (vph)	150	1484	95	1492	99	56	139	67
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases					4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	7.0	5.0	7.0	4.0	6.0	4.0	6.0
Minimum Split (s)	12.0	34.0	12.0	34.0	11.5	42.0	11.5	40.0
Total Split (s)	22.0	71.0	22.0	71.0	25.0	42.0	25.0	42.0
Total Split (%)	13.8%	44.4%	13.8%	44.4%	15.6%	26.3%	15.6%	26.3%
Yellow Time (s)	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None
Act Effct Green (s)	21.5	89.9	14.2	82.6	27.0	14.0	32.7	16.9
Actuated g/C Ratio	0.13	0.56	0.09	0.52	0.17	0.09	0.20	0.11
v/c Ratio	0.66	0.56	0.63	0.69	0.42	0.69	0.58	0.41
Control Delay (s/veh)	63.4	26.0	63.3	49.0	54.6	70.2	60.6	28.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	63.4	26.0	63.3	49.0	54.6	70.2	60.6	28.7
LOS	E	C	E	D	D	E	E	C
Approach Delay (s/veh)		29.3		49.8		63.1		43.0
Approach LOS		C		D		E		D

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 84 (53%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay (s/veh): 41.4	Intersection LOS: D
Intersection Capacity Utilization 79.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 2: Holiday Springs Blvd/Woodside Dr & Sample Rd



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	156	1604	99	1765	103	123	145	178
v/c Ratio	0.66	0.56	0.63	0.69	0.42	0.69	0.58	0.41
Control Delay (s/veh)	63.4	26.0	63.3	49.0	54.6	70.2	60.6	28.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	63.4	26.0	63.3	49.0	54.6	70.2	60.6	28.7
Queue Length 50th (ft)	121	580	106	461	89	93	129	35
Queue Length 95th (ft)	m160	649	m137	631	136	161	185	74
Internal Link Dist (ft)		1640		2268		306		335
Turn Bay Length (ft)	260		260				160	
Base Capacity (vph)	237	2843	178	2572	310	408	277	793
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	0.66	0.56	0.56	0.69	0.33	0.30	0.52	0.22

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	1484	56	95	1492	203	99	56	62	139	67	104
Future Volume (veh/h)	150	1484	56	95	1492	203	99	56	62	139	67	104
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		0.98	1.00		0.97	0.99		0.97	0.99		0.96
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	156	1546	58	99	1554	211	103	58	65	145	70	108
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	167	2842	107	119	2428	329	251	98	110	262	257	220
Arrive On Green	0.03	0.19	0.19	0.07	0.54	0.54	0.06	0.12	0.12	0.08	0.14	0.14
Sat Flow, veh/h	1781	5047	189	1781	4527	613	1781	791	887	1781	1777	1520
Grp Volume(v), veh/h	156	1043	561	99	1168	597	103	0	123	145	70	108
Grp Sat Flow(s),veh/h/ln	1781	1702	1832	1781	1702	1736	1781	0	1678	1781	1777	1520
Q Serve(g_s), s	14.0	44.4	44.4	8.8	38.7	38.9	8.0	0.0	11.1	11.2	5.6	10.5
Cycle Q Clear(g_c), s	14.0	44.4	44.4	8.8	38.7	38.9	8.0	0.0	11.1	11.2	5.6	10.5
Prop In Lane	1.00		0.10	1.00		0.35	1.00		0.53	1.00		1.00
Lane Grp Cap(c), veh/h	167	1917	1032	119	1826	931	251	0	208	262	257	220
V/C Ratio(X)	0.93	0.54	0.54	0.83	0.64	0.64	0.41	0.00	0.59	0.55	0.27	0.49
Avail Cap(c_a), veh/h	167	1917	1032	167	1826	931	351	0	378	325	400	342
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)	0.51	0.51	0.51	0.64	0.64	0.64	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	77.0	46.5	46.5	73.7	26.2	26.2	56.4	0.0	66.3	55.2	60.9	63.0
Incr Delay (d2), s/veh	33.1	0.6	1.1	14.3	1.1	2.2	1.1	0.0	2.7	1.8	0.6	1.7
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	8.3	20.6	22.3	4.5	16.0	16.7	3.7	0.0	4.9	5.2	2.6	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	110.1	47.1	47.6	88.0	27.3	28.4	57.5	0.0	69.0	57.0	61.5	64.7
LnGrp LOS	F	D	D	F	C	C	E		E	E	E	E
Approach Vol, veh/h		1760			1864			226			323	
Approach Delay, s/veh		52.8			30.9			63.7			60.5	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	92.8	19.4	25.8	17.7	97.1	16.0	29.1
Change Period (Y+Rc), s	7.0	7.0	6.0	6.0	7.0	7.0	6.0	6.0
Max Green Setting (Gmax), s	15.0	64.0	19.0	36.0	15.0	64.0	19.0	36.0
Max Q Clear Time (g_c+I1), s	16.0	40.9	13.2	13.1	10.8	46.4	10.0	12.5
Green Ext Time (p_c), s	0.0	14.1	0.2	0.6	0.1	10.6	0.1	1.0

Intersection Summary	
HCM 7th Control Delay, s/veh	44.2
HCM 7th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	136	1379	292	524	1717	127	196	302	401	109	430	100
Future Volume (vph)	136	1379	292	524	1717	127	196	302	401	109	430	100
Confl. Peds. (#/hr)	40		1	1		40	6		3	3		6
Confl. Bikes (#/hr)			1			8			1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	148	1499	317	570	1866	138	213	328	436	118	467	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	148	1499	317	570	1866	138	213	328	436	118	467	109

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	1379	292	524	1717	127	196	302	401	109	430	100
Future Volume (vph)	136	1379	292	524	1717	127	196	302	401	109	430	100
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	1
Permitted Phases			6			2			4			8
Detector Phase	1	6	7	5	2	3	7	4	5	3	8	1
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	5.0	6.0	5.0	5.0	6.0	5.0
Minimum Split (s)	12.0	47.0	11.5	12.0	47.0	11.5	11.5	48.5	12.0	11.5	48.5	12.0
Total Split (s)	21.0	56.0	19.0	30.0	65.0	25.0	19.0	49.0	30.0	25.0	55.0	21.0
Total Split (%)	13.1%	35.0%	11.9%	18.8%	40.6%	15.6%	11.9%	30.6%	18.8%	15.6%	34.4%	13.1%
Yellow Time (s)	5.0	5.0	4.5	5.0	5.0	4.5	4.5	4.5	5.0	4.5	4.5	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	6.5	7.0	7.0	6.5	6.5	6.5	7.0	6.5	6.5	7.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None	None
Act Effct Green (s)	12.2	53.8	66.6	39.9	81.5	92.8	12.3	28.5	67.9	10.9	27.0	38.7
Actuated g/C Ratio	0.08	0.34	0.42	0.25	0.51	0.58	0.08	0.18	0.42	0.07	0.17	0.24
v/c Ratio	0.57	0.88	0.44	0.67	0.72	0.15	0.81	0.52	0.35	0.51	0.78	0.23
Control Delay (s/veh)	81.7	42.3	7.6	59.0	33.6	3.9	91.1	76.6	21.2	79.3	73.0	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	81.7	42.3	7.6	59.0	33.6	3.9	91.1	76.6	21.2	79.3	73.0	5.7
LOS	F	D	A	E	C	A	F	E	C	E	E	A
Approach Delay (s/veh)		39.6			37.6			55.1			63.5	
Approach LOS		D			D			E			E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 104 (65%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay (s/veh): 43.9	Intersection LOS: D
Intersection Capacity Utilization 92.4%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 4: Rock Island Rd & Sample Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	148	1499	317	570	1866	138	213	328	436	118	467	109
v/c Ratio	0.57	0.88	0.44	0.67	0.72	0.15	0.81	0.52	0.35	0.51	0.78	0.23
Control Delay (s/veh)	81.7	42.3	7.6	59.0	33.6	3.9	91.1	76.6	21.2	79.3	73.0	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	81.7	42.3	7.6	59.0	33.6	3.9	91.1	76.6	21.2	79.3	73.0	5.7
Queue Length 50th (ft)	80	206	8	283	542	9	119	183	99	62	250	0
Queue Length 95th (ft)	122	#650	83	352	683	42	#179	234	165	96	300	37
Internal Link Dist (ft)		2268			2330			779			1017	
Turn Bay Length (ft)	280		250	360		300	300		320	180		220
Base Capacity (vph)	307	1709	722	856	2588	985	268	940	1234	396	1072	487
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.88	0.44	0.67	0.72	0.14	0.79	0.35	0.35	0.30	0.44	0.22

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)	136	1379	292	524	1717	127	196	302	401	109	430	100
Future Volume (veh/h)	136	1379	292	524	1717	127	196	302	401	109	430	100
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		0.96	1.00		0.96	1.00		0.98	1.00		0.99
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	148	1499	317	570	1866	138	213	328	436	118	467	109
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	192	2197	772	497	2647	865	255	746	974	164	653	376
Arrive On Green	0.07	0.57	0.57	0.14	0.52	0.52	0.07	0.21	0.21	0.05	0.18	0.18
Sat Flow, veh/h	3456	5106	1522	3456	5106	1525	3456	3554	2730	3456	3554	1570
Grp Volume(v), veh/h	148	1499	317	570	1866	138	213	328	436	118	467	109
Grp Sat Flow(s),veh/h/ln	1728	1702	1522	1728	1702	1525	1728	1777	1365	1728	1777	1570
Q Serve(g_s), s	6.7	33.0	17.2	23.0	44.4	6.9	9.7	12.9	19.7	5.4	19.8	9.1
Cycle Q Clear(g_c), s	6.7	33.0	17.2	23.0	44.4	6.9	9.7	12.9	19.7	5.4	19.8	9.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	192	2197	772	497	2647	865	255	746	974	164	653	376
V/C Ratio(X)	0.77	0.68	0.41	1.15	0.71	0.16	0.84	0.44	0.45	0.72	0.72	0.29
Avail Cap(c_a), veh/h	302	2197	772	497	2647	865	270	944	1126	400	1077	564
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	73.1	26.6	18.0	68.5	29.3	16.6	73.2	55.0	39.8	75.2	61.4	49.8
Incr Delay (d2), s/veh	5.2	1.4	1.3	87.7	1.6	0.4	19.2	0.4	0.3	5.9	1.5	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	12.7	5.8	16.2	18.6	2.6	5.0	5.9	6.7	2.5	9.1	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	78.2	28.0	19.3	156.2	30.9	17.0	92.3	55.4	40.1	81.0	62.9	50.2
LnGrp LOS	E	C	B	F	C	B	F	E	D	F	E	D
Approach Vol, veh/h		1964			2574			977			694	
Approach Delay, s/veh		30.3			57.9			56.6			64.0	
Approach LOS		C			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.9	89.9	14.1	40.1	30.0	75.8	18.3	35.9
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5
Max Green Setting (Gmax), s	14.0	58.0	18.5	42.5	23.0	49.0	12.5	48.5
Max Q Clear Time (g_c+I1), s	8.7	46.4	7.4	21.7	25.0	35.0	11.7	21.8
Green Ext Time (p_c), s	0.2	9.2	0.2	4.0	0.0	9.6	0.1	3.7

Intersection Summary	
HCM 7th Control Delay, s/veh	49.6
HCM 7th LOS	D

Notes

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	87	0	40	10	0	30	64	781	13	35	1021	169
Future Volume (vph)	87	0	40	10	0	30	64	781	13	35	1021	169
Confl. Peds. (#/hr)							3		6	6		3
Confl. Bikes (#/hr)									2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	95	0	43	11	0	33	70	849	14	38	1110	184
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	95	43	11	33	0	70	849	14	38	1110	184

Intersection Summary

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	87	0	40	10	0	30	64	781	13	35	1021	169
Future Vol, veh/h	87	0	40	10	0	30	64	781	13	35	1021	169
Conflicting Peds, #/hr	0	0	0	0	0	0	3	0	6	6	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	120	0	-	-	220	-	170	180	-	150
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	95	0	43	11	0	33	70	849	14	38	1110	184

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1752	2197	558	1625	2367	430	1296	0	0	869	0	0
Stage 1	1189	1189	-	994	994	-	-	-	-	-	-	-
Stage 2	564	1008	-	631	1373	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 54	44	*800	*68	35	573	663	-	-	771	-	-
Stage 1	361	381	-	*263	321	-	-	-	-	-	-	-
Stage 2	478	316	-	*755	293	-	-	-	-	-	-	-
Platoon blocked, %			0				0	-	-		-	-
Mov Cap-1 Maneuver	~ 44	37	*798	*54	29	570	662	-	-	767	-	-
Mov Cap-2 Maneuver	237	192	-	*209	160	-	-	-	-	-	-	-
Stage 1	342	361	-	*234	286	-	-	-	-	-	-	-
Stage 2	403	281	-	*678	278	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	23.55	14.56	0.83	0.28
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	662	-	-	237	798	209	570	767	-	-
HCM Lane V/C Ratio	0.105	-	-	0.399	0.054	0.052	0.057	0.05	-	-
HCM Control Delay (s/veh)	11.1	-	-	29.9	9.8	23.1	11.7	9.9	-	-
HCM Lane LOS	B	-	-	D	A	C	B	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	1.8	0.2	0.2	0.2	0.2	-	-

Notes

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

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Volume (vph)	1	3	22	1	6	14
Future Volume (vph)	1	3	22	1	6	14
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.56	0.56	0.56	0.56	0.56	0.56
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	2	5	39	2	11	25
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	41	0	0	36

Intersection Summary

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	3	22	1	6	14
Future Vol, veh/h	1	3	22	1	6	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	56	56	56	56	56	56
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	5	39	2	11	25

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	87	40	0	0	41	0
Stage 1	40	-	-	-	-	-
Stage 2	46	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	914	1031	-	-	1568	-
Stage 1	982	-	-	-	-	-
Stage 2	976	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	908	1031	-	-	1568	-
Mov Cap-2 Maneuver	908	-	-	-	-	-
Stage 1	982	-	-	-	-	-
Stage 2	969	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.64	0	2.19
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	997	540	-
HCM Lane V/C Ratio	-	-	0.007	0.007	-
HCM Control Delay (s/veh)	-	-	8.6	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	5	0	2	58	0	58	4	821	75	82	852	15
Future Volume (vph)	5	0	2	58	0	58	4	821	75	82	852	15
Confl. Peds. (#/hr)							6		6	6		6
Confl. Bikes (#/hr)									4			5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	5	0	2	62	0	62	4	873	80	87	906	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	2	0	62	62	0	4	873	80	87	906	16

Intersection Summary

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	2	58	0	58	4	821	75	82	852	15
Future Vol, veh/h	5	0	2	58	0	58	4	821	75	82	852	15
Conflicting Peds, #/hr	0	0	0	0	0	0	6	0	6	6	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	200	-	200	210	-	140
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	2	62	0	62	4	873	80	87	906	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1532	2055	459	1516	1991	443	928	0	0	959	0	0
Stage 1	1087	1087	-	888	888	-	-	-	-	-	-	-
Stage 2	445	968	-	628	1103	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	*80	55	*840	*82	60	*863	953	-	-	891	-	-
Stage 1	*387	406	-	*511	504	-	-	-	-	-	-	-
Stage 2	*814	455	-	*793	398	-	-	-	-	-	-	-
Platoon blocked, %			0			0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*66	49	*836	*73	53	*858	947	-	-	886	-	-
Mov Cap-2 Maneuver	*235	188	-	*302	212	-	-	-	-	-	-	-
Stage 1	*347	364	-	*506	499	-	-	-	-	-	-	-
Stage 2	*752	450	-	*713	356	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	17.44	14.75	0.04	0.82
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	947	-	-	235	836	302	858	886	-	-
HCM Lane V/C Ratio	0.004	-	-	0.023	0.003	0.205	0.072	0.098	-	-
HCM Control Delay (s/veh)	8.8	-	-	20.7	9.3	20	9.5	9.5	-	-
HCM Lane LOS	A	-	-	C	A	C	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0.8	0.2	0.3	-	-

Notes

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	6	23	4	38	47	53	2	0	19	28	0	4
Future Volume (vph)	6	23	4	38	47	53	2	0	19	28	0	4
Confl. Peds. (#/hr)	8		6	6		8	2					2
Confl. Bikes (#/hr)			1			2						1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	7	25	4	41	51	58	2	0	21	30	0	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	36	0	0	150	0	0	23	0	0	34	0

Intersection Summary

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	23	4	38	47	53	2	0	19	28	0	4
Future Vol, veh/h	6	23	4	38	47	53	2	0	19	28	0	4
Conflicting Peds, #/hr	8	0	6	6	0	8	2	0	0	0	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	25	4	41	51	58	2	0	21	30	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	117	0	0	35	0	0	182	246	33	209	219	90
Stage 1	-	-	-	-	-	-	46	46	-	171	171	-
Stage 2	-	-	-	-	-	-	136	199	-	38	48	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1472	-	-	1576	-	-	779	657	1040	749	679	968
Stage 1	-	-	-	-	-	-	968	856	-	831	758	-
Stage 2	-	-	-	-	-	-	868	736	-	977	855	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1461	-	-	1567	-	-	745	627	1034	704	648	959
Mov Cap-2 Maneuver	-	-	-	-	-	-	745	627	-	704	648	-
Stage 1	-	-	-	-	-	-	958	848	-	802	731	-
Stage 2	-	-	-	-	-	-	838	710	-	953	846	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.36	2.03	8.69	10.19
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	997	318	-	-	448	-	-	729
HCM Lane V/C Ratio	0.023	0.004	-	-	0.026	-	-	0.048
HCM Control Delay (s/veh)	8.7	7.5	0	-	7.4	0	-	10.2
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	41	0	41	8	1	3	62	828	7	9	884	57
Future Volume (vph)	41	0	41	8	1	3	62	828	7	9	884	57
Confl. Peds. (#/hr)							7		11	11		7
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	42	0	42	8	1	3	64	854	7	9	911	59
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	42	0	8	4	0	64	854	7	9	911	59

Intersection Summary

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	41	0	41	8	1	3	62	828	7	9	884	57
Future Vol, veh/h	41	0	41	8	1	3	62	828	7	9	884	57
Conflicting Peds, #/hr	0	0	0	0	0	0	7	0	11	11	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	230	-	230	250	-	250
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	42	0	42	8	1	3	64	854	7	9	911	59

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1492	1937	463	1467	1988	438	977	0	0	872	0	0
Stage 1	937	937	-	992	992	-	-	-	-	-	-	-
Stage 2	555	1000	-	474	996	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	*85	65	546	89	60	*863	702	-	-	979	-	-
Stage 1	*285	342	-	428	441	-	-	-	-	-	-	-
Stage 2	*814	437	-	540	321	-	-	-	-	-	-	-
Platoon blocked, %						0		-	-	0	-	-
Mov Cap-1 Maneuver	*76	57	542	73	53	*854	697	-	-	969	-	-
Mov Cap-2 Maneuver	*211	189	-	218	163	-	-	-	-	-	-	-
Stage 1	*280	336	-	384	396	-	-	-	-	-	-	-
Stage 2	*735	393	-	493	315	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	19.24	19.34	0.74	0.08
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	697	-	-	211	542	218	415	969	-	-
HCM Lane V/C Ratio	0.092	-	-	0.2	0.078	0.038	0.01	0.01	-	-
HCM Control Delay (s/veh)	10.7	-	-	26.3	12.2	22.1	13.8	8.8	-	-
HCM Lane LOS	B	-	-	D	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.7	0.3	0.1	0	0	-	-

Notes

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

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Volume (vph)	13	84	120	15	12	16
Future Volume (vph)	13	84	120	15	12	16
Confl. Peds. (#/hr)	2			2	2	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	14	91	130	16	13	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	14	91	146	0	30	0

Intersection Summary

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	84	120	15	12	16
Future Vol, veh/h	13	84	120	15	12	16
Conflicting Peds, #/hr	2	0	0	2	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	170	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	91	130	16	13	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	149	0	-	0	217	75
Stage 1	-	-	-	-	141	-
Stage 2	-	-	-	-	76	-
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	1430	-	-	-	752	971
Stage 1	-	-	-	-	871	-
Stage 2	-	-	-	-	938	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1428	-	-	-	742	969
Mov Cap-2 Maneuver	-	-	-	-	742	-
Stage 1	-	-	-	-	861	-
Stage 2	-	-	-	-	936	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.01	0	9.36
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1428	-	-	-	856
HCM Lane V/C Ratio	0.01	-	-	-	0.036
HCM Control Delay (s/veh)	7.5	-	-	-	9.4
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

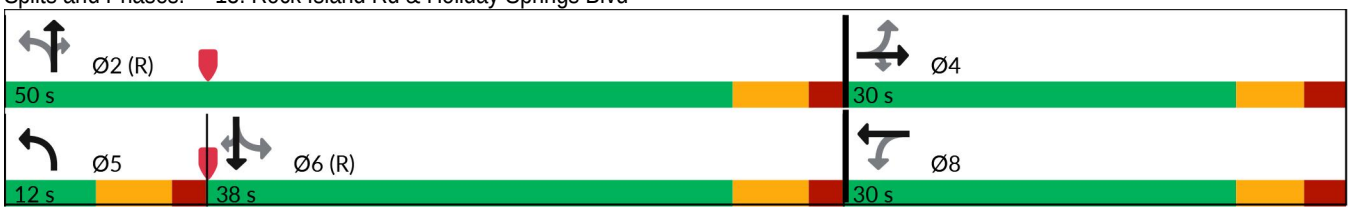
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	23	5	101	15	2	13	141	935	55	24	805	29
Future Volume (vph)	23	5	101	15	2	13	141	935	55	24	805	29
Confl. Peds. (#/hr)	3		5	5		3	8		6	6		8
Confl. Bikes (#/hr)						4			5			4
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	24	5	105	16	2	14	147	974	57	25	839	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	24	5	105	16	16	0	147	974	57	25	839	30

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	23	5	101	15	2	141	935	55	24	805	29
Future Volume (vph)	23	5	101	15	2	141	935	55	24	805	29
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases		4			8	5	2			6	
Permitted Phases	4		4	8		2		2	6		6
Detector Phase	4	4	4	8	8	5	2	2	6	6	6
Switch Phase											
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	12.0	12.0	12.0	12.0	12.0
Minimum Split (s)	39.5	39.5	39.5	42.5	42.5	11.5	32.5	32.5	32.5	32.5	32.5
Total Split (s)	30.0	30.0	30.0	30.0	30.0	12.0	50.0	50.0	38.0	38.0	38.0
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%	15.0%	62.5%	62.5%	47.5%	47.5%	47.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag						Lead			Lag	Lag	Lag
Lead-Lag Optimize?						Yes			Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min
Act Effct Green (s)	7.1	7.1	7.1	7.1	7.1	62.4	63.7	63.7	48.6	48.6	48.6
Actuated g/C Ratio	0.09	0.09	0.09	0.09	0.09	0.78	0.80	0.80	0.61	0.61	0.61
v/c Ratio	0.19	0.03	0.40	0.13	0.10	0.29	0.35	0.05	0.08	0.39	0.03
Control Delay (s/veh)	36.9	32.6	8.4	35.1	19.2	2.8	1.6	0.1	8.5	9.9	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	36.9	32.6	8.4	35.1	19.2	2.8	1.6	0.1	8.5	9.9	0.0
LOS	D	C	A	D	B	A	A	A	A	A	A
Approach Delay (s/veh)		14.4			27.2		1.6			9.5	
Approach LOS		B			C		A			A	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 52 (65%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.40	
Intersection Signal Delay (s/veh): 5.9	Intersection LOS: A
Intersection Capacity Utilization 63.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 13: Rock Island Rd & Holiday Springs Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	24	5	105	16	16	147	974	57	25	839	30
v/c Ratio	0.19	0.03	0.40	0.13	0.10	0.29	0.35	0.05	0.08	0.39	0.03
Control Delay (s/veh)	36.9	32.6	8.4	35.1	19.2	2.8	1.6	0.1	8.5	9.9	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	36.9	32.6	8.4	35.1	19.2	2.8	1.6	0.1	8.5	9.9	0.0
Queue Length 50th (ft)	11	2	0	8	1	11	40	0	8	207	0
Queue Length 95th (ft)	33	12	28	25	18	17	46	m1	m19	241	m0
Internal Link Dist (ft)		2605			671		840			1231	
Turn Bay Length (ft)	175					230		170	250		220
Base Capacity (vph)	408	547	554	410	478	506	2816	1230	331	2149	994
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.01	0.19	0.04	0.03	0.29	0.35	0.05	0.08	0.39	0.03

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	5	101	15	2	13	141	935	55	24	805	29
Future Volume (veh/h)	23	5	101	15	2	13	141	935	55	24	805	29
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)	0.99		0.99	0.99		0.97	1.00		0.97	1.00		0.98
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	24	5	105	16	2	14	147	974	57	25	839	30
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	233	210	176	230	22	154	481	2577	1117	412	2095	918
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.11	1.00	1.00	0.59	0.59	0.59
Sat Flow, veh/h	1380	1870	1564	1269	196	1372	1781	3554	1541	546	3554	1557
Grp Volume(v), veh/h	24	5	105	16	0	16	147	974	57	25	839	30
Grp Sat Flow(s),veh/h/ln	1380	1870	1564	1269	0	1568	1781	1777	1541	546	1777	1557
Q Serve(g_s), s	1.3	0.2	5.1	0.9	0.0	0.7	2.5	0.0	0.0	1.6	10.1	0.6
Cycle Q Clear(g_c), s	2.0	0.2	5.1	1.1	0.0	0.7	2.5	0.0	0.0	1.6	10.1	0.6
Prop In Lane	1.00		1.00	1.00		0.88	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	233	210	176	230	0	176	481	2577	1117	412	2095	918
V/C Ratio(X)	0.10	0.02	0.60	0.07	0.00	0.09	0.31	0.38	0.05	0.06	0.40	0.03
Avail Cap(c_a), veh/h	483	549	459	460	0	461	507	2577	1117	412	2095	918
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.80	0.80	0.80	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.7	31.6	33.8	32.1	0.0	31.8	5.6	0.0	0.0	7.1	8.8	6.9
Incr Delay (d2), s/veh	0.2	0.0	3.2	0.1	0.0	0.2	0.3	0.3	0.1	0.3	0.6	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.1	2.1	0.3	0.0	0.3	0.7	0.1	0.0	0.2	3.6	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.9	31.6	37.0	32.2	0.0	32.1	5.9	0.3	0.1	7.3	9.4	6.9
LnGrp LOS	C	C	D	C		C	A	A	A	A	A	A
Approach Vol, veh/h		134			32			1178			894	
Approach Delay, s/veh		36.1			32.1			1.0			9.3	
Approach LOS		D			C			A			A	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		64.5		15.5	10.8	53.7		15.5				
Change Period (Y+Rc), s		6.5		6.5	6.5	6.5		6.5				
Max Green Setting (Gmax), s		43.5		23.5	5.5	31.5		23.5				
Max Q Clear Time (g_c+I1), s		2.0		7.1	4.5	12.1		3.1				
Green Ext Time (p_c), s		9.1		0.3	0.0	6.3		0.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	6.9
HCM 7th LOS	A

Notes

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

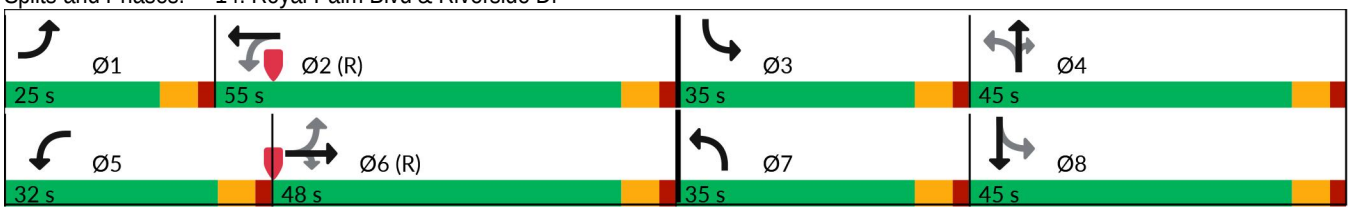
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	228	870	366	265	988	229	376	657	248	139	641	214
Future Volume (vph)	228	870	366	265	988	229	376	657	248	139	641	214
Confl. Peds. (#/hr)	6		4	4		6	6		9	9		6
Confl. Bikes (#/hr)			8			2						4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	235	897	377	273	1019	236	388	677	256	143	661	221
Shared Lane Traffic (%)												
Lane Group Flow (vph)	235	897	377	273	1255	0	388	677	256	143	882	0

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	228	870	366	265	988	376	657	248	139	641
Future Volume (vph)	228	870	366	265	988	376	657	248	139	641
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6		5	2	7	4		3	8
Permitted Phases	6		6	2		4		4	8	
Detector Phase	1	6	6	5	2	7	4	4	3	8
Switch Phase										
Minimum Initial (s)	4.0	12.0	12.0	4.0	12.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	11.5	36.5	36.5	11.5	36.5	11.5	37.5	37.5	11.5	37.5
Total Split (s)	25.0	48.0	48.0	32.0	55.0	35.0	45.0	45.0	35.0	45.0
Total Split (%)	15.6%	30.0%	30.0%	20.0%	34.4%	21.9%	28.1%	28.1%	21.9%	28.1%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	None
Act Effct Green (s)	61.9	43.6	43.6	71.8	48.7	73.5	53.7	53.7	51.8	38.5
Actuated g/C Ratio	0.39	0.27	0.27	0.45	0.30	0.46	0.34	0.34	0.32	0.24
v/c Ratio	0.94	0.93	0.59	0.90	1.19	1.07	0.57	0.37	0.47	1.06
Control Delay (s/veh)	90.3	73.0	15.7	78.7	129.3	114.8	46.6	5.9	32.7	102.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	90.3	73.0	15.7	78.7	129.3	114.8	46.6	5.9	32.7	102.6
LOS	F	E	B	E	F	F	D	A	C	F
Approach Delay (s/veh)		61.4			120.3		58.7			92.8
Approach LOS		E			F		E			F

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 143 (89%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.19	
Intersection Signal Delay (s/veh): 83.4	Intersection LOS: F
Intersection Capacity Utilization 114.8%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 14: Royal Palm Blvd & Riverside Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	235	897	377	273	1255	388	677	256	143	882
v/c Ratio	0.94	0.93	0.59	0.90	1.19	1.07	0.57	0.37	0.47	1.06
Control Delay (s/veh)	90.3	73.0	15.7	78.7	129.3	114.8	46.6	5.9	32.7	102.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	90.3	73.0	15.7	78.7	129.3	114.8	46.6	5.9	32.7	102.6
Queue Length 50th (ft)	198	494	68	157	~839	~398	306	0	87	~518
Queue Length 95th (ft)	#376	#637	186	#368	#962	#617	393	68	135	#658
Internal Link Dist (ft)		1554			4475		1024			1484
Turn Bay Length (ft)	260		280	370		190		325	200	
Base Capacity (vph)	251	964	635	327	1054	361	1186	687	470	834
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.94	0.93	0.59	0.83	1.19	1.07	0.57	0.37	0.30	1.06

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)	228	870	366	265	988	229	376	657	248	139	641	214
Future Volume (veh/h)	228	870	366	265	988	229	376	657	248	139	641	214
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		0.98	1.00		0.98	1.00		0.99	1.00		0.97
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	235	897	377	273	1019	236	388	677	256	143	661	221
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	251	1033	449	296	865	200	362	1224	542	291	625	209
Arrive On Green	0.12	0.29	0.29	0.13	0.30	0.30	0.18	0.34	0.34	0.07	0.24	0.24
Sat Flow, veh/h	1781	3554	1547	1781	2855	659	1781	3554	1573	1781	2596	867
Grp Volume(v), veh/h	235	897	377	273	633	622	388	677	256	143	452	430
Grp Sat Flow(s),veh/h/ln	1781	1777	1547	1781	1777	1737	1781	1777	1573	1781	1777	1686
Q Serve(g_s), s	16.8	38.3	36.6	18.1	48.5	48.5	28.5	24.7	20.4	9.6	38.5	38.5
Cycle Q Clear(g_c), s	16.8	38.3	36.6	18.1	48.5	48.5	28.5	24.7	20.4	9.6	38.5	38.5
Prop In Lane	1.00		1.00	1.00		0.38	1.00		1.00	1.00		0.51
Lane Grp Cap(c), veh/h	251	1033	449	296	539	526	362	1224	542	291	428	406
V/C Ratio(X)	0.94	0.87	0.84	0.92	1.17	1.18	1.07	0.55	0.47	0.49	1.06	1.06
Avail Cap(c_a), veh/h	251	1033	449	351	539	526	362	1224	542	476	428	406
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	0.78	0.78	0.78	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.2	53.9	53.2	43.3	55.8	55.8	52.7	42.5	41.1	41.1	60.7	60.8
Incr Delay (d2), s/veh	39.8	9.9	16.9	22.6	93.5	96.6	67.4	0.5	0.6	1.3	59.7	61.1
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	12.3	18.6	16.4	9.9	35.7	35.3	17.1	11.1	8.1	4.4	24.5	23.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	90.0	63.7	70.1	65.9	149.2	152.3	120.1	43.0	41.7	42.4	120.4	121.9
LnGrp LOS	F	E	E	E	F	F	F	D	D	D	F	F
Approach Vol, veh/h		1509			1528			1321			1025	
Approach Delay, s/veh		69.4			135.6			65.4			110.1	
Approach LOS		E			F			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	55.0	18.4	61.6	27.0	53.0	35.0	45.0
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	18.5	48.5	28.5	38.5	25.5	41.5	28.5	38.5
Max Q Clear Time (g_c+I1), s	18.8	50.5	11.6	26.7	20.1	40.3	30.5	40.5
Green Ext Time (p_c), s	0.0	0.0	0.3	4.4	0.4	0.8	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	95.0
HCM 7th LOS	F

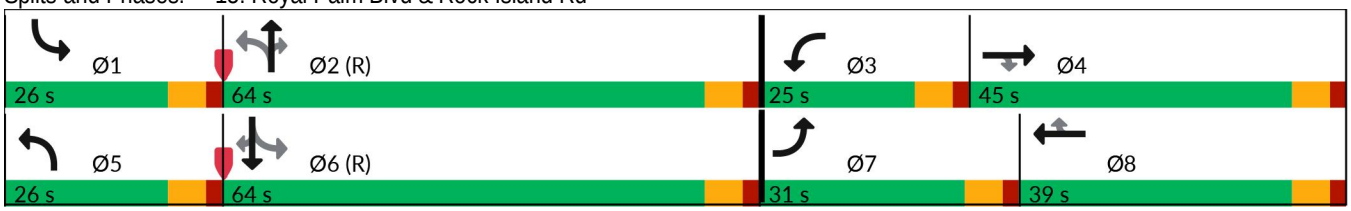
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	160	775	127	313	794	253	144	731	436	229	701	108
Future Volume (vph)	160	775	127	313	794	253	144	731	436	229	701	108
Confl. Peds. (#/hr)							2		1	1		2
Confl. Bikes (#/hr)			3			3			1			5
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	165	799	131	323	819	261	148	754	449	236	723	111
Shared Lane Traffic (%)												
Lane Group Flow (vph)	165	799	131	323	819	261	148	754	449	236	723	111

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	160	775	127	313	794	253	144	731	436	229	701	108
Future Volume (vph)	160	775	127	313	794	253	144	731	436	229	701	108
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.5	43.5	43.5	11.5	43.5	43.5	11.5	43.5	43.5	11.5	43.5	43.5
Total Split (s)	31.0	45.0	45.0	25.0	39.0	39.0	26.0	64.0	64.0	26.0	64.0	64.0
Total Split (%)	19.4%	28.1%	28.1%	15.6%	24.4%	24.4%	16.3%	40.0%	40.0%	16.3%	40.0%	40.0%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Act Effct Green (s)	13.0	45.7	45.7	20.0	52.7	52.7	65.8	56.5	56.5	70.8	59.0	59.0
Actuated g/C Ratio	0.08	0.29	0.29	0.13	0.33	0.33	0.41	0.35	0.35	0.44	0.37	0.37
v/c Ratio	0.59	0.79	0.25	0.75	0.70	0.44	0.28	0.60	0.58	0.44	0.55	0.17
Control Delay (s/veh)	62.5	83.5	41.3	79.0	51.6	25.6	25.0	44.9	12.8	31.8	50.2	12.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	62.5	83.5	41.3	79.0	51.6	25.6	25.0	44.9	12.8	31.8	50.2	12.9
LOS	E	F	D	E	D	C	C	D	B	C	D	B
Approach Delay (s/veh)		75.3			53.1			32.0			42.3	
Approach LOS		E			D			C			D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 104 (65%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay (s/veh): 49.9	Intersection LOS: D
Intersection Capacity Utilization 89.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 15: Royal Palm Blvd & Rock Island Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	165	799	131	323	819	261	148	754	449	236	723	111
v/c Ratio	0.59	0.79	0.25	0.75	0.70	0.44	0.28	0.60	0.58	0.44	0.55	0.17
Control Delay (s/veh)	62.5	83.5	41.3	79.0	51.6	25.6	25.0	44.9	12.8	31.8	50.2	12.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	62.5	83.5	41.3	79.0	51.6	25.6	25.0	44.9	12.8	31.8	50.2	12.9
Queue Length 50th (ft)	93	458	77	170	395	113	43	340	82	97	339	26
Queue Length 95th (ft)	m107	m#526	m97	223	511	217	62	402	194	122	387	69
Internal Link Dist (ft)		4475			2131			1468			840	
Turn Bay Length (ft)	340		170	210		150	220		190	220		250
Base Capacity (vph)	525	1010	525	441	1165	594	736	1285	785	680	1315	648
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.79	0.25	0.73	0.70	0.44	0.20	0.59	0.57	0.35	0.55	0.17

Intersection Summary

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	775	127	313	794	253	144	731	436	229	701	108
Future Volume (veh/h)	160	775	127	313	794	253	144	731	436	229	701	108
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		0.99	1.00		0.99	1.00		0.99	1.00		0.98
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	165	799	131	323	819	261	148	754	449	236	723	111
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	215	845	371	366	1001	440	764	1563	687	537	1619	711
Arrive On Green	0.06	0.24	0.24	0.11	0.28	0.28	0.04	0.44	0.44	0.11	0.91	0.91
Sat Flow, veh/h	3456	3554	1562	3456	3554	1562	3456	3554	1563	3456	3554	1560
Grp Volume(v), veh/h	165	799	131	323	819	261	148	754	449	236	723	111
Grp Sat Flow(s),veh/h/ln	1728	1777	1562	1728	1777	1562	1728	1777	1563	1728	1777	1560
Q Serve(g_s), s	7.5	35.4	11.2	14.7	34.4	23.1	3.7	24.1	36.1	6.0	4.9	1.2
Cycle Q Clear(g_c), s	7.5	35.4	11.2	14.7	34.4	23.1	3.7	24.1	36.1	6.0	4.9	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	215	845	371	366	1001	440	764	1563	687	537	1619	711
V/C Ratio(X)	0.77	0.95	0.35	0.88	0.82	0.59	0.19	0.48	0.65	0.44	0.45	0.16
Avail Cap(c_a), veh/h	529	855	376	400	1001	440	1054	1563	687	772	1619	711
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.55	0.55	0.55	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93
Uniform Delay (d), s/veh	73.9	60.0	50.7	70.5	53.7	49.6	22.8	31.9	35.2	23.1	4.1	3.9
Incr Delay (d2), s/veh	3.2	12.2	0.3	18.9	5.4	2.1	0.1	1.1	4.8	0.5	0.8	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	17.4	4.5	7.5	16.2	9.4	1.6	10.8	14.8	2.4	1.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	77.1	72.2	51.1	89.4	59.1	51.7	22.9	32.9	40.0	23.6	4.9	4.3
LnGrp LOS	E	E	D	F	E	D	C	C	D	C	A	A
Approach Vol, veh/h		1095			1403			1351			1070	
Approach Delay, s/veh		70.4			64.7			34.2			9.0	
Approach LOS		E			E			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.1	76.9	23.5	44.5	12.6	79.4	16.4	51.6
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	19.5	57.5	18.5	38.5	19.5	57.5	24.5	32.5
Max Q Clear Time (g_c+I1), s	8.0	38.1	16.7	37.4	5.7	6.9	9.5	36.4
Green Ext Time (p_c), s	0.6	7.0	0.2	0.7	0.4	6.5	0.4	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	45.5
HCM 7th LOS	D

Notes

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

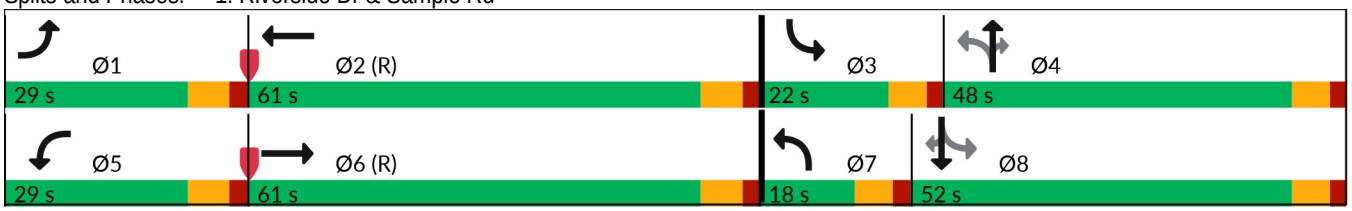
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	212	1173	100	247	1196	187	159	623	491	138	380	199
Future Volume (vph)	212	1173	100	247	1196	187	159	623	491	138	380	199
Confl. Peds. (#/hr)	34		12	12		34	19		9	9		19
Confl. Bikes (#/hr)			8			18			4			6
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	219	1209	103	255	1233	193	164	642	506	142	392	205
Shared Lane Traffic (%)												
Lane Group Flow (vph)	219	1312	0	255	1426	0	164	642	506	142	392	205

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	212	1173	247	1196	159	623	491	138	380	199
Future Volume (vph)	212	1173	247	1196	159	623	491	138	380	199
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2	7	4		3	8	
Permitted Phases					4		4	8		8
Detector Phase	1	6	5	2	7	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	5.0	12.0	5.0	12.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	12.0	45.0	12.0	45.0	11.5	44.5	44.5	11.5	44.5	44.5
Total Split (s)	29.0	61.0	29.0	61.0	18.0	48.0	48.0	22.0	52.0	52.0
Total Split (%)	18.1%	38.1%	18.1%	38.1%	11.3%	30.0%	30.0%	13.8%	32.5%	32.5%
Yellow Time (s)	5.0	5.0	5.0	5.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None	None
Act Effct Green (s)	22.6	55.0	26.9	59.3	49.4	37.5	37.5	52.7	39.2	39.2
Actuated g/C Ratio	0.14	0.34	0.17	0.37	0.31	0.23	0.23	0.33	0.25	0.25
v/c Ratio	0.88	0.76	0.86	0.77	0.53	0.77	0.84	0.63	0.45	0.39
Control Delay (s/veh)	98.6	50.0	89.7	48.4	42.7	63.9	33.7	47.6	52.2	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	98.6	50.0	89.7	48.4	42.7	63.9	33.7	47.6	52.2	7.4
LOS	F	D	F	D	D	E	C	D	D	A
Approach Delay (s/veh)		56.9		54.7		49.6			38.9	
Approach LOS		E		D		D			D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 13 (8%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 125	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay (s/veh): 51.8	Intersection LOS: D
Intersection Capacity Utilization 97.1%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: Riverside Dr & Sample Rd



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	219	1312	255	1426	164	642	506	142	392	205
v/c Ratio	0.88	0.76	0.86	0.77	0.53	0.77	0.84	0.63	0.45	0.39
Control Delay (s/veh)	98.6	50.0	89.7	48.4	42.7	63.9	33.7	47.6	52.2	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	98.6	50.0	89.7	48.4	42.7	63.9	33.7	47.6	52.2	7.4
Queue Length 50th (ft)	223	449	266	502	118	330	203	101	181	0
Queue Length 95th (ft)	#389	508	#478	566	173	395	362	151	225	64
Internal Link Dist (ft)		903		1640		1956			490	
Turn Bay Length (ft)	370		420		275		430	300		200
Base Capacity (vph)	256	1738	297	1842	312	917	635	245	1006	578
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.75	0.86	0.77	0.53	0.70	0.80	0.58	0.39	0.35

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)	212	1173	100	247	1196	187	159	623	491	138	380	199
Future Volume (veh/h)	212	1173	100	247	1196	187	159	623	491	138	380	199
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		0.96	1.00		0.95	0.99		0.96	1.00		0.96
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	219	1209	103	255	1233	193	164	642	506	142	392	205
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	239	1733	148	245	1619	253	309	922	396	219	919	394
Arrive On Green	0.13	0.36	0.36	0.14	0.37	0.37	0.07	0.26	0.26	0.07	0.26	0.26
Sat Flow, veh/h	1781	4773	406	1781	4416	691	1781	3554	1527	1781	3554	1524
Grp Volume(v), veh/h	219	862	450	255	950	476	164	642	506	142	392	205
Grp Sat Flow(s),veh/h/ln	1781	1702	1775	1781	1702	1703	1781	1777	1527	1781	1777	1524
Q Serve(g_s), s	19.4	34.6	34.6	22.0	39.3	39.3	10.9	26.1	41.5	9.3	14.7	18.4
Cycle Q Clear(g_c), s	19.4	34.6	34.6	22.0	39.3	39.3	10.9	26.1	41.5	9.3	14.7	18.4
Prop In Lane	1.00		0.23	1.00		0.41	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	239	1236	645	245	1248	624	309	922	396	219	919	394
V/C Ratio(X)	0.92	0.70	0.70	1.04	0.76	0.76	0.53	0.70	1.28	0.65	0.43	0.52
Avail Cap(c_a), veh/h	245	1236	645	245	1248	624	309	922	396	264	1011	433
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	0.64	0.64	0.64	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.4	43.4	43.5	69.0	44.5	44.5	40.3	53.6	59.3	42.0	49.4	50.8
Incr Delay (d2), s/veh	35.5	3.3	6.2	57.1	2.9	5.6	1.7	2.3	143.3	4.1	0.3	1.1
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	11.2	15.2	16.4	13.9	17.2	17.6	5.0	12.1	31.8	4.4	6.7	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	103.9	46.7	49.6	126.1	47.4	50.1	42.1	55.9	202.5	46.1	49.7	51.9
LnGrp LOS	F	D	D	F	D	D	D	E	F	D	D	D
Approach Vol, veh/h		1531			1681			1312			739	
Approach Delay, s/veh		55.8			60.1			110.7			49.6	
Approach LOS		E			E			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.5	65.7	17.9	48.0	29.0	65.1	18.0	47.9
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5
Max Green Setting (Gmax), s	22.0	54.0	15.5	41.5	22.0	54.0	11.5	45.5
Max Q Clear Time (g_c+I1), s	21.4	41.3	11.3	43.5	24.0	36.6	12.9	20.4
Green Ext Time (p_c), s	0.0	7.7	0.1	0.0	0.0	8.6	0.0	3.4

Intersection Summary	
HCM 7th Control Delay, s/veh	70.0
HCM 7th LOS	E

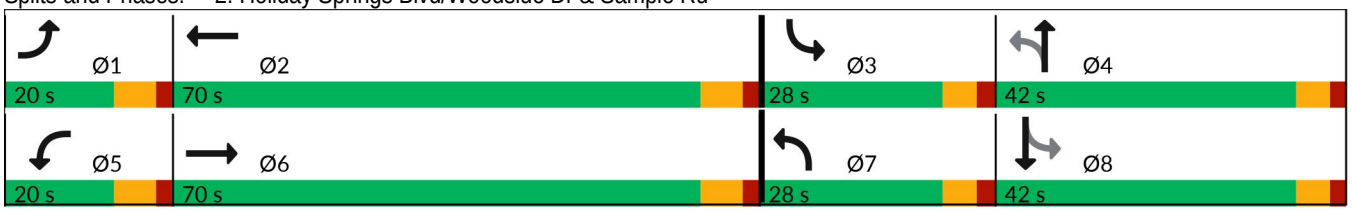
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	110	1578	39	38	1390	137	92	32	62	212	44	111
Future Volume (vph)	110	1578	39	38	1390	137	92	32	62	212	44	111
Confl. Peds. (#/hr)	10		4	4		10	9		1	1		9
Confl. Bikes (#/hr)			9			20			4			5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	117	1679	41	40	1479	146	98	34	66	226	47	118
Shared Lane Traffic (%)												
Lane Group Flow (vph)	117	1720	0	40	1625	0	98	100	0	226	165	0

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	110	1578	38	1390	92	32	212	44
Future Volume (vph)	110	1578	38	1390	92	32	212	44
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases					4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	7.0	5.0	7.0	4.0	6.0	4.0	6.0
Minimum Split (s)	12.0	34.0	12.0	34.0	11.5	42.0	11.5	40.0
Total Split (s)	20.0	70.0	20.0	70.0	28.0	42.0	28.0	42.0
Total Split (%)	12.5%	43.8%	12.5%	43.8%	17.5%	26.3%	17.5%	26.3%
Yellow Time (s)	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None
Act Effct Green (s)	12.4	60.0	8.3	52.5	20.2	9.2	32.0	15.6
Actuated g/C Ratio	0.10	0.51	0.07	0.44	0.17	0.08	0.27	0.13
v/c Ratio	0.63	0.67	0.32	0.73	0.38	0.55	0.64	0.32
Control Delay (s/veh)	70.4	25.0	64.5	29.4	39.7	40.2	45.8	18.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	70.4	25.0	64.5	29.4	39.7	40.2	45.8	18.3
LOS	E	C	E	C	D	D	D	B
Approach Delay (s/veh)		27.9		30.2		39.9		34.2
Approach LOS		C		C		D		C

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 118.2	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay (s/veh): 30.0	Intersection LOS: C
Intersection Capacity Utilization 75.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 2: Holiday Springs Blvd/Woodside Dr & Sample Rd



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	117	1720	40	1625	98	100	226	165
v/c Ratio	0.63	0.67	0.32	0.73	0.38	0.55	0.64	0.32
Control Delay (s/veh)	70.4	25.0	64.5	29.4	39.7	40.2	45.8	18.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	70.4	25.0	64.5	29.4	39.7	40.2	45.8	18.3
Queue Length 50th (ft)	88	366	30	365	58	33	146	17
Queue Length 95th (ft)	#194	506	74	479	112	98	241	54
Internal Link Dist (ft)		1640		2268		306		335
Turn Bay Length (ft)	260		260				160	
Base Capacity (vph)	199	2800	199	2730	415	556	401	1046
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	0.59	0.61	0.20	0.60	0.24	0.18	0.56	0.16

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)	110	1578	39	38	1390	137	92	32	62	212	44	111
Future Volume (veh/h)	110	1578	39	38	1390	137	92	32	62	212	44	111
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		0.98	1.00		0.95	0.98		0.96	0.99		0.97
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	117	1679	41	40	1479	146	98	34	66	226	47	118
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	144	2406	59	57	1976	195	340	77	150	395	359	311
Arrive On Green	0.08	0.47	0.47	0.03	0.42	0.42	0.06	0.14	0.14	0.13	0.20	0.20
Sat Flow, veh/h	1781	5123	125	1781	4699	464	1781	554	1075	1781	1777	1537
Grp Volume(v), veh/h	117	1115	605	40	1071	554	98	0	100	226	47	118
Grp Sat Flow(s),veh/h/ln	1781	1702	1844	1781	1702	1759	1781	0	1628	1781	1777	1537
Q Serve(g_s), s	7.2	28.8	28.8	2.5	29.7	29.7	5.2	0.0	6.3	11.6	2.4	7.4
Cycle Q Clear(g_c), s	7.2	28.8	28.8	2.5	29.7	29.7	5.2	0.0	6.3	11.6	2.4	7.4
Prop In Lane	1.00		0.07	1.00		0.26	1.00		0.66	1.00		1.00
Lane Grp Cap(c), veh/h	144	1599	866	57	1431	739	340	0	227	395	359	311
V/C Ratio(X)	0.81	0.70	0.70	0.70	0.75	0.75	0.29	0.00	0.44	0.57	0.13	0.38
Avail Cap(c_a), veh/h	208	1924	1043	208	1924	994	580	0	526	523	574	496
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	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.4	23.3	23.3	53.4	27.3	27.3	37.5	0.0	44.0	33.2	36.4	38.4
Incr Delay (d2), s/veh	14.3	0.9	1.6	14.7	1.1	2.2	0.5	0.0	1.3	1.3	0.2	0.8
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	3.8	11.4	12.5	1.3	12.0	12.6	2.3	0.0	2.6	5.1	1.1	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	64.7	24.2	24.9	68.2	28.4	29.5	38.0	0.0	45.3	34.5	36.6	39.2
LnGrp LOS	E	C	C	E	C	C	D		D	C	D	D
Approach Vol, veh/h		1837			1665			198			391	
Approach Delay, s/veh		27.0			29.7			41.7			36.1	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	53.9	20.0	21.5	10.6	59.3	13.0	28.5
Change Period (Y+Rc), s	7.0	7.0	6.0	6.0	7.0	7.0	6.0	6.0
Max Green Setting (Gmax), s	13.0	63.0	22.0	36.0	13.0	63.0	22.0	36.0
Max Q Clear Time (g_c+I1), s	9.2	31.7	13.6	8.3	4.5	30.8	7.2	9.4
Green Ext Time (p_c), s	0.1	15.2	0.4	0.6	0.0	16.4	0.2	1.0

Intersection Summary	
HCM 7th Control Delay, s/veh	29.7
HCM 7th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	155	1496	262	301	1200	148	302	527	789	250	372	160
Future Volume (vph)	155	1496	262	301	1200	148	302	527	789	250	372	160
Confl. Peds. (#/hr)	311		15	15		311	26		92	92		26
Confl. Bikes (#/hr)			6			45			12			7
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	174	1681	294	338	1348	166	339	592	887	281	418	180
Shared Lane Traffic (%)												
Lane Group Flow (vph)	174	1681	294	338	1348	166	339	592	887	281	418	180

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	1496	262	301	1200	148	302	527	789	250	372	160
Future Volume (vph)	155	1496	262	301	1200	148	302	527	789	250	372	160
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	1
Permitted Phases			6			2			4			8
Detector Phase	1	6	7	5	2	3	7	4	5	3	8	1
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	5.0	6.0	5.0	5.0	6.0	5.0
Minimum Split (s)	12.0	47.0	11.5	12.0	47.0	11.5	11.5	48.5	12.0	11.5	48.5	12.0
Total Split (s)	30.0	54.0	25.0	30.0	54.0	25.0	25.0	51.0	30.0	25.0	51.0	30.0
Total Split (%)	18.8%	33.8%	15.6%	18.8%	33.8%	15.6%	15.6%	31.9%	18.8%	15.6%	31.9%	18.8%
Yellow Time (s)	5.0	5.0	4.5	5.0	5.0	4.5	4.5	4.5	5.0	4.5	4.5	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	6.5	7.0	7.0	6.5	6.5	6.5	7.0	6.5	6.5	7.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None	None
Act Effct Green (s)	13.4	57.3	75.9	25.5	69.4	87.0	18.1	33.1	58.1	17.1	32.1	45.0
Actuated g/C Ratio	0.08	0.36	0.47	0.16	0.43	0.54	0.11	0.21	0.36	0.11	0.20	0.28
v/c Ratio	0.60	0.92	0.38	0.62	0.61	0.25	0.87	0.81	0.90	0.77	0.59	0.37
Control Delay (s/veh)	79.4	58.5	18.3	67.7	37.8	9.2	92.4	69.3	53.0	83.9	60.8	24.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	79.4	58.5	18.3	67.7	37.8	9.2	92.4	69.3	53.0	83.9	60.8	24.5
LOS	E	E	B	E	D	A	F	E	D	F	E	C
Approach Delay (s/veh)		54.7			40.7			65.7			60.7	
Approach LOS		D			D			E			E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 68 (43%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay (s/veh): 54.6	Intersection LOS: D
Intersection Capacity Utilization 105.6%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 4: Rock Island Rd & Sample Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	174	1681	294	338	1348	166	339	592	887	281	418	180
v/c Ratio	0.60	0.92	0.38	0.62	0.61	0.25	0.87	0.81	0.90	0.77	0.59	0.37
Control Delay (s/veh)	79.4	58.5	18.3	67.7	37.8	9.2	92.4	69.3	53.0	83.9	60.8	24.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	79.4	58.5	18.3	67.7	37.8	9.2	92.4	69.3	53.0	83.9	60.8	24.5
Queue Length 50th (ft)	92	636	122	170	400	32	182	314	409	148	210	82
Queue Length 95th (ft)	130	#820	210	222	501	80	#258	360	451	199	250	132
Internal Link Dist (ft)		2268			2330			779			1017	
Turn Bay Length (ft)	280		250	360		300	300		320	180		220
Base Capacity (vph)	493	1820	784	557	2204	686	396	984	997	396	984	573
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.92	0.38	0.61	0.61	0.24	0.86	0.60	0.89	0.71	0.42	0.31

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)	155	1496	262	301	1200	148	302	527	789	250	372	160
Future Volume (veh/h)	155	1496	262	301	1200	148	302	527	789	250	372	160
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		0.76	1.00		0.78	1.00		0.88	1.00		0.88
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	174	1681	294	338	1348	166	339	592	887	281	418	180
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	224	1766	593	389	2010	634	381	988	999	327	934	469
Arrive On Green	0.06	0.35	0.35	0.11	0.39	0.39	0.11	0.28	0.28	0.09	0.26	0.26
Sat Flow, veh/h	3456	5106	1209	3456	5106	1229	3456	3554	2463	3456	3554	1395
Grp Volume(v), veh/h	174	1681	294	338	1348	166	339	592	887	281	418	180
Grp Sat Flow(s),veh/h/ln	1728	1702	1209	1728	1702	1229	1728	1777	1231	1728	1777	1395
Q Serve(g_s), s	7.9	51.4	28.0	15.4	34.8	12.8	15.5	23.1	44.5	12.8	15.7	15.9
Cycle Q Clear(g_c), s	7.9	51.4	28.0	15.4	34.8	12.8	15.5	23.1	44.5	12.8	15.7	15.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	224	1766	593	389	2010	634	381	988	999	327	934	469
V/C Ratio(X)	0.78	0.95	0.50	0.87	0.67	0.26	0.89	0.60	0.89	0.86	0.45	0.38
Avail Cap(c_a), veh/h	497	1766	593	497	2010	634	400	988	999	400	988	491
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.69	0.69	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	73.7	51.0	31.3	69.8	40.0	24.2	70.2	50.0	46.3	71.4	49.3	41.5
Incr Delay (d2), s/veh	4.0	9.6	2.0	12.7	1.8	1.0	20.7	1.0	9.9	14.5	0.3	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	23.4	8.6	7.5	15.0	4.0	8.0	10.5	18.0	6.4	7.1	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	77.7	60.7	33.3	82.5	41.8	25.2	90.9	51.0	56.2	85.8	49.6	42.1
LnGrp LOS	E	E	C	F	D	C	F	D	E	F	D	D
Approach Vol, veh/h		2149			1852			1818			879	
Approach Delay, s/veh		58.3			47.7			61.0			59.7	
Approach LOS		E			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.4	70.0	21.7	51.0	25.0	62.3	24.1	48.5
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5
Max Green Setting (Gmax), s	23.0	47.0	18.5	44.5	23.0	47.0	18.5	44.5
Max Q Clear Time (g_c+I1), s	9.9	36.8	14.8	46.5	17.4	53.4	17.5	17.9
Green Ext Time (p_c), s	0.4	6.8	0.3	0.0	0.6	0.0	0.1	3.7

Intersection Summary	
HCM 7th Control Delay, s/veh	56.3
HCM 7th LOS	E

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	150	1	130	25	0	43	17	1429	14	39	803	51
Future Volume (vph)	150	1	130	25	0	43	17	1429	14	39	803	51
Confl. Peds. (#/hr)							6		10	10		6
Confl. Bikes (#/hr)						1			12			2
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	170	1	148	28	0	49	19	1624	16	44	913	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	171	148	28	49	0	19	1624	16	44	913	58

Intersection Summary

Intersection	
Int Delay, s/veh	13

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	150	1	130	25	0	43	17	1429	14	39	803	51
Future Vol, veh/h	150	1	130	25	0	43	17	1429	14	39	803	51
Conflicting Peds, #/hr	0	0	0	0	0	0	6	0	10	10	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	120	0	-	-	220	-	170	180	-	150
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	170	1	148	28	0	49	19	1624	16	44	913	58

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1858	2696	462	2218	2738	822	976	0	0	1650	0	0
Stage 1	1007	1007	-	1673	1673	-	-	-	-	-	-	-
Stage 2	851	1688	-	545	1065	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 60	19	*867	*~ 27	18	317	870	-	-	388	-	-
Stage 1	412	429	-	*100	151	-	-	-	-	-	-	-
Stage 2	321	148	-	*818	398	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0		0	-	-		-	-
Mov Cap-1 Maneuver	~ 43	16	*862	*~ 19	15	314	865	-	-	384	-	-
Mov Cap-2 Maneuver	~ 144	76	-	*79	98	-	-	-	-	-	-	-
Stage 1	363	378	-	*96	146	-	-	-	-	-	-	-
Stage 2	265	143	-	*598	350	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/veh	112.45	38.84	0.11	0.68
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	865	-	-	143	862	79	314	384	-	-
HCM Lane V/C Ratio	0.022	-	-	1.201	0.171	0.358	0.156	0.115	-	-
HCM Control Delay (s/veh)	9.3	-	-	200.6	10	73.7	18.6	15.6	-	-
HCM Lane LOS	A	-	-	F	B	F	C	C	-	-
HCM 95th %tile Q(veh)	0.1	-	-	10	0.6	1.4	0.5	0.4	-	-

Notes

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

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Volume (vph)	1	4	8	0	3	34
Future Volume (vph)	1	4	8	0	3	34
Confl. Peds. (#/hr)				2		
Confl. Bikes (#/hr)						
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	1	5	10	0	4	43
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	10	0	0	47

Intersection Summary

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	4	8	0	3	34
Future Vol, veh/h	1	4	8	0	3	34
Conflicting Peds, #/hr	0	0	0	2	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	5	10	0	4	43

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	62	12	0	0	12	0
Stage 1	12	-	-	-	-	-
Stage 2	50	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	944	1069	-	-	1607	-
Stage 1	1011	-	-	-	-	-
Stage 2	972	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	940	1067	-	-	1604	-
Mov Cap-2 Maneuver	940	-	-	-	-	-
Stage 1	1009	-	-	-	-	-
Stage 2	970	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.49	0	0.59
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1039	146	-
HCM Lane V/C Ratio	-	-	0.006	0.002	-
HCM Control Delay (s/veh)	-	-	8.5	7.2	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	17	0	7	105	0	136	7	1272	44	66	857	5
Future Volume (vph)	17	0	7	105	0	136	7	1272	44	66	857	5
Confl. Peds. (#/hr)							5		6	6		5
Confl. Bikes (#/hr)						1			7			8
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	19	0	8	115	0	149	8	1398	48	73	942	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	19	8	0	115	149	0	8	1398	48	73	942	5

Intersection Summary

Intersection	
Int Delay, s/veh	8.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	0	7	105	0	136	7	1272	44	66	857	5
Future Vol, veh/h	17	0	7	105	0	136	7	1272	44	66	857	5
Conflicting Peds, #/hr	0	0	0	0	0	0	5	0	6	6	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	200	-	200	210	-	140
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	0	8	115	0	149	8	1398	48	73	942	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1806	2559	476	2035	2516	705	952	0	0	1452	0	0
Stage 1	1092	1092	-	1419	1419	-	-	-	-	-	-	-
Stage 2	714	1468	-	616	1097	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	70	24	*840	*~ 42	26	379	928	-	-	462	-	-
Stage 1	384	403	-	*144	201	-	-	-	-	-	-	-
Stage 2	388	190	-	*793	401	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0		0	-	-		-	-
Mov Cap-1 Maneuver	35	20	*836	*~ 35	22	377	924	-	-	459	-	-
Mov Cap-2 Maneuver	111	85	-	*~ 115	122	-	-	-	-	-	-	-
Stage 1	322	338	-	*142	198	-	-	-	-	-	-	-
Stage 2	232	188	-	*661	336	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	33.72	79.87	0.05	1.02
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	924	-	-	111	836	115	377	459	-	-
HCM Lane V/C Ratio	0.008	-	-	0.168	0.009	1.005	0.397	0.158	-	-
HCM Control Delay (s/veh)	8.9	-	-	43.8	9.3	156.5	20.7	14.3	-	-
HCM Lane LOS	A	-	-	E	A	F	C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0	6.6	1.9	0.6	-	-

Notes

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	2	54	2	5	23	20	0	0	40	83	1	10
Future Volume (vph)	2	54	2	5	23	20	0	0	40	83	1	10
Confl. Peds. (#/hr)	5		5	5		5	2					2
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	3	70	3	6	30	26	0	0	52	108	1	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	76	0	0	62	0	0	52	0	0	122	0

Intersection Summary

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	54	2	5	23	20	0	0	40	83	1	10
Future Vol, veh/h	2	54	2	5	23	20	0	0	40	83	1	10
Conflicting Peds, #/hr	5	0	5	5	0	5	2	0	0	0	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	70	3	6	30	26	0	0	52	108	1	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	61	0	0	78	0	0	127	155	76	136	144	50
Stage 1	-	-	-	-	-	-	82	82	-	61	61	-
Stage 2	-	-	-	-	-	-	46	74	-	75	83	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1542	-	-	1521	-	-	846	736	985	835	747	1018
Stage 1	-	-	-	-	-	-	927	827	-	950	844	-
Stage 2	-	-	-	-	-	-	968	833	-	934	826	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1535	-	-	1514	-	-	823	725	980	782	736	1012
Mov Cap-2 Maneuver	-	-	-	-	-	-	823	725	-	782	736	-
Stage 1	-	-	-	-	-	-	921	822	-	942	836	-
Stage 2	-	-	-	-	-	-	948	826	-	883	821	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.25	0.77	8.88	10.3
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	980	62	-	-	172	-	-	801
HCM Lane V/C Ratio	0.053	0.002	-	-	0.004	-	-	0.152
HCM Control Delay (s/veh)	8.9	7.3	0	-	7.4	0	-	10.3
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	80	1	100	16	0	21	13	1225	8	5	934	30
Future Volume (vph)	80	1	100	16	0	21	13	1225	8	5	934	30
Confl. Peds. (#/hr)							3		9	9		3
Confl. Bikes (#/hr)									9			5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	87	1	109	17	0	23	14	1332	9	5	1015	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	87	110	0	17	23	0	14	1332	9	5	1015	33

Intersection Summary

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	80	1	100	16	0	21	13	1225	8	5	934	30
Future Vol, veh/h	80	1	100	16	0	21	13	1225	8	5	934	30
Conflicting Peds, #/hr	0	0	0	0	0	0	3	0	9	9	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	230	-	230	250	-	250
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	87	1	109	17	0	23	14	1332	9	5	1015	33

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1723	2407	511	1888	2430	675	1051	0	0	1349	0	0
Stage 1	1029	1029	-	1369	1369	-	-	-	-	-	-	-
Stage 2	694	1377	-	519	1062	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 57	33	508	43	31	397	658	-	-	506	-	-
Stage 1	250	309	-	154	213	-	-	-	-	-	-	-
Stage 2	399	211	-	508	298	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 52	31	507	32	30	393	656	-	-	502	-	-
Mov Cap-2 Maneuver	157	123	-	110	122	-	-	-	-	-	-	-
Stage 1	247	305	-	150	206	-	-	-	-	-	-	-
Stage 2	368	204	-	393	294	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	31.63	27.37	0.11	0.06
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	656	-	-	157	492	110	393	502	-	-
HCM Lane V/C Ratio	0.022	-	-	0.555	0.223	0.159	0.058	0.011	-	-
HCM Control Delay (s/veh)	10.6	-	-	53.4	14.4	44	14.7	12.3	-	-
HCM Lane LOS	B	-	-	F	B	E	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2.8	0.8	0.5	0.2	0	-	-

Notes

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

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Volume (vph)	11	136	70	6	17	10
Future Volume (vph)	11	136	70	6	17	10
Confl. Peds. (#/hr)	6			6		1
Confl. Bikes (#/hr)						
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	13	162	83	7	20	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	162	90	0	32	0

Intersection Summary

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	136	70	6	17	10
Future Vol, veh/h	11	136	70	6	17	10
Conflicting Peds, #/hr	6	0	0	6	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	170	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	162	83	7	20	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	96	0	-	0	200	52
Stage 1	-	-	-	-	93	-
Stage 2	-	-	-	-	107	-
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	1495	-	-	-	770	1004
Stage 1	-	-	-	-	920	-
Stage 2	-	-	-	-	905	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1486	-	-	-	754	998
Mov Cap-2 Maneuver	-	-	-	-	754	-
Stage 1	-	-	-	-	907	-
Stage 2	-	-	-	-	900	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.56	0	9.52
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1486	-	-	-	829
HCM Lane V/C Ratio	0.009	-	-	-	0.039
HCM Control Delay (s/veh)	7.4	-	-	-	9.5
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

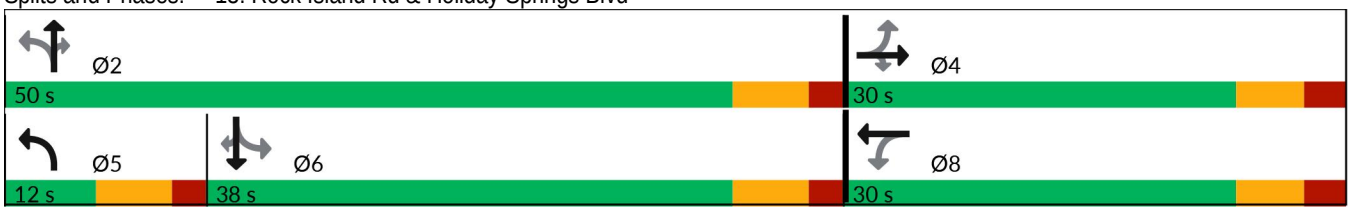
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	37	1	161	5	0	12	74	1155	18	11	1070	18
Future Volume (vph)	37	1	161	5	0	12	74	1155	18	11	1070	18
Confl. Peds. (#/hr)			1	1			3		5	5		3
Confl. Bikes (#/hr)									7			4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	40	1	173	5	0	13	80	1242	19	12	1151	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	1	173	5	13	0	80	1242	19	12	1151	19

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	37	1	161	5	0	74	1155	18	11	1070	18
Future Volume (vph)	37	1	161	5	0	74	1155	18	11	1070	18
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases		4			8	5	2			6	
Permitted Phases	4		4	8		2		2	6		6
Detector Phase	4	4	4	8	8	5	2	2	6	6	6
Switch Phase											
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	12.0	12.0	12.0	12.0	12.0
Minimum Split (s)	39.5	39.5	39.5	42.5	42.5	11.5	32.5	32.5	32.5	32.5	32.5
Total Split (s)	30.0	30.0	30.0	30.0	30.0	12.0	50.0	50.0	38.0	38.0	38.0
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%	15.0%	62.5%	62.5%	47.5%	47.5%	47.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag						Lead			Lag	Lag	Lag
Lead-Lag Optimize?						Yes			Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	Min	Min	Min
Act Effct Green (s)	7.6	7.6	7.6	7.6	7.6	39.5	39.5	39.5	30.2	30.2	30.2
Actuated g/C Ratio	0.13	0.13	0.13	0.13	0.13	0.66	0.66	0.66	0.50	0.50	0.50
v/c Ratio	0.23	0.00	0.50	0.03	0.04	0.26	0.54	0.02	0.06	0.65	0.02
Control Delay (s/veh)	28.3	24.0	10.4	24.6	0.3	6.0	6.6	0.4	10.4	14.3	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	28.3	24.0	10.4	24.6	0.3	6.0	6.6	0.4	10.4	14.3	0.1
LOS	C	C	B	C	A	A	A	A	B	B	A
Approach Delay (s/veh)		13.8			7.0		6.5			14.1	
Approach LOS		B			A		A			B	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 60.2	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay (s/veh): 10.3	Intersection LOS: B
Intersection Capacity Utilization 67.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 13: Rock Island Rd & Holiday Springs Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	40	1	173	5	13	80	1242	19	12	1151	19
v/c Ratio	0.23	0.00	0.50	0.03	0.04	0.26	0.54	0.02	0.06	0.65	0.02
Control Delay (s/veh)	28.3	24.0	10.4	24.6	0.3	6.0	6.6	0.4	10.4	14.3	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	28.3	24.0	10.4	24.6	0.3	6.0	6.6	0.4	10.4	14.3	0.1
Queue Length 50th (ft)	14	0	0	2	0	8	99	0	2	163	0
Queue Length 95th (ft)	39	4	48	10	0	23	168	2	11	252	0
Internal Link Dist (ft)		2605			671		840			1231	
Turn Bay Length (ft)	175					230		170	250		220
Base Capacity (vph)	550	735	721	555	707	309	2584	1131	222	1881	890
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.00	0.24	0.01	0.02	0.26	0.48	0.02	0.05	0.61	0.02

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	1	161	5	0	12	74	1155	18	11	1070	18
Future Volume (veh/h)	37	1	161	5	0	12	74	1155	18	11	1070	18
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		0.97	1.00		0.98
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	40	1	173	5	0	13	80	1242	19	12	1151	19
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	333	283	239	313	0	239	307	2175	943	309	1572	689
Arrive On Green	0.15	0.15	0.15	0.15	0.00	0.15	0.05	0.61	0.61	0.44	0.44	0.44
Sat Flow, veh/h	1398	1870	1582	1209	0	1582	1781	3554	1540	439	3554	1558
Grp Volume(v), veh/h	40	1	173	5	0	13	80	1242	19	12	1151	19
Grp Sat Flow(s),veh/h/ln	1398	1870	1582	1209	0	1582	1781	1777	1540	439	1777	1558
Q Serve(g_s), s	1.4	0.0	5.7	0.2	0.0	0.4	1.2	11.4	0.3	0.9	14.7	0.4
Cycle Q Clear(g_c), s	1.8	0.0	5.7	0.2	0.0	0.4	1.2	11.4	0.3	3.0	14.7	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	333	283	239	313	0	239	307	2175	943	309	1572	689
V/C Ratio(X)	0.12	0.00	0.72	0.02	0.00	0.05	0.26	0.57	0.02	0.04	0.73	0.03
Avail Cap(c_a), veh/h	720	801	677	648	0	677	394	2816	1221	366	2039	894
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	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.7	19.8	22.2	19.9	0.0	19.9	9.4	6.3	4.2	10.0	12.6	8.6
Incr Delay (d2), s/veh	0.2	0.0	4.1	0.0	0.0	0.1	0.4	0.2	0.0	0.1	1.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	2.2	0.1	0.0	0.1	0.4	3.0	0.1	0.1	5.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.9	19.8	26.3	19.9	0.0	20.0	9.8	6.6	4.2	10.1	13.6	8.7
LnGrp LOS	C	B	C	B		C	A	A	A	B	B	A
Approach Vol, veh/h		214			18			1341			1182	
Approach Delay, s/veh		25.3			20.0			6.7			13.5	
Approach LOS		C			C			A			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		40.1		14.8	9.3	30.8		14.8				
Change Period (Y+Rc), s		6.5		6.5	6.5	6.5		6.5				
Max Green Setting (Gmax), s		43.5		23.5	5.5	31.5		23.5				
Max Q Clear Time (g_c+I1), s		13.4		7.7	3.2	16.7		2.4				
Green Ext Time (p_c), s		11.5		0.6	0.0	7.5		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	11.2
HCM 7th LOS	B

Notes

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

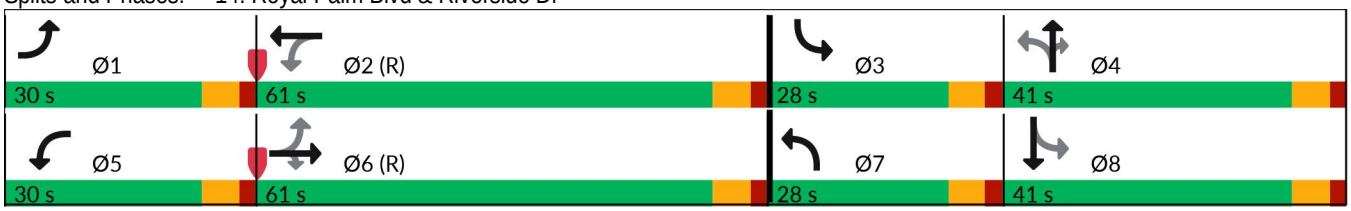
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	230	980	454	171	796	249	376	739	281	258	706	288
Future Volume (vph)	230	980	454	171	796	249	376	739	281	258	706	288
Confl. Peds. (#/hr)	12		2	2		12	2		11	11		2
Confl. Bikes (#/hr)			4			6			2			5
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	235	1000	463	174	812	254	384	754	287	263	720	294
Shared Lane Traffic (%)												
Lane Group Flow (vph)	235	1000	463	174	1066	0	384	754	287	263	1014	0

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	230	980	454	171	796	376	739	281	258	706
Future Volume (vph)	230	980	454	171	796	376	739	281	258	706
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6		5	2	7	4		3	8
Permitted Phases	6		6	2		4		4	8	
Detector Phase	1	6	6	5	2	7	4	4	3	8
Switch Phase										
Minimum Initial (s)	4.0	12.0	12.0	4.0	12.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	11.5	36.5	36.5	11.5	36.5	11.5	37.5	37.5	11.5	37.5
Total Split (s)	30.0	61.0	61.0	30.0	61.0	28.0	41.0	41.0	28.0	41.0
Total Split (%)	18.8%	38.1%	38.1%	18.8%	38.1%	17.5%	25.6%	25.6%	17.5%	25.6%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	None
Act Effct Green (s)	80.5	59.8	59.8	70.8	54.9	59.5	36.7	36.7	56.0	34.5
Actuated g/C Ratio	0.50	0.37	0.37	0.44	0.34	0.37	0.23	0.23	0.35	0.22
v/c Ratio	0.85	0.76	0.57	0.67	0.90	1.25	0.93	0.50	0.93	1.35
Control Delay (s/veh)	70.5	48.5	11.4	27.1	61.8	176.8	78.3	8.4	83.3	209.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	70.5	48.5	11.4	27.1	61.8	176.8	78.3	8.4	83.3	209.2
LOS	E	D	B	C	E	F	E	A	F	F
Approach Delay (s/veh)		41.4			57.0		90.8			183.3
Approach LOS		D			E		F			F

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 112 (70%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.35	
Intersection Signal Delay (s/veh): 89.4	Intersection LOS: F
Intersection Capacity Utilization 114.3%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 14: Royal Palm Blvd & Riverside Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	235	1000	463	174	1066	384	754	287	263	1014
v/c Ratio	0.85	0.76	0.57	0.67	0.90	1.25	0.93	0.50	0.93	1.35
Control Delay (s/veh)	70.5	48.5	11.4	27.1	61.8	176.8	78.3	8.4	83.3	209.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	70.5	48.5	11.4	27.1	61.8	176.8	78.3	8.4	83.3	209.2
Queue Length 50th (ft)	185	466	66	127	595	~481	418	0	224	~714
Queue Length 95th (ft)	#317	592	194	m81	#690	#699	#558	83	#403	#855
Internal Link Dist (ft)		1554			4475		1024			1484
Turn Bay Length (ft)	260		280	370		190		325	200	
Base Capacity (vph)	304	1323	810	343	1182	307	812	573	289	753
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.76	0.57	0.51	0.90	1.25	0.93	0.50	0.91	1.35

Intersection Summary

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

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	230	980	454	171	796	249	376	739	281	258	706	288
Future Volume (veh/h)	230	980	454	171	796	249	376	739	281	258	706	288
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		0.98	1.00		0.98	1.00		0.97	1.00		0.97
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	235	1000	463	174	812	254	384	754	287	263	720	294
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	278	1475	643	241	1044	326	284	780	338	283	525	214
Arrive On Green	0.09	0.42	0.42	0.07	0.39	0.39	0.13	0.22	0.22	0.13	0.22	0.22
Sat Flow, veh/h	1781	3554	1549	1781	2647	827	1781	3554	1540	1781	2435	994
Grp Volume(v), veh/h	235	1000	463	174	545	521	384	754	287	263	525	489
Grp Sat Flow(s),veh/h/ln	1781	1777	1549	1781	1777	1697	1781	1777	1540	1781	1777	1653
Q Serve(g_s), s	12.5	36.6	39.9	9.2	42.9	42.9	21.5	33.6	28.6	18.8	34.5	34.5
Cycle Q Clear(g_c), s	12.5	36.6	39.9	9.2	42.9	42.9	21.5	33.6	28.6	18.8	34.5	34.5
Prop In Lane	1.00		1.00	1.00		0.49	1.00		1.00	1.00		0.60
Lane Grp Cap(c), veh/h	278	1475	643	241	701	669	284	780	338	283	383	356
V/C Ratio(X)	0.85	0.68	0.72	0.72	0.78	0.78	1.35	0.97	0.85	0.93	1.37	1.37
Avail Cap(c_a), veh/h	373	1475	643	374	701	669	284	780	338	289	383	356
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	0.72	0.72	0.72	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.8	38.1	39.0	31.9	42.3	42.3	51.1	61.9	59.9	47.0	62.7	62.8
Incr Delay (d2), s/veh	12.6	2.5	6.8	2.9	6.1	6.4	179.1	24.3	18.1	34.7	182.9	184.1
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	6.3	16.6	16.5	4.2	20.1	19.3	22.9	17.8	12.9	10.8	35.1	32.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.4	40.6	45.9	34.8	48.4	48.7	230.2	86.1	78.0	81.7	245.6	246.8
LnGrp LOS	D	D	D	C	D	D	F	F	E	F	F	F
Approach Vol, veh/h		1698			1240			1425			1277	
Approach Delay, s/veh		42.8			46.7			123.3			212.3	
Approach LOS		D			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.4	69.6	27.4	41.6	18.1	72.9	28.0	41.0
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	23.5	54.5	21.5	34.5	23.5	54.5	21.5	34.5
Max Q Clear Time (g_c+I1), s	14.5	44.9	20.8	35.6	11.2	41.9	23.5	36.5
Green Ext Time (p_c), s	0.4	4.8	0.1	0.0	0.4	7.1	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	102.4
HCM 7th LOS	F

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	236	832	94	281	767	303	87	721	430	282	645	99
Future Volume (vph)	236	832	94	281	767	303	87	721	430	282	645	99
Confl. Peds. (#/hr)									1	1		
Confl. Bikes (#/hr)			1			3			4			4
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	248	876	99	296	807	319	92	759	453	297	679	104
Shared Lane Traffic (%)												
Lane Group Flow (vph)	248	876	99	296	807	319	92	759	453	297	679	104

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	236	832	94	281	767	303	87	721	430	282	645	99
Future Volume (vph)	236	832	94	281	767	303	87	721	430	282	645	99
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.5	43.5	43.5	11.5	43.5	43.5	11.5	43.5	43.5	11.5	43.5	43.5
Total Split (s)	32.0	46.0	46.0	28.0	42.0	42.0	26.0	60.0	60.0	26.0	60.0	60.0
Total Split (%)	20.0%	28.8%	28.8%	17.5%	26.3%	26.3%	16.3%	37.5%	37.5%	16.3%	37.5%	37.5%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Act Effct Green (s)	16.8	46.1	46.1	18.5	47.8	47.8	63.7	55.9	55.9	75.0	61.6	61.6
Actuated g/C Ratio	0.11	0.29	0.29	0.12	0.30	0.30	0.40	0.35	0.35	0.47	0.39	0.39
v/c Ratio	0.69	0.86	0.19	0.75	0.76	0.56	0.17	0.61	0.60	0.53	0.50	0.16
Control Delay (s/veh)	58.6	60.1	17.5	80.2	56.6	28.6	24.1	46.1	14.7	28.1	39.2	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	58.6	60.1	17.5	80.2	56.6	28.6	24.1	46.1	14.7	28.1	39.2	4.7
LOS	E	E	B	F	E	C	C	D	B	C	D	A
Approach Delay (s/veh)		56.3			55.3			33.7			32.8	
Approach LOS		E			E			C			C	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 41 (26%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay (s/veh): 45.1	Intersection LOS: D
Intersection Capacity Utilization 91.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 15: Royal Palm Blvd & Rock Island Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	248	876	99	296	807	319	92	759	453	297	679	104
v/c Ratio	0.69	0.86	0.19	0.75	0.76	0.56	0.17	0.61	0.60	0.53	0.50	0.16
Control Delay (s/veh)	58.6	60.1	17.5	80.2	56.6	28.6	24.1	46.1	14.7	28.1	39.2	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	58.6	60.1	17.5	80.2	56.6	28.6	24.1	46.1	14.7	28.1	39.2	4.7
Queue Length 50th (ft)	133	493	33	156	387	140	28	365	105	96	298	0
Queue Length 95th (ft)	m173	m#643	m58	206	#554	272	41	414	217	116	336	35
Internal Link Dist (ft)		4475			2131			1468			840	
Turn Bay Length (ft)	340		170	210		150	220		190	220		250
Base Capacity (vph)	547	1018	529	461	1056	572	802	1254	765	664	1362	669
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.86	0.19	0.64	0.76	0.56	0.11	0.61	0.59	0.45	0.50	0.16

Intersection Summary

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	236	832	94	281	767	303	87	721	430	282	645	99
Future Volume (veh/h)	236	832	94	281	767	303	87	721	430	282	645	99
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		0.99	1.00		0.99	1.00		0.99	1.00		0.99
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	248	876	99	296	807	319	92	759	453	297	679	104
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	301	877	386	346	923	406	641	1514	665	554	1634	718
Arrive On Green	0.09	0.25	0.25	0.10	0.26	0.26	0.03	0.43	0.43	0.06	0.46	0.46
Sat Flow, veh/h	3456	3554	1565	3456	3554	1562	3456	3554	1562	3456	3554	1562
Grp Volume(v), veh/h	248	876	99	296	807	319	92	759	453	297	679	104
Grp Sat Flow(s),veh/h/ln	1728	1777	1565	1728	1777	1562	1728	1777	1562	1728	1777	1562
Q Serve(g_s), s	11.3	39.4	8.1	13.5	34.8	30.4	2.4	24.9	37.5	7.6	20.4	6.2
Cycle Q Clear(g_c), s	11.3	39.4	8.1	13.5	34.8	30.4	2.4	24.9	37.5	7.6	20.4	6.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	301	877	386	346	923	406	641	1514	665	554	1634	718
V/C Ratio(X)	0.82	1.00	0.26	0.86	0.87	0.79	0.14	0.50	0.68	0.54	0.42	0.14
Avail Cap(c_a), veh/h	551	877	386	464	923	406	956	1514	665	753	1634	718
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)	0.60	0.60	0.60	1.00	1.00	1.00	1.00	1.00	1.00	0.74	0.74	0.74
Uniform Delay (d), s/veh	71.8	60.2	48.4	70.9	56.7	55.1	25.0	33.5	37.1	25.3	28.9	25.0
Incr Delay (d2), s/veh	3.5	23.2	0.2	11.3	9.3	9.8	0.1	1.2	5.6	0.6	0.6	0.3
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	5.2	20.6	3.3	6.6	16.9	13.1	1.0	11.2	15.5	3.2	9.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	75.3	83.4	48.6	82.2	66.0	64.9	25.1	34.7	42.7	25.9	29.4	25.3
LnGrp LOS	E	F	D	F	E	E	C	C	D	C	C	C
Approach Vol, veh/h		1223			1422			1304			1080	
Approach Delay, s/veh		78.9			69.1			36.8			28.1	
Approach LOS		E			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.8	74.7	22.5	46.0	11.4	80.1	20.4	48.1
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	19.5	53.5	21.5	39.5	19.5	53.5	25.5	35.5
Max Q Clear Time (g_c+I1), s	9.6	39.5	15.5	41.4	4.4	22.4	13.3	36.8
Green Ext Time (p_c), s	0.7	6.0	0.5	0.0	0.2	5.7	0.7	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	54.3
HCM 7th LOS	D

Notes

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

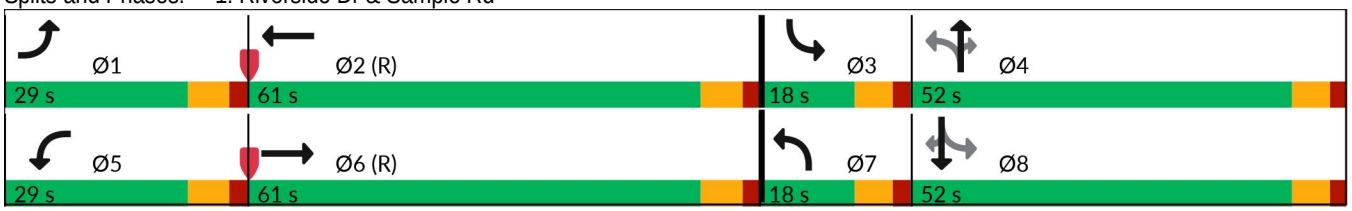
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	178	1304	137	298	1326	135	142	493	389	136	666	186
Future Volume (vph)	178	1304	137	298	1326	135	142	493	389	136	666	186
Confl. Peds. (#/hr)	28		16	16		28	16		28	28		16
Confl. Bikes (#/hr)			12			14			18			13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	187	1373	144	314	1396	142	149	519	409	143	701	196
Shared Lane Traffic (%)												
Lane Group Flow (vph)	187	1517	0	314	1538	0	149	519	409	143	701	196

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	178	1304	298	1326	142	493	389	136	666	186
Future Volume (vph)	178	1304	298	1326	142	493	389	136	666	186
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2	7	4		3	8	
Permitted Phases					4		4	8		8
Detector Phase	1	6	5	2	7	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	5.0	12.0	5.0	12.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	12.0	45.0	12.0	45.0	11.5	44.5	44.5	11.5	44.5	44.5
Total Split (s)	29.0	61.0	29.0	61.0	18.0	52.0	52.0	18.0	52.0	52.0
Total Split (%)	18.1%	38.1%	18.1%	38.1%	11.3%	32.5%	32.5%	11.3%	32.5%	32.5%
Yellow Time (s)	5.0	5.0	5.0	5.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None	None
Act Effct Green (s)	20.7	53.5	28.6	61.5	50.9	39.6	39.6	50.7	39.5	39.5
Actuated g/C Ratio	0.13	0.33	0.18	0.38	0.32	0.25	0.25	0.32	0.25	0.25
v/c Ratio	0.82	0.90	0.99	0.80	0.78	0.59	0.67	0.56	0.80	0.40
Control Delay (s/veh)	93.9	58.8	103.4	27.8	62.7	55.6	17.3	44.3	64.0	15.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	93.9	58.8	103.4	27.8	62.7	55.6	17.3	44.3	64.0	15.0
LOS	F	E	F	C	E	E	B	D	E	B
Approach Delay (s/veh)		62.7		40.6		42.0			52.1	
Approach LOS		E		D		D			D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 146 (91%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 135	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay (s/veh): 49.6	Intersection LOS: D
Intersection Capacity Utilization 102.8%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 1: Riverside Dr & Sample Rd



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	187	1517	314	1538	149	519	409	143	701	196
v/c Ratio	0.82	0.90	0.99	0.80	0.78	0.59	0.67	0.56	0.80	0.40
Control Delay (s/veh)	93.9	58.8	103.4	27.8	62.7	55.6	17.3	44.3	64.0	15.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	93.9	58.8	103.4	27.8	62.7	55.6	17.3	44.3	64.0	15.0
Queue Length 50th (ft)	191	549	~342	504	108	253	79	104	364	38
Queue Length 95th (ft)	#311	615	#611	657	#171	302	198	151	421	108
Internal Link Dist (ft)		903		1640		1956			490	
Turn Bay Length (ft)	370		420		275		430	300		200
Base Capacity (vph)	249	1693	316	1923	193	1006	652	257	1006	538
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.90	0.99	0.80	0.77	0.52	0.63	0.56	0.70	0.36

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)	178	1304	137	298	1326	135	142	493	389	136	666	186
Future Volume (veh/h)	178	1304	137	298	1326	135	142	493	389	136	666	186
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		0.96	1.00		0.96	1.00		0.95	0.99		0.95
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	187	1373	144	314	1396	142	149	519	409	143	701	196
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	208	1594	167	245	1696	172	237	1006	424	265	998	422
Arrive On Green	0.12	0.34	0.34	0.18	0.48	0.48	0.07	0.28	0.28	0.07	0.28	0.28
Sat Flow, veh/h	1781	4670	490	1781	4687	477	1781	3554	1499	1781	3554	1504
Grp Volume(v), veh/h	187	1001	516	314	1014	524	149	519	409	143	701	196
Grp Sat Flow(s),veh/h/ln	1781	1702	1756	1781	1702	1759	1781	1777	1499	1781	1777	1504
Q Serve(g_s), s	16.6	43.9	43.9	22.0	40.9	40.9	9.5	19.6	43.1	9.1	28.3	17.2
Cycle Q Clear(g_c), s	16.6	43.9	43.9	22.0	40.9	40.9	9.5	19.6	43.1	9.1	28.3	17.2
Prop In Lane	1.00		0.28	1.00		0.27	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	208	1162	599	245	1232	637	237	1006	424	265	998	422
V/C Ratio(X)	0.90	0.86	0.86	1.28	0.82	0.82	0.63	0.52	0.96	0.54	0.70	0.46
Avail Cap(c_a), veh/h	245	1162	599	245	1232	637	237	1011	426	269	1011	428
HCM Platoon Ratio	1.00	1.00	1.00	1.33	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	0.59	0.59	0.59	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.7	49.1	49.2	65.4	37.1	37.1	39.9	48.1	56.5	38.3	51.5	47.6
Incr Delay (d2), s/veh	29.1	8.5	15.0	144.2	3.8	7.1	5.2	0.5	34.2	2.1	2.2	0.8
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	9.3	20.1	21.8	19.5	16.8	17.9	4.5	8.9	20.3	4.2	13.0	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	98.8	57.6	64.2	209.6	40.9	44.2	45.1	48.6	90.7	40.4	53.7	48.4
LnGrp LOS	F	E	E	F	D	D	D	D	F	D	D	D
Approach Vol, veh/h		1704			1852			1077			1040	
Approach Delay, s/veh		64.1			70.5			64.1			50.9	
Approach LOS		E			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.7	64.9	17.6	51.8	29.0	61.6	17.9	51.4
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5
Max Green Setting (Gmax), s	22.0	54.0	11.5	45.5	22.0	54.0	11.5	45.5
Max Q Clear Time (g_c+I1), s	18.6	42.9	11.1	45.1	24.0	45.9	11.5	30.3
Green Ext Time (p_c), s	0.2	7.4	0.0	0.3	0.0	5.7	0.0	5.0

Intersection Summary	
HCM 7th Control Delay, s/veh	63.8
HCM 7th LOS	E

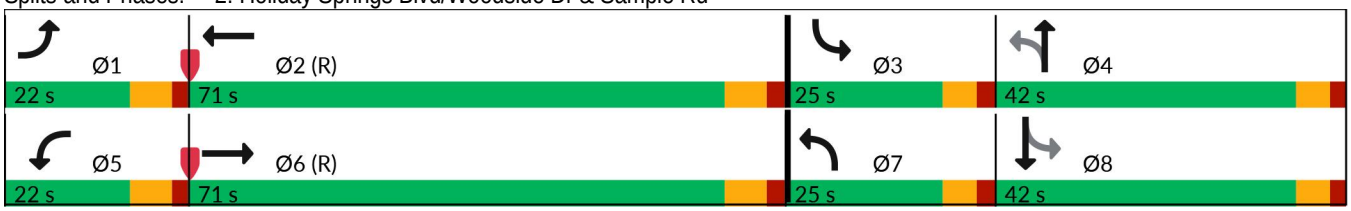
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	159	1575	59	101	1584	215	105	59	66	148	71	110
Future Volume (vph)	159	1575	59	101	1584	215	105	59	66	148	71	110
Confl. Peds. (#/hr)	9		1	1		9	7		1	1		7
Confl. Bikes (#/hr)			8			6			1			10
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	166	1641	61	105	1650	224	109	61	69	154	74	115
Shared Lane Traffic (%)												
Lane Group Flow (vph)	166	1702	0	105	1874	0	109	130	0	154	189	0

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	159	1575	101	1584	105	59	148	71
Future Volume (vph)	159	1575	101	1584	105	59	148	71
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases					4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	7.0	5.0	7.0	4.0	6.0	4.0	6.0
Minimum Split (s)	12.0	34.0	12.0	34.0	11.5	42.0	11.5	40.0
Total Split (s)	22.0	71.0	22.0	71.0	25.0	42.0	25.0	42.0
Total Split (%)	13.8%	44.4%	13.8%	44.4%	15.6%	26.3%	15.6%	26.3%
Yellow Time (s)	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None
Act Effct Green (s)	23.6	88.1	14.8	79.3	28.1	14.7	34.1	17.7
Actuated g/C Ratio	0.15	0.55	0.09	0.50	0.18	0.09	0.21	0.11
v/c Ratio	0.64	0.61	0.64	0.76	0.43	0.70	0.61	0.42
Control Delay (s/veh)	55.7	29.3	59.8	53.8	54.0	71.2	60.6	28.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.7	29.3	59.8	53.8	54.0	71.2	60.6	28.2
LOS	E	C	E	D	D	E	E	C
Approach Delay (s/veh)		31.7		54.1		63.3		42.7
Approach LOS		C		D		E		D

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 84 (53%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay (s/veh): 44.3	Intersection LOS: D
Intersection Capacity Utilization 82.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 2: Holiday Springs Blvd/Woodside Dr & Sample Rd



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	166	1702	105	1874	109	130	154	189
v/c Ratio	0.64	0.61	0.64	0.76	0.43	0.70	0.61	0.42
Control Delay (s/veh)	55.7	29.3	59.8	53.8	54.0	71.2	60.6	28.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.7	29.3	59.8	53.8	54.0	71.2	60.6	28.2
Queue Length 50th (ft)	130	611	113	539	93	100	136	37
Queue Length 95th (ft)	m163	694	m132	703	142	169	194	76
Internal Link Dist (ft)		1640		2268		306		335
Turn Bay Length (ft)	260		260				160	
Base Capacity (vph)	261	2787	181	2469	314	408	279	799
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	0.64	0.61	0.58	0.76	0.35	0.32	0.55	0.24

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	1575	59	101	1584	215	105	59	66	148	71	110
Future Volume (veh/h)	159	1575	59	101	1584	215	105	59	66	148	71	110
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		0.98	1.00		0.97	0.99		0.97	0.99		0.96
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	166	1641	61	105	1650	224	109	61	69	154	74	115
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	167	2789	104	126	2396	324	256	100	113	268	265	227
Arrive On Green	0.03	0.18	0.18	0.07	0.53	0.53	0.07	0.13	0.13	0.09	0.15	0.15
Sat Flow, veh/h	1781	5049	188	1781	4528	612	1781	787	890	1781	1777	1521
Grp Volume(v), veh/h	166	1106	596	105	1239	635	109	0	130	154	74	115
Grp Sat Flow(s),veh/h/ln	1781	1702	1832	1781	1702	1736	1781	0	1678	1781	1777	1521
Q Serve(g_s), s	14.9	47.6	47.7	9.3	43.1	43.5	8.4	0.0	11.7	11.9	5.9	11.1
Cycle Q Clear(g_c), s	14.9	47.6	47.7	9.3	43.1	43.5	8.4	0.0	11.7	11.9	5.9	11.1
Prop In Lane	1.00		0.10	1.00		0.35	1.00		0.53	1.00		1.00
Lane Grp Cap(c), veh/h	167	1881	1012	126	1801	919	256	0	213	268	265	227
V/C Ratio(X)	0.99	0.59	0.59	0.84	0.69	0.69	0.43	0.00	0.61	0.57	0.28	0.51
Avail Cap(c_a), veh/h	167	1881	1012	167	1801	919	350	0	377	323	400	342
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)	0.44	0.44	0.44	0.54	0.54	0.54	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	77.5	48.7	48.8	73.4	27.9	28.0	55.8	0.0	66.1	54.5	60.5	62.7
Incr Delay (d2), s/veh	44.5	0.6	1.1	13.9	1.2	2.3	1.1	0.0	2.8	1.9	0.6	1.8
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	9.3	22.1	24.0	4.8	17.9	18.7	3.9	0.0	5.2	5.5	2.7	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	122.0	49.3	49.9	87.3	29.1	30.3	56.9	0.0	69.0	56.5	61.0	64.4
LnGrp LOS	F	D	D	F	C	C	E		E	E	E	E
Approach Vol, veh/h		1868			1979			239			343	
Approach Delay, s/veh		56.0			32.5			63.5			60.1	
Approach LOS		E			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	91.7	20.0	26.3	18.3	95.4	16.5	29.8
Change Period (Y+Rc), s	7.0	7.0	6.0	6.0	7.0	7.0	6.0	6.0
Max Green Setting (Gmax), s	15.0	64.0	19.0	36.0	15.0	64.0	19.0	36.0
Max Q Clear Time (g_c+I1), s	16.9	45.5	13.9	13.7	11.3	49.7	10.4	13.1
Green Ext Time (p_c), s	0.0	12.9	0.2	0.7	0.1	9.7	0.1	1.1

Intersection Summary	
HCM 7th Control Delay, s/veh	46.2
HCM 7th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	146	1478	313	562	1841	136	210	324	430	117	461	107
Future Volume (vph)	146	1478	313	562	1841	136	210	324	430	117	461	107
Confl. Peds. (#/hr)	40		1	1		40	6		3	3		6
Confl. Bikes (#/hr)			1			8			1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	159	1607	340	611	2001	148	228	352	467	127	501	116
Shared Lane Traffic (%)												
Lane Group Flow (vph)	159	1607	340	611	2001	148	228	352	467	127	501	116

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	146	1478	313	562	1841	136	210	324	430	117	461	107
Future Volume (vph)	146	1478	313	562	1841	136	210	324	430	117	461	107
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	1
Permitted Phases			6			2			4			8
Detector Phase	1	6	7	5	2	3	7	4	5	3	8	1
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	5.0	6.0	5.0	5.0	6.0	5.0
Minimum Split (s)	12.0	47.0	11.5	12.0	47.0	11.5	11.5	48.5	12.0	11.5	48.5	12.0
Total Split (s)	21.0	56.0	19.0	30.0	65.0	25.0	19.0	49.0	30.0	25.0	55.0	21.0
Total Split (%)	13.1%	35.0%	11.9%	18.8%	40.6%	15.6%	11.9%	30.6%	18.8%	15.6%	34.4%	13.1%
Yellow Time (s)	5.0	5.0	4.5	5.0	5.0	4.5	4.5	4.5	5.0	4.5	4.5	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	6.5	7.0	7.0	6.5	6.5	6.5	7.0	6.5	6.5	7.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None	None
Act Effct Green (s)	12.7	49.7	62.7	42.0	78.9	90.7	12.5	30.1	71.6	11.3	28.9	41.1
Actuated g/C Ratio	0.08	0.31	0.39	0.26	0.49	0.57	0.08	0.19	0.45	0.07	0.18	0.26
v/c Ratio	0.58	1.02	0.50	0.68	0.80	0.16	0.85	0.53	0.36	0.53	0.79	0.24
Control Delay (s/veh)	79.9	66.9	10.1	58.4	37.9	4.7	93.7	73.2	22.1	79.3	71.5	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	79.9	66.9	10.1	58.4	37.9	4.7	93.7	73.2	22.1	79.3	71.5	6.3
LOS	E	E	B	E	D	A	F	E	C	E	E	A
Approach Delay (s/veh)		58.7			40.6			54.9			62.6	
Approach LOS		E			D			D			E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 104 (65%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay (s/veh): 51.1	Intersection LOS: D
Intersection Capacity Utilization 94.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 4: Rock Island Rd & Sample Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	159	1607	340	611	2001	148	228	352	467	127	501	116
v/c Ratio	0.58	1.02	0.50	0.68	0.80	0.16	0.85	0.53	0.36	0.53	0.79	0.24
Control Delay (s/veh)	79.9	66.9	10.1	58.4	37.9	4.7	93.7	73.2	22.1	79.3	71.5	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	79.9	66.9	10.1	58.4	37.9	4.7	93.7	73.2	22.1	79.3	71.5	6.3
Queue Length 50th (ft)	87	~425	10	300	631	14	127	194	125	67	266	0
Queue Length 95th (ft)	129	#736	120	389	790	50	#198	248	189	102	316	42
Internal Link Dist (ft)		2268			2330			779			1017	
Turn Bay Length (ft)	280		250	360		300	300		320	180		220
Base Capacity (vph)	310	1578	685	900	2508	963	268	940	1289	396	1072	505
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	1.02	0.50	0.68	0.80	0.15	0.85	0.37	0.36	0.32	0.47	0.23

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)	146	1478	313	562	1841	136	210	324	430	117	461	107
Future Volume (veh/h)	146	1478	313	562	1841	136	210	324	430	117	461	107
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		0.96	1.00		0.96	1.00		0.98	1.00		0.99
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	159	1607	340	611	2001	148	228	352	467	127	501	116
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	203	2134	759	497	2568	846	268	780	1000	173	682	394
Arrive On Green	0.08	0.56	0.56	0.14	0.50	0.50	0.08	0.22	0.22	0.05	0.19	0.19
Sat Flow, veh/h	3456	5106	1521	3456	5106	1524	3456	3554	2731	3456	3554	1570
Grp Volume(v), veh/h	159	1607	340	611	2001	148	228	352	467	127	501	116
Grp Sat Flow(s),veh/h/ln	1728	1702	1521	1728	1702	1524	1728	1777	1365	1728	1777	1570
Q Serve(g_s), s	7.2	38.5	19.6	23.0	51.2	7.7	10.4	13.7	21.0	5.8	21.2	9.6
Cycle Q Clear(g_c), s	7.2	38.5	19.6	23.0	51.2	7.7	10.4	13.7	21.0	5.8	21.2	9.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	203	2134	759	497	2568	846	268	780	1000	173	682	394
V/C Ratio(X)	0.78	0.75	0.45	1.23	0.78	0.17	0.85	0.45	0.47	0.73	0.74	0.29
Avail Cap(c_a), veh/h	302	2134	759	497	2568	846	270	944	1126	400	1077	569
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	0.76	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.7	29.2	19.3	68.5	32.5	17.7	72.9	54.1	39.1	74.9	60.8	48.5
Incr Delay (d2), s/veh	5.9	1.9	1.5	120.2	2.4	0.5	21.7	0.4	0.3	5.9	1.6	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	15.0	6.7	18.5	21.6	2.9	5.5	6.3	7.2	2.7	9.8	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	78.6	31.1	20.7	188.7	34.9	18.1	94.5	54.5	39.5	80.8	62.4	48.9
LnGrp LOS	E	C	C	F	C	B	F	D	D	F	E	D
Approach Vol, veh/h		2106			2760			1047			744	
Approach Delay, s/veh		33.0			68.1			56.5			63.4	
Approach LOS		C			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.4	87.5	14.5	41.6	30.0	73.9	18.9	37.2
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5
Max Green Setting (Gmax), s	14.0	58.0	18.5	42.5	23.0	49.0	12.5	48.5
Max Q Clear Time (g_c+I1), s	9.2	53.2	7.8	23.0	25.0	40.5	12.4	23.2
Green Ext Time (p_c), s	0.2	4.3	0.3	4.3	0.0	6.8	0.0	3.9

Intersection Summary	
HCM 7th Control Delay, s/veh	54.6
HCM 7th LOS	D

Notes

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	93	0	43	11	0	32	69	837	14	38	1095	181
Future Volume (vph)	93	0	43	11	0	32	69	837	14	38	1095	181
Confl. Peds. (#/hr)							3		6	6		3
Confl. Bikes (#/hr)									2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	101	0	47	12	0	35	75	910	15	41	1190	197
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	101	47	12	35	0	75	910	15	41	1190	197

Intersection Summary

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	93	0	43	11	0	32	69	837	14	38	1095	181
Future Vol, veh/h	93	0	43	11	0	32	69	837	14	38	1095	181
Conflicting Peds, #/hr	0	0	0	0	0	0	3	0	6	6	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	120	0	-	-	220	-	170	180	-	150
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	101	0	47	12	0	35	75	910	15	41	1190	197

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1881	2357	598	1743	2538	461	1390	0	0	931	0	0
Stage 1	1276	1276	-	1066	1066	-	-	-	-	-	-	-
Stage 2	605	1081	-	678	1473	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 44	35	*774	*55	27	547	613	-	-	731	-	-
Stage 1	332	354	-	*238	297	-	-	-	-	-	-	-
Stage 2	451	292	-	*730	265	-	-	-	-	-	-	-
Platoon blocked, %			0				0	-	-		-	-
Mov Cap-1 Maneuver	~ 34	29	*771	*43	22	544	612	-	-	726	-	-
Mov Cap-2 Maneuver	213	170	-	*186	136	-	-	-	-	-	-	-
Stage 1	312	333	-	*207	259	-	-	-	-	-	-	-
Stage 2	371	255	-	*647	249	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	27.91	15.55	0.88	0.3
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	612	-	-	213	771	186	544	726	-	-
HCM Lane V/C Ratio	0.123	-	-	0.474	0.061	0.064	0.064	0.057	-	-
HCM Control Delay (s/veh)	11.7	-	-	36.2	10	25.7	12.1	10.3	-	-
HCM Lane LOS	B	-	-	E	A	D	B	B	-	-
HCM 95th %tile Q(veh)	0.4	-	-	2.3	0.2	0.2	0.2	0.2	-	-

Notes

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

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Volume (vph)	1	3	23	1	6	15
Future Volume (vph)	1	3	23	1	6	15
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.56	0.56	0.56	0.56	0.56	0.56
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	2	5	41	2	11	27
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	43	0	0	38

Intersection Summary

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	3	23	1	6	15
Future Vol, veh/h	1	3	23	1	6	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	56	56	56	56	56	56
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	5	41	2	11	27

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	90	42	0	0	43	0
Stage 1	42	-	-	-	-	-
Stage 2	48	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	910	1029	-	-	1566	-
Stage 1	980	-	-	-	-	-
Stage 2	974	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	904	1029	-	-	1566	-
Mov Cap-2 Maneuver	904	-	-	-	-	-
Stage 1	980	-	-	-	-	-
Stage 2	967	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.65	0	2.09
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	994	514	-
HCM Lane V/C Ratio	-	-	0.007	0.007	-
HCM Control Delay (s/veh)	-	-	8.6	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	5	0	2	62	0	62	4	872	80	87	904	16
Future Volume (vph)	5	0	2	62	0	62	4	872	80	87	904	16
Confl. Peds. (#/hr)							6		6	6		6
Confl. Bikes (#/hr)									4			5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	5	0	2	66	0	66	4	928	85	93	962	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	2	0	66	66	0	4	928	85	93	962	17

Intersection Summary

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	2	62	0	62	4	872	80	87	904	16
Future Vol, veh/h	5	0	2	62	0	62	4	872	80	87	904	16
Conflicting Peds, #/hr	0	0	0	0	0	0	6	0	6	6	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	200	-	200	210	-	140
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	2	66	0	66	4	928	85	93	962	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1625	2180	487	1608	2112	470	985	0	0	1019	0	0
Stage 1	1153	1153	-	942	942	-	-	-	-	-	-	-
Stage 2	472	1027	-	666	1170	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	*68	46	*827	*70	50	*837	913	-	-	867	-	-
Stage 1	*357	381	-	*505	496	-	-	-	-	-	-	-
Stage 2	*789	443	-	*780	372	-	-	-	-	-	-	-
Platoon blocked, %			0			0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*55	40	*822	*~ 62	44	*832	908	-	-	862	-	-
Mov Cap-2 Maneuver	*215	174	-	*292	198	-	-	-	-	-	-	-
Stage 1	*317	338	-	*500	491	-	-	-	-	-	-	-
Stage 2	*723	438	-	*695	330	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	18.54	15.3	0.04	0.84
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	908	-	-	215	822	292	832	862	-	-
HCM Lane V/C Ratio	0.005	-	-	0.025	0.003	0.226	0.079	0.107	-	-
HCM Control Delay (s/veh)	9	-	-	22.2	9.4	20.9	9.7	9.7	-	-
HCM Lane LOS	A	-	-	C	A	C	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0.9	0.3	0.4	-	-

Notes

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	6	24	4	40	50	56	2	0	20	30	0	4
Future Volume (vph)	6	24	4	40	50	56	2	0	20	30	0	4
Confl. Peds. (#/hr)	8		6	6		8	2					2
Confl. Bikes (#/hr)			1			2						1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	7	26	4	43	54	61	2	0	22	33	0	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	37	0	0	158	0	0	24	0	0	37	0

Intersection Summary

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	24	4	40	50	56	2	0	20	30	0	4
Future Vol, veh/h	6	24	4	40	50	56	2	0	20	30	0	4
Conflicting Peds, #/hr	8	0	6	6	0	8	2	0	0	0	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	26	4	43	54	61	2	0	22	33	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	123	0	0	36	0	0	191	257	34	219	229	95
Stage 1	-	-	-	-	-	-	47	47	-	180	180	-
Stage 2	-	-	-	-	-	-	143	210	-	39	49	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1464	-	-	1574	-	-	769	647	1039	737	670	962
Stage 1	-	-	-	-	-	-	966	855	-	822	751	-
Stage 2	-	-	-	-	-	-	860	728	-	976	854	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1453	-	-	1565	-	-	734	616	1033	692	639	953
Mov Cap-2 Maneuver	-	-	-	-	-	-	734	616	-	692	639	-
Stage 1	-	-	-	-	-	-	956	847	-	791	723	-
Stage 2	-	-	-	-	-	-	828	701	-	951	845	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.32	2.02	8.7	10.31
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	996	309	-	-	446	-	-	715
HCM Lane V/C Ratio	0.024	0.004	-	-	0.028	-	-	0.052
HCM Control Delay (s/veh)	8.7	7.5	0	-	7.4	0	-	10.3
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	44	0	44	8	1	3	66	879	7	10	938	61
Future Volume (vph)	44	0	44	8	1	3	66	879	7	10	938	61
Confl. Peds. (#/hr)							7		11	11		7
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	45	0	45	8	1	3	68	906	7	10	967	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	45	0	8	4	0	68	906	7	10	967	63

Intersection Summary

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	44	0	44	8	1	3	66	879	7	10	938	61
Future Vol, veh/h	44	0	44	8	1	3	66	879	7	10	938	61
Conflicting Peds, #/hr	0	0	0	0	0	0	7	0	11	11	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	230	-	230	250	-	250
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	45	0	45	8	1	3	68	906	7	10	967	63

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1584	2055	491	1557	2111	464	1037	0	0	924	0	0
Stage 1	995	995	-	1053	1053	-	-	-	-	-	-	-
Stage 2	590	1060	-	504	1058	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	*73	55	524	76	50	*837	666	-	-	963	-	-
Stage 1	*263	321	-	415	428	-	-	-	-	-	-	-
Stage 2	*789	424	-	518	300	-	-	-	-	-	-	-
Platoon blocked, %						0		-	-	0	-	-
Mov Cap-1 Maneuver	*64	48	520	61	44	*828	662	-	-	953	-	-
Mov Cap-2 Maneuver	*194	176	-	203	148	-	-	-	-	-	-	-
Stage 1	*258	315	-	369	380	-	-	-	-	-	-	-
Stage 2	*703	376	-	468	295	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	20.89	20.47	0.77	0.09
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	662	-	-	194	520	203	385	953	-	-
HCM Lane V/C Ratio	0.103	-	-	0.234	0.087	0.041	0.011	0.011	-	-
HCM Control Delay (s/veh)	11.1	-	-	29.2	12.6	23.5	14.4	8.8	-	-
HCM Lane LOS	B	-	-	D	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.9	0.3	0.1	0	0	-	-

Notes

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

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Volume (vph)	14	89	127	16	13	17
Future Volume (vph)	14	89	127	16	13	17
Confl. Peds. (#/hr)	2			2	2	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	15	97	138	17	14	18
Shared Lane Traffic (%)						
Lane Group Flow (vph)	15	97	155	0	32	0

Intersection Summary

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	89	127	16	13	17
Future Vol, veh/h	14	89	127	16	13	17
Conflicting Peds, #/hr	2	0	0	2	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	170	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	97	138	17	14	18

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	157	0	-	0	230	80
Stage 1	-	-	-	-	149	-
Stage 2	-	-	-	-	81	-
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	1420	-	-	-	738	964
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	933	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1417	-	-	-	727	963
Mov Cap-2 Maneuver	-	-	-	-	727	-
Stage 1	-	-	-	-	852	-
Stage 2	-	-	-	-	931	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.03	0	9.43
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1417	-	-	-	844
HCM Lane V/C Ratio	0.011	-	-	-	0.039
HCM Control Delay (s/veh)	7.6	-	-	-	9.4
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

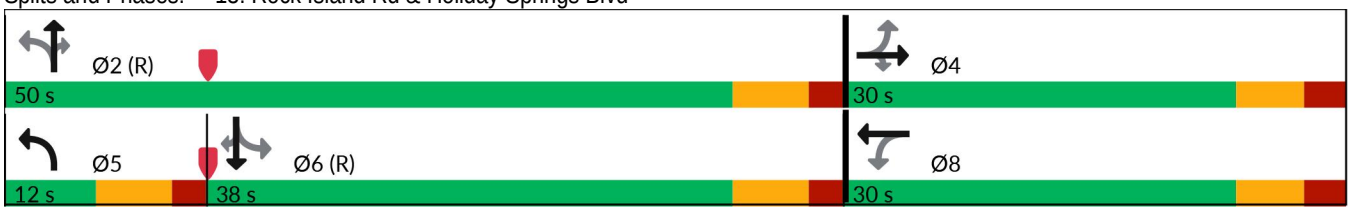
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	24	5	107	16	2	14	150	993	58	25	855	31
Future Volume (vph)	24	5	107	16	2	14	150	993	58	25	855	31
Confl. Peds. (#/hr)	3		5	5		3	8		6	6		8
Confl. Bikes (#/hr)						4			5			4
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	25	5	111	17	2	15	156	1034	60	26	891	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	25	5	111	17	17	0	156	1034	60	26	891	32

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	24	5	107	16	2	150	993	58	25	855	31
Future Volume (vph)	24	5	107	16	2	150	993	58	25	855	31
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases		4			8	5	2			6	
Permitted Phases	4		4	8		2		2	6		6
Detector Phase	4	4	4	8	8	5	2	2	6	6	6
Switch Phase											
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	12.0	12.0	12.0	12.0	12.0
Minimum Split (s)	39.5	39.5	39.5	42.5	42.5	11.5	32.5	32.5	32.5	32.5	32.5
Total Split (s)	30.0	30.0	30.0	30.0	30.0	12.0	50.0	50.0	38.0	38.0	38.0
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%	15.0%	62.5%	62.5%	47.5%	47.5%	47.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag						Lead			Lag	Lag	Lag
Lead-Lag Optimize?						Yes			Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min
Act Effct Green (s)	7.2	7.2	7.2	7.2	7.2	62.3	63.6	63.6	48.4	48.4	48.4
Actuated g/C Ratio	0.09	0.09	0.09	0.09	0.09	0.78	0.80	0.80	0.61	0.61	0.61
v/c Ratio	0.20	0.03	0.42	0.14	0.11	0.32	0.37	0.05	0.08	0.42	0.03
Control Delay (s/veh)	37.0	32.6	9.5	35.2	18.9	3.7	1.5	0.1	8.1	9.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	37.0	32.6	9.5	35.2	18.9	3.7	1.5	0.1	8.1	9.9	0.1
LOS	D	C	A	D	B	A	A	A	A	A	A
Approach Delay (s/veh)		15.2			27.1		1.7			9.5	
Approach LOS		B			C		A			A	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 52 (65%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.42	
Intersection Signal Delay (s/veh): 6.0	Intersection LOS: A
Intersection Capacity Utilization 64.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 13: Rock Island Rd & Holiday Springs Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	25	5	111	17	17	156	1034	60	26	891	32
v/c Ratio	0.20	0.03	0.42	0.14	0.11	0.32	0.37	0.05	0.08	0.42	0.03
Control Delay (s/veh)	37.0	32.6	9.5	35.2	18.9	3.7	1.5	0.1	8.1	9.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	37.0	32.6	9.5	35.2	18.9	3.7	1.5	0.1	8.1	9.9	0.1
Queue Length 50th (ft)	12	2	0	8	1	12	47	0	7	220	0
Queue Length 95th (ft)	34	12	32	26	19	27	56	m1	m17	255	m0
Internal Link Dist (ft)		2605			671		840			1231	
Turn Bay Length (ft)	175					230		170	250		220
Base Capacity (vph)	407	547	554	410	478	482	2813	1230	311	2141	990
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.01	0.20	0.04	0.04	0.32	0.37	0.05	0.08	0.42	0.03

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	5	107	16	2	14	150	993	58	25	855	31
Future Volume (veh/h)	24	5	107	16	2	14	150	993	58	25	855	31
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)	0.99		0.99	0.99		0.97	1.00		0.97	1.00		0.98
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	25	5	111	17	2	15	156	1034	60	26	891	32
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	237	217	182	234	21	161	460	2563	1111	390	2072	908
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.11	1.00	1.00	0.58	0.58	0.58
Sat Flow, veh/h	1379	1870	1565	1262	184	1383	1781	3554	1541	515	3554	1557
Grp Volume(v), veh/h	25	5	111	17	0	17	156	1034	60	26	891	32
Grp Sat Flow(s),veh/h/ln	1379	1870	1565	1262	0	1567	1781	1777	1541	515	1777	1557
Q Serve(g_s), s	1.3	0.2	5.4	1.0	0.0	0.8	2.7	0.0	0.0	1.8	11.2	0.7
Cycle Q Clear(g_c), s	2.1	0.2	5.4	1.2	0.0	0.8	2.7	0.0	0.0	1.8	11.2	0.7
Prop In Lane	1.00		1.00	1.00		0.88	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	237	217	182	234	0	182	460	2563	1111	390	2072	908
V/C Ratio(X)	0.11	0.02	0.61	0.07	0.00	0.09	0.34	0.40	0.05	0.07	0.43	0.04
Avail Cap(c_a), veh/h	482	549	460	458	0	460	481	2563	1111	390	2072	908
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.75	0.75	0.75	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.5	31.3	33.6	31.8	0.0	31.6	6.0	0.0	0.0	7.3	9.3	7.1
Incr Delay (d2), s/veh	0.2	0.0	3.3	0.1	0.0	0.2	0.3	0.4	0.1	0.3	0.7	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.1	2.2	0.3	0.0	0.3	0.8	0.1	0.0	0.2	4.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.7	31.4	36.9	32.0	0.0	31.8	6.3	0.4	0.1	7.7	9.9	7.2
LnGrp LOS	C	C	D	C		C	A	A	A	A	A	A
Approach Vol, veh/h		141			34			1250			949	
Approach Delay, s/veh		36.0			31.9			1.1			9.8	
Approach LOS		D			C			A			A	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		64.2		15.8	11.1	53.1		15.8				
Change Period (Y+Rc), s		6.5		6.5	6.5	6.5		6.5				
Max Green Setting (Gmax), s		43.5		23.5	5.5	31.5		23.5				
Max Q Clear Time (g_c+I1), s		2.0		7.4	4.7	13.2		3.2				
Green Ext Time (p_c), s		9.9		0.4	0.0	6.6		0.1				

Intersection Summary			
HCM 7th Control Delay, s/veh		7.1	
HCM 7th LOS		A	

Notes

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

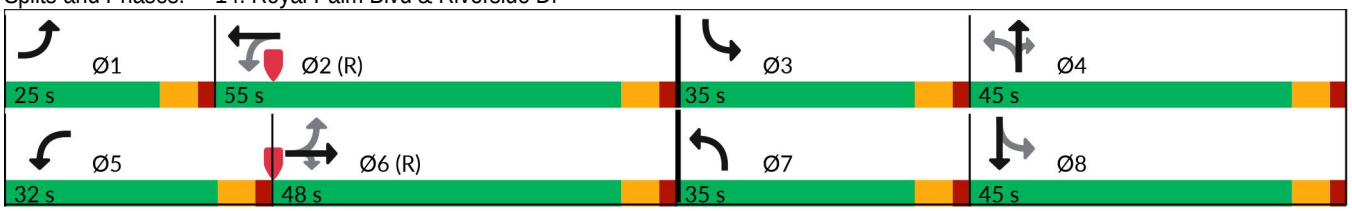
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	242	924	389	281	1049	243	399	697	263	148	680	227
Future Volume (vph)	242	924	389	281	1049	243	399	697	263	148	680	227
Confl. Peds. (#/hr)	6		4	4		6	6		9	9		6
Confl. Bikes (#/hr)			8			2						4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	249	953	401	290	1081	251	411	719	271	153	701	234
Shared Lane Traffic (%)												
Lane Group Flow (vph)	249	953	401	290	1332	0	411	719	271	153	935	0

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	242	924	389	281	1049	399	697	263	148	680
Future Volume (vph)	242	924	389	281	1049	399	697	263	148	680
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6		5	2	7	4		3	8
Permitted Phases	6		6	2		4		4	8	
Detector Phase	1	6	6	5	2	7	4	4	3	8
Switch Phase										
Minimum Initial (s)	4.0	12.0	12.0	4.0	12.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	11.5	36.5	36.5	11.5	36.5	11.5	37.5	37.5	11.5	37.5
Total Split (s)	25.0	48.0	48.0	32.0	55.0	35.0	45.0	45.0	35.0	45.0
Total Split (%)	15.6%	30.0%	30.0%	20.0%	34.4%	21.9%	28.1%	28.1%	21.9%	28.1%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	None
Act Effct Green (s)	61.2	42.7	42.7	72.5	48.5	73.5	52.4	52.4	53.1	38.5
Actuated g/C Ratio	0.38	0.27	0.27	0.45	0.30	0.46	0.33	0.33	0.33	0.24
v/c Ratio	0.99	1.01	0.64	0.92	1.27	1.14	0.62	0.39	0.52	1.12
Control Delay (s/veh)	101.6	89.1	18.6	88.2	160.0	134.8	49.0	6.1	34.0	122.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	101.6	89.1	18.6	88.2	160.0	134.8	49.0	6.1	34.0	122.3
LOS	F	F	B	F	F	F	D	A	C	F
Approach Delay (s/veh)		73.4			147.2		65.9			109.9
Approach LOS		E			F		E			F

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 143 (89%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.27	
Intersection Signal Delay (s/veh): 99.5	Intersection LOS: F
Intersection Capacity Utilization 120.3%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 14: Royal Palm Blvd & Riverside Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	249	953	401	290	1332	411	719	271	153	935
v/c Ratio	0.99	1.01	0.64	0.92	1.27	1.14	0.62	0.39	0.52	1.12
Control Delay (s/veh)	101.6	89.1	18.6	88.2	160.0	134.8	49.0	6.1	34.0	122.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	101.6	89.1	18.6	88.2	160.0	134.8	49.0	6.1	34.0	122.3
Queue Length 50th (ft)	214	~563	94	189	~898	~448	333	0	94	~580
Queue Length 95th (ft)	#407	#702	219	#419	#1051	#670	431	71	144	#721
Internal Link Dist (ft)		1554			4475		1024			1484
Turn Bay Length (ft)	260		280	370		190		325	200	
Base Capacity (vph)	251	943	628	327	1050	361	1158	687	448	834
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.99	1.01	0.64	0.89	1.27	1.14	0.62	0.39	0.34	1.12

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)	242	924	389	281	1049	243	399	697	263	148	680	227
Future Volume (veh/h)	242	924	389	281	1049	243	399	697	263	148	680	227
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		0.97	1.00		0.98	1.00		0.99	1.00		0.97
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	249	953	401	290	1081	251	411	719	271	153	701	234
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	251	961	418	310	865	200	362	1209	535	283	625	209
Arrive On Green	0.12	0.27	0.27	0.15	0.30	0.30	0.18	0.34	0.34	0.08	0.24	0.24
Sat Flow, veh/h	1781	3554	1545	1781	2855	659	1781	3554	1572	1781	2597	867
Grp Volume(v), veh/h	249	953	401	290	670	662	411	719	271	153	480	455
Grp Sat Flow(s),veh/h/ln	1781	1777	1545	1781	1777	1737	1781	1777	1572	1781	1777	1686
Q Serve(g_s), s	18.3	42.8	40.9	21.5	48.5	48.5	28.5	26.8	22.0	10.2	38.5	38.5
Cycle Q Clear(g_c), s	18.3	42.8	40.9	21.5	48.5	48.5	28.5	26.8	22.0	10.2	38.5	38.5
Prop In Lane	1.00		1.00	1.00		0.38	1.00		1.00	1.00		0.51
Lane Grp Cap(c), veh/h	251	961	418	310	539	526	362	1209	535	283	428	406
V/C Ratio(X)	0.99	0.99	0.96	0.93	1.24	1.26	1.13	0.59	0.51	0.54	1.12	1.12
Avail Cap(c_a), veh/h	251	961	418	330	539	526	362	1209	535	460	428	406
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	0.76	0.76	0.76	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.3	58.2	57.5	50.8	55.8	55.8	52.7	43.7	42.1	41.1	60.7	60.8
Incr Delay (d2), s/veh	54.5	27.0	34.9	26.7	121.8	127.2	89.0	0.8	0.8	1.6	81.1	82.2
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	14.0	22.8	20.0	10.2	39.9	39.8	19.2	12.0	8.8	4.7	27.0	25.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	105.8	85.2	92.4	77.4	177.5	182.9	141.7	44.5	42.9	42.7	141.8	142.9
LnGrp LOS	F	F	F	E	F	F	F	D	D	D	F	F
Approach Vol, veh/h		1603			1622			1401			1088	
Approach Delay, s/veh		90.2			161.8			72.7			128.3	
Approach LOS		F			F			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	55.0	19.1	60.9	30.2	49.8	35.0	45.0
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	18.5	48.5	28.5	38.5	25.5	41.5	28.5	38.5
Max Q Clear Time (g_c+I1), s	20.3	50.5	12.2	28.8	23.5	44.8	30.5	40.5
Green Ext Time (p_c), s	0.0	0.0	0.3	4.1	0.2	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	113.5
HCM 7th LOS	F

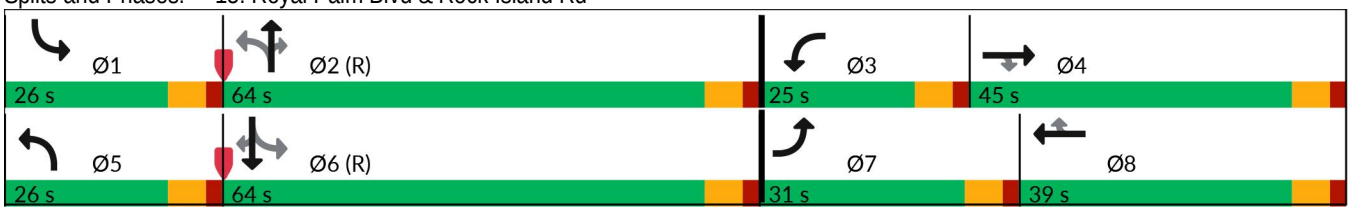
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	170	823	135	332	843	269	153	776	463	243	744	115
Future Volume (vph)	170	823	135	332	843	269	153	776	463	243	744	115
Confl. Peds. (#/hr)							2		1	1		2
Confl. Bikes (#/hr)			3			3			1			5
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	175	848	139	342	869	277	158	800	477	251	767	119
Shared Lane Traffic (%)												
Lane Group Flow (vph)	175	848	139	342	869	277	158	800	477	251	767	119

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	823	135	332	843	269	153	776	463	243	744	115
Future Volume (vph)	170	823	135	332	843	269	153	776	463	243	744	115
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.5	43.5	43.5	11.5	43.5	43.5	11.5	43.5	43.5	11.5	43.5	43.5
Total Split (s)	31.0	45.0	45.0	25.0	39.0	39.0	26.0	64.0	64.0	26.0	64.0	64.0
Total Split (%)	19.4%	28.1%	28.1%	15.6%	24.4%	24.4%	16.3%	40.0%	40.0%	16.3%	40.0%	40.0%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Act Effct Green (s)	13.5	48.1	48.1	20.2	54.8	54.8	63.1	53.5	53.5	68.4	56.1	56.1
Actuated g/C Ratio	0.08	0.30	0.30	0.13	0.34	0.34	0.39	0.33	0.33	0.43	0.35	0.35
v/c Ratio	0.61	0.80	0.25	0.79	0.72	0.45	0.34	0.68	0.64	0.52	0.62	0.19
Control Delay (s/veh)	63.5	84.6	43.4	81.0	51.0	27.2	26.4	48.5	15.2	34.7	53.2	12.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	63.5	84.6	43.4	81.0	51.0	27.2	26.4	48.5	15.2	34.7	53.2	12.9
LOS	E	F	D	F	D	C	C	D	B	C	D	B
Approach Delay (s/veh)		76.5			53.5			35.0			44.9	
Approach LOS		E			D			C			D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 104 (65%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay (s/veh): 51.6	Intersection LOS: D
Intersection Capacity Utilization 91.7%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 15: Royal Palm Blvd & Rock Island Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	175	848	139	342	869	277	158	800	477	251	767	119
v/c Ratio	0.61	0.80	0.25	0.79	0.72	0.45	0.34	0.68	0.64	0.52	0.62	0.19
Control Delay (s/veh)	63.5	84.6	43.4	81.0	51.0	27.2	26.4	48.5	15.2	34.7	53.2	12.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	63.5	84.6	43.4	81.0	51.0	27.2	26.4	48.5	15.2	34.7	53.2	12.9
Queue Length 50th (ft)	98	486	85	179	415	125	48	382	116	104	362	29
Queue Length 95th (ft)	m108	m#531	m98	#262	#622	248	62	414	220	111	395	71
Internal Link Dist (ft)		4475			2131			1468			840	
Turn Bay Length (ft)	340		170	210		150	220		190	220		250
Base Capacity (vph)	525	1063	547	440	1211	612	678	1294	788	622	1314	649
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.80	0.25	0.78	0.72	0.45	0.23	0.62	0.61	0.40	0.58	0.18

Intersection Summary

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	823	135	332	843	269	153	776	463	243	744	115
Future Volume (veh/h)	170	823	135	332	843	269	153	776	463	243	744	115
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		0.99	1.00		0.99	1.00		0.99	1.00		0.98
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	175	848	139	342	869	277	158	800	477	251	767	119
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	225	855	376	383	1018	447	721	1523	670	509	1584	695
Arrive On Green	0.07	0.24	0.24	0.11	0.29	0.29	0.04	0.43	0.43	0.11	0.89	0.89
Sat Flow, veh/h	3456	3554	1562	3456	3554	1562	3456	3554	1563	3456	3554	1560
Grp Volume(v), veh/h	175	848	139	342	869	277	158	800	477	251	767	119
Grp Sat Flow(s),veh/h/ln	1728	1777	1562	1728	1777	1562	1728	1777	1563	1728	1777	1560
Q Serve(g_s), s	8.0	38.1	11.9	15.6	37.0	24.6	4.1	26.6	40.2	6.6	6.6	1.6
Cycle Q Clear(g_c), s	8.0	38.1	11.9	15.6	37.0	24.6	4.1	26.6	40.2	6.6	6.6	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	225	855	376	383	1018	447	721	1523	670	509	1584	695
V/C Ratio(X)	0.78	0.99	0.37	0.89	0.85	0.62	0.22	0.53	0.71	0.49	0.48	0.17
Avail Cap(c_a), veh/h	529	855	376	400	1018	447	1003	1523	670	732	1584	695
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.44	0.44	0.44	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	73.6	60.6	50.6	70.2	53.9	49.5	23.7	33.7	37.6	24.3	5.2	4.9
Incr Delay (d2), s/veh	2.6	18.4	0.3	21.0	7.2	2.6	0.2	1.3	6.3	0.7	1.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	19.4	4.7	8.1	17.6	10.0	1.7	11.9	16.6	2.6	1.9	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	76.2	79.0	50.9	91.2	61.1	52.1	23.9	35.0	43.9	25.0	6.2	5.4
LnGrp LOS	E	E	D	F	E	D	C	D	D	C	A	A
Approach Vol, veh/h		1162			1488			1435			1137	
Approach Delay, s/veh		75.2			66.4			36.8			10.2	
Approach LOS		E			E			D			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.7	75.1	24.2	45.0	13.0	77.8	16.9	52.3
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	19.5	57.5	18.5	38.5	19.5	57.5	24.5	32.5
Max Q Clear Time (g_c+I1), s	8.6	42.2	17.6	40.1	6.1	8.6	10.0	39.0
Green Ext Time (p_c), s	0.6	6.7	0.1	0.0	0.4	7.0	0.5	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	48.0
HCM 7th LOS	D

Notes

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

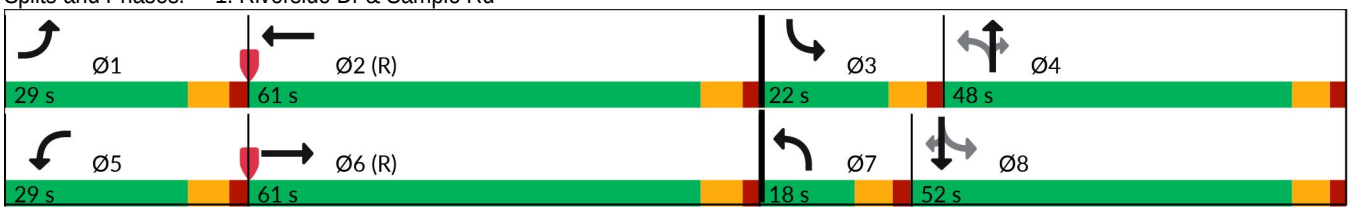
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	212	1185	100	258	1224	210	159	623	496	149	380	199
Future Volume (vph)	212	1185	100	258	1224	210	159	623	496	149	380	199
Confl. Peds. (#/hr)	34		12	12		34	19		9	9		19
Confl. Bikes (#/hr)			8			18			4			6
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	219	1222	103	266	1262	216	164	642	511	154	392	205
Shared Lane Traffic (%)												
Lane Group Flow (vph)	219	1325	0	266	1478	0	164	642	511	154	392	205

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	212	1185	258	1224	159	623	496	149	380	199
Future Volume (vph)	212	1185	258	1224	159	623	496	149	380	199
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2	7	4		3	8	
Permitted Phases					4		4	8		8
Detector Phase	1	6	5	2	7	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	5.0	12.0	5.0	12.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	12.0	45.0	12.0	45.0	11.5	44.5	44.5	11.5	44.5	44.5
Total Split (s)	29.0	61.0	29.0	61.0	18.0	48.0	48.0	22.0	52.0	52.0
Total Split (%)	18.1%	38.1%	18.1%	38.1%	11.3%	30.0%	30.0%	13.8%	32.5%	32.5%
Yellow Time (s)	5.0	5.0	5.0	5.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None	None
Act Effct Green (s)	22.5	54.2	27.3	59.0	49.0	37.5	37.5	54.0	40.1	40.1
Actuated g/C Ratio	0.14	0.34	0.17	0.37	0.31	0.23	0.23	0.34	0.25	0.25
v/c Ratio	0.88	0.78	0.88	0.81	0.53	0.77	0.85	0.68	0.44	0.38
Control Delay (s/veh)	99.7	51.0	92.8	49.8	42.4	63.9	35.7	49.6	51.4	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	99.7	51.0	92.8	49.8	42.4	63.9	35.7	49.6	51.4	7.3
LOS	F	D	F	D	D	E	D	D	D	A
Approach Delay (s/veh)		57.9		56.4		50.3			39.0	
Approach LOS		E		E		D			D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 13 (8%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 125	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay (s/veh): 52.9	Intersection LOS: D
Intersection Capacity Utilization 97.7%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: Riverside Dr & Sample Rd



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	219	1325	266	1478	164	642	511	154	392	205
v/c Ratio	0.88	0.78	0.88	0.81	0.53	0.77	0.85	0.68	0.44	0.38
Control Delay (s/veh)	99.7	51.0	92.8	49.8	42.4	63.9	35.7	49.6	51.4	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	99.7	51.0	92.8	49.8	42.4	63.9	35.7	49.6	51.4	7.3
Queue Length 50th (ft)	224	455	281	528	117	330	216	110	180	0
Queue Length 95th (ft)	#389	514	#504	593	173	395	375	163	225	64
Internal Link Dist (ft)		903		1640		1956			490	
Turn Bay Length (ft)	370		420		275		430	300		200
Base Capacity (vph)	254	1704	301	1830	312	917	632	245	1006	578
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.78	0.88	0.81	0.53	0.70	0.81	0.63	0.39	0.35

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)	212	1185	100	258	1224	210	159	623	496	149	380	199
Future Volume (veh/h)	212	1185	100	258	1224	210	159	623	496	149	380	199
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		0.96	1.00		0.95	0.99		0.96	1.00		0.96
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	219	1222	103	266	1262	216	164	642	511	154	392	205
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	239	1712	144	245	1573	269	313	922	396	227	937	402
Arrive On Green	0.13	0.36	0.36	0.14	0.36	0.36	0.07	0.26	0.26	0.08	0.26	0.26
Sat Flow, veh/h	1781	4777	403	1781	4350	744	1781	3554	1527	1781	3554	1525
Grp Volume(v), veh/h	219	871	454	266	988	490	164	642	511	154	392	205
Grp Sat Flow(s),veh/h/ln	1781	1702	1776	1781	1702	1690	1781	1777	1527	1781	1777	1525
Q Serve(g_s), s	19.4	35.3	35.3	22.0	41.7	41.7	10.9	26.1	41.5	10.1	14.6	18.3
Cycle Q Clear(g_c), s	19.4	35.3	35.3	22.0	41.7	41.7	10.9	26.1	41.5	10.1	14.6	18.3
Prop In Lane	1.00		0.23	1.00		0.44	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	239	1220	636	245	1231	611	313	922	396	227	937	402
V/C Ratio(X)	0.92	0.71	0.71	1.09	0.80	0.80	0.52	0.70	1.29	0.68	0.42	0.51
Avail Cap(c_a), veh/h	245	1220	636	245	1231	611	313	922	396	264	1011	434
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	0.63	0.63	0.63	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.4	44.3	44.3	69.0	45.9	45.9	40.2	53.6	59.3	41.8	48.8	50.1
Incr Delay (d2), s/veh	35.5	3.6	6.7	70.7	3.6	7.0	1.6	2.3	148.5	5.6	0.3	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.2	15.6	16.8	14.9	18.4	18.8	5.0	12.1	32.4	4.8	6.6	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	103.9	47.8	51.0	139.7	49.5	52.9	41.7	55.9	207.7	47.3	49.1	51.1
LnGrp LOS	F	D	D	F	D	D	D	E	F	D	D	D
Approach Vol, veh/h		1544			1744			1317			751	
Approach Delay, s/veh		56.7			64.2			113.0			49.3	
Approach LOS		E			E			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.5	64.9	18.7	48.0	29.0	64.3	18.0	48.7
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5
Max Green Setting (Gmax), s	22.0	54.0	15.5	41.5	22.0	54.0	11.5	45.5
Max Q Clear Time (g_c+I1), s	21.4	43.7	12.1	43.5	24.0	37.3	12.9	20.3
Green Ext Time (p_c), s	0.0	6.8	0.1	0.0	0.0	8.5	0.0	3.4

Intersection Summary	
HCM 7th Control Delay, s/veh	72.0
HCM 7th LOS	E

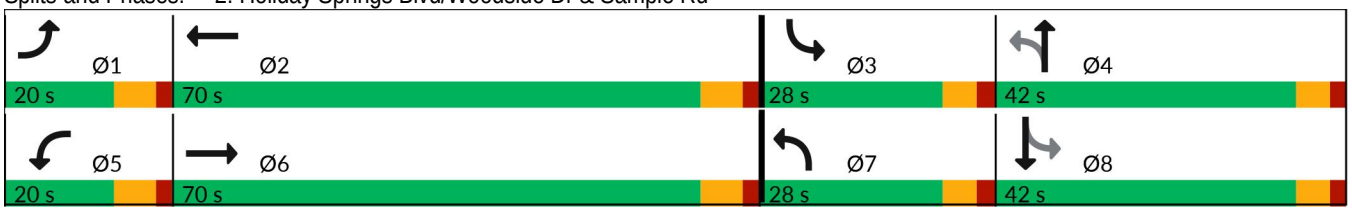
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	110	1595	49	49	1390	137	154	43	66	214	47	111
Future Volume (vph)	110	1595	49	49	1390	137	154	43	66	214	47	111
Confl. Peds. (#/hr)	10		4	4		10	9		1	1		9
Confl. Bikes (#/hr)			9			20			4			5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	117	1697	52	52	1479	146	164	46	70	228	50	118
Shared Lane Traffic (%)												
Lane Group Flow (vph)	117	1749	0	52	1625	0	164	116	0	228	168	0

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	110	1595	49	1390	154	43	214	47
Future Volume (vph)	110	1595	49	1390	154	43	214	47
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases					4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	7.0	5.0	7.0	4.0	6.0	4.0	6.0
Minimum Split (s)	12.0	34.0	12.0	34.0	11.5	42.0	11.5	40.0
Total Split (s)	20.0	70.0	20.0	70.0	28.0	42.0	28.0	42.0
Total Split (%)	12.5%	43.8%	12.5%	43.8%	17.5%	26.3%	17.5%	26.3%
Yellow Time (s)	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None
Act Effct Green (s)	12.5	60.0	9.2	53.3	26.1	11.0	31.0	13.5
Actuated g/C Ratio	0.10	0.50	0.08	0.44	0.22	0.09	0.26	0.11
v/c Ratio	0.64	0.70	0.39	0.74	0.50	0.60	0.64	0.37
Control Delay (s/veh)	73.0	27.4	67.0	30.6	41.1	49.6	45.5	20.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	73.0	27.4	67.0	30.6	41.1	49.6	45.5	20.8
LOS	E	C	E	C	D	D	D	C
Approach Delay (s/veh)		30.2		31.7		44.6		35.0
Approach LOS		C		C		D		C

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 121	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay (s/veh): 32.2	Intersection LOS: C
Intersection Capacity Utilization 77.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 2: Holiday Springs Blvd/Woodside Dr & Sample Rd



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	117	1749	52	1625	164	116	228	168
v/c Ratio	0.64	0.70	0.39	0.74	0.50	0.60	0.64	0.37
Control Delay (s/veh)	73.0	27.4	67.0	30.6	41.1	49.6	45.5	20.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	73.0	27.4	67.0	30.6	41.1	49.6	45.5	20.8
Queue Length 50th (ft)	92	401	41	382	105	56	151	19
Queue Length 95th (ft)	#199	549	91	496	176	128	243	57
Internal Link Dist (ft)		1640		1747		306		335
Turn Bay Length (ft)	260		260				160	
Base Capacity (vph)	195	2725	195	2673	423	542	411	1029
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	0.60	0.64	0.27	0.61	0.39	0.21	0.55	0.16

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)	110	1595	49	49	1390	137	154	43	66	214	47	111
Future Volume (veh/h)	110	1595	49	49	1390	137	154	43	66	214	47	111
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		0.98	1.00		0.95	0.99		0.96	0.99		0.97
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	117	1697	52	52	1479	146	164	46	70	228	50	118
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	144	2341	72	67	1961	193	365	95	145	393	314	271
Arrive On Green	0.08	0.46	0.46	0.04	0.42	0.42	0.10	0.15	0.15	0.13	0.18	0.18
Sat Flow, veh/h	1781	5086	156	1781	4699	464	1781	653	994	1781	1777	1533
Grp Volume(v), veh/h	117	1135	614	52	1071	554	164	0	116	228	50	118
Grp Sat Flow(s),veh/h/ln	1781	1702	1838	1781	1702	1759	1781	0	1647	1781	1777	1533
Q Serve(g_s), s	7.3	30.7	30.7	3.3	30.4	30.5	8.7	0.0	7.4	12.1	2.7	7.8
Cycle Q Clear(g_c), s	7.3	30.7	30.7	3.3	30.4	30.5	8.7	0.0	7.4	12.1	2.7	7.8
Prop In Lane	1.00		0.08	1.00		0.26	1.00		0.60	1.00		1.00
Lane Grp Cap(c), veh/h	144	1567	846	67	1420	734	365	0	240	393	314	271
V/C Ratio(X)	0.81	0.72	0.73	0.77	0.75	0.75	0.45	0.00	0.48	0.58	0.16	0.44
Avail Cap(c_a), veh/h	204	1886	1018	204	1886	974	538	0	522	510	563	485
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.4	24.8	24.9	54.2	28.2	28.2	36.1	0.0	44.6	34.7	39.7	41.8
Incr Delay (d2), s/veh	15.2	1.1	2.1	16.8	1.2	2.4	0.9	0.0	1.5	1.4	0.2	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	12.3	13.5	1.8	12.4	13.0	3.9	0.0	3.1	5.4	1.2	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.6	26.0	26.9	71.0	29.4	30.6	36.9	0.0	46.2	36.1	39.9	42.9
LnGrp LOS	E	C	C	E	C	C	D		D	D	D	D
Approach Vol, veh/h		1866			1677			280			396	
Approach Delay, s/veh		28.8			31.1			40.7			38.6	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.2	54.4	20.5	22.5	11.3	59.3	17.0	26.1
Change Period (Y+Rc), s	7.0	7.0	6.0	6.0	7.0	7.0	6.0	6.0
Max Green Setting (Gmax), s	13.0	63.0	22.0	36.0	13.0	63.0	22.0	36.0
Max Q Clear Time (g_c+I1), s	9.3	32.5	14.1	9.4	5.3	32.7	10.7	9.8
Green Ext Time (p_c), s	0.1	15.0	0.4	0.6	0.0	16.2	0.3	1.0

Intersection Summary	
HCM 7th Control Delay, s/veh	31.4
HCM 7th LOS	C

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Volume (vph)	1833	23	0	1776	0	23
Future Volume (vph)	1833	23	0	1776	0	23
Confl. Peds. (#/hr)		3				
Confl. Bikes (#/hr)		6				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1929	24	0	1869	0	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1929	24	0	1869	0	24

Intersection Summary

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↗		↑↑↑		↗
Traffic Vol, veh/h	1833	23	0	1776	0	23
Future Vol, veh/h	1833	23	0	1776	0	23
Conflicting Peds, #/hr	0	3	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1929	24	0	1869	0	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	968
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	218
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	217
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	23.63
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	217	-	-	-
HCM Lane V/C Ratio	0.111	-	-	-
HCM Control Delay (s/veh)	23.6	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	162	1512	262	321	1207	148	302	543	833	250	379	163
Future Volume (vph)	162	1512	262	321	1207	148	302	543	833	250	379	163
Confl. Peds. (#/hr)	311		15	15		311	26		92	92		26
Confl. Bikes (#/hr)			6			45			12			7
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	182	1699	294	361	1356	166	339	610	936	281	426	183
Shared Lane Traffic (%)												
Lane Group Flow (vph)	182	1699	294	361	1356	166	339	610	936	281	426	183

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	162	1512	262	321	1207	148	302	543	833	250	379	163
Future Volume (vph)	162	1512	262	321	1207	148	302	543	833	250	379	163
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	1
Permitted Phases			6			2			4			8
Detector Phase	1	6	7	5	2	3	7	4	5	3	8	1
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	5.0	6.0	5.0	5.0	6.0	5.0
Minimum Split (s)	12.0	47.0	11.5	12.0	47.0	11.5	11.5	48.5	12.0	11.5	48.5	12.0
Total Split (s)	30.0	54.0	25.0	30.0	54.0	25.0	25.0	51.0	30.0	25.0	51.0	30.0
Total Split (%)	18.8%	33.8%	15.6%	18.8%	33.8%	15.6%	15.6%	31.9%	18.8%	15.6%	31.9%	18.8%
Yellow Time (s)	5.0	5.0	4.5	5.0	5.0	4.5	4.5	4.5	5.0	4.5	4.5	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	6.5	7.0	7.0	6.5	6.5	6.5	7.0	6.5	6.5	7.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None	None
Act Effct Green (s)	13.8	54.9	73.5	27.1	68.2	85.8	18.1	33.9	60.5	17.1	32.9	46.2
Actuated g/C Ratio	0.09	0.34	0.46	0.17	0.43	0.54	0.11	0.21	0.38	0.11	0.21	0.29
v/c Ratio	0.61	0.97	0.39	0.62	0.63	0.25	0.87	0.81	0.91	0.77	0.59	0.37
Control Delay (s/veh)	79.4	67.0	19.8	66.7	39.0	10.2	92.4	69.0	53.7	83.9	60.1	24.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	79.4	67.0	19.8	66.7	39.0	10.2	92.4	69.0	53.7	83.9	60.1	24.3
LOS	E	E	B	E	D	B	F	E	D	F	E	C
Approach Delay (s/veh)		61.7			41.7			65.6			60.2	
Approach LOS		E			D			E			E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 68 (43%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay (s/veh): 57.1	Intersection LOS: E
Intersection Capacity Utilization 106.2%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 4: Rock Island Rd & Sample Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	182	1699	294	361	1356	166	339	610	936	281	426	183
v/c Ratio	0.61	0.97	0.39	0.62	0.63	0.25	0.87	0.81	0.91	0.77	0.59	0.37
Control Delay (s/veh)	79.4	67.0	19.8	66.7	39.0	10.2	92.4	69.0	53.7	83.9	60.1	24.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	79.4	67.0	19.8	66.7	39.0	10.2	92.4	69.0	53.7	83.9	60.1	24.3
Queue Length 50th (ft)	96	~701	132	179	408	36	182	323	429	148	213	84
Queue Length 95th (ft)	134	#835	214	238	512	86	#258	370	489	199	253	133
Internal Link Dist (ft)		441			2330			779			1017	
Turn Bay Length (ft)	280		250	360		300	300		320	180		220
Base Capacity (vph)	493	1745	760	581	2168	676	396	984	1028	396	984	580
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.97	0.39	0.62	0.63	0.25	0.86	0.62	0.91	0.71	0.43	0.32

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)	162	1512	262	321	1207	148	302	543	833	250	379	163
Future Volume (veh/h)	162	1512	262	321	1207	148	302	543	833	250	379	163
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		0.76	1.00		0.77	1.00		0.88	1.00		0.88
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	182	1699	294	361	1356	166	339	610	936	281	426	183
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	232	1734	583	411	1998	630	381	988	1016	327	934	473
Arrive On Green	0.07	0.34	0.34	0.12	0.39	0.39	0.11	0.28	0.28	0.09	0.26	0.26
Sat Flow, veh/h	3456	5106	1202	3456	5106	1227	3456	3554	2463	3456	3554	1395
Grp Volume(v), veh/h	182	1699	294	361	1356	166	339	610	936	281	426	183
Grp Sat Flow(s),veh/h/ln	1728	1702	1202	1728	1702	1227	1728	1777	1231	1728	1777	1395
Q Serve(g_s), s	8.3	52.7	28.5	16.4	35.2	12.9	15.5	23.9	44.5	12.8	16.1	16.2
Cycle Q Clear(g_c), s	8.3	52.7	28.5	16.4	35.2	12.9	15.5	23.9	44.5	12.8	16.1	16.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	232	1734	583	411	1998	630	381	988	1016	327	934	473
V/C Ratio(X)	0.78	0.98	0.50	0.88	0.68	0.26	0.89	0.62	0.92	0.86	0.46	0.39
Avail Cap(c_a), veh/h	497	1734	583	497	1998	630	400	988	1016	400	988	494
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	73.5	52.3	32.1	69.4	40.4	24.4	70.2	50.3	46.7	71.4	49.4	41.3
Incr Delay (d2), s/veh	5.8	17.4	3.1	14.4	1.9	1.0	20.7	1.2	13.2	14.5	0.3	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	25.3	8.9	8.1	15.2	4.0	8.0	10.9	19.7	6.4	7.3	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	79.2	69.6	35.2	83.8	42.3	25.5	90.9	51.5	59.9	85.8	49.8	41.9
LnGrp LOS	E	E	D	F	D	C	F	D	E	F	D	D
Approach Vol, veh/h		2175			1883			1885			890	
Approach Delay, s/veh		65.8			48.7			62.8			59.5	
Approach LOS		E			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.7	69.6	21.7	51.0	26.0	61.3	24.1	48.5
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5
Max Green Setting (Gmax), s	23.0	47.0	18.5	44.5	23.0	47.0	18.5	44.5
Max Q Clear Time (g_c+I1), s	10.3	37.2	14.8	46.5	18.4	54.7	17.5	18.2
Green Ext Time (p_c), s	0.4	6.6	0.3	0.0	0.6	0.0	0.1	3.7

Intersection Summary	
HCM 7th Control Delay, s/veh	59.4
HCM 7th LOS	E

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	166	1	148	25	0	43	31	1472	14	39	817	63
Future Volume (vph)	166	1	148	25	0	43	31	1472	14	39	817	63
Confl. Peds. (#/hr)							6		10	10		6
Confl. Bikes (#/hr)						1			12			2
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	189	1	168	28	0	49	35	1673	16	44	928	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	190	168	28	49	0	35	1673	16	44	928	72

Intersection Summary

Intersection	
Int Delay, s/veh	20.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	166	1	148	25	0	43	31	1472	14	39	817	63
Future Vol, veh/h	166	1	148	25	0	43	31	1472	14	39	817	63
Conflicting Peds, #/hr	0	0	0	0	0	0	6	0	10	10	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	120	0	-	-	220	-	170	180	-	150
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	189	1	168	28	0	49	35	1673	16	44	928	72

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1930	2792	470	2307	2848	846	1006	0	0	1699	0	0
Stage 1	1023	1023	-	1753	1753	-	-	-	-	-	-	-
Stage 2	907	1769	-	553	1095	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 52	16	*854	*~ 23	14	306	859	-	-	371	-	-
Stage 1	417	431	-	*88	137	-	-	-	-	-	-	-
Stage 2	297	135	-	*805	392	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0		0	-	-		-	-
Mov Cap-1 Maneuver	~ 37	13	*849	*~ 15	12	303	854	-	-	367	-	-
Mov Cap-2 Maneuver	~ 131	66	-	*69	88	-	-	-	-	-	-	-
Stage 1	364	377	-	*84	131	-	-	-	-	-	-	-
Stage 2	239	128	-	*566	343	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/veh	↯67.48	44.94	0.19	0.68
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	854	-	-	130	849	69	303	367	-	-
HCM Lane V/C Ratio	0.041	-	-	1.461	0.198	0.41	0.161	0.121	-	-
HCM Control Delay (s/veh)	9.4	-	-	$ 306.8	10.3	89.3	19.2	16.1	-	-
HCM Lane LOS	A	-	-	F	B	F	C	C	-	-
HCM 95th %tile Q(veh)	0.1	-	-	13	0.7	1.6	0.6	0.4	-	-

Notes

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

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Volume (vph)	4	169	50	23	24	1
Future Volume (vph)	4	169	50	23	24	1
Confl. Peds. (#/hr)	3			3	1	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	4	180	53	24	26	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	184	77	0	27	0

Intersection Summary

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	169	50	23	24	1
Future Vol, veh/h	4	169	50	23	24	1
Conflicting Peds, #/hr	3	0	0	3	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	180	53	24	26	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	81	0	-	0	258	68
Stage 1	-	-	-	-	68	-
Stage 2	-	-	-	-	189	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1517	-	-	-	731	995
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	843	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1513	-	-	-	725	992
Mov Cap-2 Maneuver	-	-	-	-	725	-
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	841	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.17	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	42	-	-	-	732
HCM Lane V/C Ratio	0.003	-	-	-	0.036
HCM Control Delay (s/veh)	7.4	0	-	-	10.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Volume (vph)	8	78	111	3	21	92
Future Volume (vph)	8	78	111	3	21	92
Confl. Peds. (#/hr)				7	7	
Confl. Bikes (#/hr)				2		
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	9	89	126	3	24	105
Shared Lane Traffic (%)						
Lane Group Flow (vph)	98	0	129	0	24	105

Intersection Summary

Intersection	
Int Delay, s/veh	3.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	78	111	3	21	92
Future Vol, veh/h	8	78	111	3	21	92
Conflicting Peds, #/hr	0	0	0	7	7	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	89	126	3	24	105

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	235	72	0	0	137	0
Stage 1	135	-	-	-	-	-
Stage 2	100	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	733	976	-	-	1445	-
Stage 1	877	-	-	-	-	-
Stage 2	913	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	716	969	-	-	1436	-
Mov Cap-2 Maneuver	716	-	-	-	-	-
Stage 1	871	-	-	-	-	-
Stage 2	898	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.28	0	1.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	938	1436	-
HCM Lane V/C Ratio	-	-	0.104	0.017	-
HCM Control Delay (s/veh)	-	-	9.3	7.6	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Volume (vph)	17	35	11	6	13	44
Future Volume (vph)	17	35	11	6	13	44
Confl. Peds. (#/hr)				2		
Confl. Bikes (#/hr)						
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	21	44	14	8	16	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	65	0	22	0	0	71

Intersection Summary

Intersection	
Int Delay, s/veh	4.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	35	11	6	13	44
Future Vol, veh/h	17	35	11	6	13	44
Conflicting Peds, #/hr	0	0	0	2	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	44	14	8	16	55

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	107	20	0	0	23	0
Stage 1	20	-	-	-	-	-
Stage 2	88	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	891	1058	-	-	1592	-
Stage 1	1003	-	-	-	-	-
Stage 2	936	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	879	1056	-	-	1589	-
Mov Cap-2 Maneuver	879	-	-	-	-	-
Stage 1	1001	-	-	-	-	-
Stage 2	926	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.89	0	1.66
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	991	411	-
HCM Lane V/C Ratio	-	-	0.066	0.01	-
HCM Control Delay (s/veh)	-	-	8.9	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	60	0	28	105	0	136	14	1286	44	66	875	19
Future Volume (vph)	60	0	28	105	0	136	14	1286	44	66	875	19
Confl. Peds. (#/hr)							5		6	6		5
Confl. Bikes (#/hr)						1			7			8
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	66	0	31	115	0	149	15	1413	48	73	962	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	31	0	115	149	0	15	1413	48	73	962	21

Intersection Summary

Intersection	
Int Delay, s/veh	10.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	60	0	28	105	0	136	14	1286	44	66	875	19
Future Vol, veh/h	60	0	28	105	0	136	14	1286	44	66	875	19
Conflicting Peds, #/hr	0	0	0	0	0	0	5	0	6	6	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	200	-	200	210	-	140
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	66	0	31	115	0	149	15	1413	48	73	962	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1849	2610	486	2076	2582	713	987	0	0	1468	0	0
Stage 1	1112	1112	-	1450	1450	-	-	-	-	-	-	-
Stage 2	737	1498	-	626	1132	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 64	22	*840	*~ 38	23	375	893	-	-	456	-	-
Stage 1	370	393	-	*137	194	-	-	-	-	-	-	-
Stage 2	376	184	-	*793	382	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0		0	-	-		-	-
Mov Cap-1 Maneuver	~ 31	18	*836	*~ 30	19	372	889	-	-	453	-	-
Mov Cap-2 Maneuver	104	80	-	*~ 108	115	-	-	-	-	-	-	-
Stage 1	310	328	-	*134	190	-	-	-	-	-	-	-
Stage 2	221	180	-	*641	319	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	61.94	90.09	0.1	0.99
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	889	-	-	104	836	108	372	453	-	-
HCM Lane V/C Ratio	0.017	-	-	0.634	0.037	1.064	0.401	0.16	-	-
HCM Control Delay (s/veh)	9.1	-	-	86.4	9.5	179.6	21	14.5	-	-
HCM Lane LOS	A	-	-	F	A	F	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	3.1	0.1	7	1.9	0.6	-	-

Notes

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	4	54	2	5	23	27	0	0	40	104	1	16
Future Volume (vph)	4	54	2	5	23	27	0	0	40	104	1	16
Confl. Peds. (#/hr)	5		5	5		5	2					2
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	5	70	3	6	30	35	0	0	52	135	1	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	78	0	0	71	0	0	52	0	0	157	0

Intersection Summary

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	54	2	5	23	27	0	0	40	104	1	16
Future Vol, veh/h	4	54	2	5	23	27	0	0	40	104	1	16
Conflicting Peds, #/hr	5	0	5	5	0	5	2	0	0	0	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	70	3	6	30	35	0	0	52	135	1	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	70	0	0	78	0	0	132	170	76	146	154	54
Stage 1	-	-	-	-	-	-	87	87	-	65	65	-
Stage 2	-	-	-	-	-	-	46	83	-	81	88	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1531	-	-	1521	-	-	840	723	985	823	738	1013
Stage 1	-	-	-	-	-	-	921	823	-	945	840	-
Stage 2	-	-	-	-	-	-	968	826	-	928	822	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1523	-	-	1514	-	-	809	711	980	769	725	1006
Mov Cap-2 Maneuver	-	-	-	-	-	-	809	711	-	769	725	-
Stage 1	-	-	-	-	-	-	913	816	-	937	833	-
Stage 2	-	-	-	-	-	-	941	818	-	876	815	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.49	0.67	8.88	10.65
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	980	119	-	-	148	-	-	794
HCM Lane V/C Ratio	0.053	0.003	-	-	0.004	-	-	0.198
HCM Control Delay (s/veh)	8.9	7.4	0	-	7.4	0	-	10.7
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	80	1	121	16	0	21	20	1246	8	5	973	30
Future Volume (vph)	80	1	121	16	0	21	20	1246	8	5	973	30
Confl. Peds. (#/hr)							3		9	9		3
Confl. Bikes (#/hr)									9			5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	87	1	132	17	0	23	22	1354	9	5	1058	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	87	133	0	17	23	0	22	1354	9	5	1058	33

Intersection Summary

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	80	1	121	16	0	21	20	1246	8	5	973	30
Future Vol, veh/h	80	1	121	16	0	21	20	1246	8	5	973	30
Conflicting Peds, #/hr	0	0	0	0	0	0	3	0	9	9	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	230	-	230	250	-	250
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	87	1	132	17	0	23	22	1354	9	5	1058	33

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1792	2487	532	1947	2511	686	1093	0	0	1372	0	0
Stage 1	1071	1071	-	1407	1407	-	-	-	-	-	-	-
Stage 2	721	1416	-	540	1104	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 51	29	492	39	28	390	634	-	-	496	-	-
Stage 1	236	295	-	146	204	-	-	-	-	-	-	-
Stage 2	385	202	-	493	285	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 46	27	491	27	26	386	632	-	-	492	-	-
Mov Cap-2 Maneuver	146	116	-	100	113	-	-	-	-	-	-	-
Stage 1	232	291	-	140	195	-	-	-	-	-	-	-
Stage 2	350	193	-	356	281	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	33.19	29.43	0.17	0.06
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	632	-	-	146	478	100	386	492	-	-
HCM Lane V/C Ratio	0.034	-	-	0.594	0.277	0.174	0.059	0.011	-	-
HCM Control Delay (s/veh)	10.9	-	-	60.3	15.4	48.5	14.9	12.4	-	-
HCM Lane LOS	B	-	-	F	C	E	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	3.1	1.1	0.6	0.2	0	-	-

Notes

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

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Volume (vph)	11	144	73	8	23	10
Future Volume (vph)	11	144	73	8	23	10
Confl. Peds. (#/hr)	6			6		1
Confl. Bikes (#/hr)						
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	13	171	87	10	27	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	171	97	0	39	0

Intersection Summary

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	144	73	8	23	10
Future Vol, veh/h	11	144	73	8	23	10
Conflicting Peds, #/hr	6	0	0	6	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	170	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	171	87	10	27	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	102	0	-	0	210	55
Stage 1	-	-	-	-	98	-
Stage 2	-	-	-	-	112	-
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	1487	-	-	-	760	1000
Stage 1	-	-	-	-	915	-
Stage 2	-	-	-	-	900	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1479	-	-	-	744	993
Mov Cap-2 Maneuver	-	-	-	-	744	-
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	895	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.53	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1479	-	-	-	805
HCM Lane V/C Ratio	0.009	-	-	-	0.049
HCM Control Delay (s/veh)	7.5	-	-	-	9.7
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

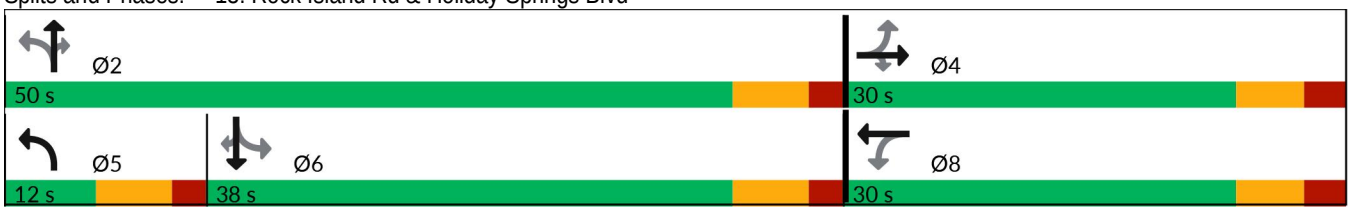
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	37	1	175	5	0	12	79	1183	18	11	1130	18
Future Volume (vph)	37	1	175	5	0	12	79	1183	18	11	1130	18
Confl. Peds. (#/hr)			1	1			3		5	5		3
Confl. Bikes (#/hr)									7			4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	40	1	188	5	0	13	85	1272	19	12	1215	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	1	188	5	13	0	85	1272	19	12	1215	19

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	37	1	175	5	0	79	1183	18	11	1130	18
Future Volume (vph)	37	1	175	5	0	79	1183	18	11	1130	18
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases		4			8	5	2			6	
Permitted Phases	4		4	8		2		2	6		6
Detector Phase	4	4	4	8	8	5	2	2	6	6	6
Switch Phase											
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	12.0	12.0	12.0	12.0	12.0
Minimum Split (s)	39.5	39.5	39.5	42.5	42.5	11.5	32.5	32.5	32.5	32.5	32.5
Total Split (s)	30.0	30.0	30.0	30.0	30.0	12.0	50.0	50.0	38.0	38.0	38.0
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%	15.0%	62.5%	62.5%	47.5%	47.5%	47.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag						Lead			Lag	Lag	Lag
Lead-Lag Optimize?						Yes			Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	Min	Min	Min
Act Effct Green (s)	7.8	7.8	7.8	7.8	7.8	40.3	40.3	40.3	31.1	31.1	31.1
Actuated g/C Ratio	0.13	0.13	0.13	0.13	0.13	0.66	0.66	0.66	0.51	0.51	0.51
v/c Ratio	0.23	0.00	0.54	0.03	0.04	0.29	0.55	0.02	0.06	0.68	0.02
Control Delay (s/veh)	28.4	24.0	11.9	24.6	0.3	6.6	6.8	0.5	10.5	14.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	28.4	24.0	11.9	24.6	0.3	6.6	6.8	0.5	10.5	14.9	0.1
LOS	C	C	B	C	A	A	A	A	B	B	A
Approach Delay (s/veh)		14.8			7.0		6.7			14.6	
Approach LOS		B			A		A			B	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 61.2	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay (s/veh): 10.8	Intersection LOS: B
Intersection Capacity Utilization 68.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 13: Rock Island Rd & Holiday Springs Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	40	1	188	5	13	85	1272	19	12	1215	19
v/c Ratio	0.23	0.00	0.54	0.03	0.04	0.29	0.55	0.02	0.06	0.68	0.02
Control Delay (s/veh)	28.4	24.0	11.9	24.6	0.3	6.6	6.8	0.5	10.5	14.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	28.4	24.0	11.9	24.6	0.3	6.6	6.8	0.5	10.5	14.9	0.1
Queue Length 50th (ft)	14	0	4	2	0	9	103	0	2	177	0
Queue Length 95th (ft)	39	4	54	10	0	25	183	2	12	281	0
Internal Link Dist (ft)		2605			671		840			1231	
Turn Bay Length (ft)	175					230		170	250		220
Base Capacity (vph)	540	722	713	546	696	291	2539	1112	211	1846	876
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.00	0.26	0.01	0.02	0.29	0.50	0.02	0.06	0.66	0.02

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	1	175	5	0	12	79	1183	18	11	1130	18
Future Volume (veh/h)	37	1	175	5	0	12	79	1183	18	11	1130	18
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		0.97	1.00		0.98
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	40	1	188	5	0	13	85	1272	19	12	1215	19
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	339	299	253	316	0	253	291	2180	945	296	1594	699
Arrive On Green	0.16	0.16	0.16	0.16	0.00	0.16	0.05	0.61	0.61	0.45	0.45	0.45
Sat Flow, veh/h	1398	1870	1582	1193	0	1582	1781	3554	1540	427	3554	1558
Grp Volume(v), veh/h	40	1	188	5	0	13	85	1272	19	12	1215	19
Grp Sat Flow(s),veh/h/ln	1398	1870	1582	1193	0	1582	1781	1777	1540	427	1777	1558
Q Serve(g_s), s	1.4	0.0	6.5	0.2	0.0	0.4	1.3	12.4	0.3	1.0	16.4	0.4
Cycle Q Clear(g_c), s	1.8	0.0	6.5	0.2	0.0	0.4	1.3	12.4	0.3	3.9	16.4	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	339	299	253	316	0	253	291	2180	945	296	1594	699
V/C Ratio(X)	0.12	0.00	0.74	0.02	0.00	0.05	0.29	0.58	0.02	0.04	0.76	0.03
Avail Cap(c_a), veh/h	689	766	648	614	0	648	369	2695	1168	339	1952	855
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	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.2	20.3	23.0	20.4	0.0	20.4	10.2	6.7	4.3	10.7	13.3	8.8
Incr Delay (d2), s/veh	0.2	0.0	4.3	0.0	0.0	0.1	0.6	0.2	0.0	0.1	1.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	2.5	0.1	0.0	0.1	0.4	3.3	0.1	0.1	5.8	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.3	20.3	27.3	20.4	0.0	20.5	10.7	6.9	4.3	10.7	14.7	8.8
LnGrp LOS	C	C	C	C		C	B	A	A	B	B	A
Approach Vol, veh/h		229			18			1376			1246	
Approach Delay, s/veh		26.2			20.5			7.1			14.6	
Approach LOS		C			C			A			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		41.7		15.7	9.5	32.2		15.7				
Change Period (Y+Rc), s		6.5		6.5	6.5	6.5		6.5				
Max Green Setting (Gmax), s		43.5		23.5	5.5	31.5		23.5				
Max Q Clear Time (g_c+I1), s		14.4		8.5	3.3	18.4		2.4				
Green Ext Time (p_c), s		11.7		0.6	0.0	7.3		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	12.0
HCM 7th LOS	B

Notes

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

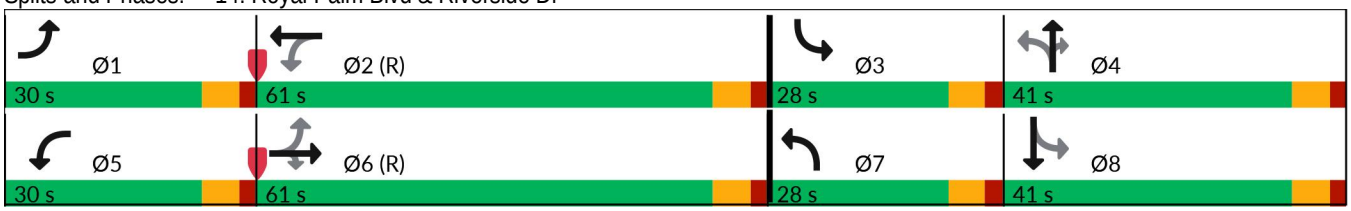
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	232	986	454	184	809	249	376	742	287	258	713	292
Future Volume (vph)	232	986	454	184	809	249	376	742	287	258	713	292
Confl. Peds. (#/hr)	12		2	2		12	2		11	11		2
Confl. Bikes (#/hr)			4			6			2			5
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	237	1006	463	188	826	254	384	757	293	263	728	298
Shared Lane Traffic (%)												
Lane Group Flow (vph)	237	1006	463	188	1080	0	384	757	293	263	1026	0

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	232	986	454	184	809	376	742	287	258	713
Future Volume (vph)	232	986	454	184	809	376	742	287	258	713
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6		5	2	7	4		3	8
Permitted Phases	6		6	2		4		4	8	
Detector Phase	1	6	6	5	2	7	4	4	3	8
Switch Phase										
Minimum Initial (s)	4.0	12.0	12.0	4.0	12.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	11.5	36.5	36.5	11.5	36.5	11.5	37.5	37.5	11.5	37.5
Total Split (s)	30.0	61.0	61.0	30.0	61.0	28.0	41.0	41.0	28.0	41.0
Total Split (%)	18.8%	38.1%	38.1%	18.8%	38.1%	17.5%	25.6%	25.6%	17.5%	25.6%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	None
Act Effct Green (s)	80.3	59.4	59.4	72.5	55.4	58.9	36.6	36.6	55.6	34.5
Actuated g/C Ratio	0.50	0.37	0.37	0.45	0.35	0.37	0.23	0.23	0.35	0.22
v/c Ratio	0.86	0.77	0.58	0.70	0.91	1.28	0.94	0.51	0.94	1.36
Control Delay (s/veh)	71.6	49.4	11.7	28.3	61.3	187.8	79.7	8.5	87.0	216.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	71.6	49.4	11.7	28.3	61.3	187.8	79.7	8.5	87.0	216.3
LOS	E	D	B	C	E	F	E	A	F	F
Approach Delay (s/veh)		42.2			56.4		94.1			190.0
Approach LOS		D			E		F			F

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 112 (70%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.36	
Intersection Signal Delay (s/veh): 91.9	Intersection LOS: F
Intersection Capacity Utilization 115.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 14: Royal Palm Blvd & Riverside Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	237	1006	463	188	1080	384	757	293	263	1026
v/c Ratio	0.86	0.77	0.58	0.70	0.91	1.28	0.94	0.51	0.94	1.36
Control Delay (s/veh)	71.6	49.4	11.7	28.3	61.3	187.8	79.7	8.5	87.0	216.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	71.6	49.4	11.7	28.3	61.3	187.8	79.7	8.5	87.0	216.3
Queue Length 50th (ft)	188	478	70	134	603	~481	420	0	224	~728
Queue Length 95th (ft)	#321	602	199	m85	#704	#699	#563	85	#403	#870
Internal Link Dist (ft)		1554			4475		1024			1484
Turn Bay Length (ft)	260		280	370		190		325	200	
Base Capacity (vph)	304	1313	805	338	1192	301	808	576	284	752
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.77	0.58	0.56	0.91	1.28	0.94	0.51	0.93	1.36

Intersection Summary

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

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	232	986	454	184	809	249	376	742	287	258	713	292
Future Volume (veh/h)	232	986	454	184	809	249	376	742	287	258	713	292
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		0.98	1.00		0.98	1.00		0.97	1.00		0.97
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	237	1006	463	188	826	254	384	757	293	263	728	298
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	275	1458	635	247	1046	322	284	778	337	282	525	215
Arrive On Green	0.09	0.41	0.41	0.08	0.39	0.39	0.13	0.22	0.22	0.13	0.22	0.22
Sat Flow, veh/h	1781	3554	1549	1781	2659	817	1781	3554	1539	1781	2433	996
Grp Volume(v), veh/h	237	1006	463	188	552	528	384	757	293	263	532	494
Grp Sat Flow(s),veh/h/ln	1781	1777	1549	1781	1777	1699	1781	1777	1539	1781	1777	1652
Q Serve(g_s), s	12.6	37.3	40.2	10.0	43.7	43.8	21.5	33.8	29.4	18.9	34.5	34.5
Cycle Q Clear(g_c), s	12.6	37.3	40.2	10.0	43.7	43.8	21.5	33.8	29.4	18.9	34.5	34.5
Prop In Lane	1.00		1.00	1.00		0.48	1.00		1.00	1.00		0.60
Lane Grp Cap(c), veh/h	275	1458	635	247	699	669	284	778	337	282	383	356
V/C Ratio(X)	0.86	0.69	0.73	0.76	0.79	0.79	1.35	0.97	0.87	0.93	1.39	1.39
Avail Cap(c_a), veh/h	369	1458	635	371	699	669	284	778	337	288	383	356
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	0.72	0.72	0.72	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.1	38.8	39.7	32.6	42.7	42.7	51.1	62.0	60.3	47.4	62.7	62.8
Incr Delay (d2), s/veh	14.5	2.7	7.2	3.7	6.5	6.8	179.1	25.6	20.8	34.9	189.8	191.1
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	6.5	16.9	16.7	4.6	20.5	19.7	22.9	18.1	13.5	10.8	35.8	33.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.6	41.5	46.9	36.3	49.2	49.5	230.2	87.6	81.1	82.3	252.5	253.8
LnGrp LOS	D	D	D	D	D	D	F	F	F	F	F	F
Approach Vol, veh/h		1706			1268			1434			1289	
Approach Delay, s/veh		44.0			47.4			124.5			218.3	
Approach LOS		D			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.5	69.5	27.5	41.5	18.9	72.1	28.0	41.0
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	23.5	54.5	21.5	34.5	23.5	54.5	21.5	34.5
Max Q Clear Time (g_c+I1), s	14.6	45.8	20.9	35.8	12.0	42.2	23.5	36.5
Green Ext Time (p_c), s	0.4	4.6	0.1	0.0	0.4	7.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	104.4
HCM 7th LOS	F

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	248	832	94	281	767	314	87	732	430	305	668	127
Future Volume (vph)	248	832	94	281	767	314	87	732	430	305	668	127
Confl. Peds. (#/hr)									1	1		
Confl. Bikes (#/hr)			1			3			4			4
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	261	876	99	296	807	331	92	771	453	321	703	134
Shared Lane Traffic (%)												
Lane Group Flow (vph)	261	876	99	296	807	331	92	771	453	321	703	134

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	248	832	94	281	767	314	87	732	430	305	668	127
Future Volume (vph)	248	832	94	281	767	314	87	732	430	305	668	127
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.5	43.5	43.5	11.5	43.5	43.5	11.5	43.5	43.5	11.5	43.5	43.5
Total Split (s)	32.0	46.0	46.0	28.0	42.0	42.0	26.0	60.0	60.0	26.0	60.0	60.0
Total Split (%)	20.0%	28.8%	28.8%	17.5%	26.3%	26.3%	16.3%	37.5%	37.5%	16.3%	37.5%	37.5%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Act Effct Green (s)	17.4	45.9	45.9	18.5	47.0	47.0	63.1	55.4	55.4	75.5	61.8	61.8
Actuated g/C Ratio	0.11	0.29	0.29	0.12	0.29	0.29	0.39	0.35	0.35	0.47	0.39	0.39
v/c Ratio	0.70	0.86	0.19	0.75	0.78	0.58	0.17	0.63	0.60	0.58	0.51	0.20
Control Delay (s/veh)	58.1	59.7	17.3	80.2	57.7	29.5	24.1	47.0	15.5	28.8	39.5	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	58.1	59.7	17.3	80.2	57.7	29.5	24.1	47.0	15.5	28.8	39.5	5.2
LOS	E	E	B	F	E	C	C	D	B	C	D	A
Approach Delay (s/veh)		56.0			55.8			34.6			32.6	
Approach LOS		E			E			C			C	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 41 (26%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay (s/veh): 45.2	Intersection LOS: D
Intersection Capacity Utilization 92.2%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 15: Royal Palm Blvd & Rock Island Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	261	876	99	296	807	331	92	771	453	321	703	134
v/c Ratio	0.70	0.86	0.19	0.75	0.78	0.58	0.17	0.63	0.60	0.58	0.51	0.20
Control Delay (s/veh)	58.1	59.7	17.3	80.2	57.7	29.5	24.1	47.0	15.5	28.8	39.5	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	58.1	59.7	17.3	80.2	57.7	29.5	24.1	47.0	15.5	28.8	39.5	5.2
Queue Length 50th (ft)	140	493	33	156	388	147	28	376	113	105	312	0
Queue Length 95th (ft)	m179	m#639	m57	206	#563	285	41	425	226	125	351	45
Internal Link Dist (ft)		4475			2131			1468			840	
Turn Bay Length (ft)	340		170	210		150	220		190	220		250
Base Capacity (vph)	547	1015	528	461	1040	570	787	1246	758	652	1366	684
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.86	0.19	0.64	0.78	0.58	0.12	0.62	0.60	0.49	0.51	0.20

Intersection Summary

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	248	832	94	281	767	314	87	732	430	305	668	127
Future Volume (veh/h)	248	832	94	281	767	314	87	732	430	305	668	127
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		0.99	1.00		0.99	1.00		0.99	1.00		0.99
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	261	876	99	296	807	331	92	771	453	321	703	134
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	314	877	386	346	910	400	612	1499	659	558	1634	718
Arrive On Green	0.09	0.25	0.25	0.10	0.26	0.26	0.03	0.42	0.42	0.07	0.46	0.46
Sat Flow, veh/h	3456	3554	1565	3456	3554	1562	3456	3554	1562	3456	3554	1562
Grp Volume(v), veh/h	261	876	99	296	807	331	92	771	453	321	703	134
Grp Sat Flow(s),veh/h/ln	1728	1777	1565	1728	1777	1562	1728	1777	1562	1728	1777	1562
Q Serve(g_s), s	11.9	39.4	8.1	13.5	35.0	32.0	2.4	25.6	37.8	8.2	21.3	8.1
Cycle Q Clear(g_c), s	11.9	39.4	8.1	13.5	35.0	32.0	2.4	25.6	37.8	8.2	21.3	8.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	314	877	386	346	910	400	612	1499	659	558	1634	718
V/C Ratio(X)	0.83	1.00	0.26	0.86	0.89	0.83	0.15	0.51	0.69	0.57	0.43	0.19
Avail Cap(c_a), veh/h	551	877	386	464	910	400	927	1499	659	743	1634	718
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)	0.58	0.58	0.58	1.00	1.00	1.00	1.00	1.00	1.00	0.71	0.71	0.71
Uniform Delay (d), s/veh	71.5	60.2	48.4	70.9	57.3	56.2	25.4	34.1	37.7	25.7	29.1	25.5
Incr Delay (d2), s/veh	3.4	22.8	0.2	11.3	10.6	13.5	0.1	1.3	5.8	0.7	0.6	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	20.5	3.3	6.6	17.1	14.2	1.0	11.5	15.6	3.5	9.4	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	74.9	83.0	48.6	82.2	67.9	69.7	25.5	35.4	43.4	26.3	29.7	25.9
LnGrp LOS	E	F	D	F	E	E	C	D	D	C	C	C
Approach Vol, veh/h		1236			1434			1316			1158	
Approach Delay, s/veh		78.5			71.2			37.5			28.3	
Approach LOS		E			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.5	74.0	22.5	46.0	11.4	80.1	21.1	47.5
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	19.5	53.5	21.5	39.5	19.5	53.5	25.5	35.5
Max Q Clear Time (g_c+I1), s	10.2	39.8	15.5	41.4	4.4	23.3	13.9	37.0
Green Ext Time (p_c), s	0.8	6.1	0.5	0.0	0.2	6.0	0.7	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	54.7
HCM 7th LOS	D

Notes

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

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Volume (vph)	21	13	8	2	16	7
Future Volume (vph)	21	13	8	2	16	7
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	22	14	8	2	17	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	36	10	0	24	0

Intersection Summary

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	21	13	8	2	16	7
Future Vol, veh/h	21	13	8	2	16	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	14	8	2	17	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	11	0	-	0	67	9
Stage 1	-	-	-	-	9	-
Stage 2	-	-	-	-	58	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1609	-	-	-	938	1072
Stage 1	-	-	-	-	1013	-
Stage 2	-	-	-	-	965	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1609	-	-	-	925	1072
Mov Cap-2 Maneuver	-	-	-	-	925	-
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	965	-

Approach	EB	WB	SB
HCM Control Delay, s/v	4.49	0	8.83
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1112	-	-	-	965
HCM Lane V/C Ratio	0.014	-	-	-	0.025
HCM Control Delay (s/veh)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

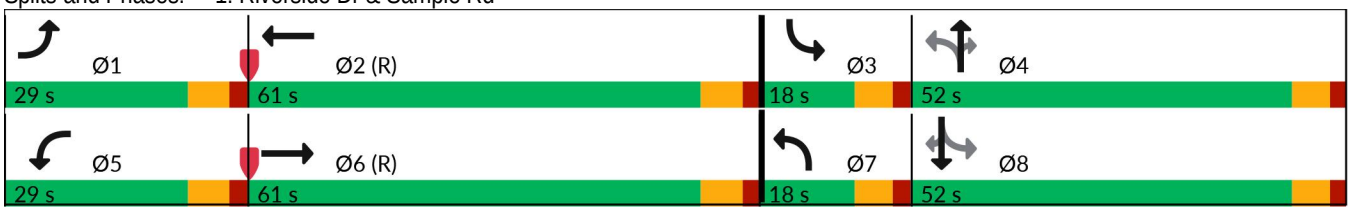
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	178	1337	137	309	1352	157	142	493	402	164	666	186
Future Volume (vph)	178	1337	137	309	1352	157	142	493	402	164	666	186
Confl. Peds. (#/hr)	28		16	16		28	16		28	28		16
Confl. Bikes (#/hr)			12			14			18			13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	187	1407	144	325	1423	165	149	519	423	173	701	196
Shared Lane Traffic (%)												
Lane Group Flow (vph)	187	1551	0	325	1588	0	149	519	423	173	701	196

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	178	1337	309	1352	142	493	402	164	666	186
Future Volume (vph)	178	1337	309	1352	142	493	402	164	666	186
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2	7	4		3	8	
Permitted Phases					4		4	8		8
Detector Phase	1	6	5	2	7	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	5.0	12.0	5.0	12.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	12.0	45.0	12.0	45.0	11.5	44.5	44.5	11.5	44.5	44.5
Total Split (s)	29.0	61.0	29.0	61.0	18.0	52.0	52.0	18.0	52.0	52.0
Total Split (%)	18.1%	38.1%	18.1%	38.1%	11.3%	32.5%	32.5%	11.3%	32.5%	32.5%
Yellow Time (s)	5.0	5.0	5.0	5.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None	None
Act Effct Green (s)	20.7	54.0	28.2	61.5	50.6	39.3	39.3	51.0	39.5	39.5
Actuated g/C Ratio	0.13	0.34	0.18	0.38	0.32	0.25	0.25	0.32	0.25	0.25
v/c Ratio	0.82	0.92	1.04	0.83	0.78	0.60	0.71	0.68	0.80	0.40
Control Delay (s/veh)	93.9	59.8	114.9	30.4	62.6	55.9	20.7	51.0	64.0	15.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	93.9	59.8	114.9	30.4	62.6	55.9	20.7	51.0	64.0	15.0
LOS	F	E	F	C	E	E	C	D	E	B
Approach Delay (s/veh)		63.5		44.7		43.2			52.9	
Approach LOS		E		D		D			D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 146 (91%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 135	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay (s/veh): 51.6	Intersection LOS: D
Intersection Capacity Utilization 104.9%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 1: Riverside Dr & Sample Rd



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	187	1551	325	1588	149	519	423	173	701	196
v/c Ratio	0.82	0.92	1.04	0.83	0.78	0.60	0.71	0.68	0.80	0.40
Control Delay (s/veh)	93.9	59.8	114.9	30.4	62.6	55.9	20.7	51.0	64.0	15.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	93.9	59.8	114.9	30.4	62.6	55.9	20.7	51.0	64.0	15.0
Queue Length 50th (ft)	191	567	~365	561	108	253	108	128	364	38
Queue Length 95th (ft)	#311	634	m#637	#689	#170	302	231	181	421	108
Internal Link Dist (ft)		903		1640		1956			490	
Turn Bay Length (ft)	370		420		275		430	300		200
Base Capacity (vph)	249	1694	312	1920	194	1006	644	255	1006	538
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.92	1.04	0.83	0.77	0.52	0.66	0.68	0.70	0.36

Intersection Summary

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

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	178	1337	137	309	1352	157	142	493	402	164	666	186
Future Volume (veh/h)	178	1337	137	309	1352	157	142	493	402	164	666	186
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		0.96	1.00		0.96	1.00		0.95	0.99		0.95
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	187	1407	144	325	1423	165	149	519	423	173	701	196
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	208	1580	162	245	1652	191	240	1011	426	269	1013	429
Arrive On Green	0.12	0.34	0.34	0.18	0.48	0.48	0.07	0.28	0.28	0.07	0.29	0.29
Sat Flow, veh/h	1781	4683	479	1781	4615	535	1781	3554	1499	1781	3554	1505
Grp Volume(v), veh/h	187	1023	528	325	1050	538	149	519	423	173	701	196
Grp Sat Flow(s),veh/h/ln	1781	1702	1758	1781	1702	1745	1781	1777	1499	1781	1777	1505
Q Serve(g_s), s	16.6	45.5	45.5	22.0	43.8	43.8	9.4	19.6	45.0	11.1	28.1	17.1
Cycle Q Clear(g_c), s	16.6	45.5	45.5	22.0	43.8	43.8	9.4	19.6	45.0	11.1	28.1	17.1
Prop In Lane	1.00		0.27	1.00		0.31	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	208	1149	593	245	1219	625	240	1011	426	269	1013	429
V/C Ratio(X)	0.90	0.89	0.89	1.33	0.86	0.86	0.62	0.51	0.99	0.64	0.69	0.46
Avail Cap(c_a), veh/h	245	1149	593	245	1219	625	241	1011	426	269	1013	429
HCM Platoon Ratio	1.00	1.00	1.00	1.33	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	0.56	0.56	0.56	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.7	50.2	50.2	65.4	38.4	38.4	39.5	48.0	57.1	38.4	50.9	47.0
Incr Delay (d2), s/veh	29.1	10.5	18.0	162.3	4.8	8.8	4.8	0.4	41.5	5.2	2.0	0.8
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	9.3	21.1	23.0	20.8	18.1	19.3	4.5	8.8	21.9	5.3	12.9	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	98.8	60.7	68.2	227.6	43.2	47.2	44.3	48.4	98.6	43.6	53.0	47.8
LnGrp LOS	F	E	E	F	D	D	D	D	F	D	D	D
Approach Vol, veh/h		1738			1913			1091			1070	
Approach Delay, s/veh		67.1			75.6			67.3			50.5	
Approach LOS		E			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.7	64.3	18.0	52.0	29.0	61.0	17.9	52.1
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5
Max Green Setting (Gmax), s	22.0	54.0	11.5	45.5	22.0	54.0	11.5	45.5
Max Q Clear Time (g_c+I1), s	18.6	45.8	13.1	47.0	24.0	47.5	11.4	30.1
Green Ext Time (p_c), s	0.2	5.9	0.0	0.0	0.0	4.8	0.0	5.0

Intersection Summary	
HCM 7th Control Delay, s/veh	66.9
HCM 7th LOS	E

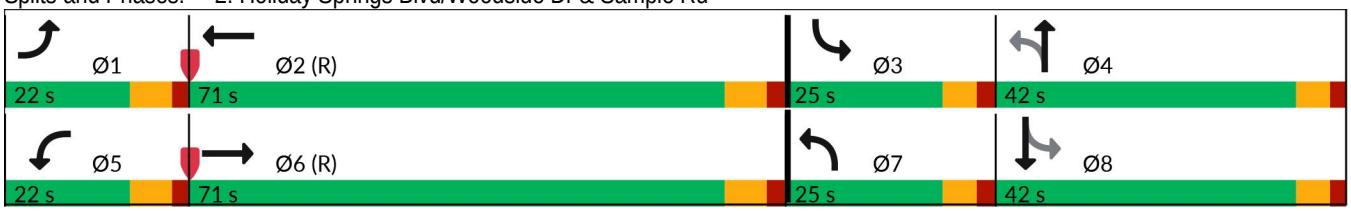
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	159	1621	87	129	1584	215	163	70	69	152	80	110
Future Volume (vph)	159	1621	87	129	1584	215	163	70	69	152	80	110
Confl. Peds. (#/hr)	9		1	1		9	7		1	1		7
Confl. Bikes (#/hr)			8			6			1			10
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	166	1689	91	134	1650	224	170	73	72	158	83	115
Shared Lane Traffic (%)												
Lane Group Flow (vph)	166	1780	0	134	1874	0	170	145	0	158	198	0

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	159	1621	129	1584	163	70	152	80
Future Volume (vph)	159	1621	129	1584	163	70	152	80
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases					4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	7.0	5.0	7.0	4.0	6.0	4.0	6.0
Minimum Split (s)	12.0	34.0	12.0	34.0	11.5	42.0	11.5	40.0
Total Split (s)	22.0	71.0	22.0	71.0	25.0	42.0	25.0	42.0
Total Split (%)	13.8%	44.4%	13.8%	44.4%	15.6%	26.3%	15.6%	26.3%
Yellow Time (s)	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None
Act Effct Green (s)	23.6	83.0	18.1	77.5	33.4	16.4	32.4	15.9
Actuated g/C Ratio	0.15	0.52	0.11	0.48	0.21	0.10	0.20	0.10
v/c Ratio	0.64	0.68	0.67	0.78	0.60	0.72	0.61	0.47
Control Delay (s/veh)	54.4	34.1	57.8	56.3	58.7	74.5	59.4	31.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	54.4	34.1	57.8	56.3	58.7	74.5	59.4	31.0
LOS	D	C	E	E	E	E	E	C
Approach Delay (s/veh)		35.9		56.4		66.0		43.6
Approach LOS		D		E		E		D

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 84 (53%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay (s/veh): 47.4	Intersection LOS: D
Intersection Capacity Utilization 85.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 2: Holiday Springs Blvd/Woodside Dr & Sample Rd



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	166	1780	134	1874	170	145	158	198
v/c Ratio	0.64	0.68	0.67	0.78	0.60	0.72	0.61	0.47
Control Delay (s/veh)	54.4	34.1	57.8	56.3	58.7	74.5	59.4	31.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	54.4	34.1	57.8	56.3	58.7	74.5	59.4	31.0
Queue Length 50th (ft)	133	666	140	554	149	120	137	43
Queue Length 95th (ft)	m162	742	m172	716	209	192	194	82
Internal Link Dist (ft)		1640		1514		306		335
Turn Bay Length (ft)	260		260				160	
Base Capacity (vph)	261	2616	206	2412	302	407	285	802
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	0.64	0.68	0.65	0.78	0.56	0.36	0.55	0.25

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	1621	87	129	1584	215	163	70	69	152	80	110
Future Volume (veh/h)	159	1621	87	129	1584	215	163	70	69	152	80	110
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		0.98	1.00		0.97	0.99		0.97	0.99		0.95
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	166	1689	91	134	1650	224	170	73	72	158	83	115
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	167	2614	141	155	2359	319	280	113	112	268	226	193
Arrive On Green	0.03	0.17	0.17	0.06	0.35	0.35	0.10	0.13	0.13	0.09	0.13	0.13
Sat Flow, veh/h	1781	4953	267	1781	4528	612	1781	851	839	1781	1777	1513
Grp Volume(v), veh/h	166	1160	620	134	1239	635	170	0	145	158	83	115
Grp Sat Flow(s),veh/h/ln	1781	1702	1816	1781	1702	1736	1781	0	1690	1781	1777	1513
Q Serve(g_s), s	14.9	50.7	50.8	11.9	50.1	50.5	13.1	0.0	13.0	12.2	6.8	11.5
Cycle Q Clear(g_c), s	14.9	50.7	50.8	11.9	50.1	50.5	13.1	0.0	13.0	12.2	6.8	11.5
Prop In Lane	1.00		0.15	1.00		0.35	1.00		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	167	1797	958	155	1774	905	280	0	225	268	226	193
V/C Ratio(X)	0.99	0.65	0.65	0.86	0.70	0.70	0.61	0.00	0.65	0.59	0.37	0.60
Avail Cap(c_a), veh/h	167	1797	958	167	1774	905	322	0	380	320	400	341
HCM Platoon Ratio	0.33	0.33	0.33	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.40	0.40	0.40	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	77.5	52.2	52.2	74.4	41.2	41.4	53.9	0.0	65.8	54.4	63.9	66.0
Incr Delay (d2), s/veh	42.4	0.7	1.4	33.0	2.3	4.5	2.6	0.0	3.1	2.1	1.0	2.9
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	9.2	23.6	25.3	7.1	22.7	23.9	6.1	0.0	5.8	5.7	3.2	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	119.9	52.9	53.5	107.4	43.6	45.9	56.5	0.0	68.9	56.4	64.9	68.9
LnGrp LOS	F	D	D	F	D	D	E		E	E	E	E
Approach Vol, veh/h		1946			2008			315			356	
Approach Delay, s/veh		58.8			48.6			62.2			62.4	
Approach LOS		E			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	90.4	20.3	27.3	20.9	91.4	21.3	26.4
Change Period (Y+Rc), s	7.0	7.0	6.0	6.0	7.0	7.0	6.0	6.0
Max Green Setting (Gmax), s	15.0	64.0	19.0	36.0	15.0	64.0	19.0	36.0
Max Q Clear Time (g_c+I1), s	16.9	52.5	14.2	15.0	13.9	52.8	15.1	13.5
Green Ext Time (p_c), s	0.0	8.8	0.2	0.8	0.0	8.3	0.2	1.1

Intersection Summary	
HCM 7th Control Delay, s/veh	54.9
HCM 7th LOS	D

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Volume (vph)	1884	59	0	1889	0	22
Future Volume (vph)	1884	59	0	1889	0	22
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)		4				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1983	62	0	1988	0	23
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1983	62	0	1988	0	23

Intersection Summary

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↗		↑↑↑		↗
Traffic Vol, veh/h	1884	59	0	1889	0	22
Future Vol, veh/h	1884	59	0	1889	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1983	62	0	1988	0	23

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	992
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	210
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	210
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	24.24
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	210	-	-	-
HCM Lane V/C Ratio	0.11	-	-	-
HCM Control Delay (s/veh)	24.2	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-

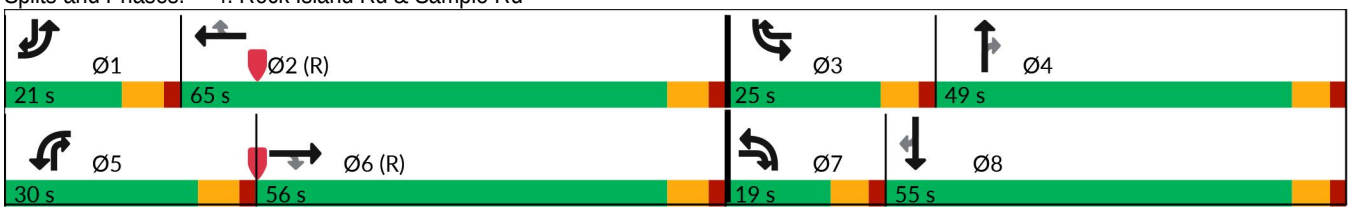
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	153	1493	313	614	1860	136	210	339	471	117	480	116
Future Volume (vph)	153	1493	313	614	1860	136	210	339	471	117	480	116
Confl. Peds. (#/hr)	40		1	1		40	6		3	3		6
Confl. Bikes (#/hr)			1			8			1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	166	1623	340	667	2022	148	228	368	512	127	522	126
Shared Lane Traffic (%)												
Lane Group Flow (vph)	166	1623	340	667	2022	148	228	368	512	127	522	126

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	153	1493	313	614	1860	136	210	339	471	117	480	116
Future Volume (vph)	153	1493	313	614	1860	136	210	339	471	117	480	116
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	1
Permitted Phases			6			2			4			8
Detector Phase	1	6	7	5	2	3	7	4	5	3	8	1
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	5.0	6.0	5.0	5.0	6.0	5.0
Minimum Split (s)	12.0	47.0	11.5	12.0	47.0	11.5	11.5	48.5	12.0	11.5	48.5	12.0
Total Split (s)	21.0	56.0	19.0	30.0	65.0	25.0	19.0	49.0	30.0	25.0	55.0	21.0
Total Split (%)	13.1%	35.0%	11.9%	18.8%	40.6%	15.6%	11.9%	30.6%	18.8%	15.6%	34.4%	13.1%
Yellow Time (s)	5.0	5.0	4.5	5.0	5.0	4.5	4.5	4.5	5.0	4.5	4.5	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	6.5	7.0	7.0	6.5	6.5	6.5	7.0	6.5	6.5	7.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None	None
Act Effct Green (s)	13.0	49.0	62.0	41.7	77.6	89.4	12.5	31.0	72.2	11.3	29.8	42.4
Actuated g/C Ratio	0.08	0.31	0.39	0.26	0.49	0.56	0.08	0.19	0.45	0.07	0.19	0.27
v/c Ratio	0.59	1.04	0.50	0.75	0.82	0.17	0.85	0.54	0.39	0.53	0.79	0.25
Control Delay (s/veh)	76.2	80.2	13.9	60.8	39.5	5.0	93.4	71.2	23.3	79.3	71.0	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	76.2	80.2	13.9	60.8	39.5	5.0	93.4	71.2	23.3	79.3	71.0	7.6
LOS	E	F	B	E	D	A	F	E	C	E	E	A
Approach Delay (s/veh)		69.3			42.7			53.6			62.1	
Approach LOS		E			D			D			E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 104 (65%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay (s/veh): 54.9	Intersection LOS: D
Intersection Capacity Utilization 96.5%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 4: Rock Island Rd & Sample Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	166	1623	340	667	2022	148	228	368	512	127	522	126
v/c Ratio	0.59	1.04	0.50	0.75	0.82	0.17	0.85	0.54	0.39	0.53	0.79	0.25
Control Delay (s/veh)	76.2	80.2	13.9	60.8	39.5	5.0	93.4	71.2	23.3	79.3	71.0	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	76.2	80.2	13.9	60.8	39.5	5.0	93.4	71.2	23.3	79.3	71.0	7.6
Queue Length 50th (ft)	92	~649	16	333	653	15	124	204	145	67	277	5
Queue Length 95th (ft)	134	#750	163	#461	#825	52	#198	255	214	102	327	51
Internal Link Dist (ft)		674			2330			779			1017	
Turn Bay Length (ft)	280		250	360		300	300		320	180		220
Base Capacity (vph)	313	1557	679	894	2467	952	268	940	1301	396	1072	515
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	1.04	0.50	0.75	0.82	0.16	0.85	0.39	0.39	0.32	0.49	0.24

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)	153	1493	313	614	1860	136	210	339	471	117	480	116
Future Volume (veh/h)	153	1493	313	614	1860	136	210	339	471	117	480	116
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		0.96	1.00		0.96	1.00		0.98	1.00		0.99
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	166	1623	340	667	2022	148	228	368	512	127	522	126
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	211	2108	751	497	2531	834	268	798	1014	173	700	406
Arrive On Green	0.06	0.41	0.41	0.14	0.50	0.50	0.08	0.22	0.22	0.05	0.20	0.20
Sat Flow, veh/h	3456	5106	1520	3456	5106	1523	3456	3554	2732	3456	3554	1571
Grp Volume(v), veh/h	166	1623	340	667	2022	148	228	368	512	127	522	126
Grp Sat Flow(s),veh/h/ln	1728	1702	1520	1728	1702	1523	1728	1777	1366	1728	1777	1571
Q Serve(g_s), s	7.6	43.8	23.5	23.0	52.9	7.8	10.4	14.3	23.3	5.8	22.1	10.4
Cycle Q Clear(g_c), s	7.6	43.8	23.5	23.0	52.9	7.8	10.4	14.3	23.3	5.8	22.1	10.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	211	2108	751	497	2531	834	268	798	1014	173	700	406
V/C Ratio(X)	0.79	0.77	0.45	1.34	0.80	0.18	0.85	0.46	0.50	0.73	0.75	0.31
Avail Cap(c_a), veh/h	302	2108	751	497	2531	834	270	944	1127	400	1077	573
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	74.1	40.4	26.7	68.5	33.7	18.3	72.9	53.7	39.3	74.9	60.5	47.9
Incr Delay (d2), s/veh	8.5	2.8	2.0	167.3	2.7	0.5	21.7	0.4	0.4	5.9	1.6	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	19.0	9.1	21.7	22.5	2.9	5.5	6.5	8.0	2.7	10.2	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	82.6	43.2	28.7	235.8	36.4	18.7	94.5	54.1	39.7	80.8	62.1	48.3
LnGrp LOS	F	D	C	F	D	B	F	D	D	F	E	D
Approach Vol, veh/h		2129			2837			1108			775	
Approach Delay, s/veh		44.0			82.4			55.8			62.9	
Approach LOS		D			F			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.8	86.3	14.5	42.4	30.0	73.1	18.9	38.0
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5
Max Green Setting (Gmax), s	14.0	58.0	18.5	42.5	23.0	49.0	12.5	48.5
Max Q Clear Time (g_c+I1), s	9.6	54.9	7.8	25.3	25.0	45.8	12.4	24.1
Green Ext Time (p_c), s	0.2	2.8	0.3	4.4	0.0	2.8	0.0	4.1

Intersection Summary	
HCM 7th Control Delay, s/veh	63.9
HCM 7th LOS	E

Notes

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	122	0	77	11	0	32	105	865	14	38	1135	212
Future Volume (vph)	122	0	77	11	0	32	105	865	14	38	1135	212
Confl. Peds. (#/hr)							3		6	6		3
Confl. Bikes (#/hr)									2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	133	0	84	12	0	35	114	940	15	41	1234	230
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	133	84	12	35	0	114	940	15	41	1234	230

Intersection Summary

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	122	0	77	11	0	32	105	865	14	38	1135	212
Future Vol, veh/h	122	0	77	11	0	32	105	865	14	38	1135	212
Conflicting Peds, #/hr	0	0	0	0	0	0	3	0	6	6	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	120	0	-	-	220	-	170	180	-	150
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	133	0	84	12	0	35	114	940	15	41	1234	230

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2018	2509	620	1874	2724	476	1467	0	0	961	0	0
Stage 1	1319	1319	-	1174	1174	-	-	-	-	-	-	-
Stage 2	698	1190	-	699	1550	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 34	28	*760	*44	20	535	567	-	-	711	-	-
Stage 1	317	341	-	*204	264	-	-	-	-	-	-	-
Stage 2	397	259	-	*717	241	-	-	-	-	-	-	-
Platoon blocked, %			0				0	-	-		-	-
Mov Cap-1 Maneuver	~ 24	21	*758	*29	15	532	566	-	-	707	-	-
Mov Cap-2 Maneuver	181	138	-	*146	93	-	-	-	-	-	-	-
Stage 1	298	320	-	*162	209	-	-	-	-	-	-	-
Stage 2	296	206	-	*601	226	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	44.28	17.27	1.38	0.29
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	566	-	-	181	758	146	532	707	-	-
HCM Lane V/C Ratio	0.202	-	-	0.733	0.11	0.082	0.065	0.058	-	-
HCM Control Delay (s/veh)	13	-	-	65.7	10.3	31.9	12.2	10.4	-	-
HCM Lane LOS	B	-	-	F	B	D	B	B	-	-
HCM 95th %tile Q(veh)	0.7	-	-	4.7	0.4	0.3	0.2	0.2	-	-

Notes

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

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Volume (vph)	3	105	154	58	56	4
Future Volume (vph)	3	105	154	58	56	4
Confl. Peds. (#/hr)	7			7	1	1
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	4	124	181	68	66	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	128	249	0	71	0

Intersection Summary

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	105	154	58	56	4
Future Vol, veh/h	3	105	154	58	56	4
Conflicting Peds, #/hr	7	0	0	7	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	124	181	68	66	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	256	0	-	0	354	223
Stage 1	-	-	-	-	222	-
Stage 2	-	-	-	-	132	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1308	-	-	-	644	816
Stage 1	-	-	-	-	815	-
Stage 2	-	-	-	-	895	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1300	-	-	-	634	810
Mov Cap-2 Maneuver	-	-	-	-	634	-
Stage 1	-	-	-	-	807	-
Stage 2	-	-	-	-	889	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.22	0	11.29
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	50	-	-	-	643
HCM Lane V/C Ratio	0.003	-	-	-	0.11
HCM Control Delay (s/veh)	7.8	0	-	-	11.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Volume (vph)	5	72	139	8	57	140
Future Volume (vph)	5	72	139	8	57	140
Confl. Peds. (#/hr)					7	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	5	76	146	8	60	147
Shared Lane Traffic (%)						
Lane Group Flow (vph)	81	0	154	0	60	147

Intersection Summary

Intersection	
Int Delay, s/veh	2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	72	139	8	57	140
Future Vol, veh/h	5	72	139	8	57	140
Conflicting Peds, #/hr	0	0	0	0	7	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	76	146	8	60	147

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	351	84	0	0	162	0
Stage 1	158	-	-	-	-	-
Stage 2	194	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	620	958	-	-	1415	-
Stage 1	855	-	-	-	-	-
Stage 2	820	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	590	952	-	-	1405	-
Mov Cap-2 Maneuver	590	-	-	-	-	-
Stage 1	849	-	-	-	-	-
Stage 2	785	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.32	0	2.22
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	915	1405	-
HCM Lane V/C Ratio	-	-	0.089	0.043	-
HCM Control Delay (s/veh)	-	-	9.3	7.7	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Volume (vph)	11	23	32	16	34	22
Future Volume (vph)	11	23	32	16	34	22
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.56	0.56	0.56	0.56	0.56	0.56
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	20	41	57	29	61	39
Shared Lane Traffic (%)						
Lane Group Flow (vph)	61	0	86	0	0	100

Intersection Summary

Intersection	
Int Delay, s/veh	4.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	23	32	16	34	22
Future Vol, veh/h	11	23	32	16	34	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	56	56	56	56	56	56
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	41	57	29	61	39

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	232	71	0	0	86	0
Stage 1	71	-	-	-	-	-
Stage 2	161	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	756	991	-	-	1511	-
Stage 1	951	-	-	-	-	-
Stage 2	868	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	725	991	-	-	1511	-
Mov Cap-2 Maneuver	725	-	-	-	-	-
Stage 1	951	-	-	-	-	-
Stage 2	832	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.36	0	4.54
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	886	1093	-
HCM Lane V/C Ratio	-	-	0.069	0.04	-
HCM Control Delay (s/veh)	-	-	9.4	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	33	0	15	62	0	62	23	908	80	87	938	56
Future Volume (vph)	33	0	15	62	0	62	23	908	80	87	938	56
Confl. Peds. (#/hr)							6		6	6		6
Confl. Bikes (#/hr)									4			5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	35	0	16	66	0	66	24	966	85	93	998	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	35	16	0	66	66	0	24	966	85	93	998	60

Intersection Summary

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	0	15	62	0	62	23	908	80	87	938	56
Future Vol, veh/h	33	0	15	62	0	62	23	908	80	87	938	56
Conflicting Peds, #/hr	0	0	0	0	0	0	6	0	6	6	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	200	-	200	210	-	140
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	0	16	66	0	66	24	966	85	93	998	60

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1721	2295	505	1705	2269	489	1063	0	0	1057	0	0
Stage 1	1189	1189	-	1021	1021	-	-	-	-	-	-	-
Stage 2	532	1106	-	684	1249	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	*58	38	*827	*~ 59	40	*837	836	-	-	831	-	-
Stage 1	*335	362	-	*440	447	-	-	-	-	-	-	-
Stage 2	*789	399	-	*780	334	-	-	-	-	-	-	-
Platoon blocked, %			0			0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*45	33	*822	*~ 50	34	*832	831	-	-	826	-	-
Mov Cap-2 Maneuver	*200	154	-	*257	166	-	-	-	-	-	-	-
Stage 1	*295	320	-	*424	431	-	-	-	-	-	-	-
Stage 2	*705	385	-	*679	295	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	21.39	16.76	0.22	0.8
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	831	-	-	200	822	257	832	826	-	-
HCM Lane V/C Ratio	0.029	-	-	0.176	0.019	0.257	0.079	0.112	-	-
HCM Control Delay (s/veh)	9.5	-	-	26.8	9.5	23.8	9.7	9.9	-	-
HCM Lane LOS	A	-	-	D	A	C	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.1	1	0.3	0.4	-	-

Notes

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	12	24	4	40	50	75	2	0	20	43	0	8
Future Volume (vph)	12	24	4	40	50	75	2	0	20	43	0	8
Confl. Peds. (#/hr)	8		6	6		8	2					2
Confl. Bikes (#/hr)			1			2						1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	13	26	4	43	54	82	2	0	22	47	0	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	43	0	0	179	0	0	24	0	0	56	0

Intersection Summary

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	24	4	40	50	75	2	0	20	43	0	8
Future Vol, veh/h	12	24	4	40	50	75	2	0	20	43	0	8
Conflicting Peds, #/hr	8	0	6	6	0	8	2	0	0	0	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	26	4	43	54	82	2	0	22	47	0	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	144	0	0	36	0	0	204	291	34	242	253	105
Stage 1	-	-	-	-	-	-	60	60	-	190	190	-
Stage 2	-	-	-	-	-	-	143	231	-	52	63	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1439	-	-	1574	-	-	754	619	1039	712	651	949
Stage 1	-	-	-	-	-	-	951	845	-	812	743	-
Stage 2	-	-	-	-	-	-	860	713	-	961	843	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1428	-	-	1565	-	-	713	587	1033	664	617	940
Mov Cap-2 Maneuver	-	-	-	-	-	-	713	587	-	664	617	-
Stage 1	-	-	-	-	-	-	937	832	-	781	715	-
Stage 2	-	-	-	-	-	-	824	686	-	932	830	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	2.26	1.79	8.72	10.62
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	992	525	-	-	390	-	-	696
HCM Lane V/C Ratio	0.024	0.009	-	-	0.028	-	-	0.08
HCM Control Delay (s/veh)	8.7	7.5	0	-	7.4	0	-	10.6
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	44	0	57	8	1	3	85	934	7	10	985	61
Future Volume (vph)	44	0	57	8	1	3	85	934	7	10	985	61
Confl. Peds. (#/hr)							7		11	11		7
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	45	0	59	8	1	3	88	963	7	10	1015	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	59	0	8	4	0	88	963	7	10	1015	63

Intersection Summary

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	44	0	57	8	1	3	85	934	7	10	985	61
Future Vol, veh/h	44	0	57	8	1	3	85	934	7	10	985	61
Conflicting Peds, #/hr	0	0	0	0	0	0	7	0	11	11	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	230	-	230	250	-	250
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	45	0	59	8	1	3	88	963	7	10	1015	63

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1700	2199	515	1677	2255	492	1085	0	0	981	0	0
Stage 1	1043	1043	-	1149	1149	-	-	-	-	-	-	-
Stage 2	657	1156	-	528	1106	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	*60	44	505	62	41	*837	638	-	-	904	-	-
Stage 1	*245	305	-	350	376	-	-	-	-	-	-	-
Stage 2	*789	373	-	501	284	-	-	-	-	-	-	-
Platoon blocked, %						0		-	-	0	-	-
Mov Cap-1 Maneuver	*50	37	502	46	34	*828	634	-	-	895	-	-
Mov Cap-2 Maneuver	*179	155	-	168	124	-	-	-	-	-	-	-
Stage 1	*241	299	-	299	321	-	-	-	-	-	-	-
Stage 2	*675	318	-	438	279	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	21.31	23.57	0.96	0.09
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	634	-	-	179	502	168	342	895	-	-
HCM Lane V/C Ratio	0.138	-	-	0.254	0.117	0.049	0.012	0.012	-	-
HCM Control Delay (s/veh)	11.6	-	-	31.9	13.1	27.5	15.7	9.1	-	-
HCM Lane LOS	B	-	-	D	B	D	C	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	1	0.4	0.2	0	0	-	-

Notes

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

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Volume (vph)	14	94	135	22	17	17
Future Volume (vph)	14	94	135	22	17	17
Confl. Peds. (#/hr)	2			2	2	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	15	102	147	24	18	18
Shared Lane Traffic (%)						
Lane Group Flow (vph)	15	102	171	0	36	0

Intersection Summary

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	94	135	22	17	17
Future Vol, veh/h	14	94	135	22	17	17
Conflicting Peds, #/hr	2	0	0	2	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	170	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	102	147	24	18	18

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	173	0	-	0	244	87
Stage 1	-	-	-	-	161	-
Stage 2	-	-	-	-	84	-
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	1402	-	-	-	723	954
Stage 1	-	-	-	-	852	-
Stage 2	-	-	-	-	930	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1399	-	-	-	712	952
Mov Cap-2 Maneuver	-	-	-	-	712	-
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	928	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.99	0	9.63
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1399	-	-	-	815
HCM Lane V/C Ratio	0.011	-	-	-	0.045
HCM Control Delay (s/veh)	7.6	-	-	-	9.6
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

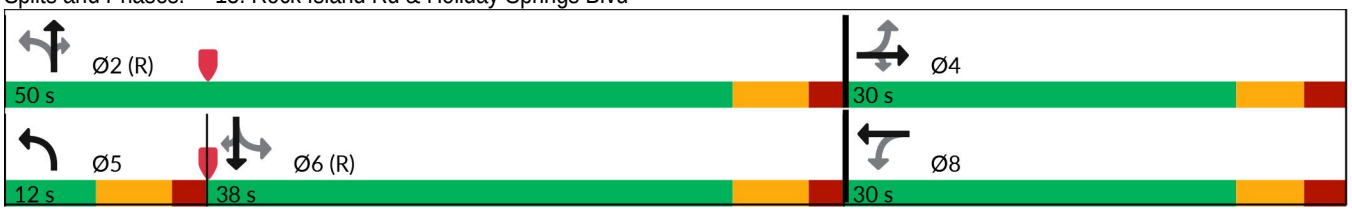
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	24	5	116	16	2	14	163	1067	58	25	915	31
Future Volume (vph)	24	5	116	16	2	14	163	1067	58	25	915	31
Confl. Peds. (#/hr)	3		5	5		3	8		6	6		8
Confl. Bikes (#/hr)						4			5			4
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	25	5	121	17	2	15	170	1111	60	26	953	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	25	5	121	17	17	0	170	1111	60	26	953	32

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	24	5	116	16	2	163	1067	58	25	915	31
Future Volume (vph)	24	5	116	16	2	163	1067	58	25	915	31
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases		4			8	5	2			6	
Permitted Phases	4		4	8		2		2	6		6
Detector Phase	4	4	4	8	8	5	2	2	6	6	6
Switch Phase											
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	12.0	12.0	12.0	12.0	12.0
Minimum Split (s)	39.5	39.5	39.5	42.5	42.5	11.5	32.5	32.5	32.5	32.5	32.5
Total Split (s)	30.0	30.0	30.0	30.0	30.0	12.0	50.0	50.0	38.0	38.0	38.0
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%	15.0%	62.5%	62.5%	47.5%	47.5%	47.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag						Lead			Lag	Lag	Lag
Lead-Lag Optimize?						Yes			Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min
Act Effct Green (s)	7.3	7.3	7.3	7.3	7.3	62.2	63.5	63.5	47.8	47.8	47.8
Actuated g/C Ratio	0.09	0.09	0.09	0.09	0.09	0.78	0.79	0.79	0.60	0.60	0.60
v/c Ratio	0.20	0.03	0.46	0.13	0.11	0.37	0.40	0.05	0.09	0.45	0.03
Control Delay (s/veh)	36.6	32.2	11.2	34.9	18.8	5.7	1.6	0.1	8.3	10.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	36.6	32.2	11.2	34.9	18.8	5.7	1.6	0.1	8.3	10.2	0.1
LOS	D	C	B	C	B	A	A	A	A	B	A
Approach Delay (s/veh)		16.1			26.8		2.0			9.8	
Approach LOS		B			C		A			A	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 52 (65%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.46	
Intersection Signal Delay (s/veh): 6.3	Intersection LOS: A
Intersection Capacity Utilization 66.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 13: Rock Island Rd & Holiday Springs Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	25	5	121	17	17	170	1111	60	26	953	32
v/c Ratio	0.20	0.03	0.46	0.13	0.11	0.37	0.40	0.05	0.09	0.45	0.03
Control Delay (s/veh)	36.6	32.2	11.2	34.9	18.8	5.7	1.6	0.1	8.3	10.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	36.6	32.2	11.2	34.9	18.8	5.7	1.6	0.1	8.3	10.2	0.1
Queue Length 50th (ft)	12	2	0	8	1	13	46	0	7	232	0
Queue Length 95th (ft)	34	12	39	26	19	49	59	m1	m17	280	m0
Internal Link Dist (ft)		2605			671		840			1231	
Turn Bay Length (ft)	175					230		170	250		220
Base Capacity (vph)	407	547	554	410	478	460	2809	1228	285	2115	980
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.01	0.22	0.04	0.04	0.37	0.40	0.05	0.09	0.45	0.03

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	5	116	16	2	14	163	1067	58	25	915	31
Future Volume (veh/h)	24	5	116	16	2	14	163	1067	58	25	915	31
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)	0.99		0.99	0.99		0.97	1.00		0.97	1.00		0.98
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	25	5	121	17	2	15	170	1111	60	26	953	32
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	245	229	191	240	23	169	437	2542	1102	364	2035	892
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.12	1.00	1.00	0.57	0.57	0.57
Sat Flow, veh/h	1380	1870	1566	1252	185	1384	1781	3554	1541	479	3554	1557
Grp Volume(v), veh/h	25	5	121	17	0	17	170	1111	60	26	953	32
Grp Sat Flow(s),veh/h/ln	1380	1870	1566	1252	0	1569	1781	1777	1541	479	1777	1557
Q Serve(g_s), s	1.3	0.2	5.9	1.0	0.0	0.8	3.0	0.0	0.0	2.0	12.5	0.7
Cycle Q Clear(g_c), s	2.1	0.2	5.9	1.2	0.0	0.8	3.0	0.0	0.0	2.0	12.5	0.7
Prop In Lane	1.00		1.00	1.00		0.88	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	245	229	191	240	0	192	437	2542	1102	364	2035	892
V/C Ratio(X)	0.10	0.02	0.63	0.07	0.00	0.09	0.39	0.44	0.05	0.07	0.47	0.04
Avail Cap(c_a), veh/h	482	549	460	455	0	461	450	2542	1102	364	2035	892
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.72	0.72	0.72	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.1	30.9	33.4	31.4	0.0	31.2	6.5	0.0	0.0	7.7	10.0	7.5
Incr Delay (d2), s/veh	0.2	0.0	3.4	0.1	0.0	0.2	0.4	0.4	0.1	0.4	0.8	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.1	2.4	0.3	0.0	0.3	0.9	0.1	0.0	0.2	4.5	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.3	30.9	36.8	31.5	0.0	31.4	6.9	0.4	0.1	8.1	10.8	7.5
LnGrp LOS	C	C	D	C		C	A	A	A	A	B	A
Approach Vol, veh/h		151			34			1341			1011	
Approach Delay, s/veh		35.9			31.4			1.2			10.6	
Approach LOS		D			C			A			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		63.7		16.3	11.4	52.3		16.3				
Change Period (Y+Rc), s		6.5		6.5	6.5	6.5		6.5				
Max Green Setting (Gmax), s		43.5		23.5	5.5	31.5		23.5				
Max Q Clear Time (g_c+I1), s		2.0		7.9	5.0	14.5		3.2				
Green Ext Time (p_c), s		11.0		0.4	0.0	6.8		0.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	7.4
HCM 7th LOS	A

Notes

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

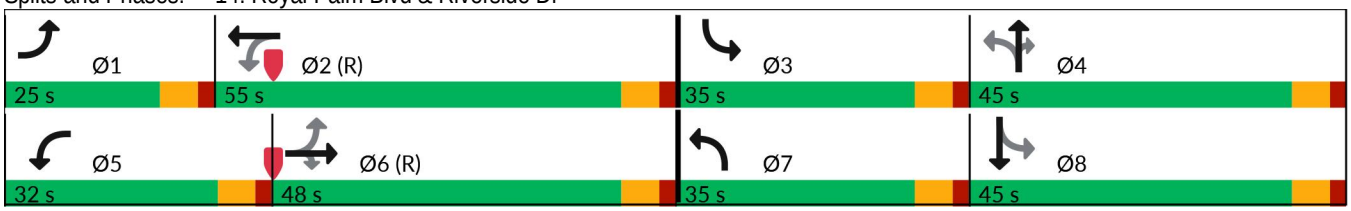
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	248	940	389	294	1062	243	399	706	279	148	687	232
Future Volume (vph)	248	940	389	294	1062	243	399	706	279	148	687	232
Confl. Peds. (#/hr)	6		4	4		6	6		9	9		6
Confl. Bikes (#/hr)			8			2						4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	256	969	401	303	1095	251	411	728	288	153	708	239
Shared Lane Traffic (%)												
Lane Group Flow (vph)	256	969	401	303	1346	0	411	728	288	153	947	0

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	248	940	389	294	1062	399	706	279	148	687
Future Volume (vph)	248	940	389	294	1062	399	706	279	148	687
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6		5	2	7	4		3	8
Permitted Phases	6		6	2		4		4	8	
Detector Phase	1	6	6	5	2	7	4	4	3	8
Switch Phase										
Minimum Initial (s)	4.0	12.0	12.0	4.0	12.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	11.5	36.5	36.5	11.5	36.5	11.5	37.5	37.5	11.5	37.5
Total Split (s)	25.0	48.0	48.0	32.0	55.0	35.0	45.0	45.0	35.0	45.0
Total Split (%)	15.6%	30.0%	30.0%	20.0%	34.4%	21.9%	28.1%	28.1%	21.9%	28.1%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	None
Act Effct Green (s)	60.7	42.2	42.2	72.9	48.5	73.5	52.2	52.2	53.3	38.5
Actuated g/C Ratio	0.38	0.26	0.26	0.46	0.30	0.46	0.33	0.33	0.33	0.24
v/c Ratio	1.02	1.04	0.65	0.95	1.28	1.14	0.63	0.41	0.52	1.14
Control Delay (s/veh)	108.9	96.2	19.4	95.9	165.0	134.8	49.4	6.1	34.1	127.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	108.9	96.2	19.4	95.9	165.0	134.8	49.4	6.1	34.1	127.2
LOS	F	F	B	F	F	F	D	A	C	F
Approach Delay (s/veh)		79.3			152.3		65.3			114.2
Approach LOS		E			F		E			F

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 143 (89%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.28	
Intersection Signal Delay (s/veh): 103.2	Intersection LOS: F
Intersection Capacity Utilization 121.3%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 14: Royal Palm Blvd & Riverside Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	256	969	401	303	1346	411	728	288	153	947
v/c Ratio	1.02	1.04	0.65	0.95	1.28	1.14	0.63	0.41	0.52	1.14
Control Delay (s/veh)	108.9	96.2	19.4	95.9	165.0	134.8	49.4	6.1	34.1	127.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	108.9	96.2	19.4	95.9	165.0	134.8	49.4	6.1	34.1	127.2
Queue Length 50th (ft)	~232	~581	100	212	~915	~448	339	0	94	~593
Queue Length 95th (ft)	#423	#721	225	#459	#1067	#670	438	74	144	#733
Internal Link Dist (ft)		1554			4475		1024			1484
Turn Bay Length (ft)	260		280	370		190		325	200	
Base Capacity (vph)	251	932	620	327	1050	361	1155	697	444	834
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.02	1.04	0.65	0.93	1.28	1.14	0.63	0.41	0.34	1.14

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)	248	940	389	294	1062	243	399	706	279	148	687	232
Future Volume (veh/h)	248	940	389	294	1062	243	399	706	279	148	687	232
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		0.97	1.00		0.98	1.00		0.99	1.00		0.97
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	256	969	401	303	1095	251	411	728	288	153	708	239
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	251	935	407	322	868	198	362	1209	535	279	623	210
Arrive On Green	0.12	0.26	0.26	0.16	0.30	0.30	0.18	0.34	0.34	0.08	0.24	0.24
Sat Flow, veh/h	1781	3554	1545	1781	2863	652	1781	3554	1572	1781	2588	874
Grp Volume(v), veh/h	256	969	401	303	677	669	411	728	288	153	486	461
Grp Sat Flow(s),veh/h/ln	1781	1777	1545	1781	1777	1738	1781	1777	1572	1781	1777	1685
Q Serve(g_s), s	18.5	42.1	41.3	22.8	48.5	48.5	28.5	27.2	23.7	10.2	38.5	38.5
Cycle Q Clear(g_c), s	18.5	42.1	41.3	22.8	48.5	48.5	28.5	27.2	23.7	10.2	38.5	38.5
Prop In Lane	1.00		1.00	1.00		0.38	1.00		1.00	1.00		0.52
Lane Grp Cap(c), veh/h	251	935	407	322	539	527	362	1209	535	279	428	405
V/C Ratio(X)	1.02	1.04	0.99	0.94	1.26	1.27	1.13	0.60	0.54	0.55	1.14	1.14
Avail Cap(c_a), veh/h	251	935	407	329	539	527	362	1209	535	457	428	405
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	0.73	0.73	0.73	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.3	58.9	58.7	51.5	55.8	55.8	52.7	43.8	42.6	41.1	60.7	60.8
Incr Delay (d2), s/veh	62.1	39.2	41.4	27.8	126.5	132.3	89.0	0.8	1.1	1.7	86.5	87.6
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	14.6	24.0	20.8	14.7	40.6	40.6	19.2	12.2	9.5	4.7	27.6	26.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	113.3	98.1	100.0	79.2	182.2	188.1	141.7	44.6	43.7	42.8	147.2	148.3
LnGrp LOS	F	F	F	E	F	F	F	D	D	D	F	F
Approach Vol, veh/h		1626			1649			1427			1100	
Approach Delay, s/veh		101.0			165.7			72.4			133.2	
Approach LOS		F			F			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	55.0	19.1	60.9	31.4	48.6	35.0	45.0
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	18.5	48.5	28.5	38.5	25.5	41.5	28.5	38.5
Max Q Clear Time (g_c+I1), s	20.5	50.5	12.2	29.2	24.8	44.1	30.5	40.5
Green Ext Time (p_c), s	0.0	0.0	0.3	4.1	0.1	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	118.4
HCM 7th LOS	F

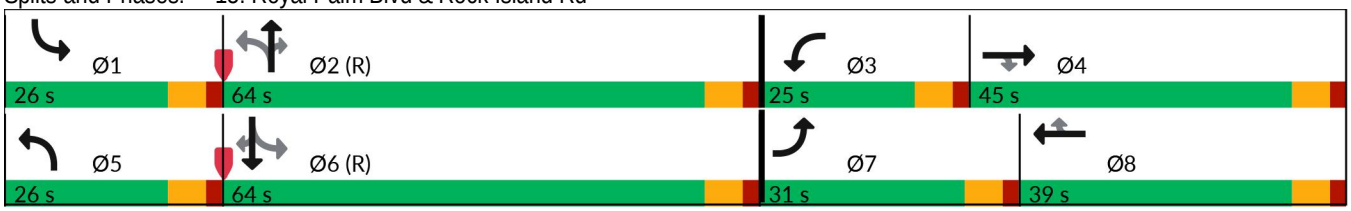
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	203	823	135	332	843	297	153	804	463	265	766	141
Future Volume (vph)	203	823	135	332	843	297	153	804	463	265	766	141
Confl. Peds. (#/hr)							2		1	1		2
Confl. Bikes (#/hr)			3			3			1			5
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	209	848	139	342	869	306	158	829	477	273	790	145
Shared Lane Traffic (%)												
Lane Group Flow (vph)	209	848	139	342	869	306	158	829	477	273	790	145

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	203	823	135	332	843	297	153	804	463	265	766	141
Future Volume (vph)	203	823	135	332	843	297	153	804	463	265	766	141
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.5	43.5	43.5	11.5	43.5	43.5	11.5	43.5	43.5	11.5	43.5	43.5
Total Split (s)	31.0	45.0	45.0	25.0	39.0	39.0	26.0	64.0	64.0	26.0	64.0	64.0
Total Split (%)	19.4%	28.1%	28.1%	15.6%	24.4%	24.4%	16.3%	40.0%	40.0%	16.3%	40.0%	40.0%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Act Effct Green (s)	15.1	47.0	47.0	20.2	52.1	52.1	63.5	54.0	54.0	70.1	57.3	57.3
Actuated g/C Ratio	0.09	0.29	0.29	0.13	0.33	0.33	0.40	0.34	0.34	0.44	0.36	0.36
v/c Ratio	0.65	0.82	0.26	0.79	0.75	0.51	0.34	0.69	0.64	0.57	0.62	0.23
Control Delay (s/veh)	64.4	85.1	43.5	81.2	54.0	29.6	25.9	48.8	16.3	34.9	51.9	12.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	64.4	85.1	43.5	81.2	54.0	29.6	25.9	48.8	16.3	34.9	51.9	12.2
LOS	E	F	D	F	D	C	C	D	B	C	D	B
Approach Delay (s/veh)		76.6			55.2			35.7			43.3	
Approach LOS		E			E			D			D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 104 (65%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay (s/veh): 52.0	Intersection LOS: D
Intersection Capacity Utilization 92.3%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 15: Royal Palm Blvd & Rock Island Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	209	848	139	342	869	306	158	829	477	273	790	145
v/c Ratio	0.65	0.82	0.26	0.79	0.75	0.51	0.34	0.69	0.64	0.57	0.62	0.23
Control Delay (s/veh)	64.4	85.1	43.5	81.2	54.0	29.6	25.9	48.8	16.3	34.9	51.9	12.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	64.4	85.1	43.5	81.2	54.0	29.6	25.9	48.8	16.3	34.9	51.9	12.2
Queue Length 50th (ft)	117	487	84	179	427	146	47	398	128	113	370	37
Queue Length 95th (ft)	m125	m#511	m95	#266	#650	281	62	435	234	118	412	85
Internal Link Dist (ft)		4475			2131			1468			840	
Turn Bay Length (ft)	340		170	210		150	220		190	220		250
Base Capacity (vph)	525	1039	537	439	1152	596	677	1293	779	610	1325	667
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.82	0.26	0.78	0.75	0.51	0.23	0.64	0.61	0.45	0.60	0.22

Intersection Summary

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	203	823	135	332	843	297	153	804	463	265	766	141
Future Volume (veh/h)	203	823	135	332	843	297	153	804	463	265	766	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		0.99	1.00		0.99	1.00		0.99	1.00		0.98
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	209	848	139	342	869	306	158	829	477	273	790	145
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	261	855	376	383	981	431	697	1507	663	507	1583	695
Arrive On Green	0.08	0.24	0.24	0.11	0.28	0.28	0.04	0.42	0.42	0.12	0.89	0.89
Sat Flow, veh/h	3456	3554	1562	3456	3554	1562	3456	3554	1563	3456	3554	1560
Grp Volume(v), veh/h	209	848	139	342	869	306	158	829	477	273	790	145
Grp Sat Flow(s),veh/h/ln	1728	1777	1562	1728	1777	1562	1728	1777	1563	1728	1777	1560
Q Serve(g_s), s	9.5	38.1	11.9	15.6	37.5	28.2	4.1	28.0	40.5	7.2	7.0	2.0
Cycle Q Clear(g_c), s	9.5	38.1	11.9	15.6	37.5	28.2	4.1	28.0	40.5	7.2	7.0	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	261	855	376	383	981	431	697	1507	663	507	1583	695
V/C Ratio(X)	0.80	0.99	0.37	0.89	0.89	0.71	0.23	0.55	0.72	0.54	0.50	0.21
Avail Cap(c_a), veh/h	529	855	376	400	981	431	978	1507	663	715	1583	695
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.40	0.40	0.40	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90
Uniform Delay (d), s/veh	72.8	60.6	50.6	70.2	55.5	52.1	24.1	34.6	38.2	24.8	5.2	5.0
Incr Delay (d2), s/veh	2.4	17.5	0.2	21.0	9.8	5.3	0.2	1.4	6.6	0.8	1.0	0.6
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	4.3	19.3	4.7	8.1	18.2	11.8	1.7	12.6	16.8	2.8	2.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	75.2	78.1	50.9	91.2	65.3	57.5	24.2	36.0	44.8	25.6	6.2	5.6
LnGrp LOS	E	E	D	F	E	E	C	D	D	C	A	A
Approach Vol, veh/h		1196			1517			1464			1208	
Approach Delay, s/veh		74.4			69.5			37.6			10.5	
Approach LOS		E			E			D			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.4	74.4	24.2	45.0	13.0	77.8	18.6	50.7
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	19.5	57.5	18.5	38.5	19.5	57.5	24.5	32.5
Max Q Clear Time (g_c+I1), s	9.2	42.5	17.6	40.1	6.1	9.0	11.5	39.5
Green Ext Time (p_c), s	0.7	6.8	0.1	0.0	0.4	7.4	0.5	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	48.7
HCM 7th LOS	D

Notes

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

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Volume (vph)	13	16	0	0	4	19
Future Volume (vph)	13	16	0	0	4	19
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	14	17	0	0	4	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	31	0	0	24	0

Intersection Summary

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	16	0	0	4	19
Future Vol, veh/h	13	16	0	0	4	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	17	0	0	4	20

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	45	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	44	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1622	-	-	-	965	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	978	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1622	-	-	-	957	1084
Mov Cap-2 Maneuver	-	-	-	-	957	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	978	-

Approach	EB	WB	SB
HCM Control Delay, s/v	3.24	0	8.48
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	807	-	-	-	1059
HCM Lane V/C Ratio	0.008	-	-	-	0.023
HCM Control Delay (s/veh)	7.2	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

APPENDIX G: LEVEL OF SERVICE ANALYSIS

#	Intersection	Control Type	A.M. Peak Hour Intersection Capacity Analysis by Movement Movement LOS EB Left Turn	EB Through	EB Right Turn	WB Left Turn	WB Through	WB Right Turn	NB Left Turn	NB Through	NB Right Turn	SB Left Turn	SB Through	SB Right Turn
			Existing Conditions / Future Background Conditions / **Future Total Conditions**											
1	Riverside Dr. & Sample Rd.	Signalized	101.9 sec / F 103.9 sec / F **103.9 sec / F**	44.8 sec / D 46.7 sec / D **47.8 sec / D**	47.2 sec / D 49.6 sec / D **51.0 sec / D**	110.0 sec / F 126.1 sec / F **139.7 sec / F**	44.3 sec / D 47.4 sec / D **49.5 sec / D**	46.4 sec / D 50.1 sec / D **52.9 sec / D**	41.5 sec / D 42.1 sec / D **41.7 sec / D**	54.6 sec / D 55.9 sec / E **55.9 sec / E**	173.0 sec / F 202.5 sec / F **207.7 sec / F**	44.6 sec / D 46.1 sec / D **47.3 sec / D**	49.8 sec / D 49.7 sec / D **49.1 sec / D**	51.7 sec / D 51.9 sec / D **51.1 sec / D**
2	Woodside Dr. & Sample Rd.	Signalized	56.8 sec / E 64.7 sec / E **66.6 sec / E**	22.7 sec / C 24.2 sec / C **26.0 sec / C**	23.2 sec / C 24.9 sec / C **26.9 sec / C**	62.0 sec / E 68.2 sec / E **71.0 sec / E**	26.3 sec / C 28.4 sec / C **29.4 sec / C**	27.0 sec / C 29.5 sec / C **30.6 sec / C**	35.3 sec / D 38.0 sec / D **36.9 sec / D**	41.8 sec / D 45.3 sec / D **46.2 sec / D**		31.9 sec / C 34.5 sec / C **36.1 sec / D**	34.1 sec / C 36.6 sec / D **39.9 sec / D**	36.4 sec / D 39.2 sec / D **42.9 sec / D**
3	Pod B Rd. & Sample Rd.	TWSC	(1)			(1)			(2)		- - **23.6 sec / C**	(2)		
4	Rock Island Rd. & Sample Rd.	Signalized	78.2 sec / E 77.7 sec / E **79.2 sec / E**	51.7 sec / D 60.7 sec / E **69.6 sec / E**	31.7 sec / C 33.3 sec / C **35.2 sec / D**	81.3 sec / F 82.5 sec / F **83.8 sec / F**	39.3 sec / D 41.8 sec / D **42.3 sec / D**	24.5 sec / C 25.2 sec / C **25.5 sec / C**	88.9 sec / F 90.9 sec / F **90.9 sec / F**	50.1 sec / D 51.0 sec / D **51.5 sec / D**	52.4 sec / D 56.2 sec / E **59.9 sec / E**	84.3 sec / F 85.8 sec / F **85.8 sec / F**	49.1 sec / D 49.6 sec / D **49.8 sec / D**	41.9 sec / D 42.1 sec / D **41.9 sec / D**
5	Rock Island Rd. & Pinewalk Dr. N	TWSC	116.3 sec / F 200.6 sec / F **306.8 sec / F**		9.9 sec / A 10.0 sec / B **10.3 sec / B**	57.8 sec / F 73.7 sec / F **89.3 sec / F**	17.2 sec / C 18.6 sec / C **19.2 sec / C**		9.0 sec / A 9.3 sec / A **9.4 sec / A**	(1)		14.4 sec / B 15.6 sec / C **16.1 sec / C**	(1)	
6	Pod A Rd. & Pinewalk Dr. N	TWSC	- - **7.4 sec / A**		(2)	(1)			(2)			- - **10.1 sec / B**	(2)	(1)
7	Holiday Springs Blvd. & Pod B Rd.	TWSC	(2)			- - **9.2 sec / A**	(1)	(2)	(2)	(1)		- - **7.5 sec / A**		(2)
8	Pinewalk Dr. N & Pod C Rd.	TWSC	(2)			8.5 sec / A 8.5 sec / A **8.9 sec / A**	(2)	(1)	(2)	(1)		7.2 sec / A 7.2 sec / A **7.3 sec / A**		(2)
9	Rock Island Rd. & NW 30th St.	TWSC	35.7 sec / E 43.8 sec / E **86.4 sec / F**	9.3 sec / A 9.3 sec / A **9.5 sec / A**		105.6 sec / F 156.5 sec / F **179.6 sec / F**	18.8 sec / C 20.7 sec / C **21.0 sec / C**		8.8 sec / A 8.9 sec / A **9.1 sec / A**	(1)		13.4 sec / B 14.3 sec / B **14.5 sec / B**	(1)	
10	Pinewalk Dr. N & Pinewalk Dr. S	TWSC	7.3 sec / A 7.3 sec / A **7.4 sec / A**	(1)		7.4 sec / A 7.4 sec / A **7.4 sec / A**	(1)		8.8 sec / A 8.9 sec / A **8.9 sec / A**	(1)		10.2 sec / B 10.3 sec / B **10.7 sec / B**	(1)	
11	Rock Island Dr. & Pinewalk Dr. S	TWSC	43.5 sec / E 53.4 sec / F **60.3 sec / F**	13.8 sec / B 14.4 sec / B **15.4 sec / C**		38.6 sec / E 44.0 sec / E **48.5 sec / E**	14.1 sec / B 14.7 sec / B **14.9 sec / B**		10.3 sec / B 10.6 sec / B **10.9 sec / B**	(1)		11.8 sec / B 12.3 sec / B **12.4 sec / B**	(1)	
12	Pinewalk Dr. S & Holiday Springs Blvd.	TWSC	7.4 sec / A 7.4 sec / A **7.5 sec / A**	(1)	(2)	(2)	(1)		(2)			9.5 sec / A 9.5 sec / A **9.7 sec / A**	(2)	(1)
13	Rock Island Rd. & Holiday Springs Blvd.	Signalized	20.2 sec / C 20.9 sec / C **21.3 sec / C**	19.2 sec / C 19.8 sec / B **20.3 sec / C**	25.4 sec / C 26.3 sec / C **27.3 sec / C**	19.3 sec / B 19.9 sec / B **20.4 sec / C**	19.4 sec / B 20.0 sec / C **20.5 sec / C**		9.2 sec / A 9.8 sec / A **10.7 sec / B**	6.2 sec / A 6.6 sec / A **6.9 sec / A**	4.1 sec / A 4.2 sec / A **4.3 sec / A**	9.3 sec / A 10.1 sec / B **10.7 sec / B**	12.8 sec / B 13.6 sec / B **14.7 sec / B**	8.6 sec / A 8.7 sec / A **8.8 sec / A**
14	Riverside Dr. & Royal Palm Blvd.	Signalized	37.9 sec / D 46.4 sec / D **48.6 sec / D**	38.8 sec / D 40.6 sec / D **41.5 sec / D**	43.1 sec / D 45.9 sec / D **46.9 sec / D**	32.0 sec / C 34.8 sec / C **36.3 sec / D**	45.2 sec / D 48.4 sec / D **49.2 sec / D**	45.5 sec / D 48.7 sec / D **49.5 sec / D**	197.1 sec / F 230.2 sec / F **230.2 sec / F**	69.6 sec / E 86.1 sec / F **87.6 sec / F**	67.2 sec / E 78.0 sec / E **81.1 sec / F**	67.7 sec / E 81.7 sec / F **82.3 sec / F**	212.7 sec / F 245.6 sec / F **252.5 sec / F**	213.9 sec / F 246.8 sec / F **253.8 sec / F**
15	Rock Island Rd. & Royal Plam Blvd.	Signalized	76.0 sec / E 75.3 sec / E **74.9 sec / E**	73.8 sec / E 83.4 sec / F **83.0 sec / F**	48.8 sec / D 48.6 sec / D **48.6 sec / D**	81.1 sec / F 82.2 sec / F **82.2 sec / F**	62.9 sec / E 66.0 sec / E **67.9 sec / E**	62.2 sec / E 64.9 sec / E **69.7 sec / E**	24.0 sec / C 25.1 sec / C **25.5 sec / C**	32.8 sec / C 34.7 sec / C **35.4 sec / D**	39.2 sec / D 42.7 sec / D **43.4 sec / D**	24.6 sec / C 25.9 sec / C **26.3 sec / C**	28.2 sec / C 29.4 sec / C **29.7 sec / C**	24.5 sec / C 25.3 sec / C **25.9 sec / C**
16	Pod B Rd. & Pod A Driveway	TWSC	- - **7.3 sec / A**		(2)	(2)	(1)		(2)			- - **8.8 sec / A**	(2)	(1)

Notes: (1) Movement Operates under free-flow conditions. LOS is not defined
(2) Approach does not exist

#	Intersection	Control Type	P.M. Peak Hour Intersection Capacity Analysis by Movement Movement LOS EB Left Turn	EB Through	EB Right Turn	WB Left Turn	WB Through	WB Right Turn	NB Left Turn	NB Through	NB Right Turn	SB Left Turn	SB Through	SB Right Turn
			Existing Conditions / Future Background Conditions / **Future Total Conditions**											
1	Riverside Dr. & Sample Rd.	Signalized	97.0 sec / F 98.8 sec / F **98.8 sec / F**	51.4 sec / D 57.6 sec / E **60.7 sec / E**	55.8 sec / E 64.2 sec / E **68.2 sec / E**	182.7 sec / F 209.6 sec / F **227.6 sec / F**	36.1 sec / D 40.9 sec / D **43.2 sec / D**	38.5 sec / D 44.2 sec / D **47.2 sec / D**	44.5 sec / D 45.1 sec / D **44.3 sec / D**	49.3 sec / D 48.6 sec / D **48.4 sec / D**	85.4 sec / F 90.7 sec / F **98.6 sec / F**	40.8 sec / D 40.4 sec / D **43.6 sec / D**	54.0 sec / D 53.7 sec / D **53.0 sec / D**	49.2 sec / D 48.4 sec / D **47.8 sec / D**
2	Woodside Dr. & Sample Rd.	Signalized	110.1 sec / F 122.0 sec / F **119.9 sec / F**	47.1 sec / D 49.3 sec / D **52.9 sec / D**	47.6 sec / D 49.9 sec / D **53.5 sec / D**	88.0 sec / F 87.3 sec / F **107.4 sec / F**	27.3 sec / C 29.1 sec / C **43.6 sec / D**	28.4 sec / C 30.3 sec / C **45.9 sec / D**	57.5 sec / E 56.9 sec / E **56.5 sec / E**	69.0 sec / E 69.0 sec / E **68.9 sec / E**		57.0 sec / E 56.5 sec / E **56.4 sec / E**	61.5 sec / E 61.0 sec / E **64.9 sec / E**	64.7 sec / E 64.4 sec / E **68.9 sec / E**
3	Pod B Rd. & Sample Rd.	TWSC	(1)			(1)			(2)		- - **24.2 sec / C**	(2)		
4	Rock Island Rd. & Sample Rd.	Signalized	78.2 sec / E 78.6 sec / E **82.6 sec / F**	28.0 sec / C 31.1 sec / C **43.2 sec / D**	19.3 sec / B 20.7 sec / C **28.7 sec / C**	156.2 sec / F 188.7 sec / F **235.8 sec / F**	30.9 sec / C 34.9 sec / C **36.4 sec / D**	17.0 sec / B 18.1 sec / B **18.7 sec / B**	92.3 sec / F 94.5 sec / F **94.5 sec / F**	55.4 sec / E 54.5 sec / D **54.1 sec / D**	40.1 sec / D 39.5 sec / D **39.7 sec / D**	84.0 sec / F 80.8 sec / F **80.8 sec / F**	62.9 sec / E 62.4 sec / E **62.1 sec / E**	50.2 sec / D 48.9 sec / D **48.3 sec / D**
5	Rock Island Rd. & Pinewalk Dr. N	TWSC	29.9 sec / D 36.3 sec / E **65.7 sec / F**		9.8 sec / A 10.0 sec / B **10.3 sec / B**	23.1 sec / C 25.7 sec / D **31.9 sec / D**	11.7 sec / B 12.1 sec / B **12.2 sec / B**		11.1 sec / B 11.7 sec / B **13.0 sec / B**	(1)		9.9 sec / A 10.3 sec / B **10.4 sec / B**	(1)	
6	Pod A Rd. & Pinewalk Dr. N	TWSC	- - **7.8 sec / A**		(2)	(1)			(2)			- - **11.3 sec / B**	(2)	(1)
7	Holiday Springs Blvd. & Pod B Rd.	TWSC	(2)			- - **9.3 sec / A**	(1)	(2)	(2)	(1)		- - **7.7 sec / A**		(2)
8	Pinewalk Dr. N & Pod C Rd.	TWSC	(2)			8.6 sec / A 8.6 sec / A **9.4 sec / A**	(2)	(1)	(2)	(1)		7.3 sec / A 7.3 sec / A **7.5 sec / A**		(2)
9	Rock Island Rd. & NW 30th St.	TWSC	20.7 sec / C 22.2 sec / C **26.8 sec / D**	9.3 sec / A 9.4 sec / A **9.5 sec / A**		20.0 sec / C 20.9 sec / C **23.8 sec / C**	9.5 sec / A 9.7 sec / A **9.7 sec / A**		8.8 sec / A 9.0 sec / A **9.5 sec / A**	(1)		9.5 sec / A 9.7 sec / A **9.9 sec / A**	(1)	
10	Pinewalk Dr. N & Pinewalk Dr. S	TWSC	7.5 sec / A 7.5 sec / A **7.5 sec / A**	(1)		7.4 sec / A 7.4 sec / A **7.4 sec / A**	(1)		8.7 sec / A 8.7 sec / A **8.7 sec / A**	(1)		10.2 sec / B 10.3 sec / B **10.6 sec / B**	(1)	
11	Rock Island Dr. & Pinewalk Dr. S	TWSC	26.3 sec / D 29.2 sec / D **31.9 sec / D**	12.2 sec / B 12.6 sec / B **13.1 sec / B**		22.1 sec / C 23.5 sec / C **27.5 sec / D**	13.8 sec / B 14.4 sec / B **15.7 sec / C**		10.7 sec / B 11.1 sec / B **11.6 sec / B**	(1)		8.8 sec / A 8.8 sec / A **9.1 sec / A**	(1)	
12	Pinewalk Dr. S & Holiday Springs Blvd.	TWSC	7.5 sec / A 7.6 sec / A **7.6 sec / A**	(1)	(2)	(2)	(1)		(2)			9.4 sec / A 9.4 sec / A **9.6 sec / A**	(2)	(1)
13	Rock Island Rd. & Holiday Springs Blvd.	Signalized	32.9 sec / C 32.7 sec / C **32.3 sec / C**	31.6 sec / D 31.4 sec / C **30.9 sec / C**	37.0 sec / D 36.9 sec / D **36.8 sec / D**	32.2 sec / C 32.0 sec / C **31.5 sec / C**	32.1 sec / C 31.8 sec / C **31.4 sec / C**		5.9 sec / A 6.3 sec / A **6.9 sec / A**	0.3 sec / A 0.4 sec / A **0.4 sec / A**	0.1 sec / A 0.1 sec / A **0.1 sec / A**	7.3 sec / A 7.7 sec / A **8.1 sec / A**	9.4 sec / A 9.9 sec / A **10.8 sec / B**	6.9 sec / A 7.2 sec / A **7.5 sec / A**
14	Riverside Dr. & Royal Palm Blvd.	Signalized	90.0 sec / F 105.8 sec / F **113.3 sec / F**	63.7 sec / E 85.2 sec / F **98.1 sec / F**	70.1 sec / E 92.4 sec / F **100.0 sec / F**	65.9 sec / E 77.4 sec / E **79.2 sec / E**	149.2 sec / F 177.5 sec / F **182.2 sec / F**	152.3 sec / F 182.9 sec / F **188.1 sec / F**	120.1 sec / F 141.7 sec / F **141.7 sec / F**	43.0 sec / D 44.5 sec / D **44.6 sec / D**	41.7 sec / D 42.9 sec / D **43.7 sec / D**	42.4 sec / D 42.7 sec / D **42.8 sec / D**	120.4 sec / F 141.8 sec / F **147.2 sec / F**	121.9 sec / F 142.9 sec / F **148.3 sec / F**
15	Rock Island Rd. & Royal Plam Blvd.	Signalized	77.1 sec / E 76.2 sec / E **75.2 sec / E**	72.2 sec / E 79.0 sec / E **78.1 sec / E**	51.1 sec / D 50.9 sec / D **50.9 sec / D**	89.4 sec / F 91.2 sec / F **91.2 sec / F**	59.1 sec / E 61.1 sec / E **65.3 sec / E**	51.7 sec / D 52.1 sec / D **57.5 sec / E**	22.9 sec / C 23.9 sec / C **24.2 sec / C**	32.9 sec / C 35.0 sec / D **36.0 sec / D**	40.0 sec / D 43.9 sec / D **44.8 sec / D**	23.6 sec / C 25.0 sec / C **25.6 sec / C**	4.9 sec / A 6.2 sec / A **6.2 sec / A**	4.3 sec / A 5.4 sec / A **5.6 sec / A**
16	Pod B Rd. & Pod A Driveway	TWSC	- - **7.2 sec / A**		(2)	(2)	(1)		(2)			- - **8.5 sec / A**	(2)	(1)

Notes: (1) Movement operates under free-flow conditions. LOS is not defined
(2) Approach does not exist

APPENDIX H: TRANSIT AND MULTI-MODAL OPTIONS

For more details on our fares please visit our web site at Broward.org/BCT or call customer service: 954-357-8400.

Reading a Timetable - It's Easy

1. The map shows the exact bus route.
2. Major route intersections are called time points. Time points are shown with the symbol ☐.
3. The timetable lists major time points for bus route. Listed under time points are scheduled departure times.
4. Reading from left to right, indicates the time for each bus trip.
5. The bus picks up and drops off riders at all BCT bus stop signs along the route where there is a Broward County bus stop sign.
6. Arrive at the bus stop five minutes early. Buses operate as close to published timetables as traffic conditions allow.

Not paying your fare is a crime per Florida Statute 812.015. Violation constitutes a misdemeanor, punishable by jail time and/or a fine.

Information: 954-357-8400

Hearing-speech impaired/TTY: 954-357-8302

This publication can be made available in alternative formats upon request by contacting 954-357-8400 or TTY 954-357-8302.

This symbol is used on bus stop signs to indicate accessible bus stops.

BROWARD COUNTY FLORIDA

BROWARD COUNTY
BOARD OF COUNTY COMMISSIONERS
An equal opportunity employer and provider of services.

1,000 copies of this public document were promulgated at a gross cost of $275, or $0.275 per copy to inform the public about the Transit Division's schedule and route information. Printed 1/24

Broward County Transit

ROUTE 34 ALL WEEK SCHEDULE

Coral Ridge Drive to Federal Highway via Sample Road

Effective 1/21/24

Safety Is Our Number One Priority

Mobile Ticketing App

Now Your **Phone** Is Your **Ticket** to ride BCT! Download the App today.

MyRide BROWARD.org

Real Time Bus Information
MyRide.Broward.org

BROWARD COUNTY Transit

Broward.org/BCT
954-357-8400

MONDAY - FRIDAY

There are additional bus stops in between those listed.

EASTBOUND

To Federal Highway

SAMPLE RD. & CORAL RIDGE DR.	SAMPLE RD. & UNIVERSITY DR.	SAMPLE RD.& TURTLE CREEK RD.	SAMPLE RD. & POWERLINE RD.	POMPANO BEACH TRI-RAIL STATION	SAMPLE RD. & FEDERAL HWY.
1	**2**	**3**	**4**	**5**	**6**
5:00a	5:07a	5:16a	5:24a	5:30a	5:39a
5:24a	5:31a	5:40a	5:50a	5:56a	6:07a
5:48a	5:56a	6:08a	6:18a	6:24a	6:35a
6:10a	6:18a	6:30a	6:40a	6:47a	6:59a
6:32a	6:40a	6:53a	7:05a	7:12a	7:24a
6:54a	7:04a	7:17a	7:29a	7:36a	7:48a
7:15a	7:25a	7:38a	7:50a	7:57a	8:09a
7:36a	7:46a	7:59a	8:11a	8:18a	8:30a
7:57a	8:07a	8:20a	8:32a	8:39a	8:51a G
8:18a	8:28a	8:41a	8:53a	9:00a	9:12a
8:39a	8:49a	9:02a	9:13a	9:19a	9:31a G
8:54a	9:04a	9:16a	9:27a	9:33a	9:45a
9:09a	9:20a	9:32a	9:43a	9:49a	10:01a G
9:26a	9:37a	9:49a	10:00a	10:06a	10:18a
9:57a	10:08a	10:20a	10:31a	10:37a	10:49a
10:28a	10:39a	10:51a	11:02a	11:08a	11:20a
11:00a	11:11a	11:23a	11:34a	11:40a	11:52a
11:33a	11:44a	11:56a	12:07p	12:13p	12:25p
12:06p	12:17p	12:29p	12:40p	12:46p	12:58p
12:39p	12:50p	1:02p	1:13p	1:19p	1:31p
1:13p	1:24p	1:36p	1:47p	1:53p	2:05p
1:47p	1:58p	2:10p	2:24p	2:30p	2:45p
2:23p	2:36p	2:50p	3:04p	3:10p	3:25p
3:00p	3:13p	3:27p	3:41p	3:47p	4:02p
3:37p	3:50p	4:04p	4:18p	4:24p	4:39p
4:14p	4:27p	4:41p	4:55p	5:01p	5:15p
4:38p	4:51p	5:05p	5:18p	5:24p	5:36p
4:58p	5:11p	5:25p	5:37p	5:43p	5:55p
5:19p	5:29p	5:43p	5:55p	6:01p	6:13p
5:40p	5:50p	6:04p	6:16p	6:22p	6:34p
6:01p	6:11p	6:25p	6:37p	6:43p	6:55p G
6:22p	6:32p	6:46p	6:58p	7:04p	7:16p
6:47p	6:57p	7:11p	7:20p	7:24p	7:35p G
7:18p	7:26p	7:36p	7:45p	7:49p	8:00p
7:58p	8:06p	8:16p	8:25p	8:29p	8:40p
8:38p	8:46p	8:56p	9:05p	9:09p	9:20p
9:18p	9:26p	9:36p	9:45p	9:49p	10:00p
10:00p	10:08p	10:18p	10:27p	10:31p	10:42p G

WESTBOUND

To Coral Ridge Drive

SAMPLE RD. & FEDERAL HWY.	POMPANO BEACH TRI-RAIL STATION	SAMPLE RD.& POWERLINE RD.	SAMPLE RD. & TURTLE CREEK RD.	SAMPLE RD. & UNIVERSITY DR.	SAMPLE RD. & CORAL RIDGE DR.
6	**5**	**4**	**3**	**2**	**1**
5:10a	5:22a	5:31a	5:40a	5:49a	5:58a
5:49a	6:01a	6:10a	6:19a	6:30a	6:44a
6:17a	6:31a	6:40a	6:50a	7:01a	7:15a
6:45a	6:59a	7:08a	7:18a	7:29a	7:43a
7:10a	7:24a	7:33a	7:43a	7:54a	8:08a
7:34a	7:48a	7:57a	8:07a	8:17a	8:29a
7:49a	8:03a	8:12a	8:22a	8:31a	8:43a
8:05a	8:19a	8:28a	8:38a	8:47a	8:59a
8:22a	8:36a	8:45a	8:55a	9:04a	9:16a
8:53a	9:07a	9:16a	9:26a	9:35a	9:47a
9:24a	9:38a	9:47a	9:57a	10:06a	10:18a
9:56a	10:10a	10:19a	10:29a	10:38a	10:50a
10:28a	10:42a	10:51a	11:01a	11:10a	11:22a
10:59a	11:13a	11:22a	11:33a	11:42a	11:55a
11:30a	11:46a	11:56a	12:07p	12:16p	12:29p
12:03p	12:19p	12:29p	12:40p	12:49p	1:02p
12:36p	12:52p	1:02p	1:13p	1:22p	1:35p
1:09p	1:25p	1:35p	1:46p	1:55p	2:08p
1:44p	2:00p	2:11p	2:23p	2:35p	2:50p
2:19p	2:37p	2:48p	3:00p	3:12p	3:27p
2:55p	3:13p	3:24p	3:36p	3:48p	4:03p
3:20p	3:38p	3:49p	4:01p	4:13p	4:28p
3:40p	3:58p	4:09p	4:21p	4:33p	4:48p
4:01p	4:19p	4:30p	4:42p	4:54p	5:09p
4:22p	4:40p	4:51p	5:03p	5:15p	5:30p
4:43p	5:01p	5:12p	5:24p	5:36p	5:51p
5:04p	5:22p	5:33p	5:45p	5:57p	6:12p
5:25p	5:43p	5:54p	6:06p	6:18p	6:33p
5:46p	6:04p	6:15p	6:26p	6:35p	6:50p G
6:07p	6:24p	6:32p	6:42p	6:51p	7:06p
6:28p	6:44p	6:52p	7:02p	7:11p	7:26p G
6:50p	7:06p	7:14p	7:24p	7:33p	7:48p
7:30p	7:46p	7:54p	8:04p	8:13p	8:25p
8:10p	8:24p	8:33p	8:41p	8:49p	9:01p
8:50p	9:03p	9:12p	9:20p	9:28p	9:40p
9:30p	9:43p	9:52p	10:00p	10:08p	10:20p G
10:10p	10:23p	10:32p	10:40p	10:48p	11:00p G

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP • **Times with the letter "G" after them indicate bus returns to garage.**

SATURDAY

EASTBOUND

To Federal Highway

SAMPLE RD. & CORAL RIDGE DR.	SAMPLE RD. & UNIVERSITY DR.	SAMPLE RD.& TURTLE CREEK RD.	SAMPLE RD. & POWERLINE RD.	POMPANO BEACH TRI-RAIL STATION	SAMPLE RD. & FEDERAL HWY.
1	**2**	**3**	**4**	**5**	**6**
5:40a	5:47a	5:54a	6:01a	6:07a	6:17a
6:20a	6:27a	6:34a	6:41a	6:47a	6:57a
7:05a	7:15a	7:25a	7:35a	7:41a	7:51a
7:50a	8:00a	8:10a	8:20a	8:26a	8:36a
8:35a	8:45a	8:55a	9:05a	9:11a	9:21a
9:20a	9:30a	9:40a	9:50a	9:56a	10:06a
10:05a	10:15a	10:25a	10:35a	10:41a	10:51a
10:50a	11:00a	11:12a	11:24a	11:31a	11:43a
11:35a	11:46a	11:59a	12:11p	12:18p	12:30p
12:20p	12:31p	12:42p	12:54p	1:01p	1:13p
1:05p	1:16p	1:27p	1:39p	1:46p	1:58p
1:53p	2:04p	2:15p	2:27p	2:34p	2:46p
2:43p	2:54p	3:05p	3:17p	3:24p	3:36p
3:28p	3:39p	3:50p	4:02p	4:09p	4:21p
4:13p	4:24p	4:35p	4:47p	4:54p	5:06p
4:58p	5:09p	5:20p	5:32p	5:39p	5:49p
5:38p	5:48p	5:59p	6:10p	6:16p	6:26p
6:22p	6:32p	6:43p	6:54p	7:00p	7:10p
7:07p	7:15p	7:24p	7:33p	7:38p	7:48p
8:00p	8:08p	8:17p	8:26p	8:31p	8:41p
9:00p	9:08p	9:17p	9:26p	9:31p	9:41p
10:00p	10:08p	10:17p	10:26p	10:31p	10:41p G

WESTBOUND

To Coral Ridge Drive

SAMPLE RD. & FEDERAL HWY.	POMPANO BEACH TRI-RAIL STATION	SAMPLE RD.& POWERLINE RD.	SAMPLE RD. & TURTLE CREEK RD.	SAMPLE RD. & UNIVERSITY DR.	SAMPLE RD. & CORAL RIDGE DR.
6	**5**	**4**	**3**	**2**	**1**
5:55a	6:08a	6:14a	6:22a	6:30a	6:42a
6:40a	6:53a	6:59a	7:07a	7:15a	7:27a
7:25a	7:38a	7:44a	7:52a	8:00a	8:12a
8:10a	8:23a	8:29a	8:39a	8:48a	9:00a
8:55a	9:10a	9:17a	9:27a	9:36a	9:48a
9:40a	9:55a	10:03a	10:15a	10:23a	10:35a
10:25a	10:41a	10:51a	11:03a	11:11a	11:23a
11:10a	11:26a	11:36a	11:48a	11:56a	12:08p
11:55a	12:11p	12:21p	12:33p	12:41p	12:53p
12:45p	1:01p	1:11p	1:23p	1:31p	1:43p
1:35p	1:51p	2:01p	2:13p	2:21p	2:33p
2:20p	2:36p	2:46p	2:58p	3:06p	3:18p
3:05p	3:21p	3:31p	3:43p	3:51p	4:03p
3:50p	4:06p	4:16p	4:28p	4:37p	4:48p
4:32p	4:49p	4:57p	5:08p	5:17p	5:28p
5:16p	5:33p	5:41p	5:52p	6:01p	6:12p
5:59p	6:16p	6:24p	6:35p	6:44p	6:55p
6:39p	6:56p	7:04p	7:15p	7:24p	7:35p
7:19p	7:36p	7:44p	7:55p	8:04p	8:16p G
7:59p	8:14p	8:22p	8:30p	8:38p	8:50p
8:55p	9:10p	9:18p	9:26p	9:34p	9:46p
9:55p	10:10p	10:18p	10:26p	10:34p	10:46p G

SUNDAY

EASTBOUND

To Federal Highway

SAMPLE RD. & CORAL RIDGE DR.	SAMPLE RD. & UNIVERSITY DR.	SAMPLE RD.& TURTLE CREEK RD.	SAMPLE RD. & POWERLINE RD.	POMPANO BEACH TRI-RAIL STATION	SAMPLE RD. & FEDERAL HWY.
1	**2**	**3**	**4**	**5**	**6**
8:00a	8:09a	8:20a	8:29a	8:34a	8:44a
8:50a	8:59a	9:10a	9:19a	9:24a	9:34a
9:30a	9:39a	9:50a	9:59a	10:04a	10:14a
10:05a	10:14a	10:25a	10:34a	10:39a	10:49a
10:48a	10:57a	11:08a	11:17a	11:22a	11:33a
11:30a	11:40a	11:51a	12:01p	12:06p	12:17p
12:12p	12:22p	12:33p	12:43p	12:48p	12:59p
12:54p	1:04p	1:15p	1:25p	1:30p	1:41p
1:36p	1:46p	1:57p	2:07p	2:12p	2:23p
2:18p	2:28p	2:39p	2:49p	2:54p	3:05p
3:00p	3:10p	3:21p	3:31p	3:36p	3:47p
3:42p	3:52p	4:03p	4:13p	4:18p	4:28p
4:22p	4:32p	4:42p	4:51p	4:56p	5:06p
5:02p	5:12p	5:22p	5:31p	5:36p	5:46p
5:43p	5:53p	6:03p	6:12p	6:17p	6:27p
6:24p	6:34p	6:44p	6:53p	6:58p	7:08p
7:05p	7:15p	7:25p	7:34p	7:39p	7:49p

WESTBOUND

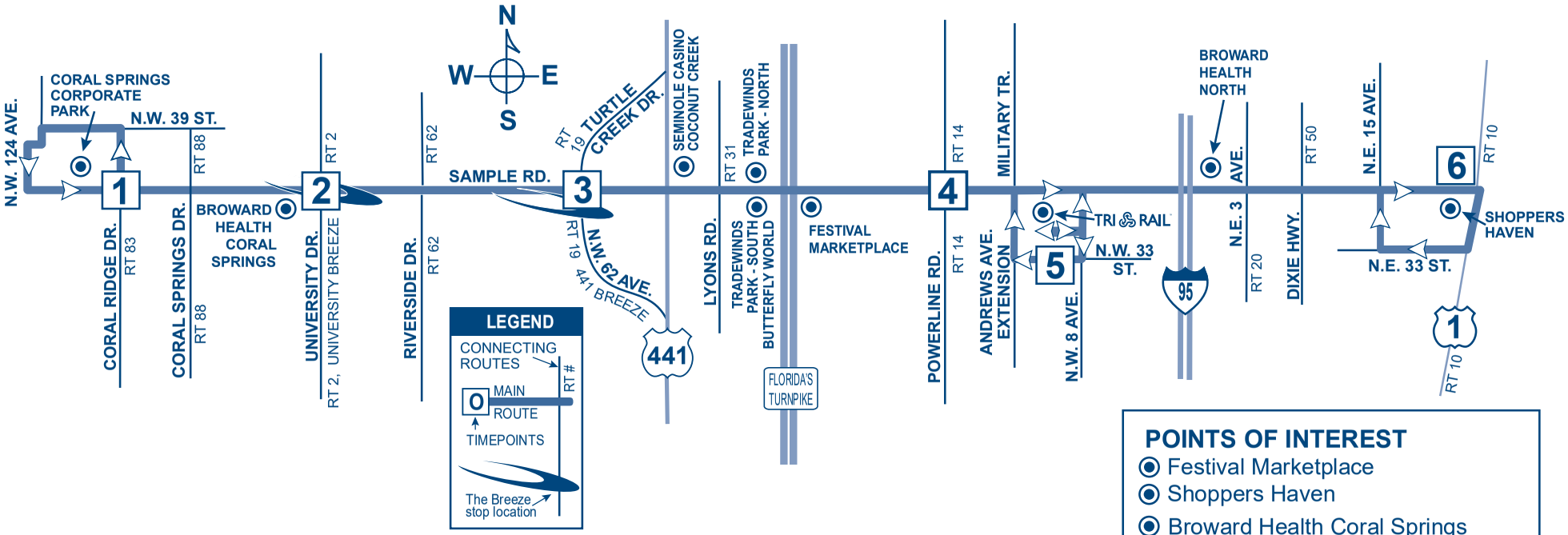
To Coral Ridge Drive

SAMPLE RD. & FEDERAL HWY.	POMPANO BEACH TRI-RAIL STATION	SAMPLE RD.& POWERLINE RD.	SAMPLE RD. & TURTLE CREEK RD.	SAMPLE RD. & UNIVERSITY DR.	SAMPLE RD. & CORAL RIDGE DR.
6	**5**	**4**	**3**	**2**	**1**
7:53a	8:07a	8:13a	8:20a	8:28a	8:41a
8:53a	9:07a	9:13a	9:20a	9:28a	9:41a
9:44a	9:58a	10:06a	10:17a	10:26a	10:38a
10:26a	10:40a	10:48a	10:59a	11:08a	11:20a
11:01a	11:15a	11:23a	11:34a	11:43a	11:55a
11:43a	11:57a	12:05p	12:16p	12:25p	12:37p
12:27p	12:41p	12:49p	1:00p	1:09p	1:21p
1:11p	1:25p	1:32p	1:42p	1:51p	2:03p
1:53p	2:07p	2:14p	2:24p	2:33p	2:45p
2:35p	2:49p	2:56p	3:06p	3:15p	3:27p
3:17p	3:31p	3:38p	3:48p	3:57p	4:09p
3:59p	4:13p	4:20p	4:30p	4:39p	4:51p
4:40p	4:54p	5:01p	5:11p	5:20p	5:32p
5:20p	5:34p	5:41p	5:51p	6:00p	6:12p
6:00p	6:14p	6:21p	6:31p	6:40p	6:52p
6:40p	6:54p	7:01p	7:11p	7:20p	7:32p G
7:20p	7:34p	7:41p	7:51p	8:00p	8:12p G
8:00p	8:14p	8:21p	8:31p	8:40p	8:52p G

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP • **Times with the letter "G" after them indicate bus returns to garage.**

ROUTE 34

Coral Ridge Drive
to Federal Highway
via Sample Road



Due to COVID-19, some Breeze services may be suspended. Please contact BCT Customer Service or visit our website for the latest service updates.

POINTS OF INTEREST

- Festival Marketplace
- Shoppers Haven
- Broward Health Coral Springs
- Broward Health North
- Tradewinds Park - North and South
- Butterfly World
- Seminole Casino Coconut Creek
- Tri-Rail
- Coral Springs Corporate Park

Customer Service

Monday - Friday.....7 am - 7:45 pm
Saturday, Sunday and Holidays.....8:30 am - 4:45 pm

Transit Operations Agents help with:

- Trip planning
- Routes, times and transfer information
- Identifying Bus Pass sales locations
- Special event information

Lost and Found: 954-357-8400, Monday, Tuesday, Thursday and Friday, 9:00 am - 4:00 pm

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

New Year's Day	Labor Day	Memorial Day
Independence Day	Thanksgiving Day	Christmas Day

Fares

Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Premium Express, Senior/Youth/Disabled/Medicare.* Children (under 40 inches ride FREE)

Fare Deals

All Day Bus Pass offers unlimited rides on all routes. On sale aboard all BCT buses.

NOTE: Other cost saving passes cannot be purchased on BCT buses, but are available at the Central Bus Terminal and at authorized distributors.

10 Ride Pass: 10 Rides any time, any day. Expires after the tenth ride is taken.

7 Day Pass: Unlimited rides for seven consecutive days. Starts on the first day card is used. Expires after the seventh day.

31 Day Adult Pass: Unlimited rides for 31 consecutive days. Starts on the first day card is used.

31 Day Reduced Pass: Youth*, Seniors*, Disabled*, Medicare*, College Student*. Unlimited rides for 31 consecutive days. Starts on the first day card is used.

****Premium Express 10 Ride Pass:** 10 rides any time, any day. Expires after tenth ride is taken.

****Premium Express 31 Day Pass:** Unlimited rides for 31 consecutive days. Starts on the first day card is used.

Bus Passes are not exchangeable, refundable or transferrable. Damaged cards are invalid. Lost, stolen or damaged cards will not be replaced.

*NOTICE: Proof of age is required for Youth fare (18 years or younger) and for Senior fare (65 years or older). For College Student Bus Pass, a college photo ID card is required. For Disabled and Medicare fare, proof of disability (Medicare card) and photo I.D. is required. Eligible Senior fare patrons are encouraged to acquire their BCT Reduced Fare Photo ID cards.

** Premium Bus Pass can be purchased online at Broward.org/BCT and at select Broward County library locations.

PROTECTIONS OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AS AMENDED

Any person(s) or group(s) who believes that they have been subjected to discrimination because of race, color, or national origin, under any transit program or activity provided by Broward County Transit (BCT), may call 954-357-8481 to file a Title VI discrimination complaint or write to Broward County Transit Division, Compliance Manager, 1 N. University Drive, Suite 3100A, Plantation, FL 33324

TRANSIT WATCH

WHEN IT COMES TO OUR SAFETY, WE CAN ALWAYS USE AN EXTRA PAIR OF EYES AND EARS. BE ALERT. CALL 954-357-LOOK (5665). TELL US.

TRANSFER POLICY - EFFECTIVE 7/10/11

TRANSFERS BETWEEN REGULAR BCT BUS SERVICE AND BCT EXPRESS BUS SERVICE

Passengers using any BCT bus pass and transferring from a regular BCT route, to an Express bus route, must pay a $1.00 upgrade fee. Passengers with a Premium bus pass do not have to pay the $1.00 upgrade fee.

Passengers paying with cash, on a regular BCT bus route, will not be able to transfer to an Express bus route without paying the full premium fare when boarding the Express bus.

Passengers using an All-Day bus pass will be required to pay the $1.00 upgrade fee when boarding Express buses.

PREMIUM BUS PASS CUSTOMERS

The BCT 31-Day Premium Bus Pass is acceptable on all BCT regular bus routes.

TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When boarding a BCT bus, passenger pays the appropriate BCT fare and may request a transfer from the bus operator if transferring to Miami-Dade Transit (MDT), Palm Tran or Tri-Rail.

TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When transferring from MDT, Palm Tran and Tri-Rail to BCT regular fixed-route bus service, passenger pays $.50 with a transfer issued by MDT or Palm Tran and proof of fare payment such as Easy Card and receipt issued by Tri-Rail. Tri-Rail passengers boarding BCT at any locations other than at a Tri-Rail station will be required to pay the full fare.

TRANSFERS BETWEEN OTHER SOUTH FLORIDA TRANSIT SYSTEMS AND PREMIUM EXPRESS BUS SERVICE

Transfers to MDT or Tri-Rail from Premium Express Service, a transfer is issued and passenger must pay appropriate MDT or Tri-Rail fare.

Transfer from MDT or Tri-Rail to Premium Express Service, a $.50 transfer fee is required with the appropriate transfer from MDT or Tri-Rail.

The Premium Express Service does not connect with Palm Tran.

The Easy Card issued by MDT and Tri-Rail is not accepted as payment on any BCT bus.

For more details on our fares please visit our web site at Broward.org/BCT or call customer service: 954-357-8400.

Reading A Timetable - It's Easy

1. The map shows the exact bus route.
2. Major route intersections are called time points. Time points are shown with the symbol ☐.
3. The timetable lists major time points for bus route. Listed under time points are scheduled departure times.
4. Reading from left to right, indicates the time for each bus trip.
5. The bus picks up and drops off riders at all BCT bus stop signs along the route where there is a Broward County bus stop sign.
6. Arrive at the bus stop five minutes early. Buses operate as close to published timetables as traffic conditions allow.

Not paying your fare is a crime per Florida Statute 812.015. Violation constitutes a misdemeanor, punishable by jail time and/or a fine.

Information: 954-357-8400

Hearing-speech impaired/TTY: 954-357-8302

This publication can be made available in alternative formats upon request by contacting 954-357-8400 or TTY 954-357-8302.

This symbol is used on bus stop signs to indicate accessible bus stops.

BROWARD COUNTY FLORIDA

BROWARD COUNTY
BOARD OF COUNTY COMMISSIONERS
An equal opportunity employer and provider of services.

1,000 copies of this public document were promulgated at a gross cost of $170, or $.17 per copy to inform the public about the Transit Division's schedule and route information. Printed 1/22

Broward County Transit

ROUTE 83 ALL WEEK SCHEDULE

Coral Ridge Drive and Sample Road
to Pompano Citi Centre
via Royal Palm Boulevard/Copans Road

Effective 1/23/22

Safety Is Our Number One Priority

Real Time Bus Information
MyRide.Broward.org

MyRide BROWARD.org

BROWARD COUNTY Transit

Broward.org/BCT
954-357-8400

Route 83

BROWARD COUNTY TRANSIT

Coral Ridge Drive and Sample Road
to Pompano Citi Centre

via Royal Palm Boulevard/ Copans Road

MONDAY - FRIDAY There are additional bus stops in between those listed.

EASTBOUND

To Pompano Citi Centre

CORAL RIDGE DR. & SAMPLE RD.	ST. ANDREWS TOWERS	ROYAL PLAM BLVD. & UNIVERSITY DR.	COPANS RD. & HWY 441	COPANS RD. & POWERLINE RD.	COPANS RD. & US 1
1	**2**	**3**	**4**	**5**	**6**
5:38a		5:50a	6:02a	6:12a	6:23a
6:38a		6:50a	7:02a	7:12a	7:23a
7:16a	7:26a	7:31a	7:43a	7:54a	8:06a
8:01a	8:12a	8:17a	8:29a	8:39a	8:50a
8:47a	8:58a	9:03a	9:14a	9:24a	9:35a
9:30a	9:40a	9:45a	9:55a	10:05a	10:16a
10:12a	10:22a	10:27a	10:37a	10:47a	10:58a
10:55a	11:05a	11:10a	11:20a	11:30a	11:41a
11:38a	11:48a	11:53a	12:03p	12:13p	12:24p
12:22p	12:32p	12:37p	12:48p	12:58p	1:09p
1:07p	1:17p	1:22p	1:33p	1:43p	1:54p
1:55p	2:06p	2:11p	2:23p	2:34p	2:47p
2:40p	2:50p	2:55p	3:06p	3:16p	3:27p
3:24p	3:34p	3:39p	3:50p	4:00p	4:13p G
4:14p	4:25p	4:30p	4:42p	4:53p	5:06p G
4:59p	5:10p	5:15p	5:27p	5:37p	5:49p
5:55p	6:05p	6:10p	6:21p	6:31p	6:43p
6:41p	6:51p	6:56p	7:06p	7:15p	7:26p
7:19p	7:29p	7:34p	7:44p	7:53p	8:04p
8:03p		8:13p	8:23p	8:32p	8:42p
8:48p		8:58p	9:08p	9:17p	9:27p G

WESTBOUND

To Coral Ridge Drive & Sample Road

COPANS RD. & US 1	COPANS RD. & POWERLINE RD.	COPANS RD. & HWY 441	ROYAL PLAM BLVD. & UNIVERSITY DR.	ST. ANDREWS TOWERS	CORAL RIDGE DR. & SAMPLE RD.
6	**5**	**4**	**3**	**2**	**1**
5:38a	5:53a	6:02a	6:11a		6:27a
6:16a	6:31a	6:40a	6:49a		7:05a
6:55a	7:11a	7:19a	7:29a	7:33a	7:47a
7:38a	7:56a	8:05a	8:15a	8:19a	8:33a
8:21a	8:40a	8:49a	8:58a	9:02a	9:16a
9:04a	9:22a	9:31a	9:40a	9:44a	9:58a
9:47a	10:05a	10:14a	10:23a	10:27a	10:41a
10:30a	10:48a	10:57a	11:06a	11:10a	11:24a
11:14a	11:32a	11:41a	11:50a	11:54a	12:08p
11:58a	12:16p	12:26p	12:35p	12:39p	12:53p
12:42p	1:01p	1:12p	1:22p	1:26p	1:41p
1:26p	1:46p	1:57p	2:07p	2:11p	2:26p
2:12p	2:31p	2:41p	2:51p	2:55p	3:10p
2:58p	3:17p	3:29p	3:41p	3:45p	4:01p
3:44p	4:04p	4:15p	4:26p	4:30p	4:47p
4:32p	4:52p	5:06p	5:19p	5:23p	5:42p
5:20p	5:41p	5:54p	6:06p	6:10p	6:28p
6:05p	6:23p	6:34p	6:46p	6:50p	7:06p
6:55p	7:13p	7:24p	7:34p	7:38p	7:52p
7:38p	7:56p	8:07p	8:17p	8:21p	8:35p
8:17p	8:32p	8:41p	8:50p		9:06p G
8:48p	9:03p	9:12p	9:21p		9:37p G

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter "G" after them indicate bus returns to garage.

SATURDAY

EASTBOUND

To Pompano Citi Centre

CORAL RIDGE DR. & SAMPLE RD.	ST. ANDREWS TOWERS	ROYAL PLAM BLVD. & UNIVERSITY DR.	COPANS RD. & HWY 441	COPANS RD. & POWERLINE RD.	COPANS RD. & US 1
1	**2**	**3**	**4**	**5**	**6**
6:12a		6:22a	6:30a	6:38a	6:47a
7:12a	7:22a	7:26a	7:35a	7:44a	7:54a
8:12a	8:22a	8:26a	8:35a	8:44a	8:54a
9:12a	9:22a	9:26a	9:35a	9:44a	9:54a
10:12a	10:22a	10:26a	10:35a	10:44a	10:54a
11:12a	11:22a	11:26a	11:35a	11:44a	11:54a
12:12p	12:22p	12:26p	12:35p	12:44p	12:54p
1:12p	1:22p	1:26p	1:35p	1:44p	1:54p
2:12p	2:22p	2:26p	2:35p	2:44p	2:54p
3:12p	3:22p	3:26p	3:35p	3:44p	3:54p
4:12p	4:22p	4:26p	4:35p	4:44p	4:54p
5:12p	5:22p	5:26p	5:35p	5:44p	5:54p
6:12p	6:22p	6:26p	6:35p	6:44p	6:54p
7:12p	7:22p	7:26p	7:34p	7:42p	7:51p
8:12p		8:22p	8:30p	8:38p	8:47p G

WESTBOUND

To Coral Ridge Drive & Sample Road

COPANS RD. & US 1	COPANS RD. & POWERLINE RD.	COPANS RD. & HWY 441	ROYAL PLAM BLVD. & UNIVERSITY DR.	ST. ANDREWS TOWERS	CORAL RIDGE DR. & SAMPLE RD.
6	**5**	**4**	**3**	**2**	**1**
6:15a	6:26a	6:34a	6:42a		6:57a
7:06a	7:20a	7:28a	7:36a	7:40a	7:55a
8:06a	8:21a	8:30a	8:39a	8:43a	8:58a
9:06a	9:21a	9:30a	9:39a	9:43a	9:58a
10:06a	10:22a	10:31a	10:40a	10:44a	10:59a
11:06a	11:22a	11:31a	11:40a	11:44a	11:59a
12:06p	12:23p	12:32p	12:41p	12:45p	1:00p
1:06p	1:23p	1:32p	1:41p	1:45p	2:00p
2:06p	2:23p	2:32p	2:41p	2:45p	3:01p
3:06p	3:23p	3:32p	3:41p	3:45p	4:00p
4:06p	4:23p	4:35p	4:45p	4:49p	5:04p
5:06p	5:21p	5:30p	5:39p	5:43p	5:58p
6:06p	6:21p	6:30p	6:39p	6:43p	6:58p
7:06p	7:21p	7:30p	7:39p	7:43p	7:58p
8:06p	8:17p	8:25p	8:33p		8:48p G

SUNDAY

EASTBOUND

To Pompano Citi Centre

CORAL RIDGE DR. & SAMPLE RD.	ST. ANDREWS TOWERS	ROYAL PLAM BLVD. & UNIVERSITY DR.	COPANS RD. & HWY 441	COPANS RD. & POWERLINE RD.	COPANS RD. & US 1
1	**2**	**3**	**4**	**5**	**6**
9:05a	9:15a	9:19a	9:27a	9:35a	9:44a
10:05a	10:15a	10:19a	10:27a	10:35a	10:44a
11:05a	11:15a	11:19a	11:28a	11:37a	11:47a
12:05p	12:15p	12:19p	12:28p	12:37p	12:47p
1:05p	1:15p	1:19p	1:28p	1:37p	1:47p
2:05p	2:15p	2:19p	2:28p	2:37p	2:47p
3:05p	3:15p	3:19p	3:28p	3:37p	3:47p
4:05p	4:15p	4:19p	4:28p	4:37p	4:47p
5:05p	5:15p	5:19p	5:28p	5:37p	5:47p
6:05p	6:15p	6:19p	6:28p	6:37p	6:47p
7:05p	7:15p	7:19p	7:27p	7:35p	7:44p G

WESTBOUND

To Coral Ridge Drive & Sample Road

COPANS RD. & US 1	COPANS RD. & POWERLINE RD.	COPANS RD. & HWY 441	ROYAL PLAM BLVD. & UNIVERSITY DR.	ST. ANDREWS TOWERS	CORAL RIDGE DR. & SAMPLE RD.
6	**5**	**4**	**3**	**2**	**1**
9:00a	9:15a	9:23a	9:31a	9:35a	9:50a
10:00a	10:15a	10:23a	10:33a	10:37a	10:52a
11:00a	11:15a	11:24a	11:33a	11:37a	11:52a
12:00p	12:15p	12:24p	12:33p	12:37p	12:52p
1:00p	1:15p	1:24p	1:33p	1:37p	1:52p
2:00p	2:15p	2:27p	2:36p	2:40p	2:55p
3:00p	3:14p	3:23p	3:32p	3:36p	3:51p
4:00p	4:14p	4:23p	4:32p	4:36p	4:51p
5:00p	5:14p	5:24p	5:33p	5:37p	5:52p
6:00p	6:14p	6:23p	6:32p	6:36p	6:51p
7:00p	7:14p	7:23p	7:32p	7:36p	7:48p G

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

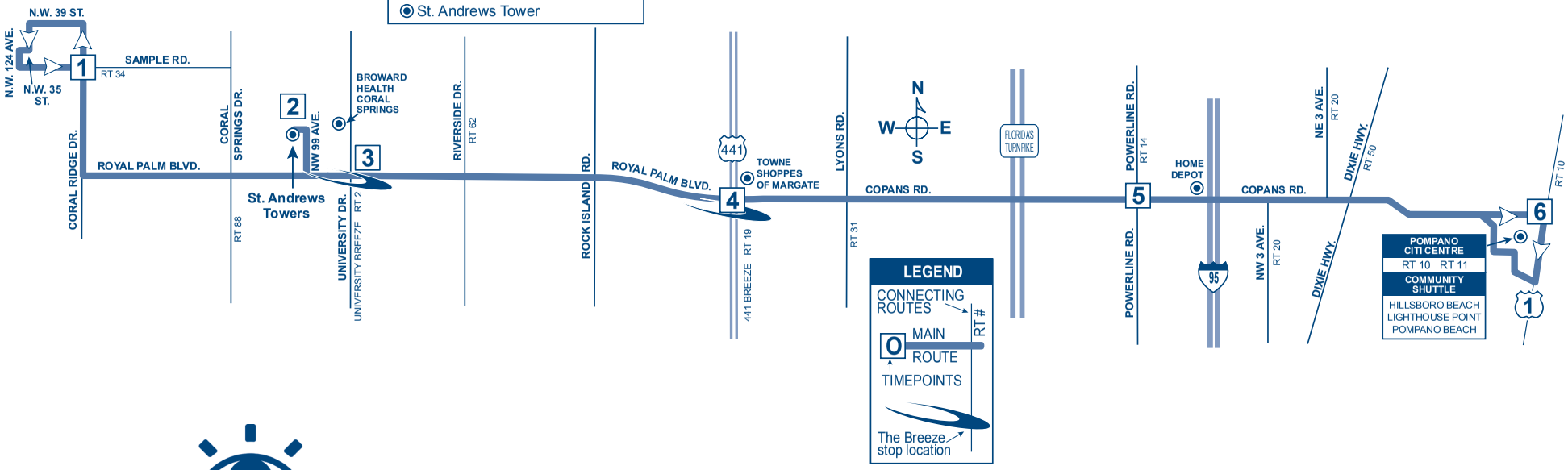
Times with the letter "G" after them indicate bus returns to garage.

ROUTE 83

Sample Road and Coral Ridge Drive to
Pompano Citi Centre
via Royal Palm Boulevard/Copans Road

POINTS OF INTEREST

- Pompano Citi Centre
- Broward Health Coral Springs
- Towne Shoppes of Margate
- Home Depot
- St. Andrews Tower



TRANSIT WATCH

WHEN IT COMES TO OUR SAFETY, WE CAN ALWAYS USE AN EXTRA PAIR OF EYES AND EARS. BE ALERT. CALL 954-357-LOOK (5665). TELL US.

Customer Service

Monday - Friday.....7 am - 7:45 pm
Saturday, Sunday and Holidays.....8:30 am - 4:45 pm

Transit Operations Agents help with:

- Trip planning
- Routes, times and transfer information
- Identifying Bus Pass sales locations
- Special event information

Lost and Found: 954-357-8400, Monday, Tuesday, Thursday and Friday, 9:00 am - 4:00 pm

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

New Year's Day	Labor Day	Memorial Day
Independence Day	Thanksgiving Day	Christmas Day

Fares

Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Premium Express, Senior/Youth/Disabled/Medicare.* Children (under 40 inches ride FREE)

Fare Deals

All Day Bus Pass offers unlimited rides on all routes. On sale aboard all BCT buses.

NOTE: Other cost saving passes cannot be purchased on BCT buses, but are available at the Central Bus Terminal and at authorized distributors.

10 Ride Pass: 10 Rides any time, any day. Expires after the tenth ride is taken.

7 Day Pass: Unlimited rides for seven consecutive days. Starts on the first day card is used. Expires after the seventh day.

31 Day Adult Pass: Unlimited rides for 31 consecutive days. Starts on the first day card is used.

31 Day Reduced Pass: Youth*, Seniors*, Disabled*, Medicare*, College Student*. Unlimited rides for 31 consecutive days. Starts on the first day card is used.

****Premium Express 10 Ride Pass:** 10 rides any time, any day. Expires after tenth ride is taken.

****Premium Express 31 Day Pass:** Unlimited rides for 31 consecutive days. Starts on the first day card is used.

Bus Passes are not exchangeable, refundable or transferrable. Damaged cards are invalid. Lost, stolen or damaged cards will not be replaced.

*NOTICE: Proof of age is required for Youth fare (18 years or younger) and for Senior fare (65 years or older). For College Student Bus Pass, a college photo ID card is required. For Disabled and Medicare fare, proof of disability (Medicare card) and photo I.D. is required. Eligible Senior fare patrons are encouraged to acquire their BCT Reduced Fare Photo ID cards.

** Premium Bus Pass can be purchased online at Broward.org/BCT and at select Broward County library locations.

PROTECTIONS OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AS AMENDED

Any person(s) or group(s) who believes that they have been subjected to discrimination because of race, color, or national origin, under any transit program or activity provided by Broward County Transit (BCT), may call 954-357-8481 to file a Title VI discrimination complaint or write to Broward County Transit Division, Compliance Manager, 1 N. University Drive, Suite 3100A, Plantation, FL 33324

TRANSIT WATCH

WHEN IT COMES TO OUR SAFETY, WE CAN ALWAYS USE AN EXTRA PAIR OF EYES AND EARS. BE ALERT. CALL 954-357-LOOK (5665). TELL US.

TRANSFER POLICY - EFFECTIVE 7/10/11

TRANSFERS BETWEEN REGULAR BCT BUS SERVICE AND BCT EXPRESS BUS SERVICE

Passengers using any BCT bus pass and transferring from a regular BCT route, to an Express bus route, must pay a $1.00 upgrade fee. Passengers with a Premium bus pass do not have to pay the $1.00 upgrade fee.

Passengers paying with cash, on a regular BCT bus route, will not be able to transfer to an Express bus route without paying the full premium fare when boarding the Express bus.

Passengers using an All-Day bus pass will be required to pay the $1.00 upgrade fee when boarding Express buses.

PREMIUM BUS PASS CUSTOMERS

The BCT 31-Day Premium Bus Pass is acceptable on all BCT regular bus routes.

TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When boarding a BCT bus, passenger pays the appropriate BCT fare and may request a transfer from the bus operator if transferring to Miami-Dade Transit (MDT), Palm Tran or Tri-Rail.

TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When transferring from MDT, Palm Tran and Tri-Rail to BCT regular fixed-route bus service, passenger pays $.50 with a transfer issued by MDT or Palm Tran and proof of fare payment such as Easy Card and receipt issued by Tri-Rail. Tri-Rail passengers boarding BCT at any locations other than at a Tri-Rail station will be required to pay the full fare.

TRANSFERS BETWEEN OTHER SOUTH FLORIDA TRANSIT SYSTEMS AND PREMIUM EXPRESS BUS SERVICE

Transfers to MDT or Tri-Rail from Premium Express Service, a transfer is issued and passenger must pay appropriate MDT or Tri-Rail fare.

Transfer from MDT or Tri-Rail to Premium Express Service, a $.50 transfer fee is required with the appropriate transfer from MDT or Tri-Rail.

The Premium Express Service does not connect with Palm Tran.

The Easy Card issued by MDT and Tri-Rail is not accepted as payment on any BCT bus.