

TRAFFIC IMPACT ANALYSIS

CAROLINA CLUB MARGATE, FL

July 9, 2025
Kimley-Horn Project #241158000

Kimley»Horn

CAROLINA CLUB MARGATE, FL

Traffic Impact Analysis

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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 57,500 square feet of commercial use, 507 multi-family mid-rise residential units, and 377 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

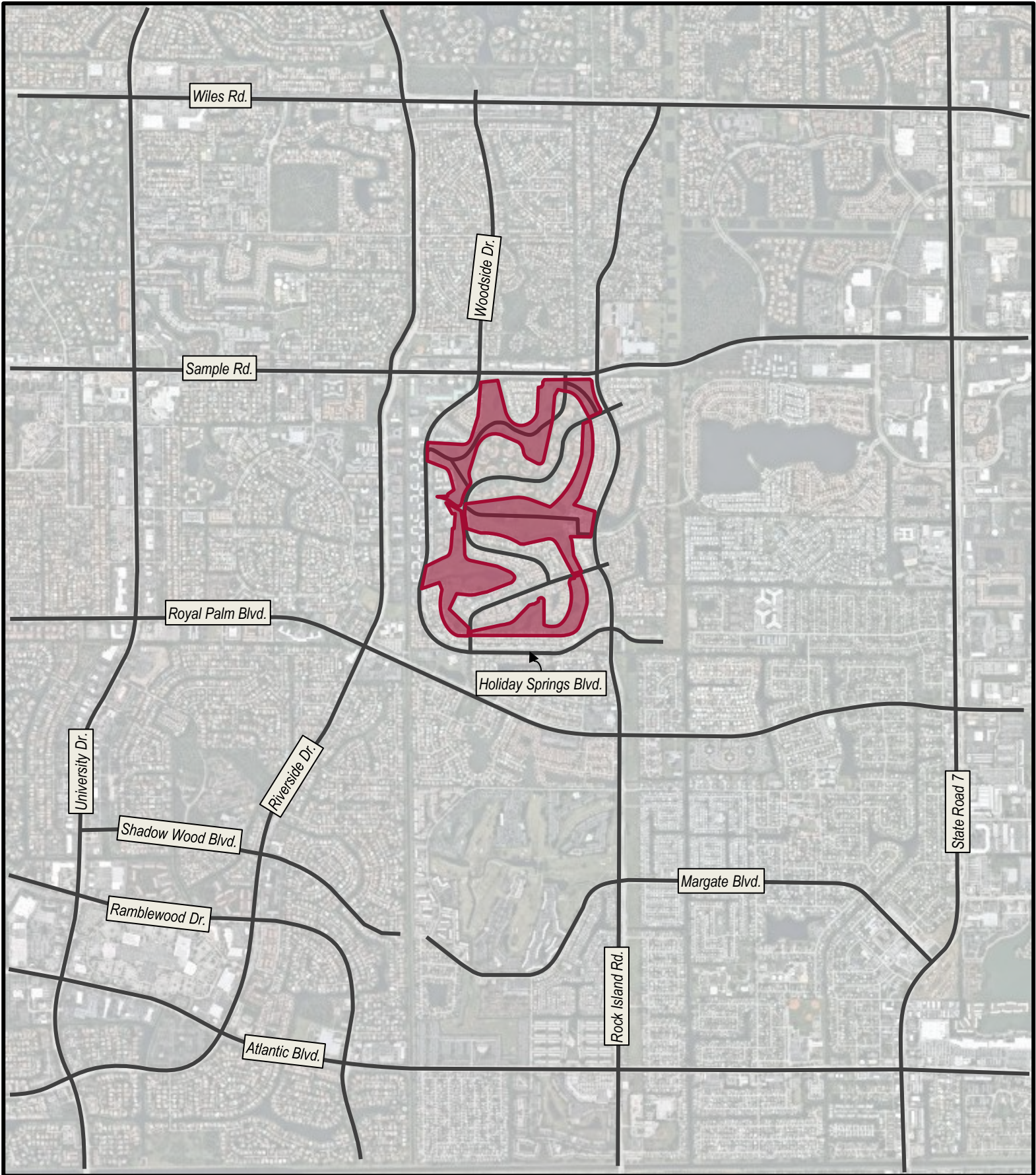
In addition, Level of Service (LOS) and delay have been evaluated for each of the study intersections. The analysis identifies existing LOS and delay, future background LOS and delay, and total future LOS and delay upon buildout of the project. The results of the evaluation are used to determine conditions 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 57,500 square feet of commercial use, 507 multi-family mid-rise residential units, and 377 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.



LEGEND

Site Location

FIGURE 1
Carolina Club
KH #241158000
Site Location

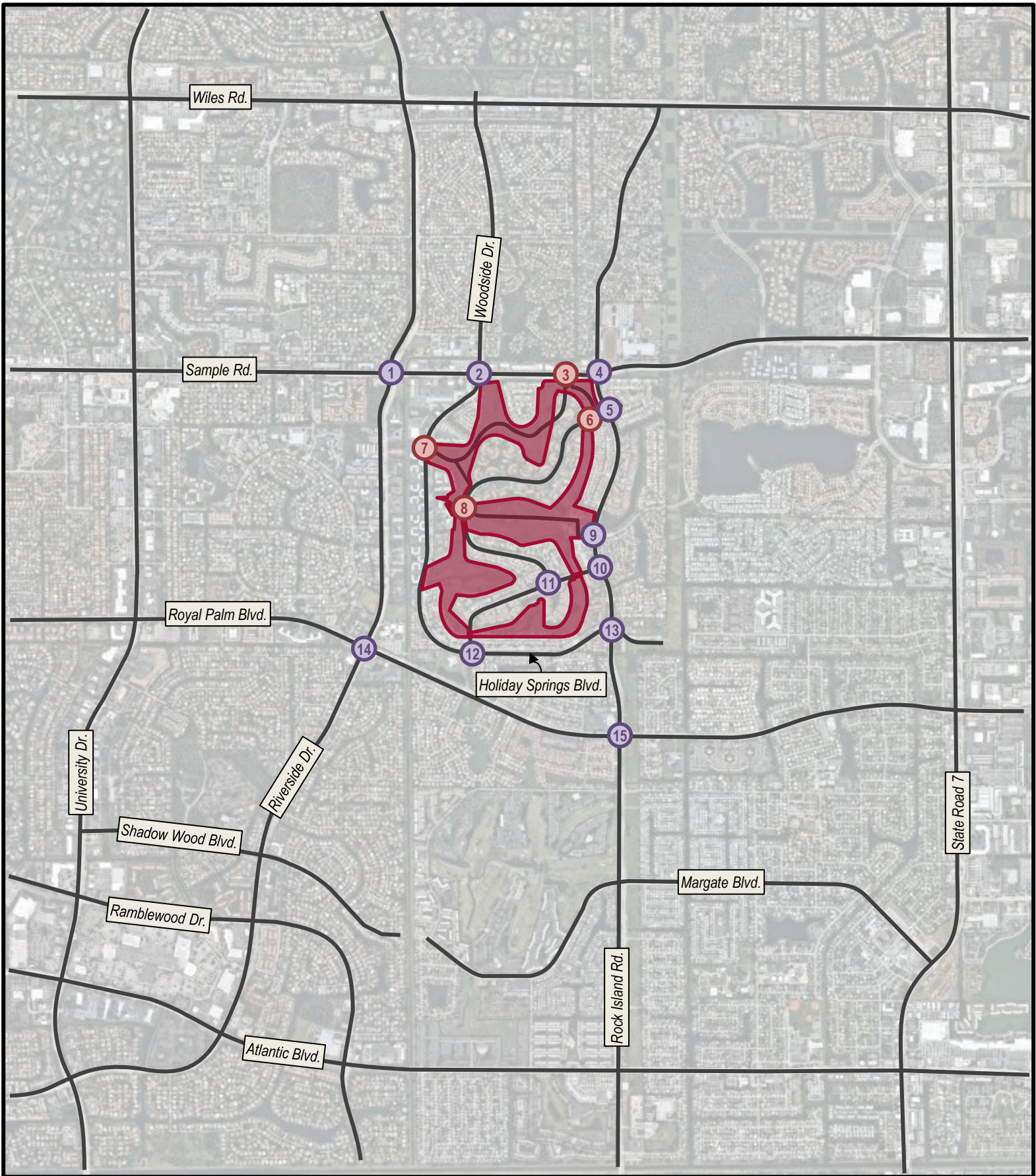
INVENTORY AND PLANNING DATA

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.



LEGEND

Site Location

Proposed New Access

Intersection Count Location

FIGURE 2

Carolina Club

KH #241158000

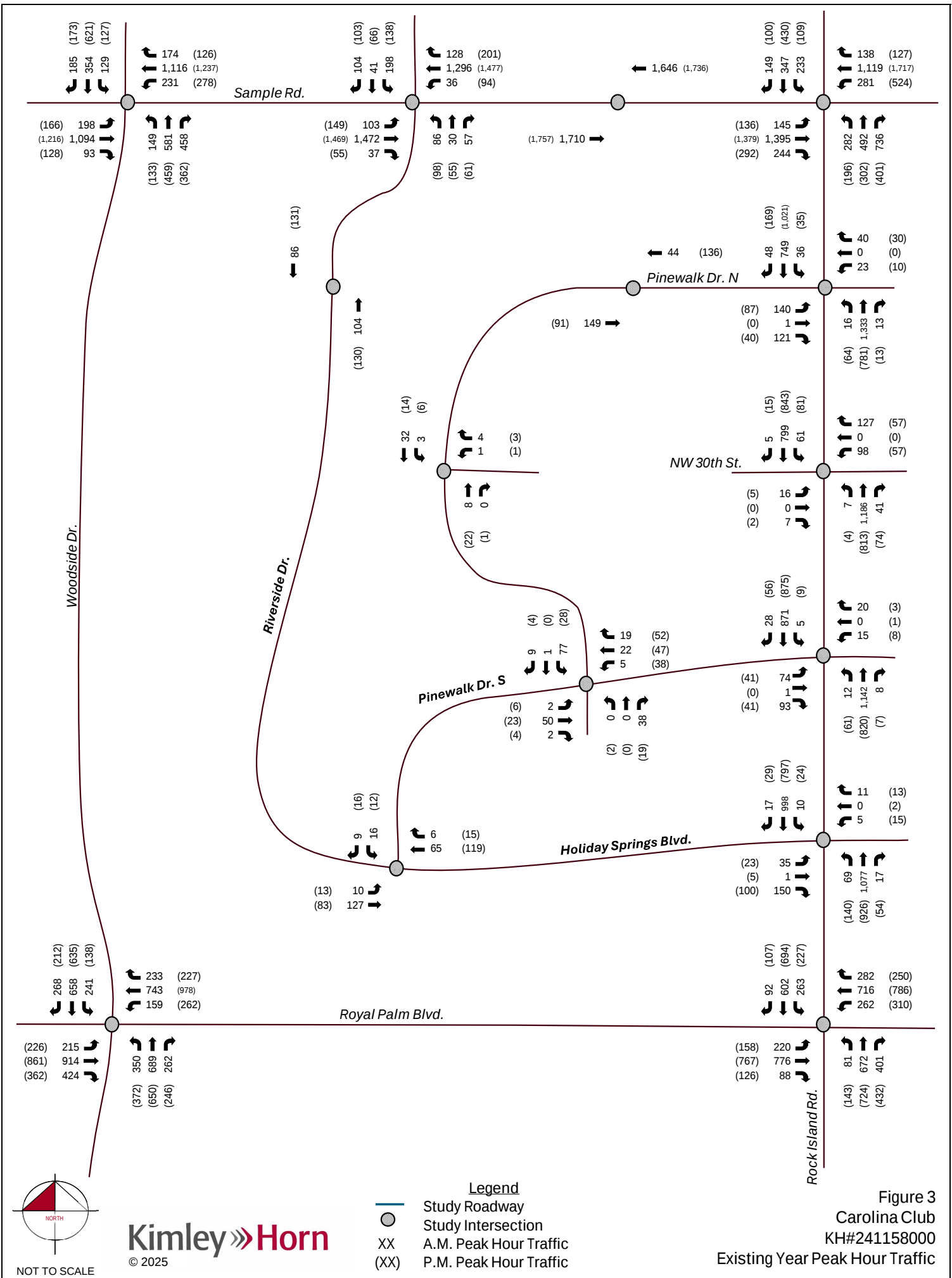
Project Intersections

Kimley»Horn

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.

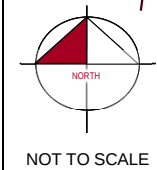
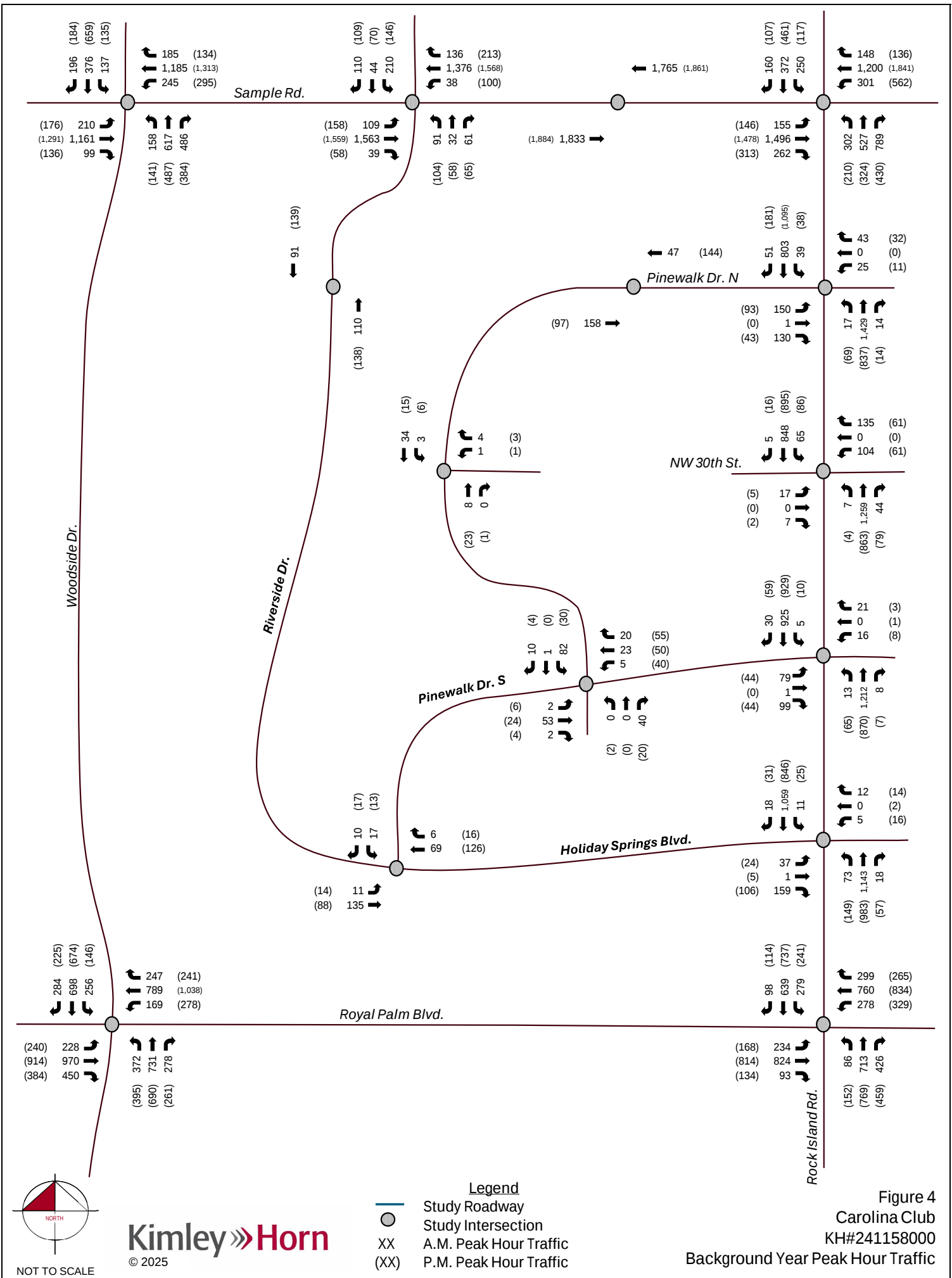
The application of this factor to calculate Existing Peak Season traffic volumes is included in the volume development worksheets provided in Appendix E. Figure 3 provides a summary of the existing peak season traffic volumes at the study intersections.



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.



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 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:

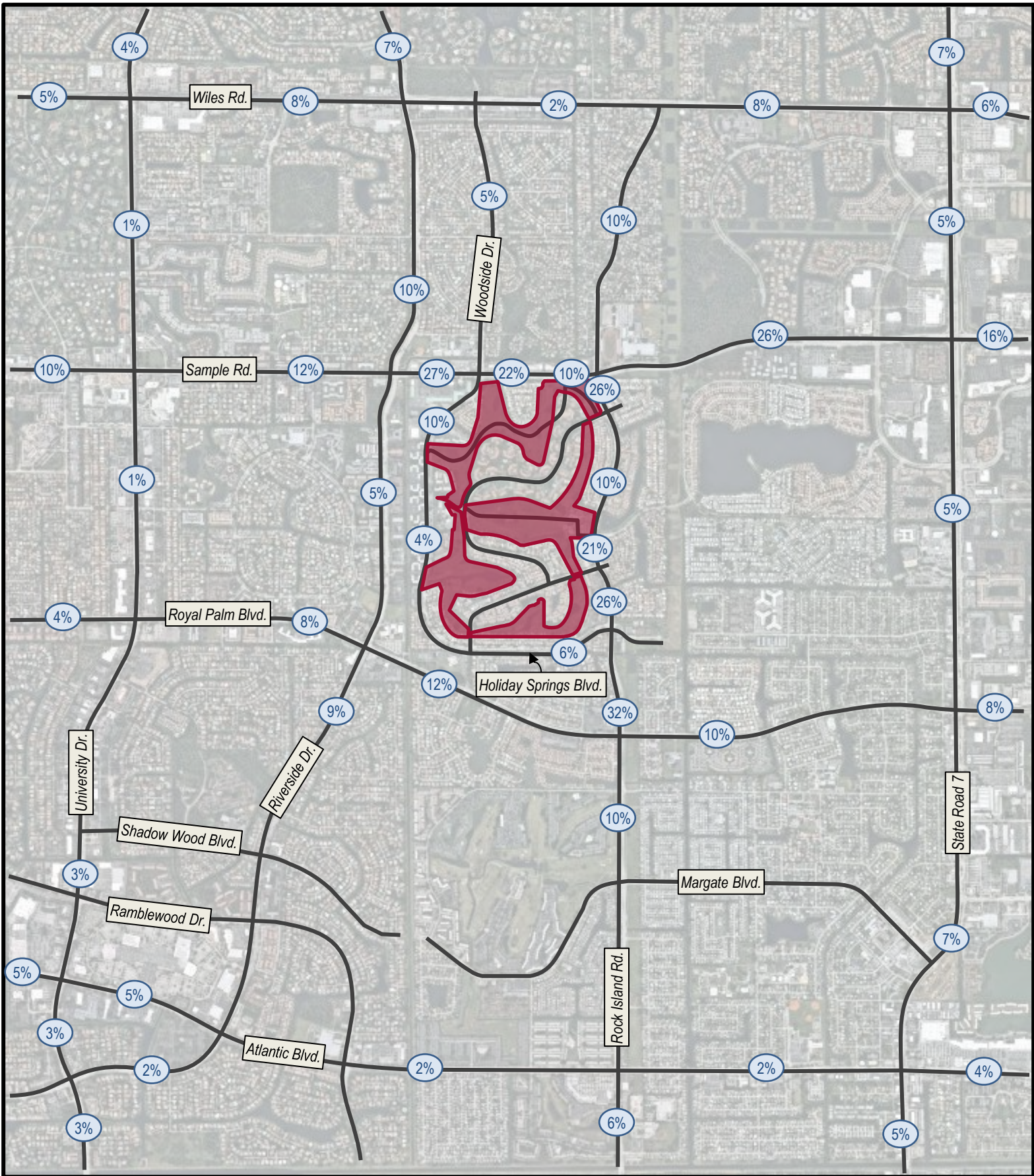
- Single Family Attached Housing (Land Use 220)
- Multi-family Mid-Rise (Land Use 221)
- Shopping Plaza w/ Supermarket (Land Use 821)

As indicated in Table 1, the net new trip generation potential of the proposed site is 7,902 net external daily trips, 594 net new external AM peak hour trips (+218 in, +376 out) and 579 net new external PM peak hour trips (+316 in, +263 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 project distribution 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 7.

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	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)		17.0%	2.0%	18.0%	910	5	3	2	95	25	70
	Multifamily Housing (Mid-Rise)		18.0%	1.0%	23.0%	416	3	1	2	46	34	12
	Single-Family Attached Housing		18.0%	1.0%	22.0%	494	2	1	1	49	36	13
				Subtotal	1,820	10	5	5	190	95	95	
Pass-By Capture			Daily	AM	PM							
	Shop Plaza (40-150ksf w/ supermarket)		20.0%	0.0%	40.0%	905	0	0	0	170	90	80
	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	905	0	0	0	170	90	80	
Driveway Volumes				8,807	594	218	376	749	406	343		
Net New External Trips				7,902	594	218	376	579	316	263		
Proposed Net External Trips-Existing Net New External Trips				7,902	594	218	376	579	316	263		
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)	20.0%						
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%						



LEGEND

Site Location

Traffic Assignment

FIGURE 5

Carolina Club
KH #241158000
Trip Distribution

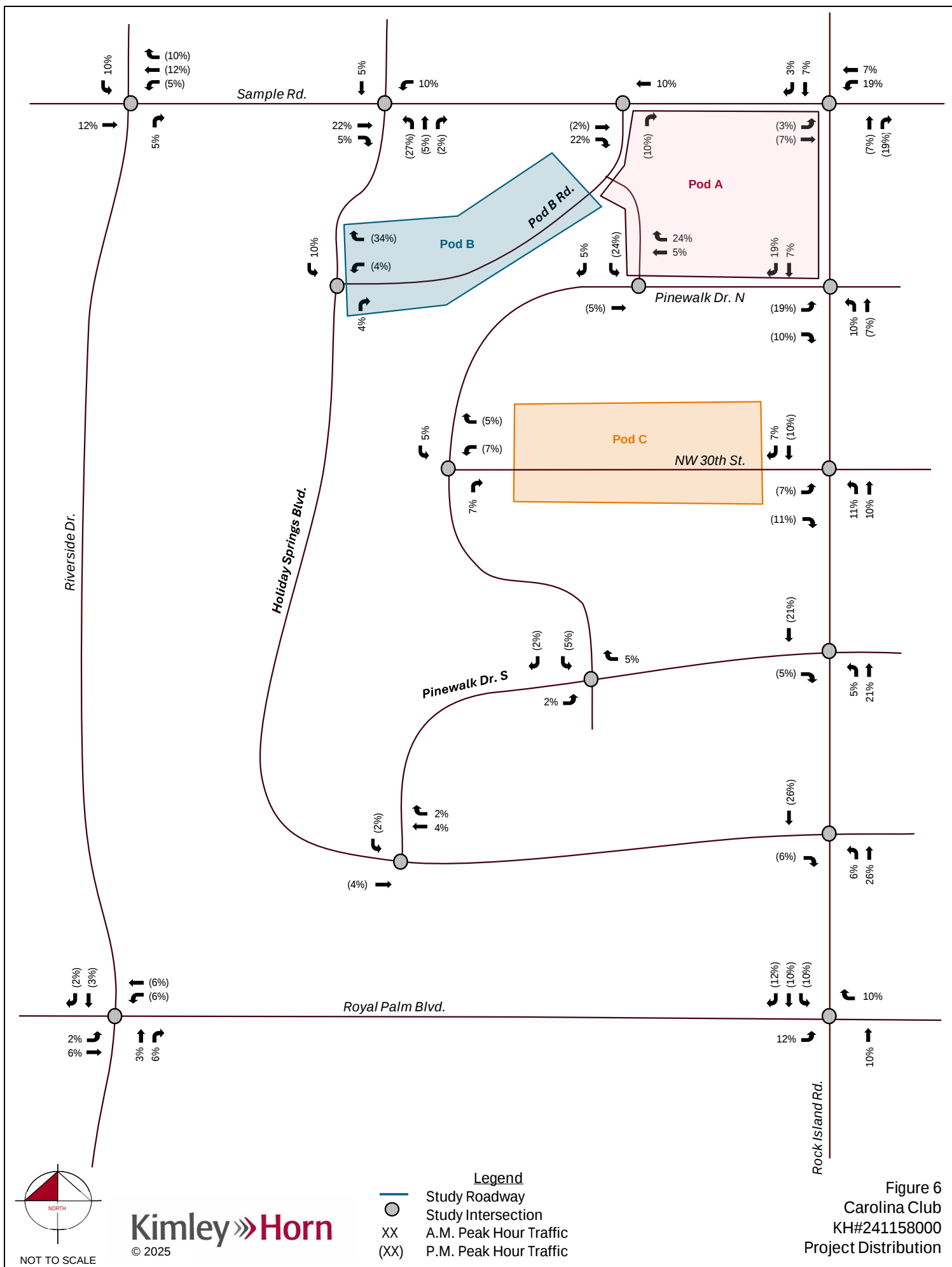


Figure 6
Carolina Club
KH#241158000
Project Distribution

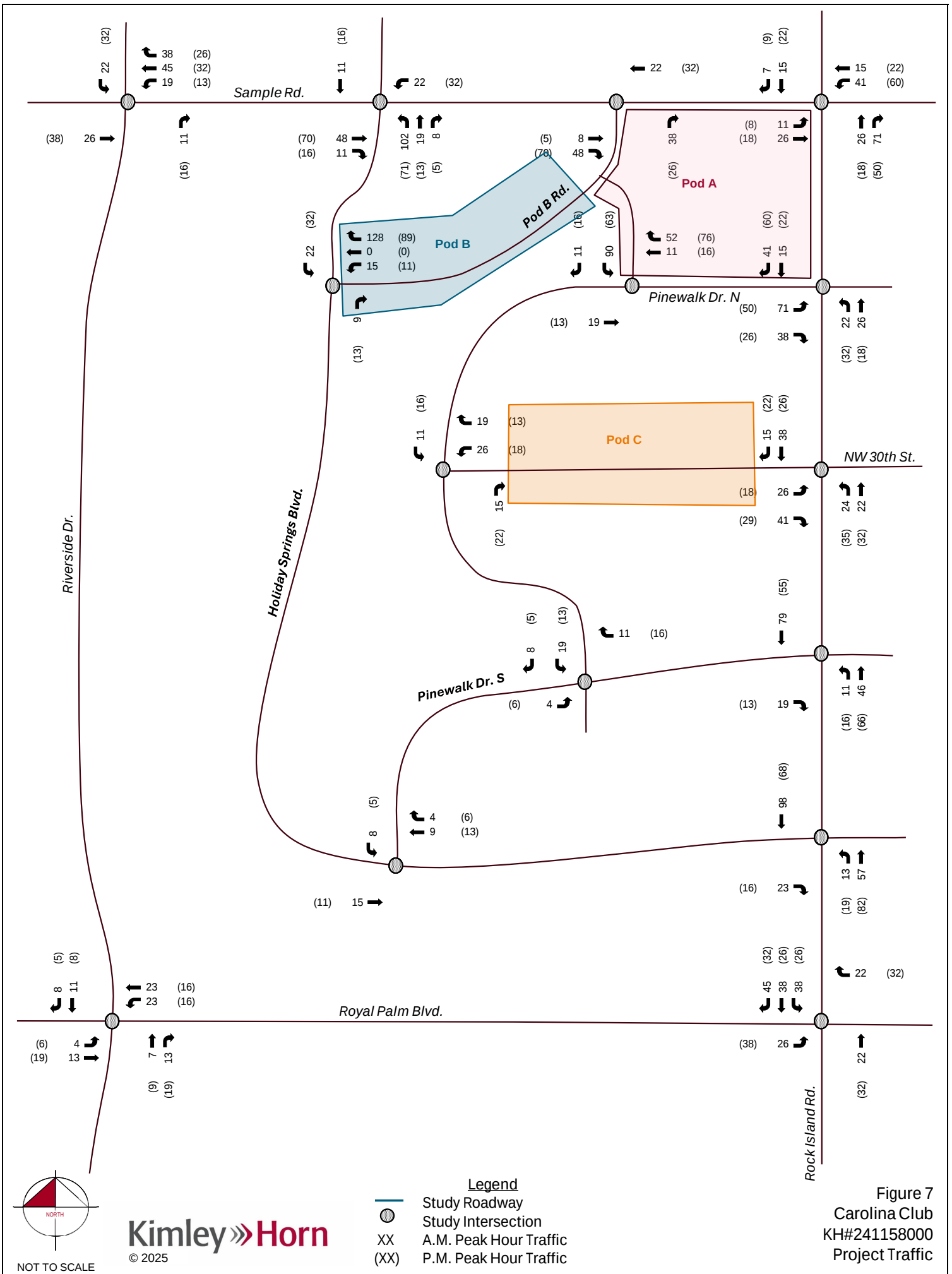


Figure 7
Carolina Club
KH#241158000
Project Traffic

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 8 provides a summary of the future total traffic volumes at the study intersections.

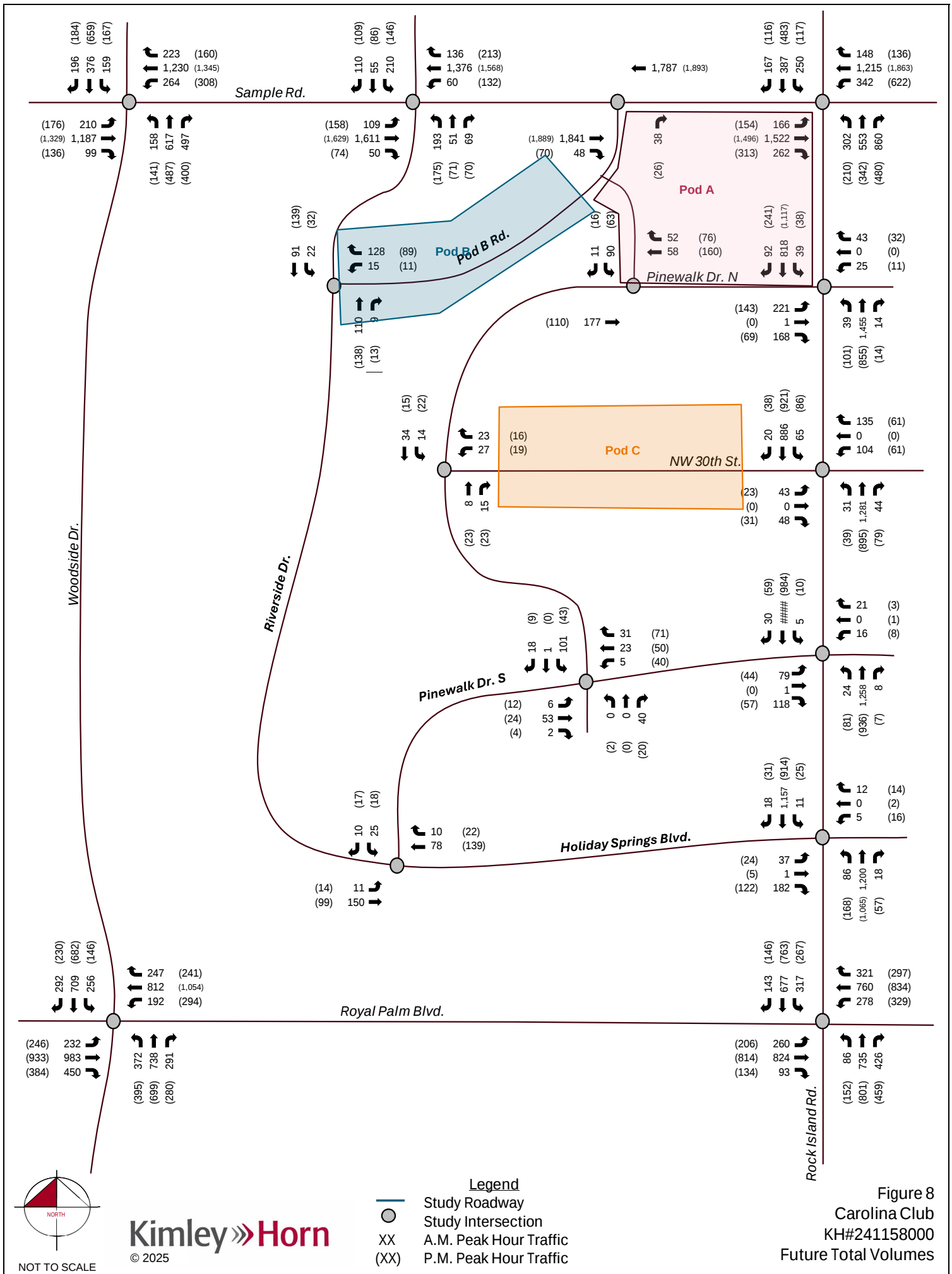


Figure 8
Carolina Club
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Future Total Volumes

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

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 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.

Existing (2024)

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

- 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	54.0	D	56.0	E
			WB	55.8	E	59.4	E
			NB	97.9	F	61.8	E
			SB	49.3	D	52.1	D
			Overall	64.9	E	57.5	E
2	Woodside Dr. & Sample Rd.	Signalized	EB	23.8	C	51.9	D
			WB	25.8	C	29.5	C
			NB	37.8	D	66.6	E
			SB	32.8	C	62.9	E
			Overall	26.2	C	43.5	D
4	Rock Island Rd. & Sample Rd.	Signalized	EB	47.2	D	10.3	B
			WB	43.8	D	76.0	E
			NB	55.2	E	54.9	D
			SB	58.7	E	64.9	E
			Overall	49.9	D	50.6	D
5	Rock Island Rd. & Pinewalk Dr. N	TWSC	EB	40.9	E	30.2	D
			WB	26.7	D	15.1	C
			NB	-	-	-	-
			SB	-	-	-	-
			Overall	-	-	-	-
8	Pinewalk Dr. N & Pod C Rd.	TWSC	EB	-	-	-	-
			WB	8.5	A	8.5	A
			NB	-	-	-	-
			SB	7.2	A	7.3	A
			Overall	-	-	-	-
9	Rock Island Rd. & NW 30th St.	TWSC	EB	24.3	C	17.1	C
			WB	42.5	E	14.3	B
			NB	-	-	-	-
			SB	-	-	-	-
			Overall	-	-	-	-
10	Pinewalk Dr. N & Pinewalk Dr. S	TWSC	EB	-	-	-	-
			WB	-	-	-	-
			NB	8.7	A	8.7	A
			SB	9.7	A	10.1	B
			Overall	-	-	-	-
11	Rock Island Dr. & Pinewalk Dr. S	TWSC	EB	24.4	C	19.4	C
			WB	22.8	C	19.5	C
			NB	-	-	-	-
			SB	-	-	-	-
			Overall	-	-	-	-
12	Pinewalk Dr. S & Holiday Springs Blvd.	TWSC	EB	7.4	A	7.5	A
			WB	-	-	-	-
			NB	-	-	-	-
			SB	9.3	A	9.3	A
			Overall	-	-	-	-
13	Rock Island Rd. & Holiday Springs Blvd.	Signalized	EB	23.7	C	35.5	D
			WB	19.3	B	31.7	C
			NB	6.5	A	1.0	A
			SB	13.2	B	9.8	A
			Overall	10.8	B	7.0	A
14	Riverside Dr. & Royal Palm Blvd.	Signalized	EB	40.7	D	71.8	E
			WB	44.5	D	138.9	F
			NB	108.4	F	66.6	E
			SB	191.7	F	112.2	F
			Overall	92.8	F	97.3	F
15	Rock Island Rd. & Royal Plam Blvd.	Signalized	EB	71.4	E	70.6	E
			WB	66.5	E	64.8	E
			NB	33.9	C	34.7	C
			SB	26.6	C	9.3	A
			Overall	50.7	D	45.7	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	56.1	E	61.7	E
			WB	61.2	E	68.0	E
			NB	110.3	F	62.9	E
			SB	49.7	D	51.6	D
			Overall	70.4	E	62.1	E
2	Woodside Dr. & Sample Rd.	Signalized	EB	25.4	C	55.0	E
			WB	27.8	C	31.1	C
			NB	40.8	D	66.3	E
			SB	35.3	D	62.4	E
			Overall	28.0	C	45.5	D
4	Rock Island Rd. & Sample Rd.	Signalized	EB	51.0	D	28.2	C
			WB	45.7	D	87.6	F
			NB	56.3	E	54.6	D
			SB	59.4	E	65.5	E
			Overall	52.1	D	61.2	E
5	Rock Island Rd. & Pinewalk Dr. N	TWSC	EB	63.3	F	37.3	E
			WB	31.2	D	16.2	C
			NB	-	-	-	-
			SB	-	-	-	-
			Overall	-	-	-	-
8	Pinewalk Dr. N & Pod C Rd.	TWSC	EB	-	-	-	-
			WB	8.5	A	8.5	A
			NB	-	-	-	-
			SB	7.2	A	7.3	A
			Overall	-	-	-	-
9	Rock Island Rd. & NW 30th St.	TWSC	EB	28.5	D	18.2	C
			WB	57.0	F	14.8	B
			NB	-	-	-	-
			SB	-	-	-	-
			Overall	-	-	-	-
10	Pinewalk Dr. N & Pinewalk Dr. S	TWSC	EB	-	-	-	-
			WB	-	-	-	-
			NB	8.8	A	8.7	A
			SB	9.8	A	10.2	B
			Overall	-	-	-	-
11	Rock Island Dr. & Pinewalk Dr. S	TWSC	EB	28.1	D	21.1	C
			WB	25.2	D	20.7	C
			NB	-	-	-	-
			SB	-	-	-	-
			Overall	-	-	-	-
12	Pinewalk Dr. S & Holiday Springs Blvd.	TWSC	EB	7.4	A	7.6	A
			WB	-	-	-	-
			NB	-	-	-	-
			SB	9.3	A	9.4	A
			Overall	-	-	-	-
13	Rock Island Rd. & Holiday Springs Blvd.	Signalized	EB	24.6	C	35.5	D
			WB	19.9	B	31.4	C
			NB	6.8	A	1.1	A
			SB	14.0	B	10.2	B
			Overall	11.3	B	7.2	A
14	Riverside Dr. & Royal Palm Blvd.	Signalized	EB	44.2	D	94.3	F
			WB	48.0	D	165.5	F
			NB	132.7	F	74.3	E
			SB	221.7	F	131.5	F
			Overall	107.5	F	116.7	F
15	Rock Island Rd. & Royal Plam Blvd.	Signalized	EB	76.6	E	76.8	E
			WB	68.6	E	66.8	E
			NB	36.4	D	37.2	D
			SB	27.9	C	10.4	B
			Overall	53.4	D	48.6	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 and PM 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	58.1	E	66.1	E
			WB	69.5	E	74.7	E
			NB	116.2	F	64.2	E
			SB	49.2	D	50.4	D
			Overall	74.8	E	65.7	E
2	Woodside Dr. & Sample Rd.	Signalized	EB	28.6	C	58.5	E
			WB	29.7	C	47.9	D
			NB	39.4	D	65.0	E
			SB	38.9	D	65.5	E
			Overall	30.8	C	55.0	D
3	Pod B Rd. & Sample Rd.	TWSC	EB	-	-	-	-
			WB	-	-	-	-
			NB	26.2	D	26.1	D
			SB	-	-	-	-
			Overall	-	-	-	-
4	Rock Island Rd. & Sample Rd.	Signalized	EB	56.7	E	29.5	C
			WB	47.5	D	108.4	F
			NB	57.0	E	54.3	D
			SB	59.2	E	65.6	E
			Overall	54.5	D	70.3	E
5	Rock Island Rd. & Pinewalk Dr. N	TWSC	EB	88.4	F	94.3	F
			WB	35.2	E	17.7	C
			NB	-	-	-	-
			SB	-	-	-	-
			Overall	-	-	-	-
6	Pod A Rd. & Pinewalk Dr. N	TWSC	EB	-	-	-	-
			WB	-	-	-	-
			NB	-	-	-	-
			SB	10.7	B	10.9	B
			Overall	-	-	-	-
7	Holiday Springs Blvd. & Pod B Rd.	TWSC	EB	-	-	-	-
			WB	9.5	A	9.4	A
			NB	-	-	-	-
			SB	7.5	A	7.6	A
			Overall	-	-	-	-
8	Pinewalk Dr. N & Pod C Rd.	TWSC	EB	-	-	-	-
			WB	8.9	A	8.9	A
			NB	-	-	-	-
			SB	7.3	A	7.3	A
			Overall	-	-	-	-
9	Rock Island Rd. & NW 30th St.	TWSC	EB	31.4	D	15.9	C
			WB	76.1	F	17.0	C
			NB	-	-	-	-
			SB	-	-	-	-
			Overall	-	-	-	-
10	Pinewalk Dr. N & Pinewalk Dr. S	TWSC	EB	-	-	-	-
			WB	-	-	-	-
			NB	8.8	A	8.7	A
			SB	10.1	B	10.5	B
			Overall	-	-	-	-
11	Rock Island Dr. & Pinewalk Dr. S	TWSC	EB	31.9	D	21.7	C
			WB	28.2	D	24.0	C
			NB	-	-	-	-
			SB	-	-	-	-
			Overall	-	-	-	-
12	Pinewalk Dr. S & Holiday Springs Blvd.	TWSC	EB	7.4	A	7.6	A
			WB	-	-	-	-
			NB	-	-	-	-
			SB	9.6	A	9.6	A
			Overall	-	-	-	-
13	Rock Island Rd. & Holiday Springs Blvd.	Signalized	EB	26.4	C	35.3	D
			WB	20.9	C	30.8	C
			NB	7.4	A	1.3	A
			SB	16.0	B	11.3	B
			Overall	12.8	B	7.7	A
14	Riverside Dr. & Royal Palm Blvd.	Signalized	EB	46.4	D	107.6	F
			WB	49.7	D	169.6	F
			NB	134.9	F	74.0	E
			SB	231.2	F	137.2	F
			Overall	111.0	F	122.6	F
15	Rock Island Rd. & Royal Palm Blvd.	Signalized	EB	75.9	E	75.7	E
			WB	73.3	E	70.9	E
			NB	37.5	D	38.3	D
			SB	28.4	C	10.8	B
			Overall	54.5	D	49.5	D

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	393	304	393	304
		WBL	420	484	604	532	633
		NBL	275	175	169	175	167
		NBR	430	372	187	410	225
		SBL	300	153	151	175	185
		SBR	200	64	105	64	105
2	Woodside Dr. & Sample Rd.	EBL	260	190	164	200	163
		WBL	260	74	143	107	180
		NBL	-	110	142	216	224
		SBL	160	236	194	235	189
3	Pod B Rd. & Sample Rd.	NBR	-	-	-	15	11
4	Rock Island Rd. & Sample Rd.	EBL	280	125	126	131	130
		EBR	250	163	43	175	96
		WBL	360	209	526	238	623
		WBR	300	51	52	61	54
		NBL	300	237	160	237	161
		NBR	320	422	177	473	210
		SBL	180	189	100	189	100
		SBR	220	125	76	131	83
5	Rock Island Rd. & Pinewalk Dr. N	EBL	-	156	66	345	167
		EBR	120	13	4	18	7
		WBL	-	22	4	26	7
		WBR	-	9	4	11	4
		NBL	220	2	9	2	15
		SBL	180	6	4	7	4
6	Pod A Rd. & Pinewalk Dr. N	SBLn	-	-	-	11	9
7	Holiday Springs Blvd. & Pod B Rd.	WBLn	-	-	-	13	9
		SBL	150	-	-	0	2
8	Pinewalk Dr. N & Pod C Rd.	WBLn	-	0	0	4	2
		SBL	-	0	0	0	0
9	Rock Island Rd. & NW 30th St.	EBL	-	11	2	37	9
		EBR	-	0	0	4	2
		WBL	-	117	18	136	22
		WBR	-	35	4	35	4
		NBL	200	0	0	2	2
		NBR	200	0	0	0	0
		SBL	210	11	7	11	9
		SBR	140	0	0	0	0
10	Pinewalk Dr. N & Pinewalk Dr. S	NBLn	-	2	2	2	2
		SBLn	-	9	4	11	4
11	Rock Island Dr. & Pinewalk Dr. S	EBL	-	53	20	64	22
		EBR	-	18	7	22	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
		SBLn	-	2	2	2	2
13	Rock Island Rd. & Holiday Springs Blvd.	EBL	175	39	34	39	34
		EBR	-	47	33	56	43
		WBL	-	10	26	10	26
		NBL	230	22	28	27	57
		NBR	170	2	1	2	1
		SBL	250	11	17	12	20
		SBR	220	0	1	0	1
14	Riverside Dr. & Royal Palm Blvd.	EBL	260	330	416	337	432
		EBR	280	211	224	216	232
		WBL	370	86	428	117	469
		NBL	190	715	683	713	683
		NBR	325	86	72	101	75
		SBL	200	416	145	416	145
15	Rock Island Rd. & Royal Plam Blvd.	EBL	340	166	109	182	129
		EBR	170	56	99	53	95
		WBL	210	205	272	205	272
		WBR	150	267	252	291	290
		NBL	220	41	62	41	62
		NBR	190	210	232	224	246
		SBL	220	115	98	130	99
		SBR	250	34	78	47	98

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	8,500	157	135	1,744	0.21
Pinewalk Dr. S	Rock Island Rd.	Holiday Springs Blvd.	2L	8,500	252	242	2,800	0.33
Pod C Rd.	Pinewalk Dr. N	Rock Island Rd.	2L	4,000	79	80	889	0.22
Pod A Rd.	Pod B Rd.	Pinewalk Dr. N	2L	4,000	153	155	1,722	0.43

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.

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 57,500 square feet of commercial use, 507 multi-family mid-rise residential units, 377 single family attached residential units, and open space. The proposed redevelopment is expected to generate 7,902 net external daily trips, 594 net new external AM peak hour trips (+218 in, +376 out) and 579 net new external PM peak hour trips (+316 in, +263 out).

A site-specific traffic analysis has been undertaken to evaluate impacts on the surrounding transportation network. Level of service has been evaluated on fifteen 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):

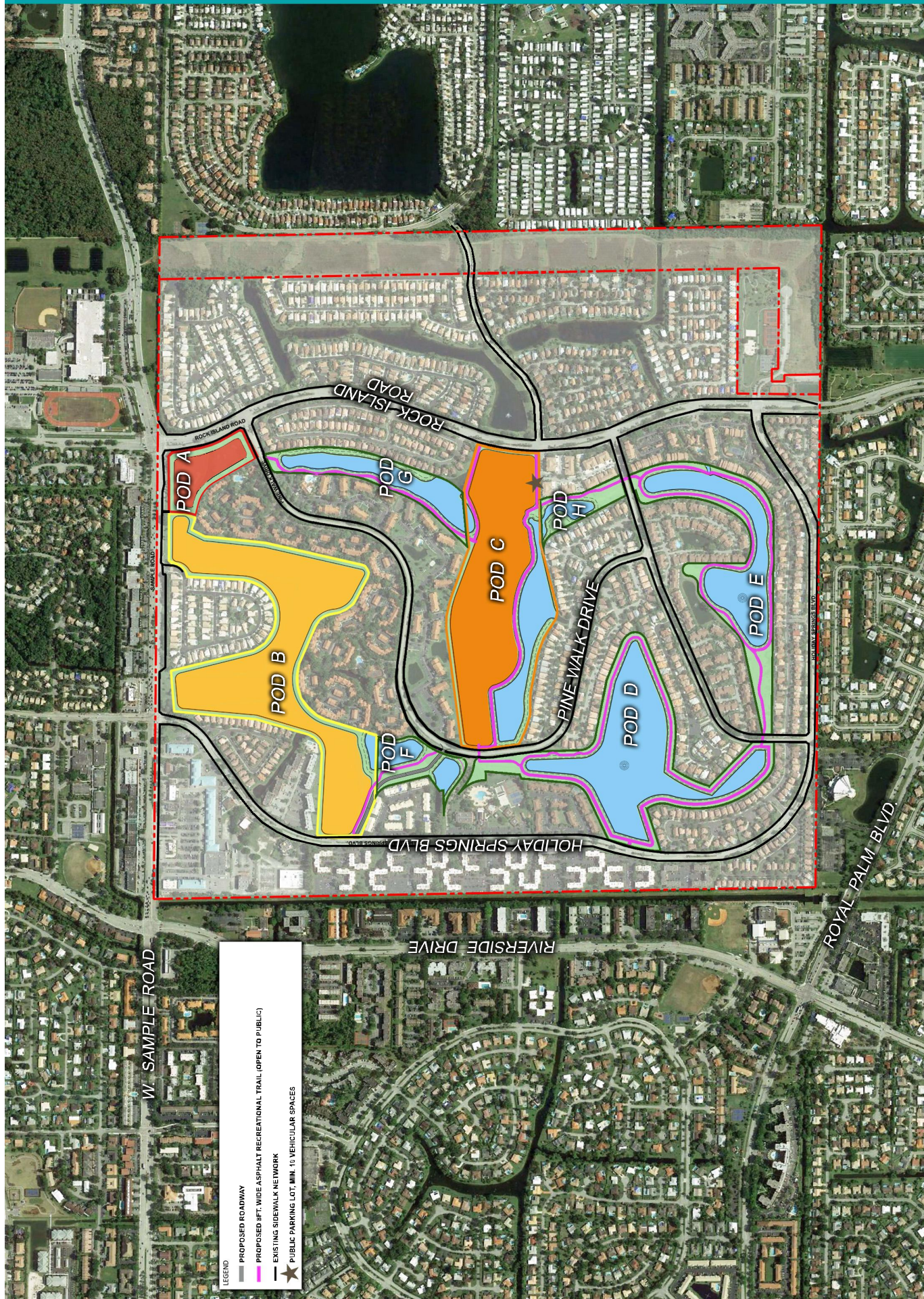
- Rock Island Road & Pinewalk Drive North (AM and PM Peak Hour)
- Rock Island Road & NW 30th Street (AM Peak Hour)
- Riverside Drive & Royal Palm Boulevard (AM and PM Peak Hour)

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



MEMORANDUM

To: Lisa Bernstein
City of Margate

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

Date: June 17, 2025

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

The above-referenced project is located within an area 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 currently-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 internal capture between uses and pass-by capture based upon methodologies and data published in ITE's *Trip Generation Handbook, Third Edition*. Table 1 summarizes the trip generation calculation for the proposed uses on site:
- 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.

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		
Existing Scenario >5 Years												
ITE	Golf Course	ITE 430	148.552 acre(s)	556	28	21	7	42	14	28		
			Subtotal	556	28	21	7	42	14	28		
Driveway Volumes				556	28	21	7	42	14	28		
Net New External Trips				556	28	21	7	42	14	28		
Proposed Scenario												
ITE	Shop Plaza (40-150ksf w/ supermarket)	ITE 821	57.500 ksf	5,433	203	126	77	519	249	270		
ITE	Multifamily Housing (Mid-Rise)	ITE 221	507 DU	2,302	188	43	145	198	121	77		
ITE	Single-Family Attached Housing	ITE 215	377 DU	2,714	181	45	136	215	127	88		
			Subtotal	10,449	572	214	358	932	497	435		
Internal Capture			% Daily	% AM	% PM							
	Shop Plaza (40-150ksf w/ supermarket)		17.0%	2.0%	18.0%	910	5	3	2	95	25	70
	Multifamily Housing (Mid-Rise)		18.0%	2.0%	23.0%	418	3	1	2	46	34	12
	Single-Family Attached Housing		18.0%	1.0%	23.0%	492	2	1	1	49	36	13
			Subtotal	1,820	10	5	5	190	95	95		
Pass-By Capture			Daily	AM	PM							
	Shop Plaza (40-150ksf w/ supermarket)		20.0%	0.0%	40.0%	905	0	0	0	170	90	80
	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	905	0	0	0	170	90	80		
Driveway Volumes				8,629	562	209	353	742	402	340		
Net New External Trips				7,724	562	209	353	572	312	260		
Proposed Net External Trips-Existing Net New External Trips				7,168	534	188	346	530	298	232		
Land Use			Daily		AM Peak Hour		PM Peak Hour		Pass By			
Golf Course			3.74 trips/acre(s)		0.19 trips/acre(s) (74% in, 26% out)		0.28 trips/acre(s) (34% in, 66% out)		0.0%			
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)			4.54 trips/DU		0.37 trips/DU (23% in, 77% out)		0.39 trips/DU (61% in, 39% out)		0.0%			
Single-Family Attached Housing			7.2 trips/DU		0.48 trips/DU (25% in, 75% out)		0.57 trips/DU (59% in, 41% out)		0.0%			

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 one (1) weekday at the study intersections. 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 0.5%. 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)-based 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, 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:** Following a determination of project impacts, the Applicant will review potential mitigation measures 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 adjacent and surrounding intersections.

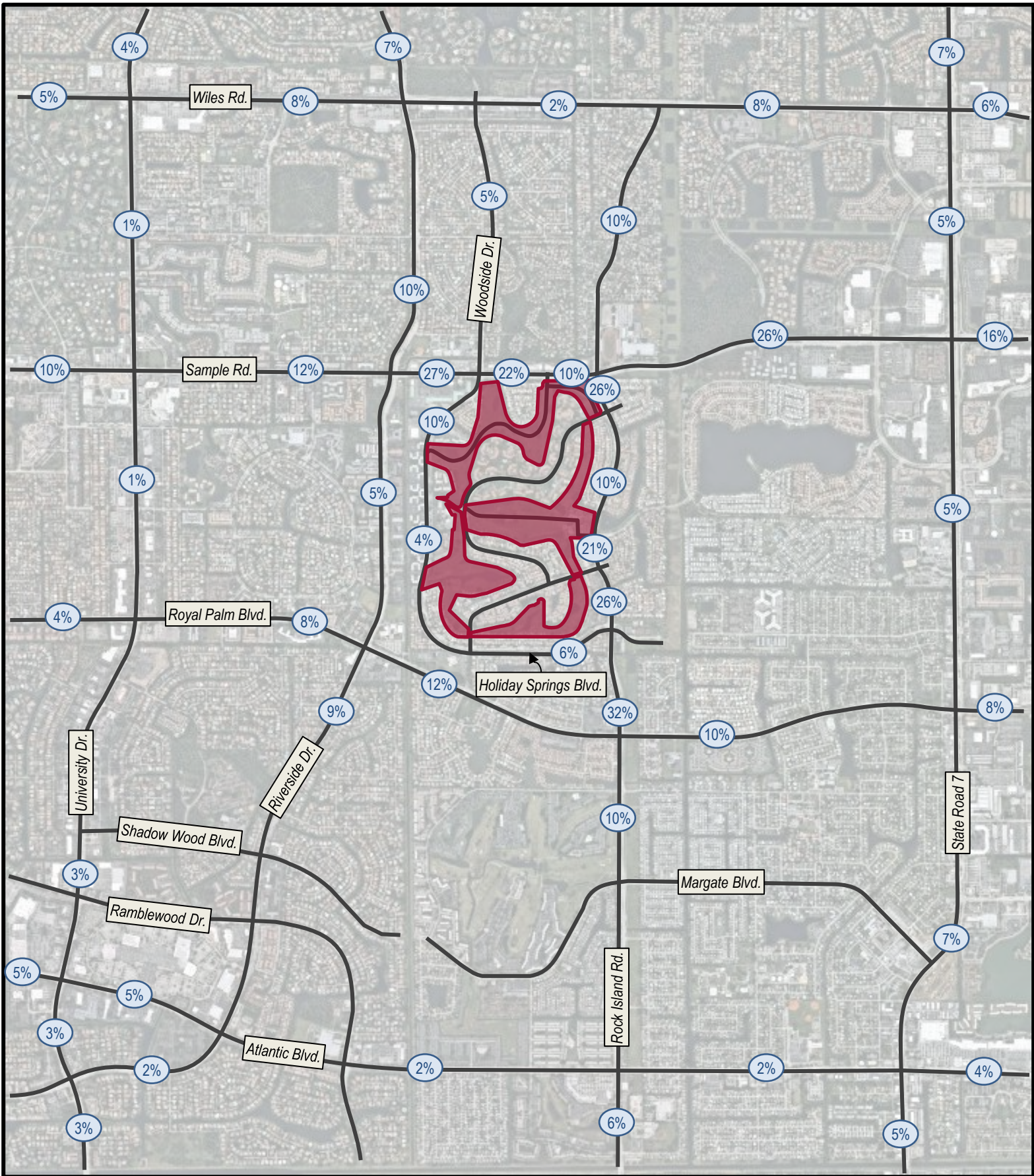
The data collection, calculations, analyses and results will be summarized in a written report for City review. Relevant tables, charts, figures, worksheets, and a current copy of the site plan will be included in the summary report.

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

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LEGEND

Site Location

Traffic Assignment

FIGURE 1

Carolina Club
KH #241158000
Trip Distribution

APPENDIX B: TRAFFIC VOLUME DATA

Intersection Turning Movement Count Data



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(303) 216-2439

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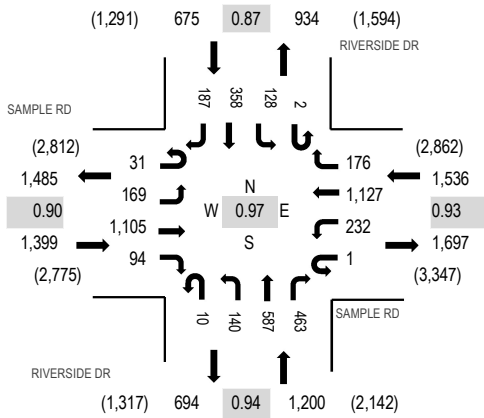
Location: 1 RIVERSIDE DR & SAMPLE RD AM

Date: Thursday, February 29, 2024

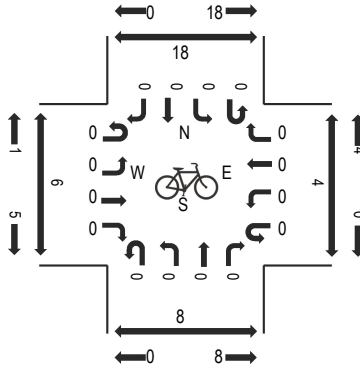
Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

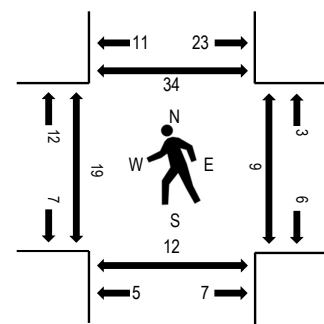
Peak Hour - Motorized Vehicles



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



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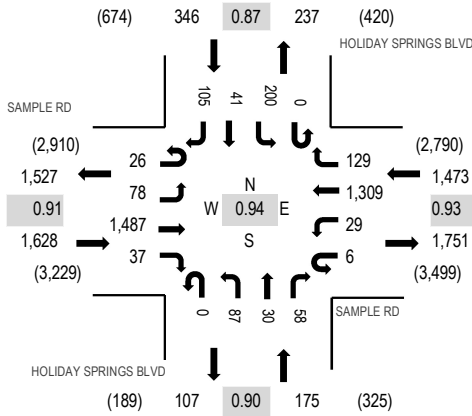
Location: 2 HOLIDAY SPRINGS BLVD & SAMPLE RD AM

Date: Thursday, February 29, 2024

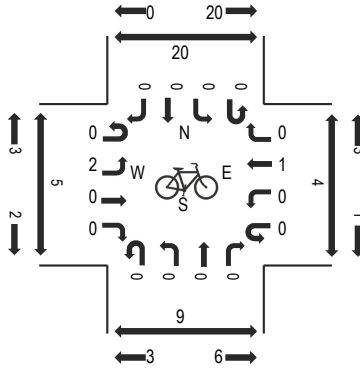
Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

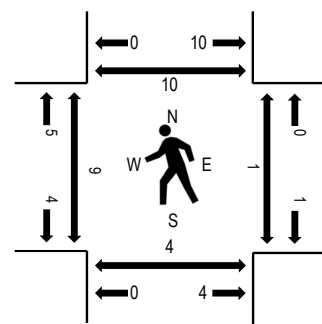
Peak Hour - Motorized Vehicles



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				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	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



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(303) 216-2439

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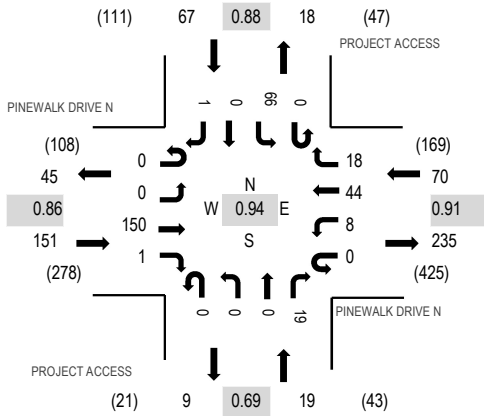
Location: 6 PROJECT ACCESS & PINEWALK DRIVE N AM

Date: Thursday, February 29, 2024

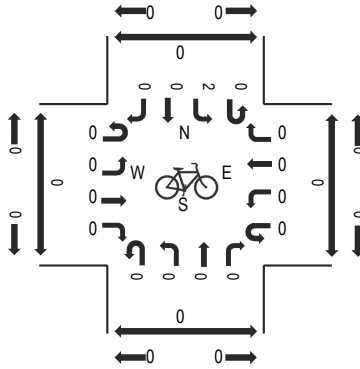
Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:15 AM - 07:30 AM

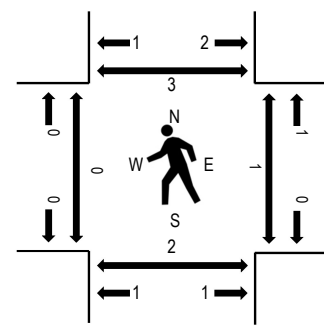
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PINEWALK DRIVE N				PINEWALK DRIVE N				PROJECT ACCESS				PROJECT ACCESS				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
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



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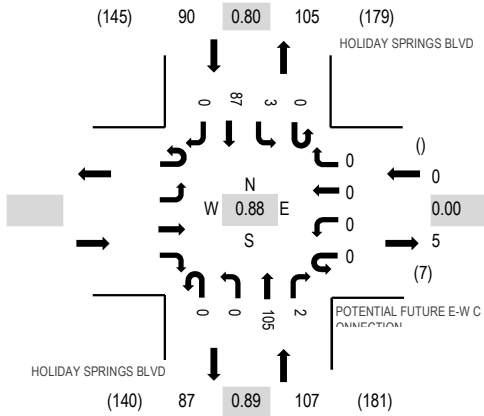
Location: 7 HOLIDAY SPRINGS BLVD & POTENTIAL FUTURE E-W CONNECTION AM

Date: Thursday, February 29, 2024

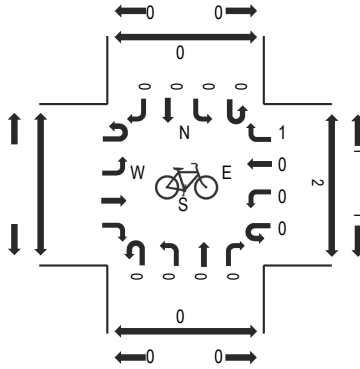
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 08:00 AM - 08:15 AM

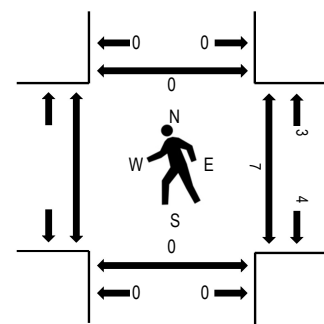
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	POTENTIAL FUTURE E-W CONNECTION								HOLIDAY SPRINGS BLVD				HOLIDAY SPRINGS BLVD				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
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



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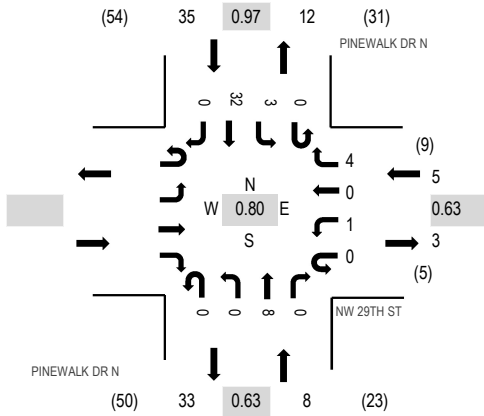
Location: 8 PINEWALK DR N & NW 29TH ST AM

Date: Thursday, February 29, 2024

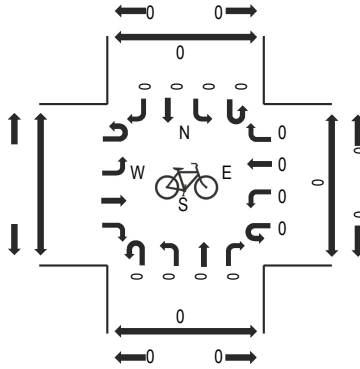
Peak Hour: 07:00 AM - 08:00 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

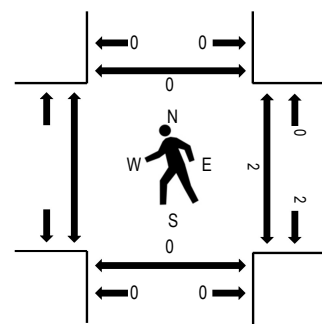
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	Eastbound				NW 29TH ST 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	0	0	0	0	1	0	0	0	8	0	9	48	0	0	0	0
7:15 AM					0	0	0	1	0	0	2	0	0	0	9	0	12	47	0	0	0	0
7:30 AM					0	0	0	2	0	0	4	0	0	2	7	0	15	43	2	0	0	0
7:45 AM					0	1	0	1	0	0	1	0	0	1	8	0	12	37	0	0	0	0
8:00 AM					0	0	0	0	0	0	3	0	0	1	4	0	8	38	0	0	0	0
8:15 AM					0	0	0	0	0	0	4	0	0	1	3	0	8		1	0	0	0
8:30 AM					0	0	0	2	0	0	2	0	0	0	5	0	9		0	1	0	0
8:45 AM					0	0	0	2	0	0	6	0	0	0	5	0	13		0	0	0	0
Count Total					0	1	0	8	0	0	23	0	0	5	49	0	86		3	1	0	0
Peak Hour					0	1	0	4	0	0	8	0	0	3	32	0	48		2	0	0	0



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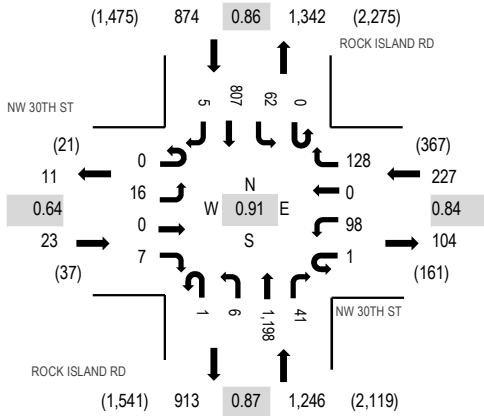
Location: 10 ROCK ISLAND RD & NW 30TH ST AM

Date: Thursday, February 29, 2024

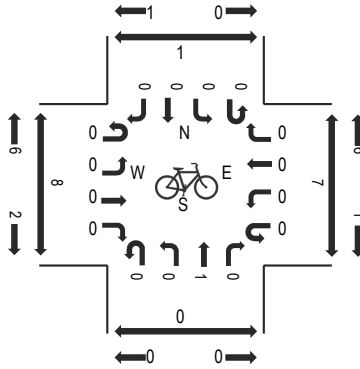
Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

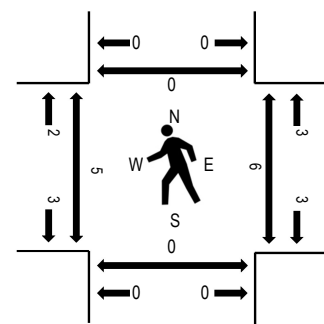
Peak Hour - Motorized Vehicles



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



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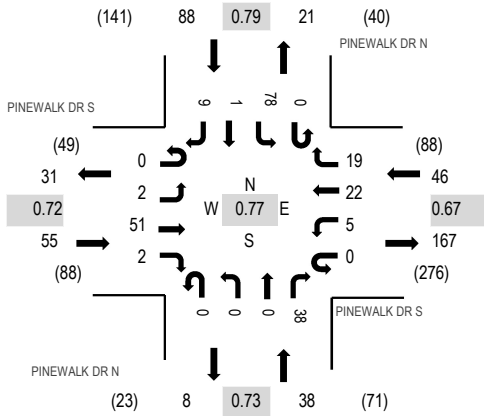
Location: 11 PINEWALK DR N & PINEWALK DR S AM

Date: Thursday, February 29, 2024

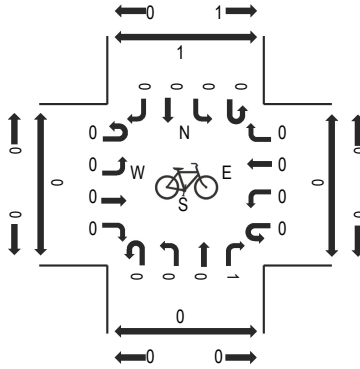
Peak Hour: 07:00 AM - 08:00 AM

Peak 15-Minutes: 07:15 AM - 07:30 AM

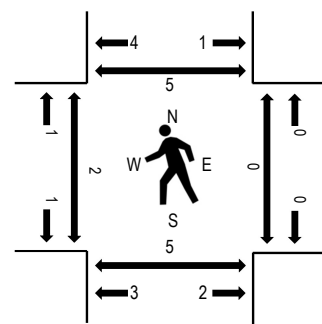
Peak Hour - Motorized Vehicles



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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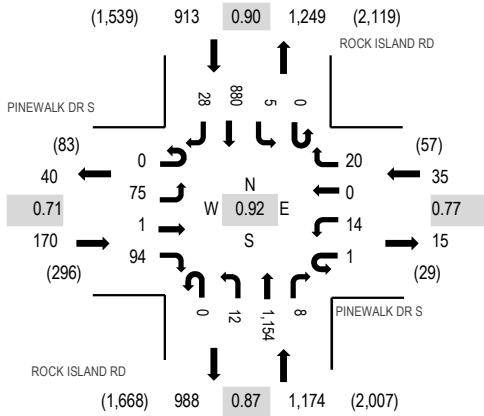
Location: 12 ROCK ISLAND RD & PINEWALK DR S AM

Date: Thursday, February 29, 2024

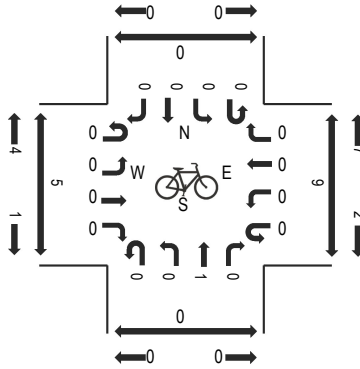
Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:15 AM - 07:30 AM

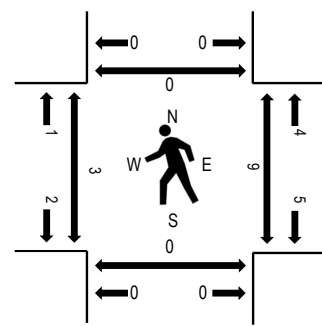
Peak Hour - Motorized Vehicles



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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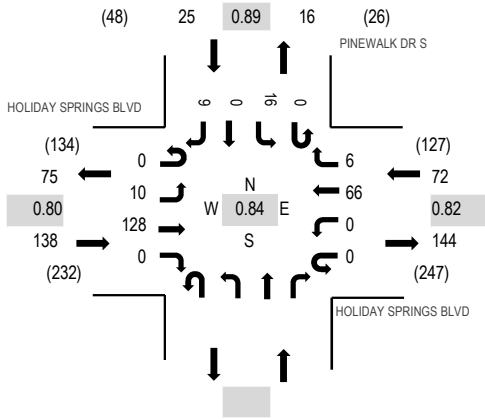
Location: 13 PINEWALK DR S & HOLIDAY SPRINGS BLVD AM

Date: Thursday, February 29, 2024

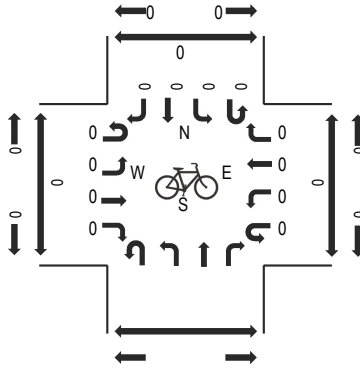
Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 08:00 AM - 08:15 AM

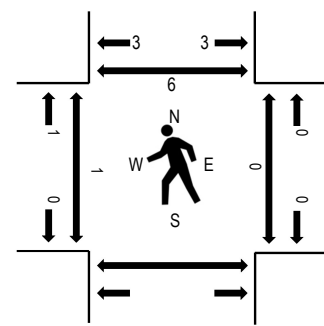
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	HOLIDAY SPRINGS BLVD				HOLIDAY SPRINGS BLVD				PINEWALK DR S								Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
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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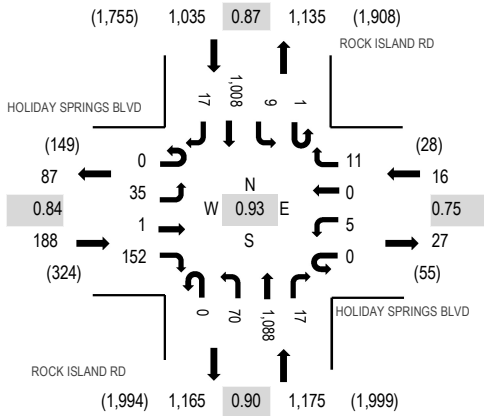
Location: 14 ROCK ISLAND RD & HOLIDAY SPRINGS BLVD AM

Date: Thursday, February 29, 2024

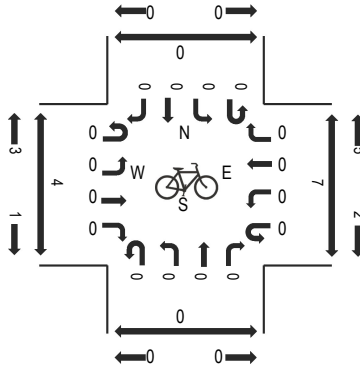
Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

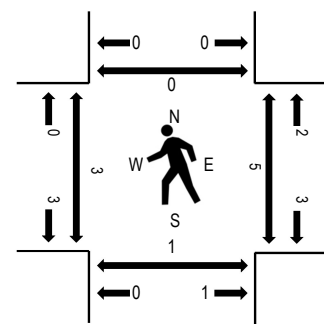
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	HOLIDAY SPRINGS BLVD				HOLIDAY SPRINGS BLVD				ROCK ISLAND RD				ROCK ISLAND RD				Total	Rolling Hour	Pedestrian Crossings				
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right							
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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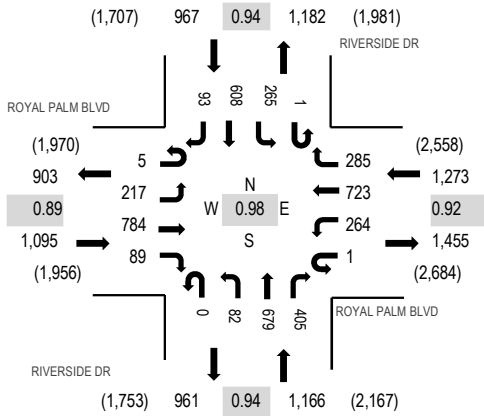
Location: 15 RIVERSIDE DR & ROYAL PALM BLVD AM

Date: Thursday, February 29, 2024

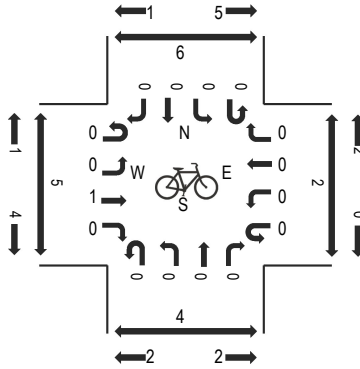
Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

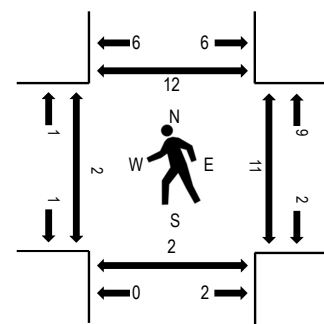
Peak Hour - Motorized Vehicles



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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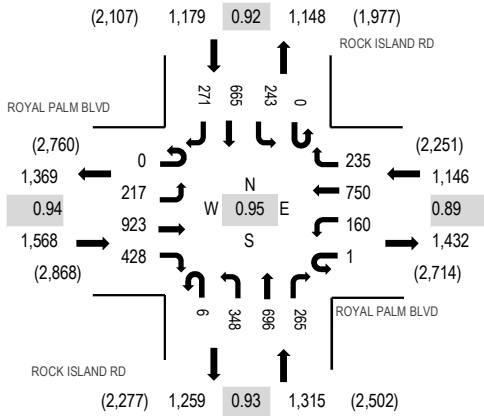
Location: 16 ROCK ISLAND RD & ROYAL PALM BLVD AM

Date: Thursday, February 29, 2024

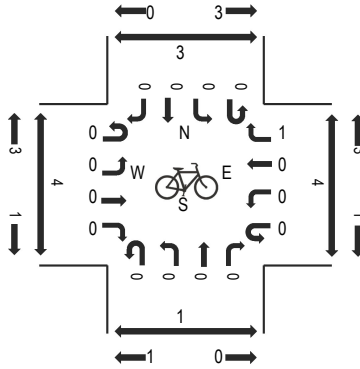
Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

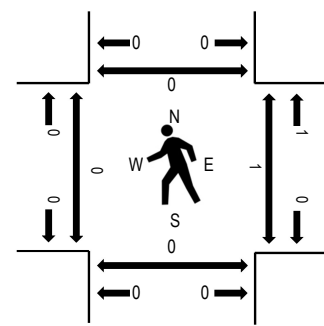
Peak Hour - Motorized Vehicles



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				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	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



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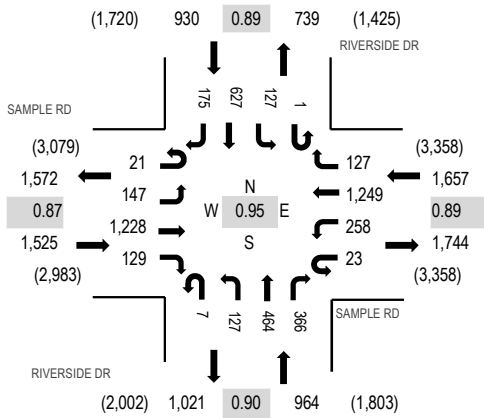
Location: 1 RIVERSIDE DR & SAMPLE RD PM

Date: Thursday, February 29, 2024

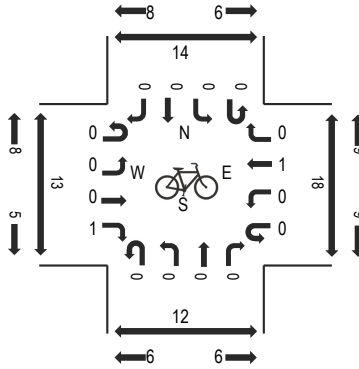
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

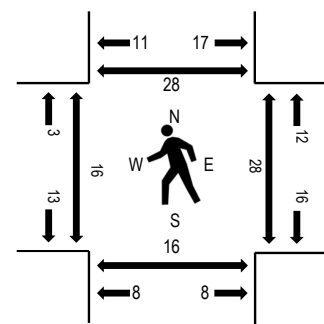
Peak Hour - Motorized Vehicles



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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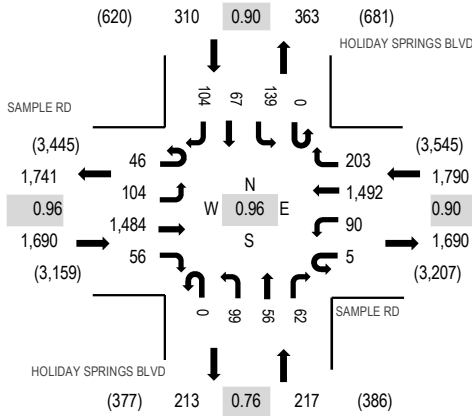
Location: 2 HOLIDAY SPRINGS BLVD & SAMPLE RD PM

Date: Thursday, February 29, 2024

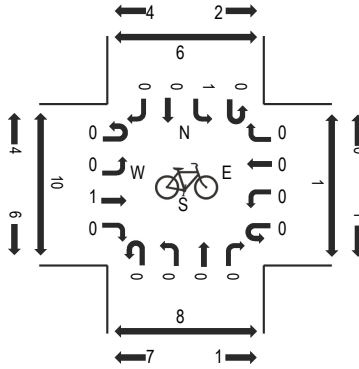
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:30 PM - 05:45 PM

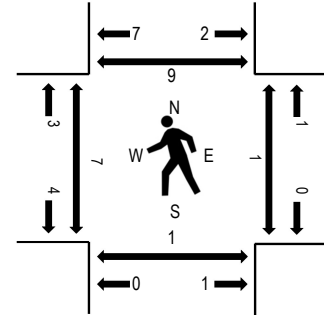
Peak Hour - Motorized Vehicles



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				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	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



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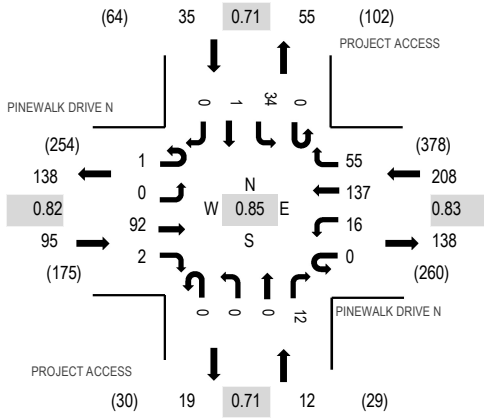
Location: 6 PROJECT ACCESS & PINEWALK DRIVE N PM

Date: Thursday, February 29, 2024

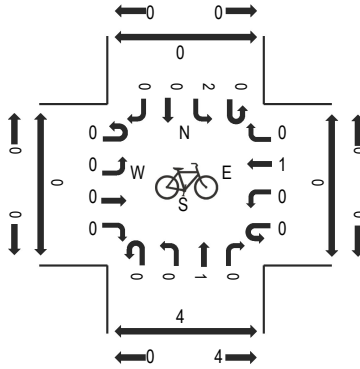
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:45 PM - 06:00 PM

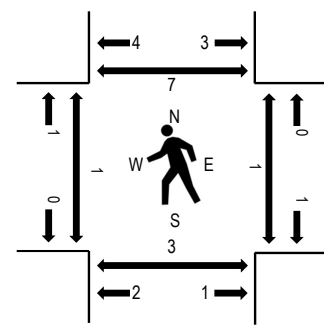
Peak Hour - Motorized Vehicles



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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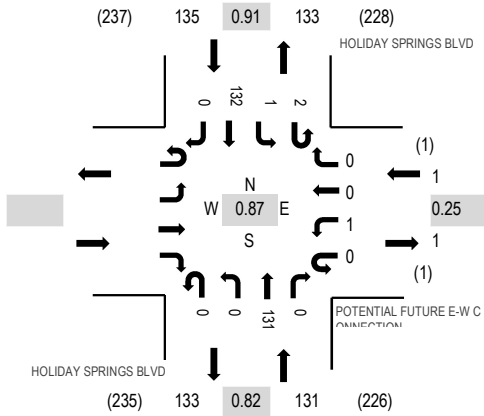
Location: 7 HOLIDAY SPRINGS BLVD & POTENTIAL FUTURE E-W CONNECTION PM

Date: Thursday, February 29, 2024

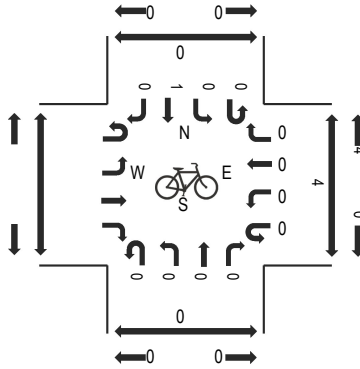
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:30 PM - 05:45 PM

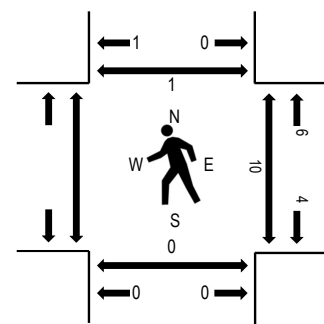
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	POTENTIAL FUTURE E-W CONNECTION								HOLIDAY SPRINGS BLVD				HOLIDAY SPRINGS BLVD				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
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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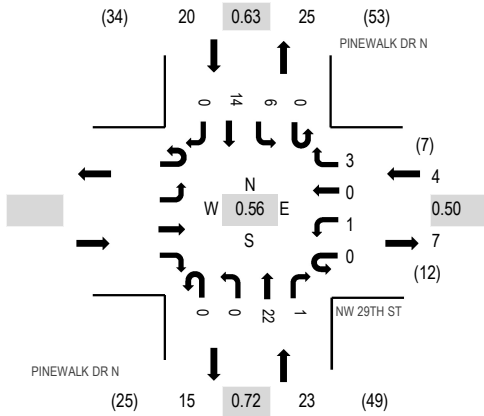
Location: 8 PINEWALK DR N & NW 29TH ST PM

Date: Thursday, February 29, 2024

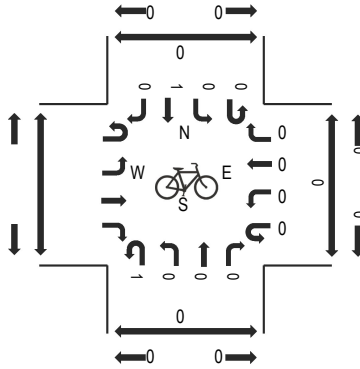
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:15 PM - 04:30 PM

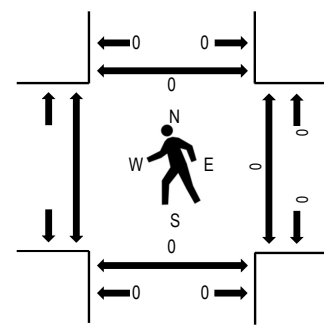
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	Eastbound				NW 29TH ST 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	0	1	0	0	5	0	0	0	4	0	10	47	0	0	0	0
4:15 PM					0	1	0	1	0	0	11	0	0	1	7	0	21	46	0	0	0	0
4:30 PM					0	0	0	1	0	0	5	1	0	1	2	0	10	31	0	0	0	0
4:45 PM					0	0	0	0	0	0	1	0	0	4	1	0	6	33	0	0	0	0
5:00 PM					0	0	0	0	0	0	6	0	0	1	2	0	9	43	1	0	0	0
5:15 PM					0	0	0	1	0	0	3	0	0	0	2	0	6		1	0	0	0
5:30 PM					0	0	0	0	0	0	7	1	0	1	3	0	12		1	0	0	0
5:45 PM					0	0	0	2	0	0	9	0	0	2	3	0	16		0	0	0	0
Count Total					0	1	0	6	0	0	47	2	0	10	24	0	90		3	0	0	0
Peak Hour					0	1	0	3	0	0	22	1	0	6	14	0	47		0	0	0	0



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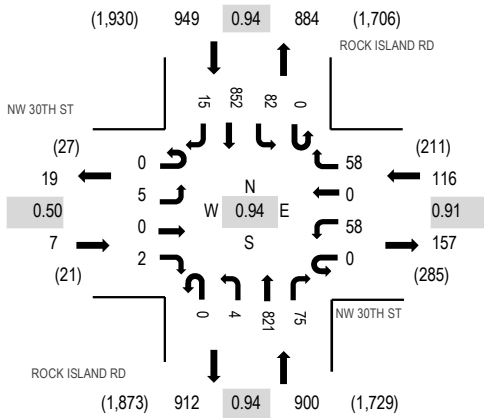
Location: 10 ROCK ISLAND RD & NW 30TH ST PM

Date: Thursday, February 29, 2024

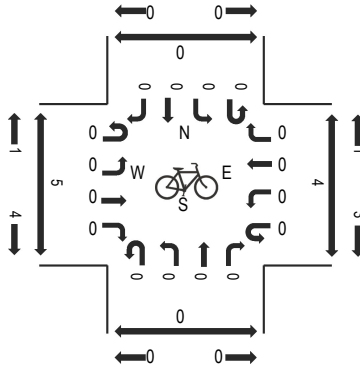
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:30 PM - 05:45 PM

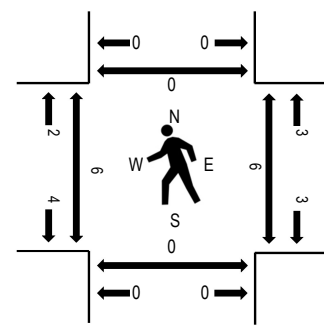
Peak Hour - Motorized Vehicles



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



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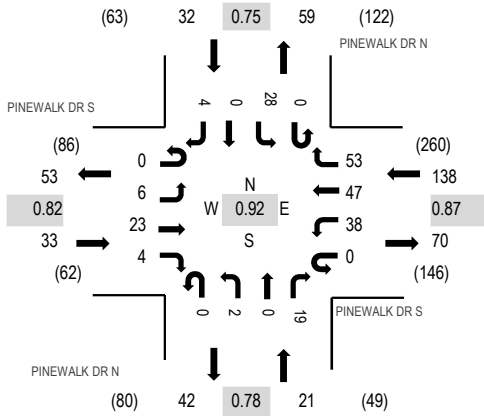
Location: 11 PINEWALK DR N & PINEWALK DR S PM

Date: Thursday, February 29, 2024

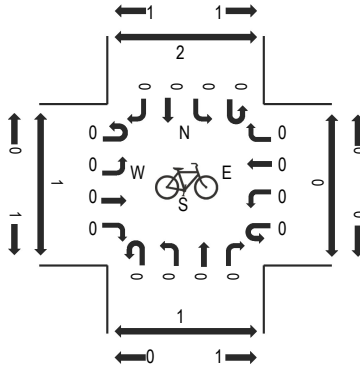
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

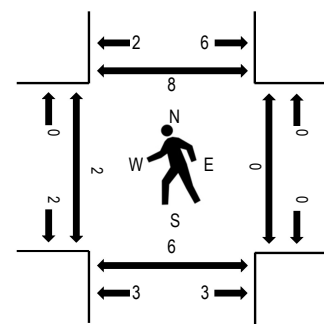
Peak Hour - Motorized Vehicles



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



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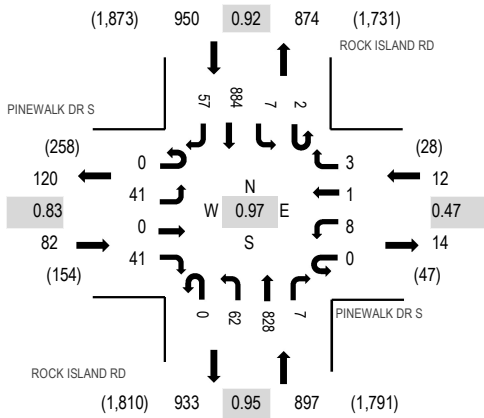
Location: 12 ROCK ISLAND RD & PINEWALK DR S PM

Date: Thursday, February 29, 2024

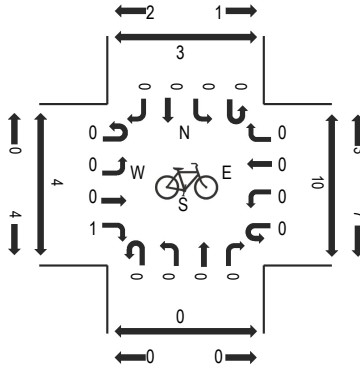
Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 04:15 PM - 04:30 PM

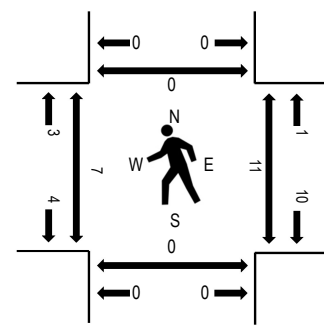
Peak Hour - Motorized Vehicles



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



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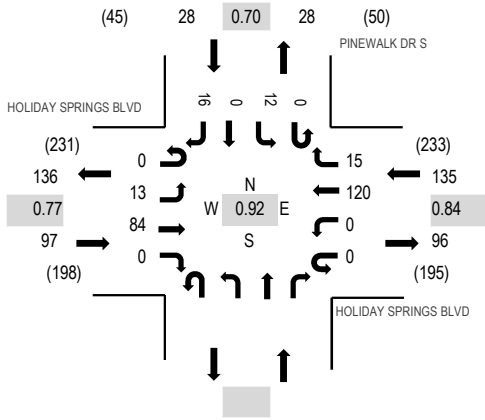
Location: 13 PINEWALK DR S & HOLIDAY SPRINGS BLVD PM

Date: Thursday, February 29, 2024

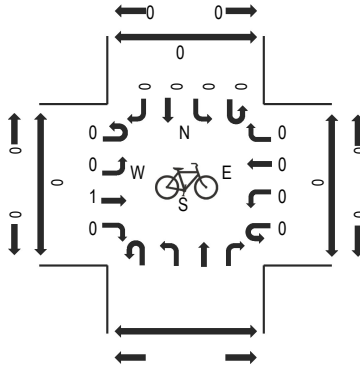
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

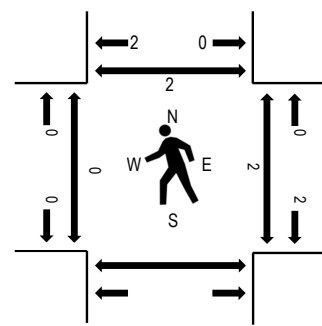
Peak Hour - Motorized Vehicles



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



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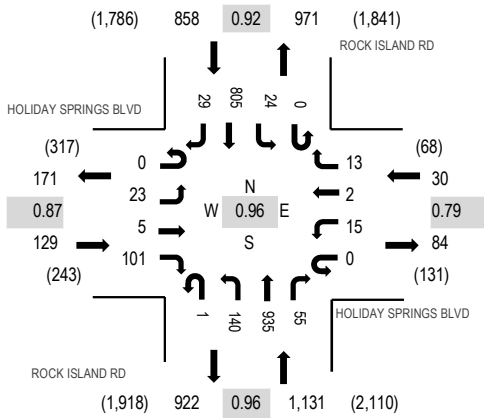
Location: 14 ROCK ISLAND RD & HOLIDAY SPRINGS BLVD PM

Date: Thursday, February 29, 2024

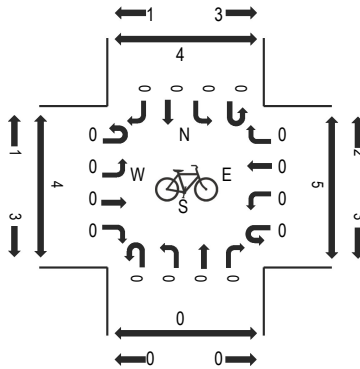
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:30 PM - 05:45 PM

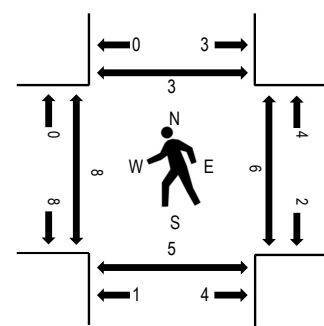
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	HOLIDAY SPRINGS BLVD				HOLIDAY SPRINGS BLVD				ROCK ISLAND RD				ROCK ISLAND RD				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
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



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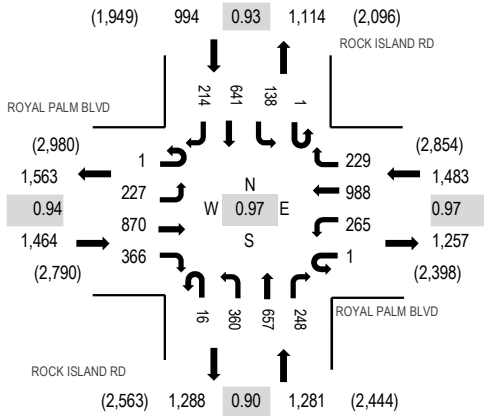
Location: 16 ROCK ISLAND RD & ROYAL PALM BLVD PM

Date: Thursday, February 29, 2024

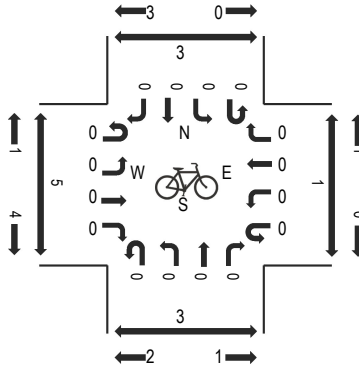
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:30 PM - 05:45 PM

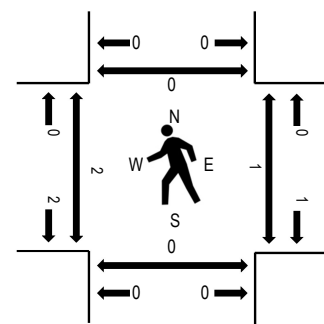
Peak Hour - Motorized Vehicles



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				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	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

1111 SW 21st Avenue, Unit B22, Fort Lauderdale, Florida 33312
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File Name : sample road & belmonte blvd
Site Code : 30700
Start Date : 12/13/2023
Page No : 1

	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
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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

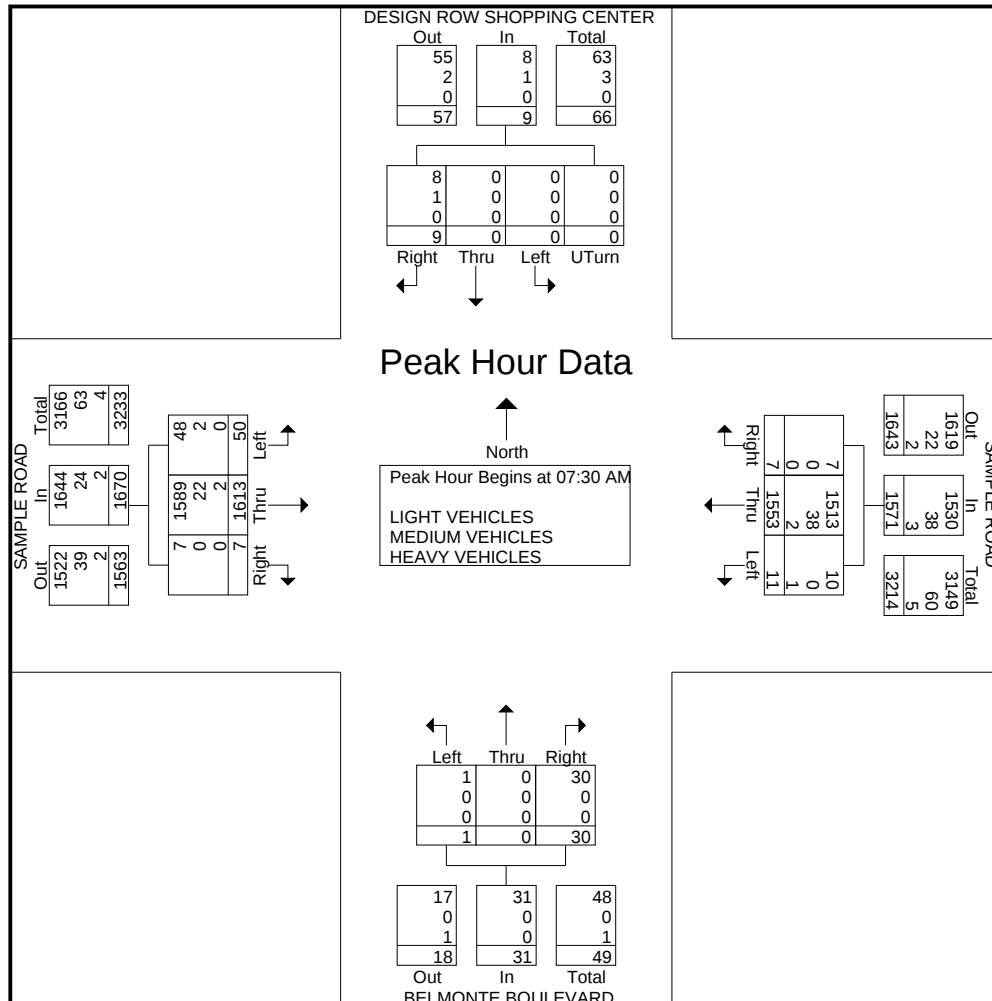
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SAMPLE ROAD & BELMONTE BOULEVARD
CORAL SPRINGS, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

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



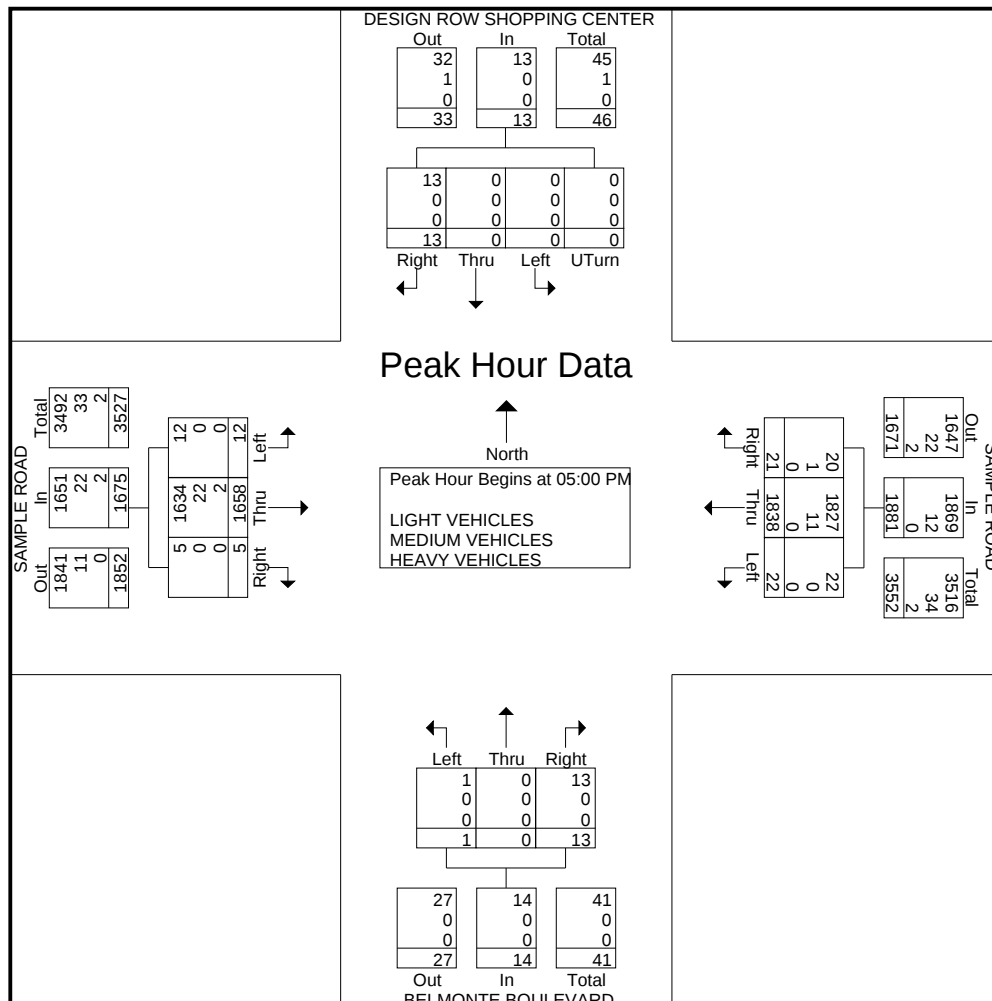
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SAMPLE ROAD & BELMONTE BOULEVARD
CORAL SPRINGS, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

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



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

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

	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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1111 SW 21st Avenue, Unit B22, Fort Lauderdale, Florida 33312
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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

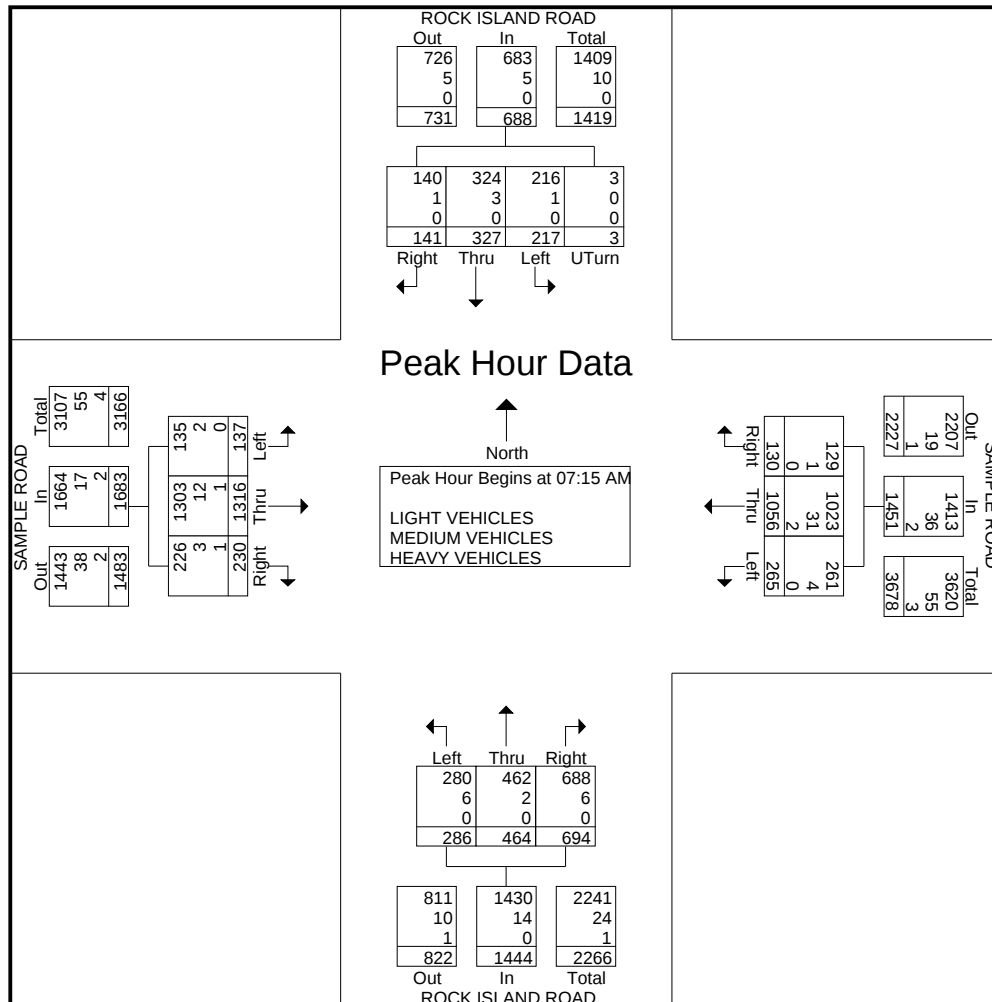
All Traffic Data Services, Inc.

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

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



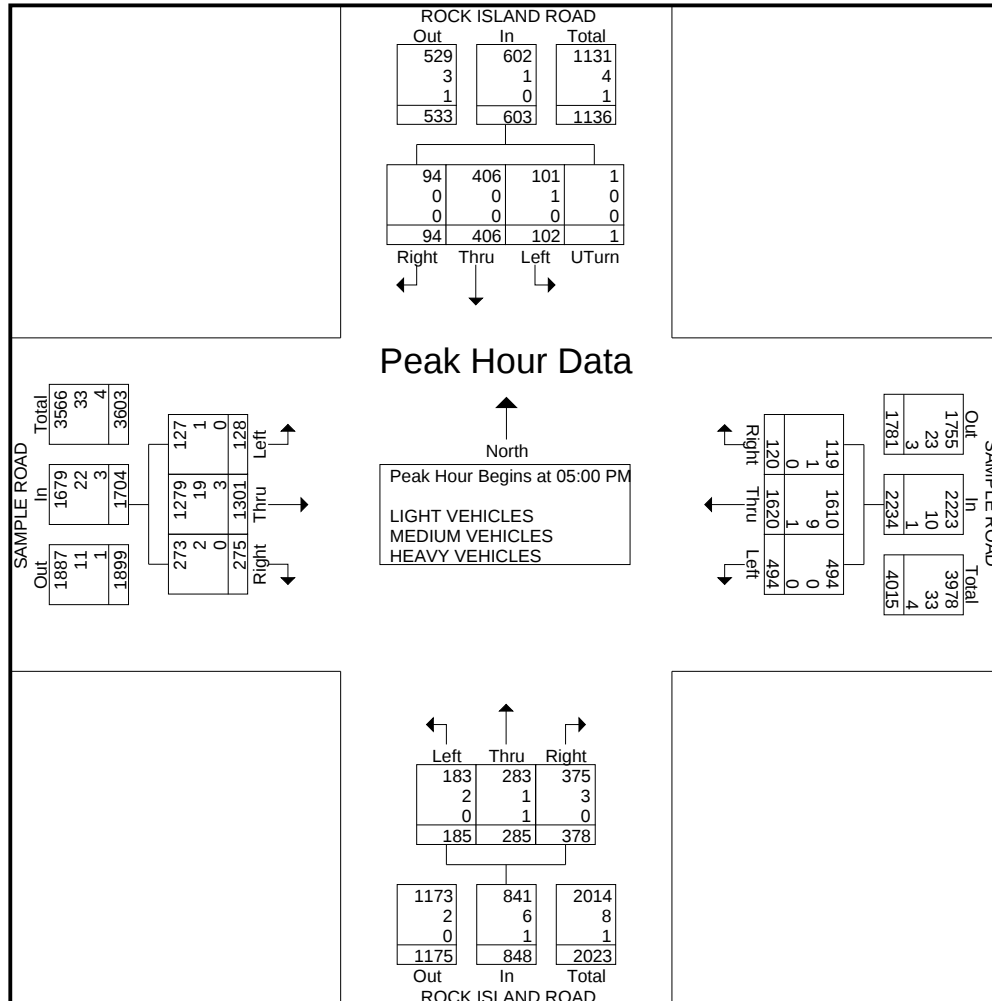
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Phone 561-272-3255

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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File Name : sample road & rock island
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1111 SW 21st Avenue, Unit B22, Fort Lauderdale, Florida 33312
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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	

All Traffic Data Services, Inc.

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Phone 561-272-3255

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

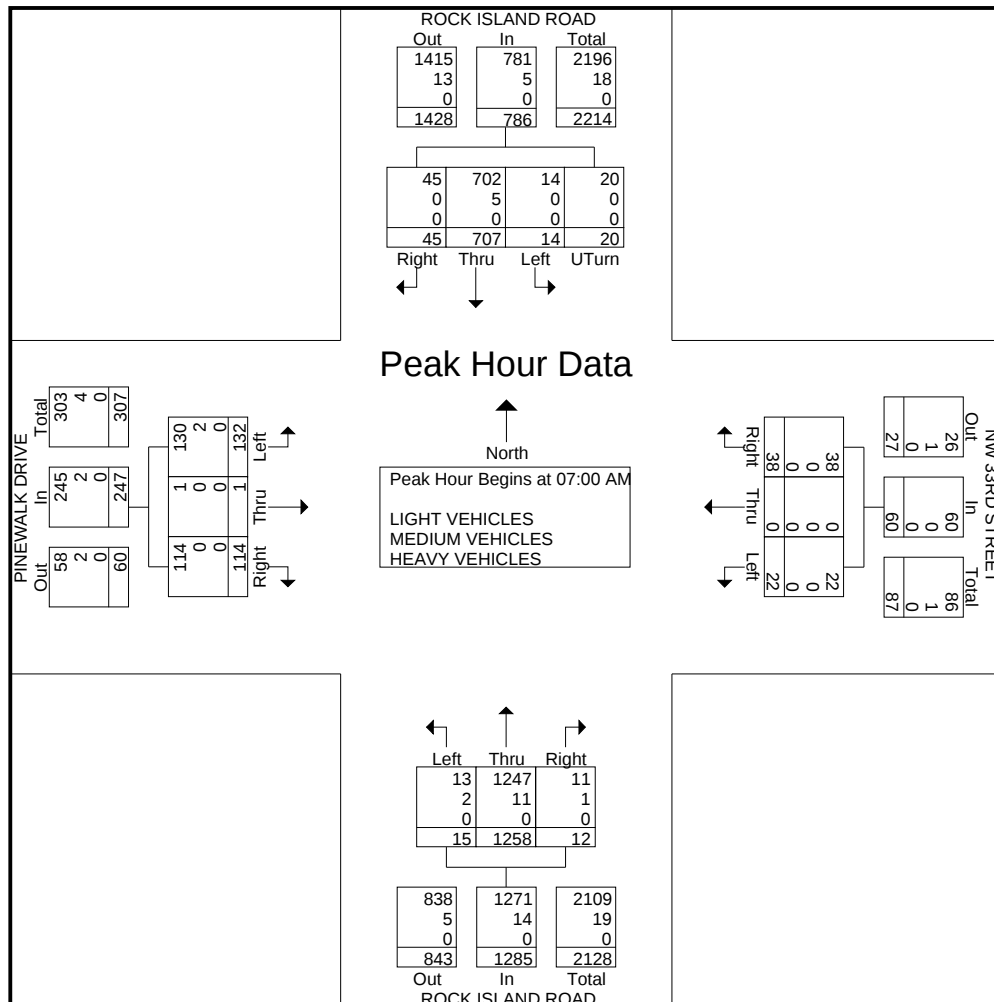
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Phone 561-272-3255

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



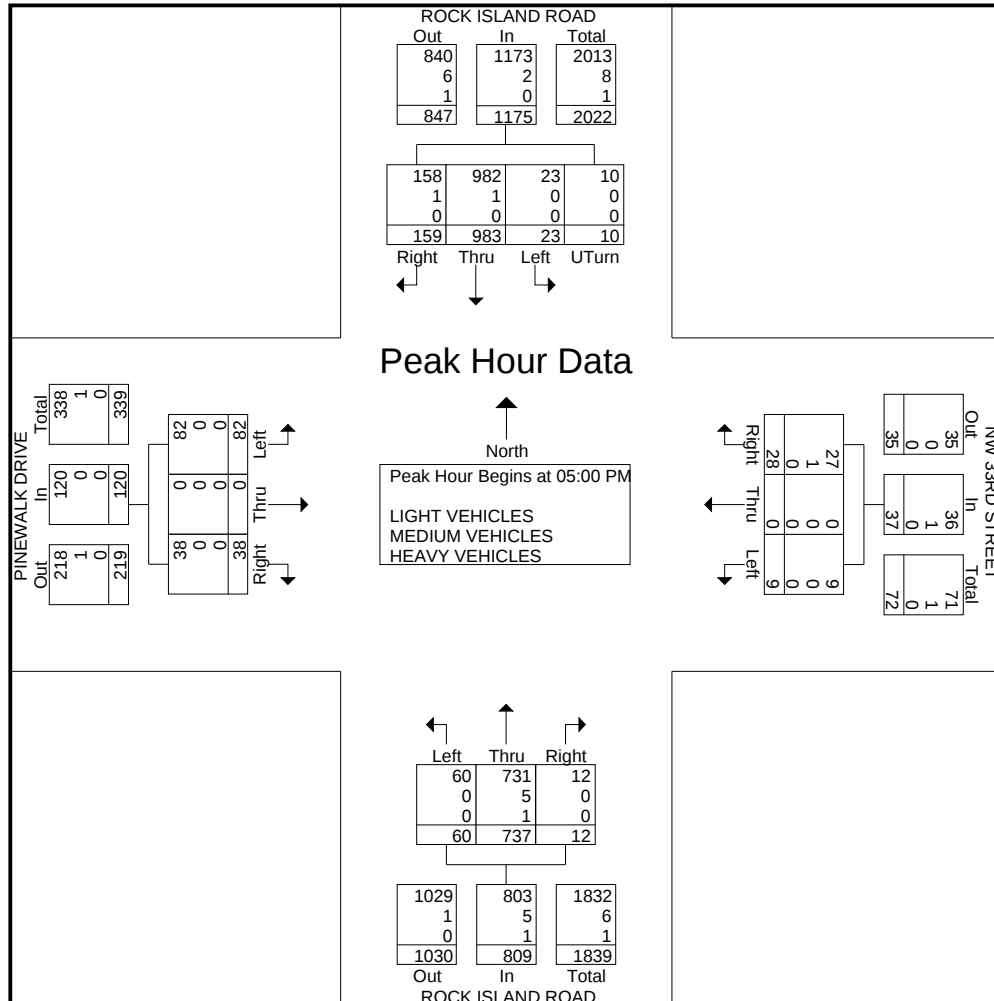
All Traffic Data Services, Inc.

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

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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Phone 561-272-3255

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

[illegible]

All Traffic Data Services, Inc.

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

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	OFF	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

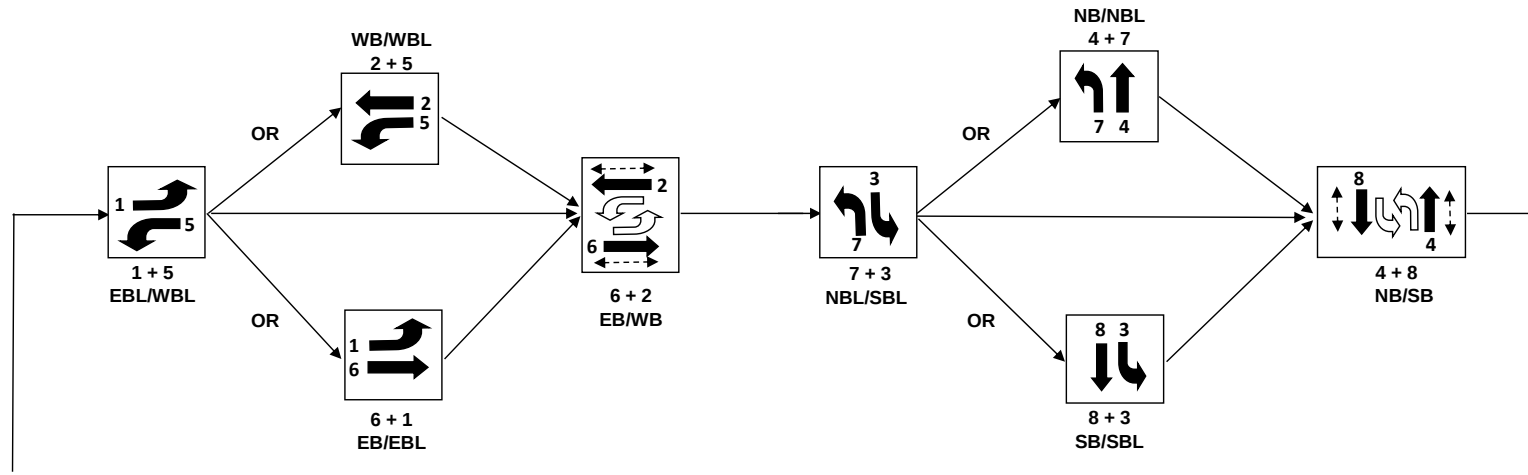
NOTES:

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



 PERMISSIVE LEFT

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				



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

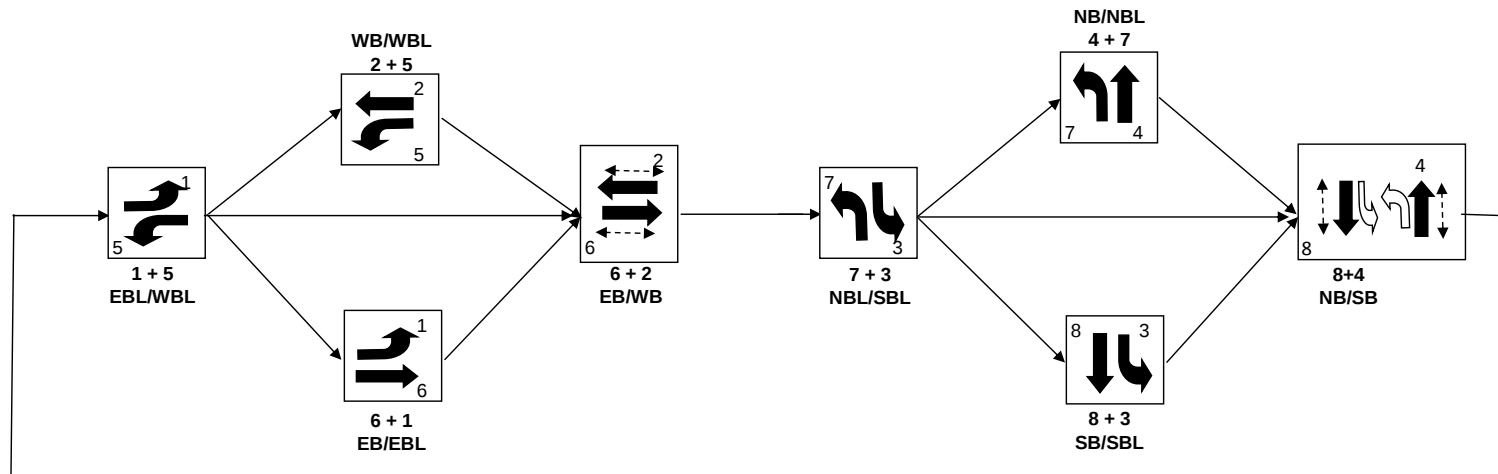
NOTES:

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



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				



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

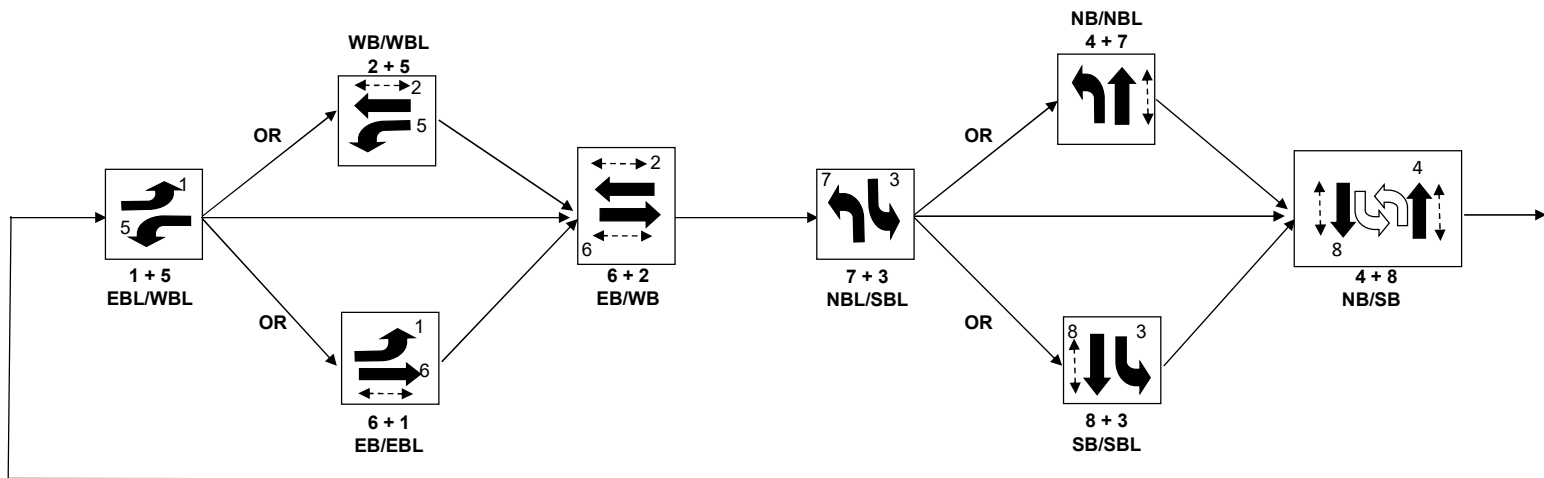
NOTES:

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



←-----→ Denotes pedestrian crosswalk

 Denotes permissive left turns

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				



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:

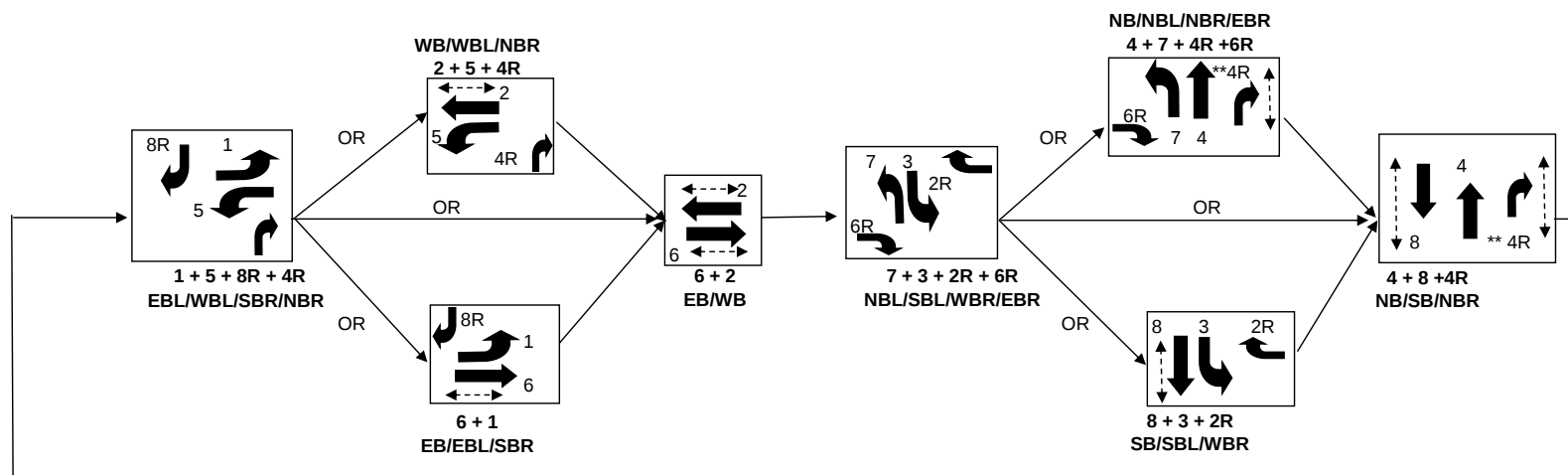
1. DUAL ENTRY HARDWIRED NORTH/SOUTH.
2. 8R (SBR) HARDWIRED TO PH.1 (EBL).
- 4R (NBR) OVERLAPPED WITH PH'S 4 (NB) & 5 (WBL).
- 2R (WBR) HARDWIRED TO PH.3 (SBL).
- 6R (EBR) HARDWIRED TO PH.7 (NBL).
3. **NBRT OVERLAP OMIT DURING PHASE 4 PED.
4. MOD 19 UPDATES YELLOW CLEARANCE ON PHASES 1,2,4,5,6 & 7
AND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



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				



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

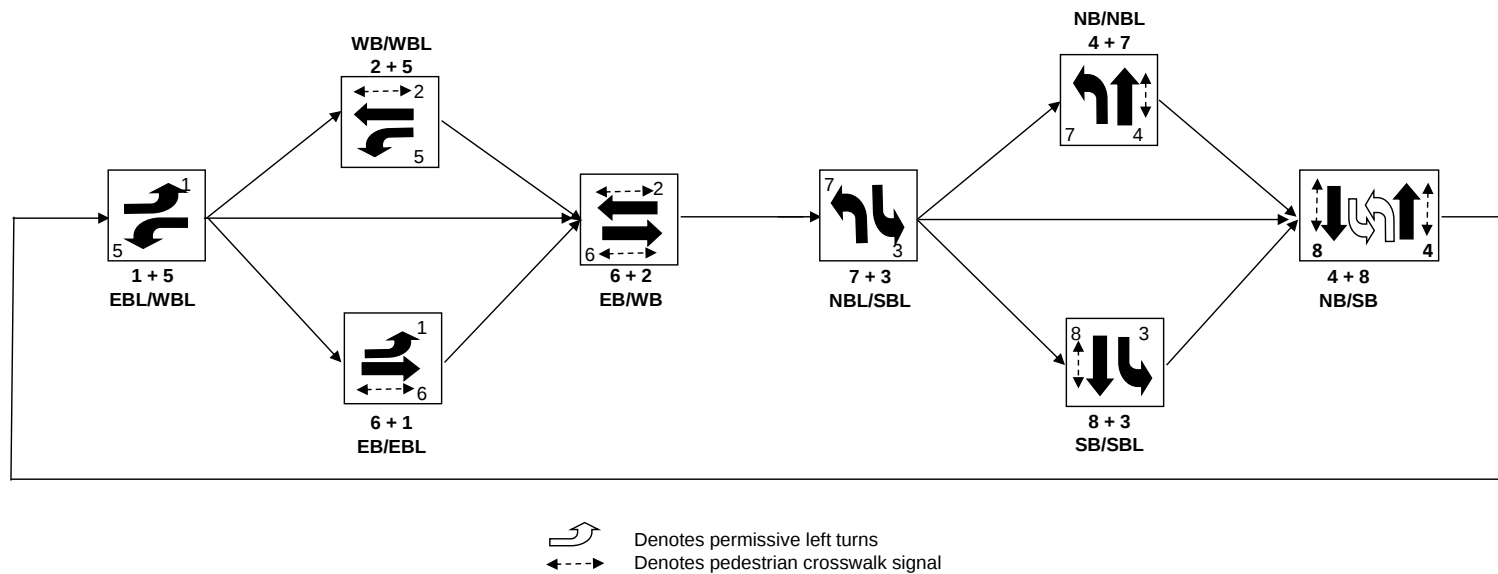
NOTES:

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



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				



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.

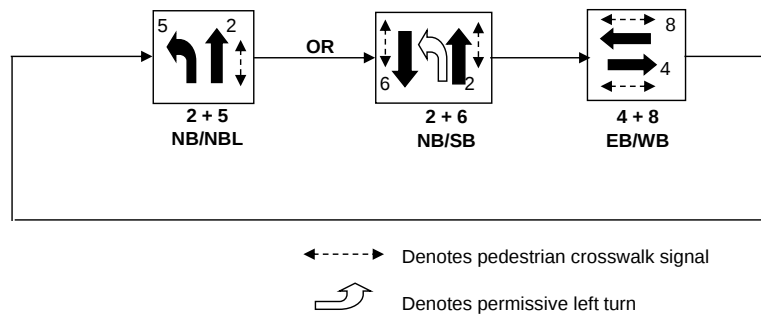
Submitted By _____

Approved By _____

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

Margate

Modification #0



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				

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

WEEK	DATES		SF	MOCF: 0.98
				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

04-MAR-2025 16:32:53

830UPD

4_8630_PKSEASON.TXT

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

PROPOSED SCENARIO - INTERNAL CAPTURE

Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour based on the Trip Generation Handbook, 3rd Edition, published by the Institute of Transportation Engineers.

Methodology for Daily based on the average of the Unconstrained Rates for the A.M. Peak Hour and P.M. Peak Hour.

SUMMARY

GROSS TRIP GENERATION							
INPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office	0	0	0	0	0	0
	Retail	2,717	2,717	126	77	249	270
	Restaurant	0	0	0	0	0	0
	Cinema/Entertainment	0	0	0	0	0	0
	Residential	2,597	2,597	97	304	252	168
	Hotel	0	0	0	0	0	0
		5,314	5,314	223	381	501	438
INTERNAL TRIPS							
OUTPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office	0	0	0	0	0	0
	Retail	367	543	3	2	25	70
	Restaurant	0	0	0	0	0	0
	Cinema/Entertainment	0	0	0	0	0	0
	Residential	543	367	2	3	70	25
	Hotel	0	0	0	0	0	0
		910	910	5	5	95	95
% Reduction		17.1%		1.7%		20.2%	
EXTERNAL TRIPS							
OUTPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office	0	0	0	0	0	0
	Retail	2,350	2,174	123	75	224	200
	Restaurant	0	0	0	0	0	0
	Cinema/Entertainment	0	0	0	0	0	0
	Residential	2,054	2,230	95	301	182	143
	Hotel	0	0	0	0	0	0
		4,404	4,404	218	376	406	343

DAILY

GROSS TRIP GENERATION

DAILY	Land Use	Daily	
		Enter	Exit
	Office	0	0
	Retail	2,717	2,717
	Restaurant	0	0
	Cinema/Entertainment	0	0
	Residential	2,597	2,597
	Hotel	0	0
		5,314	5,314

Estimated Trip Origins within a Mixed-Use Development (Daily) (Average of A.M. Peak Hour and P.M. Peak Hour)

DAILY	Origin Land Use	Destination Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		24%	34%	0%	2%	0%
	Retail	16%		21%	2%	20%	3%
	Restaurant	17%	28%		4%	11%	5%
	Cinema/Entertainment	1%	11%	16%		4%	1%
	Residential	3%	22%	21%	0%		2%
	Hotel	38%	15%	39%	0%	1%	

Estimated Trip Destinations within a Mixed-Use Development (Daily) (Average of A.M. Peak Hour and P.M. Peak Hour)

DAILY	Origin Land Use	Destination Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		20%	13%	1%	2%	0%
	Retail	18%		40%	13%	24%	9%
	Restaurant	22%	29%		16%	11%	38%
	Cinema/Entertainment	3%	2%	2%		2%	1%
	Residential	30%	14%	17%	0%		6%
	Hotel	2%	3%	6%	0%	0%	

*** BASED ON EXIT ***

DAILY	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		0	0	0	0	0
	Retail	421		571	54	543	68
	Restaurant	0	0		0	0	0
	Cinema/Entertainment	0	0	0		0	0
	Residential	78	558	532	0		39
	Hotel	0	0	0	0	0	

*** BASED ON ENTER ***

DAILY	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		543	0	0	52	0
	Retail	0		0	0	623	0
	Restaurant	0	788		0	273	0
	Cinema/Entertainment	0	54	0		52	0
	Residential	0	367	0	0		0
	Hotel	0	82	0	0	0	

*** MINIMUM ***

DAILY	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		0	0	0	0	0
	Retail	0		0	0	543	0
	Restaurant	0	0		0	0	0
	Cinema/Entertainment	0	0	0		0	0
	Residential	0	367	0	0		0
	Hotel	0	0	0	0	0	

INTERNAL TRIPS

DAILY	Land Use	Daily	
		Enter	Exit
	Office	0	0
	Retail	367	543
	Restaurant	0	0
	Cinema/Entertainment	0	0
	Residential	543	367
	Hotel	0	0
		910	910

A.M. PEAK HOUR

GROSS TRIP GENERATION

A.M. PEAK	Land Use	A.M. Peak Hour	
		Enter	Exit
	Office	0	0
	Retail	126	77
	Restaurant	0	0
	Cinema/Entertainment	0	0
	Residential	97	304
	Hotel	0	0
		223	381

Table 6.1 Unconstrained Internal Person Trip Capture Rates
for Trip Origins within a Mixed-Use Development (A.M. Peak Hour)

A.M. PEAK	Origin Land Use	Destination Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		28%	63%	0%	1%	0%
	Retail	29%		13%	0%	14%	0%
	Restaurant	31%	14%		0%	4%	3%
	Cinema/Entertainment	0%	0%	0%		0%	0%
	Residential	2%	1%	20%	0%		0%
	Hotel	75%	14%	9%	0%	0%	

Table 6.2 Unconstrained Internal Person Trip Capture Rates
for Trip Destinations within a Mixed-Use Development (A.M. Peak Hour)

A.M. PEAK	Origin Land Use	Destination Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		32%	23%	0%	0%	0%
	Retail	4%		50%	0%	2%	0%
	Restaurant	14%	8%		0%	5%	4%
	Cinema/Entertainment	0%	0%	0%		0%	0%
	Residential	3%	17%	20%	0%		0%
	Hotel	3%	4%	6%	0%	0%	

*** BASED ON EXIT ***

A.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		0	0	0	0	0
	Retail	22		10	0	11	0
	Restaurant	0	0		0	0	0
	Cinema/Entertainment	0	0	0		0	0
	Residential	6	3	61	0		0
	Hotel	0	0	0	0	0	

*** BASED ON ENTER ***

A.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		40	0	0	0	0
	Retail	0		0	0	2	0
	Restaurant	0	10		0	5	0
	Cinema/Entertainment	0	0	0		0	0
	Residential	0	21	0	0		0
	Hotel	0	5	0	0	0	

*** MINIMUM ***

A.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		0	0	0	0	0
	Retail	0		0	0	2	0
	Restaurant	0	0		0	0	0
	Cinema/Entertainment	0	0	0		0	0
	Residential	0	3	0	0		0
	Hotel	0	0	0	0	0	

INTERNAL TRIPS

A.M. PEAK	Land Use	A. M. Peak Hour	
		Enter	Exit
	Office	0	0
	Retail	3	2
	Restaurant	0	0
	Cinema/Entertainment	0	0
	Residential	2	3
	Hotel	0	0
		5	5

P.M. PEAK HOUR

GROSS TRIP GENERATION

P.M. PEAK	Land Use	P.M. Peak Hour	
		Enter	Exit
	Office	0	0
	Retail	249	270
	Restaurant	0	0
	Cinema/Entertainment	0	0
	Residential	252	168
	Hotel	0	0
		501	438

Table 6.1 Unconstrained Internal Person Trip Capture Rates
for Trip Origins within a Mixed-Use Development (P.M. Peak Hour)

P.M. PEAK	Origin Land Use	Destination Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		20%	4%	0%	2%	0%
	Retail	2%		29%	4%	26%	5%
	Restaurant	3%	41%		8%	18%	7%
	Cinema/Entertainment	2%	21%	31%		8%	2%
	Residential	4%	42%	21%	0%		3%
	Hotel	0%	16%	68%	0%	2%	

Table 6.2 Unconstrained Internal Person Trip Capture Rates
for Trip Destinations within a Mixed-Use Development (P.M. Peak Hour)

P.M. PEAK	Origin Land Use	Destination Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		8%	2%	1%	4%	0%
	Retail	31%		29%	26%	46%	17%
	Restaurant	30%	50%		32%	16%	71%
	Cinema/Entertainment	6%	4%	3%		4%	1%
	Residential	57%	10%	14%	0%		12%
	Hotel	0%	2%	5%	0%	0%	

*** BASED ON EXIT ***

P.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		0	0	0	0	0
	Retail	5		78	11	70	14
	Restaurant	0	0		0	0	0
	Cinema/Entertainment	0	0	0		0	0
	Residential	7	71	35	0		5
	Hotel	0	0	0	0	0	

*** BASED ON ENTER ***

P.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		20	0	0	10	0
	Retail	0		0	0	116	0
	Restaurant	0	125		0	40	0
	Cinema/Entertainment	0	10	0		10	0
	Residential	0	25	0	0		0
	Hotel	0	5	0	0	0	

*** MINIMUM ***

P.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		0	0	0	0	0
	Retail	0		0	0	70	0
	Restaurant	0	0		0	0	0
	Cinema/Entertainment	0	0	0		0	0
	Residential	0	25	0	0		0
	Hotel	0	0	0	0	0	

INTERNAL TRIPS

P.M. PEAK	Land Use	P.M. Peak Hour	
		Enter	Exit
	Office	0	0
	Retail	25	70
	Restaurant	0	0
	Cinema/Entertainment	0	0
	Residential	70	25
	Hotel	0	0
		95	95

[illegible]

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

[illegible]

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

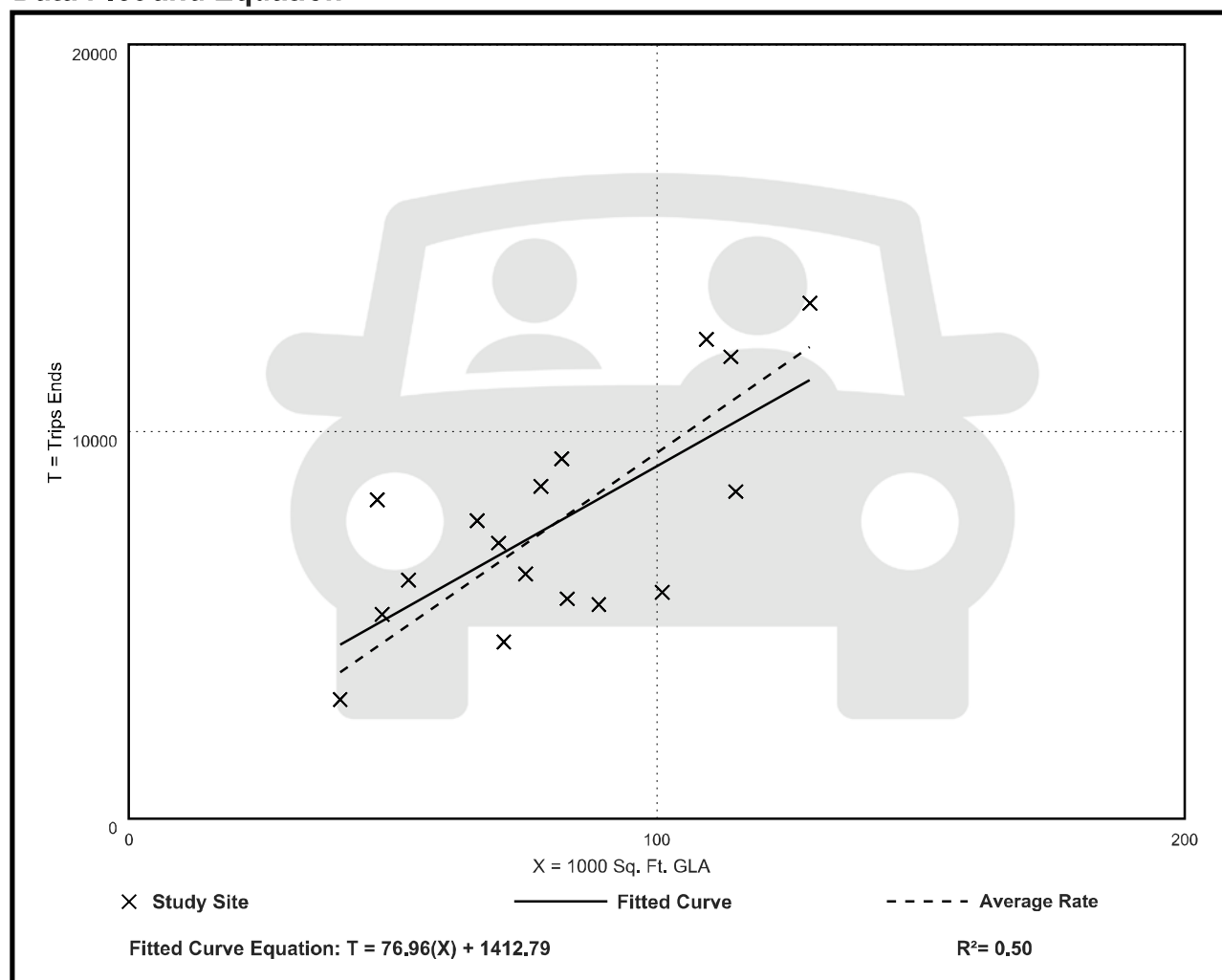
Avg. 1000 Sq. Ft. GLA: 81

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



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

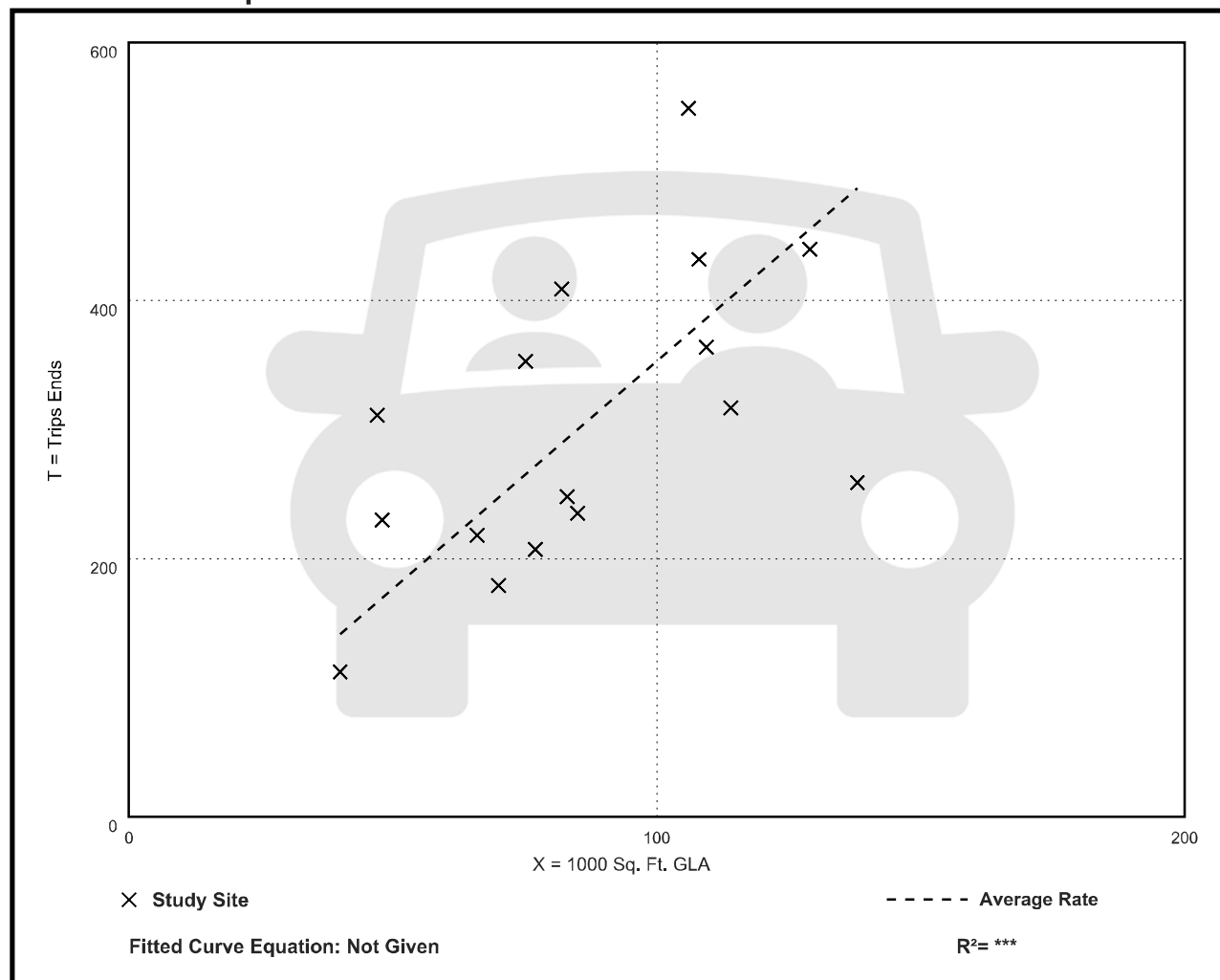
Avg. 1000 Sq. Ft. GLA: 86

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



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

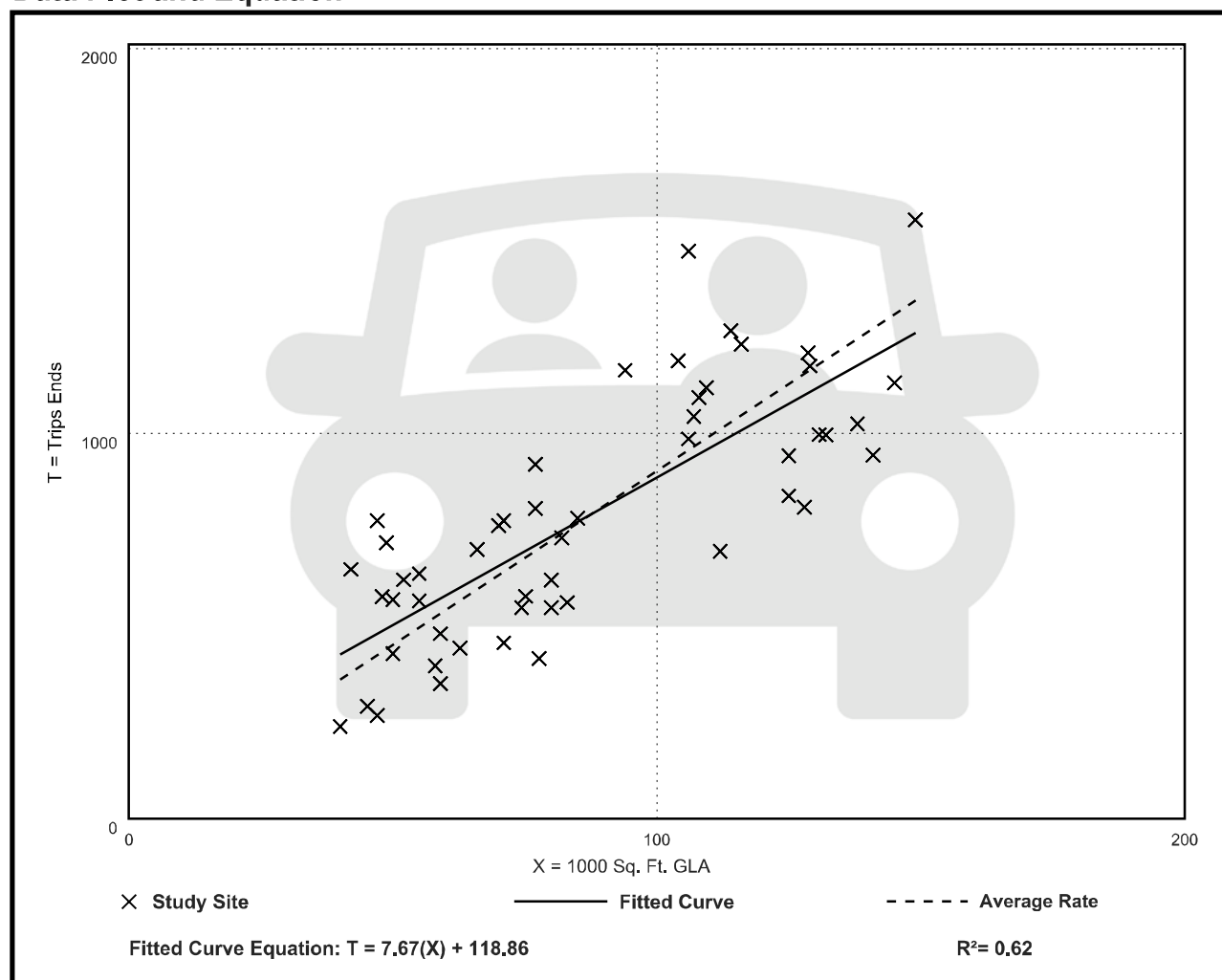
Avg. 1000 Sq. Ft. GLA: 87

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



Land Use: 221

Multifamily Housing (Mid-Rise)

Description

Mid-rise multifamily housing includes apartments and condominiums located in a building that has between four and 10 floors of living space. Access to individual dwelling units is through an outside building entrance, a lobby, elevator, and a set of hallways.

Multifamily housing (low-rise) (Land Use 220), multifamily housing (high-rise) (Land Use 222), off-campus student apartment (mid-rise) (Land Use 226), and mid-rise residential with ground-floor commercial (Land Use 231) are related land uses.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the six sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.5 residents per occupied dwelling unit.

For the five sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96 percent of the total dwelling units were occupied.

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/>).

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, District of Columbia, Florida, Georgia, Illinois, Maryland, Massachusetts, Minnesota, Montana, New Jersey, New York, Ontario (CAN), Oregon, Utah, and Virginia.

Source Numbers

168, 188, 204, 305, 306, 321, 818, 857, 862, 866, 901, 904, 910, 949, 951, 959, 963, 964, 966, 967, 969, 970, 1004, 1014, 1022, 1023, 1025, 1031, 1032, 1035, 1047, 1056, 1057, 1058, 1071, 1076

Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 11

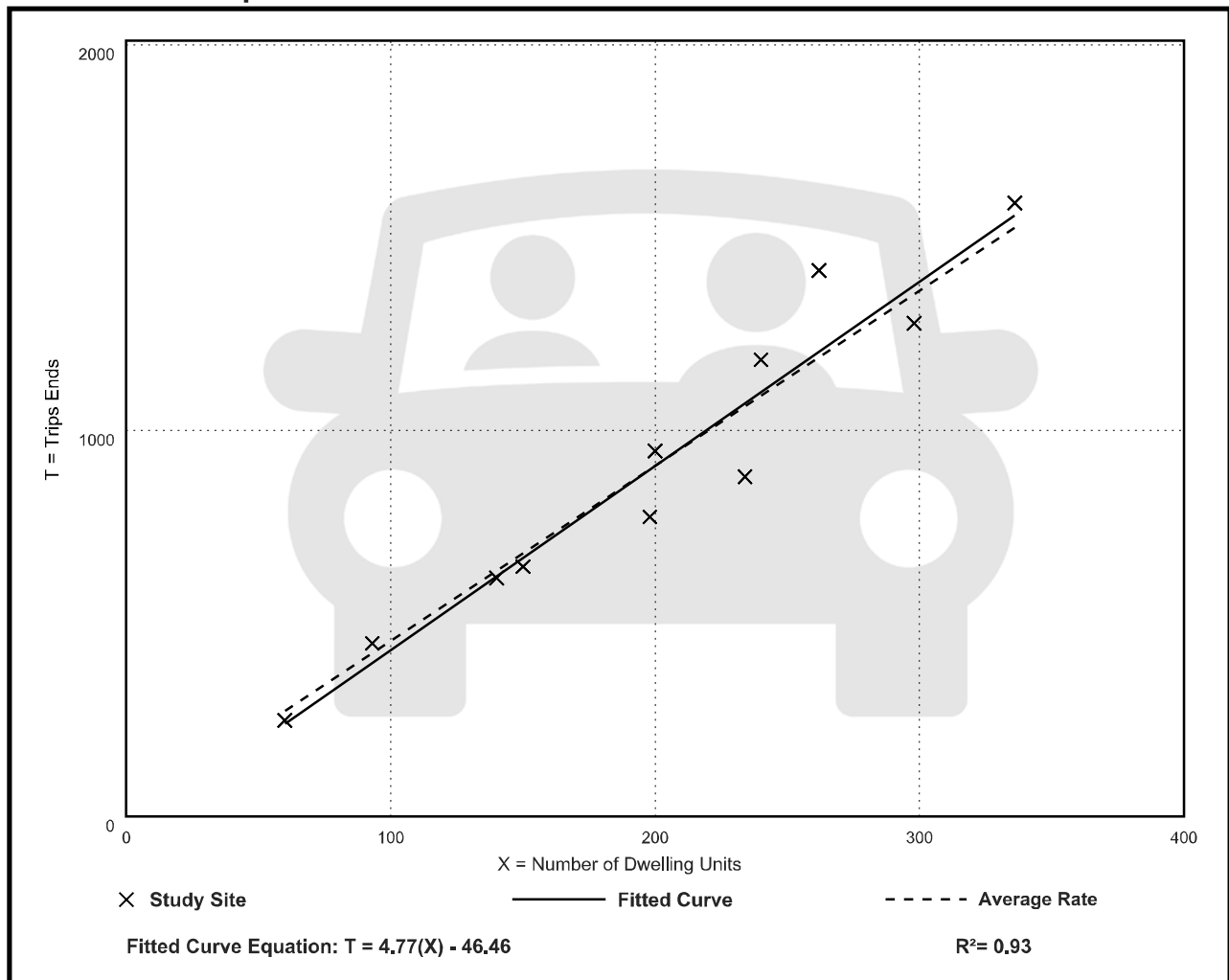
Avg. Num. of Dwelling Units: 201

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.54	3.76 - 5.40	0.51

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

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: 30

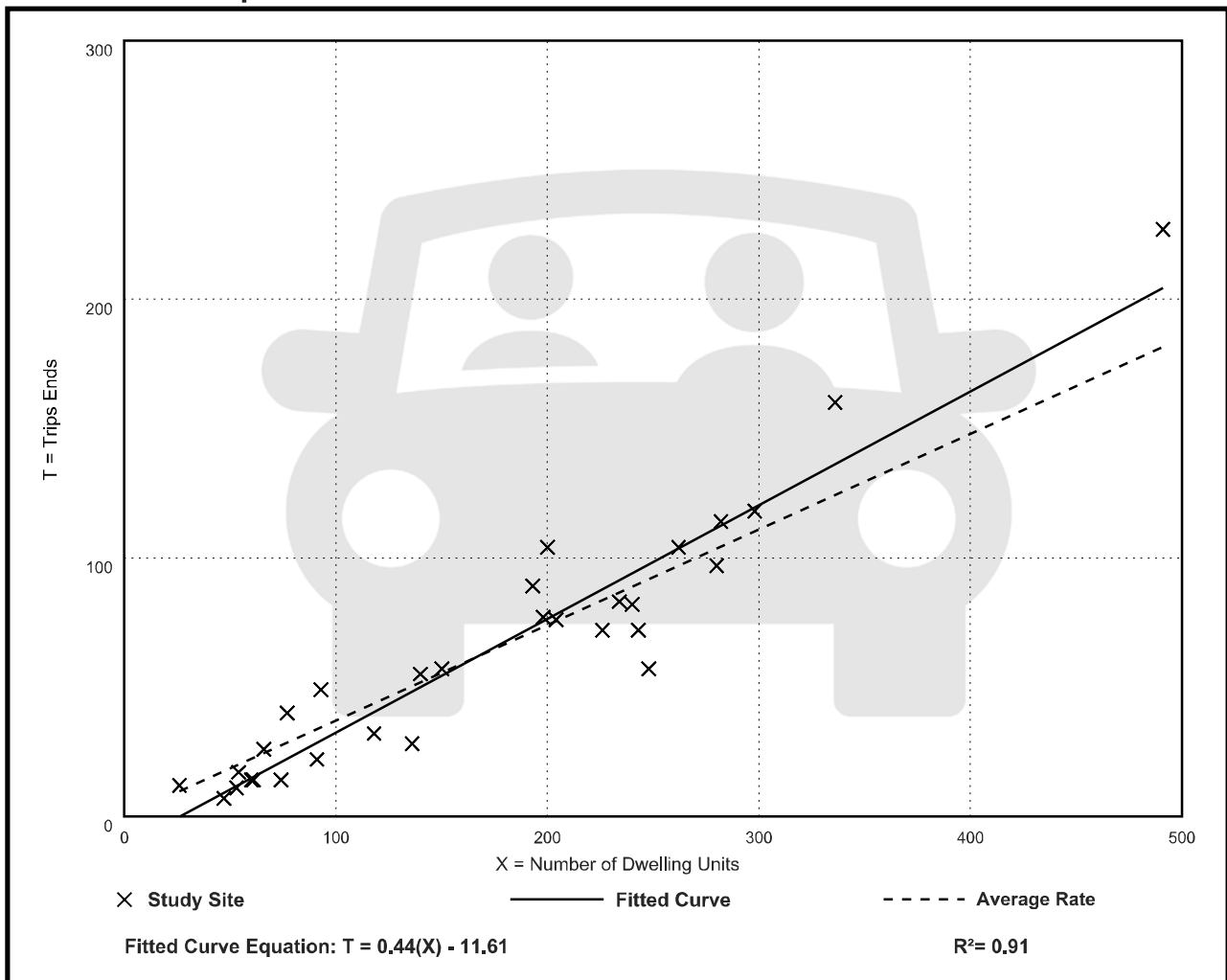
Avg. Num. of Dwelling Units: 173

Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.37	0.15 - 0.53	0.09

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

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: 31

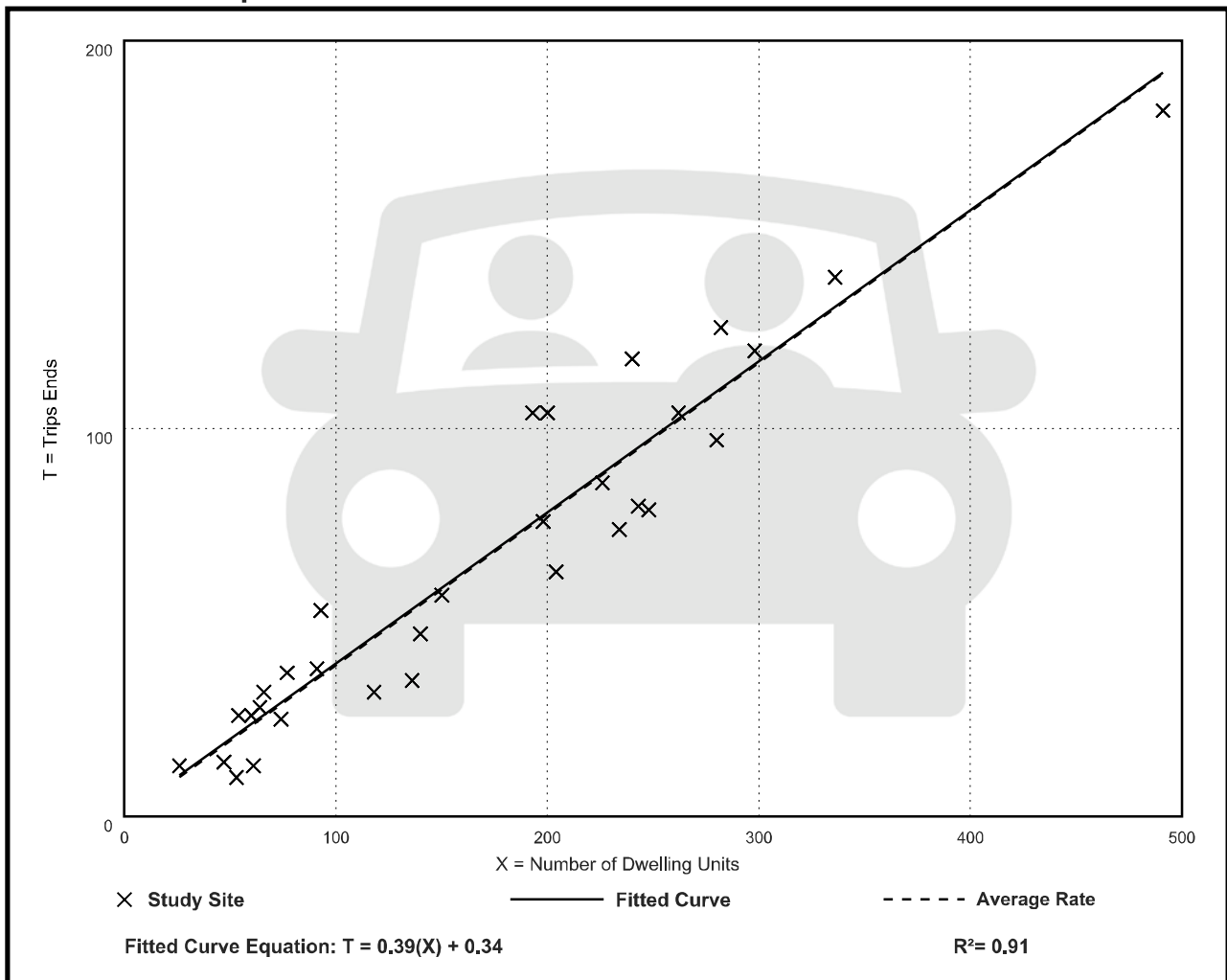
Avg. Num. of Dwelling Units: 169

Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.19 - 0.57	0.08

Data Plot and Equation



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

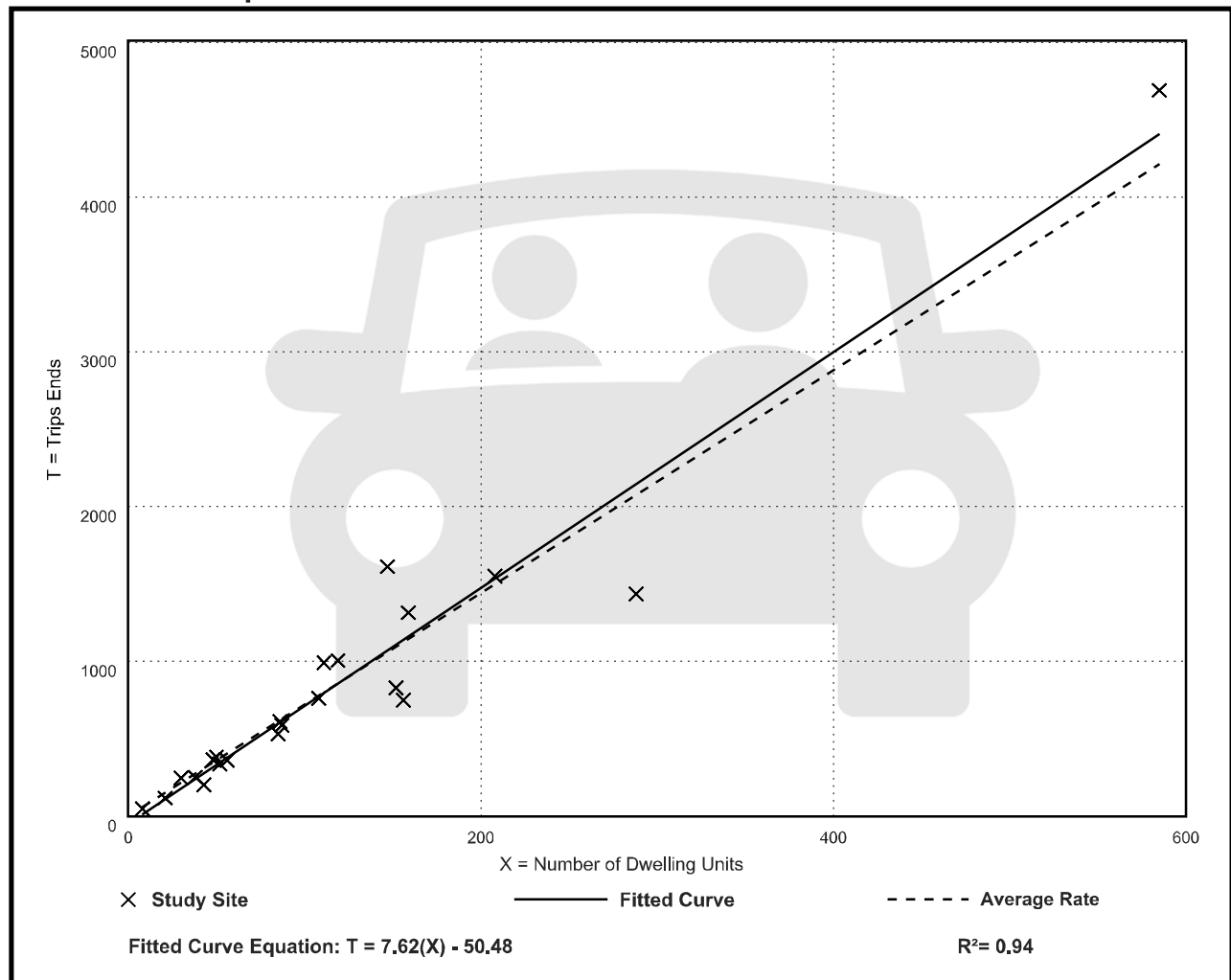
Avg. Num. of Dwelling Units: 120

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



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

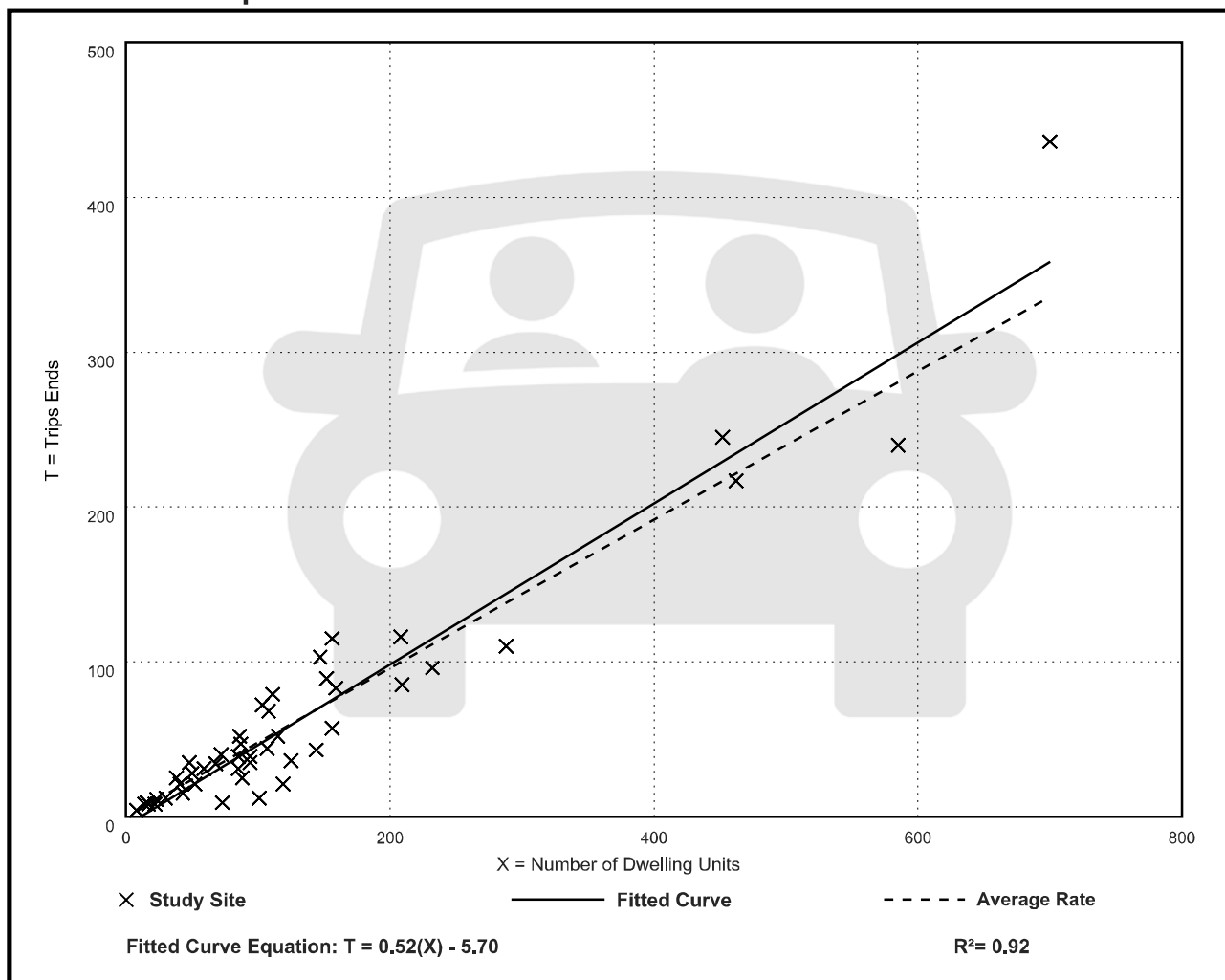
Avg. Num. of Dwelling Units: 135

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



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

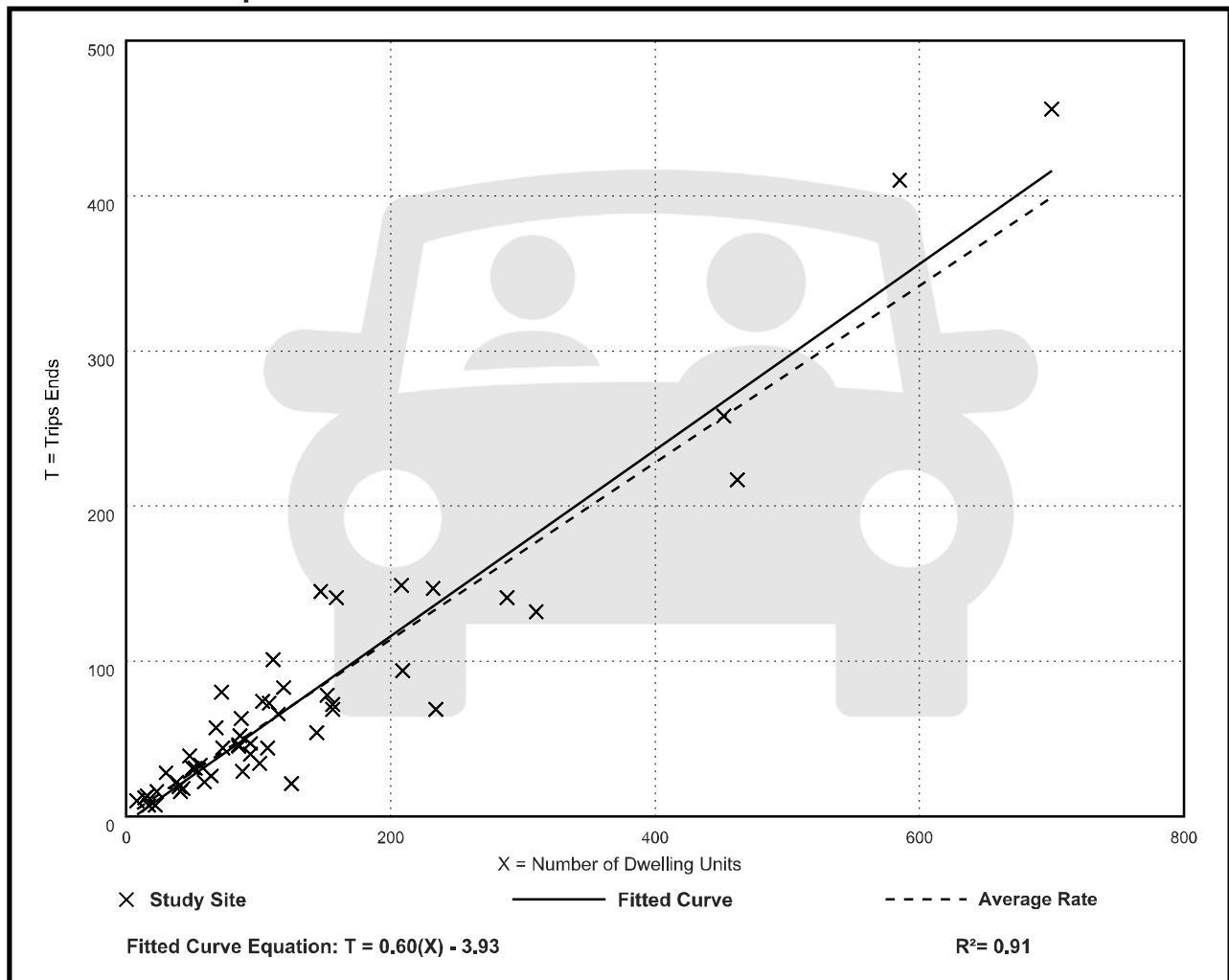
Avg. Num. of Dwelling Units: 136

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



APPENDIX E: VOLUME DEVELOPMENT WORKSHEETS

The Project
Riverside Dr. & Sample Rd.
EXISTING GEOMETRY

COUNT DATE: February 29, 2024
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		200	1,105	94		233	1,127	176		150	587	463		130	358	187
Peak Season Correction Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
AM Peak Season Volume		198	1,094	93		231	1,116	174		149	581	458		129	354	185
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	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		12	67	6		14	69	11		9	36	28		8	22	11
Background Traffic Volumes		210	1,161	99		245	1,185	185		158	617	486		137	376	196
AM 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%		
			26									11		22		
Exiting						5.0%	12.0%	10.0%								
						19	45	38								
AM TOTAL PROJECT TRAFFIC	0	0	26	0	0	19	45	38	0	0	0	11	0	22	0	0
Future Total AM Volumes	0	210	1,187	99	0	264	1,230	223	0	158	617	497	0	159	376	196

The Project
Riverside Dr. & Sample Rd.
EXISTING GEOMETRY

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

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	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PM Peak Season Volume	166	1,216	128		278	1,237	126		133	459	362		127	621	173	
Vested Projects 0	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC	0	0	0		0	0	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	10	75	8		17	76	8		8	28	22		8	38	11	
Background Traffic Volumes	176	1,291	136		295	1,313	134		141	487	384		135	659	184	
PM 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%		
			38									16		32		
Exiting						5.0%	12.0%	10.0%								
						13	32	26								
PM TOTAL PROJECT TRAFFIC	0	0	38	0	0	13	32	26	0	0	0	16	0	32	0	0
Future Total PM Volumes	0	176	1,329	136	0	308	1,345	160	0	141	487	400	0	167	659	184

VOLUME DEVELOPMENT SHEET

The Project Woodside Dr. & Sample Rd. EXISTING GEOMETRY

COUNT DATE: February 29, 2024
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		104	1,487	37		36	1,309	129		87	30	58		200	41	105
Peak Season Correction Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
AM Peak Season Volume		103	1,472	37		36	1,296	128		86	30	57		198	41	104
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	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		6	91	2		2	80	8		5	2	4		12	3	6
Background Traffic Volumes		109	1,563	39		38	1,376	136		91	32	61		210	44	110
AM PROJECT DISTRIBUTION																
TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering			22.0%	5.0%		10.0%									5.0%	
			48	11		22									11	
Exiting										27.0%	5.0%	2.0%				
										102	19	8				
AM TOTAL PROJECT TRAFFIC	0	0	48	11	0	22	0	0	0	102	19	8	0	0	11	0
Future Total AM Volumes	0	109	1,611	50	0	60	1,376	136	0	193	51	69	0	210	55	110

VOLUME DEVELOPMENT SHEET

The Project Woodside Dr. & Sample Rd. EXISTING GEOMETRY

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

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	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PM Peak Season Volume		149	1,469	55		94	1,477	201		98	55	61		138	66	103
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
0																
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	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		9	90	3		6	91	12		6	3	4		8	4	6
Background Traffic Volumes		158	1,559	58		100	1,568	213		104	58	65		146	70	109
PM PROJECT DISTRIBUTION																
TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering			22.0%	5.0%		10.0%									5.0%	
			70	16		32									16	
Exiting										27.0%	5.0%	2.0%				
										71	13	5				
PM TOTAL PROJECT TRAFFIC	0	0	70	16	0	32	0	0	0	71	13	5	0	0	16	0
Future Total PM Volumes	0	158	1,629	74	0	132	1,568	213	0	175	71	70	0	146	86	109

VOLUME DEVELOPMENT SHEET

The Project 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 Volume		0	1,710	0		0	1,646	0		0	0	0		0	0	0
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	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 PROJECT DISTRIBUTION																
TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering				22.0%			10.0%									
				48			22									
Exiting			2.0%									10.0%				
			8									38				
AM TOTAL PROJECT TRAFFIC	0	0	8	48	0	0	22	0	0	0	0	38	0	0	0	0
Future Total AM Volumes	0	0	1,841	48	0	0	1,787	0	0	0	0	38	0	0	0	0

VOLUME DEVELOPMENT SHEET

The Project Pod B Rd. & Sample Rd. EXISTING GEOMETRY

COUNT DATE: December 13, 2023
PM PEAK HOUR FACTOR: 0.95

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 Volume		0	1,757	0		0	1,736	0		0	0	0		0	0	0
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
0																
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	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 PROJECT DISTRIBUTION																
TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering				22.0%			10.0%									
				70			32									
Exiting			2.0%									10.0%				
			5									26				
PM TOTAL PROJECT TRAFFIC	0	0	5	70	0	0	32	0	0	0	0	26	0	0	0	0
Future Total PM Volumes	0	0	1,889	70	0	0	1,893	0	0	0	0	26	0	0	0	0

The Project
Rock Island 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		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 Volume		145	1,395	244		281	1,119	138		282	492	736		233	347	149
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	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		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 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%
						41	15								15	7
Exiting		3.0%	7.0%								7.0%	19.0%				
		11	26								26	71				
AM TOTAL PROJECT TRAFFIC	0	11	26	0	0	41	15	0	0	0	26	71	0	0	15	7
Future Total AM Volumes	0	166	1,522	262	0	342	1,215	148	0	302	553	860	0	250	387	167

The Project
Rock Island Rd. & Sample Rd.
EXISTING GEOMETRY

COUNT DATE: December 13, 2023
PM PEAK HOUR FACTOR: 0.95

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 Volume		136	1,379	292		524	1,717	127		196	302	401		109	430	100
Vested Projects 0	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	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		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 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%
						60	22								22	9
Exiting		3.0%	7.0%								7.0%	19.0%				
		8	18								18	50				
PM TOTAL PROJECT TRAFFIC	0	8	18	0	0	60	22	0	0	0	18	50	0	0	22	9
Future Total PM Volumes	0	154	1,496	313	0	622	1,863	136	0	210	342	480	0	117	483	116

VOLUME DEVELOPMENT SHEET

The Project Rock Island Rd. & Pinewalk Dr. N 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		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 Volume		140	1	121		23	0	40		16	1,333	13		36	749	48
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	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		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 PROJECT DISTRIBUTION																
TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering										10.0%					7.0%	19.0%
										22					15	41
Exiting		19.0%		10.0%							7.0%					
		71		38							26					
AM TOTAL PROJECT TRAFFIC	0	71	0	38	0	0	0	0	0	22	26	0	0	0	15	41
Future Total AM Volumes	0	221	1	168	0	25	0	43	0	39	1,455	14	0	39	818	92

VOLUME DEVELOPMENT SHEET

The Project Rock Island Rd. & Pinewalk Dr. N EXISTING GEOMETRY

COUNT DATE: December 13, 2023
PM PEAK HOUR FACTOR: 0.95

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 Volume		87	0	40		10	0	30		64	781	13		35	1,021	169
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
0																
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	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		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 PROJECT DISTRIBUTION																
TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering										10.0%					7.0%	19.0%
										32					22	60
Exiting		19.0%		10.0%							7.0%					
		50		26							18					
PM TOTAL PROJECT TRAFFIC	0	50	0	26	0	0	0	0	0	32	18	0	0	0	22	60
Future Total PM Volumes	0	143	0	69	0	11	0	32	0	101	855	14	0	38	1,117	241

VOLUME DEVELOPMENT SHEET

The Project Pod A Rd. & Pinewalk Dr. N EXISTING GEOMETRY

COUNT DATE: February 29, 2024
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	150	0	0	0	44	0	0	0	0	0	0	0	0	0	0
Peak Season Correction Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
AM Peak Season Volume	0	149	0	0	0	44	0	0	0	0	0	0	0	0	0	0
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	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	0	3	0	0	0	0	0	0	0	0	0	0
Background Traffic Volumes	0	158	0	0	0	47	0	0	0	0	0	0	0	0	0	0
AM PROJECT DISTRIBUTION																
TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering							5.0%	24.0%								5.0%
							11	52								11
Exiting			5.0%											24.0%		
			19											90		
AM TOTAL PROJECT TRAFFIC	0	0	19	0	0	0	11	52	0	0	0	0	0	90	0	11
Future Total AM Volumes	0	0	177	0	0	0	58	52	0	0	0	0	0	90	0	11

VOLUME DEVELOPMENT SHEET

The Project Pod A Rd. & Pinewalk Dr. N EXISTING GEOMETRY

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

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	0	137	0	0	0	0	0	0	0	0	0	0
Peak Season Correction Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PM Peak Season Volume	0	91	0	0	0	136	0	0	0	0	0	0	0	0	0	0
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
0																
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	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	0	8	0	0	0	0	0	0	0	0	0	0
Background Traffic Volumes	0	97	0	0	0	144	0	0	0	0	0	0	0	0	0	0
PM PROJECT DISTRIBUTION																
TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering							5.0%	24.0%								5.0%
							16	76								16
Exiting			5.0%											24.0%		
			13											63		
PM TOTAL PROJECT TRAFFIC	0	0	13	0	0	0	16	76	0	0	0	0	0	63	0	16
Future Total PM Volumes	0	0	110	0	0	0	160	76	0	0	0	0	0	63	0	16

The Project
Rock Island Rd. & NW 30th St.
EXISTING GEOMETRY

COUNT DATE: February 29, 2024
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	16	0	7		99	0	128		7	1,198	41		62	807	5	
Peak Season Correction Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
AM Peak Season Volume		16	0	7		98	0	127		7	1,186	41		61	799	5
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	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		1	0	0		6	0	8		0	73	3		4	49	0
Background Traffic Volumes		17	0	7		104	0	135		7	1,259	44		65	848	5
AM PROJECT DISTRIBUTION																
TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering										11.0%	10.0%					7.0%
										24	22					15
Exiting		7.0%		11.0%											10.0%	
		26		41											38	
AM TOTAL PROJECT TRAFFIC	0	26	0	41	0	0	0	0	0	24	22	0	0	0	38	15
Future Total AM Volumes	0	43	0	48	0	104	0	135	0	31	1,281	44	0	65	886	20

The Project
Rock Island Rd. & NW 30th St.
EXISTING GEOMETRY

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

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	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PM Peak Season Volume		5	0	2		57	0	57		4	813	74		81	843	15
Vested Projects 0	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	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	0	0		4	0	4		0	50	5		5	52	1
Background Traffic Volumes		5	0	2		61	0	61		4	863	79		86	895	16
PM PROJECT DISTRIBUTION																
TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering										11.0%	10.0%					7.0%
										35	32					22
Exiting		7.0%		11.0%											10.0%	
		18		29											26	
PM TOTAL PROJECT TRAFFIC	0	18	0	29	0	0	0	0	0	35	32	0	0	0	26	22
Future Total PM Volumes	0	23	0	31	0	61	0	61	0	39	895	79	0	86	921	38

COUNT DATE: February 29, 2024
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		2	51	2		5	22	19		0	0	38		78	1	9
Peak Season Correction Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
AM Peak Season Volume		2	50	2		5	22	19		0	0	38		77	1	9
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	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	3	0		0	1	1		0	0	2		5	0	1
Background Traffic Volumes		2	53	2		5	23	20		0	0	40		82	1	10
AM PROJECT DISTRIBUTION																
TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering		2.0%						5.0%								
		4						11								
Exiting														5.0%		2.0%
														19		8
AM TOTAL PROJECT TRAFFIC	0	4	0	0	0	0	0	11	0	0	0	0	0	19	0	8
Future Total AM Volumes	0	6	53	2	0	5	23	31	0	0	0	40	0	101	1	18

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

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	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PM Peak Season Volume		6	23	4		38	47	52		2	0	19		28	0	4
Vested Projects 0	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	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	1	0		2	3	3		0	0	1		2	0	0
Background Traffic Volumes		6	24	4		40	50	55		2	0	20		30	0	4
PM PROJECT DISTRIBUTION																
TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering		2.0%						5.0%								
		6						16								
Exiting														5.0%		2.0%
														13		5
PM TOTAL PROJECT TRAFFIC	0	6	0	0	0	0	0	16	0	0	0	0	0	13	0	5
Future Total PM Volumes	0	12	24	4	0	40	50	71	0	2	0	20	0	43	0	9

VOLUME DEVELOPMENT SHEET
The Project
Rock Island Dr. & Pinewalk Dr. S
EXISTING GEOMETRY

COUNT DATE: February 29, 2024
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		75	1	94		15	0	20		12	1,154	8		5	880	28
Peak Season Correction Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
AM Peak Season Volume		74	1	93		15	0	20		12	1,142	8		5	871	28
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	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		5	0	6		1	0	1		1	70	0		0	54	2
Background Traffic Volumes		79	1	99		16	0	21		13	1,212	8		5	925	30
AM PROJECT DISTRIBUTION																
TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering										5.0%	21.0%					
										11	46					
Exiting				5.0%											21.0%	
				19											79	
AM TOTAL PROJECT TRAFFIC	0	0	0	19	0	0	0	0	0	11	46	0	0	0	79	0
Future Total AM Volumes	0	79	1	118	0	16	0	21	0	24	1,258	8	0	5	1,004	30

VOLUME DEVELOPMENT SHEET
The Project
Rock Island Dr. & Pinewalk Dr. S
EXISTING GEOMETRY

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

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	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PM Peak Season Volume		41	0	41		8	1	3		61	820	7		9	875	56
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
0																
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	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		3	0	3		0	0	0		4	50	0		1	54	3
Background Traffic Volumes		44	0	44		8	1	3		65	870	7		10	929	59
PM PROJECT DISTRIBUTION																
TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering										5.0%	21.0%					
										16	66					
Exiting				5.0%											21.0%	
				13											55	
PM TOTAL PROJECT TRAFFIC	0	0	0	13	0	0	0	0	0	16	66	0	0	0	55	0
Future Total PM Volumes	0	44	0	57	0	8	1	3	0	81	936	7	0	10	984	59

COUNT DATE: February 29, 2024
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		10	128	0		0	66	6		0	0	0		16	0	9
Peak Season Correction Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
AM Peak Season Volume		10	127	0		0	65	6		0	0	0		16	0	9
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	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		1	8	0		0	4	0		0	0	0		1	0	1
Background Traffic Volumes		11	135	0		0	69	6		0	0	0		17	0	10
AM PROJECT DISTRIBUTION																
TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering							4.0%	2.0%								
							9	4								
Exiting			4.0%											2.0%		
			15											8		
AM TOTAL PROJECT TRAFFIC	0	0	15	0	0	0	9	4	0	0	0	0	0	8	0	0
Future Total AM Volumes	0	11	150	0	0	0	78	10	0	0	0	0	0	25	0	10

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

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	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PM Peak Season Volume		13	83	0		0	119	15		0	0	0		12	0	16
Vested Projects 0	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	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		1	5	0		0	7	1		0	0	0		1	0	1
Background Traffic Volumes		14	88	0		0	126	16		0	0	0		13	0	17
PM PROJECT DISTRIBUTION																
TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering							4.0%	2.0%								
							13	6								
Exiting			4.0%											2.0%		
			11											5		
PM TOTAL PROJECT TRAFFIC	0	0	11	0	0	0	13	6	0	0	0	0	0	5	0	0
Future Total PM Volumes	0	14	99	0	0	0	139	22	0	0	0	0	0	18	0	17

COUNT DATE: February 29, 2024
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		35	1	152		5	0	11		70	1,088	17		10	1,008	17
Peak Season Correction Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
AM Peak Season Volume		35	1	150		5	0	11		69	1,077	17		10	998	17
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	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		2	0	9		0	0	1		4	66	1		1	61	1
Background Traffic Volumes		37	1	159		5	0	12		73	1,143	18		11	1,059	18
AM PROJECT DISTRIBUTION																
TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering										6.0%	26.0%					
										13	57					
Exiting				6.0%											26.0%	
				23											98	
AM TOTAL PROJECT TRAFFIC	0	0	0	23	0	0	0	0	0	13	57	0	0	0	98	0
Future Total AM Volumes	0	37	1	182	0	5	0	12	0	86	1,200	18	0	11	1,157	18

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

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	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PM Peak Season Volume		23	5	100		15	2	13		140	926	54		24	797	29
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
0																
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	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		1	0	6		1	0	1		9	57	3		1	49	2
Background Traffic Volumes		24	5	106		16	2	14		149	983	57		25	846	31
PM PROJECT DISTRIBUTION																
TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering										6.0%	26.0%					
										19	82					
Exiting				6.0%											26.0%	
				16											68	
PM TOTAL PROJECT TRAFFIC	0	0	0	16	0	0	0	0	0	19	82	0	0	0	68	0
Future Total PM Volumes	0	24	5	122	0	16	2	14	0	168	1,065	57	0	25	914	31

VOLUME DEVELOPMENT SHEET
The Project
Rock Island Rd. & Royal Plam Blvd.
EXISTING GEOMETRY

COUNT DATE: February 29, 2024
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	222	784	89			265	723	285		82	679	405		266	608	93
Peak Season Correction Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
AM Peak Season Volume		220	776	88		262	716	282		81	672	401		263	602	92
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	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		14	48	5		16	44	17		5	41	25		16	37	6
Background Traffic Volumes		234	824	93		278	760	299		86	713	426		279	639	98
AM 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%					
		26						22			22					
Exiting														10.0%	10.0%	12.0%
														38	38	45
AM TOTAL PROJECT TRAFFIC	0	26	0	0	0	0	0	22	0	0	22	0	0	38	38	45
Future Total AM Volumes	0	260	824	93	0	278	760	321	0	86	735	426	0	317	677	143

VOLUME DEVELOPMENT SHEET
The Project
Rock Island Rd. & Royal Plam Blvd.
EXISTING GEOMETRY

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

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	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PM Peak Season Volume		158	767	126		310	786	250		143	724	432		227	694	107
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
0																
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	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		10	47	8		19	48	15		9	45	27		14	43	7
Background Traffic Volumes		168	814	134		329	834	265		152	769	459		241	737	114
PM 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%					
		38						32			32					
Exiting														10.0%	10.0%	12.0%
														26	26	32
PM TOTAL PROJECT TRAFFIC	0	38	0	0	0	0	0	32	0	0	32	0	0	26	26	32
Future Total PM Volumes	0	206	814	134	0	329	834	297	0	152	801	459	0	267	763	146

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

Timings

1: Riverside Dr & Sample Rd

EX AM

06/18/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	198	1094	231	1116	149	581	458	129	354	185
Future Volume (vph)	198	1094	231	1116	149	581	458	129	354	185
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	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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 Effect Green (s)	22.0	57.3	25.7	61.1	48.5	36.6	36.6	51.4	38.0	38.0
Actuated g/C Ratio	0.14	0.36	0.16	0.38	0.30	0.23	0.23	0.32	0.24	0.24
v/c Ratio	0.86	0.69	0.86	0.71	0.50	0.76	0.80	0.60	0.44	0.38
Control Delay (s/veh)	96.9	46.6	90.9	45.2	42.2	63.7	28.8	46.4	52.8	7.5
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)	96.9	46.6	90.9	45.2	42.2	63.7	28.8	46.4	52.8	7.5
LOS	F	D	F	D	D	E	C	D	D	A
Approach Delay (s/veh)		53.8		52.1		47.6		39.0		
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: 0.86

Intersection Signal Delay (s/veh): 49.6

Intersection LOS: D

Intersection Capacity Utilization 93.4%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 1: Riverside Dr & Sample Rd



1: Riverside Dr & Sample Rd

06/18/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	208	1250	243	1358	157	612	482	136	373	195
v/c Ratio	0.86	0.69	0.86	0.71	0.50	0.76	0.80	0.60	0.44	0.38
Control Delay (s/veh)	96.9	46.6	90.9	45.2	42.2	63.7	28.8	46.4	52.8	7.5
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)	96.9	46.6	90.9	45.2	42.2	63.7	28.8	46.4	52.8	7.5
Queue Length 50th (ft)	210	421	247	459	114	314	166	98	173	0
Queue Length 95th (ft)	#363	477	#449	528	166	375	311	145	216	63
Internal Link Dist (ft)		903		1640		1956			490	
Turn Bay Length (ft)	370		420		275		430	300		200
Base Capacity (vph)	252	1804	284	1908	315	917	640	250	1006	572
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	0.83	0.69	0.86	0.71	0.50	0.67	0.75	0.54	0.37	0.34

Intersection Summary

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

HCM 7th Signalized Intersection Summary

1: Riverside Dr & Sample Rd

EX AM

06/18/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	198	1094	93	231	1116	174	149	581	458	129	354	185
Future Volume (veh/h)	198	1094	93	231	1116	174	149	581	458	129	354	185
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	0.99		0.98	1.00		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	208	1152	98	243	1175	183	157	612	482	136	373	195
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	229	1748	149	245	1664	259	314	922	402	222	911	385
Arrive On Green	0.13	0.37	0.37	0.14	0.37	0.37	0.07	0.26	0.26	0.07	0.26	0.26
Sat Flow, veh/h	1781	4782	407	1781	4441	691	1781	3554	1548	1781	3554	1501
Grp Volume(v), veh/h	208	820	430	243	901	457	157	612	482	136	373	195
Grp Sat Flow(s),veh/h/ln	1781	1702	1785	1781	1702	1728	1781	1777	1548	1781	1777	1501
Q Serve(g_s), s	18.4	32.2	32.2	21.8	36.0	36.0	10.4	24.7	41.5	8.9	14.0	17.8
Cycle Q Clear(g_c), s	18.4	32.2	32.2	21.8	36.0	36.0	10.4	24.7	41.5	8.9	14.0	17.8
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	229	1244	652	245	1275	647	314	922	402	222	911	385
V/C Ratio(X)	0.91	0.66	0.66	0.99	0.71	0.71	0.50	0.66	1.20	0.61	0.41	0.51
Avail Cap(c_a), veh/h	245	1244	652	245	1275	647	314	922	402	272	1011	427
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	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.8	42.4	42.4	68.9	42.5	42.5	40.3	53.0	59.3	41.9	49.4	50.8
Incr Delay (d2), s/veh	33.4	2.7	5.2	44.9	2.2	4.3	1.2	1.8	111.8	2.7	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	10.6	14.1	15.3	13.0	15.6	16.3	4.7	11.3	28.7	4.2	6.3	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	102.2	45.2	47.6	113.8	44.8	46.9	41.6	54.8	171.1	44.7	49.7	51.9
LnGrp LOS	F	D	D	F	D	D	D	D	F	D	D	D
Approach Vol, veh/h	1458			1601			1251			704		
Approach Delay, s/veh	54.0			55.8			97.9			49.3		
Approach LOS	D			E			F			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.5	66.9	17.5	48.0	29.0	65.5	18.0	47.5				
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	22.0	54.0	15.5	41.5	22.0	54.0	11.5	45.5				
Max Q Clear Time (g_c+I1), s	20.4	38.0	10.9	43.5	23.8	34.2	12.4	19.8				
Green Ext Time (p_c), s	0.1	8.5	0.1	0.0	0.0	8.7	0.0	3.3				
Intersection Summary												
HCM 7th Control Delay, s/veh	64.9											
HCM 7th LOS	E											

Timings

2: Holiday Springs Blvd/Woodside Dr & Sample Rd

EX AM
06/18/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	103	1472	36	1296	86	30	198	41
Future Volume (vph)	103	1472	36	1296	86	30	198	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	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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 Effect Green (s)	11.8	56.7	8.1	46.5	19.1	8.6	29.2	13.9
Actuated g/C Ratio	0.11	0.52	0.07	0.42	0.17	0.08	0.27	0.13
v/c Ratio	0.57	0.61	0.29	0.70	0.34	0.51	0.59	0.31
Control Delay (s/veh)	63.4	21.9	60.0	27.9	36.8	36.7	41.4	18.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	63.4	21.9	60.0	27.9	36.8	36.7	41.4	18.0
LOS	E	C	E	C	D	D	D	B
Approach Delay (s/veh)		24.5		28.7		36.8		31.5
Approach LOS		C		C		D		C

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 109.5

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay (s/veh): 27.5

Intersection LOS: C

Intersection Capacity Utilization 74.7%

ICU Level of Service D

Analysis Period (min) 15

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

	Ø1		Ø2		Ø3		Ø4
20 s		70 s		28 s		42 s	
	Ø5		Ø6		Ø7		Ø8
20 s		70 s		28 s		42 s	

2: Holiday Springs Blvd/Woodside Dr & Sample Rd

06/18/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	108	1588	38	1499	91	92	208	152
v/c Ratio	0.57	0.61	0.29	0.70	0.34	0.51	0.59	0.31
Control Delay (s/veh)	63.4	21.9	60.0	27.9	36.8	36.7	41.4	18.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	63.4	21.9	60.0	27.9	36.8	36.7	41.4	18.0
Queue Length 50th (ft)	72	308	26	309	49	26	120	14
Queue Length 95th (ft)	#171	444	71	423	105	90	222	51
Internal Link Dist (ft)		1640		2268		306		335
Turn Bay Length (ft)	260		260				160	
Base Capacity (vph)	217	3023	217	2978	439	596	425	1119
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	0.50	0.53	0.18	0.50	0.21	0.15	0.49	0.14

Intersection Summary

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

HCM 7th Signalized Intersection Summary

2: Holiday Springs Blvd/Woodside Dr & Sample Rd

EX AM
06/18/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	1472	37	36	1296	128	86	30	57	198	41	104
Future Volume (veh/h)	103	1472	37	36	1296	128	86	30	57	198	41	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		0.98	0.98		0.96	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	108	1549	39	38	1364	135	91	32	60	208	43	109
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	137	2320	58	59	1928	191	333	73	137	388	336	285
Arrive On Green	0.08	0.45	0.45	0.03	0.41	0.41	0.06	0.13	0.13	0.12	0.19	0.19
Sat Flow, veh/h	1781	5120	129	1781	4710	466	1781	567	1064	1781	1777	1505
Grp Volume(v), veh/h	108	1030	558	38	986	513	91	0	92	208	43	109
Grp Sat Flow(s),veh/h/ln	1781	1702	1844	1781	1702	1772	1781	0	1631	1781	1777	1505
Q Serve(g_s), s	5.9	23.3	23.3	2.1	23.7	23.7	4.3	0.0	5.1	9.5	2.0	6.2
Cycle Q Clear(g_c), s	5.9	23.3	23.3	2.1	23.7	23.7	4.3	0.0	5.1	9.5	2.0	6.2
Prop In Lane	1.00		0.07	1.00		0.26	1.00		0.65	1.00		1.00
Lane Grp Cap(c), veh/h	137	1543	836	59	1393	725	333	0	210	388	336	285
V/C Ratio(X)	0.79	0.67	0.67	0.65	0.71	0.71	0.27	0.00	0.44	0.54	0.13	0.38
Avail Cap(c_a), veh/h	236	2182	1182	236	2182	1136	625	0	598	571	651	551
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	44.6	21.1	21.1	47.0	24.1	24.1	34.1	0.0	39.5	30.0	33.1	34.8
Incr Delay (d2), s/veh	9.7	0.5	0.9	11.5	0.7	1.3	0.4	0.0	1.4	1.2	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	2.9	9.0	9.9	1.1	9.3	9.8	1.9	0.0	2.1	4.1	0.9	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.3	21.6	22.0	58.4	24.8	25.4	34.5	0.0	41.0	31.2	33.3	35.7
LnGrp LOS	D	C	C	E	C	C	C		D	C	C	D
Approach Vol, veh/h	1696			1537			183			360		
Approach Delay, s/veh	23.8			25.8			37.8			32.8		
Approach LOS	C			C			D			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.5	47.2	17.9	18.6	10.2	51.5	11.9	24.6				
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	7.9	25.7	11.5	7.1	4.1	25.3	6.3	8.2				
Green Ext Time (p_c), s	0.1	14.6	0.4	0.5	0.0	15.7	0.2	0.9				
Intersection Summary												
HCM 7th Control Delay, s/veh	26.2											
HCM 7th LOS	C											

												
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	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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)	12.5	66.6	84.5	20.8	74.9	91.5	17.4	29.5	49.8	16.2	28.3	40.2
Actuated g/C Ratio	0.08	0.42	0.53	0.13	0.47	0.57	0.11	0.18	0.31	0.10	0.18	0.25
v/c Ratio	0.57	0.69	0.29	0.67	0.50	0.17	0.80	0.79	0.86	0.71	0.58	0.36
Control Delay (s/veh)	79.4	42.2	9.0	73.4	31.7	2.8	85.7	71.5	52.6	81.0	63.6	23.7
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)	79.4	42.2	9.0	73.4	31.7	2.8	85.7	71.5	52.6	81.0	63.6	23.7
LOS	E	D	A	E	C	A	F	E	D	F	E	C
Approach Delay (s/veh)		40.6			36.8			64.9			61.0	
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: 0.86

Intersection Signal Delay (s/veh): 48.8

Intersection LOS: D

Intersection Capacity Utilization 88.7%

ICU Level of Service E

Analysis Period (min) 15

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

	Ø1		Ø2 (R)		Ø3		Ø4
30 s		54 s		25 s		51 s	
	Ø5		Ø6 (R)		Ø7		Ø8
30 s		54 s		25 s		51 s	

Queues

4: Rock Island Rd & Sample Rd

EX AM

06/18/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	153	1468	257	296	1178	145	297	518	775	245	365	157
v/c Ratio	0.57	0.69	0.29	0.67	0.50	0.17	0.80	0.79	0.86	0.71	0.58	0.36
Control Delay (s/veh)	79.4	42.2	9.0	73.4	31.7	2.8	85.7	71.5	52.6	81.0	63.6	23.7
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)	79.4	42.2	9.0	73.4	31.7	2.8	85.7	71.5	52.6	81.0	63.6	23.7
Queue Length 50th (ft)	80	463	48	154	311	0	157	275	370	129	187	67
Queue Length 95th (ft)	119	603	122	198	409	34	212	326	400	177	228	118
Internal Link Dist (ft)		2268			2330			779			1017	
Turn Bay Length (ft)	280		250	360		300	300		320	180		220
Base Capacity (vph)	493	2115	907	508	2379	895	396	984	949	396	984	541
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	0.69	0.28	0.58	0.50	0.16	0.75	0.53	0.82	0.62	0.37	0.29

Intersection Summary

HCM 7th Signalized Intersection Summary

4: Rock Island Rd & Sample Rd

EX AM
06/18/2025

												
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		0.96	1.00		0.92	1.00		0.97	1.00		0.66
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	153	1468	257	296	1178	145	297	518	775	245	365	157
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	202	1885	721	348	2100	732	343	984	1028	293	933	369
Arrive On Green	0.06	0.37	0.37	0.10	0.41	0.41	0.10	0.28	0.28	0.08	0.26	0.26
Sat Flow, veh/h	3456	5106	1527	3456	5106	1453	3456	3554	2699	3456	3554	1054
Grp Volume(v), veh/h	153	1468	257	296	1178	145	297	518	775	245	365	157
Grp Sat Flow(s),veh/h/ln	1728	1702	1527	1728	1702	1453	1728	1777	1349	1728	1777	1054
Q Serve(g_s), s	7.0	40.7	17.2	13.5	28.2	8.9	13.6	19.7	40.1	11.2	13.5	19.0
Cycle Q Clear(g_c), s	7.0	40.7	17.2	13.5	28.2	8.9	13.6	19.7	40.1	11.2	13.5	19.0
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	202	1885	721	348	2100	732	343	984	1028	293	933	369
V/C Ratio(X)	0.76	0.78	0.36	0.85	0.56	0.20	0.87	0.53	0.75	0.84	0.39	0.43
Avail Cap(c_a), veh/h	497	1885	721	497	2100	732	400	988	1031	400	988	386
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)	0.76	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	74.2	44.7	27.2	70.8	36.0	22.6	71.0	49.0	43.5	72.1	48.5	43.4
Incr Delay (d2), s/veh	4.4	2.5	1.0	9.5	1.1	0.6	16.1	0.5	3.2	10.8	0.3	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	3.2	17.7	6.6	6.5	12.1	3.3	6.8	8.9	13.9	5.4	6.1	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	78.6	47.2	28.3	80.3	37.1	23.2	87.2	49.5	46.7	83.0	48.8	44.1
LnGrp LOS	E	D	C	F	D	C	F	D	D	F	D	D
Approach Vol, veh/h	1878			1619			1590			767		
Approach Delay, s/veh	47.2			43.8			55.2			58.7		
Approach LOS	D			D			E			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.3	72.8	20.1	50.8	23.1	66.1	22.4	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	9.0	30.2	13.2	42.1	15.5	42.7	15.6	21.0				
Green Ext Time (p_c), s	0.4	8.4	0.4	1.6	0.6	3.4	0.3	3.4				
Intersection Summary												
HCM 7th Control Delay, s/veh	49.9											
HCM 7th LOS	D											

Intersection												
Int Delay, s/veh	5.2											
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	6	0	0	10	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	120	0	-	-	220	-	170	180	-	150
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	147	1	127	24	0	42	17	1403	14	38	788	51
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1609	2315	400	1913	2352	712	839	0	0	1417	0	0
Stage 1	864	864	-	1437	1437	-	-	-	-	-	-	-
Stage 2	745	1451	-	477	915	-	-	-	-	-	-	-
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	~ 98	38	*880	*52	36	375	989	-	-	477	-	-
Stage 1	506	503	-	*140	197	-	-	-	-	-	-	-
Stage 2	372	194	-	*830	472	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	-	-	-
Mov Cap-1 Maneuver	~ 78	35	*875	*39	32	372	989	-	-	477	-	-
Mov Cap-2 Maneuver	194	116	-	*113	133	-	-	-	-	-	-	-
Stage 1	465	463	-	*138	194	-	-	-	-	-	-	-
Stage 2	321	191	-	*648	434	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v40.87			26.69		0.1		0.57					
HCM LOS	E		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR		
Capacity (veh/h)	989	-	-	193	875	113	372	477	-	-		
HCM Lane V/C Ratio	0.017	-	-	0.77	0.146	0.215	0.113	0.079	-	-		
HCM Control Delay (s/veh)	8.7	-	-	67.5	9.8	45.4	15.9	13.2	-	-		
HCM Lane LOS	A	-	-	F	A	E	C	B	-	-		
HCM 95th %tile Q(veh)	0.1	-	-	5.2	0.5	0.8	0.4	0.3	-	-		
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon						

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			A
Traffic Vol, veh/h	1	4	8	0	3	32
Future Vol, veh/h	1	4	8	0	3	32
Conflicting Peds, #/hr	2	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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	4	8	0	3	34
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	50	8	0	0	8	0
Stage 1	8	-	-	-	-	-
Stage 2	42	-	-	-	-	-
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	959	1073	-	-	1612	-
Stage 1	1015	-	-	-	-	-
Stage 2	980	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	955	1073	-	-	1612	-
Mov Cap-2 Maneuver	955	-	-	-	-	-
Stage 1	1015	-	-	-	-	-
Stage 2	977	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s/v	8.45	0		0.62		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	1047	154	-	
HCM Lane V/C Ratio	-	-	0.005	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	-	

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	0	7	98	0	127	7	1186	41	61	799	5
Future Vol, veh/h	16	0	7	98	0	127	7	1186	41	61	799	5
Conflicting Peds, #/hr	2	0	3	3	0	3	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	200	-	200	210	-	140
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	0	7	103	0	134	7	1248	43	64	841	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1611	2276	424	1815	2238	627	846	0	0	1292	0	0
Stage 1	969	969	-	1263	1263	-	-	-	-	-	-	-
Stage 2	642	1306	-	552	975	-	-	-	-	-	-	-
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	101	41	*867	*~ 65	44	426	1000	-	-	533	-	-
Stage 1	440	451	-	*180	239	-	-	-	-	-	-	-
Stage 2	429	228	-	*818	448	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	-	-	-	-	-	-
Mov Cap-1 Maneuver	60	36	*865	*~ 56	39	425	1000	-	-	533	-	-
Mov Cap-2 Maneuver	156	118	-	*145	151	-	-	-	-	-	-	-
Stage 1	387	396	-	*178	237	-	-	-	-	-	-	-
Stage 2	291	226	-	*711	394	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v	24.3		42.5		0.05		0.89					
HCM LOS	C		E									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR		
Capacity (veh/h)	1000	-	-	156	865	145	425	533	-	-		
HCM Lane V/C Ratio	0.007	-	-	0.108	0.009	0.711	0.315	0.121	-	-		
HCM Control Delay (s/veh)	8.6	-	-	30.9	9.2	75.2	17.3	12.7	-	-		
HCM Lane LOS	A	-	-	D	A	F	C	B	-	-		
HCM 95th %tile Q(veh)	0	-	-	0.4	0	4.1	1.3	0.4	-	-		
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon						

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	2	50	2	5	22	19	0	0	38	77	1	9
Future Vol, veh/h	2	50	2	5	22	19	0	0	38	77	1	9
Conflicting Peds, #/hr	1	0	1	0	0	0	3	0	2	1	0	4
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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	53	2	5	23	20	0	0	40	81	1	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	44	0	0	56	0	0	97	114	57	104	105	38
Stage 1	-	-	-	-	-	-	59	59	-	45	45	-
Stage 2	-	-	-	-	-	-	38	55	-	59	60	-
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	1564	-	-	1549	-	-	885	777	1010	877	785	1034
Stage 1	-	-	-	-	-	-	953	846	-	969	858	-
Stage 2	-	-	-	-	-	-	977	849	-	953	845	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1563	-	-	1548	-	-	867	771	1007	835	780	1029
Mov Cap-2 Maneuver	-	-	-	-	-	-	867	771	-	835	780	-
Stage 1	-	-	-	-	-	-	950	844	-	965	854	-
Stage 2	-	-	-	-	-	-	960	846	-	912	843	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.27	0.8	8.72	9.74
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1007	66	-	-	179	-	-	851
HCM Lane V/C Ratio	0.04	0.001	-	-	0.003	-	-	0.108
HCM Control Delay (s/veh)	8.7	7.3	0	-	7.3	0	-	9.7
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.4

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	74	1	93	15	0	20	12	1142	8	5	871	28
Future Vol, veh/h	74	1	93	15	0	20	12	1142	8	5	871	28
Conflicting Peds, #/hr	1	0	2	5	0	4	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	230	-	230	250	-	250
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	78	1	98	16	0	21	13	1202	8	5	917	29
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1558	2163	463	1702	2184	605	946	0	0	1211	0	0
Stage 1	927	927	-	1227	1227	-	-	-	-	-	-	-
Stage 2	630	1236	-	474	957	-	-	-	-	-	-	-
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	47	545	59	45	441	721	-	-	572	-	-
Stage 1	289	345	-	189	249	-	-	-	-	-	-	-
Stage 2	436	247	-	540	334	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 70	45	543	47	44	439	721	-	-	572	-	-
Mov Cap-2 Maneuver	183	148	-	135	146	-	-	-	-	-	-	-
Stage 1	286	342	-	186	244	-	-	-	-	-	-	-
Stage 2	406	242	-	435	331	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v24.41			22.82		0.1		0.06					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR		
Capacity (veh/h)	721	-	-	183	528	135	439	572	-	-		
HCM Lane V/C Ratio	0.018	-	-	0.425	0.187	0.117	0.048	0.009	-	-		
HCM Control Delay (s/veh)	10.1	-	-	38.4	13.4	35.1	13.6	11.4	-	-		
HCM Lane LOS	B	-	-	E	B	E	B	B	-	-		
HCM 95th %tile Q(veh)	0.1	-	-	1.9	0.7	0.4	0.2	0	-	-		
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

HCM 7th TWSC
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Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	127	65	6	16	9
Future Vol, veh/h	10	127	65	6	16	9
Conflicting Peds, #/hr	1	0	0	0	3	3
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	134	68	6	17	9
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	76	0	-	0	163	41
Stage 1	-	-	-	-	73	-
Stage 2	-	-	-	-	91	-
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	1521	-	-	-	811	1020
Stage 1	-	-	-	-	942	-
Stage 2	-	-	-	-	922	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1520	-	-	-	804	1017
Mov Cap-2 Maneuver	-	-	-	-	804	-
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	921	-
Approach	EB	WB		SB		
HCM Control Delay, s/v	0.54	0		9.27		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1520	-	-	-	869	
HCM Lane V/C Ratio	0.007	-	-	-	0.03	
HCM Control Delay (s/veh)	7.4	-	-	-	9.3	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

Timings

13: Rock Island Rd & Holiday Springs Blvd

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Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	35	1	150	5	0	69	1077	17	10	998	17
Future Volume (vph)	35	1	150	5	0	69	1077	17	10	998	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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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 Effect Green (s)	7.4	7.4	7.4	7.4	7.4	35.3	35.3	35.3	28.8	28.8	28.8
Actuated g/C Ratio	0.13	0.13	0.13	0.13	0.13	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	0.21	0.51	0.02	0.05	0.58	0.02
Control Delay (s/veh)	26.9	24.0	10.1	24.2	0.2	5.4	6.5	0.4	10.1	12.4	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)	26.9	24.0	10.1	24.2	0.2	5.4	6.5	0.4	10.1	12.4	0.1
LOS	C	C	B	C	A	A	A	A	B	B	A
Approach Delay (s/veh)		13.4			7.2		6.4			12.2	
Approach LOS		B			A		A			B	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 56

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.58

Intersection Signal Delay (s/veh): 9.4

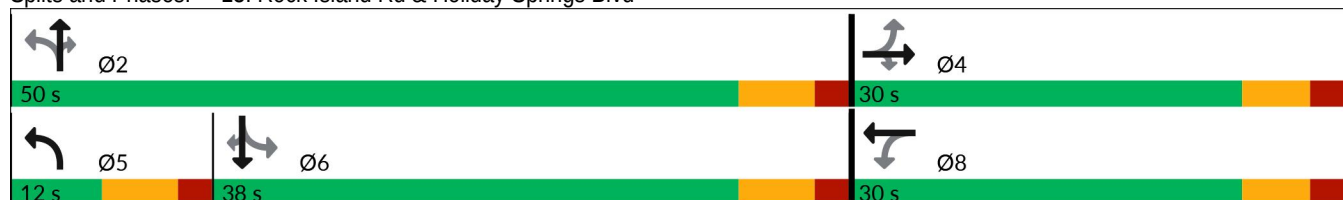
Intersection LOS: A

Intersection Capacity Utilization 60.6%

ICU Level of Service B

Analysis Period (min) 15

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



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Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	37	1	158	5	12	73	1134	18	11	1051	18
v/c Ratio	0.20	0.00	0.46	0.03	0.04	0.21	0.51	0.02	0.05	0.58	0.02
Control Delay (s/veh)	26.9	24.0	10.1	24.2	0.2	5.4	6.5	0.4	10.1	12.4	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)	26.9	24.0	10.1	24.2	0.2	5.4	6.5	0.4	10.1	12.4	0.1
Queue Length 50th (ft)	12	0	0	2	0	8	85	0	2	142	0
Queue Length 95th (ft)	37	4	46	10	0	21	145	2	10	221	0
Internal Link Dist (ft)	2605		671			840		1231			
Turn Bay Length (ft)	175					230	170		250	220	
Base Capacity (vph)	599	800	758	604	745	346	2814	1241	269	2038	969
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	0.21	0.40	0.01	0.04	0.52	0.02
Intersection Summary											

HCM 7th Signalized Intersection Summary

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	1	150	5	0	11	69	1077	17	10	998	17
Future Volume (veh/h)	35	1	150	5	0	11	69	1077	17	10	998	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)	0.99		0.98	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	1	158	5	0	12	73	1134	18	11	1051	18
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	338	283	234	320	0	233	339	2144	956	339	1488	664
Arrive On Green	0.15	0.15	0.15	0.15	0.00	0.15	0.06	0.60	0.60	0.42	0.42	0.42
Sat Flow, veh/h	1394	1870	1548	1222	0	1541	1781	3554	1584	488	3554	1585
Grp Volume(v), veh/h	37	1	158	5	0	12	73	1134	18	11	1051	18
Grp Sat Flow(s),veh/h/ln	1394	1870	1548	1222	0	1541	1781	1777	1584	488	1777	1585
Q Serve(g_s), s	1.2	0.0	5.1	0.2	0.0	0.4	1.1	9.9	0.2	0.7	12.9	0.4
Cycle Q Clear(g_c), s	1.6	0.0	5.1	0.2	0.0	0.4	1.1	9.9	0.2	0.8	12.9	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	338	283	234	320	0	233	339	2144	956	339	1488	664
V/C Ratio(X)	0.11	0.00	0.67	0.02	0.00	0.05	0.22	0.53	0.02	0.03	0.71	0.03
Avail Cap(c_a), veh/h	745	829	686	677	0	683	413	2916	1299	425	2111	942
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	19.9	19.1	21.3	19.2	0.0	19.2	8.9	6.1	4.2	9.2	12.7	9.1
Incr Delay (d2), s/veh	0.1	0.0	3.4	0.0	0.0	0.1	0.3	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	1.9	0.1	0.0	0.1	0.3	2.5	0.1	0.1	4.4	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.1	19.1	24.6	19.2	0.0	19.3	9.2	6.3	4.2	9.2	13.3	9.1
LnGrp LOS	C	B	C	B		B	A	A	A	A	B	A
Approach Vol, veh/h	196			17			1225			1080		
Approach Delay, s/veh	23.7			19.3			6.5			13.2		
Approach LOS	C			B			A			B		
Timer - Assigned Phs	2			4		5	6	8				
Phs Duration (G+Y+Rc), s	38.5			14.5		9.8	28.7	14.5				
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	11.9			7.1		3.1	14.9	2.4				
Green Ext Time (p_c), s	10.3			0.5		0.0	7.2	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	10.8											
HCM 7th LOS	B											
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings 14: Royal Palm Blvd & Riverside Dr

EX AM
06/18/2025

										
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	215	914	424	159	743	350	689	262	241	658
Future Volume (vph)	215	914	424	159	743	350	689	262	241	658
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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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 Effect Green (s)	79.9	59.9	59.9	69.5	54.7	61.3	38.3	38.3	55.4	34.5
Actuated g/C Ratio	0.50	0.37	0.37	0.43	0.34	0.38	0.24	0.24	0.35	0.22
v/c Ratio	0.83	0.73	0.55	0.64	0.87	1.16	0.86	0.48	0.90	1.30
Control Delay (s/veh)	64.9	46.9	9.9	28.9	62.4	144.4	69.4	8.2	75.0	190.0
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)	64.9	46.9	9.9	28.9	62.4	144.4	69.4	8.2	75.0	190.0
LOS	E	D	A	C	E	F	E	A	E	F
Approach Delay (s/veh)		39.3			57.7		77.3			166.3
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: 1.30

Intersection Signal Delay (s/veh): 81.7

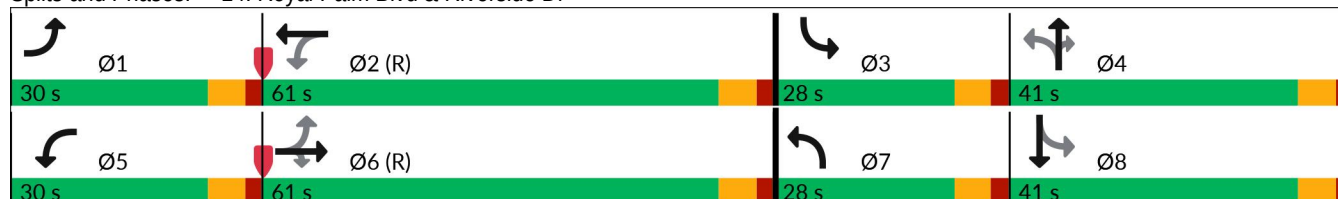
Intersection LOS: F

Intersection Capacity Utilization 108.1%

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)	226	962	446	167	1027	368	725	276	254	975
v/c Ratio	0.83	0.73	0.55	0.64	0.87	1.16	0.86	0.48	0.90	1.30
Control Delay (s/veh)	64.9	46.9	9.9	28.9	62.4	144.4	69.4	8.2	75.0	190.0
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)	64.9	46.9	9.9	28.9	62.4	144.4	69.4	8.2	75.0	190.0
Queue Length 50th (ft)	169	434	52	137	566	~450	398	0	205	~670
Queue Length 95th (ft)	#274	555	168	m100	648	#666	#525	82	#365	#811
Internal Link Dist (ft)		1554			4475		1024			1484
Turn Bay Length (ft)	260		280	370		190		325	200	
Base Capacity (vph)	308	1325	812	353	1185	317	847	581	292	751
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	0.73	0.73	0.55	0.47	0.87	1.16	0.86	0.48	0.87	1.30

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.

HCM 7th Signalized Intersection Summary

14: Royal Palm Blvd & Riverside Dr

EX AM

06/18/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	215	914	424	159	743	233	350	689	262	241	658	268
Future Volume (veh/h)	215	914	424	159	743	233	350	689	262	241	658	268
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		0.98	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	226	962	446	167	782	245	368	725	276	254	693	282
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	285	1485	652	246	1054	330	284	805	353	281	527	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	1561	1781	2649	830	1781	3554	1556	1781	2443	994
Grp Volume(v), veh/h	226	962	446	167	525	502	368	725	276	254	504	471
Grp Sat Flow(s),veh/h/ln	1781	1777	1561	1781	1777	1701	1781	1777	1556	1781	1777	1660
Q Serve(g_s), s	11.9	34.6	37.3	8.8	40.4	40.4	21.5	31.7	26.7	17.6	34.5	34.5
Cycle Q Clear(g_c), s	11.9	34.6	37.3	8.8	40.4	40.4	21.5	31.7	26.7	17.6	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	285	1485	652	246	707	677	284	805	353	281	383	358
V/C Ratio(X)	0.79	0.65	0.68	0.68	0.74	0.74	1.29	0.90	0.78	0.90	1.32	1.32
Avail Cap(c_a), veh/h	386	1485	652	384	707	677	284	805	353	300	383	358
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	32.6	37.2	38.0	30.5	41.2	41.2	51.1	60.1	58.2	44.3	62.7	62.8
Incr Delay (d2), s/veh	7.8	2.2	5.7	2.4	5.1	5.3	156.0	13.1	10.9	27.9	159.5	160.6
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	5.8	15.6	15.4	4.0	18.8	18.0	21.1	15.8	11.6	10.0	32.6	30.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.5	39.4	43.7	32.9	46.3	46.5	207.1	73.3	69.1	72.3	222.3	223.4
LnGrp LOS	D	D	D	C	D	D	F	E	E	E	F	F
Approach Vol, veh/h	1634			1194			1369			1229		
Approach Delay, s/veh	40.7			44.5			108.4			191.7		
Approach LOS	D			D			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.9	70.1	26.2	42.8	17.6	73.4	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	13.9	42.4	19.6	33.7	10.8	39.3	23.5	36.5				
Green Ext Time (p_c), s	0.4	5.4	0.1	0.5	0.3	7.6	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				92.8								
HCM 7th LOS				F								

Timings

15: Royal Palm Blvd & Rock Island Rd

EX AM

06/18/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	220	776	88	262	716	282	81	672	401	263	602	92
Future Volume (vph)	220	776	88	262	716	282	81	672	401	263	602	92
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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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 Effect Green (s)	16.1	43.5	43.5	18.1	45.5	45.5	67.3	59.7	59.7	77.5	64.8	64.8
Actuated g/C Ratio	0.10	0.27	0.27	0.11	0.28	0.28	0.42	0.37	0.37	0.48	0.41	0.41
v/c Ratio	0.67	0.85	0.18	0.71	0.75	0.54	0.14	0.54	0.53	0.45	0.44	0.14
Control Delay (s/veh)	58.9	58.3	16.5	78.6	57.3	26.6	23.4	42.5	12.0	25.7	36.7	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)	58.9	58.3	16.5	78.6	57.3	26.6	23.4	42.5	12.0	25.7	36.7	4.1
LOS	E	E	B	E	E	C	C	D	B	C	D	A
Approach Delay (s/veh)		55.0			54.9			30.6			30.6	
Approach LOS		E			D			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: 0.85

Intersection Signal Delay (s/veh): 43.4

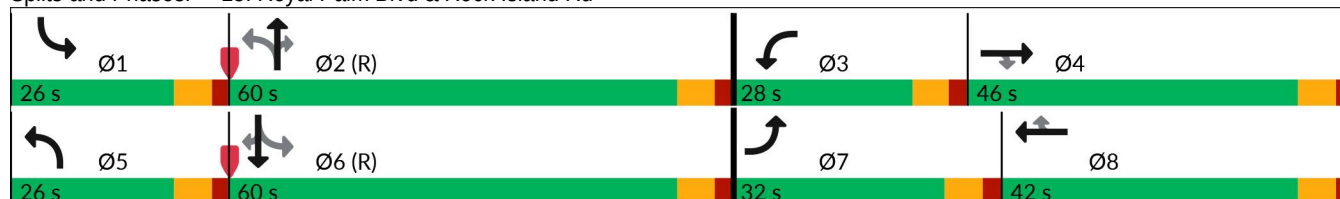
Intersection LOS: D

Intersection Capacity Utilization 76.7%

ICU Level of Service D

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)	232	817	93	276	754	297	85	707	422	277	634	97
v/c Ratio	0.67	0.85	0.18	0.71	0.75	0.54	0.14	0.54	0.53	0.45	0.44	0.14
Control Delay (s/veh)	58.9	58.3	16.5	78.6	57.3	26.6	23.4	42.5	12.0	25.7	36.7	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)	58.9	58.3	16.5	78.6	57.3	26.6	23.4	42.5	12.0	25.7	36.7	4.1
Queue Length 50th (ft)	124	463	28	145	371	125	24	313	66	84	258	0
Queue Length 95th (ft)	m169	#555	m55	192	465	233	40	391	182	113	322	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	969	508	466	1005	550	870	1335	795	736	1434	699
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	0.42	0.84	0.18	0.59	0.75	0.54	0.10	0.53	0.53	0.38	0.44	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.

HCM 7th Signalized Intersection Summary

15: Royal Palm Blvd & Rock Island Rd

EX AM
06/18/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	220	776	88	262	716	282	81	672	401	263	602	92
Future Volume (veh/h)	220	776	88	262	716	282	81	672	401	263	602	92
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		0.99
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	232	817	93	276	754	297	85	707	422	277	634	97
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	285	865	380	326	908	398	693	1562	688	589	1667	734
Arrive On Green	0.08	0.24	0.24	0.09	0.26	0.26	0.03	0.44	0.44	0.06	0.47	0.47
Sat Flow, veh/h	3456	3554	1560	3456	3554	1559	3456	3554	1565	3456	3554	1564
Grp Volume(v), veh/h	232	817	93	276	754	297	85	707	422	277	634	97
Grp Sat Flow(s),veh/h/ln	1728	1777	1560	1728	1777	1559	1728	1777	1565	1728	1777	1564
Q Serve(g_s), s	10.6	36.1	7.7	12.6	32.1	28.0	2.1	22.3	33.1	7.0	18.4	5.6
Cycle Q Clear(g_c), s	10.6	36.1	7.7	12.6	32.1	28.0	2.1	22.3	33.1	7.0	18.4	5.6
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	285	865	380	326	908	398	693	1562	688	589	1667	734
V/C Ratio(X)	0.81	0.94	0.24	0.85	0.83	0.75	0.12	0.45	0.61	0.47	0.38	0.13
Avail Cap(c_a), veh/h	551	877	385	464	908	398	1009	1562	688	802	1667	734
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)	0.64	0.64	0.64	1.00	1.00	1.00	1.00	1.00	1.00	0.81	0.81	0.81
Uniform Delay (d), s/veh	72.2	59.5	48.7	71.3	56.3	54.8	23.7	31.4	34.4	23.9	27.4	24.0
Incr Delay (d2), s/veh	3.7	13.3	0.2	9.7	6.6	7.5	0.1	1.0	4.1	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	17.9	3.1	6.0	15.3	11.9	0.9	9.9	13.5	2.9	8.1	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	75.9	72.7	48.9	80.9	62.9	62.3	23.7	32.3	38.5	24.3	28.0	24.3
LnGrp LOS	E	E	D	F	E	E	C	C	D	C	C	C
Approach Vol, veh/h	1142		1327				1214		1008			
Approach Delay, s/veh	71.4		66.5				33.9		26.6			
Approach LOS	E		E				C		C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.1	76.8	21.6	45.4	11.4	81.6	19.7	47.4				
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	9.0	35.1	14.6	38.1	4.1	20.4	12.6	34.1				
Green Ext Time (p_c), s	0.7	6.4	0.5	0.8	0.2	5.3	0.6	0.9				
Intersection Summary												
HCM 7th Control Delay, s/veh	50.7											
HCM 7th LOS	D											
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings

1: Riverside Dr & Sample Rd

EX PM

06/18/2025

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	166	1216	278	1237	133	459	362	127	621	173
Future Volume (vph)	166	1216	278	1237	133	459	362	127	621	173
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	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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 Effect Green (s)	20.0	52.7	31.7	64.3	48.7	37.3	37.3	48.6	37.2	37.2
Actuated g/C Ratio	0.13	0.33	0.20	0.40	0.30	0.23	0.23	0.30	0.23	0.23
v/c Ratio	0.79	0.86	0.84	0.71	0.72	0.59	0.63	0.53	0.79	0.39
Control Delay (s/veh)	92.1	55.7	72.7	29.7	57.5	56.9	13.5	44.0	65.0	13.1
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)	92.1	55.7	72.7	29.7	57.5	56.9	13.5	44.0	65.0	13.1
LOS	F	E	E	C	E	E	B	D	E	B
Approach Delay (s/veh)		59.7		37.0		40.5			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 98.6%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 1: Riverside Dr & Sample Rd



Queues

1: Riverside Dr & Sample Rd

EX PM

06/18/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	175	1415	293	1435	140	483	381	134	654	182
v/c Ratio	0.79	0.86	0.84	0.71	0.72	0.59	0.63	0.53	0.79	0.39
Control Delay (s/veh)	92.1	55.7	72.7	29.7	57.5	56.9	13.5	44.0	65.0	13.1
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)	92.1	55.7	72.7	29.7	57.5	56.9	13.5	44.0	65.0	13.1
Queue Length 50th (ft)	179	497	242	444	104	238	46	99	341	27
Queue Length 95th (ft)	#276	560	#558	615	149	281	150	144	390	91
Internal Link Dist (ft)		903		1640		1956			490	
Turn Bay Length (ft)	370		420		275		430	300		200
Base Capacity (vph)	248	1694	350	2014	198	1006	669	258	1006	541
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	0.84	0.71	0.71	0.48	0.57	0.52	0.65	0.34

Intersection Summary

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

HCM 7th Signalized Intersection Summary

1: Riverside Dr & Sample Rd

EX PM

06/18/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 			 	
Traffic Volume (veh/h)	166	1216	128	278	1237	126	133	459	362	127	621	173
Future Volume (veh/h)	166	1216	128	278	1237	126	133	459	362	127	621	173
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		0.97	1.00		0.97	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	175	1280	135	293	1302	133	140	483	381	134	654	182
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	197	1682	177	245	1814	185	233	949	410	261	941	402
Arrive On Green	0.11	0.36	0.36	0.18	0.51	0.51	0.07	0.27	0.27	0.07	0.26	0.26
Sat Flow, veh/h	1781	4674	493	1781	4689	479	1781	3554	1536	1781	3554	1518
Grp Volume(v), veh/h	175	932	483	293	945	490	140	483	381	134	654	182
Grp Sat Flow(s),veh/h/ln	1781	1702	1763	1781	1702	1764	1781	1777	1536	1781	1777	1518
Q Serve(g_s), s	15.5	38.6	38.6	22.0	34.2	34.2	9.1	18.4	38.7	8.7	26.5	16.0
Cycle Q Clear(g_c), s	15.5	38.6	38.6	22.0	34.2	34.2	9.1	18.4	38.7	8.7	26.5	16.0
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	197	1225	634	245	1317	682	233	949	410	261	941	402
V/C Ratio(X)	0.89	0.76	0.76	1.20	0.72	0.72	0.60	0.51	0.93	0.51	0.70	0.45
Avail Cap(c_a), veh/h	245	1225	634	245	1317	682	238	1011	437	270	1011	432
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	70.2	45.1	45.1	65.4	32.1	32.1	41.3	49.7	57.1	39.9	53.0	49.2
Incr Delay (d2), s/veh	26.5	4.5	8.4	112.6	2.4	4.5	4.0	0.4	25.4	1.6	1.9	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	8.6	17.2	18.5	17.4	13.7	14.6	4.3	8.4	17.9	4.0	12.2	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	96.7	49.6	53.5	177.9	34.5	36.6	45.4	50.2	82.6	41.5	54.9	50.0
LnGrp LOS	F	D	D	F	C	D	D	D	F	D	D	D
Approach Vol, veh/h	1590			1728			1004			970		
Approach Delay, s/veh	56.0			59.4			61.8			52.1		
Approach LOS	E			E			E			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.7	68.9	17.2	49.2	29.0	64.6	17.6	48.8				
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	17.5	36.2	10.7	40.7	24.0	40.6	11.1	28.5				
Green Ext Time (p_c), s	0.2	9.6	0.0	2.1	0.0	7.9	0.0	4.8				
Intersection Summary												
HCM 7th Control Delay, s/veh				57.5								
HCM 7th LOS				E								

Timings 2: Holiday Springs Blvd/Woodside Dr & Sample Rd

EX PM
06/18/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	149	1469	94	1477	98	55	138	66
Future Volume (vph)	149	1469	94	1477	98	55	138	66
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	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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 Effect Green (s)	21.7	89.9	14.2	82.4	27.0	14.0	32.7	16.9
Actuated g/C Ratio	0.14	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)	62.6	26.2	62.9	59.0	54.5	70.8	60.5	28.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	62.6	26.2	62.9	59.0	54.5	70.8	60.5	28.5
LOS	E	C	E	E	D	E	E	C
Approach Delay (s/veh)		29.5		59.2		63.3		42.9
Approach LOS		C		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: 0.69

Intersection Signal Delay (s/veh): 45.6

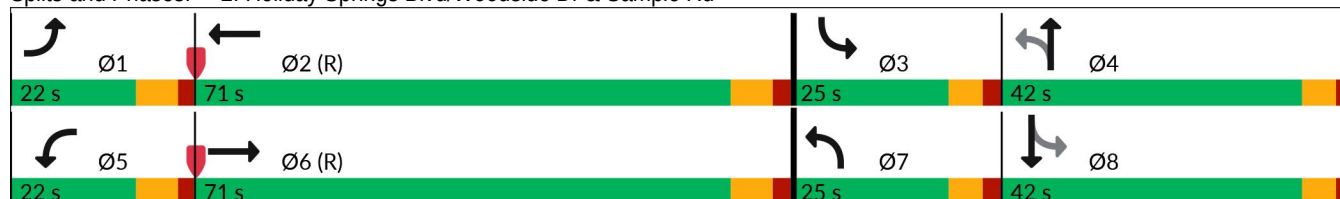
Intersection LOS: D

Intersection Capacity Utilization 78.7%

ICU Level of Service D

Analysis Period (min) 15

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



2: Holiday Springs Blvd/Woodside Dr & Sample Rd

06/18/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	157	1604	99	1767	103	122	145	177
v/c Ratio	0.66	0.56	0.63	0.69	0.42	0.69	0.58	0.41
Control Delay (s/veh)	62.6	26.2	62.9	59.0	54.5	70.8	60.5	28.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	62.6	26.2	62.9	59.0	54.5	70.8	60.5	28.5
Queue Length 50th (ft)	121	580	103	556	89	93	129	35
Queue Length 95th (ft)	m163	652	m151	758	136	160	185	73
Internal Link Dist (ft)		1640		2268		306		335
Turn Bay Length (ft)	260		260				160	
Base Capacity (vph)	239	2842	178	2574	310	406	278	794
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.

HCM 7th Signalized Intersection Summary

2: Holiday Springs Blvd/Woodside Dr & Sample Rd

EX PM
06/18/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (veh/h)	149	1469	55	94	1477	201	98	55	61	138	66	103
Future Volume (veh/h)	149	1469	55	94	1477	201	98	55	61	138	66	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.97	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	157	1546	58	99	1555	212	103	58	64	145	69	108
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	167	2909	109	119	2491	339	235	87	96	246	232	199
Arrive On Green	0.03	0.19	0.19	0.07	0.55	0.55	0.06	0.11	0.11	0.08	0.13	0.13
Sat Flow, veh/h	1781	5047	189	1781	4531	616	1781	798	881	1781	1777	1525
Grp Volume(v), veh/h	157	1043	561	99	1167	600	103	0	122	145	69	108
Grp Sat Flow(s),veh/h/ln	1781	1702	1832	1781	1702	1743	1781	0	1679	1781	1777	1525
Q Serve(g_s), s	14.1	44.1	44.2	8.8	37.6	37.8	8.1	0.0	11.2	11.4	5.6	10.6
Cycle Q Clear(g_c), s	14.1	44.1	44.2	8.8	37.6	37.8	8.1	0.0	11.2	11.4	5.6	10.6
Prop In Lane	1.00		0.10	1.00		0.35	1.00		0.52	1.00		1.00
Lane Grp Cap(c), veh/h	167	1962	1056	119	1871	958	235	0	183	246	232	199
V/C Ratio(X)	0.94	0.53	0.53	0.83	0.62	0.63	0.44	0.00	0.67	0.59	0.30	0.54
Avail Cap(c_a), veh/h	167	1962	1056	167	1871	958	333	0	378	307	400	343
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)	0.52	0.52	0.52	0.68	0.68	0.68	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	77.1	45.3	45.3	73.7	24.7	24.7	58.3	0.0	68.4	57.0	62.9	65.1
Incr Delay (d2), s/veh	34.8	0.5	1.0	15.1	1.1	2.1	1.3	0.0	4.1	2.2	0.7	2.3
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	8.4	20.5	22.2	4.5	15.5	16.2	3.8	0.0	5.0	5.3	2.6	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	111.9	45.9	46.3	88.8	25.8	26.8	59.6	0.0	72.5	59.2	63.6	67.4
LnGrp LOS	F	D	D	F	C	C	E		E	E	E	E
Approach Vol, veh/h	1761		1866				225		322			
Approach Delay, s/veh	51.9		29.5				66.6		62.9			
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	94.9	19.6	23.5	17.7	99.2	16.2	26.9				
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	16.1	39.8	13.4	13.2	10.8	46.2	10.1	12.6				
Green Ext Time (p_c), s	0.0	14.6	0.2	0.6	0.1	10.7	0.1	1.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			43.5									
HCM 7th LOS			D									

Timings

4: Rock Island Rd & Sample Rd

EX PM

06/18/2025

												
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	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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)	26.0	64.0	31.0	26.0	64.0	25.0	31.0	45.0	26.0	25.0	39.0	26.0
Total Split (%)	16.3%	40.0%	19.4%	16.3%	40.0%	15.6%	19.4%	28.1%	16.3%	15.6%	24.4%	16.3%
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 Effect Green (s)	12.0	57.0	78.9	35.1	80.1	91.3	14.9	30.2	64.8	10.7	26.0	37.5
Actuated g/C Ratio	0.08	0.36	0.49	0.22	0.50	0.57	0.09	0.19	0.41	0.07	0.16	0.23
v/c Ratio	0.56	0.80	0.38	0.73	0.71	0.14	0.64	0.48	0.35	0.50	0.79	0.25
Control Delay (s/veh)	87.7	31.5	5.8	64.9	34.4	4.2	79.0	78.5	19.4	79.2	74.3	16.1
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)	87.7	31.5	5.8	64.9	34.4	4.2	79.0	78.5	19.4	79.2	74.3	16.1
LOS	F	C	A	E	C	A	E	E	B	E	E	B
Approach Delay (s/veh)		31.5			39.6			52.2			66.1	
Approach LOS		C			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: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay (s/veh): 42.0

Intersection LOS: D

Intersection Capacity Utilization 81.6%

ICU Level of Service D

Analysis Period (min) 15

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



Queues

4: Rock Island Rd & Sample Rd

EX PM

06/18/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	143	1452	307	552	1807	134	206	318	422	115	453	105
v/c Ratio	0.56	0.80	0.38	0.73	0.71	0.14	0.64	0.48	0.35	0.50	0.79	0.25
Control Delay (s/veh)	87.7	31.5	5.8	64.9	34.4	4.2	79.0	78.5	19.4	79.2	74.3	16.1
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)	87.7	31.5	5.8	64.9	34.4	4.2	79.0	78.5	19.4	79.2	74.3	16.1
Queue Length 50th (ft)	80	132	10	279	524	8	114	173	72	60	243	26
Queue Length 95th (ft)	116	320	38	#440	688	44	153	223	153	94	294	71
Internal Link Dist (ft)	2268			2330			779			1017		
Turn Bay Length (ft)	280		250	360		300	300		320	180		220
Base Capacity (vph)	407	1811	907	752	2544	1010	525	851	1201	396	718	488
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	0.80	0.34	0.73	0.71	0.13	0.39	0.37	0.35	0.29	0.63	0.22

Intersection Summary

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

Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary

4: Rock Island Rd & Sample Rd

EX PM
06/18/2025

												
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		1.00	1.00		0.99	1.00		0.99	1.00		0.91
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	143	1452	307	552	1807	134	206	318	422	115	453	105
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	188	2331	839	410	2659	887	257	745	907	161	645	349
Arrive On Green	0.11	0.91	0.91	0.12	0.52	0.52	0.07	0.21	0.21	0.05	0.18	0.18
Sat Flow, veh/h	3456	5106	1579	3456	5106	1563	3456	3554	2749	3456	3554	1450
Grp Volume(v), veh/h	143	1452	307	552	1807	134	206	318	422	115	453	105
Grp Sat Flow(s),veh/h/ln	1728	1702	1579	1728	1702	1563	1728	1777	1375	1728	1777	1450
Q Serve(g_s), s	6.4	9.2	3.8	19.0	42.0	6.5	9.4	12.4	19.5	5.3	19.1	9.5
Cycle Q Clear(g_c), s	6.4	9.2	3.8	19.0	42.0	6.5	9.4	12.4	19.5	5.3	19.1	9.5
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	188	2331	839	410	2659	887	257	745	907	161	645	349
V/C Ratio(X)	0.76	0.62	0.37	1.35	0.68	0.15	0.80	0.43	0.47	0.72	0.70	0.30
Avail Cap(c_a), veh/h	410	2331	839	410	2659	887	529	855	993	400	722	381
HCM Platoon Ratio	2.00	2.00	2.00	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	70.3	4.2	3.0	70.5	28.4	16.4	72.9	54.9	42.6	75.2	61.4	50.3
Incr Delay (d2), s/veh	5.0	1.0	1.0	170.9	1.4	0.4	5.7	0.4	0.4	5.8	2.7	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	1.9	1.1	18.2	17.5	2.5	4.4	5.7	6.8	2.5	8.9	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	75.3	5.2	3.9	241.4	29.9	16.7	78.6	55.3	43.0	81.1	64.1	50.8
LnGrp LOS	E	A	A	F	C	B	E	E	D	F	E	D
Approach Vol, veh/h	1902			2493			946			673		
Approach Delay, s/veh	10.3			76.0			54.9			64.9		
Approach LOS	B			E			D			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.7	90.3	13.9	40.0	26.0	80.0	18.4	35.5				
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	19.0	57.0	18.5	38.5	19.0	57.0	24.5	32.5				
Max Q Clear Time (g_c+I1), s	8.4	44.0	7.3	21.5	21.0	11.2	11.4	21.1				
Green Ext Time (p_c), s	0.3	9.9	0.2	3.6	0.0	18.0	0.5	2.6				
Intersection Summary												
HCM 7th Control Delay, s/veh	50.6											
HCM 7th LOS	D											
Notes												
User approved pedestrian interval to be less than phase max green.												

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	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	3	0	0	6	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	120	0	-	-	220	-	170	180	-	150
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	92	0	42	11	0	32	67	822	14	37	1075	178
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1700	2119	540	1571	2283	417	1253	0	0	836	0	0
Stage 1	1148	1148	-	957	957	-	-	-	-	-	-	-
Stage 2	552	971	-	614	1326	-	-	-	-	-	-	-
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	50	*800	*75	39	585	698	-	-	794	-	-
Stage 1	389	403	-	*277	334	-	-	-	-	-	-	-
Stage 2	486	329	-	*755	313	-	-	-	-	-	-	-
Platoon blocked, %			0				0	-	-	-	-	-
Mov Cap-1 Maneuver	~ 48	43	*798	*61	34	581	698	-	-	794	-	-
Mov Cap-2 Maneuver	192	161	-	*184	135	-	-	-	-	-	-	-
Stage 1	371	384	-	*250	302	-	-	-	-	-	-	-
Stage 2	413	298	-	*680	299	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v	30.2		15.1		0.8		0.28					
HCM LOS	D		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR		
Capacity (veh/h)	698	-	-	192	798	184	581	794	-	-		
HCM Lane V/C Ratio	0.096	-	-	0.476	0.053	0.057	0.054	0.046	-	-		
HCM Control Delay (s/veh)	10.7	-	-	39.6	9.8	25.7	11.5	9.8	-	-		
HCM Lane LOS	B	-	-	E	A	D	B	A	-	-		
HCM 95th %tile Q(veh)	0.3	-	-	2.3	0.2	0.2	0.2	0.1	-	-		
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

Intersection						
Int Delay, s/veh	1.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			A
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	3	23	1	6	15
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	51	24	0	0	24	0
Stage 1	24	-	-	-	-	-
Stage 2	27	-	-	-	-	-
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	958	1053	-	-	1591	-
Stage 1	999	-	-	-	-	-
Stage 2	995	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	954	1053	-	-	1591	-
Mov Cap-2 Maneuver	954	-	-	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	991	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s/v	8.52	0		2.18		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 1026		540	-	
HCM Lane V/C Ratio	-	- 0.004		0.004	-	
HCM Control Delay (s/veh)	-	- 8.5		7.3	0	
HCM Lane LOS	-	- A		A	A	
HCM 95th %tile Q(veh)	-	- 0		0	-	

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱		↰	↱↱	↰	↰	↱↱	↰
Traffic Vol, veh/h	5	0	2	57	0	57	4	813	74	81	843	15
Future Vol, veh/h	5	0	2	57	0	57	4	813	74	81	843	15
Conflicting Peds, #/hr	2	0	4	3	0	3	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	200	-	200	210	-	140
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	2	60	0	60	4	856	78	85	887	16

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1497	2000	448	1482	1938	431	903	0	0	934	0	0
Stage 1	1058	1058	-	864	864	-	-	-	-	-	-	-
Stage 2	439	942	-	618	1074	-	-	-	-	-	-	-
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	59	*854	*87	65	*863	960	-	-	916	-	-
Stage 1	*392	412	-	*532	520	-	-	-	-	-	-	-
Stage 2	*814	470	-	*805	403	-	-	-	-	-	-	-
Platoon blocked, %			0			0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*71	53	*850	*78	58	*861	960	-	-	916	-	-
Mov Cap-2 Maneuver	*241	197	-	*313	220	-	-	-	-	-	-	-
Stage 1	*356	374	-	*530	517	-	-	-	-	-	-	-
Stage 2	*752	468	-	*726	366	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v17.14		14.34	0.04	0.81
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	960	-	-	241	850	313	861	916	-	-
HCM Lane V/C Ratio	0.004	-	-	0.022	0.002	0.191	0.07	0.093	-	-
HCM Control Delay (s/veh)	8.8	-	-	20.3	9.2	19.2	9.5	9.3	-	-
HCM Lane LOS	A	-	-	C	A	C	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0.7	0.2	0.3	-	-

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

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	52	2	0	19	28	0	4
Future Vol, veh/h	6	23	4	38	47	52	2	0	19	28	0	4
Conflicting Peds, #/hr	0	0	2	0	0	0	3	0	3	6	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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	24	4	40	49	55	2	0	20	29	0	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	104	0	0	30	0	0	173	225	34	200	200	80
Stage 1	-	-	-	-	-	-	41	41	-	157	157	-
Stage 2	-	-	-	-	-	-	132	184	-	43	43	-
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	1487	-	-	1582	-	-	789	674	1039	759	696	980
Stage 1	-	-	-	-	-	-	974	861	-	845	768	-
Stage 2	-	-	-	-	-	-	871	747	-	971	859	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1487	-	-	1579	-	-	758	652	1031	717	673	978
Mov Cap-2 Maneuver	-	-	-	-	-	-	758	652	-	717	673	-
Stage 1	-	-	-	-	-	-	968	855	-	823	747	-
Stage 2	-	-	-	-	-	-	841	727	-	943	854	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	1.35			2.04			8.69			10.09		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	997	318	-	-	452	-	-	742				
HCM Lane V/C Ratio	0.022	0.004	-	-	0.025	-	-	0.045				
HCM Control Delay (s/veh)	8.7	7.4	0	-	7.3	0	-	10.1				
HCM Lane LOS	A	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.1				

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	61	820	7	9	875	56
Future Vol, veh/h	41	0	41	8	1	3	61	820	7	9	875	56
Conflicting Peds, #/hr	3	0	4	10	0	1	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	230	-	230	250	-	250
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	43	0	43	8	1	3	64	863	7	9	921	59

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1504	1939	471	1481	1991	435	980	0	0	871	0	0
Stage 1	940	940	-	992	992	-	-	-	-	-	-	-
Stage 2	564	999	-	489	999	-	-	-	-	-	-	-
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	*84	65	540	87	60	*863	700	-	-	980	-	-
Stage 1	*283	340	-	428	441	-	-	-	-	-	-	-
Stage 2	*814	437	-	529	319	-	-	-	-	-	-	-
Platoon blocked, %						0		-	-	0	-	-
Mov Cap-1 Maneuver	*74	58	534	71	54	*861	700	-	-	980	-	-
Mov Cap-2 Maneuver	*211	191	-	215	164	-	-	-	-	-	-	-
Stage 1	*281	337	-	389	401	-	-	-	-	-	-	-
Stage 2	*733	397	-	477	316	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v19.37		19.5	0.73	0.08
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	700	-	-	211	534	215	418	980	-	-
HCM Lane V/C Ratio	0.092	-	-	0.205	0.081	0.039	0.01	0.01	-	-
HCM Control Delay (s/veh)	10.7	-	-	26.4	12.3	22.4	13.7	8.7	-	-
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				

HCM 7th TWSC
12: Holiday Springs Blvd & Pinewalk Dr S

EX PM
06/18/2025

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	83	119	15	12	16
Future Vol, veh/h	13	83	119	15	12	16
Conflicting Peds, #/hr	0	0	0	2	0	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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	87	125	16	13	17

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	143	0	0 206 73
Stage 1	-	-	- 135 -
Stage 2	-	-	- 71 -
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	1437	-	- 763 975
Stage 1	-	-	- 877 -
Stage 2	-	-	- 943 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1434	-	- 753 973
Mov Cap-2 Maneuver	-	-	- 753 -
Stage 1	-	-	- 867 -
Stage 2	-	-	- 942 -

Approach	EB	WB	SB
HCM Control Delay, s/v	1.02	0	9.31
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1434	-	-	-	865
HCM Lane V/C Ratio	0.01	-	-	-	0.034
HCM Control Delay (s/veh)	7.5	-	-	-	9.3
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Timings

13: Rock Island Rd & Holiday Springs Blvd

EX PM

06/18/2025

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	23	5	100	15	2	140	926	54	24	797	29
Future Volume (vph)	23	5	100	15	2	140	926	54	24	797	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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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 Effect Green (s)	7.0	7.0	7.0	7.0	7.0	62.4	63.7	63.7	48.7	48.7	48.7
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	0.41	0.13	0.11	0.29	0.35	0.05	0.08	0.39	0.03
Control Delay (s/veh)	37.1	32.8	8.5	35.3	19.3	2.7	1.5	0.1	10.2	13.0	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)	37.1	32.8	8.5	35.3	19.3	2.7	1.5	0.1	10.2	13.0	0.1
LOS	D	C	A	D	B	A	A	A	B	B	A
Approach Delay (s/veh)		14.5			27.3		1.6			12.5	
Approach LOS		B			C		A			B	

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: 0.41

Intersection Signal Delay (s/veh): 7.1

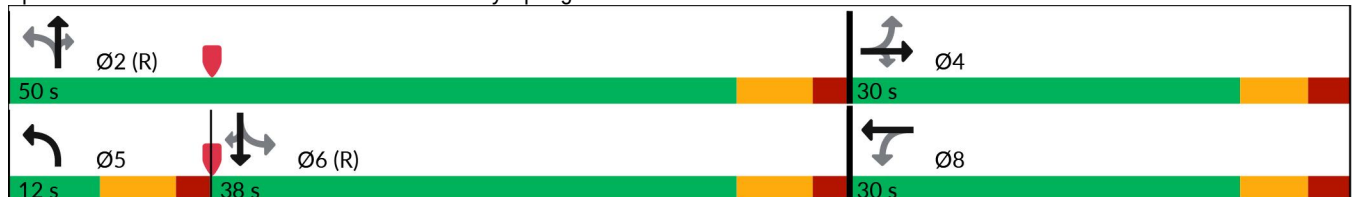
Intersection LOS: A

Intersection Capacity Utilization 58.6%

ICU Level of Service B

Analysis Period (min) 15

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



13: Rock Island Rd & Holiday Springs Blvd

06/18/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	24	5	105	16	16	147	975	57	25	839	31
v/c Ratio	0.20	0.03	0.41	0.13	0.11	0.29	0.35	0.05	0.08	0.39	0.03
Control Delay (s/veh)	37.1	32.8	8.5	35.3	19.3	2.7	1.5	0.1	10.2	13.0	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)	37.1	32.8	8.5	35.3	19.3	2.7	1.5	0.1	10.2	13.0	0.1
Queue Length 50th (ft)	11	2	0	8	1	11	42	0	8	270	0
Queue Length 95th (ft)	33	12	28	25	18	18	48	m1	m17	306	m0
Internal Link Dist (ft)	2605				671		840		1231		
Turn Bay Length (ft)	175				230			170		250	220
Base Capacity (vph)	408	547	551	411	477	507	2819	1239	332	2152	1002
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.

HCM 7th Signalized Intersection Summary

13: Rock Island Rd & Holiday Springs Blvd

EX PM
06/18/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	5	100	15	2	13	140	926	54	24	797	29
Future Volume (veh/h)	23	5	100	15	2	13	140	926	54	24	797	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		0.96	0.98		0.97	1.00		1.00	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	975	57	25	839	31
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	241	220	179	236	23	162	482	2557	1138	406	2055	903
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.12	1.00	1.00	0.58	0.58	0.58
Sat Flow, veh/h	1384	1870	1523	1261	196	1374	1781	3554	1581	546	3554	1561
Grp Volume(v), veh/h	24	5	105	16	0	16	147	975	57	25	839	31
Grp Sat Flow(s),veh/h/ln	1384	1870	1523	1261	0	1571	1781	1777	1581	546	1777	1561
Q Serve(g_s), s	1.3	0.2	5.2	0.9	0.0	0.7	2.5	0.0	0.0	1.6	10.4	0.7
Cycle Q Clear(g_c), s	2.0	0.2	5.2	1.1	0.0	0.7	2.5	0.0	0.0	1.6	10.4	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	241	220	179	236	0	185	482	2557	1138	406	2055	903
V/C Ratio(X)	0.10	0.02	0.59	0.07	0.00	0.09	0.30	0.38	0.05	0.06	0.41	0.03
Avail Cap(c_a), veh/h	484	549	447	457	0	461	498	2557	1138	406	2055	903
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	0.79	0.79	0.79	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.3	31.2	33.4	31.7	0.0	31.4	5.8	0.0	0.0	7.5	9.3	7.3
Incr Delay (d2), s/veh	0.2	0.0	3.0	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	2.0	0.3	0.0	0.3	0.7	0.1	0.0	0.2	3.7	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.5	31.3	36.4	31.8	0.0	31.6	6.1	0.3	0.1	7.7	9.9	7.3
LnGrp LOS	C	C	D	C		C	A	A	A	A	A	A
Approach Vol, veh/h	134		32			1179			895			
Approach Delay, s/veh	35.5		31.7			1.0			9.8			
Approach LOS	D		C			A			A			
Timer - Assigned Phs	2		4		5	6	8					
Phs Duration (G+Y+Rc), s	64.1		15.9		11.3	52.8	15.9					
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		7.2		4.5	12.4	3.1					
Green Ext Time (p_c), s	9.1		0.3		0.0	6.2	0.1					
Intersection Summary												
HCM 7th Control Delay, s/veh			7.0									
HCM 7th LOS			A									
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings

14: Royal Palm Blvd & Riverside Dr

EX PM

06/18/2025

										
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	226	861	362	262	978	372	650	246	138	635
Future Volume (vph)	226	861	362	262	978	372	650	246	138	635
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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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 Effect Green (s)	61.9	43.5	43.5	71.8	48.6	73.5	53.5	53.5	52.0	38.5
Actuated g/C Ratio	0.39	0.27	0.27	0.45	0.30	0.46	0.33	0.33	0.33	0.24
v/c Ratio	0.95	0.94	0.60	0.90	1.21	1.09	0.58	0.38	0.48	1.07
Control Delay (s/veh)	91.9	74.9	16.1	81.1	135.0	118.1	46.9	5.9	32.9	105.3
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)	91.9	74.9	16.1	81.1	135.0	118.1	46.9	5.9	32.9	105.3
LOS	F	E	B	F	F	F	D	A	C	F
Approach Delay (s/veh)		62.9			125.3		59.9			95.1
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: 1.21

Intersection Signal Delay (s/veh): 86.0

Intersection LOS: F

Intersection Capacity Utilization 113.7%

ICU Level of Service H

Analysis Period (min) 15

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

	Ø1		Ø2 (R)		Ø3		Ø4
25 s		55 s		35 s		45 s	
	Ø5		Ø6 (R)		Ø7		Ø8
32 s		48 s		35 s		45 s	



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	238	906	381	276	1268	392	684	259	145	891
v/c Ratio	0.95	0.94	0.60	0.90	1.21	1.09	0.58	0.38	0.48	1.07
Control Delay (s/veh)	91.9	74.9	16.1	81.1	135.0	118.1	46.9	5.9	32.9	105.3
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)	91.9	74.9	16.1	81.1	135.0	118.1	46.9	5.9	32.9	105.3
Queue Length 50th (ft)	202	501	72	164	~853	~406	310	0	88	~528
Queue Length 95th (ft)	#381	#647	190	#373	#975	#624	399	69	137	#668
Internal Link Dist (ft)		1554			4475		1024			1484
Turn Bay Length (ft)	260		280	370		190		325	200	
Base Capacity (vph)	251	961	636	327	1052	361	1182	689	467	835
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	0.95	0.94	0.60	0.84	1.21	1.09	0.58	0.38	0.31	1.07

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.

HCM 7th Signalized Intersection Summary

14: Royal Palm Blvd & Riverside Dr

EX PM

06/18/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	226	861	362	262	978	227	372	650	246	138	635	212
Future Volume (veh/h)	226	861	362	262	978	227	372	650	246	138	635	212
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		0.99	1.00		0.98	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	238	906	381	276	1029	239	392	684	259	145	668	223
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	251	1020	446	298	867	201	362	1221	534	290	627	209
Arrive On Green	0.12	0.29	0.29	0.13	0.30	0.30	0.18	0.34	0.34	0.08	0.24	0.24
Sat Flow, veh/h	1781	3554	1555	1781	2861	662	1781	3554	1555	1781	2604	869
Grp Volume(v), veh/h	238	906	381	276	638	630	392	684	259	145	456	435
Grp Sat Flow(s),veh/h/ln	1781	1777	1555	1781	1777	1747	1781	1777	1555	1781	1777	1696
Q Serve(g_s), s	17.2	39.0	37.0	18.7	48.5	48.5	28.5	25.0	21.0	9.7	38.5	38.5
Cycle Q Clear(g_c), s	17.2	39.0	37.0	18.7	48.5	48.5	28.5	25.0	21.0	9.7	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	1020	446	298	539	529	362	1221	534	290	428	408
V/C Ratio(X)	0.95	0.89	0.85	0.93	1.18	1.19	1.08	0.56	0.48	0.50	1.07	1.07
Avail Cap(c_a), veh/h	251	1020	446	347	539	529	362	1221	534	474	428	408
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	50.5	54.6	53.9	44.7	55.8	55.8	52.7	42.7	41.3	41.1	60.7	60.8
Incr Delay (d2), s/veh	42.7	11.4	18.4	23.4	97.0	100.1	71.0	0.6	0.7	1.3	62.2	63.4
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	12.7	19.1	16.8	10.3	36.2	36.0	17.4	11.2	8.3	4.4	24.8	23.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	93.1	66.0	72.3	68.1	152.7	155.9	123.7	43.3	42.0	42.4	122.9	124.2
LnGrp LOS	F	E	E	E	F	F	F	D	D	D	F	F
Approach Vol, veh/h	1525			1544			1335			1036		
Approach Delay, s/veh	71.8			138.9			66.6			112.2		
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	18.5	61.5	27.6	52.4	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	19.2	50.5	11.7	27.0	20.7	41.0	30.5	40.5				
Green Ext Time (p_c), s	0.0	0.0	0.3	4.4	0.4	0.3	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	97.3											
HCM 7th LOS	F											

Timings

15: Royal Palm Blvd & Rock Island Rd

EX PM

06/18/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	158	767	126	310	786	250	143	724	432	227	694	107
Future Volume (vph)	158	767	126	310	786	250	143	724	432	227	694	107
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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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 Effect Green (s)	13.1	46.1	46.1	20.1	53.1	53.1	65.3	56.0	56.0	70.3	58.4	58.4
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	0.76	0.70	0.44	0.29	0.62	0.59	0.46	0.57	0.18
Control Delay (s/veh)	62.7	83.9	41.8	79.1	51.4	25.9	25.3	45.5	13.2	25.8	44.1	11.3
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)	62.7	83.9	41.8	79.1	51.4	25.9	25.3	45.5	13.2	25.8	44.1	11.3
LOS	E	F	D	E	D	C	C	D	B	C	D	B
Approach Delay (s/veh)		75.6			53.1			32.5			36.6	
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): 48.9

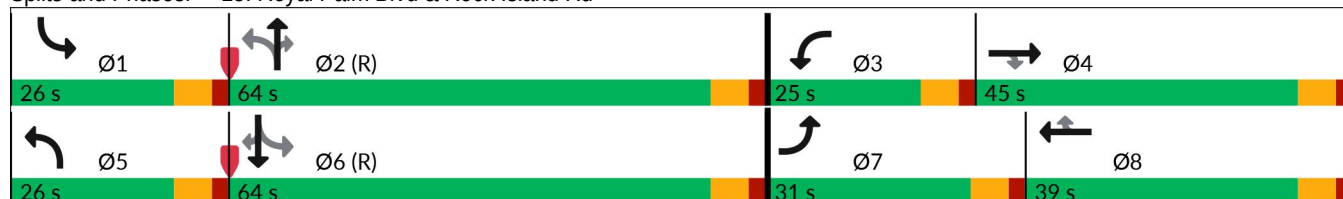
Intersection LOS: D

Intersection Capacity Utilization 78.8%

ICU Level of Service D

Analysis Period (min) 15

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



Queues

15: Royal Palm Blvd & Rock Island Rd

EX PM

06/18/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	166	807	133	326	827	263	151	762	455	239	731	113
v/c Ratio	0.59	0.79	0.25	0.76	0.70	0.44	0.29	0.62	0.59	0.46	0.57	0.18
Control Delay (s/veh)	62.7	83.9	41.8	79.1	51.4	25.9	25.3	45.5	13.2	25.8	44.1	11.3
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)	62.7	83.9	41.8	79.1	51.4	25.9	25.3	45.5	13.2	25.8	44.1	11.3
Queue Length 50th (ft)	93	463	79	171	398	115	44	347	88	96	341	38
Queue Length 95th (ft)	m107	m#528	m99	225	518	222	63	405	200	108	392	73
Internal Link Dist (ft)	4475		2131				1468				840	
Turn Bay Length (ft)	340	170		210	150		220	190		220	250	
Base Capacity (vph)	525	1019	527	442	1175	598	725	1282	784	669	1309	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	0.32	0.79	0.25	0.74	0.70	0.44	0.21	0.59	0.58	0.36	0.56	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.

HCM 7th Signalized Intersection Summary

15: Royal Palm Blvd & Rock Island Rd

EX PM
06/18/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	767	126	310	786	250	143	724	432	227	694	107
Future Volume (veh/h)	158	767	126	310	786	250	143	724	432	227	694	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		0.98	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	166	807	133	326	827	263	151	762	455	239	731	113
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	216	849	371	369	1006	443	756	1553	684	531	1610	709
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	1555	3456	3554	1563	3456	3554	1564	3456	3554	1564
Grp Volume(v), veh/h	166	807	133	326	827	263	151	762	455	239	731	113
Grp Sat Flow(s),veh/h/ln	1728	1777	1555	1728	1777	1563	1728	1777	1564	1728	1777	1564
Q Serve(g_s), s	7.6	35.8	11.4	14.9	34.8	23.2	3.8	24.6	37.0	6.1	5.2	1.3
Cycle Q Clear(g_c), s	7.6	35.8	11.4	14.9	34.8	23.2	3.8	24.6	37.0	6.1	5.2	1.3
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	216	849	371	369	1006	443	756	1553	684	531	1610	709
V/C Ratio(X)	0.77	0.95	0.36	0.88	0.82	0.59	0.20	0.49	0.67	0.45	0.45	0.16
Avail Cap(c_a), veh/h	529	855	374	400	1006	443	1043	1553	684	763	1610	709
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)	0.53	0.53	0.53	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	53.6	49.4	23.0	32.3	35.7	23.3	4.3	4.2
Incr Delay (d2), s/veh	3.1	12.6	0.3	19.2	5.6	2.1	0.1	1.1	5.1	0.6	0.9	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	17.6	4.5	7.6	16.4	9.4	1.6	11.0	15.2	2.4	1.6	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	76.9	72.6	51.0	89.7	59.1	51.6	23.1	33.4	40.8	23.9	5.2	4.6
LnGrp LOS	E	E	D	F	E	D	C	C	D	C	A	A
Approach Vol, veh/h	1106			1416			1368			1083		
Approach Delay, s/veh	70.6			64.8			34.7			9.3		
Approach LOS	E			E			C			A		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.2	76.4	23.6	44.7	12.7	79.0	16.5	51.8				
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	8.1	39.0	16.9	37.8	5.8	7.2	9.6	36.8				
Green Ext Time (p_c), s	0.6	7.0	0.2	0.4	0.4	6.6	0.4	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	45.7											
HCM 7th LOS	D											
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings

1: Riverside Dr & Sample Rd

BY AM

06/18/2025

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	210	1161	245	1185	158	617	486	137	376	196
Future Volume (vph)	210	1161	245	1185	158	617	486	137	376	196
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	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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 Effect Green (s)	22.7	54.5	27.2	59.0	49.7	37.7	37.7	52.9	39.3	39.3
Actuated g/C Ratio	0.14	0.34	0.17	0.37	0.31	0.24	0.24	0.33	0.25	0.25
v/c Ratio	0.88	0.77	0.86	0.78	0.53	0.78	0.84	0.65	0.46	0.39
Control Delay (s/veh)	99.1	50.9	89.3	48.8	42.8	64.1	34.7	48.2	52.2	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)	99.1	50.9	89.3	48.8	42.8	64.1	34.7	48.2	52.2	7.3
LOS	F	D	F	D	D	E	C	D	D	A
Approach Delay (s/veh)		57.8		55.0		50.1			39.0	
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): 52.3

Intersection LOS: D

Intersection Capacity Utilization 95.4%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 1: Riverside Dr & Sample Rd



Queues

1: Riverside Dr & Sample Rd

BY AM

06/18/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	221	1326	258	1442	166	649	512	144	396	206
v/c Ratio	0.88	0.77	0.86	0.78	0.53	0.78	0.84	0.65	0.46	0.39
Control Delay (s/veh)	99.1	50.9	89.3	48.8	42.8	64.1	34.7	48.2	52.2	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)	99.1	50.9	89.3	48.8	42.8	64.1	34.7	48.2	52.2	7.3
Queue Length 50th (ft)	226	455	270	509	119	333	212	102	182	0
Queue Length 95th (ft)	#393	515	#484	572	175	400	372	153	228	64
Internal Link Dist (ft)		903		1640		1956			490	
Turn Bay Length (ft)	370		420		275		430	300		200
Base Capacity (vph)	256	1729	301	1844	313	917	636	244	1006	579
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	0.77	0.86	0.78	0.53	0.71	0.81	0.59	0.39	0.36

Intersection Summary

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

HCM 7th Signalized Intersection Summary

1: Riverside Dr & Sample Rd

BY AM

06/18/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 			 	
Traffic Volume (veh/h)	210	1161	99	245	1185	185	158	617	486	137	376	196
Future Volume (veh/h)	210	1161	99	245	1185	185	158	617	486	137	376	196
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	0.99		0.98	1.00		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	221	1222	104	258	1247	195	166	649	512	144	396	206
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	241	1733	147	245	1619	253	308	922	402	219	922	390
Arrive On Green	0.14	0.36	0.36	0.14	0.36	0.36	0.07	0.26	0.26	0.07	0.26	0.26
Sat Flow, veh/h	1781	4782	407	1781	4437	694	1781	3554	1548	1781	3554	1501
Grp Volume(v), veh/h	221	870	456	258	957	485	166	649	512	144	396	206
Grp Sat Flow(s),veh/h/ln	1781	1702	1785	1781	1702	1727	1781	1777	1548	1781	1777	1501
Q Serve(g_s), s	19.6	35.0	35.0	22.0	39.7	39.7	11.0	26.5	41.5	9.4	14.9	18.8
Cycle Q Clear(g_c), s	19.6	35.0	35.0	22.0	39.7	39.7	11.0	26.5	41.5	9.4	14.9	18.8
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	241	1234	647	245	1242	630	308	922	402	219	922	390
V/C Ratio(X)	0.92	0.71	0.71	1.05	0.77	0.77	0.54	0.70	1.28	0.66	0.43	0.53
Avail Cap(c_a), veh/h	245	1234	647	245	1242	630	308	922	402	263	1011	427
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	0.65	0.65	0.65	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.3	43.7	43.7	69.0	44.9	44.9	40.3	53.7	59.3	42.0	49.4	50.8
Incr Delay (d2), s/veh	35.9	3.4	6.4	61.1	3.1	5.9	1.9	2.4	141.9	4.5	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	11.4	15.5	16.7	14.2	17.4	18.1	5.1	12.2	32.1	4.5	6.7	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	104.2	47.1	50.0	130.1	48.0	50.8	42.2	56.1	201.2	46.5	49.7	52.0
LnGrp LOS	F	D	D	F	D	D	D	E	F	D	D	D
Approach Vol, veh/h	1547		1700			1327			746			
Approach Delay, s/veh	56.1		61.2			110.3			49.7			
Approach LOS	E		E			F			D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	28.6	65.4	18.0	48.0	29.0	65.0	18.0	48.0				
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	22.0	54.0	15.5	41.5	22.0	54.0	11.5	45.5				
Max Q Clear Time (g_c+I1), s	21.6	41.7	11.4	43.5	24.0	37.0	13.0	20.8				
Green Ext Time (p_c), s	0.0	7.6	0.1	0.0	0.0	8.6	0.0	3.5				
Intersection Summary												
HCM 7th Control Delay, s/veh	70.4											
HCM 7th LOS	E											

Timings

2: Holiday Springs Blvd/Woodside Dr & Sample Rd

BY AM
06/18/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	109	1563	38	1376	91	32	210	44
Future Volume (vph)	109	1563	38	1376	91	32	210	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	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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 Effect Green (s)	12.3	57.9	8.3	50.5	19.9	9.1	31.2	15.1
Actuated g/C Ratio	0.11	0.50	0.07	0.44	0.17	0.08	0.27	0.13
v/c Ratio	0.61	0.66	0.31	0.72	0.37	0.54	0.63	0.32
Control Delay (s/veh)	68.4	24.8	63.2	29.0	38.7	39.6	44.4	18.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	68.4	24.8	63.2	29.0	38.7	39.6	44.4	18.2
LOS	E	C	E	C	D	D	D	B
Approach Delay (s/veh)		27.6		29.8		39.2		33.3
Approach LOS		C		C		D		C

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 115.5

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay (s/veh): 29.6

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

	Ø1		Ø2		Ø3		Ø4
20 s		70 s		28 s		42 s	
	Ø5		Ø6		Ø7		Ø8
20 s		70 s		28 s		42 s	

2: Holiday Springs Blvd/Woodside Dr & Sample Rd

06/18/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	115	1686	40	1591	96	98	221	162
v/c Ratio	0.61	0.66	0.31	0.72	0.37	0.54	0.63	0.32
Control Delay (s/veh)	68.4	24.8	63.2	29.0	38.7	39.6	44.4	18.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	68.4	24.8	63.2	29.0	38.7	39.6	44.4	18.2
Queue Length 50th (ft)	84	350	29	349	55	31	138	16
Queue Length 95th (ft)	#190	491	74	463	110	96	236	53
Internal Link Dist (ft)		1640		2268		306		335
Turn Bay Length (ft)	260		260				160	
Base Capacity (vph)	204	2856	204	2814	422	567	408	1068
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	0.56	0.59	0.20	0.57	0.23	0.17	0.54	0.15

Intersection Summary

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

HCM 7th Signalized Intersection Summary

2: Holiday Springs Blvd/Woodside Dr & Sample Rd

BY AM
06/18/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	1563	39	38	1376	136	91	32	61	210	44	110
Future Volume (veh/h)	109	1563	39	38	1376	136	91	32	61	210	44	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		0.98	0.98		0.96	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	115	1645	41	40	1448	143	96	34	64	221	46	116
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	143	2395	60	58	1979	195	329	73	137	386	341	289
Arrive On Green	0.08	0.47	0.47	0.03	0.42	0.42	0.06	0.13	0.13	0.13	0.19	0.19
Sat Flow, veh/h	1781	5121	128	1781	4712	465	1781	566	1065	1781	1777	1506
Grp Volume(v), veh/h	115	1093	593	40	1046	545	96	0	98	221	46	116
Grp Sat Flow(s),veh/h/ln	1781	1702	1845	1781	1702	1773	1781	0	1631	1781	1777	1506
Q Serve(g_s), s	6.7	26.7	26.7	2.4	27.3	27.3	4.9	0.0	5.9	10.9	2.3	7.2
Cycle Q Clear(g_c), s	6.7	26.7	26.7	2.4	27.3	27.3	4.9	0.0	5.9	10.9	2.3	7.2
Prop In Lane	1.00		0.07	1.00		0.26	1.00		0.65	1.00		1.00
Lane Grp Cap(c), veh/h	143	1592	863	58	1429	744	329	0	210	386	341	289
V/C Ratio(X)	0.80	0.69	0.69	0.69	0.73	0.73	0.29	0.00	0.47	0.57	0.14	0.40
Avail Cap(c_a), veh/h	218	2023	1096	218	2023	1054	587	0	554	532	603	511
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	47.9	22.1	22.1	50.7	25.7	25.8	36.6	0.0	42.8	32.3	35.5	37.5
Incr Delay (d2), s/veh	11.7	0.7	1.3	13.5	0.8	1.6	0.5	0.0	1.6	1.3	0.2	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	10.5	11.5	1.3	10.9	11.5	2.2	0.0	2.5	4.8	1.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.6	22.8	23.4	64.2	26.6	27.3	37.1	0.0	44.4	33.7	35.7	38.4
LnGrp LOS	E	C	C	E	C	C	D		D	C	D	D
Approach Vol, veh/h	1801				1631		194				383	
Approach Delay, s/veh	25.4				27.8		40.8				35.3	
Approach LOS	C				C		D				D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.5	51.5	19.3	19.7	10.5	56.6	12.6	26.3				
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	8.7	29.3	12.9	7.9	4.4	28.7	6.9	9.2				
Green Ext Time (p_c), s	0.1	15.2	0.4	0.5	0.0	16.5	0.2	1.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			28.0									
HCM 7th LOS			C									

Timings

4: Rock Island Rd & Sample Rd

BY AM

06/18/2025

												
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	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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	62.7	81.1	22.3	72.1	89.3	17.8	31.3	53.1	16.6	30.1	42.5
Actuated g/C Ratio	0.08	0.39	0.51	0.14	0.45	0.56	0.11	0.20	0.33	0.10	0.19	0.27
v/c Ratio	0.59	0.79	0.32	0.66	0.55	0.18	0.83	0.80	0.87	0.74	0.59	0.36
Control Delay (s/veh)	79.5	47.3	12.4	71.8	34.6	4.7	88.1	70.4	51.4	82.3	62.3	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	47.3	12.4	71.8	34.6	4.7	88.1	70.4	51.4	82.3	62.3	24.2
LOS	E	D	B	E	C	A	F	E	D	F	E	C
Approach Delay (s/veh)		45.1			38.7			64.5			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: 0.87

Intersection Signal Delay (s/veh): 50.7

Intersection LOS: D

Intersection Capacity Utilization 90.0%

ICU Level of Service E

Analysis Period (min) 15

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

	Ø1		Ø2 (R)		Ø3		Ø4
30 s		54 s		25 s		51 s	
	Ø5		Ø6 (R)		Ø7		Ø8
30 s		54 s		25 s		51 s	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	163	1575	276	317	1263	156	318	555	831	263	392	168
v/c Ratio	0.59	0.79	0.32	0.66	0.55	0.18	0.83	0.80	0.87	0.74	0.59	0.36
Control Delay (s/veh)	79.5	47.3	12.4	71.8	34.6	4.7	88.1	70.4	51.4	82.3	62.3	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	47.3	12.4	71.8	34.6	4.7	88.1	70.4	51.4	82.3	62.3	24.2
Queue Length 50th (ft)	86	532	73	165	353	12	170	295	400	139	199	74
Queue Length 95th (ft)	125	#744	163	209	457	51	#237	345	422	189	240	125
Internal Link Dist (ft)		2268			2330			779			1017	
Turn Bay Length (ft)	280		250	360		300	300		320	180		220
Base Capacity (vph)	493	1993	863	523	2292	866	396	984	991	396	984	558
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	0.79	0.32	0.61	0.55	0.18	0.80	0.56	0.84	0.66	0.40	0.30

Intersection Summary

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

Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary

4: Rock Island Rd & Sample Rd

BY AM
06/18/2025

												
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		0.96	1.00		0.91	1.00		0.97	1.00		0.67
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	1575	276	317	1263	156	318	555	831	263	392	168
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	212	1822	710	368	2052	725	362	988	1048	310	935	375
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	1525	3456	5106	1450	3456	3554	2699	3456	3554	1055
Grp Volume(v), veh/h	163	1575	276	317	1263	156	318	555	831	263	392	168
Grp Sat Flow(s),veh/h/ln	1728	1702	1525	1728	1702	1450	1728	1777	1349	1728	1777	1055
Q Serve(g_s), s	7.4	45.9	19.0	14.4	31.4	9.8	14.5	21.4	43.8	12.0	14.6	20.5
Cycle Q Clear(g_c), s	7.4	45.9	19.0	14.4	31.4	9.8	14.5	21.4	43.8	12.0	14.6	20.5
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	1822	710	368	2052	725	362	988	1048	310	935	375
V/C Ratio(X)	0.77	0.86	0.39	0.86	0.62	0.22	0.88	0.56	0.79	0.85	0.42	0.45
Avail Cap(c_a), veh/h	497	1822	710	497	2052	725	400	988	1048	400	988	391
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)	0.70	0.70	0.70	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	47.9	28.3	70.3	38.0	23.2	70.6	49.4	43.8	71.7	48.8	43.4
Incr Delay (d2), s/veh	4.1	4.1	1.1	11.1	1.4	0.7	18.3	0.7	4.2	12.7	0.3	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	3.4	20.2	7.3	7.0	13.5	3.6	7.4	9.7	15.3	5.9	6.6	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	78.0	52.0	29.4	81.4	39.4	23.8	89.0	50.1	48.0	84.4	49.1	44.2
LnGrp LOS	E	D	C	F	D	C	F	D	D	F	D	D
Approach Vol, veh/h	2014			1736			1704			823		
Approach Delay, s/veh	51.0			45.7			56.3			59.4		
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	20.9	51.0	24.1	64.1	23.3	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	33.4	14.0	45.8	16.4	47.9	16.5	22.5				
Green Ext Time (p_c), s	0.4	7.8	0.4	0.0	0.6	0.0	0.2	3.6				
Intersection Summary												
HCM 7th Control Delay, s/veh	52.1											
HCM 7th LOS	D											

HCM 7th TWSC
5: Pinewalk Dr N & Rock Island Rd

BY AM
06/18/2025

Intersection												
Int Delay, s/veh	7.6											
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	6	0	0	10	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	120	0	-	-	220	-	170	180	-	150
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	158	1	137	26	0	45	18	1504	15	41	845	54
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1725	2482	429	2051	2521	762	899	0	0	1519	0	0
Stage 1	927	927	-	1540	1540	-	-	-	-	-	-	-
Stage 2	798	1555	-	511	981	-	-	-	-	-	-	-
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	~ 79	28	*867	*39	26	347	946	-	-	435	-	-
Stage 1	473	476	-	*121	175	-	-	-	-	-	-	-
Stage 2	346	172	-	*818	444	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	-	-	-	-	-	-
Mov Cap-1 Maneuver	~ 61	25	*862	*29	23	344	946	-	-	435	-	-
Mov Cap-2 Maneuver	170	98	-	*97	117	-	-	-	-	-	-	-
Stage 1	428	431	-	*118	172	-	-	-	-	-	-	-
Stage 2	292	169	-	*618	402	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v63.25			31.15		0.1		0.62					
HCM LOS	F		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR		
Capacity (veh/h)	946	-	-	169	862	97	344	435	-	-		
HCM Lane V/C Ratio	0.019	-	-	0.942	0.159	0.271	0.132	0.094	-	-		
HCM Control Delay (s/veh)	8.9	-	-	109.1	10	55.4	17	14.1	-	-		
HCM Lane LOS	A	-	-	F	A	F	C	B	-	-		
HCM 95th %tile Q(veh)	0.1	-	-	7.1	0.6	1	0.4	0.3	-	-		
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			A
Traffic Vol, veh/h	1	4	8	0	3	34
Future Vol, veh/h	1	4	8	0	3	34
Conflicting Peds, #/hr	2	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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	4	8	0	3	36
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	53	8	0	0	8	0
Stage 1	8	-	-	-	-	-
Stage 2	44	-	-	-	-	-
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	956	1073	-	-	1612	-
Stage 1	1015	-	-	-	-	-
Stage 2	978	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	952	1073	-	-	1612	-
Mov Cap-2 Maneuver	952	-	-	-	-	-
Stage 1	1015	-	-	-	-	-
Stage 2	975	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s/v	8.46	0		0.59		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	1047	146	-	
HCM Lane V/C Ratio	-	-	0.005	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	-	

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	17	0	7	104	0	135	7	1259	44	65	848	5
Future Vol, veh/h	17	0	7	104	0	135	7	1259	44	65	848	5
Conflicting Peds, #/hr	2	0	3	3	0	3	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	200	-	200	210	-	140
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	0	7	109	0	142	7	1325	46	68	893	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1710	2416	449	1926	2375	666	898	0	0	1372	0	0
Stage 1	1029	1029	-	1340	1340	-	-	-	-	-	-	-
Stage 2	680	1386	-	586	1035	-	-	-	-	-	-	-
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	84	32	*854	*~ 52	35	402	965	-	-	496	-	-
Stage 1	412	427	-	*161	220	-	-	-	-	-	-	-
Stage 2	407	209	-	*805	425	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	-	-	-	-	-	-
Mov Cap-1 Maneuver	46	27	*851	*~ 44	30	401	965	-	-	496	-	-
Mov Cap-2 Maneuver	132	102	-	*130	136	-	-	-	-	-	-	-
Stage 1	355	369	-	*160	218	-	-	-	-	-	-	-
Stage 2	260	207	-	*686	366	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v28.47			56.98		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)	965	-	-	132	851	130	401	496	-	-		
HCM Lane V/C Ratio	0.008	-	-	0.135	0.009	0.845	0.354	0.138	-	-		
HCM Control Delay (s/veh)	8.8	-	-	36.4	9.3	106.5	18.8	13.4	-	-		
HCM Lane LOS	A	-	-	E	A	F	C	B	-	-		
HCM 95th %tile Q(veh)	0	-	-	0.5	0	5.3	1.6	0.5	-	-		
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	2	53	2	5	23	20	0	0	40	82	1	10
Future Vol, veh/h	2	53	2	5	23	20	0	0	40	82	1	10
Conflicting Peds, #/hr	1	0	1	0	0	0	3	0	2	1	0	4
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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	56	2	5	24	21	0	0	42	86	1	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	46	0	0	59	0	0	101	119	60	108	109	40
Stage 1	-	-	-	-	-	-	62	62	-	46	46	-
Stage 2	-	-	-	-	-	-	39	57	-	62	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	1561	-	-	1545	-	-	880	771	1006	871	781	1032
Stage 1	-	-	-	-	-	-	949	843	-	967	856	-
Stage 2	-	-	-	-	-	-	976	848	-	949	842	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1560	-	-	1544	-	-	861	766	1003	828	775	1027
Mov Cap-2 Maneuver	-	-	-	-	-	-	861	766	-	828	775	-
Stage 1	-	-	-	-	-	-	947	841	-	963	853	-
Stage 2	-	-	-	-	-	-	957	844	-	906	840	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.26	0.76	8.75	9.82
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1003	63	-	-	172	-	-	845
HCM Lane V/C Ratio	0.042	0.001	-	-	0.003	-	-	0.116
HCM Control Delay (s/veh)	8.7	7.3	0	-	7.3	0	-	9.8
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.4

HCM 7th TWSC
11: Pinewalk Dr S & Rock Island Rd

BY AM
06/18/2025

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱		↰	↱↱	↰	↰	↱↱	↰
Traffic Vol, veh/h	79	1	99	16	0	21	13	1212	8	5	925	30
Future Vol, veh/h	79	1	99	16	0	21	13	1212	8	5	925	30
Conflicting Peds, #/hr	1	0	2	5	0	4	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	230	-	230	250	-	250
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	83	1	104	17	0	22	14	1276	8	5	974	32

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1653	2296	492	1806	2319	642	1005	0	0	1284	0	0
Stage 1	984	984	-	1303	1303	-	-	-	-	-	-	-
Stage 2	669	1312	-	503	1016	-	-	-	-	-	-	-
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	~ 65	38	523	50	37	417	685	-	-	536	-	-
Stage 1	266	325	-	170	229	-	-	-	-	-	-	-
Stage 2	413	227	-	519	314	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 59	37	520	38	36	415	685	-	-	536	-	-
Mov Cap-2 Maneuver	168	134	-	121	133	-	-	-	-	-	-	-
Stage 1	264	321	-	166	224	-	-	-	-	-	-	-
Stage 2	382	222	-	408	311	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	28.1	25.16	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)	685	-	-	168	506	121	415	536	-	-
HCM Lane V/C Ratio	0.02	-	-	0.496	0.208	0.14	0.053	0.01	-	-
HCM Control Delay (s/veh)	10.4	-	-	46	14	39.6	14.2	11.8	-	-
HCM Lane LOS	B	-	-	E	B	E	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2.4	0.8	0.5	0.2	0	-	-

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

HCM 7th TWSC
12: Holiday Springs Blvd & Pinewalk Dr S

BY AM
06/18/2025

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	135	69	6	17	10
Future Vol, veh/h	11	135	69	6	17	10
Conflicting Peds, #/hr	1	0	0	0	3	3
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	142	73	6	18	11
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	80	0	-	0	174	43
Stage 1	-	-	-	-	77	-
Stage 2	-	-	-	-	97	-
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	1516	-	-	-	799	1017
Stage 1	-	-	-	-	937	-
Stage 2	-	-	-	-	916	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1514	-	-	-	791	1013
Mov Cap-2 Maneuver	-	-	-	-	791	-
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	915	-
Approach	EB	WB		SB		
HCM Control Delay, s/v	0.56	0		9.32		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1514	-	-	-	861	
HCM Lane V/C Ratio	0.008	-	-	-	0.033	
HCM Control Delay (s/veh)	7.4	-	-	-	9.3	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

Timings

13: Rock Island Rd & Holiday Springs Blvd

BY AM

06/18/2025

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	37	1	159	5	0	73	1143	18	11	1059	18
Future Volume (vph)	37	1	159	5	0	73	1143	18	11	1059	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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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 Effect Green (s)	7.4	7.4	7.4	7.4	7.4	38.7	38.7	38.7	29.4	29.4	29.4
Actuated g/C Ratio	0.12	0.12	0.12	0.12	0.12	0.65	0.65	0.65	0.50	0.50	0.50
v/c Ratio	0.22	0.00	0.49	0.03	0.04	0.24	0.52	0.02	0.06	0.64	0.02
Control Delay (s/veh)	28.1	24.0	10.5	24.6	0.3	5.8	6.5	0.4	10.3	14.1	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)	28.1	24.0	10.5	24.6	0.3	5.8	6.5	0.4	10.3	14.1	0.1
LOS	C	C	B	C	A	A	A	A	B	B	A
Approach Delay (s/veh)		13.9			7.0		6.3			13.8	
Approach LOS		B			A		A			B	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 59.3

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay (s/veh): 10.1

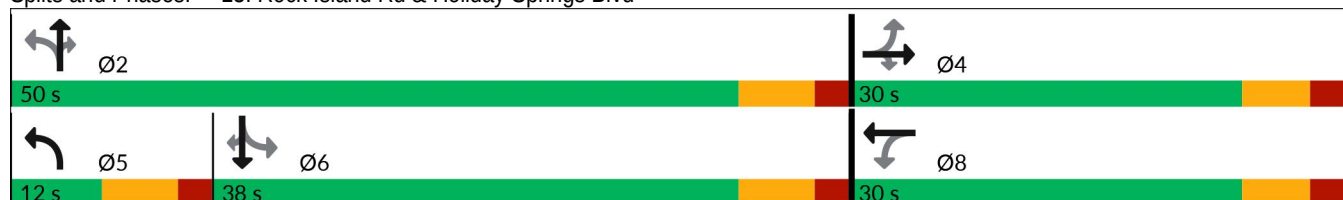
Intersection LOS: B

Intersection Capacity Utilization 62.5%

ICU Level of Service B

Analysis Period (min) 15

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



13: Rock Island Rd & Holiday Springs Blvd

06/18/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	39	1	167	5	13	77	1203	19	12	1115	19
v/c Ratio	0.22	0.00	0.49	0.03	0.04	0.24	0.52	0.02	0.06	0.64	0.02
Control Delay (s/veh)	28.1	24.0	10.5	24.6	0.3	5.8	6.5	0.4	10.3	14.1	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)	28.1	24.0	10.5	24.6	0.3	5.8	6.5	0.4	10.3	14.1	0.1
Queue Length 50th (ft)	13	0	0	2	0	8	94	0	2	155	0
Queue Length 95th (ft)	39	4	47	10	0	22	160	2	11	240	0
Internal Link Dist (ft)	2605				671		840		1231		
Turn Bay Length (ft)	175					230		170	250	220	
Base Capacity (vph)	559	747	724	564	704	320	2627	1162	234	1905	915
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	0.23	0.01	0.02	0.24	0.46	0.02	0.05	0.59	0.02

Intersection Summary

HCM 7th Signalized Intersection Summary

13: Rock Island Rd & Holiday Springs Blvd

BY AM
06/18/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	1	159	5	0	12	73	1143	18	11	1059	18
Future Volume (veh/h)	37	1	159	5	0	12	73	1143	18	11	1059	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)	0.99		0.98	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	39	1	167	5	0	13	77	1203	19	12	1115	19
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	338	293	242	319	0	241	325	2164	964	317	1525	680
Arrive On Green	0.16	0.16	0.16	0.16	0.00	0.16	0.06	0.61	0.61	0.43	0.43	0.43
Sat Flow, veh/h	1393	1870	1548	1212	0	1541	1781	3554	1584	456	3554	1585
Grp Volume(v), veh/h	39	1	167	5	0	13	77	1203	19	12	1115	19
Grp Sat Flow(s),veh/h/ln	1393	1870	1548	1212	0	1541	1781	1777	1584	456	1777	1585
Q Serve(g_s), s	1.4	0.0	5.7	0.2	0.0	0.4	1.2	11.1	0.3	0.9	14.5	0.4
Cycle Q Clear(g_c), s	1.8	0.0	5.7	0.2	0.0	0.4	1.2	11.1	0.3	2.0	14.5	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	338	293	242	319	0	241	325	2164	964	317	1525	680
V/C Ratio(X)	0.12	0.00	0.69	0.02	0.00	0.05	0.24	0.56	0.02	0.04	0.73	0.03
Avail Cap(c_a), veh/h	711	793	656	643	0	654	390	2789	1243	380	2020	901
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	20.6	19.7	22.1	19.8	0.0	19.9	9.4	6.4	4.3	9.9	13.2	9.1
Incr Delay (d2), s/veh	0.2	0.0	3.5	0.0	0.0	0.1	0.4	0.2	0.0	0.0	0.9	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	2.1	0.1	0.0	0.1	0.4	2.9	0.1	0.1	5.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.8	19.7	25.6	19.8	0.0	20.0	9.7	6.6	4.3	10.0	14.1	9.2
LnGrp LOS	C	B	C	B		B	A	A	A	A	B	A
Approach Vol, veh/h	207					18	1299			1146		
Approach Delay, s/veh	24.6					19.9	6.8			14.0		
Approach LOS	C					B	A			B		
Timer - Assigned Phs	2		4		5	6	8					
Phs Duration (G+Y+Rc), s	40.2		15.2		10.0	30.3	15.2					
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+l1), s	13.1		7.7		3.2	16.5	2.4					
Green Ext Time (p_c), s	11.0		0.6		0.0	7.3	0.0					
Intersection Summary												
HCM 7th Control Delay, s/veh	11.3											
HCM 7th LOS	B											
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings 14: Royal Palm Blvd & Riverside Dr

BY AM
06/18/2025

										
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	228	970	450	169	789	372	731	278	256	698
Future Volume (vph)	228	970	450	169	789	372	731	278	256	698
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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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 Effect Green (s)	81.0	59.9	59.9	72.1	55.4	58.8	36.1	36.1	55.8	34.5
Actuated g/C Ratio	0.51	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	0.68	0.92	1.31	0.96	0.51	0.95	1.38
Control Delay (s/veh)	72.0	49.2	12.1	28.1	63.8	199.4	84.4	8.7	89.2	221.4
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)	72.0	49.2	12.1	28.1	63.8	199.4	84.4	8.7	89.2	221.4
LOS	E	D	B	C	E	F	F	A	F	F
Approach Delay (s/veh)		42.2			58.8		100.2			194.1
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: 1.38

Intersection Signal Delay (s/veh): 94.8

Intersection LOS: F

Intersection Capacity Utilization 113.4%

ICU Level of Service H

Analysis Period (min) 15

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

	Ø1		Ø2 (R)		Ø3		Ø4
30 s		61 s		28 s		41 s	
	Ø5		Ø6 (R)		Ø7		Ø8
30 s		61 s		28 s		41 s	



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	240	1021	474	178	1091	392	769	293	269	1034
v/c Ratio	0.86	0.77	0.58	0.68	0.92	1.31	0.96	0.51	0.95	1.38
Control Delay (s/veh)	72.0	49.2	12.1	28.1	63.8	199.4	84.4	8.7	89.2	221.4
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)	72.0	49.2	12.1	28.1	63.8	199.4	84.4	8.7	89.2	221.4
Queue Length 50th (ft)	191	485	77	133	610	~498	~433	2	231	~738
Queue Length 95th (ft)	#330	614	211	m86	#717	#715	#576	86	#416	#880
Internal Link Dist (ft)		1554			4475		1024			1484
Turn Bay Length (ft)	260		280	370		190		325	200	
Base Capacity (vph)	304	1325	812	337	1192	300	799	576	284	751
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	0.79	0.77	0.58	0.53	0.92	1.31	0.96	0.51	0.95	1.38

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.

HCM 7th Signalized Intersection Summary

14: Royal Palm Blvd & Riverside Dr

BY AM

06/18/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	228	970	450	169	789	247	372	731	278	256	698	284
Future Volume (veh/h)	228	970	450	169	789	247	372	731	278	256	698	284
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		0.98	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	240	1021	474	178	831	260	392	769	293	269	735	299
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	274	1470	645	239	1040	325	284	766	335	284	527	214
Arrive On Green	0.10	0.41	0.41	0.07	0.39	0.39	0.13	0.22	0.22	0.13	0.22	0.22
Sat Flow, veh/h	1781	3554	1561	1781	2650	828	1781	3554	1555	1781	2443	994
Grp Volume(v), veh/h	240	1021	474	178	557	534	392	769	293	269	534	500
Grp Sat Flow(s),veh/h/ln	1781	1777	1561	1781	1777	1701	1781	1777	1555	1781	1777	1660
Q Serve(g_s), s	12.8	37.8	40.9	9.5	44.4	44.5	21.5	34.5	29.1	19.9	34.5	34.5
Cycle Q Clear(g_c), s	12.8	37.8	40.9	9.5	44.4	44.5	21.5	34.5	29.1	19.9	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	274	1470	645	239	697	668	284	766	335	284	383	358
V/C Ratio(X)	0.88	0.69	0.73	0.74	0.80	0.80	1.38	1.00	0.87	0.95	1.40	1.40
Avail Cap(c_a), veh/h	366	1470	645	369	697	668	284	766	335	284	383	358
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	0.71	0.71	0.71	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.3	38.6	39.5	32.7	43.0	43.0	51.1	62.7	60.6	49.5	62.7	62.8
Incr Delay (d2), s/veh	16.7	2.7	7.3	3.3	6.8	7.1	190.9	33.4	21.6	39.0	193.0	194.3
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	6.8	17.2	17.1	4.3	20.9	20.1	23.9	19.2	13.6	11.3	36.2	33.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.0	41.3	46.8	35.9	49.8	50.1	242.0	96.1	82.2	88.5	255.8	257.0
LnGrp LOS	D	D	D	D	D	D	F	F	F	F	F	F
Approach Vol, veh/h	1735			1269			1454			1303		
Approach Delay, s/veh	44.2			48.0			132.7			221.7		
Approach LOS	D			D			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.7	69.3	28.0	41.0	18.3	72.7	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	14.8	46.5	21.9	36.5	11.5	42.9	23.5	36.5				
Green Ext Time (p_c), s	0.4	4.3	0.0	0.0	0.4	6.8	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	107.5											
HCM 7th LOS	F											

Timings

15: Royal Palm Blvd & Rock Island Rd

BY AM

06/18/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	234	824	93	278	760	299	86	713	426	279	639	98
Future Volume (vph)	234	824	93	278	760	299	86	713	426	279	639	98
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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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 Effect Green (s)	16.8	45.4	45.4	18.4	47.0	47.0	64.6	56.9	56.9	75.7	62.5	62.5
Actuated g/C Ratio	0.11	0.28	0.28	0.12	0.29	0.29	0.40	0.36	0.36	0.47	0.39	0.39
v/c Ratio	0.69	0.86	0.19	0.74	0.77	0.56	0.16	0.60	0.58	0.51	0.49	0.15
Control Delay (s/veh)	57.8	58.8	16.8	80.1	57.3	28.7	23.8	45.2	14.2	27.4	38.5	4.6
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)	57.8	58.8	16.8	80.1	57.3	28.7	23.8	45.2	14.2	27.4	38.5	4.6
LOS	E	E	B	F	E	C	C	D	B	C	D	A
Approach Delay (s/veh)		55.2			55.6			32.9			32.2	
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): 44.6

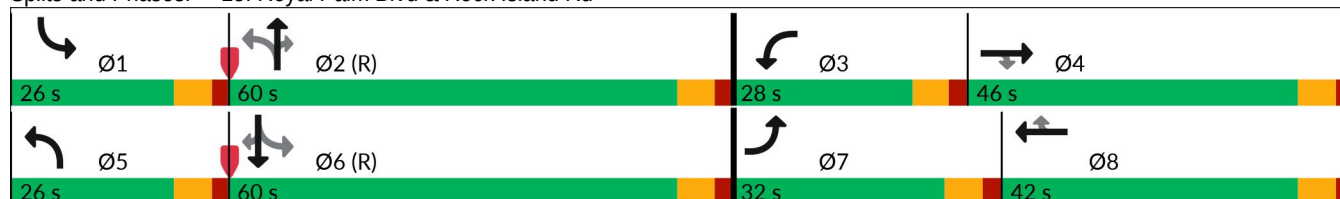
Intersection LOS: D

Intersection Capacity Utilization 80.0%

ICU Level of Service D

Analysis Period (min) 15

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



Queues

15: Royal Palm Blvd & Rock Island Rd

BY AM

06/18/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	246	867	98	293	800	315	91	751	448	294	673	103
v/c Ratio	0.69	0.86	0.19	0.74	0.77	0.56	0.16	0.60	0.58	0.51	0.49	0.15
Control Delay (s/veh)	57.8	58.8	16.8	80.1	57.3	28.7	23.8	45.2	14.2	27.4	38.5	4.6
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)	57.8	58.8	16.8	80.1	57.3	28.7	23.8	45.2	14.2	27.4	38.5	4.6
Queue Length 50th (ft)	131	489	32	154	387	139	27	355	98	94	292	0
Queue Length 95th (ft)	m166	m#626	m56	205	#544	267	41	408	210	115	334	34
Internal Link Dist (ft)	4475				2131			1468			840	
Turn Bay Length (ft)	340		170	210		150	220		190	220		250
Base Capacity (vph)	547	1003	522	461	1040	564	816	1270	772	679	1382	677
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	0.77	0.56	0.11	0.59	0.58	0.43	0.49	0.15

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.

HCM 7th Signalized Intersection Summary 15: Royal Palm Blvd & Rock Island Rd

BY AM
06/18/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	234	824	93	278	760	299	86	713	426	279	639	98
Future Volume (veh/h)	234	824	93	278	760	299	86	713	426	279	639	98
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		0.99
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	246	867	98	293	800	315	91	751	448	294	673	103
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	299	877	385	343	923	405	647	1519	669	559	1637	720
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	1560	3456	3554	1559	3456	3554	1565	3456	3554	1564
Grp Volume(v), veh/h	246	867	98	293	800	315	91	751	448	294	673	103
Grp Sat Flow(s),veh/h/ln	1728	1777	1560	1728	1777	1559	1728	1777	1565	1728	1777	1564
Q Serve(g_s), s	11.2	38.9	8.1	13.4	34.4	30.0	2.3	24.5	36.7	7.5	20.2	6.1
Cycle Q Clear(g_c), s	11.2	38.9	8.1	13.4	34.4	30.0	2.3	24.5	36.7	7.5	20.2	6.1
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	299	877	385	343	923	405	647	1519	669	559	1637	720
V/C Ratio(X)	0.82	0.99	0.25	0.85	0.87	0.78	0.14	0.49	0.67	0.53	0.41	0.14
Avail Cap(c_a), veh/h	551	877	385	464	923	405	962	1519	669	759	1637	720
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)	0.57	0.57	0.57	1.00	1.00	1.00	1.00	1.00	1.00	0.75	0.75	0.75
Uniform Delay (d), s/veh	71.9	60.0	48.4	70.9	56.6	55.0	24.9	33.3	36.7	25.2	28.7	24.9
Incr Delay (d2), s/veh	3.3	20.1	0.2	11.1	8.8	9.3	0.1	1.2	5.3	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	5.1	20.0	3.2	6.5	16.6	12.9	1.0	11.0	15.1	3.2	8.9	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	75.2	80.1	48.6	82.0	65.4	64.3	25.0	34.4	42.0	25.7	29.3	25.2
LnGrp LOS	E	F	D	F	E	E	C	C	D	C	C	C
Approach Vol, veh/h	1211		1408				1290		1070			
Approach Delay, s/veh	76.6		68.6				36.4		27.9			
Approach LOS	E		E				D		C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.7	74.9	22.4	46.0	11.4	80.2	20.3	48.0				
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	19.5	53.5	21.5	39.5	19.5	53.5	25.5	35.5				
Max Q Clear Time (g_c+I1), s	9.5	38.7	15.4	40.9	4.3	22.2	13.2	36.4				
Green Ext Time (p_c), s	0.7	6.2	0.5	0.0	0.2	5.6	0.6	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	53.4											
HCM 7th LOS	D											
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings

1: Riverside Dr & Sample Rd

BY PM

06/18/2025

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	176	1291	295	1313	141	487	384	135	659	184
Future Volume (vph)	176	1291	295	1313	141	487	384	135	659	184
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	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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 Effect Green (s)	20.8	53.4	29.3	62.0	50.4	39.0	39.0	50.2	38.9	38.9
Actuated g/C Ratio	0.13	0.33	0.18	0.39	0.32	0.24	0.24	0.31	0.24	0.24
v/c Ratio	0.81	0.90	0.96	0.78	0.78	0.59	0.66	0.56	0.81	0.40
Control Delay (s/veh)	92.5	58.2	95.2	28.4	63.1	56.0	16.4	44.6	64.5	14.8
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)	92.5	58.2	95.2	28.4	63.1	56.0	16.4	44.6	64.5	14.8
LOS	F	E	F	C	E	E	B	D	E	B
Approach Delay (s/veh)		62.0		39.7		41.9			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: 0.96

Intersection Signal Delay (s/veh): 49.2

Intersection LOS: D

Intersection Capacity Utilization 100.7%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 1: Riverside Dr & Sample Rd



Queues

1: Riverside Dr & Sample Rd

BY PM

06/18/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	185	1502	311	1523	148	513	404	142	694	194
v/c Ratio	0.81	0.90	0.96	0.78	0.78	0.59	0.66	0.56	0.81	0.40
Control Delay (s/veh)	92.5	58.2	95.2	28.4	63.1	56.0	16.4	44.6	64.5	14.8
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)	92.5	58.2	95.2	28.4	63.1	56.0	16.4	44.6	64.5	14.8
Queue Length 50th (ft)	189	541	291	509	109	252	72	104	362	36
Queue Length 95th (ft)	#304	607	#604	650	#169	298	187	151	416	105
Internal Link Dist (ft)		903		1640		1956			490	
Turn Bay Length (ft)	370		420		275		430	300		200
Base Capacity (vph)	250	1694	324	1941	192	1006	665	256	1006	541
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	0.74	0.89	0.96	0.78	0.77	0.51	0.61	0.55	0.69	0.36

Intersection Summary

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

HCM 7th Signalized Intersection Summary

1: Riverside Dr & Sample Rd

BY PM

06/18/2025

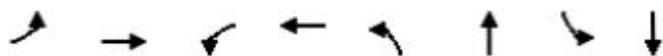
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	176	1291	136	295	1313	134	141	487	384	135	659	184
Future Volume (veh/h)	176	1291	136	295	1313	134	141	487	384	135	659	184
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	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		0.96	1.00		0.97	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	185	1359	143	311	1382	141	148	513	404	142	694	194
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	207	1623	171	245	1729	176	234	986	426	263	977	418
Arrive On Green	0.12	0.35	0.35	0.18	0.49	0.49	0.07	0.28	0.28	0.07	0.27	0.27
Sat Flow, veh/h	1781	4675	492	1781	4689	478	1781	3554	1538	1781	3554	1520
Grp Volume(v), veh/h	185	989	513	311	1003	520	148	513	404	142	694	194
Grp Sat Flow(s),veh/h/ln	1781	1702	1763	1781	1702	1764	1781	1777	1538	1781	1777	1520
Q Serve(g_s), s	16.4	42.8	42.8	22.0	39.5	39.5	9.5	19.5	41.2	9.1	28.2	17.0
Cycle Q Clear(g_c), s	16.4	42.8	42.8	22.0	39.5	39.5	9.5	19.5	41.2	9.1	28.2	17.0
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	207	1182	612	245	1255	650	234	986	426	263	977	418
V/C Ratio(X)	0.90	0.84	0.84	1.27	0.80	0.80	0.63	0.52	0.95	0.54	0.71	0.46
Avail Cap(c_a), veh/h	245	1182	612	245	1255	650	235	1011	437	268	1011	432
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	0.60	0.60	0.60	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.8	48.1	48.1	65.4	35.8	35.8	40.5	48.8	56.7	38.9	52.3	48.2
Incr Delay (d2), s/veh	28.7	7.1	12.9	139.5	3.3	6.2	5.4	0.5	29.7	2.1	2.3	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	9.2	19.4	21.1	19.2	16.1	17.2	4.6	8.8	19.5	4.2	13.0	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	98.4	55.2	60.9	204.8	39.1	42.0	45.9	49.3	86.4	41.0	54.5	49.0
LnGrp LOS	F	E	E	F	D	D	D	D	F	D	D	D
Approach Vol, veh/h	1687			1834			1065			1030		
Approach Delay, s/veh	61.7			68.0			62.9			51.6		
Approach LOS	E			E			E			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.6	66.0	17.6	50.9	29.0	62.5	18.0	50.5				
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	22.0	54.0	11.5	45.5	22.0	54.0	11.5	45.5				
Max Q Clear Time (g_c+I1), s	18.4	41.5	11.1	43.2	24.0	44.8	11.5	30.2				
Green Ext Time (p_c), s	0.2	8.0	0.0	1.2	0.0	6.3	0.0	4.9				
Intersection Summary												
HCM 7th Control Delay, s/veh	62.1											
HCM 7th LOS	E											

Timings

2: Holiday Springs Blvd/Woodside Dr & Sample Rd

BY PM

06/18/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	158	1559	100	1568	104	58	146	70
Future Volume (vph)	158	1559	100	1568	104	58	146	70
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	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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 Effect 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	0.60	0.42
Control Delay (s/veh)	55.4	29.6	59.3	62.5	53.9	71.7	60.4	28.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.4	29.6	59.3	62.5	53.9	71.7	60.4	28.2
LOS	E	C	E	E	D	E	E	C
Approach Delay (s/veh)		31.9		62.4		63.6		42.7
Approach LOS		C		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: 0.76

Intersection Signal Delay (s/veh): 48.0

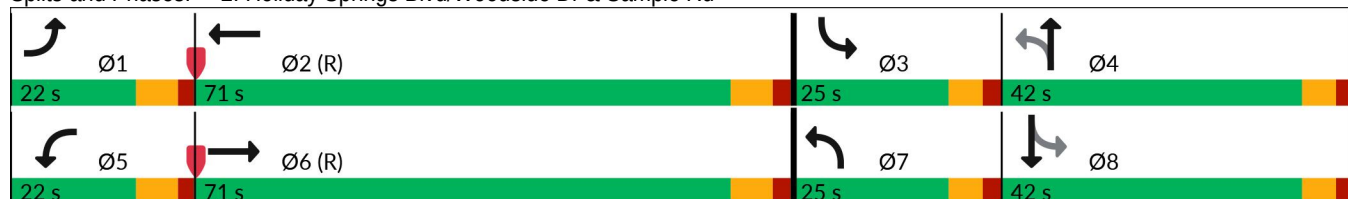
Intersection LOS: D

Intersection Capacity Utilization 81.8%

ICU Level of Service D

Analysis Period (min) 15

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



Queues

2: Holiday Springs Blvd/Woodside Dr & Sample Rd

BY PM

06/18/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	166	1702	105	1875	109	129	154	189
v/c Ratio	0.64	0.61	0.64	0.76	0.43	0.70	0.60	0.42
Control Delay (s/veh)	55.4	29.6	59.3	62.5	53.9	71.7	60.4	28.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.4	29.6	59.3	62.5	53.9	71.7	60.4	28.2
Queue Length 50th (ft)	128	613	109	641	93	100	136	37
Queue Length 95th (ft)	m164	698	m143	805	142	169	194	76
Internal Link Dist (ft)		1640		2268		306		335
Turn Bay Length (ft)	260		260				160	
Base Capacity (vph)	261	2785	181	2476	316	406	279	800
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	0.34	0.32	0.55	0.24

Intersection Summary

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

HCM 7th Signalized Intersection Summary

2: Holiday Springs Blvd/Woodside Dr & Sample Rd

BY PM
06/18/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	1559	58	100	1568	213	104	58	65	146	70	109
Future Volume (veh/h)	158	1559	58	100	1568	213	104	58	65	146	70	109
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	0.99		0.97	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	166	1641	61	105	1651	224	109	61	68	154	74	115
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	167	2854	106	126	2458	332	240	90	100	253	241	207
Arrive On Green	0.03	0.19	0.19	0.07	0.54	0.54	0.07	0.11	0.11	0.09	0.14	0.14
Sat Flow, veh/h	1781	5049	188	1781	4535	613	1781	794	885	1781	1777	1527
Grp Volume(v), veh/h	166	1106	596	105	1237	638	109	0	129	154	74	115
Grp Sat Flow(s),veh/h/ln	1781	1702	1833	1781	1702	1744	1781	0	1678	1781	1777	1527
Q Serve(g_s), s	14.9	47.4	47.4	9.3	41.9	42.2	8.6	0.0	11.8	12.1	6.0	11.3
Cycle Q Clear(g_c), s	14.9	47.4	47.4	9.3	41.9	42.2	8.6	0.0	11.8	12.1	6.0	11.3
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	1924	1036	126	1845	945	240	0	189	253	241	207
V/C Ratio(X)	0.99	0.57	0.58	0.84	0.67	0.67	0.45	0.00	0.68	0.61	0.31	0.56
Avail Cap(c_a), veh/h	167	1924	1036	167	1845	945	333	0	378	306	400	344
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)	0.46	0.46	0.46	0.58	0.58	0.58	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	77.5	47.6	47.6	73.4	26.4	26.5	57.6	0.0	68.2	56.3	62.4	64.7
Incr Delay (d2), s/veh	45.6	0.6	1.1	14.8	1.1	2.3	1.3	0.0	4.3	2.4	0.7	2.3
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	9.3	22.0	23.8	4.8	17.3	18.1	4.0	0.0	5.3	5.7	2.8	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	123.0	48.1	48.7	88.2	27.5	28.7	58.9	0.0	72.5	58.7	63.1	67.0
LnGrp LOS	F	D	D	F	C	C	E		E	E	E	E
Approach Vol, veh/h	1868			1980			238			343		
Approach Delay, s/veh	55.0			31.1			66.3			62.4		
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	93.7	20.2	24.1	18.3	97.4	16.6	27.7				
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	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	44.2	14.1	13.8	11.3	49.4	10.6	13.3				
Green Ext Time (p_c), s	0.0	13.5	0.2	0.7	0.1	9.8	0.1	1.1				
Intersection Summary												
HCM 7th Control Delay, s/veh	45.5											
HCM 7th LOS	D											

Timings

4: Rock Island Rd & Sample Rd

BY PM

06/18/2025

												
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	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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)	26.0	64.0	31.0	26.0	64.0	25.0	31.0	45.0	26.0	25.0	39.0	26.0
Total Split (%)	16.3%	40.0%	19.4%	16.3%	40.0%	15.6%	19.4%	28.1%	16.3%	15.6%	24.4%	16.3%
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 Effect Green (s)	12.5	57.0	79.8	32.6	77.1	88.7	15.8	32.3	64.4	11.1	27.6	39.6
Actuated g/C Ratio	0.08	0.36	0.50	0.20	0.48	0.55	0.10	0.20	0.40	0.07	0.17	0.25
v/c Ratio	0.57	0.86	0.40	0.85	0.79	0.16	0.65	0.48	0.38	0.52	0.80	0.26
Control Delay (s/veh)	86.0	35.0	5.3	72.5	38.8	5.2	76.7	75.3	23.3	79.3	73.4	17.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	86.0	35.0	5.3	72.5	38.8	5.2	76.7	75.3	23.3	79.3	73.4	17.0
LOS	F	D	A	E	D	A	E	E	C	E	E	B
Approach Delay (s/veh)		34.1			44.5			52.4			65.6	
Approach LOS		C			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: 0.86

Intersection Signal Delay (s/veh): 44.8

Intersection LOS: D

Intersection Capacity Utilization 85.8%

ICU Level of Service E

Analysis Period (min) 15

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

	Ø1		Ø2 (R)		Ø3		Ø4
26 s		64 s		25 s		45 s	
	Ø5		Ø6 (R)		Ø7		Ø8
26 s		64 s		31 s		39 s	

Queues

4: Rock Island Rd & Sample Rd

BY PM

06/18/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	154	1556	329	592	1938	143	221	341	453	123	485	113
v/c Ratio	0.57	0.86	0.40	0.85	0.79	0.16	0.65	0.48	0.38	0.52	0.80	0.26
Control Delay (s/veh)	86.0	35.0	5.3	72.5	38.8	5.2	76.7	75.3	23.3	79.3	73.4	17.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	86.0	35.0	5.3	72.5	38.8	5.2	76.7	75.3	23.3	79.3	73.4	17.0
Queue Length 50th (ft)	85	172	13	311	613	13	122	185	109	65	258	31
Queue Length 95th (ft)	126	375	43	#526	#838	52	160	236	177	100	312	76
Internal Link Dist (ft)	2268				2330				779			
Turn Bay Length (ft)	280		250	360		300	300		320	180		220
Base Capacity (vph)	407	1811	907	700	2451	983	525	858	1187	396	723	502
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	0.38	0.86	0.36	0.85	0.79	0.15	0.42	0.40	0.38	0.31	0.67	0.23

Intersection Summary

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

HCM 7th Signalized Intersection Summary

4: Rock Island Rd & Sample Rd

BY PM
06/18/2025

												
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		1.00	1.00		0.99	1.00		0.99	1.00		0.92
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	154	1556	329	592	1938	143	221	341	453	123	485	113
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	201	2290	833	410	2599	873	273	765	923	169	658	361
Arrive On Green	0.08	0.60	0.60	0.12	0.51	0.51	0.08	0.22	0.22	0.05	0.19	0.19
Sat Flow, veh/h	3456	5106	1579	3456	5106	1563	3456	3554	2750	3456	3554	1452
Grp Volume(v), veh/h	154	1556	329	592	1938	143	221	341	453	123	485	113
Grp Sat Flow(s),veh/h/ln	1728	1702	1579	1728	1702	1563	1728	1777	1375	1728	1777	1452
Q Serve(g_s), s	7.0	33.1	16.0	19.0	48.1	7.1	10.1	13.3	21.0	5.6	20.6	10.2
Cycle Q Clear(g_c), s	7.0	33.1	16.0	19.0	48.1	7.1	10.1	13.3	21.0	5.6	20.6	10.2
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	201	2290	833	410	2599	873	273	765	923	169	658	361
V/C Ratio(X)	0.77	0.68	0.39	1.44	0.75	0.16	0.81	0.45	0.49	0.73	0.74	0.31
Avail Cap(c_a), veh/h	410	2290	833	410	2599	873	529	855	993	400	722	387
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	72.8	24.5	15.8	70.5	31.1	17.2	72.5	54.5	42.5	75.0	61.5	49.7
Incr Delay (d2), s/veh	4.6	1.3	1.1	212.6	2.0	0.4	5.7	0.4	0.4	5.9	3.6	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	3.2	12.6	5.5	20.6	20.2	2.7	4.7	6.1	7.3	2.6	9.7	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	77.4	25.7	16.9	283.1	33.1	17.6	78.2	54.9	42.9	80.9	65.1	50.2
LnGrp LOS	E	C	B	F	C	B	E	D	D	F	E	D
Approach Vol, veh/h	2039			2673			1015			721		
Approach Delay, s/veh	28.2			87.6			54.6			65.5		
Approach LOS	C			F			D			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.3	88.4	14.3	40.9	26.0	78.7	19.1	36.1				
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	19.0	57.0	18.5	38.5	19.0	57.0	24.5	32.5				
Max Q Clear Time (g_c+I1), s	9.0	50.1	7.6	23.0	21.0	35.1	12.1	22.6				
Green Ext Time (p_c), s	0.3	6.0	0.2	3.8	0.0	13.6	0.6	2.6				
Intersection Summary												
HCM 7th Control Delay, s/veh	61.2											
HCM 7th LOS	E											
Notes												
User approved pedestrian interval to be less than phase max green.												

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	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	3	0	0	6	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	120	0	-	-	220	-	170	180	-	150
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	98	0	45	12	0	34	73	881	15	40	1153	191
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1824	2274	579	1686	2449	447	1343	0	0	896	0	0
Stage 1	1233	1233	-	1026	1026	-	-	-	-	-	-	-
Stage 2	592	1041	-	659	1423	-	-	-	-	-	-	-
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	~ 48	40	*774	*61	31	559	649	-	-	753	-	-
Stage 1	360	377	-	*251	310	-	-	-	-	-	-	-
Stage 2	460	305	-	*730	285	-	-	-	-	-	-	-
Platoon blocked, %			0				0	-	-	-	-	-
Mov Cap-1 Maneuver	~ 38	33	*771	*48	26	556	649	-	-	753	-	-
Mov Cap-2 Maneuver	173	142	-	*164	116	-	-	-	-	-	-	-
Stage 1	341	357	-	*223	275	-	-	-	-	-	-	-
Stage 2	381	271	-	*649	270	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v37.31			16.17		0.84		0.29					
HCM LOS	E		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR		
Capacity (veh/h)	649	-	-	173	771	164	556	753	-	-		
HCM Lane V/C Ratio	0.112	-	-	0.566	0.059	0.071	0.061	0.053	-	-		
HCM Control Delay (s/veh)	11.2	-	-	50	10	28.6	11.9	10	-	-		
HCM Lane LOS	B	-	-	E	A	D	B	B	-	-		
HCM 95th %tile Q(veh)	0.4	-	-	3	0.2	0.2	0.2	0.2	-	-		
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon						

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			A
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	3	24	1	6	16

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	53	25	0
Stage 1	25	-	-
Stage 2	28	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	955	1051	-
Stage 1	998	-	-
Stage 2	994	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	951	1051	-
Mov Cap-2 Maneuver	951	-	-
Stage 1	998	-	-
Stage 2	990	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.53	0	2.08
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1025	514
HCM Lane V/C Ratio	-	-	0.004	0.004
HCM Control Delay (s/veh)	-	-	8.5	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱		↰	↱↱	↰	↰	↱↱	↰
Traffic Vol, veh/h	5	0	2	61	0	61	4	863	79	86	895	16
Future Vol, veh/h	5	0	2	61	0	61	4	863	79	86	895	16
Conflicting Peds, #/hr	2	0	4	3	0	3	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	200	-	200	210	-	140
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	2	64	0	64	4	908	83	91	942	17

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1589	2123	475	1573	2057	457	959	0	0	992	0	0
Stage 1	1123	1123	-	917	917	-	-	-	-	-	-	-
Stage 2	466	1000	-	656	1140	-	-	-	-	-	-	-
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	*72	49	*840	*74	55	*837	921	-	-	894	-	-
Stage 1	*363	387	-	*528	513	-	-	-	-	-	-	-
Stage 2	*789	459	-	*793	378	-	-	-	-	-	-	-
Platoon blocked, %			0			0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*60	44	*837	*66	49	*834	921	-	-	894	-	-
Mov Cap-2 Maneuver	*220	183	-	*304	206	-	-	-	-	-	-	-
Stage 1	*326	348	-	*526	510	-	-	-	-	-	-	-
Stage 2	*723	457	-	*708	340	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v18.18		14.83	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)	921	-	-	220	837	304	834	894	-	-
HCM Lane V/C Ratio	0.005	-	-	0.024	0.003	0.211	0.077	0.101	-	-
HCM Control Delay (s/veh)	8.9	-	-	21.7	9.3	20	9.7	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					

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	55	2	0	20	30	0	4
Future Vol, veh/h	6	24	4	40	50	55	2	0	20	30	0	4
Conflicting Peds, #/hr	0	0	2	0	0	0	3	0	3	6	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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	25	4	42	53	58	2	0	21	32	0	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	111	0	0	31	0	0	182	237	35	210	210	85
Stage 1	-	-	-	-	-	-	42	42	-	166	166	-
Stage 2	-	-	-	-	-	-	140	195	-	44	44	-
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	1479	-	-	1581	-	-	780	664	1037	748	687	974
Stage 1	-	-	-	-	-	-	972	860	-	836	761	-
Stage 2	-	-	-	-	-	-	863	740	-	970	858	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1479	-	-	1578	-	-	747	641	1030	704	663	972
Mov Cap-2 Maneuver	-	-	-	-	-	-	747	641	-	704	663	-
Stage 1	-	-	-	-	-	-	966	855	-	812	739	-
Stage 2	-	-	-	-	-	-	832	718	-	941	853	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	1.31			2.03			8.7			10.2		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	995	309	-	-	449	-	-	728				
HCM Lane V/C Ratio	0.023	0.004	-	-	0.027	-	-	0.049				
HCM Control Delay (s/veh)	8.7	7.4	0	-	7.3	0	-	10.2				
HCM Lane LOS	A	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.2				

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	65	870	7	10	929	59
Future Vol, veh/h	44	0	44	8	1	3	65	870	7	10	929	59
Conflicting Peds, #/hr	3	0	4	10	0	1	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	230	-	230	250	-	250
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	46	0	46	8	1	3	68	916	7	11	978	62

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1597	2059	499	1573	2114	461	1040	0	0	923	0	0
Stage 1	999	999	-	1053	1053	-	-	-	-	-	-	-
Stage 2	598	1060	-	520	1061	-	-	-	-	-	-	-
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	*71	54	517	74	50	*837	664	-	-	964	-	-
Stage 1	*261	319	-	416	428	-	-	-	-	-	-	-
Stage 2	*789	424	-	507	299	-	-	-	-	-	-	-
Platoon blocked, %						0		-	-	0	-	-
Mov Cap-1 Maneuver	*62	48	512	59	45	*834	664	-	-	964	-	-
Mov Cap-2 Maneuver	*193	177	-	200	149	-	-	-	-	-	-	-
Stage 1	*258	316	-	373	384	-	-	-	-	-	-	-
Stage 2	*701	380	-	452	295	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v21.07		20.67	0.76	0.09
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	664	-	-	193	512	200	388	964	-	-
HCM Lane V/C Ratio	0.103	-	-	0.24	0.09	0.042	0.011	0.011	-	-
HCM Control Delay (s/veh)	11	-	-	29.4	12.7	23.8	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				

HCM 7th TWSC
12: Holiday Springs Blvd & Pinewalk Dr S

BY PM
06/18/2025

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	88	126	16	13	17
Future Vol, veh/h	14	88	126	16	13	17
Conflicting Peds, #/hr	0	0	0	2	0	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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	93	133	17	14	18

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	151	0	-	0	219
Stage 1	-	-	-	-	143
Stage 2	-	-	-	-	76
Critical Hdwy	4.14	-	-	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	2.22	-	-	-	3.52
Pot Cap-1 Maneuver	1427	-	-	-	750
Stage 1	-	-	-	-	869
Stage 2	-	-	-	-	938
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1424	-	-	-	739
Mov Cap-2 Maneuver	-	-	-	-	739
Stage 1	-	-	-	-	858
Stage 2	-	-	-	-	937

Approach	EB	WB	SB
HCM Control Delay, s/v	1.04	0	9.38
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1424	-	-	-	853
HCM Lane V/C Ratio	0.01	-	-	-	0.037
HCM Control Delay (s/veh)	7.6	-	-	-	9.4
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Timings

13: Rock Island Rd & Holiday Springs Blvd

BY PM

06/18/2025

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	24	5	106	16	2	149	983	57	25	846	31
Future Volume (vph)	24	5	106	16	2	149	983	57	25	846	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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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 Effect Green (s)	7.1	7.1	7.1	7.1	7.1	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	0.43	0.14	0.11	0.32	0.37	0.05	0.08	0.42	0.03
Control Delay (s/veh)	37.1	32.6	9.8	35.3	19.0	3.7	1.5	0.1	10.4	13.1	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	37.1	32.6	9.8	35.3	19.0	3.7	1.5	0.1	10.4	13.1	0.2
LOS	D	C	A	D	B	A	A	A	B	B	A
Approach Delay (s/veh)		15.4			27.2		1.7			12.6	
Approach LOS		B			C		A			B	

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: 0.43

Intersection Signal Delay (s/veh): 7.3

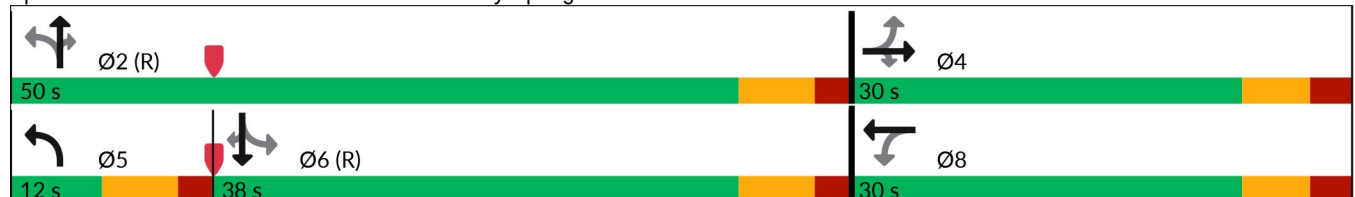
Intersection LOS: A

Intersection Capacity Utilization 60.5%

ICU Level of Service B

Analysis Period (min) 15

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



13: Rock Island Rd & Holiday Springs Blvd

06/18/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	25	5	112	17	17	157	1035	60	26	891	33
v/c Ratio	0.20	0.03	0.43	0.14	0.11	0.32	0.37	0.05	0.08	0.42	0.03
Control Delay (s/veh)	37.1	32.6	9.8	35.3	19.0	3.7	1.5	0.1	10.4	13.1	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	37.1	32.6	9.8	35.3	19.0	3.7	1.5	0.1	10.4	13.1	0.2
Queue Length 50th (ft)	12	2	0	8	1	12	48	0	8	273	0
Queue Length 95th (ft)	34	12	33	26	19	28	57	m1	m17	341	m1
Internal Link Dist (ft)	2605				671	840				1231	
Turn Bay Length (ft)	175					230	170		250	220	
Base Capacity (vph)	408	547	551	411	477	484	2815	1238	311	2142	998
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.

HCM 7th Signalized Intersection Summary

13: Rock Island Rd & Holiday Springs Blvd

BY PM
06/18/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	5	106	16	2	14	149	983	57	25	846	31
Future Volume (veh/h)	24	5	106	16	2	14	149	983	57	25	846	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		0.96	0.98		0.97	1.00		1.00	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	112	17	2	15	157	1035	60	26	891	33
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	246	228	186	240	23	169	459	2542	1131	385	2038	895
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	1383	1870	1524	1254	185	1385	1781	3554	1581	515	3554	1561
Grp Volume(v), veh/h	25	5	112	17	0	17	157	1035	60	26	891	33
Grp Sat Flow(s),veh/h/ln	1383	1870	1524	1254	0	1570	1781	1777	1581	515	1777	1561
Q Serve(g_s), s	1.3	0.2	5.6	1.0	0.0	0.8	2.7	0.0	0.0	1.8	11.4	0.7
Cycle Q Clear(g_c), s	2.1	0.2	5.6	1.2	0.0	0.8	2.7	0.0	0.0	1.8	11.4	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	246	228	186	240	0	192	459	2542	1131	385	2038	895
V/C Ratio(X)	0.10	0.02	0.60	0.07	0.00	0.09	0.34	0.41	0.05	0.07	0.44	0.04
Avail Cap(c_a), veh/h	483	549	448	455	0	461	473	2542	1131	385	2038	895
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	0.74	0.74	0.74	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.1	30.9	33.3	31.4	0.0	31.2	6.2	0.0	0.0	7.7	9.7	7.4
Incr Delay (d2), s/veh	0.2	0.0	3.1	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	4.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.3	30.9	36.4	31.5	0.0	31.4	6.5	0.4	0.1	8.0	10.4	7.5
LnGrp LOS	C	C	D	C		C	A	A	A	A	B	A
Approach Vol, veh/h	142					34	1252				950	
Approach Delay, s/veh	35.5					31.4	1.1				10.2	
Approach LOS	D					C	A				B	
Timer - Assigned Phs	2		4		5	6	8					
Phs Duration (G+Y+Rc), s	63.7		16.3		11.3	52.4	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		7.6		4.7	13.4	3.2					
Green Ext Time (p_c), s	9.9		0.4		0.0	6.5	0.1					
Intersection Summary												
HCM 7th Control Delay, s/veh			7.2									
HCM 7th LOS			A									
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings

14: Royal Palm Blvd & Riverside Dr

BY PM

06/18/2025

										
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	240	914	384	278	1038	395	690	261	146	674
Future Volume (vph)	240	914	384	278	1038	395	690	261	146	674
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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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 Effect Green (s)	61.0	42.5	42.5	72.6	48.5	73.5	52.2	52.2	53.3	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	1.01	1.02	0.64	0.93	1.28	1.15	0.63	0.40	0.53	1.13
Control Delay (s/veh)	105.9	92.1	18.9	89.7	165.6	139.5	49.4	6.1	34.2	126.3
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)	105.9	92.1	18.9	89.7	165.6	139.5	49.4	6.1	34.2	126.3
LOS	F	F	B	F	F	F	D	A	C	F
Approach Delay (s/veh)		76.0			152.1		67.4			113.4
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): 102.6

Intersection LOS: F

Intersection Capacity Utilization 119.2%

ICU Level of Service H

Analysis Period (min) 15

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

	Ø1		Ø2 (R)		Ø3		Ø4
25 s		55 s		35 s		45 s	
	Ø5		Ø6 (R)		Ø7		Ø8
32 s		48 s		35 s		45 s	



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	253	962	404	293	1347	416	726	275	154	946
v/c Ratio	1.01	1.02	0.64	0.93	1.28	1.15	0.63	0.40	0.53	1.13
Control Delay (s/veh)	105.9	92.1	18.9	89.7	165.6	139.5	49.4	6.1	34.2	126.3
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)	105.9	92.1	18.9	89.7	165.6	139.5	49.4	6.1	34.2	126.3
Queue Length 50th (ft)	~223	~573	97	195	~916	~459	338	0	94	~592
Queue Length 95th (ft)	#416	#713	224	#428	#1068	#683	436	72	145	#731
Internal Link Dist (ft)		1554			4475		1024			1484
Turn Bay Length (ft)	260		280	370		190		325	200	
Base Capacity (vph)	251	940	628	327	1051	361	1154	690	444	835
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	1.01	1.02	0.64	0.90	1.28	1.15	0.63	0.40	0.35	1.13

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.

HCM 7th Signalized Intersection Summary

14: Royal Palm Blvd & Riverside Dr

BY PM

06/18/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	240	914	384	278	1038	241	395	690	261	146	674	225
Future Volume (veh/h)	240	914	384	278	1038	241	395	690	261	146	674	225
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		0.99	1.00		0.98	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	253	962	404	293	1093	254	416	726	275	154	709	237
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	251	953	417	313	868	200	362	1207	528	281	626	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	1554	1781	2862	661	1781	3554	1555	1781	2602	870
Grp Volume(v), veh/h	253	962	404	293	676	671	416	726	275	154	484	462
Grp Sat Flow(s),veh/h/ln	1781	1777	1554	1781	1777	1747	1781	1777	1555	1781	1777	1695
Q Serve(g_s), s	18.5	42.9	41.1	21.9	48.5	48.5	28.5	27.1	22.7	10.3	38.5	38.5
Cycle Q Clear(g_c), s	18.5	42.9	41.1	21.9	48.5	48.5	28.5	27.1	22.7	10.3	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	953	417	313	539	529	362	1207	528	281	428	408
V/C Ratio(X)	1.01	1.01	0.97	0.94	1.26	1.27	1.15	0.60	0.52	0.55	1.13	1.13
Avail Cap(c_a), veh/h	251	953	417	329	539	529	362	1207	528	458	428	408
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	0.75	0.75	0.75	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.4	58.5	57.9	51.2	55.8	55.8	52.7	43.8	42.4	41.1	60.7	60.8
Incr Delay (d2), s/veh	58.9	31.4	37.0	27.0	126.0	131.4	94.0	0.8	0.9	1.7	84.8	85.7
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	14.4	23.5	20.5	10.3	40.5	40.7	19.7	12.2	9.0	4.7	27.4	26.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	110.3	89.9	94.9	78.2	181.7	187.1	146.7	44.7	43.3	42.7	145.5	146.5
LnGrp LOS	F	F	F	E	F	F	F	D	D	D	F	F
Approach Vol, veh/h	1619			1640			1417			1100		
Approach Delay, s/veh	94.3			165.5			74.3			131.5		
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	30.6	49.4	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	12.3	29.1	23.9	44.9	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	116.7											
HCM 7th LOS	F											

Timings

15: Royal Palm Blvd & Rock Island Rd

BY PM

06/18/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	168	814	134	329	834	265	152	769	459	241	737	114
Future Volume (vph)	168	814	134	329	834	265	152	769	459	241	737	114
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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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 Effect Green (s)	13.6	47.9	47.9	20.3	54.7	54.7	63.0	53.4	53.4	68.4	56.1	56.1
Actuated g/C Ratio	0.09	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	0.81	0.26	0.79	0.73	0.46	0.34	0.69	0.65	0.54	0.63	0.19
Control Delay (s/veh)	63.5	84.9	43.9	81.1	51.3	27.7	26.5	48.8	16.1	28.6	47.2	11.6
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)	63.5	84.9	43.9	81.1	51.3	27.7	26.5	48.8	16.1	28.6	47.2	11.6
LOS	E	F	D	F	D	C	C	D	B	C	D	B
Approach Delay (s/veh)		76.7			53.8			35.5			39.4	
Approach LOS		E			D			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: 0.81

Intersection Signal Delay (s/veh): 50.7

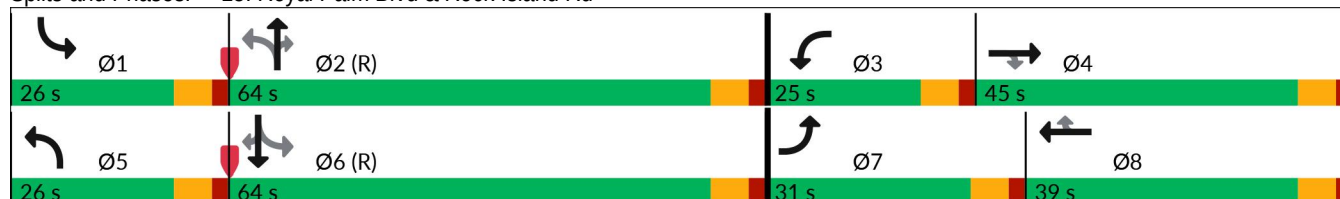
Intersection LOS: D

Intersection Capacity Utilization 82.2%

ICU Level of Service E

Analysis Period (min) 15

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



Queues

15: Royal Palm Blvd & Rock Island Rd

BY PM

06/18/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	177	857	141	346	878	279	160	809	483	254	776	120
v/c Ratio	0.61	0.81	0.26	0.79	0.73	0.46	0.34	0.69	0.65	0.54	0.63	0.19
Control Delay (s/veh)	63.5	84.9	43.9	81.1	51.3	27.7	26.5	48.8	16.1	28.6	47.2	11.6
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)	63.5	84.9	43.9	81.1	51.3	27.7	26.5	48.8	16.1	28.6	47.2	11.6
Queue Length 50th (ft)	100	492	87	181	423	128	49	387	126	104	362	42
Queue Length 95th (ft)	m109	m#531	m99	#272	#637	252	62	419	232	98	412	78
Internal Link Dist (ft)		4475			2131			1468			840	
Turn Bay Length (ft)	340		170	210		150	220		190	220		250
Base Capacity (vph)	525	1060	543	442	1209	612	672	1295	786	614	1317	652
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	0.34	0.81	0.26	0.78	0.73	0.46	0.24	0.62	0.61	0.41	0.59	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.

HCM 7th Signalized Intersection Summary 15: Royal Palm Blvd & Rock Island Rd

BY PM
06/18/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	168	814	134	329	834	265	152	769	459	241	737	114
Future Volume (veh/h)	168	814	134	329	834	265	152	769	459	241	737	114
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		0.99	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	177	857	141	346	878	279	160	809	483	254	776	120
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	227	855	374	387	1019	448	714	1517	667	504	1578	695
Arrive On Green	0.07	0.24	0.24	0.11	0.29	0.29	0.04	0.43	0.43	0.12	0.89	0.89
Sat Flow, veh/h	3456	3554	1555	3456	3554	1563	3456	3554	1564	3456	3554	1564
Grp Volume(v), veh/h	177	857	141	346	878	279	160	809	483	254	776	120
Grp Sat Flow(s),veh/h/ln	1728	1777	1555	1728	1777	1563	1728	1777	1564	1728	1777	1564
Q Serve(g_s), s	8.1	38.5	12.1	15.8	37.4	24.8	4.1	27.0	41.0	6.7	6.9	1.6
Cycle Q Clear(g_c), s	8.1	38.5	12.1	15.8	37.4	24.8	4.1	27.0	41.0	6.7	6.9	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	227	855	374	387	1019	448	714	1517	667	504	1578	695
V/C Ratio(X)	0.78	1.00	0.38	0.89	0.86	0.62	0.22	0.53	0.72	0.50	0.49	0.17
Avail Cap(c_a), veh/h	529	855	374	400	1019	448	994	1517	667	725	1578	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)	0.42	0.42	0.42	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Uniform Delay (d), s/veh	73.6	60.7	50.7	70.1	54.1	49.5	23.8	34.0	38.0	24.5	5.4	5.1
Incr Delay (d2), s/veh	2.5	20.5	0.3	21.5	7.7	2.7	0.2	1.3	6.7	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	3.7	19.8	4.8	8.2	17.9	10.1	1.8	12.1	17.0	2.6	2.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	76.0	81.2	51.0	91.6	61.7	52.2	24.0	35.4	44.7	25.2	6.3	5.5
LnGrp LOS	E	F	D	F	E	D	C	D	D	C	A	A
Approach Vol, veh/h	1175				1503				1452		1150	
Approach Delay, s/veh	76.8				66.8				37.2		10.4	
Approach LOS	E				E				D		B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.8	74.8	24.4	45.0	13.0	77.6	17.0	52.4				
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	8.7	43.0	17.8	40.5	6.1	8.9	10.1	39.4				
Green Ext Time (p_c), s	0.6	6.6	0.1	0.0	0.4	7.1	0.5	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	48.6											
HCM 7th LOS	D											
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings

1: Riverside Dr & Sample Rd

FY AM

06/18/2025

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	210	1187	264	1230	158	617	497	159	376	196
Future Volume (vph)	210	1187	264	1230	158	617	497	159	376	196
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	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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 Effect Green (s)	22.4	52.9	27.9	58.4	49.3	37.8	37.8	55.1	40.7	40.7
Actuated g/C Ratio	0.14	0.33	0.17	0.37	0.31	0.24	0.24	0.34	0.25	0.25
v/c Ratio	0.89	0.81	0.90	0.84	0.53	0.78	0.87	0.72	0.44	0.38
Control Delay (s/veh)	102.1	53.2	95.0	51.5	42.0	63.8	39.2	52.3	51.0	7.2
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)	102.1	53.2	95.0	51.5	42.0	63.8	39.2	52.3	51.0	7.2
LOS	F	D	F	D	D	E	D	D	D	A
Approach Delay (s/veh)		60.1		58.2		51.5			39.5	
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: 0.90

Intersection Signal Delay (s/veh): 54.5

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



Queues

1: Riverside Dr & Sample Rd

FY AM

06/18/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	221	1353	278	1530	166	649	523	167	396	206
v/c Ratio	0.89	0.81	0.90	0.84	0.53	0.78	0.87	0.72	0.44	0.38
Control Delay (s/veh)	102.1	53.2	95.0	51.5	42.0	63.8	39.2	52.3	51.0	7.2
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)	102.1	53.2	95.0	51.5	42.0	63.8	39.2	52.3	51.0	7.2
Queue Length 50th (ft)	229	468	~321	553	117	331	237	118	179	0
Queue Length 95th (ft)	#393	528	#532	620	175	400	#410	175	228	64
Internal Link Dist (ft)		903		1640		1956			490	
Turn Bay Length (ft)	370		420		275		430	300		200
Base Capacity (vph)	252	1698	308	1825	317	917	628	244	1006	579
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	0.88	0.80	0.90	0.84	0.52	0.71	0.83	0.68	0.39	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.

HCM 7th Signalized Intersection Summary

1: Riverside Dr & Sample Rd

FY AM

06/18/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	1187	99	264	1230	223	158	617	497	159	376	196
Future Volume (veh/h)	210	1187	99	264	1230	223	158	617	497	159	376	196
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	0.99		0.97	1.00		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	221	1249	104	278	1295	235	166	649	523	167	396	206
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	241	1692	141	245	1539	279	316	922	400	235	955	404
Arrive On Green	0.14	0.35	0.35	0.14	0.36	0.36	0.07	0.26	0.26	0.08	0.27	0.27
Sat Flow, veh/h	1781	4791	399	1781	4329	785	1781	3554	1543	1781	3554	1504
Grp Volume(v), veh/h	221	887	466	278	1018	512	166	649	523	167	396	206
Grp Sat Flow(s),veh/h/ln	1781	1702	1786	1781	1702	1711	1781	1777	1543	1781	1777	1504
Q Serve(g_s), s	19.6	36.5	36.5	22.0	44.0	44.0	11.0	26.5	41.5	10.9	14.7	18.6
Cycle Q Clear(g_c), s	19.6	36.5	36.5	22.0	44.0	44.0	11.0	26.5	41.5	10.9	14.7	18.6
Prop In Lane	1.00		0.22	1.00		0.46	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	241	1202	631	245	1210	608	316	922	400	235	955	404
V/C Ratio(X)	0.92	0.74	0.74	1.14	0.84	0.84	0.52	0.70	1.31	0.71	0.41	0.51
Avail Cap(c_a), veh/h	245	1202	631	245	1210	608	316	922	400	262	1011	428
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	68.3	45.3	45.3	69.0	47.4	47.4	40.1	53.7	59.3	41.7	48.1	49.6
Incr Delay (d2), s/veh	35.9	4.1	7.6	88.0	4.7	9.0	1.6	2.4	155.2	7.7	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	11.4	16.2	17.6	16.1	19.5	20.3	5.0	12.2	33.5	5.4	6.6	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	104.2	49.4	52.9	157.0	52.2	56.4	41.7	56.1	214.5	49.4	48.4	50.6
LnGrp LOS	F	D	D	F	D	E	D	E	F	D	D	D
Approach Vol, veh/h	1574		1808			1338			769			
Approach Delay, s/veh	58.1		69.5			116.2			49.2			
Approach LOS	E		E			F			D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	28.6	63.9	19.5	48.0	29.0	63.5	18.0	49.5				
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	22.0	54.0	15.5	41.5	22.0	54.0	11.5	45.5				
Max Q Clear Time (g_c+I1), s	21.6	46.0	12.9	43.5	24.0	38.5	13.0	20.6				
Green Ext Time (p_c), s	0.0	5.7	0.1	0.0	0.0	8.3	0.0	3.5				
Intersection Summary												
HCM 7th Control Delay, s/veh	74.8											
HCM 7th LOS	E											

Timings

2: Holiday Springs Blvd/Woodside Dr & Sample Rd

FY AM
06/18/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	109	1611	60	1376	193	51	210	55
Future Volume (vph)	109	1611	60	1376	193	51	210	55
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	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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 Effect Green (s)	12.3	59.2	9.8	53.0	29.5	12.2	29.5	12.3
Actuated g/C Ratio	0.10	0.49	0.08	0.44	0.24	0.10	0.24	0.10
v/c Ratio	0.64	0.71	0.44	0.73	0.55	0.63	0.63	0.42
Control Delay (s/veh)	73.9	28.7	68.7	30.8	41.7	52.8	44.7	23.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	73.9	28.7	68.7	30.8	41.7	52.8	44.7	23.3
LOS	E	C	E	C	D	D	D	C
Approach Delay (s/veh)		31.5		32.2		46.0		35.3
Approach LOS		C		C		D		D

Intersection Summary

Cycle Length: 160
 Actuated Cycle Length: 121.6
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay (s/veh): 33.2
 Intersection LOS: C
 Intersection Capacity Utilization 79.7%
 ICU Level of Service D
 Analysis Period (min) 15

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

	Ø1		Ø2		Ø3		Ø4
20 s		70 s		28 s		42 s	
	Ø5		Ø6		Ø7		Ø8
20 s		70 s		28 s		42 s	

Queues

2: Holiday Springs Blvd/Woodside Dr & Sample Rd

FY AM

06/18/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	115	1749	63	1591	203	127	221	174
v/c Ratio	0.64	0.71	0.44	0.73	0.55	0.63	0.63	0.42
Control Delay (s/veh)	73.9	28.7	68.7	30.8	41.7	52.8	44.7	23.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	73.9	28.7	68.7	30.8	41.7	52.8	44.7	23.3
Queue Length 50th (ft)	93	414	51	376	136	71	150	23
Queue Length 95th (ft)	#200	564	107	492	216	146	235	62
Internal Link Dist (ft)		1640		1747		306		335
Turn Bay Length (ft)	260		260				160	
Base Capacity (vph)	195	2705	195	2681	433	539	418	1032
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	0.65	0.32	0.59	0.47	0.24	0.53	0.17

Intersection Summary

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

HCM 7th Signalized Intersection Summary

2: Holiday Springs Blvd/Woodside Dr & Sample Rd

FY AM
06/18/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	1611	50	60	1376	136	193	51	69	210	55	110
Future Volume (veh/h)	109	1611	50	60	1376	136	193	51	69	210	55	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		0.98	0.99		0.97	0.99		0.94
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	115	1696	53	63	1448	143	203	54	73	221	58	116
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	143	2284	71	82	1956	193	368	100	135	378	267	224
Arrive On Green	0.08	0.45	0.45	0.05	0.42	0.42	0.12	0.14	0.14	0.13	0.15	0.15
Sat Flow, veh/h	1781	5084	159	1781	4712	465	1781	705	953	1781	1777	1490
Grp Volume(v), veh/h	115	1135	614	63	1046	545	203	0	127	221	58	116
Grp Sat Flow(s),veh/h/ln	1781	1702	1838	1781	1702	1773	1781	0	1659	1781	1777	1490
Q Serve(g_s), s	6.9	30.1	30.2	3.8	28.4	28.4	10.4	0.0	7.8	11.4	3.1	7.8
Cycle Q Clear(g_c), s	6.9	30.1	30.2	3.8	28.4	28.4	10.4	0.0	7.8	11.4	3.1	7.8
Prop In Lane	1.00		0.09	1.00		0.26	1.00		0.57	1.00		1.00
Lane Grp Cap(c), veh/h	143	1529	826	82	1413	736	368	0	235	378	267	224
V/C Ratio(X)	0.81	0.74	0.74	0.77	0.74	0.74	0.55	0.00	0.54	0.58	0.22	0.52
Avail Cap(c_a), veh/h	212	1961	1059	212	1961	1021	518	0	546	513	585	490
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	49.5	24.9	24.9	51.6	27.0	27.0	34.2	0.0	43.6	33.9	40.8	42.8
Incr Delay (d2), s/veh	13.0	1.1	2.1	14.1	1.0	1.8	1.3	0.0	1.9	1.4	0.4	1.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	12.0	13.2	2.0	11.4	12.1	4.6	0.0	3.3	5.0	1.4	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	62.4	26.0	27.0	65.7	28.0	28.9	35.5	0.0	45.6	35.3	41.2	44.7
LnGrp LOS	E	C	C	E	C	C	D		D	D	D	D
Approach Vol, veh/h	1864				1654		330				395	
Approach Delay, s/veh	28.6				29.7		39.4				38.9	
Approach LOS	C				C		D				D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.8	52.4	19.7	21.5	12.0	56.1	18.8	22.4				
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	13.0	63.0	22.0	36.0	13.0	63.0	22.0	36.0				
Max Q Clear Time (g_c+I1), s	8.9	30.4	13.4	9.8	5.8	32.2	12.4	9.8				
Green Ext Time (p_c), s	0.1	15.0	0.4	0.7	0.1	16.4	0.4	1.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			30.8									
HCM 7th LOS			C									

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↗
Traffic Vol, veh/h	1841	48	0	1787	0	38
Future Vol, veh/h	1841	48	0	1787	0	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1938	51	0	1881	0	40
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	994
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	209
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	209
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		NB		
HCM Control Delay, s/v	0	0		26.22		
HCM LOS	D					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	209	-	-	-		
HCM Lane V/C Ratio	0.191	-	-	-		
HCM Control Delay (s/veh)	26.2	-	-	-		
HCM Lane LOS	D	-	-	-		
HCM 95th %tile Q(veh)	0.7	-	-	-		

Timings

4: Rock Island Rd & Sample Rd

FY AM

06/18/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	166	1522	262	342	1215	148	302	553	860	250	387	167
Future Volume (vph)	166	1522	262	342	1215	148	302	553	860	250	387	167
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	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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)	13.5	59.4	77.8	24.3	70.2	87.3	17.8	32.7	56.4	16.6	31.5	44.5
Actuated g/C Ratio	0.08	0.37	0.49	0.15	0.44	0.55	0.11	0.20	0.35	0.10	0.20	0.28
v/c Ratio	0.61	0.85	0.34	0.69	0.57	0.19	0.83	0.81	0.90	0.74	0.59	0.37
Control Delay (s/veh)	79.3	51.8	14.5	71.5	36.4	6.2	88.1	69.5	52.6	82.3	61.1	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)	79.3	51.8	14.5	71.5	36.4	6.2	88.1	69.5	52.6	82.3	61.1	24.2
LOS	E	D	B	E	D	A	F	E	D	F	E	C
Approach Delay (s/veh)		49.1			40.8			64.3			60.0	
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: 0.90

Intersection Signal Delay (s/veh): 52.5

Intersection LOS: D

Intersection Capacity Utilization 91.8%

ICU Level of Service F

Analysis Period (min) 15

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

	Ø1		Ø2 (R)		Ø3		Ø4
30 s		54 s		25 s		51 s	
	Ø5		Ø6 (R)		Ø7		Ø8
30 s		54 s		25 s		51 s	

Queues

4: Rock Island Rd & Sample Rd

FY AM

06/18/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	175	1602	276	360	1279	156	318	582	905	263	407	176
v/c Ratio	0.61	0.85	0.34	0.69	0.57	0.19	0.83	0.81	0.90	0.74	0.59	0.37
Control Delay (s/veh)	79.3	51.8	14.5	71.5	36.4	6.2	88.1	69.5	52.6	82.3	61.1	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)	79.3	51.8	14.5	71.5	36.4	6.2	88.1	69.5	52.6	82.3	61.1	24.2
Queue Length 50th (ft)	92	569	87	186	367	18	170	308	436	139	205	80
Queue Length 95th (ft)	131	#775	175	238	474	61	#237	360	473	189	247	131
Internal Link Dist (ft)		441			2330			779			1017	
Turn Bay Length (ft)	280		250	360		300	300		320	180		220
Base Capacity (vph)	493	1889	826	536	2231	844	396	984	1024	396	984	570
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	0.85	0.33	0.67	0.57	0.18	0.80	0.59	0.88	0.66	0.41	0.31

Intersection Summary

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

HCM 7th Signalized Intersection Summary

4: Rock Island Rd & Sample Rd

FY AM
06/18/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	166	1522	262	342	1215	148	302	553	860	250	387	167
Future Volume (veh/h)	166	1522	262	342	1215	148	302	553	860	250	387	167
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		0.91	1.00		0.97	1.00		0.67
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	1602	276	360	1279	156	318	582	905	263	407	176
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	225	1761	691	410	2034	719	362	988	1081	310	935	381
Arrive On Green	0.07	0.34	0.34	0.12	0.40	0.40	0.10	0.28	0.28	0.09	0.26	0.26
Sat Flow, veh/h	3456	5106	1524	3456	5106	1449	3456	3554	2699	3456	3554	1055
Grp Volume(v), veh/h	175	1602	276	360	1279	156	318	582	905	263	407	176
Grp Sat Flow(s),veh/h/ln	1728	1702	1524	1728	1702	1449	1728	1777	1349	1728	1777	1055
Q Serve(g_s), s	8.0	47.9	19.5	16.4	32.2	9.9	14.5	22.6	44.5	12.0	15.2	21.5
Cycle Q Clear(g_c), s	8.0	47.9	19.5	16.4	32.2	9.9	14.5	22.6	44.5	12.0	15.2	21.5
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	1761	691	410	2034	719	362	988	1081	310	935	381
V/C Ratio(X)	0.78	0.91	0.40	0.88	0.63	0.22	0.88	0.59	0.84	0.85	0.44	0.46
Avail Cap(c_a), veh/h	497	1761	691	497	2034	719	400	988	1081	400	988	397
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	73.7	50.0	29.6	69.4	38.6	23.5	70.6	49.9	43.8	71.7	49.1	43.3
Incr Delay (d2), s/veh	5.7	8.5	1.7	14.3	1.5	0.7	18.3	0.9	5.9	12.7	0.3	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	21.8	7.6	8.1	13.9	3.6	7.4	10.3	17.2	5.9	6.9	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	79.4	58.6	31.3	83.7	40.1	24.2	89.0	50.8	49.7	84.4	49.4	44.2
LnGrp LOS	E	E	C	F	D	C	F	D	D	F	D	D
Approach Vol, veh/h	2053			1795			1805			846		
Approach Delay, s/veh	56.7			47.5			57.0			59.2		
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	70.7	20.9	51.0	26.0	62.2	23.3	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	10.0	34.2	14.0	46.5	18.4	49.9	16.5	23.5				
Green Ext Time (p_c), s	0.4	7.6	0.4	0.0	0.6	0.0	0.2	3.7				
Intersection Summary												
HCM 7th Control Delay, s/veh	54.5											
HCM 7th LOS	D											

HCM 7th TWSC
5: Pinewalk Dr N & Rock Island Rd

FY AM
06/18/2025

Intersection												
Int Delay, s/veh	26.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱	↰	↱		↰	↱↱	↱	↰	↱↱	↱
Traffic Vol, veh/h	221	1	168	25	0	43	39	1455	14	39	818	92
Future Vol, veh/h	221	1	168	25	0	43	39	1455	14	39	818	92
Conflicting Peds, #/hr	0	0	6	0	0	10	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	120	0	-	-	220	-	170	180	-	150
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	233	1	177	26	0	45	41	1532	15	41	861	97

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1801	2572	437	2133	2654	776	958	0	0	1546	0	0
Stage 1	943	943	-	1614	1614	-	-	-	-	-	-	-
Stage 2	858	1628	-	519	1040	-	-	-	-	-	-	-
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	~ 69	24	*854	*33	20	340	905	-	-	425	-	-
Stage 1	478	478	-	*108	161	-	-	-	-	-	-	-
Stage 2	318	159	-	*805	422	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	-	-	-
Mov Cap-1 Maneuver	~ 51	21	*849	*~ 22	18	337	905	-	-	425	-	-
Mov Cap-2 Maneuver	~ 153	86	-	*84	104	-	-	-	-	-	-	-
Stage 1	432	432	-	*103	154	-	-	-	-	-	-	-
Stage 2	260	151	-	*571	381	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/veh	88.38	35.24	0.24	0.59
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	905	-	-	153	849	84	337	425	-	-
HCM Lane V/C Ratio	0.045	-	-	1.532	0.208	0.312	0.134	0.097	-	-
HCM Control Delay (s/veh)	9.2	-	-	\$ 323.1	10.4	66	17.3	14.4	-	-
HCM Lane LOS	A	-	-	F	B	F	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	15.7	0.8	1.2	0.5	0.3	-	-

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

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	177	58	52	90	11
Future Vol, veh/h	0	177	58	52	90	11
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	0	186	61	55	95	12
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	116	0	-	0	275	88
Stage 1	-	-	-	-	88	-
Stage 2	-	-	-	-	186	-
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	1473	-	-	-	715	970
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	846	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1473	-	-	-	715	970
Mov Cap-2 Maneuver	-	-	-	-	715	-
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	846	-
Approach	EB	WB		SB		
HCM Control Delay, s/v	0	0		10.72		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1473	-	-	-	736	
HCM Lane V/C Ratio	-	-	-	-	0.144	
HCM Control Delay (s/veh)	0	-	-	-	10.7	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.5	

HCM 7th TWSC
7: Pod B Rd. & Holiday Springs Dr

FY AM
06/18/2025

Intersection						
Int Delay, s/veh	4.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		↑↑		W	↑↑
Traffic Vol, veh/h	15	128	110	9	22	91
Future Vol, veh/h	15	128	110	9	22	91
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	-	-	-	150	-
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	16	135	116	9	23	96
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	215	63	0	0	125	0
Stage 1	121	-	-	-	-	-
Stage 2	94	-	-	-	-	-
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	754	989	-	-	1459	-
Stage 1	892	-	-	-	-	-
Stage 2	919	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	742	989	-	-	1459	-
Mov Cap-2 Maneuver	742	-	-	-	-	-
Stage 1	892	-	-	-	-	-
Stage 2	904	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s/v	9.47	0		1.46		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	956	1459	-	
HCM Lane V/C Ratio	-	-	0.158	0.016	-	
HCM Control Delay (s/veh)	-	-	9.5	7.5	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	0.6	0	-	

HCM 7th TWSC
8: NW 30th St./Pod C Rd. & Pinewalk Dr N

FY AM
06/18/2025

Intersection						
Int Delay, s/veh	4.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			A
Traffic Vol, veh/h	27	23	8	15	14	34
Future Vol, veh/h	27	23	8	15	14	34
Conflicting Peds, #/hr	2	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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	24	8	16	15	36
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	84	16	0	0	24	0
Stage 1	16	-	-	-	-	-
Stage 2	67	-	-	-	-	-
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	918	1063	-	-	1591	-
Stage 1	1006	-	-	-	-	-
Stage 2	955	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	908	1063	-	-	1591	-
Mov Cap-2 Maneuver	908	-	-	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	945	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s/v	8.91	0		2.12		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	973		525	-	
HCM Lane V/C Ratio	-	0.054		0.009	-	
HCM Control Delay (s/veh)	-	8.9		7.3	0	
HCM Lane LOS	-	A		A	A	
HCM 95th %tile Q(veh)	-	0.2		0	-	

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	43	0	48	104	0	135	31	1281	44	65	886	20
Future Vol, veh/h	43	0	48	104	0	135	31	1281	44	65	886	20
Conflicting Peds, #/hr	2	0	3	3	0	3	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	200	-	200	210	-	140
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	45	0	51	109	0	142	33	1348	46	68	933	21

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1812	2529	469	2020	2504	677	954	0	0	1395	0	0
Stage 1	1069	1069	-	1414	1414	-	-	-	-	-	-	-
Stage 2	742	1460	-	606	1091	-	-	-	-	-	-	-
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	69	26	*840	*~ 43	27	395	927	-	-	486	-	-
Stage 1	399	416	-	*145	202	-	-	-	-	-	-	-
Stage 2	373	192	-	*793	404	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	-	-	-	-	-	-
Mov Cap-1 Maneuver	~ 37	21	*838	*~ 34	22	394	927	-	-	486	-	-
Mov Cap-2 Maneuver	114	87	-	*112	120	-	-	-	-	-	-	-
Stage 1	343	357	-	*140	195	-	-	-	-	-	-	-
Stage 2	230	185	-	*638	347	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v31.43		76.1	0.21	0.91
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	927	-	-	114	838	112	394	486	-	-
HCM Lane V/C Ratio	0.035	-	-	0.396	0.06	0.974	0.361	0.141	-	-
HCM Control Delay (s/veh)	9	-	-	55.8	9.6	149.9	19.2	13.6	-	-
HCM Lane LOS	A	-	-	F	A	F	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.7	0.2	6.2	1.6	0.5	-	-

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

Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⬆⬆			⬆⬆			⬆⬆			⬆⬆	
Traffic Vol, veh/h	6	53	2	5	23	31	0	0	40	101	1	18
Future Vol, veh/h	6	53	2	5	23	31	0	0	40	101	1	18
Conflicting Peds, #/hr	1	0	1	0	0	0	3	0	2	1	0	4
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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	56	2	5	24	33	0	0	42	106	1	19
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	58	0	0	59	0	0	110	139	60	122	124	46
Stage 1	-	-	-	-	-	-	70	70	-	52	52	-
Stage 2	-	-	-	-	-	-	39	68	-	70	72	-
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	-	-	1545	-	-	869	752	1006	852	767	1024
Stage 1	-	-	-	-	-	-	939	836	-	961	851	-
Stage 2	-	-	-	-	-	-	976	838	-	939	835	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1545	-	-	1544	-	-	841	745	1003	808	759	1019
Mov Cap-2 Maneuver	-	-	-	-	-	-	841	745	-	808	759	-
Stage 1	-	-	-	-	-	-	935	832	-	956	848	-
Stage 2	-	-	-	-	-	-	949	834	-	894	831	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.72			0.62			8.75			10.09		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	1003	176	-	-	137	-	-	833				
HCM Lane V/C Ratio	0.042	0.004	-	-	0.003	-	-	0.152				
HCM Control Delay (s/veh)	8.7	7.3	0	-	7.3	0	-	10.1				
HCM Lane LOS	A	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.5				

HCM 7th TWSC
11: Pinewalk Dr S & Rock Island Rd

FY AM
06/18/2025

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱		↰	↱↱	↰	↰	↱↱	↰
Traffic Vol, veh/h	79	1	118	16	0	21	24	1258	8	5	1004	30
Future Vol, veh/h	79	1	118	16	0	21	24	1258	8	5	1004	30
Conflicting Peds, #/hr	1	0	2	5	0	4	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	230	-	230	250	-	250
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	83	1	124	17	0	22	25	1324	8	5	1057	32

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1784	2451	533	1919	2474	666	1088	0	0	1333	0	0
Stage 1	1067	1067	-	1375	1375	-	-	-	-	-	-	-
Stage 2	717	1383	-	544	1099	-	-	-	-	-	-	-
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	31	491	41	30	402	637	-	-	514	-	-
Stage 1	237	297	-	153	211	-	-	-	-	-	-	-
Stage 2	387	209	-	491	287	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 46	29	489	28	28	400	637	-	-	514	-	-
Mov Cap-2 Maneuver	148	120	-	104	116	-	-	-	-	-	-	-
Stage 1	235	294	-	147	203	-	-	-	-	-	-	-
Stage 2	350	201	-	359	284	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v31.92		28.23	0.2	0.06
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	637	-	-	148	476	104	400	514	-	-
HCM Lane V/C Ratio	0.04	-	-	0.564	0.263	0.162	0.055	0.01	-	-
HCM Control Delay (s/veh)	10.9	-	-	57	15.2	46.2	14.5	12.1	-	-
HCM Lane LOS	B	-	-	F	C	E	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2.9	1	0.6	0.2	0	-	-

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

HCM 7th TWSC
12: Holiday Springs Blvd & Pinewalk Dr S

FY AM
06/18/2025

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	150	78	10	25	10
Future Vol, veh/h	11	150	78	10	25	10
Conflicting Peds, #/hr	1	0	0	0	3	3
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	158	82	11	26	11
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	94	0	-	0	193	50
Stage 1	-	-	-	-	88	-
Stage 2	-	-	-	-	105	-
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	1499	-	-	-	777	1007
Stage 1	-	-	-	-	925	-
Stage 2	-	-	-	-	907	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1497	-	-	-	770	1003
Mov Cap-2 Maneuver	-	-	-	-	770	-
Stage 1	-	-	-	-	917	-
Stage 2	-	-	-	-	907	-
Approach	EB	WB		SB		
HCM Control Delay, s/v	0.51	0		9.57		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1497	-	-	-	825	
HCM Lane V/C Ratio	0.008	-	-	-	0.045	
HCM Control Delay (s/veh)	7.4	-	-	-	9.6	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

Timings

13: Rock Island Rd & Holiday Springs Blvd

FY AM

06/18/2025

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	37	1	182	5	0	86	1200	18	11	1157	18
Future Volume (vph)	37	1	182	5	0	86	1200	18	11	1157	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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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 Effect Green (s)	7.7	7.7	7.7	7.7	7.7	40.6	40.6	40.6	31.3	31.3	31.3
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	0.22	0.00	0.55	0.03	0.04	0.31	0.54	0.02	0.06	0.67	0.02
Control Delay (s/veh)	28.3	24.0	12.6	24.6	0.3	6.9	6.7	0.5	10.6	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)	28.3	24.0	12.6	24.6	0.3	6.9	6.7	0.5	10.6	14.9	0.1
LOS	C	C	B	C	A	A	A	A	B	B	A
Approach Delay (s/veh)		15.3			7.0		6.7			14.6	
Approach LOS		B			A		A			B	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 61.4

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay (s/veh): 10.8

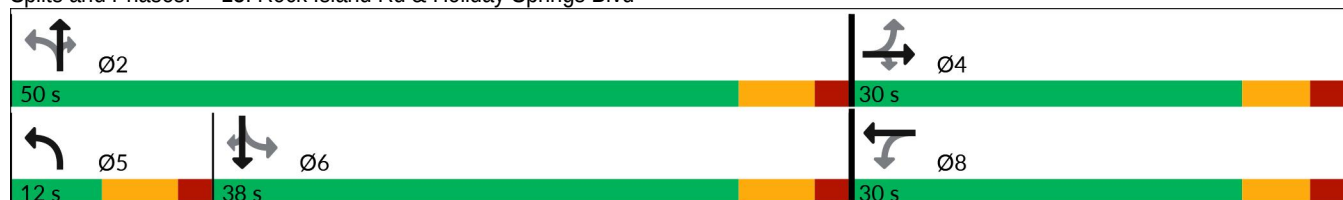
Intersection LOS: B

Intersection Capacity Utilization 65.5%

ICU Level of Service C

Analysis Period (min) 15

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



13: Rock Island Rd & Holiday Springs Blvd

06/18/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	39	1	192	5	13	91	1263	19	12	1218	19
v/c Ratio	0.22	0.00	0.55	0.03	0.04	0.31	0.54	0.02	0.06	0.67	0.02
Control Delay (s/veh)	28.3	24.0	12.6	24.6	0.3	6.9	6.7	0.5	10.6	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)	28.3	24.0	12.6	24.6	0.3	6.9	6.7	0.5	10.6	14.9	0.1
Queue Length 50th (ft)	14	0	6	2	0	9	101	0	2	177	0
Queue Length 95th (ft)	39	4	56	10	0	27	182	2	12	284	0
Internal Link Dist (ft)	2605		671			840		1231			
Turn Bay Length (ft)	175					230	170		250	220	
Base Capacity (vph)	539	720	709	544	684	293	2533	1122	214	1852	893
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	0.27	0.01	0.02	0.31	0.50	0.02	0.06	0.66	0.02
Intersection Summary											

HCM 7th Signalized Intersection Summary 13: Rock Island Rd & Holiday Springs Blvd

FY AM
06/18/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	1	182	5	0	12	86	1200	18	11	1157	18
Future Volume (veh/h)	37	1	182	5	0	12	86	1200	18	11	1157	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)	0.99		0.98	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	39	1	192	5	0	13	91	1263	19	12	1218	19
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	347	318	264	321	0	263	302	2179	971	292	1563	697
Arrive On Green	0.17	0.17	0.17	0.17	0.00	0.17	0.07	0.61	0.61	0.44	0.44	0.44
Sat Flow, veh/h	1394	1870	1550	1185	0	1543	1781	3554	1584	431	3554	1585
Grp Volume(v), veh/h	39	1	192	5	0	13	91	1263	19	12	1218	19
Grp Sat Flow(s),veh/h/ln	1394	1870	1550	1185	0	1543	1781	1777	1584	431	1777	1585
Q Serve(g_s), s	1.4	0.0	7.0	0.2	0.0	0.4	1.5	12.8	0.3	1.0	17.5	0.4
Cycle Q Clear(g_c), s	1.9	0.0	7.0	0.2	0.0	0.4	1.5	12.8	0.3	3.4	17.5	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	347	318	264	321	0	263	302	2179	971	292	1563	697
V/C Ratio(X)	0.11	0.00	0.73	0.02	0.00	0.05	0.30	0.58	0.02	0.04	0.78	0.03
Avail Cap(c_a), veh/h	656	733	607	584	0	605	350	2577	1148	329	1866	832
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	21.6	20.7	23.6	20.8	0.0	20.8	10.7	7.0	4.5	11.1	14.3	9.5
Incr Delay (d2), s/veh	0.1	0.0	3.8	0.0	0.0	0.1	0.6	0.2	0.0	0.1	1.8	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	2.7	0.1	0.0	0.1	0.5	3.6	0.1	0.1	6.4	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.8	20.7	27.4	20.8	0.0	20.9	11.3	7.2	4.6	11.2	16.1	9.5
LnGrp LOS	C	C	C	C		C	B	A	A	B	B	A
Approach Vol, veh/h	232			18			1373			1249		
Approach Delay, s/veh	26.4			20.9			7.4			16.0		
Approach LOS	C			C			A			B		
Timer - Assigned Phs	2			4		5	6		8			
Phs Duration (G+Y+Rc), s	43.3			16.7		10.4	32.9		16.7			
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+l1), s	14.8			9.0		3.5	19.5		2.4			
Green Ext Time (p_c), s	11.5			0.6		0.0	6.9		0.0			
Intersection Summary												
HCM 7th Control Delay, s/veh	12.8											
HCM 7th LOS	B											
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings

14: Royal Palm Blvd & Riverside Dr

FY AM

06/18/2025

										
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	232	983	450	192	812	372	738	291	256	709
Future Volume (vph)	232	983	450	192	812	372	738	291	256	709
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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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 Effect Green (s)	80.0	58.7	58.7	74.0	55.7	58.2	35.7	35.7	55.8	34.5
Actuated g/C Ratio	0.50	0.37	0.37	0.46	0.35	0.36	0.22	0.22	0.35	0.22
v/c Ratio	0.87	0.80	0.59	0.75	0.93	1.33	0.98	0.53	0.95	1.40
Control Delay (s/veh)	73.6	51.3	12.9	33.2	64.1	207.8	89.3	10.1	89.1	230.8
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)	73.6	51.3	12.9	33.2	64.1	207.8	89.3	10.1	89.1	230.8
LOS	E	D	B	C	E	F	F	B	F	F
Approach Delay (s/veh)		44.0			59.3		104.4			202.0
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: 1.40

Intersection Signal Delay (s/veh): 98.2

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

	Ø1		Ø2 (R)		Ø3		Ø4
30 s		61 s		28 s		41 s	
	Ø5		Ø6 (R)		Ø7		Ø8
30 s		61 s		28 s		41 s	

Queues

14: Royal Palm Blvd & Riverside Dr

FY AM

06/18/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	244	1035	474	202	1115	392	777	306	269	1053
v/c Ratio	0.87	0.80	0.59	0.75	0.93	1.33	0.98	0.53	0.95	1.40
Control Delay (s/veh)	73.6	51.3	12.9	33.2	64.1	207.8	89.3	10.1	89.1	230.8
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)	73.6	51.3	12.9	33.2	64.1	207.8	89.3	10.1	89.1	230.8
Queue Length 50th (ft)	196	508	85	144	626	~496	~451	11	231	~760
Queue Length 95th (ft)	#337	625	216	m117	#745	#713	#586	101	#416	#901
Internal Link Dist (ft)		1554			4475		1024			1484
Turn Bay Length (ft)	260		280	370		190		325	200	
Base Capacity (vph)	305	1298	800	328	1198	295	789	573	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	0.80	0.80	0.59	0.62	0.93	1.33	0.98	0.53	0.95	1.40

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.

HCM 7th Signalized Intersection Summary 14: Royal Palm Blvd & Riverside Dr

FY AM
06/18/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	232	983	450	192	812	247	372	738	291	256	709	292
Future Volume (veh/h)	232	983	450	192	812	247	372	738	291	256	709	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		0.98	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	244	1035	474	202	855	260	392	777	306	269	746	307
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	269	1440	632	247	1044	317	284	766	335	284	525	216
Arrive On Green	0.10	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	1561	1781	2671	811	1781	3554	1555	1781	2434	1001
Grp Volume(v), veh/h	244	1035	474	202	568	547	392	777	306	269	544	509
Grp Sat Flow(s),veh/h/ln	1781	1777	1561	1781	1777	1705	1781	1777	1555	1781	1777	1658
Q Serve(g_s), s	13.0	39.1	41.5	10.8	45.9	46.0	21.5	34.5	30.7	19.9	34.5	34.5
Cycle Q Clear(g_c), s	13.0	39.1	41.5	10.8	45.9	46.0	21.5	34.5	30.7	19.9	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	269	1440	632	247	694	666	284	766	335	284	383	358
V/C Ratio(X)	0.91	0.72	0.75	0.82	0.82	0.82	1.38	1.01	0.91	0.95	1.42	1.42
Avail Cap(c_a), veh/h	359	1440	632	362	694	666	284	766	335	284	383	358
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	0.71	0.71	0.71	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.8	39.9	40.7	33.7	43.7	43.7	51.1	62.7	61.3	49.5	62.7	62.8
Incr Delay (d2), s/veh	21.3	3.1	8.0	6.5	7.6	8.0	190.9	36.0	28.2	39.0	204.2	205.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	17.8	17.4	5.1	21.7	20.9	23.9	19.4	14.8	11.3	37.3	35.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.1	43.1	48.6	40.2	51.3	51.7	242.0	98.8	89.4	88.5	267.0	268.4
LnGrp LOS	E	D	D	D	D	D	F	F	F	F	F	F
Approach Vol, veh/h	1753			1317			1475			1322		
Approach Delay, s/veh	46.4			49.7			134.9			231.2		
Approach LOS	D			D			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.0	69.0	28.0	41.0	19.7	71.3	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	15.0	48.0	21.9	36.5	12.8	43.5	23.5	36.5				
Green Ext Time (p_c), s	0.5	3.8	0.0	0.0	0.4	6.6	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	111.0											
HCM 7th LOS	F											

Timings

15: Royal Palm Blvd & Rock Island Rd

FY AM

06/18/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	260	824	93	278	760	321	86	735	426	317	677	143
Future Volume (vph)	260	824	93	278	760	321	86	735	426	317	677	143
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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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 Effect Green (s)	18.0	45.4	45.4	18.4	45.8	45.8	63.4	55.7	55.7	76.2	62.4	62.4
Actuated g/C Ratio	0.11	0.28	0.28	0.12	0.29	0.29	0.40	0.35	0.35	0.48	0.39	0.39
v/c Ratio	0.71	0.86	0.19	0.74	0.79	0.60	0.17	0.63	0.60	0.59	0.52	0.22
Control Delay (s/veh)	57.0	58.1	16.6	80.1	59.1	30.2	23.9	46.8	15.4	28.8	39.2	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)	57.0	58.1	16.6	80.1	59.1	30.2	23.9	46.8	15.4	28.8	39.2	5.2
LOS	E	E	B	F	E	C	C	D	B	C	D	A
Approach Delay (s/veh)		54.6			56.6			34.5			32.0	
Approach LOS		D			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): 44.8

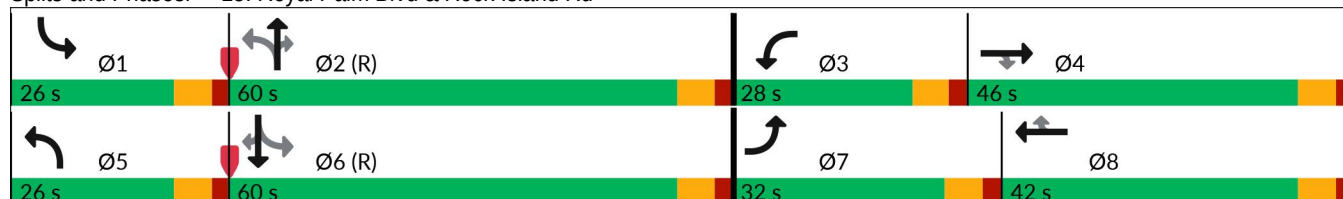
Intersection LOS: D

Intersection Capacity Utilization 81.7%

ICU Level of Service D

Analysis Period (min) 15

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



Queues

15: Royal Palm Blvd & Rock Island Rd

FY AM

06/18/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	274	867	98	293	800	338	91	774	448	334	713	151
v/c Ratio	0.71	0.86	0.19	0.74	0.79	0.60	0.17	0.63	0.60	0.59	0.52	0.22
Control Delay (s/veh)	57.0	58.1	16.6	80.1	59.1	30.2	23.9	46.8	15.4	28.8	39.2	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)	57.0	58.1	16.6	80.1	59.1	30.2	23.9	46.8	15.4	28.8	39.2	5.2
Queue Length 50th (ft)	147	488	33	154	390	152	27	375	110	108	315	1
Queue Length 95th (ft)	m182	m#626	m53	205	#563	291	41	428	224	130	356	47
Internal Link Dist (ft)		4475			2131			1468			840	
Turn Bay Length (ft)	340		170	210		150	220		190	220		250
Base Capacity (vph)	547	1003	522	461	1013	561	787	1251	759	654	1381	700
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	0.50	0.86	0.19	0.64	0.79	0.60	0.12	0.62	0.59	0.51	0.52	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.

HCM 7th Signalized Intersection Summary 15: Royal Palm Blvd & Rock Island Rd

FY AM
06/18/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	260	824	93	278	760	321	86	735	426	317	677	143
Future Volume (veh/h)	260	824	93	278	760	321	86	735	426	317	677	143
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		0.99
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	274	867	98	293	800	338	91	774	448	334	713	151
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	328	877	385	343	893	392	600	1495	658	564	1637	720
Arrive On Green	0.09	0.25	0.25	0.10	0.25	0.25	0.03	0.42	0.42	0.07	0.46	0.46
Sat Flow, veh/h	3456	3554	1560	3456	3554	1559	3456	3554	1565	3456	3554	1564
Grp Volume(v), veh/h	274	867	98	293	800	338	91	774	448	334	713	151
Grp Sat Flow(s),veh/h/ln	1728	1777	1560	1728	1777	1559	1728	1777	1565	1728	1777	1564
Q Serve(g_s), s	12.5	38.9	8.1	13.4	34.8	33.2	2.4	25.8	37.2	8.5	21.7	9.2
Cycle Q Clear(g_c), s	12.5	38.9	8.1	13.4	34.8	33.2	2.4	25.8	37.2	8.5	21.7	9.2
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	328	877	385	343	893	392	600	1495	658	564	1637	720
V/C Ratio(X)	0.84	0.99	0.25	0.85	0.90	0.86	0.15	0.52	0.68	0.59	0.44	0.21
Avail Cap(c_a), veh/h	551	877	385	464	893	392	915	1495	658	741	1637	720
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)	0.54	0.54	0.54	1.00	1.00	1.00	1.00	1.00	1.00	0.71	0.71	0.71
Uniform Delay (d), s/veh	71.2	60.0	48.4	70.9	57.9	57.3	25.5	34.3	37.6	25.7	29.1	25.8
Incr Delay (d2), s/veh	3.1	19.5	0.2	11.1	11.6	17.7	0.1	1.3	5.6	0.7	0.6	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	5.7	19.9	3.2	6.5	17.1	15.0	1.0	11.6	15.4	3.6	9.5	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	74.3	79.5	48.6	82.0	69.5	74.9	25.6	35.6	43.2	26.4	29.7	26.2
LnGrp LOS	E	E	D	F	E	E	C	D	D	C	C	C
Approach Vol, veh/h	1239				1431				1313			
Approach Delay, s/veh	75.9				73.3				37.5			
Approach LOS	E				E				D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.8	73.8	22.4	46.0	11.4	80.2	21.7	46.7				
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	53.5	21.5	39.5	19.5	53.5	25.5	35.5				
Max Q Clear Time (g_c+I1), s	10.5	39.2	15.4	40.9	4.4	23.7	14.5	36.8				
Green Ext Time (p_c), s	0.8	6.2	0.5	0.0	0.2	6.1	0.7	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	54.5											
HCM 7th LOS	D											
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings

1: Riverside Dr & Sample Rd

FY PM

06/18/2025

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	176	1329	308	1345	141	487	400	167	659	184
Future Volume (vph)	176	1329	308	1345	141	487	400	167	659	184
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	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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 Effect Green (s)	20.8	53.7	29.1	62.0	50.0	38.7	38.7	50.5	38.9	38.9
Actuated g/C Ratio	0.13	0.34	0.18	0.39	0.31	0.24	0.24	0.32	0.24	0.24
v/c Ratio	0.81	0.92	1.01	0.82	0.78	0.60	0.70	0.69	0.81	0.40
Control Delay (s/veh)	92.5	60.0	106.7	31.2	63.1	56.3	20.2	52.4	64.5	14.8
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)	92.5	60.0	106.7	31.2	63.1	56.3	20.2	52.4	64.5	14.8
LOS	F	E	F	C	E	E	C	D	E	B
Approach Delay (s/veh)		63.5		44.0		43.2			53.5	
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: 1.01

Intersection Signal Delay (s/veh): 51.4

Intersection LOS: D

Intersection Capacity Utilization 101.4%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 1: Riverside Dr & Sample Rd

	Ø1		Ø2 (R)		Ø3		Ø4
29 s		61 s		18 s		52 s	
	Ø5		Ø6 (R)		Ø7		Ø8
29 s		61 s		18 s		52 s	

Queues

1: Riverside Dr & Sample Rd

FY PM

06/18/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	185	1542	324	1584	148	513	421	176	694	194
v/c Ratio	0.81	0.92	1.01	0.82	0.78	0.60	0.70	0.69	0.81	0.40
Control Delay (s/veh)	92.5	60.0	106.7	31.2	63.1	56.3	20.2	52.4	64.5	14.8
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)	92.5	60.0	106.7	31.2	63.1	56.3	20.2	52.4	64.5	14.8
Queue Length 50th (ft)	189	563	~352	546	109	252	106	131	362	36
Queue Length 95th (ft)	#304	628	m#633	#686	#167	298	225	185	416	105
Internal Link Dist (ft)		903		1640		1956			490	
Turn Bay Length (ft)	370		420		275		430	300		200
Base Capacity (vph)	250	1694	321	1939	192	1006	657	254	1006	541
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	0.74	0.91	1.01	0.82	0.77	0.51	0.64	0.69	0.69	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.

HCM 7th Signalized Intersection Summary

1: Riverside Dr & Sample Rd

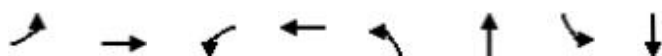
FY PM

06/18/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	176	1329	136	308	1345	160	141	487	400	167	659	184
Future Volume (veh/h)	176	1329	136	308	1345	160	141	487	400	167	659	184
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		0.96	1.00		0.97	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	185	1399	143	324	1416	168	148	513	421	176	694	194
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	207	1587	162	245	1658	197	241	1008	436	270	1011	433
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	4690	479	1781	4606	546	1781	3554	1538	1781	3554	1521
Grp Volume(v), veh/h	185	1015	527	324	1046	538	148	513	421	176	694	194
Grp Sat Flow(s),veh/h/ln	1781	1702	1766	1781	1702	1748	1781	1777	1538	1781	1777	1521
Q Serve(g_s), s	16.4	45.0	45.0	22.0	43.4	43.4	9.4	19.3	43.2	11.3	27.8	16.7
Cycle Q Clear(g_c), s	16.4	45.0	45.0	22.0	43.4	43.4	9.4	19.3	43.2	11.3	27.8	16.7
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	207	1152	597	245	1225	629	241	1008	436	270	1011	433
V/C Ratio(X)	0.90	0.88	0.88	1.32	0.85	0.85	0.62	0.51	0.97	0.65	0.69	0.45
Avail Cap(c_a), veh/h	245	1152	597	245	1225	629	242	1011	437	270	1011	433
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	69.8	49.9	49.9	65.4	38.0	38.0	39.5	48.0	56.5	38.5	50.9	46.9
Incr Delay (d2), s/veh	28.7	9.8	17.0	160.5	4.5	8.4	4.5	0.4	34.0	5.4	2.0	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.2	20.7	22.7	20.6	17.9	19.0	4.5	8.7	20.9	5.4	12.7	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	98.4	59.7	66.9	225.9	42.5	46.4	44.0	48.4	90.5	44.0	52.8	47.7
LnGrp LOS	F	E	E	F	D	D	D	D	F	D	D	D
Approach Vol, veh/h	1727				1908				1082			
Approach Delay, s/veh	66.1				74.7				64.2			
Approach LOS	E				E				E		D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.6	64.6	18.0	51.9	29.0	61.1	17.8	52.0				
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	22.0	54.0	11.5	45.5	22.0	54.0	11.5	45.5				
Max Q Clear Time (g_c+I1), s	18.4	45.4	13.3	45.2	24.0	47.0	11.4	29.8				
Green Ext Time (p_c), s	0.2	6.2	0.0	0.2	0.0	5.1	0.0	5.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			65.7									
HCM 7th LOS			E									

Timings 2: Holiday Springs Blvd/Woodside Dr & Sample Rd

FY PM
06/18/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	158	1629	132	1568	175	71	146	86
Future Volume (vph)	158	1629	132	1568	175	71	146	86
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	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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 Effect Green (s)	23.6	82.1	18.8	77.3	34.3	16.8	31.9	15.6
Actuated g/C Ratio	0.15	0.51	0.12	0.48	0.21	0.11	0.20	0.10
v/c Ratio	0.64	0.69	0.67	0.78	0.65	0.73	0.60	0.50
Control Delay (s/veh)	54.1	35.3	55.6	64.6	60.9	75.1	58.7	32.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	54.1	35.3	55.6	64.6	60.9	75.1	58.7	32.7
LOS	D	D	E	E	E	E	E	C
Approach Delay (s/veh)		36.9		64.0		67.3		43.9
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): 51.3

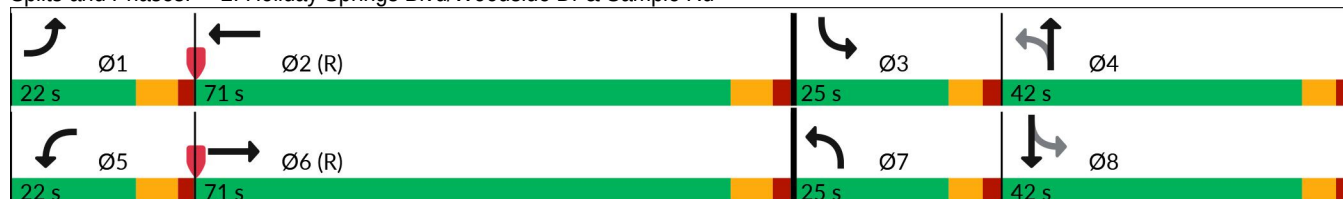
Intersection LOS: D

Intersection Capacity Utilization 86.1%

ICU Level of Service E

Analysis Period (min) 15

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



Queues

2: Holiday Springs Blvd/Woodside Dr & Sample Rd

FY PM

06/18/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	166	1793	139	1875	184	149	154	206
v/c Ratio	0.64	0.69	0.67	0.78	0.65	0.73	0.60	0.50
Control Delay (s/veh)	54.1	35.3	55.6	64.6	60.9	75.1	58.7	32.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	54.1	35.3	55.6	64.6	60.9	75.1	58.7	32.7
Queue Length 50th (ft)	133	680	147	657	162	124	133	47
Queue Length 95th (ft)	m163	753	m180	804	224	197	189	86
Internal Link Dist (ft)		1640		1700		306		335
Turn Bay Length (ft)	260		260				160	
Base Capacity (vph)	261	2589	212	2414	297	406	286	807
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	0.69	0.66	0.78	0.62	0.37	0.54	0.26

Intersection Summary

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

HCM 7th Signalized Intersection Summary

2: Holiday Springs Blvd/Woodside Dr & Sample Rd

FY PM
06/18/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	1629	74	132	1568	213	175	71	70	146	86	109
Future Volume (veh/h)	158	1629	74	132	1568	213	175	71	70	146	86	109
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	0.99		0.97	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	166	1715	78	139	1651	224	184	75	74	154	91	115
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	167	2659	121	160	2394	323	276	108	107	256	200	171
Arrive On Green	0.03	0.18	0.18	0.06	0.35	0.35	0.10	0.13	0.13	0.09	0.11	0.11
Sat Flow, veh/h	1781	5001	227	1781	4535	613	1781	851	840	1781	1777	1519
Grp Volume(v), veh/h	166	1167	626	139	1237	638	184	0	149	154	91	115
Grp Sat Flow(s),veh/h/ln	1781	1702	1824	1781	1702	1744	1781	0	1690	1781	1777	1519
Q Serve(g_s), s	14.9	51.0	51.1	12.4	49.7	50.1	14.5	0.0	13.5	12.1	7.7	11.6
Cycle Q Clear(g_c), s	14.9	51.0	51.1	12.4	49.7	50.1	14.5	0.0	13.5	12.1	7.7	11.6
Prop In Lane	1.00		0.12	1.00		0.35	1.00		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	167	1810	970	160	1796	920	276	0	215	256	200	171
V/C Ratio(X)	0.99	0.64	0.65	0.87	0.69	0.69	0.67	0.00	0.69	0.60	0.46	0.67
Avail Cap(c_a), veh/h	167	1810	970	167	1796	920	303	0	380	309	400	342
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	51.9	51.9	74.3	40.5	40.6	55.3	0.0	66.9	56.3	66.4	68.2
Incr Delay (d2), s/veh	42.4	0.7	1.3	34.6	2.2	4.3	4.9	0.0	4.0	2.3	1.6	4.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.2	23.7	25.6	7.4	22.5	23.7	6.9	0.0	6.1	5.7	3.6	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	119.9	52.6	53.3	108.9	42.7	44.9	60.2	0.0	70.9	58.5	68.0	72.7
LnGrp LOS	F	D	D	F	D	D	E		E	E	E	E
Approach Vol, veh/h	1959			2014			333			360		
Approach Delay, s/veh	58.5			47.9			65.0			65.5		
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	91.4	20.2	26.3	21.4	92.1	22.6	24.0				
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	52.1	14.1	15.5	14.4	53.1	16.5	13.6				
Green Ext Time (p_c), s	0.0	9.1	0.2	0.8	0.0	8.2	0.1	1.2				
Intersection Summary												
HCM 7th Control Delay, s/veh	55.0											
HCM 7th LOS	D											

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↓			↑↑↑		↑
Traffic Vol, veh/h	1889	70	0	1893	0	26
Future Vol, veh/h	1889	70	0	1893	0	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1988	74	0	1993	0	27

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	1031
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	-	198
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	198
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	26.11
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	198	-	-	-
HCM Lane V/C Ratio	0.138	-	-	-
HCM Control Delay (s/veh)	26.1	-	-	-
HCM Lane LOS	D	-	-	-
HCM 95th %tile Q(veh)	0.5	-	-	-

Timings

4: Rock Island Rd & Sample Rd

FY PM

06/18/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	154	1496	313	622	1863	136	210	342	480	117	483	116
Future Volume (vph)	154	1496	313	622	1863	136	210	342	480	117	483	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	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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)	26.0	64.0	31.0	26.0	64.0	25.0	31.0	45.0	26.0	25.0	39.0	26.0
Total Split (%)	16.3%	40.0%	19.4%	16.3%	40.0%	15.6%	19.4%	28.1%	16.3%	15.6%	24.4%	16.3%
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 Effect Green (s)	12.9	57.0	79.8	31.5	75.6	87.2	15.8	33.4	64.4	11.1	28.8	41.1
Actuated g/C Ratio	0.08	0.36	0.50	0.20	0.47	0.55	0.10	0.21	0.40	0.07	0.18	0.26
v/c Ratio	0.59	0.87	0.40	0.97	0.82	0.16	0.65	0.49	0.43	0.52	0.80	0.27
Control Delay (s/veh)	81.4	42.3	7.2	89.6	40.7	5.5	75.3	72.3	25.7	79.3	72.5	18.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	81.4	42.3	7.2	89.6	40.7	5.5	75.3	72.3	25.7	79.3	72.5	18.0
LOS	F	D	A	F	D	A	E	E	C	E	E	B
Approach Delay (s/veh)		39.8			50.5			51.2			64.8	
Approach LOS		D			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: 0.97

Intersection Signal Delay (s/veh): 48.9

Intersection LOS: D

Intersection Capacity Utilization 88.5%

ICU Level of Service E

Analysis Period (min) 15

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

	Ø1		Ø2 (R)		Ø3		Ø4
26 s		64 s		25 s		45 s	
	Ø5		Ø6 (R)		Ø7		Ø8
26 s		64 s		31 s		39 s	

Queues

4: Rock Island Rd & Sample Rd

FY PM

06/18/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	162	1575	329	655	1961	143	221	360	505	123	508	122
v/c Ratio	0.59	0.87	0.40	0.97	0.82	0.16	0.65	0.49	0.43	0.52	0.80	0.27
Control Delay (s/veh)	81.4	42.3	7.2	89.6	40.7	5.5	75.3	72.3	25.7	79.3	72.5	18.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	81.4	42.3	7.2	89.6	40.7	5.5	75.3	72.3	25.7	79.3	72.5	18.0
Queue Length 50th (ft)	89	260	25	355	637	14	122	194	138	65	271	38
Queue Length 95th (ft)	m130	451	96	#623	#886	54	161	244	210	100	322	83
Internal Link Dist (ft)		488			2330			779			1017	
Turn Bay Length (ft)	280		250	360		300	300		320	180		220
Base Capacity (vph)	407	1811	907	674	2402	969	525	866	1186	396	732	513
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	0.87	0.36	0.97	0.82	0.15	0.42	0.42	0.43	0.31	0.69	0.24

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.

HCM 7th Signalized Intersection Summary

4: Rock Island Rd & Sample Rd

FY PM
06/18/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	1496	313	622	1863	136	210	342	480	117	483	116
Future Volume (veh/h)	154	1496	313	622	1863	136	210	342	480	117	483	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		1.00	1.00		0.99	1.00		0.99	1.00		0.92
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	162	1575	329	655	1961	143	221	360	505	123	508	122
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	209	2272	827	410	2569	864	273	777	933	169	670	370
Arrive On Green	0.08	0.59	0.59	0.12	0.50	0.50	0.08	0.22	0.22	0.05	0.19	0.19
Sat Flow, veh/h	3456	5106	1579	3456	5106	1563	3456	3554	2750	3456	3554	1454
Grp Volume(v), veh/h	162	1575	329	655	1961	143	221	360	505	123	508	122
Grp Sat Flow(s),veh/h/ln	1728	1702	1579	1728	1702	1563	1728	1777	1375	1728	1777	1454
Q Serve(g_s), s	7.4	34.2	16.2	19.0	49.6	7.2	10.1	14.1	23.8	5.6	21.7	11.0
Cycle Q Clear(g_c), s	7.4	34.2	16.2	19.0	49.6	7.2	10.1	14.1	23.8	5.6	21.7	11.0
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	209	2272	827	410	2569	864	273	777	933	169	670	370
V/C Ratio(X)	0.78	0.69	0.40	1.60	0.76	0.17	0.81	0.46	0.54	0.73	0.76	0.33
Avail Cap(c_a), veh/h	410	2272	827	410	2569	864	529	855	993	400	722	391
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)	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	72.5	25.1	16.2	70.5	32.1	17.7	72.5	54.3	43.0	75.0	61.4	49.2
Incr Delay (d2), s/veh	6.1	1.8	1.4	279.5	2.2	0.4	5.7	0.4	0.5	5.9	4.3	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	13.1	5.7	24.4	20.9	2.8	4.7	6.4	8.3	2.6	10.2	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	78.6	26.9	17.6	350.0	34.3	18.1	78.2	54.8	43.5	80.9	65.8	49.8
LnGrp LOS	E	C	B	F	C	B	E	D	D	F	E	D
Approach Vol, veh/h	2066			2759			1086			753		
Approach Delay, s/veh	29.5			108.4			54.3			65.6		
Approach LOS	C			F			D			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.7	87.5	14.3	41.5	26.0	78.2	19.1	36.7				
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	19.0	57.0	18.5	38.5	19.0	57.0	24.5	32.5				
Max Q Clear Time (g_c+I1), s	9.4	51.6	7.6	25.8	21.0	36.2	12.1	23.7				
Green Ext Time (p_c), s	0.3	4.8	0.2	3.8	0.0	13.3	0.6	2.6				
Intersection Summary												
HCM 7th Control Delay, s/veh	70.3											
HCM 7th LOS	E											
Notes												
User approved pedestrian interval to be less than phase max green.												

HCM 7th TWSC
5: Pinewalk Dr N & Rock Island Rd

FY PM
06/18/2025

Intersection												
Int Delay, s/veh	8.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	143	0	69	11	0	32	101	855	14	38	1117	241
Future Vol, veh/h	143	0	69	11	0	32	101	855	14	38	1117	241
Conflicting Peds, #/hr	0	0	3	0	0	6	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	120	0	-	-	220	-	170	180	-	150
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	151	0	73	12	0	34	106	900	15	40	1176	254
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1924	2383	591	1784	2622	456	1429	0	0	915	0	0
Stage 1	1256	1256	-	1113	1113	-	-	-	-	-	-	-
Stage 2	669	1127	-	671	1509	-	-	-	-	-	-	-
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	~ 40	34	*774	*52	24	551	585	-	-	741	-	-
Stage 1	345	365	-	*222	282	-	-	-	-	-	-	-
Stage 2	414	278	-	*730	251	-	-	-	-	-	-	-
Platoon blocked, %			0				0	-	-	-	-	-
Mov Cap-1 Maneuver	~ 29	26	*771	*36	18	548	585	-	-	741	-	-
Mov Cap-2 Maneuver	~ 150	122	-	*135	84	-	-	-	-	-	-	-
Stage 1	326	345	-	*182	231	-	-	-	-	-	-	-
Stage 2	316	227	-	*624	237	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v94.31			17.66		1.3		0.28					
HCM LOS	F		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR		
Capacity (veh/h)	585	-	-	150	771	135	548	741	-	-		
HCM Lane V/C Ratio	0.182	-	-	1.006	0.094	0.086	0.061	0.054	-	-		
HCM Control Delay (s/veh)	12.5	-	-	134.9	10.2	34.1	12	10.1	-	-		
HCM Lane LOS	B	-	-	F	B	D	B	B	-	-		
HCM 95th %tile Q(veh)	0.7	-	-	7.6	0.3	0.3	0.2	0.2	-	-		
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	110	160	76	63	16
Future Vol, veh/h	0	110	160	76	63	16
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	0	116	168	80	66	17
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	248	0	-	0	324	208
Stage 1	-	-	-	-	208	-
Stage 2	-	-	-	-	116	-
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	1317	-	-	-	670	832
Stage 1	-	-	-	-	826	-
Stage 2	-	-	-	-	909	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1317	-	-	-	670	832
Mov Cap-2 Maneuver	-	-	-	-	670	-
Stage 1	-	-	-	-	826	-
Stage 2	-	-	-	-	909	-
Approach	EB	WB		SB		
HCM Control Delay, s/v	0	0		10.86		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1317	-	-	-	697	
HCM Lane V/C Ratio	-	-	-	-	0.119	
HCM Control Delay (s/veh)	0	-	-	-	10.9	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.4	

Intersection						
Int Delay, s/veh	2.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	89	138	13	32	139
Future Vol, veh/h	11	89	138	13	32	139
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	-	-	-	150	-
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	12	94	145	14	34	146

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	293	79	0
Stage 1	152	-	-
Stage 2	141	-	-
Critical Hdwy	6.84	6.94	-
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.32	-
Pot Cap-1 Maneuver	674	965	-
Stage 1	860	-	-
Stage 2	871	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	658	965	-
Mov Cap-2 Maneuver	658	-	-
Stage 1	860	-	-
Stage 2	851	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.43	0	1.42
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	918	1418
HCM Lane V/C Ratio	-	-	0.115	0.024
HCM Control Delay (s/veh)	-	-	9.4	7.6
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1

HCM 7th TWSC
8: NW 30th St./Pod C Rd & Pinewalk Dr N

FY PM
06/18/2025

Intersection						
Int Delay, s/veh	4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			A
Traffic Vol, veh/h	19	16	23	23	22	15
Future Vol, veh/h	19	16	23	23	22	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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	17	24	24	23	16
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	98	36	0	0	48	0
Stage 1	36	-	-	-	-	-
Stage 2	62	-	-	-	-	-
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	901	1036	-	-	1559	-
Stage 1	986	-	-	-	-	-
Stage 2	961	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	887	1036	-	-	1559	-
Mov Cap-2 Maneuver	887	-	-	-	-	-
Stage 1	986	-	-	-	-	-
Stage 2	946	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s/v	8.94	0		4.37		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 950		1070	-	
HCM Lane V/C Ratio	-	- 0.039		0.015	-	
HCM Control Delay (s/veh)	-	- 8.9		7.3	0	
HCM Lane LOS	-	- A		A	A	
HCM 95th %tile Q(veh)	-	- 0.1		0	-	

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	23	0	31	61	0	61	39	895	79	86	921	38
Future Vol, veh/h	23	0	31	61	0	61	39	895	79	86	921	38
Conflicting Peds, #/hr	2	0	4	3	0	3	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	200	-	200	210	-	140
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	0	33	64	0	64	41	942	83	91	969	40

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1707	2258	489	1694	2215	474	1009	0	0	1025	0	0
Stage 1	1151	1151	-	1024	1024	-	-	-	-	-	-	-
Stage 2	556	1107	-	670	1191	-	-	-	-	-	-	-
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	*59	41	*827	*~ 60	43	*837	888	-	-	861	-	-
Stage 1	*359	382	-	*437	445	-	-	-	-	-	-	-
Stage 2	*789	398	-	*780	362	-	-	-	-	-	-	-
Platoon blocked, %			0			0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*46	35	*824	*~ 49	37	*834	888	-	-	861	-	-
Mov Cap-2 Maneuver	*210	159	-	*250	171	-	-	-	-	-	-	-
Stage 1	*321	342	-	*417	424	-	-	-	-	-	-	-
Stage 2	*693	380	-	*668	324	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v15.86		16.99	0.36	0.8
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	888	-	-	210	824	250	834	861	-	-
HCM Lane V/C Ratio	0.046	-	-	0.115	0.04	0.257	0.077	0.105	-	-
HCM Control Delay (s/veh)	9.2	-	-	24.4	9.5	24.3	9.7	9.7	-	-
HCM Lane LOS	A	-	-	C	A	C	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.1	1	0.2	0.4	-	-

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

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⬆⬆			⬆⬆			⬆⬆			⬆⬆	
Traffic Vol, veh/h	12	24	4	40	50	71	2	0	20	43	0	9
Future Vol, veh/h	12	24	4	40	50	71	2	0	20	43	0	9
Conflicting Peds, #/hr	0	0	2	0	0	0	3	0	3	6	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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	25	4	42	53	75	2	0	21	45	0	9
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	127	0	0	31	0	0	194	266	35	231	231	93
Stage 1	-	-	-	-	-	-	55	55	-	174	174	-
Stage 2	-	-	-	-	-	-	140	212	-	57	57	-
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	1459	-	-	1581	-	-	765	639	1037	724	669	964
Stage 1	-	-	-	-	-	-	958	849	-	828	755	-
Stage 2	-	-	-	-	-	-	863	727	-	955	848	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1459	-	-	1578	-	-	725	614	1030	679	643	961
Mov Cap-2 Maneuver	-	-	-	-	-	-	725	614	-	679	643	-
Stage 1	-	-	-	-	-	-	947	840	-	804	733	-
Stage 2	-	-	-	-	-	-	828	706	-	922	839	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	2.25			1.82			8.72			10.45		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	992	525	-	-	400	-	-	715				
HCM Lane V/C Ratio	0.023	0.009	-	-	0.027	-	-	0.077				
HCM Control Delay (s/veh)	8.7	7.5	0	-	7.3	0	-	10.4				
HCM Lane LOS	A	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.2				

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	81	936	7	10	984	59
Future Vol, veh/h	44	0	57	8	1	3	81	936	7	10	984	59
Conflicting Peds, #/hr	3	0	4	10	0	1	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	230	-	230	250	-	250
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	46	0	60	8	1	3	85	985	7	11	1036	62

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1724	2220	528	1705	2275	496	1098	0	0	993	0	0
Stage 1	1057	1057	-	1156	1156	-	-	-	-	-	-	-
Stage 2	667	1163	-	549	1119	-	-	-	-	-	-	-
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	43	495	59	40	*837	631	-	-	893	-	-
Stage 1	*241	300	-	346	373	-	-	-	-	-	-	-
Stage 2	*789	369	-	488	280	-	-	-	-	-	-	-
Platoon blocked, %						0		-	-	0	-	-
Mov Cap-1 Maneuver	*48	37	490	44	34	*834	631	-	-	893	-	-
Mov Cap-2 Maneuver	*176	155	-	164	124	-	-	-	-	-	-	-
Stage 1	*238	296	-	299	322	-	-	-	-	-	-	-
Stage 2	*676	319	-	419	277	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v21.71		23.96	0.92	0.09
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	631	-	-	176	490	164	343	893	-	-
HCM Lane V/C Ratio	0.135	-	-	0.263	0.122	0.051	0.012	0.012	-	-
HCM Control Delay (s/veh)	11.6	-	-	32.5	13.4	28.1	15.6	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				

HCM 7th TWSC
12: Holiday Springs Blvd & Pinewalk Dr S

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Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	99	139	22	18	17
Future Vol, veh/h	14	99	139	22	18	17
Conflicting Peds, #/hr	0	0	0	2	0	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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	104	146	23	19	18

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	171	0	0	241	87
Stage 1	-	-	-	160	-
Stage 2	-	-	-	82	-
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	1403	-	-	726	955
Stage 1	-	-	-	852	-
Stage 2	-	-	-	932	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1400	-	-	715	953
Mov Cap-2 Maneuver	-	-	-	715	-
Stage 1	-	-	-	842	-
Stage 2	-	-	-	930	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.94	0	9.63
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1400	-	-	-	814
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

Timings

13: Rock Island Rd & Holiday Springs Blvd

FY PM

06/18/2025

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	24	5	122	16	2	168	1065	57	25	914	31
Future Volume (vph)	24	5	122	16	2	168	1065	57	25	914	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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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 Effect Green (s)	7.3	7.3	7.3	7.3	7.3	62.1	63.4	63.4	47.4	47.4	47.4
Actuated g/C Ratio	0.09	0.09	0.09	0.09	0.09	0.78	0.79	0.79	0.59	0.59	0.59
v/c Ratio	0.20	0.03	0.48	0.13	0.11	0.38	0.40	0.05	0.09	0.46	0.03
Control Delay (s/veh)	36.4	32.0	12.4	34.6	18.6	6.6	1.6	0.1	10.8	13.5	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	36.4	32.0	12.4	34.6	18.6	6.6	1.6	0.1	10.8	13.5	0.3
LOS	D	C	B	C	B	A	A	A	B	B	A
Approach Delay (s/veh)		16.8			26.6		2.2			13.0	
Approach LOS		B			C		A			B	

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: 0.48

Intersection Signal Delay (s/veh): 7.7

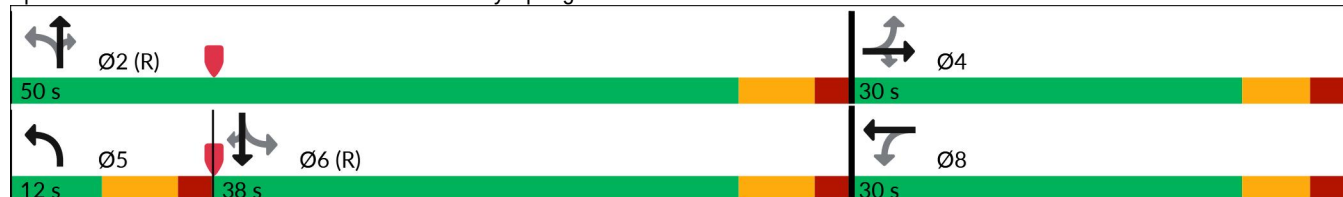
Intersection LOS: A

Intersection Capacity Utilization 63.4%

ICU Level of Service B

Analysis Period (min) 15

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



Queues

13: Rock Island Rd & Holiday Springs Blvd

FY PM

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Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	25	5	128	17	17	177	1121	60	26	962	33
v/c Ratio	0.20	0.03	0.48	0.13	0.11	0.38	0.40	0.05	0.09	0.46	0.03
Control Delay (s/veh)	36.4	32.0	12.4	34.6	18.6	6.6	1.6	0.1	10.8	13.5	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	36.4	32.0	12.4	34.6	18.6	6.6	1.6	0.1	10.8	13.5	0.3
Queue Length 50th (ft)	12	2	0	8	1	17	50	0	7	285	0
Queue Length 95th (ft)	34	12	43	26	19	57	60	m1	m20	m373	m1
Internal Link Dist (ft)	2605				671			840		1231	
Turn Bay Length (ft)	175							170		250	
Base Capacity (vph)	408	547	551	411	477	460	2805	1234	280	2098	981
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	0.23	0.04	0.04	0.38	0.40	0.05	0.09	0.46	0.03

Intersection Summary

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

HCM 7th Signalized Intersection Summary

13: Rock Island Rd & Holiday Springs Blvd

FY PM
06/18/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	5	122	16	2	14	168	1065	57	25	914	31
Future Volume (veh/h)	24	5	122	16	2	14	168	1065	57	25	914	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		0.96	0.98		0.97	1.00		1.00	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	128	17	2	15	177	1121	60	26	962	33
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	259	246	201	250	24	182	429	2509	1116	356	1991	875
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.13	1.00	1.00	0.56	0.56	0.56
Sat Flow, veh/h	1384	1870	1527	1238	185	1387	1781	3554	1581	474	3554	1561
Grp Volume(v), veh/h	25	5	128	17	0	17	177	1121	60	26	962	33
Grp Sat Flow(s),veh/h/ln	1384	1870	1527	1238	0	1571	1781	1777	1581	474	1777	1561
Q Serve(g_s), s	1.3	0.2	6.4	1.0	0.0	0.8	3.2	0.0	0.0	2.0	13.1	0.8
Cycle Q Clear(g_c), s	2.1	0.2	6.4	1.2	0.0	0.8	3.2	0.0	0.0	2.0	13.1	0.8
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	259	246	201	250	0	207	429	2509	1116	356	1991	875
V/C Ratio(X)	0.10	0.02	0.64	0.07	0.00	0.08	0.41	0.45	0.05	0.07	0.48	0.04
Avail Cap(c_a), veh/h	483	549	449	451	0	462	437	2509	1116	356	1991	875
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	0.71	0.71	0.71	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.4	30.2	32.9	30.7	0.0	30.5	7.0	0.0	0.0	8.2	10.6	7.9
Incr Delay (d2), s/veh	0.2	0.0	3.3	0.1	0.0	0.2	0.5	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	2.5	0.3	0.0	0.3	0.9	0.1	0.0	0.2	4.8	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.6	30.3	36.2	30.9	0.0	30.7	7.4	0.4	0.1	8.6	11.4	8.0
LnGrp LOS	C	C	D	C		C	A	A	A	A	B	A
Approach Vol, veh/h	158				34			1358			1021	
Approach Delay, s/veh	35.3				30.8			1.3			11.3	
Approach LOS	D				C			A			B	
Timer - Assigned Phs	2		4		5	6		8				
Phs Duration (G+Y+Rc), s	63.0		17.0		11.6	51.3		17.0				
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		8.4		5.2	15.1		3.2				
Green Ext Time (p_c), s	11.1		0.4		0.0	6.8		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			7.7									
HCM 7th LOS			A									
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings

14: Royal Palm Blvd & Riverside Dr

FY PM

06/18/2025

										
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	246	933	384	294	1054	395	699	280	146	682
Future Volume (vph)	246	933	384	294	1054	395	699	280	146	682
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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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 Effect Green (s)	60.4	41.9	41.9	73.2	48.5	73.5	52.0	52.0	53.5	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	1.04	1.06	0.65	0.96	1.30	1.15	0.64	0.42	0.53	1.15
Control Delay (s/veh)	112.4	102.0	19.9	97.9	171.3	139.5	49.8	6.1	34.3	132.1
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)	112.4	102.0	19.9	97.9	171.3	139.5	49.8	6.1	34.3	132.1
LOS	F	F	B	F	F	F	D	A	C	F
Approach Delay (s/veh)		83.5			157.7		66.7			118.6
Approach LOS		F			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: 1.30

Intersection Signal Delay (s/veh): 107.1

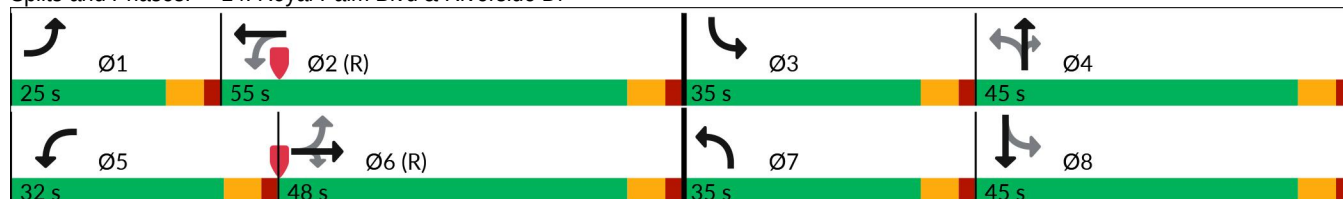
Intersection LOS: F

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)	259	982	404	309	1363	416	736	295	154	960
v/c Ratio	1.04	1.06	0.65	0.96	1.30	1.15	0.64	0.42	0.53	1.15
Control Delay (s/veh)	112.4	102.0	19.9	97.9	171.3	139.5	49.8	6.1	34.3	132.1
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)	112.4	102.0	19.9	97.9	171.3	139.5	49.8	6.1	34.3	132.1
Queue Length 50th (ft)	~239	~596	104	225	~934	~459	345	0	94	~607
Queue Length 95th (ft)	#432	#735	232	m#469	#1087	#683	445	75	145	#748
Internal Link Dist (ft)		1554			4475		1024			1484
Turn Bay Length (ft)	260		280	370		190		325	200	
Base Capacity (vph)	250	926	619	328	1051	361	1151	702	440	835
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	1.04	1.06	0.65	0.94	1.30	1.15	0.64	0.42	0.35	1.15

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.

HCM 7th Signalized Intersection Summary

14: Royal Palm Blvd & Riverside Dr

FY PM

06/18/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	246	933	384	294	1054	241	395	699	280	146	682	230
Future Volume (veh/h)	246	933	384	294	1054	241	395	699	280	146	682	230
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		0.99	1.00		0.98	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	259	982	404	309	1109	254	416	736	295	154	718	242
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	251	924	404	328	870	198	362	1207	528	277	625	211
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	1553	1781	2872	653	1781	3554	1555	1781	2596	875
Grp Volume(v), veh/h	259	982	404	309	683	680	416	736	295	154	491	469
Grp Sat Flow(s),veh/h/ln	1781	1777	1553	1781	1777	1748	1781	1777	1555	1781	1777	1694
Q Serve(g_s), s	18.5	41.6	41.6	23.4	48.5	48.5	28.5	27.6	24.7	10.3	38.5	38.5
Cycle Q Clear(g_c), s	18.5	41.6	41.6	23.4	48.5	48.5	28.5	27.6	24.7	10.3	38.5	38.5
Prop In Lane	1.00		1.00	1.00		0.37	1.00		1.00	1.00		0.52
Lane Grp Cap(c), veh/h	251	924	404	328	539	530	362	1207	528	277	428	408
V/C Ratio(X)	1.03	1.06	1.00	0.94	1.27	1.28	1.15	0.61	0.56	0.56	1.15	1.15
Avail Cap(c_a), veh/h	251	924	404	329	539	530	362	1207	528	454	428	408
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	0.71	0.71	0.71	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.2	59.2	59.2	51.5	55.8	55.8	52.7	44.0	43.0	41.1	60.7	60.8
Incr Delay (d2), s/veh	65.4	47.6	44.7	28.0	131.3	137.2	94.0	0.9	1.3	1.7	91.1	92.0
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	14.9	24.8	21.4	15.0	41.3	41.5	19.7	12.4	9.8	4.7	28.2	27.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	116.6	106.8	103.9	79.5	187.1	193.0	146.7	44.9	44.4	42.9	151.8	152.8
LnGrp LOS	F	F	F	E	F	F	F	D	D	D	F	F
Approach Vol, veh/h	1645			1672			1447			1114		
Approach Delay, s/veh	107.6			169.6			74.0			137.2		
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	31.9	48.1	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	12.3	29.6	25.4	43.6	30.5	40.5				
Green Ext Time (p_c), s	0.0	0.0	0.3	4.0	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	122.6											
HCM 7th LOS	F											

Timings

15: Royal Palm Blvd & Rock Island Rd

FY PM

06/18/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	206	814	134	329	834	297	152	801	459	267	763	146
Future Volume (vph)	206	814	134	329	834	297	152	801	459	267	763	146
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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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 Effect Green (s)	15.4	46.3	46.3	20.2	51.1	51.1	64.0	54.5	54.5	70.9	57.9	57.9
Actuated g/C Ratio	0.10	0.29	0.29	0.13	0.32	0.32	0.40	0.34	0.34	0.44	0.36	0.36
v/c Ratio	0.66	0.84	0.27	0.80	0.78	0.53	0.34	0.70	0.65	0.59	0.63	0.24
Control Delay (s/veh)	64.5	85.8	44.1	81.5	55.5	30.5	25.7	48.7	17.0	29.2	45.9	10.9
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)	64.5	85.8	44.1	81.5	55.5	30.5	25.7	48.7	17.0	29.2	45.9	10.9
LOS	E	F	D	F	E	C	C	D	B	C	D	B
Approach Delay (s/veh)		77.2			56.3			35.9			37.8	
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: 0.84

Intersection Signal Delay (s/veh): 51.2

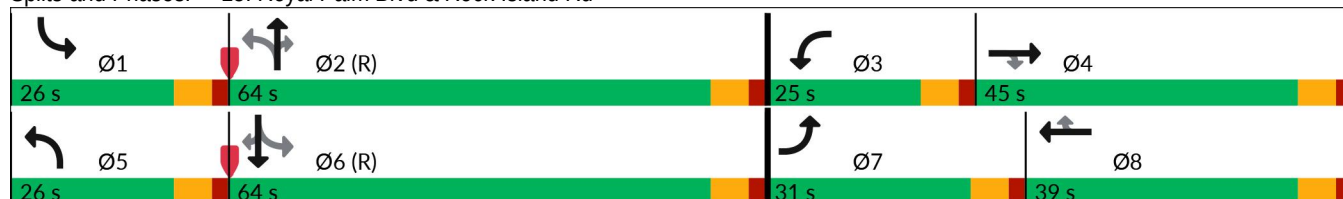
Intersection LOS: D

Intersection Capacity Utilization 83.8%

ICU Level of Service E

Analysis Period (min) 15

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



Queues

15: Royal Palm Blvd & Rock Island Rd

FY PM

06/18/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	217	857	141	346	878	313	160	843	483	281	803	154
v/c Ratio	0.66	0.84	0.27	0.80	0.78	0.53	0.34	0.70	0.65	0.59	0.63	0.24
Control Delay (s/veh)	64.5	85.8	44.1	81.5	55.5	30.5	25.7	48.7	17.0	29.2	45.9	10.9
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)	64.5	85.8	44.1	81.5	55.5	30.5	25.7	48.7	17.0	29.2	45.9	10.9
Queue Length 50th (ft)	121	494	86	181	440	153	47	402	135	114	370	54
Queue Length 95th (ft)	m129	m#508	m95	#272	#665	290	62	445	246	99	435	98
Internal Link Dist (ft)		4475			2131			1468			840	
Turn Bay Length (ft)	340		170	210		150	220		190	220		250
Base Capacity (vph)	525	1024	528	440	1131	590	674	1293	779	606	1330	674
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	0.41	0.84	0.27	0.79	0.78	0.53	0.24	0.65	0.62	0.46	0.60	0.23

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.

HCM 7th Signalized Intersection Summary

15: Royal Palm Blvd & Rock Island Rd

FY PM
06/18/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	206	814	134	329	834	297	152	801	459	267	763	146
Future Volume (veh/h)	206	814	134	329	834	297	152	801	459	267	763	146
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		0.99	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	217	857	141	346	878	313	160	843	483	281	803	154
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	269	855	374	387	976	429	684	1498	659	503	1578	694
Arrive On Green	0.08	0.24	0.24	0.11	0.27	0.27	0.04	0.42	0.42	0.13	0.89	0.89
Sat Flow, veh/h	3456	3554	1555	3456	3554	1563	3456	3554	1564	3456	3554	1564
Grp Volume(v), veh/h	217	857	141	346	878	313	160	843	483	281	803	154
Grp Sat Flow(s),veh/h/ln	1728	1777	1555	1728	1777	1563	1728	1777	1564	1728	1777	1564
Q Serve(g_s), s	9.9	38.5	12.1	15.8	38.1	29.1	4.2	28.8	41.4	7.5	7.4	2.2
Cycle Q Clear(g_c), s	9.9	38.5	12.1	15.8	38.1	29.1	4.2	28.8	41.4	7.5	7.4	2.2
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	269	855	374	387	976	429	684	1498	659	503	1578	694
V/C Ratio(X)	0.81	1.00	0.38	0.89	0.90	0.73	0.23	0.56	0.73	0.56	0.51	0.22
Avail Cap(c_a), veh/h	529	855	374	400	976	429	964	1498	659	705	1578	694
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)	0.37	0.37	0.37	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	72.6	60.7	50.7	70.1	55.9	52.6	24.3	35.1	38.7	25.2	5.4	5.1
Incr Delay (d2), s/veh	2.2	19.2	0.2	21.5	11.1	6.2	0.2	1.5	7.1	0.9	1.0	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	19.7	4.8	8.2	18.6	12.2	1.8	12.9	17.2	2.9	2.1	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	74.8	80.0	51.0	91.6	67.0	58.8	24.5	36.6	45.8	26.0	6.5	5.8
LnGrp LOS	E	F	D	F	E	E	C	D	D	C	A	A
Approach Vol, veh/h	1215				1537				1486			
Approach Delay, s/veh	75.7				70.9				38.3			
Approach LOS	E				E				D			
Timer - Assigned Phs												
	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.6	73.9	24.4	45.0	13.1	77.5	18.9	50.5				
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	57.5	18.5	38.5	19.5	57.5	24.5	32.5				
Max Q Clear Time (g_c+I1), s	9.5	43.4	17.8	40.5	6.2	9.4	11.9	40.1				
Green Ext Time (p_c), s	0.7	6.7	0.1	0.0	0.4	7.6	0.6	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	49.5											
HCM 7th LOS	D											
Notes												
User approved pedestrian interval to be less than phase max green.												