



JMD ENGINEERING, INC.

SITE-SPECIFIC IMPACT ANALYSIS

**THE BERTANI
6001 BROKEN SOUND PARKWAY
BOCA RATON, FLORIDA**

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EXECUTIVE SUMMARY

JMD Engineering, Inc. was retained to prepare a traffic study for the proposed addition of multifamily development and commercial the located at 6001 NW Broken Sound Parkway within the Park at Broken Sound (formerly Arvida Park of Commerce (APOC)) in Boca Raton, Florida. The existing site includes 103,250 square feet of office use. The proposed development plan will add 60 dwelling units of multifamily mid-rise and 2,664 square feet of commercial use to the site.

This analysis indicates that the Test 1 and Test 2 standards defined in Article 12 of the Palm Beach County Unified Land Development Code (ULDC) are met. A TPS letter from PBC have been obtained.

Intersection analyses have been conducted for the following intersections:

- Broken Sound Boulevard & Broken Sound Parkway
- Broken Sound Boulevard & Clint Moore Road
- Broken Sound Boulevard & North Project Driveway
- Broken Sound Boulevard & South Project Driveway

Synchro reports and volume development worksheets are included in the report Appendix.

Based upon the City of Boca Raton's driveway standards, the north and middle driveway are classified as minor, the south driveway will be classified as intermediate. All driveways meet city code requirements. No new residential traffic is proposed to be assigned to the south driveway. A right turn lane will be constructed at the south driveway.



JMD ENGINEERING, INC.

Introduction

JMD Engineering Inc. has prepared this traffic analysis for the above-mentioned property. The site is located at 6001 Broken Sound Parkway NW in the City of Boca Raton, Florida with a PCN of 06-42-47-01-03-013-0020. The site is located within the Park at Broken Sound (aka Arvida Park of Commerce (APOC) and is shown in Figure 1.

The site plan indicates that there are currently 103,250 square feet of offices on the site. The applicant proposes adding 60 multi-family residential units and adding 2,664 square feet of retail. Buildout is anticipated for December 31, 2030.

Trip Generation

Trip generation for the existing site was calculated based on the vested office and warehouse square footage. Trip generation rates published by Palm Beach County and the Institute of Transportation Engineers (ITE) publication were utilized to determine the daily and peak hour traffic for the site.

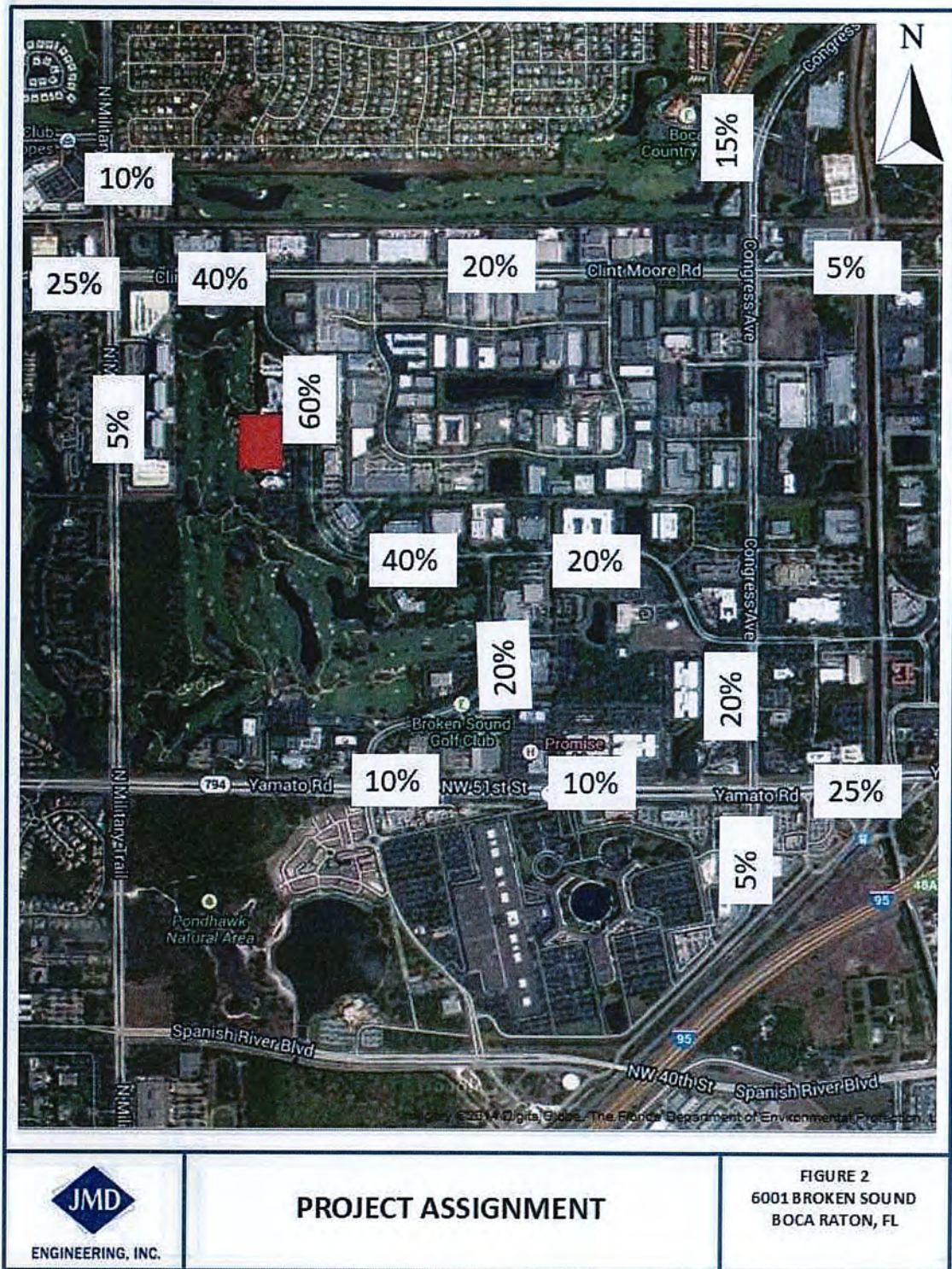
As summarized in Table 1, the site is anticipated to have a net proposed trip generation potential of 1,282 daily trips, 161 AM peak hour trips and 155 PM peak hour trips. The new net external trips associated with multi-family development and retail when compared to the vested use of the office is 275 additional daily trips, 20 additional AM peak hour trips, and 21 additional PM peak hour trips. These “new” trips must be analyzed for TPS compliance. The total driveway trips associated with the project are 1,475 daily trips, 182 AM peak hour trips and 180 PM peak hour trips. Figure 2 shows the project assignment. Per staff, counts were made at the current driveways to determine driveway assignment (Figure 3) and then ITE trip generation was applied to the assignment to provide existing volumes at projected 100% occupancy of the office building (Figure 3A).

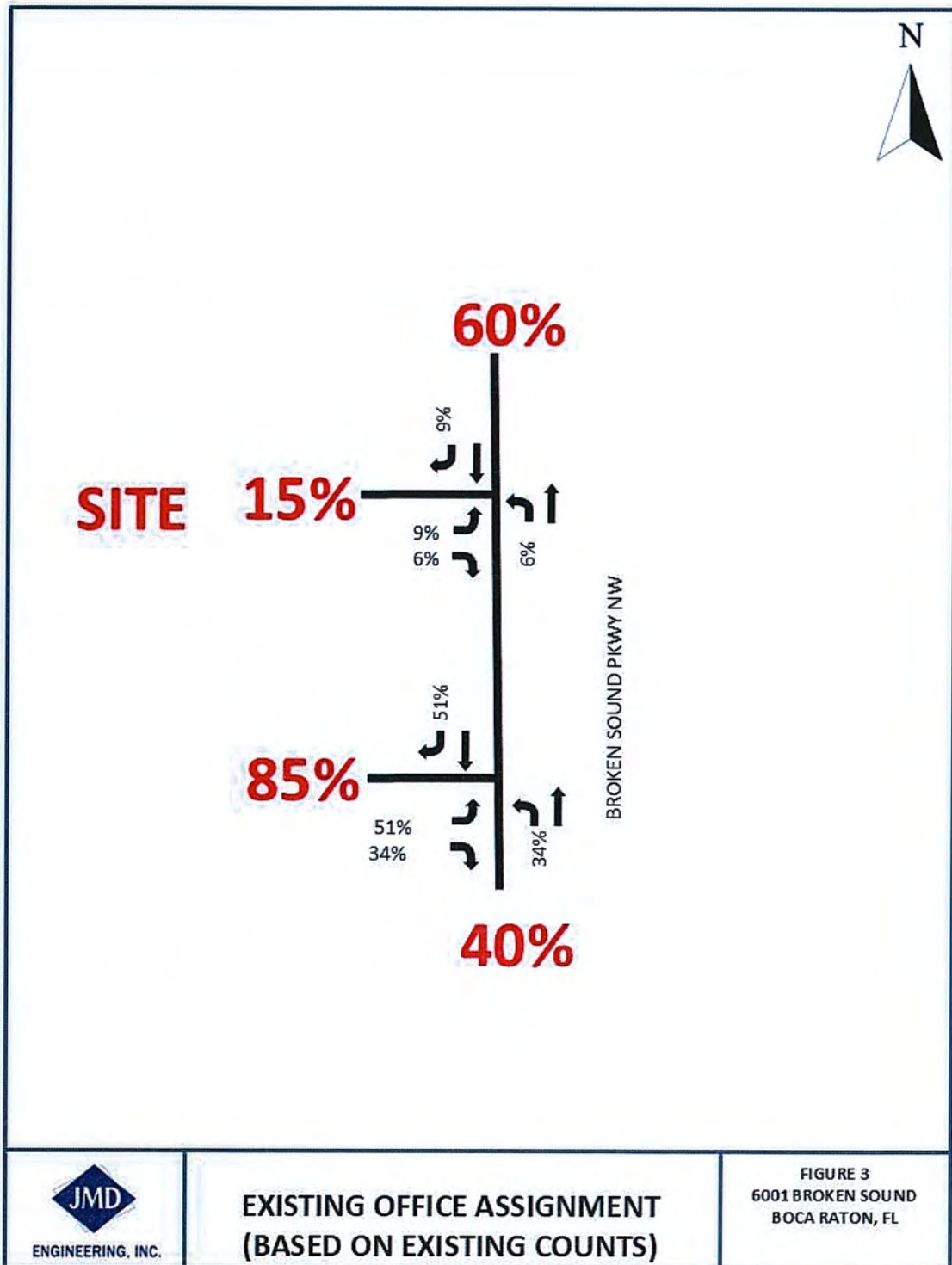


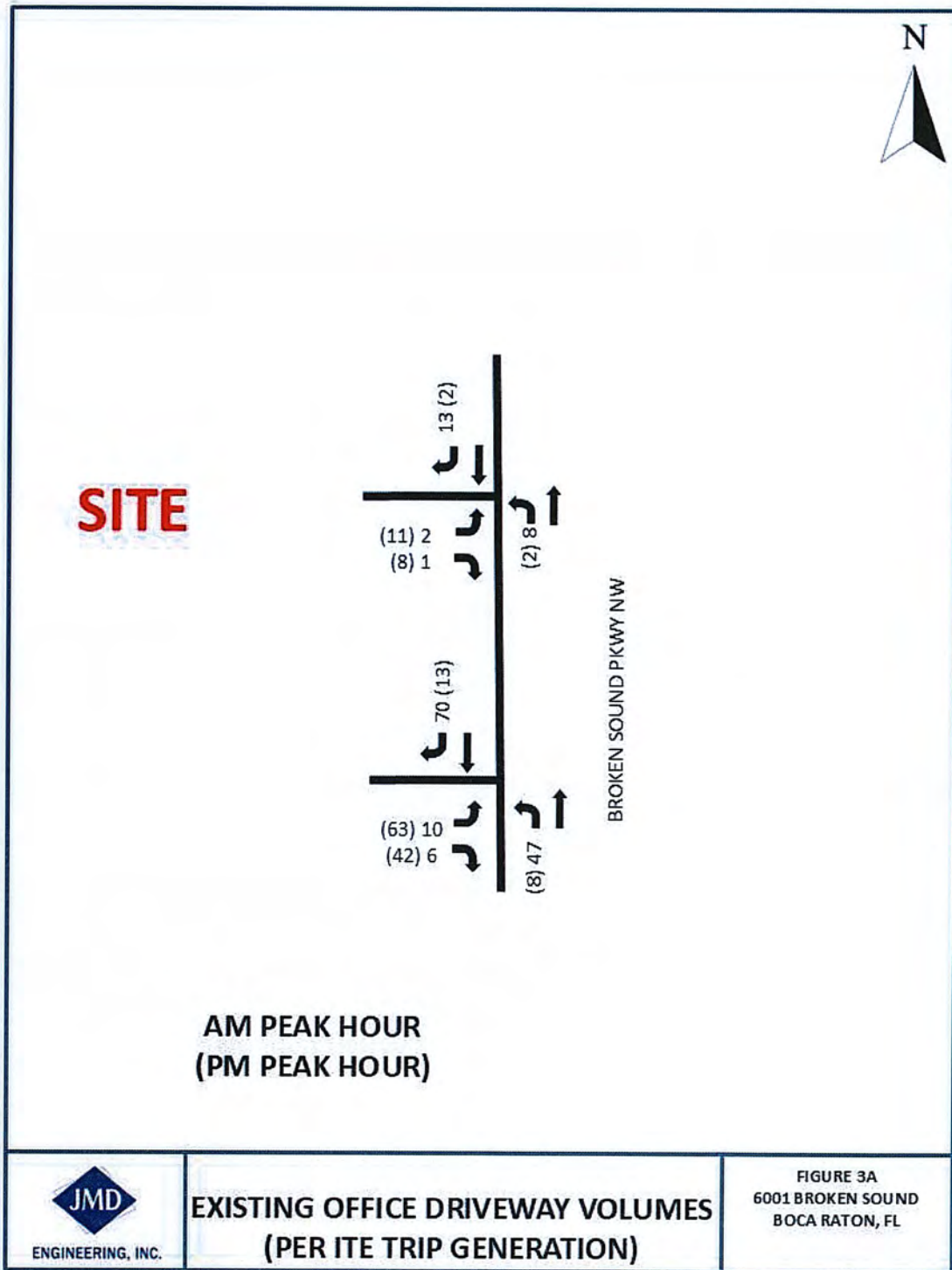
TABLE 1 6001 NW BROKEN SOUND TRIP GENERATION								
LAND USE	INTENSITY	DAILY	AM PEAK HOUR			PM PEAK HOUR		
			TOTAL	IN	OUT	TOTAL	IN	OUT
VESTED (BUILT > 5 YEARS AGO)								
OFFICE	103,250 SF	1,119	157	138	19	149	25	124
Subtotal		1,119	157	138	19	149	25	124
PASS-BY OFFICE	10%	112	16	14	2	15	3	12
NET EXISTING TRIPS		1,007	141	124	17	134	22	112
PROPOSED DEVELOPMENT								
OFFICE	103,250 SF	1,119	157	138	19	149	25	124
RETAIL	2,664 SF	145	7	4	3	18	9	9
APARTMENTS	60 UNIT	273	22	6	16	23	14	9
Subtotal		1,537	186	148	38	190	48	142
Internal Capture (4%D,2%AM,6%PM)								
OFFICE		45	2	1	1	2	0	2
RETAIL		6	2	1	1	4	2	2
APARTMENTS		11	0	0	0	4	3	1
PROPOSED DRIVEWAY TRIPS		62	4	2	2	10	5	5
		1,475	182	146	36	180	43	137
PASS-BY OFFICE	10%	108	16	14	2	15	3	12
PASS-BY RETAIL	63%	85	5	3	2	10	4	6
Subtotal		193	21	17	4	25	7	18
PROPOSED NET TRIPS		1,282	161	129	32	155	36	119
PROPOSED NET DRIVEWAY TRIPS		356	25	8	17	31	18	13
TPS NET NEW TRIPS		275	20	5	15	21	14	7

Palm Beach County Trip Generation Rates								
Landuse	ITE Code	Unit	Daily Rate/Equation	Pass-By %	AM Peak Hour		PM Peak Hour	
					In/Out	Rate/Equation	In/Out	Rate/Equation
Multifamily Mid-Rise Housing 4-10 story (Apartment/Condo/TH)	221	Dwelling Unit	4.54	0%	23/77	0.37	61/39	0.39
General Office (10k-250k SF GFA)	710	1000 S.F.	10.84	10%	88/12	1.52	17/83	1.44
Strip Retail Plaza (<40k sf)	822	1000 S.F.	54.45	63%	60/40	2.36	50/50	6.59











Driveway Classification and Turn Lane Requirement

The site will generate 182 AM peak hour driveway trips and 180 PM peak hour driveway trips that are distributed at the two full access driveways and a right out only driveway (see Figure 4 and Figure 5) to Broken Sound Parkway NW which is a private road. These volumes are added to existing counts at the driveways to derive total driveway volumes.

The Boca Raton Code provides for the classification of driveways as Minor, Intermediate, or Major and the determination of turn lane requirements. The following criteria are used to classify driveways located in suburban Boca Raton:

1. Minor - Provides service for maximum peak hour volume of 50 vehicles.
2. Intermediate - Provides service for a peak hour volume from 50 to 200 vehicles.
3. Major - Provides service for a peak hour volume from 201 to 500 vehicles.

The proposed traffic volumes were compared to the City's standards to determine whether or not the driveways meet city requirements. The proposed driveway volumes are shown in Figure 4.

North Driveway on Broken Sound Parkway NW

This driveway will be classified as a minor driveway and will align with the current intersection. The Code requires a 12-foot egress lane and a 14-foot egress lane is provided. A reservoir of 25 feet is required and exceeded with 36 feet provided. A 15-foot radius is provided and meets the code requirement of 15 feet. No turn lanes are required at this driveway.

Middle Driveway on Broken Sound Parkway NW

This driveway will be classified as a minor driveway and will be right out only. The Code requires a 12-foot egress lane and a 12-foot ingress lanes. The driveway will meet these requirements with a median also provided. A reservoir of 25 feet is required and exceeded. A 15-foot radius is provided and meets the code requirement of 15 feet. No turn lanes are required at this driveway.



South Driveway on Broken Sound Parkway NW

This driveway will be classified as an intermediate driveway. As this is a full access driveway the Code two 12-foot egress lanes, a 14-foot ingress lane and a 4' median. The driveway will meet these requirements. A reservoir of 50 feet is required and is exceeded. A 15-foot radius is the code requirement and a southbound right turn lane will be provided.

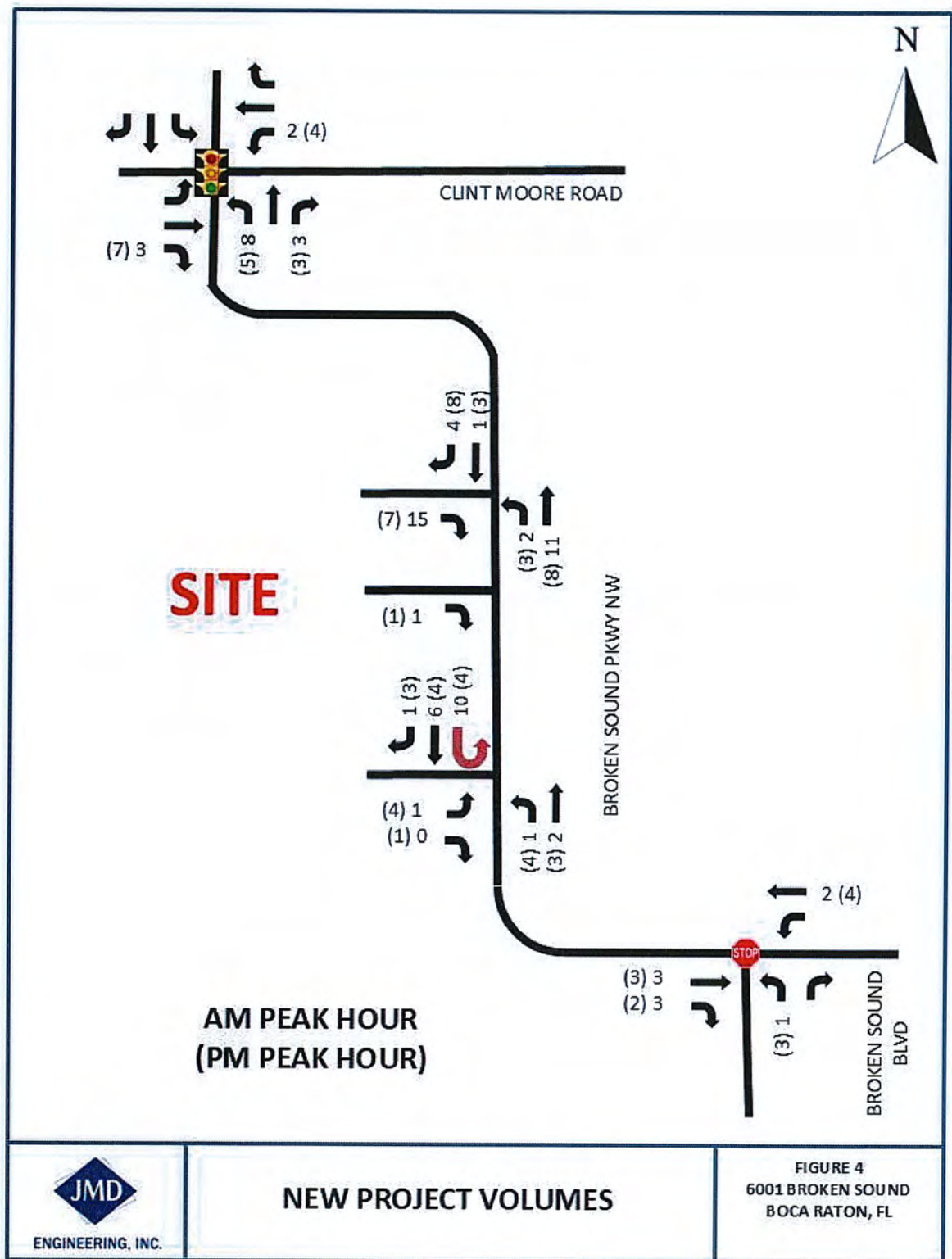
Request For Three Driveways

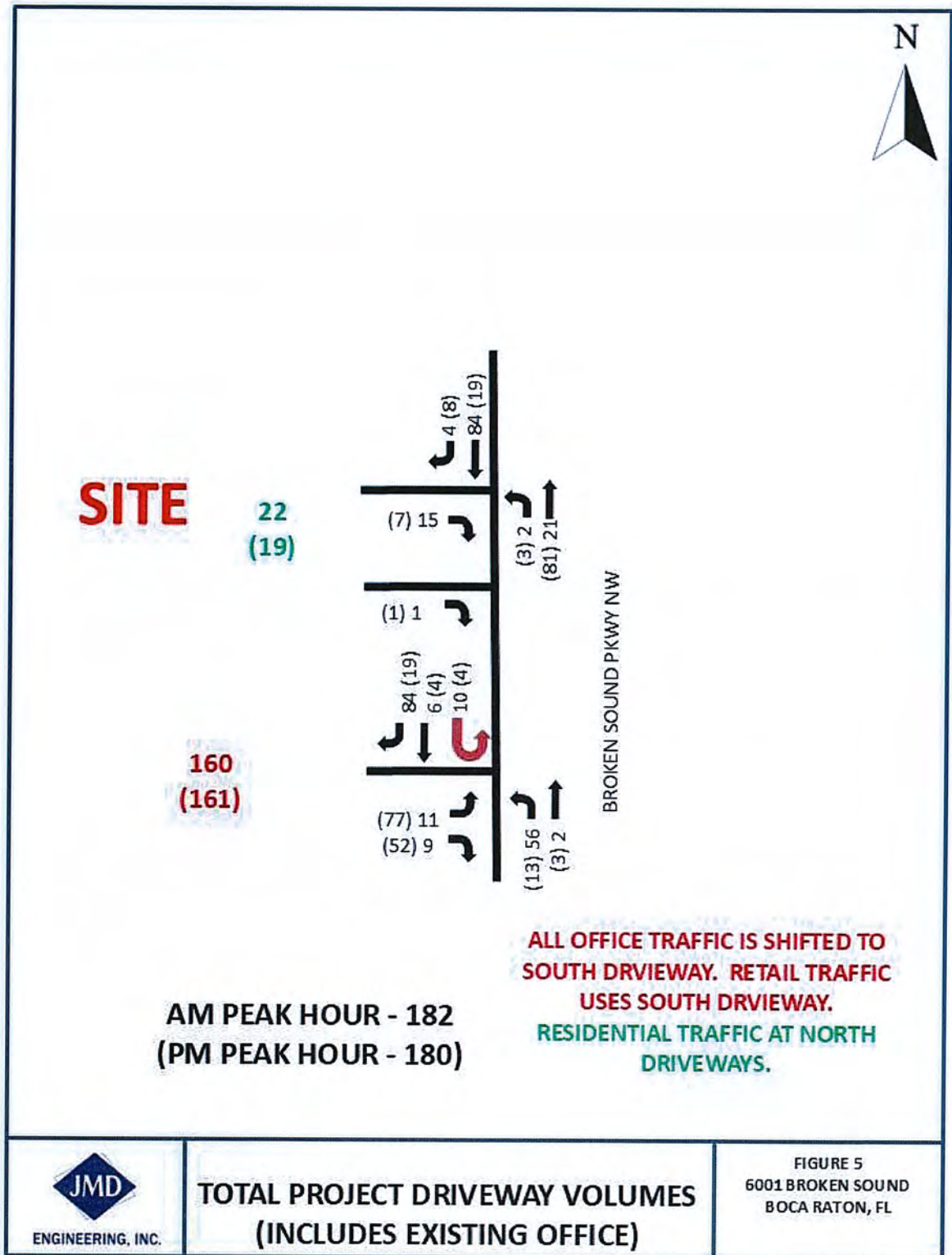
There are currently two driveways to the site. The applicant is proposing a third minor driveway to the site that will be a right out only for merchandise deliveries, food delivery, ridesharing and resident drop-off. The site meets all the requirements of 23-191. In addition, the code states "A joint access driveway shall constitute adequate access for any 2 adjacent plots and shall be encouraged. For a plot where more than 1 driveway is requested, the applicant shall submit a traffic report justifying the need, describing the internal circulation and parking system, and identifying the impact of the development of the plot and its proposed access facilities on the operation of the street system." The following is justification for the additional driveway.

Per the proposed site plan, the site will have the residential on the north side of the property with its exclusive driveways. The office and commercial will have a separate driveway to the south. The retail will be located in front of the commercial building fronting Broken Sound Parkway NW..

The residential and office/commercial have dedicated parking garages with surface parking also provided for the office/commercial. The new driveway will be right out only and separate deliveries and ride share from building resident traffic and therefore improve the functionality and safety. By providing two driveways for the residential, the ability to separate residential and delivery/ride share traffic is achieved. In addition, the egress only provides life/safety with a secondary access that permits police and fire rescue to exit the site without backing out onto Broken Sound Parkway

Given the information provided above, the additional driveway to the site is justified. The total driveway volumes are shown on Figure 5.







LINK ANALYSIS

Peak hour, peak directional project volumes were compared to each roadway link's adopted generalized service volume for Test 1 on Palm Beach County Thoroughfare Roadways within the one half-mile radius of development influence. Note that the roadways adjacent to the site (Broken Sound Parkway and Broken Sound Boulevard) are private roadways owned by the Property Owners' Association (POA) and are not on the County Thoroughfare Plan and are therefore not subject to Test 1 or Test 2 evaluations. However, a Test 1 analysis was also performed on the links of Broken Sound Parkway. Per Article 12 of the ULDC, any links on which the project traffic exceeds 1% of the adopted LOS D service volumes is considered significantly impacted. Table 2 and Table 3 summarize the AM peak hour and PM peak hour significance analyses, respectively. Table 4 and Table 5 summarize the significance test for Broken Sound Parkway. As shown, there are no significant links and Broken Sound Parkway operates within LOS capacity.

INTERSECTION ANALYSIS

Intersection analysis was provided per staff request even though no links are deemed significant from the proposed project. Operational conditions were analyzed using Synchro 12 software and the HCM 7th/ HCM 2000 Edition methodology to determine the delay and LOS for each of the analyzed movements.

Traffic volumes at the studied intersections were analyzed during three distinct scenarios: Existing Conditions, Future Background (2030), and Future Total Conditions (2030).

Existing Conditions: This analysis scenario provides a baseline evaluation of current conditions, based upon traffic volume data collected at the study intersections. As noted previously, the site driveway volumes were adjusted up to reflect 100% occupancy of the existing office.

Future Background Conditions (2030): This analysis scenario includes the baseline traffic volumes adjusted to future year conditions without the project by applying an annually compounding background growth rate plus the traffic from the Atrium, MOA and 900 Broken Sound projects.

Total Conditions (2030): This analysis scenario uses the Future Background (2030) volumes as a baseline and adds new project traffic



generated by site redevelopment. The future total (2030) volumes assume an estimated fully build out condition in year 2030. Please note driveway volumes have been adjusted to reflect the north driveway exclusive for residential and the south driveway exclusive for office and commercial.

Synchro summaries for Existing Conditions, Future Background (2030), and Future Total (2030) are shown in Table 6 and Table 7. Figure 6, Figure 7 and Figure 8 show the volumes of the studied intersections under the Existing Conditions scenario, Future Background (2030) scenario, and Future Total (2030) scenario respectively. SYNCRO output is located in the Appendix.

Data Collection

Baseline traffic count data was collected during the AM peak period (7:00 AM to 9:00 AM) and the PM peak period (4:00 PM to 6:00 PM) at intersections within the study area. Counts are located in the Appendix.



TABLE 2 BERTANI AM PEAK HOUR PROJECT SIGNIFICANCE (20 NET NEW PEAK HOUR TRIPS, 5 IN 15 OUT)										
ROADWAY	FROM	TO	LANES	DIRECTION	CAPACITY	PROJECT TRAFFIC				
						PERCENT ASSIGNMENT	INBOUND OUTBOUND	PEAK HOUR TRIPS	PERCENT IMPACT	SIGNIFICANT IMPACT?
BROKEN SOUND PKWY	Clint Moore Road	Site	4LD	NB	1,770	60%	0	11	0.62%	CITY
			4LD	SB	1,770	60%	1	5	0.28%	CITY
	Site	Broken Sound Blvd NE	4LD	NB	1,770	40%	1	3	0.17%	CITY
			4LD	SB	1,770	40%	0	7	0.40%	CITY
	Broken Sound Blvd NW	Congress Avenue	4LD	EB	1,770	20%	0	3	0.17%	CITY
			4LD	WB	1,770	20%	1	1	0.06%	CITY
BROKEN SOUND BLVD NW	Yamato Road	Broken Sound Pkwy	4LD	NB	1,770	20%	1	1	0.06%	CITY
			4LD	SB	1,770	20%	0	3	0.17%	CITY
MILITARY TRAIL	Linton Blvd	Clint Moore Road	6LD	NB	2,680	10%	0	2	0.07%	NO
			6LD	SB	2,680	10%	1	1	0.04%	NO
	Yamato Road	Clint Moore Road	6LD	NB	2,680	5%	1	1	0.04%	NO
			6LD	SB	2,680	5%	0	1	0.04%	NO
CLINT MOORE ROAD	Jog Rd	Military Trail	6LD	EB	2,680	25%	1	2	0.07%	NO
			6LD	WB	2,680	25%	0	4	0.15%	NO
	Military Trail	Congress Avenue	6LD	EB	2,680	40%	1	2	0.07%	NO
			6LD	WB	2,680	40%	0	6	0.22%	NO
	Congress Avenue	NW 2nd Avenue	4LD	EB	1,860	5%	0	1	0.05%	NO
			4LD	WB	1,860	5%	1	1	0.05%	NO
YAMATO ROAD	Military Trail	Broken Sound Blvd	8LD	EB	3,590	10%	1	1	0.03%	NO
			8LD	WB	3,590	10%	0	2	0.06%	NO
	Broken Sound Blvd	Congress Avenue	8LD	EB	3,590	10%	0	2	0.06%	NO
			8LD	WB	3,590	10%	1	1	0.03%	NO
	Congress Avenue	I-95	8LD	EB	3,590	25%	0	4	0.11%	NO
			8LD	WB	3,590	25%	1	2	0.06%	NO
CONGRESS AVENUE	NW 82 Street	Clint Moore Road	6LD	NB	2,680	15%	0	3	0.11%	NO
			6LD	SB	2,680	15%	1	1	0.04%	NO
	Clint Moore Road	Broken Sound Parkway	6LD	NB	2,680	0%	0	0	0.00%	NO
			6LD	SB	2,680	0%	1	0	0.00%	NO
	Broken Sound Parkway	Yamato Road	6LD	NB	2,680	20%	1	1	0.04%	NO
			6LD	SB	2,680	20%	0	3	0.11%	NO



ROADWAY	FROM	TO	LANES	DIRECTION	CAPACITY	PROJECT TRAFFIC				
						PERCENT ASSIGNMENT	INBOUND OUTBOUND	PEAK HOUR TRIPS	PERCENT IMPACT	SIGNIFICANT IMPACT?
BROKEN SOUND PKWY	Clint Moore Road	Site	4LD	NB	1,770	60%	O	8	0.45%	CITY
			4LD	SB	1,770	60%	I	11	0.62%	CITY
	Site	Broken Sound Blvd NE	4LD	NB	1,770	40%	I	7	0.40%	CITY
			4LD	SB	1,770	40%	O	5	0.28%	CITY
	Broken Sound Blvd NW	Congress Avenue	4LD	EB	1,770	20%	O	2	0.11%	CITY
			4LD	WB	1,770	20%	I	3	0.17%	CITY
BROKEN SOUND BLVD NW	Yamato Road	Broken Sound Pkwy	4LD	NB	1,770	20%	I	3	0.17%	CITY
			4LD	SB	1,770	20%	O	2	0.11%	CITY
MILITARY TRAIL	Linton Blvd	Clint Moore Road	6LD	NB	2,680	10%	O	1	0.04%	NO
			6LD	SB	2,680	10%	I	2	0.07%	NO
	Yamato Road	Clint Moore Road	6LD	NB	2,680	5%	I	1	0.04%	NO
			6LD	SB	2,680	5%	O	1	0.04%	NO
CLINT MOORE ROAD	Jog Rd	Military Trail	6LD	EB	2,680	25%	I	4	0.15%	NO
			6LD	WB	2,680	25%	O	2	0.07%	NO
	Military Trail	Congress Avenue	6LD	EB	2,680	40%	I	6	0.22%	NO
			6LD	WB	2,680	40%	O	3	0.11%	NO
	Congress Avenue	NW 2nd Avenue	4LD	EB	1,860	5%	O	1	0.05%	NO
			4LD	WB	1,860	5%	I	1	0.05%	NO
YAMATO ROAD	Military Trail	Broken Sound Blvd	8LD	EB	3,590	10%	I	2	0.06%	NO
			8LD	WB	3,590	10%	O	1	0.03%	NO
	Broken Sound Blvd	Congress Avenue	8LD	EB	3,590	10%	O	1	0.03%	NO
			8LD	WB	3,590	10%	I	2	0.06%	NO
	Congress Avenue	I-95	8LD	EB	3,590	25%	O	2	0.06%	NO
			8LD	WB	3,590	25%	I	4	0.11%	NO
CONGRESS AVENUE	NW 82 Street	Clint Moore Road	6LD	NB	2,680	15%	O	2	0.07%	NO
			6LD	SB	2,680	15%	I	3	0.11%	NO
	Clint Moore Road	Broken Sound Parkway	6LD	NB	2,680	0%	O	0	0.00%	NO
			6LD	SB	2,680	5%	I	1	0.04%	NO
	Broken Sound Parkway	Yamato Road	6LD	NB	2,680	20%	I	3	0.11%	NO
			6LD	SB	2,680	20%	O	2	0.07%	NO



TABLE 4 BERTANI AT BROKEN SOUND TEST 1 - LEVEL OF SERVICE PEAK HOUR, PEAK DIRECTION ANALYSIS - AM PEAK HOUR (2030)																
ROADWAY TO	FROM	LANES	DIRECTION	LOS	2026 EXISTING CAPACITY	2026 EXISTING VOLUME	HISTORICAL GROWTH RATE	COMMITTED OPTION 1			COMMITTED OPTION 2		MAXIMUM COMMITTED TRAFFIC	PROJECT TRIPS	2030 TOTAL TRIPS	MEETS LOS
								COMMITTED TPS TRAFFIC	1% GROWTH	COMMITTED TRIPS + 1%	MAX GROWTH RATE					
BROKEN SOUND PARKWAY (YEAR 2025 COUNTS)																
SITE	BROKEN SOUND BLVD	4LD	N/S	1,770	143	1.00%	75	6	81	6	81	3	227	YES		
			S	1,770	506	1.00%	56	21	77	21	77	7	590	YES		
SITE	CLINT MOORE ROAD	4LD	N/S	1,770	143	1.00%	75	6	81	6	81	11	235	YES		
			S	1,770	506	1.00%	56	21	77	21	77	5	588	YES		
TABLE 5 BERTANI AT BROKEN SOUND TEST 1 - LEVEL OF SERVICE PEAK HOUR, PEAK DIRECTION ANALYSIS - PM PEAK HOUR (2030)																
ROADWAY TO	FROM	LANES	DIRECTION	LOS	2026 EXISTING CAPACITY	2026 EXISTING VOLUME	HISTORICAL GROWTH RATE	COMMITTED OPTION 1			COMMITTED OPTION 2		MAXIMUM COMMITTED TRAFFIC	PROJECT TRIPS	2030 TOTAL TRIPS	MEETS LOS
								COMMITTED TPS TRAFFIC	1% GROWTH	COMMITTED TRIPS + 1%	MAX GROWTH RATE					
BROKEN SOUND PARKWAY (YEAR 2025 COUNTS)																
SITE	BROKEN SOUND BLVD	4LD	N/S	1,770	516	1.00%	65	23	88	23	88	7	651	YES		
			S	1,770	143	1.00%	70	6	76	6	76	5	224	YES		
SITE	CLINT MOORE ROAD	4LD	N/S	1,770	516	1.00%	65	23	88	23	88	8	652	YES		
			S	1,770	143	1.00%	70	6	76	6	76	11	230	YES		

DIRECTIONAL VOLUMES DERIVED FROM 2026 PEAK SEASON COUNTS AT MILITARY/BROKEN SOUND



TABLE 6
AM SYNCHRO ANALYSIS

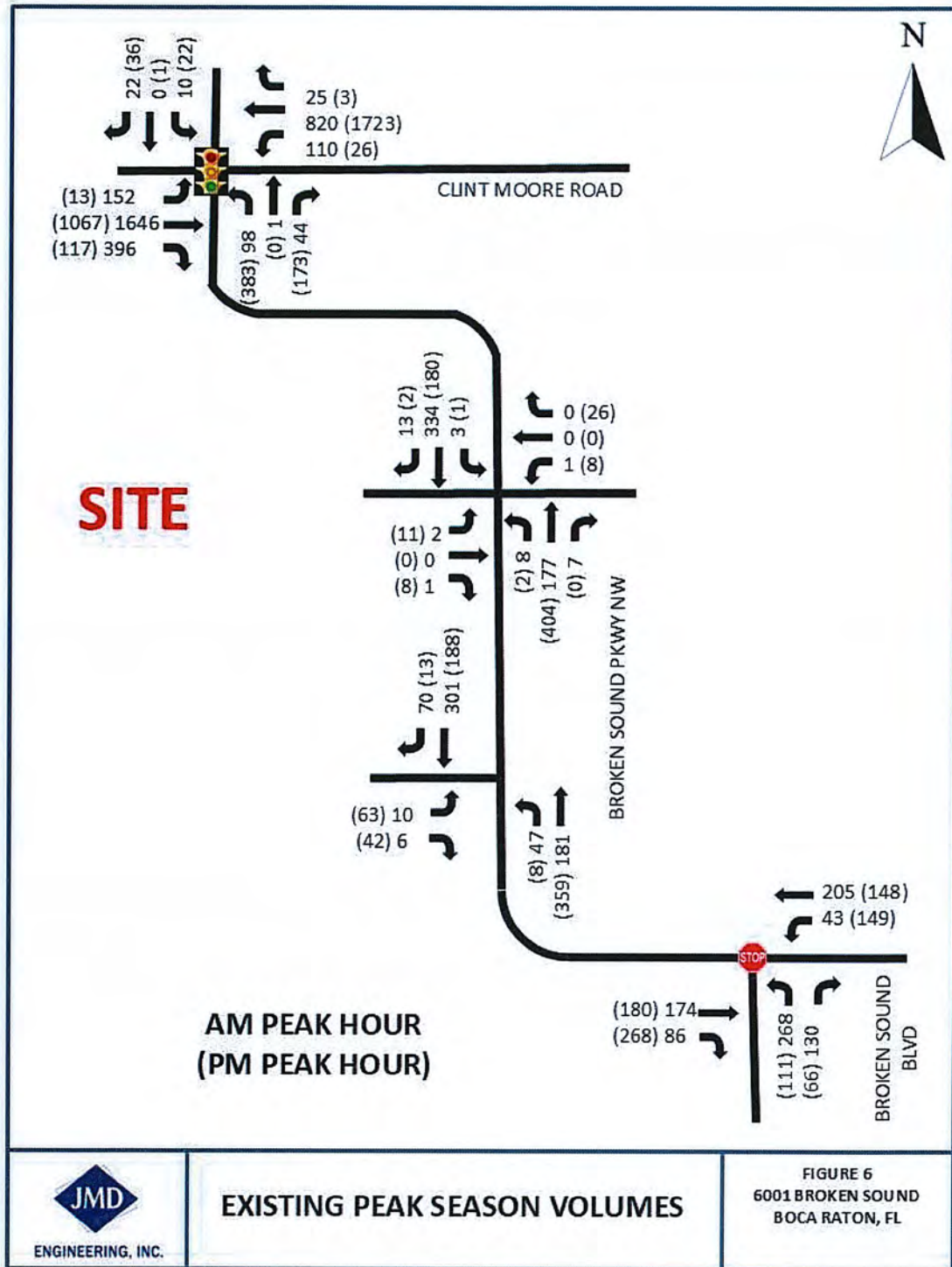
INTERSECTION	CONTROL	MOVEMENT	EXISTING		BACKGROUND		TOTAL	
			DELAY	LOS	DELAY	LOS	DELAY	LOS
CLINT MOORE & BROKEN SOUND PKWY	SIGNAL	EB	16.9	B	20	B	20.4	C
		WB	14.3	B	16.9	B	17.2	B
		NB	87.3	F	86.4	F	86.3	F
		SB	83.1	F	83.4	F	83.4	F
		OVERALL	19.8	B	23.2	C	23.7	C
BROKEN SOUND PKWY & BROKEN SOUND BLVD	AWSC	EB	11.1	B	13.5	B	13.6	B
		WB	11.6	B	13.6	B	13.6	B
		NB	15.5	C	21	C	21.3	C
SOUTH DRIVEWAY & BROKEN SOUND PKWY	TWSC	EBL	14.2	B	15.9	C	16.3	C
		NBL	8.4	A	8.6	A	8.8	A
		SB					0.1	A
NORTH DRIVEWAY & BROKEN SOUND PKWY	TWSC	EBL	12.5	B	14.0	B	N/A	N/A
		WBL	12.5	B	14.0	B	14.6	B
		NBL	8.2	A	8.4	A	8.6	A
		SBL	7.7	A	7.8	A	7.9	A

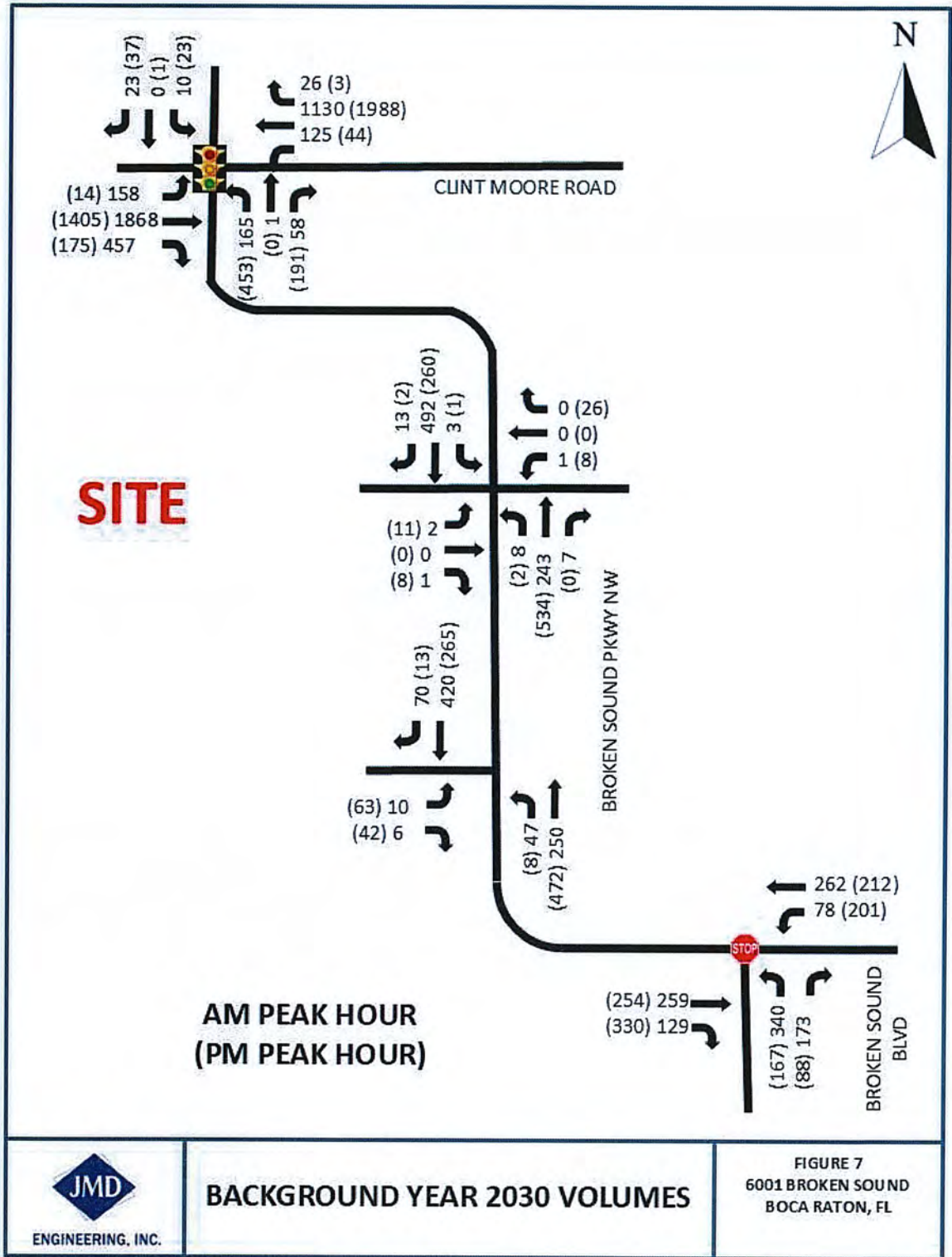
EBL HAS BEEN ELIMINATED AT NORTH DRIVEWAY

TABLE 7
PM SYNCHRO ANALYSIS

INTERSECTION	CONTROL	MOVEMENT	EXISTING		BACKGROUND		TOTAL	
			DELAY	LOS	DELAY	LOS	DELAY	LOS
CLINT MOORE & BROKEN SOUND PKWY	SIGNAL	EB	16.5	B	21.6	C	21.9	C
		WB	19.5	B	24.7	C	24.8	C
		NB	82.9	F	83.9	F	84.1	F
		SB	87.6	F	88.2	F	88.2	F
		OVERALL	29.5	C	33.3	C	33.5	C
BROKEN SOUND PKWY & BROKEN SOUND BLVD	AWSC	EB	16.5	C	16.9	C	17.2	C
		WB	13.9	B	14.8	B	15	B
		NB	12.4	B	13.2	B	13.4	B
SOUTH DRIVEWAY & BROKEN SOUND PKWY	TWSC	EBL	13.5	B	14.2	B	14.8	B
		NBL	7.8	A	7.9	A	7.9	A
		SB					0.1	A
NORTH DRIVEWAY & BROKEN SOUND PKWY	TWSC	EBL	12	B	12.4	B	N/A	N/A
		WBL	11.9	B	12.1	B	12.8	B
		NBL	7.7	A	7.8	A	7.8	A
		SBL	8.5	A	8.6	A	8.8	A

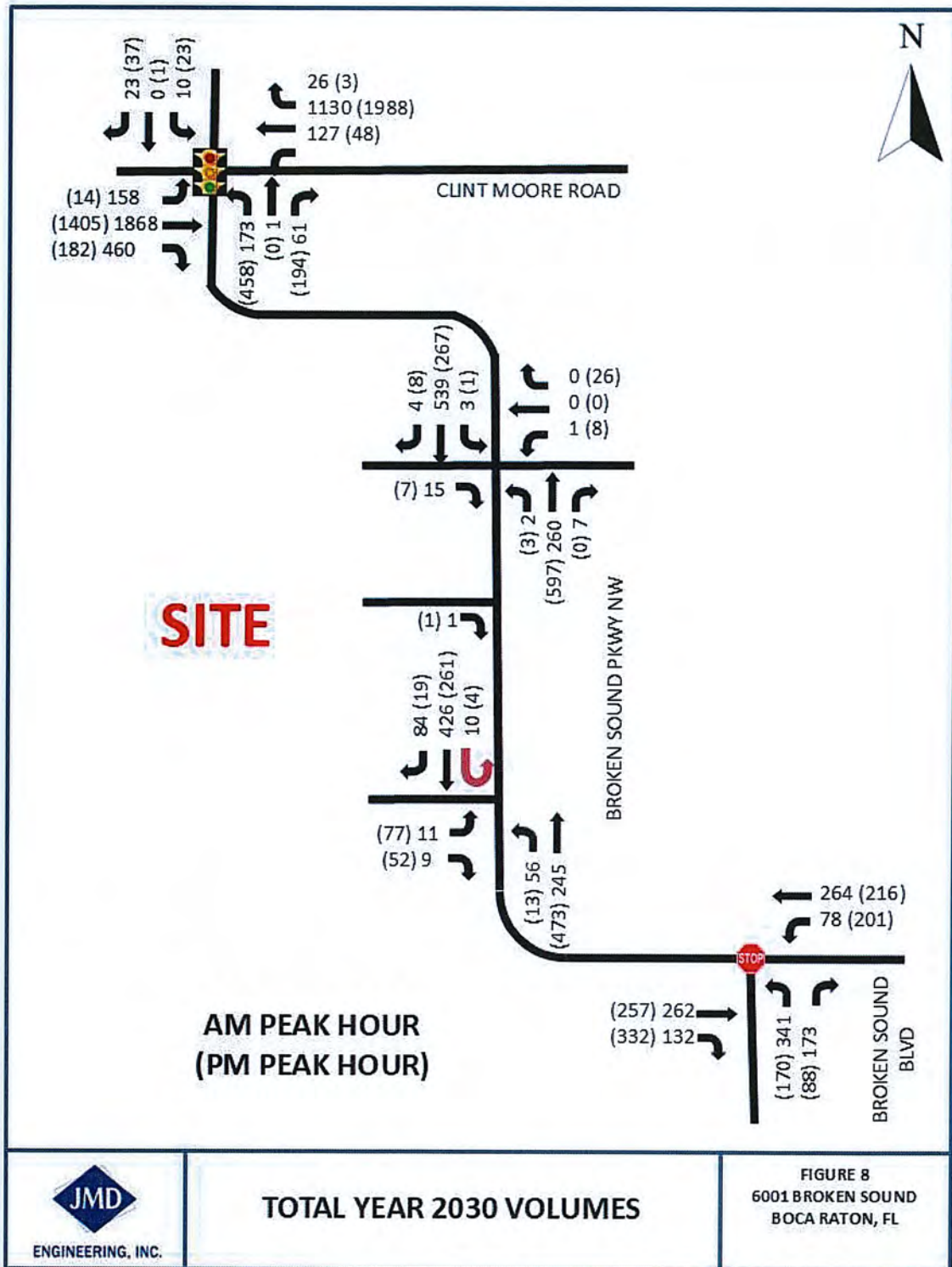
EBL HAS BEEN ELIMINATED AT NORTH DRIVEWAY





ENGINEERING, INC.

BACKGROUND YEAR 2030 VOLUMES





Conclusion

This analysis demonstrates that the proposed Bertani at Broken Sound located at 6001 Broken Sound Parkway meets the requirements of the Traffic Performance Standards Ordinance of Palm Beach County and Boca Raton with the addition of a southbound right turn lane at the southern driveway.

SITE DATA (PAPA)



DOROTHY JACKS
CFA, AAS
Palm Beach County Property Appraiser



Property Detail

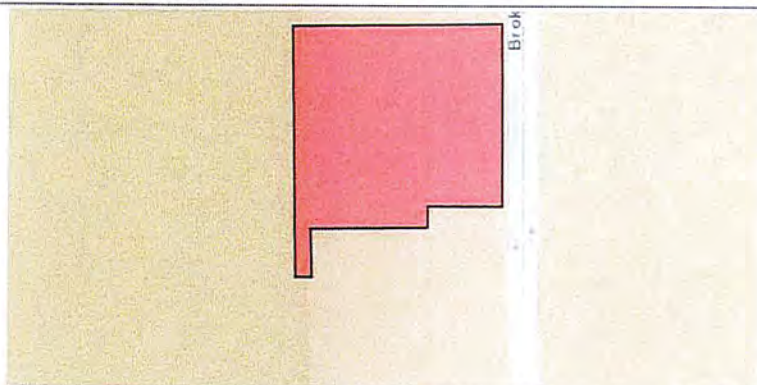
Parcel Control Number: 06-42-47-01-03-013-0020 Location Address: 6001 NW BROKEN SOUND PKWY
 Owners: 6001 BSP ASSOCIATES LTD Municipality: BOCA RATON
 Mailing Address: 6001 BROKEN SOUND PKWY NW STE 400, BOCA RATON FL 33487 2754
 Last Sale: 12/04/2014 Book/Page#: 27209 / 00319 Price: \$13,475,000
 Property Use Code: 1800 - OFFICE BLDG- NON Zoning: LIRP - INDUSTRIAL
 MEDICAL 4 STORIES & UP
 ARVIDA PARK OF COMMERCE
 PL 2 N 38.55 FT OF W 40 FT OF
 PAR M & ARVIDA PARK OF
 COMMERCE PL 4 PB44P110 PAR
 N (LESS SLY 74.42 FT OF ELY
 441.96 FT & NLY 47 FT OF SLY
 121.56 FT OF ELY 173 FT IN
 OR20733P1755)

Legal Description:

Total SF:

103022

Acres 5.09

**2025 Values**

Improvement Value \$17,235,942
 Land Value \$2,569,147
 Total Market Value \$19,805,089
 Assessed Value \$19,805,089
 Exemption Amount \$0
 Taxable Value \$19,805,089

2025 Taxes

Ad Valorem \$336,744
 Non Ad Valorem \$50,654
 Total Tax \$387,398

2025 Qualified Exemptions**Applicants**

All values are as of January 1st each year.

Building Footprint (Building 1)**Subarea and Square Footage (Building 1)**

Description	Area Sq. Footage
LOBBY	1033
OFFICES	7799
OFFICES	16978
OFFICES	17018
OFFICES	17090
OFFICES	35242
OFFICES	7862
Total Square Footage :	103022

Extra Features

Description	Year Built	Unit
Wall	1988	372
Patio	1988	2698
Paving- Asphalt	1988	122080
Walkway-Concrete	1988	4843

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

Structural Details (Building 1)

Description	
1 Year Built	1988
2 OFFICE H-R SST	103022

COUNTS

2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 9301 CEN.-W OF US1 TO SR7

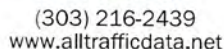
WEEK	DATES	SF	MOCF: 0.96 PSCF
1	01/01/2024 - 01/06/2024	0.99	1.03
2	01/07/2024 - 01/13/2024	1.00	1.04
3	01/14/2024 - 01/20/2024	1.01	1.05
4	01/21/2024 - 01/27/2024	1.00	1.04
5	01/28/2024 - 02/03/2024	0.98	1.02
* 6	02/04/2024 - 02/10/2024	0.97	1.01
* 7	02/11/2024 - 02/17/2024	0.95	0.99
* 8	02/18/2024 - 02/24/2024	0.95	0.99
* 9	02/25/2024 - 03/02/2024	0.96	1.00
*10	03/03/2024 - 03/09/2024	0.96	1.00
*11	03/10/2024 - 03/16/2024	0.97	1.01
*12	03/17/2024 - 03/23/2024	0.96	1.00
*13	03/24/2024 - 03/30/2024	0.96	1.00
*14	03/31/2024 - 04/06/2024	0.96	1.00
*15	04/07/2024 - 04/13/2024	0.96	1.00
*16	04/14/2024 - 04/20/2024	0.96	1.00
*17	04/21/2024 - 04/27/2024	0.97	1.01
*18	04/28/2024 - 05/04/2024	0.98	1.02
19	05/05/2024 - 05/11/2024	0.99	1.03
20	05/12/2024 - 05/18/2024	1.00	1.04
21	05/19/2024 - 05/25/2024	1.01	1.05
22	05/26/2024 - 06/01/2024	1.02	1.06
23	06/02/2024 - 06/08/2024	1.03	1.07
24	06/09/2024 - 06/15/2024	1.05	1.09
25	06/16/2024 - 06/22/2024	1.05	1.09
26	06/23/2024 - 06/29/2024	1.06	1.10
27	06/30/2024 - 07/06/2024	1.07	1.11
28	07/07/2024 - 07/13/2024	1.08	1.13
29	07/14/2024 - 07/20/2024	1.09	1.14
30	07/21/2024 - 07/27/2024	1.07	1.11
31	07/28/2024 - 08/03/2024	1.05	1.09
32	08/04/2024 - 08/10/2024	1.04	1.08
33	08/11/2024 - 08/17/2024	1.02	1.06
34	08/18/2024 - 08/24/2024	1.02	1.06
35	08/25/2024 - 08/31/2024	1.02	1.06
36	09/01/2024 - 09/07/2024	1.02	1.06
37	09/08/2024 - 09/14/2024	1.02	1.06
38	09/15/2024 - 09/21/2024	1.02	1.06
39	09/22/2024 - 09/28/2024	1.02	1.06
40	09/29/2024 - 10/05/2024	1.02	1.06
41	10/06/2024 - 10/12/2024	1.01	1.05
42	10/13/2024 - 10/19/2024	1.01	1.05
43	10/20/2024 - 10/26/2024	1.01	1.05
44	10/27/2024 - 11/02/2024	1.00	1.04
45	11/03/2024 - 11/09/2024	1.00	1.04
46	11/10/2024 - 11/16/2024	1.00	1.04
47	11/17/2024 - 11/23/2024	0.99	1.03
48	11/24/2024 - 11/30/2024	0.99	1.03
49	12/01/2024 - 12/07/2024	0.99	1.03
50	12/08/2024 - 12/14/2024	0.99	1.03
51	12/15/2024 - 12/21/2024	0.99	1.03
52	12/22/2024 - 12/28/2024	1.00	1.04
53	12/29/2024 - 12/31/2024	1.01	1.05

* PEAK SEASON

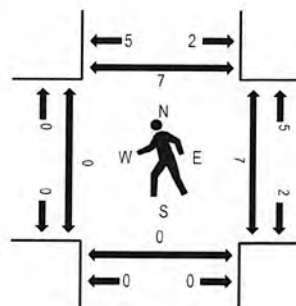
04-MAR-2025 16:32:53

830UPD

4_9301_PKSEASON.TXT



Peak 15-Minutes: 08:45 AM - 09:00 AM



	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		3.2%				1.7%				0.5%				0.0%			1.6%
Heavy Vehicle %	0.0%	0.0%	4.2%	1.2%	0.0%	2.4%	1.5%	0.0%	0.0%	0.4%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	1.6%
Peak Hour Factor		0.88				0.82				0.83				0.00			0.86
Peak Hour Factor	0.00	0.00	0.85	0.86	0.00	0.65	0.79	0.00	0.81	0.86	0.00	0.78	0.00	0.00	0.00	0.00	0.86

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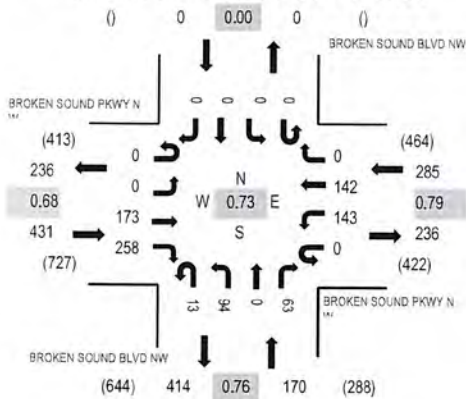
Location: 2 BROKEN SOUND BLVD NW & BROKEN SOUND PKWY NW PM

Date: Tuesday, May 13, 2025

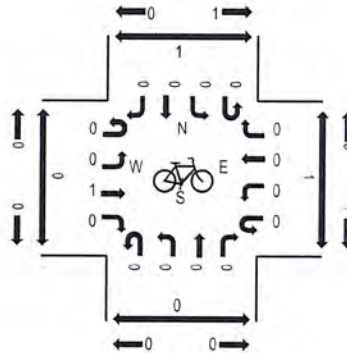
Peak Hour: 04:45 PM - 05:45 PM

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

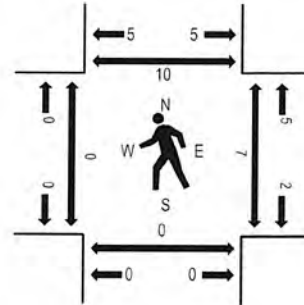
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BROKEN SOUND PKWY NMBROKEN SOUND PKWY NW				BROKEN SOUND BLVD NW				BROKEN SOUND BLVD NW				Total	Rolling Hour	Pedestrian Crossings							
	Eastbound		Westbound		Northbound		Southbound		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	1	0	33	34	0	22	35	0	1	25	0	6	0	0	0	0	157	643	0	3	0	3
4:15 PM	0	0	34	35	0	16	23	0	0	14	0	13	0	0	0	0	135	790	0	0	0	0
4:30 PM	0	0	42	46	0	23	24	0	1	20	0	14	0	0	0	0	170	846	0	0	0	0
4:45 PM	0	0	38	48	0	30	29	0	3	22	0	11	0	0	0	0	181	886	0	0	0	2
5:00 PM	0	0	64	94	0	41	49	0	4	30	0	22	0	0	0	0	304	836	0	2	0	1
5:15 PM	0	0	30	59	0	30	32	0	2	20	0	18	0	0	0	0	191		0	0	0	4
5:30 PM	0	0	41	57	0	42	32	0	4	22	0	12	0	0	0	0	210		0	5	0	3
5:45 PM	0	0	31	40	0	11	25	0	1	10	0	13	0	0	0	0	131		0	2	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	168	258	0	143	140	0	13	93	0	61	0	0	0	0	876
Mediums	0	0	5	0	0	0	2	0	0	1	0	2	0	0	0	0	10
Total	0	0	173	258	0	143	142	0	13	94	0	63	0	0	0	0	886

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		1.2%				0.7%				1.8%				0.0%			1.1%
Heavy Vehicle %	0.0%	0.0%	2.9%	0.0%	0.0%	0.0%	1.4%	0.0%	0.0%	1.1%	0.0%	3.2%	0.0%	0.0%	0.0%	0.0%	1.1%
Peak Hour Factor		0.68				0.79				0.76				0.00			0.73
Peak Hour Factor	0.25	0.00	0.70	0.69	0.00	0.85	0.72	0.00	0.81	0.78	0.00	0.74	0.00	0.00	0.00	0.00	0.73



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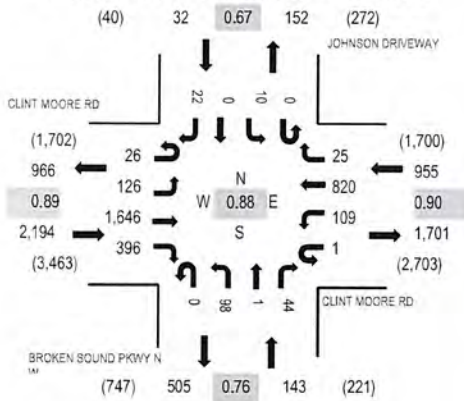
Location: 1 BROKEN SOUND PKWY NW & CLINT MOORE RD AM

Date: Thursday, March 5, 2026

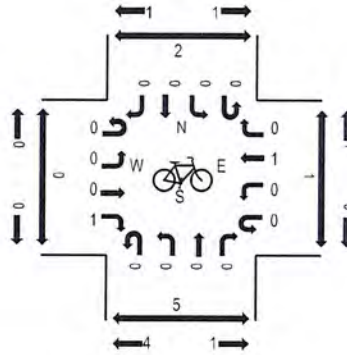
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

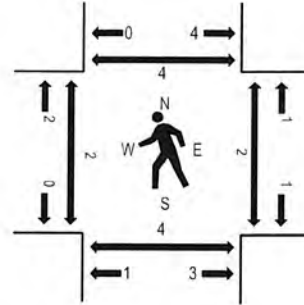
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CLINT MOORE RD Eastbound				CLINT MOORE RD Westbound				BROKEN SOUND PKWY NW Northbound				JOHNSON DRIVEWAY 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	2	15	186	29	0	10	132	1	0	9	0	8	0	0	0	0	392	2,100	0	0	1	0
7:15 AM	1	25	208	43	0	14	140	1	0	11	0	5	0	1	0	0	449	2,482	0	0	0	0
7:30 AM	5	28	254	49	0	11	218	6	0	11	0	15	0	2	0	1	600	2,830	1	0	0	0
7:45 AM	5	35	310	74	0	12	191	9	0	9	0	10	0	3	0	1	659	3,043	0	0	0	0
8:00 AM	5	29	374	107	1	20	202	7	0	20	1	4	0	4	0	0	774	3,324	0	1	2	1
8:15 AM	6	43	393	88	0	24	198	5	0	20	0	14	0	0	0	6	797		1	0	1	1
8:30 AM	6	26	406	92	0	29	200	5	0	30	0	7	0	2	0	10	813		1	1	1	1
8:45 AM	9	28	473	109	0	36	220	8	0	28	0	19	0	4	0	6	940		0	0	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	14
Lights	26	126	1,627	384	1	109	796	25	0	94	1	44	0	10	0	22	3,265
Mediums	0	0	12	12	0	0	17	0	0	4	0	0	0	0	0	0	45
Total	26	126	1,646	396	1	109	820	25	0	98	1	44	0	10	0	22	3,324

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	1.4%				2.5%				2.8%				0.0%				1.8%
Heavy Vehicle %	0.0%	0.0%	1.2%	3.0%	0.0%	0.0%	2.9%	0.0%	0.0%	4.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%
Peak Hour Factor	0.89				0.90				0.76				0.67				0.88
Peak Hour Factor	0.72	0.78	0.87	0.91	0.25	0.76	0.93	0.75	0.00	0.82	0.25	0.58	0.00	0.63	0.00	0.55	0.88



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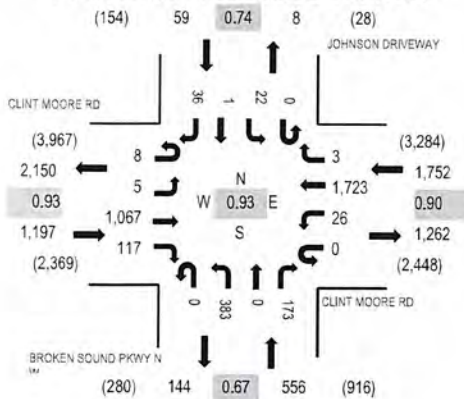
Location: 1 BROKEN SOUND PKWY NW & CLINT MOORE RD PM

Date: Thursday, March 5, 2026

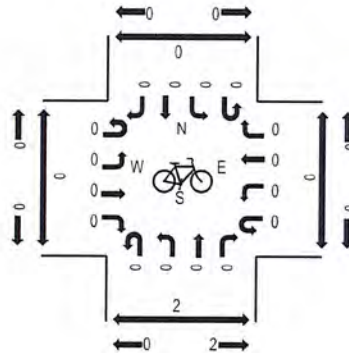
Peak Hour: 04:45 PM - 05:45 PM

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

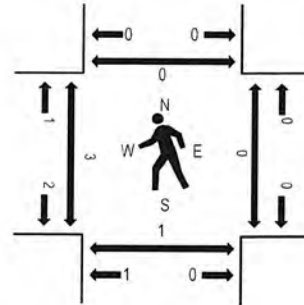
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CLINT MOORE RD				CLINT MOORE RD				BROKEN SOUND PKWY NW				JOHNSON DRIVEWAY				Rolling Hour	Pedestrian Crossings				
	Eastbound				Westbound				Northbound				Southbound					Total	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	3	6	249	27	1	7	404	0	0	61	0	29	0	14	0	14	815	3,212	0	0	0	0
4:15 PM	3	4	262	23	0	7	380	1	0	50	0	29	0	12	0	16	787	3,358	0	0	0	0
4:30 PM	3	6	250	23	0	9	357	0	0	74	0	29	0	11	0	24	786	3,532	0	0	0	0
4:45 PM	1	0	261	26	0	5	412	1	0	77	0	29	0	7	0	5	824	3,564	0	0	1	0
5:00 PM	1	2	268	34	0	8	409	2	0	146	0	62	0	7	1	21	961	3,511	1	0	0	0
5:15 PM	3	2	295	30	0	9	478	0	0	92	0	43	0	3	0	6	961		0	0	0	0
5:30 PM	3	1	243	27	0	4	424	0	0	68	0	39	0	5	0	4	818		2	0	0	0
5:45 PM	2	3	273	35	0	5	361	0	0	64	0	24	0	3	0	1	771		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	2	0	0	1	0	0	0	0	0	0	4
Lights	8	5	1,050	113	0	26	1,717	3	0	382	0	172	0	22	1	36	3,535
Mediums	0	0	16	4	0	0	4	0	0	0	0	1	0	0	0	0	25
Total	8	5	1,067	117	0	26	1,723	3	0	383	0	173	0	22	1	36	3,564

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	1.8%				0.3%				0.4%				0.0%				0.8%
Heavy Vehicle %	0.0%	0.0%	1.6%	3.4%	0.0%	0.0%	0.3%	0.0%	0.0%	0.3%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.8%
Peak Hour Factor	0.93				0.90				0.67				0.74				0.93
Peak Hour Factor	0.83	0.67	0.91	0.90	0.25	0.86	0.90	0.50	0.00	0.67	0.00	0.70	0.00	0.79	0.25	0.69	0.93



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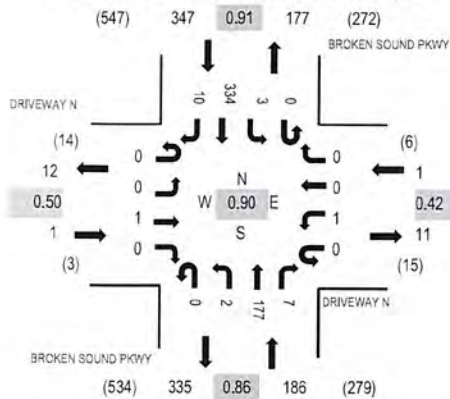
Location: 1 BROKEN SOUND PKWY & DRIVEWAY N AM

Date: Tuesday, March 10, 2026

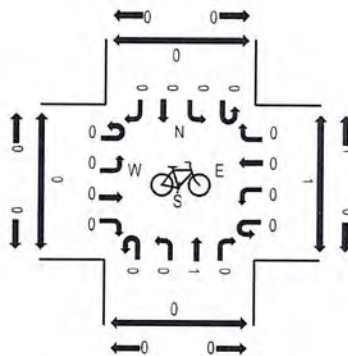
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

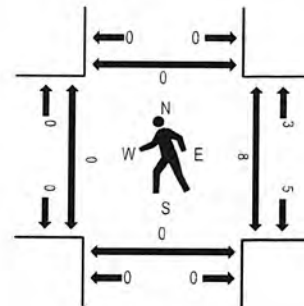
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DRIVEWAY N Eastbound				DRIVEWAY N Westbound				BROKEN SOUND PKWY Northbound				BROKEN SOUND PKWY Southbound				Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		Total	West	East	South	North
7:00 AM	0	0	0	1	0	0	0	0	0	0	12	0	0	0	34	0	47	300	0	2	0	0
7:15 AM	0	0	0	0	0	0	0	3	0	0	11	0	0	1	37	1	53	370	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	1	0	0	34	1	0	1	51	0	89	443	0	0	0	0
7:45 AM	0	0	0	1	0	0	0	0	0	0	34	1	0	0	74	1	111	497	0	2	0	0
8:00 AM	0	0	1	0	0	0	0	0	0	1	34	1	0	1	77	2	117	535	0	6	0	0
8:15 AM	0	0	0	0	0	1	0	0	0	1	43	0	0	1	77	3	126		0	2	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	51	1	0	0	91	0	143		0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	49	5	0	1	89	5	149		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	1	0	0	1	0	0	0	2	175	7	0	3	328	10	527
Mediums	0	0	0	0	0	0	0	0	0	0	2	0	0	0	6	0	8
Total	0	0	1	0	0	1	0	0	0	2	177	7	0	3	334	10	535

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%				0.0%				1.1%				1.7%				1.5%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	1.8%	0.0%	1.5%
Peak Hour Factor	0.50				0.42				0.86				0.91				0.90
Peak Hour Factor	0.00	0.00	0.25	0.50	0.00	0.50	0.00	0.33	0.00	0.50	0.87	0.35	0.00	0.75	0.92	0.50	0.90



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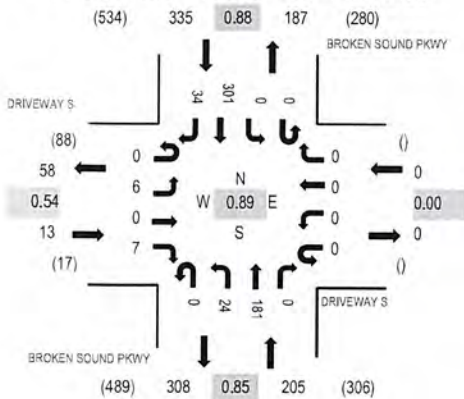
Location: 2 BROKEN SOUND PKWY & DRIVEWAY S AM

Date: Tuesday, March 10, 2026

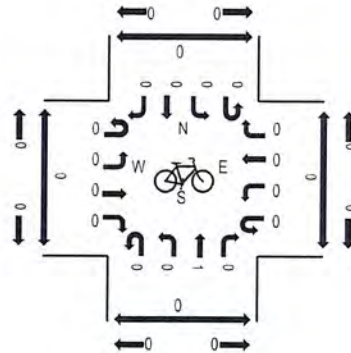
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:30 AM - 08:45 AM

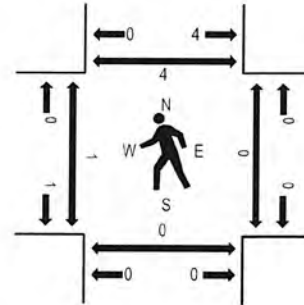
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DRIVEWAY S Eastbound				DRIVEWAY S Westbound				BROKEN SOUND PKWY Northbound				BROKEN SOUND PKWY Southbound				Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		Total	West	East	South	North
7:00 AM	0	0	0	0	0	0	0	0	0	1	12	0	0	0	31	3	47	304	1	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	10	0	0	0	36	2	49	376	0	0	0	0
7:30 AM	0	1	0	1	0	0	0	0	0	3	34	0	0	0	47	5	91	454	0	0	0	0
7:45 AM	0	1	0	0	0	0	0	0	0	7	34	0	0	0	66	9	117	519	0	0	0	0
8:00 AM	0	0	0	1	0	0	0	0	0	5	36	0	0	0	66	11	119	553	1	0	0	0
8:15 AM	0	3	0	3	0	0	0	0	0	4	42	0	0	0	68	7	127		0	0	0	1
8:30 AM	0	1	0	2	0	0	0	0	0	8	50	0	0	0	90	5	156		0	0	0	2
8:45 AM	0	2	0	1	0	0	0	0	0	7	53	0	0	0	77	11	151		0	0	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	6	0	7	0	0	0	0	0	23	179	0	0	0	295	34	544
Mediums	0	0	0	0	0	0	0	0	0	1	2	0	0	0	6	0	9
Total	0	6	0	7	0	0	0	0	0	24	181	0	0	0	301	34	553

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%				0.0%				1.5%				1.8%				1.6%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.2%	1.1%	0.0%	0.0%	0.0%	2.0%	0.0%	1.6%
Peak Hour Factor	0.54				0.00				0.85				0.88				0.89
Peak Hour Factor	0.00	0.50	0.00	0.58	0.00	0.00	0.00	0.00	0.00	0.75	0.85	0.00	0.00	0.00	0.84	0.77	0.89



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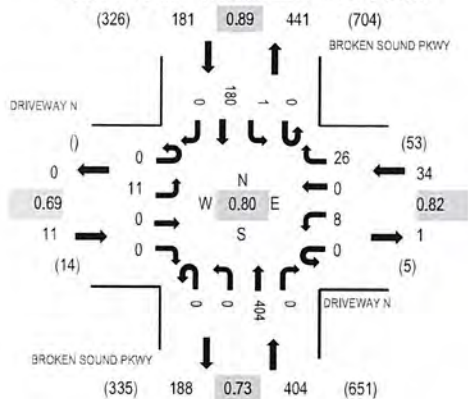
Location: 1 BROKEN SOUND PKWY & DRIVEWAY N PM

Date: Tuesday, March 10, 2026

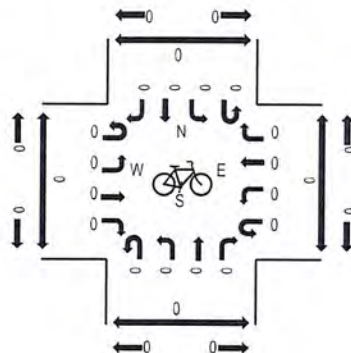
Peak Hour: 04:30 PM - 05:30 PM

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

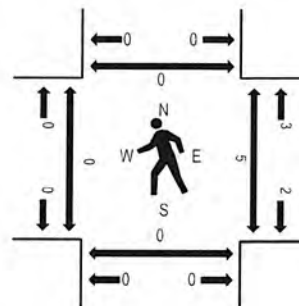
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DRIVEWAY N Eastbound				DRIVEWAY N Westbound				BROKEN SOUND PKWY Northbound				BROKEN SOUND PKWY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	0	0	0	0	0	0	0	72	0	0	0	37	0	109	444	0	4	0	0
4:15 PM	0	2	0	1	0	0	0	2	0	0	41	1	0	0	31	0	78	533	0	5	0	0
4:30 PM	0	1	0	0	0	1	0	8	0	0	78	0	0	0	51	0	139	630	0	0	0	0
4:45 PM	0	4	0	0	0	2	0	4	0	0	76	0	0	1	31	0	118	614	0	2	0	0
5:00 PM	0	3	0	0	0	0	0	8	0	0	138	0	0	0	49	0	198	600	0	2	0	0
5:15 PM	0	3	0	0	0	5	0	6	0	0	112	0	0	0	49	0	175		0	1	0	0
5:30 PM	0	0	0	0	0	0	0	8	0	0	68	0	0	3	44	0	123		0	0	0	0
5:45 PM	0	0	0	0	0	4	0	5	0	0	65	0	0	0	30	0	104		0	8	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
Lights	0	11	0	0	0	8	0	26	0	0	401	0	0	1	174	0	621
Mediums	0	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	7
Total	0	11	0	0	0	8	0	26	0	0	404	0	0	1	180	0	630

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%				0.0%				0.7%				3.3%				1.4%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	3.3%	0.0%	1.4%
Peak Hour Factor	0.69				0.82				0.73				0.89				0.80
Peak Hour Factor	0.00	0.69	0.00	0.25	0.00	0.45	0.00	0.84	0.00	0.00	0.73	0.25	0.00	0.33	0.88	0.00	0.80

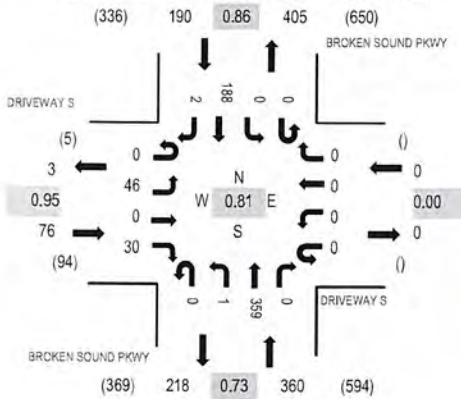
Location: 2 BROKEN SOUND PKWY & DRIVEWAY S PM

Date: Tuesday, March 10, 2026

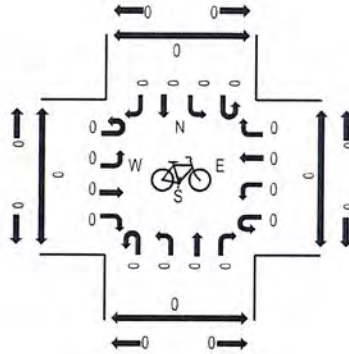
Peak Hour: 04:30 PM - 05:30 PM

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

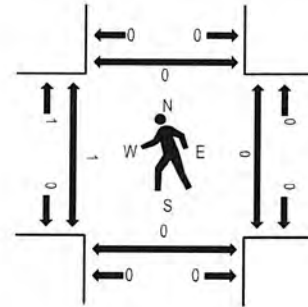
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DRIVEWAY S Eastbound				DRIVEWAY S Westbound				BROKEN SOUND PKWY Northbound				BROKEN SOUND PKWY Southbound				Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		Total	West	East	South	North
4:00 PM	0	6	0	3	0	0	0	0	0	1	65	0	0	0	35	1	111	444	0	0	0	0
4:15 PM	0	2	0	1	0	0	0	0	0	0	40	0	0	0	32	0	75	527	0	0	0	1
4:30 PM	0	11	0	6	0	0	0	0	0	1	67	0	0	0	50	1	136	626	0	0	0	0
4:45 PM	0	8	0	12	0	0	0	0	0	0	68	0	0	0	34	0	122	612	1	0	0	0
5:00 PM	0	13	0	6	0	0	0	0	0	0	125	0	0	0	49	1	184	580	0	0	0	0
5:15 PM	0	14	0	6	0	0	0	0	0	0	99	0	0	0	55	0	174		0	0	0	0
5:30 PM	0	3	0	2	0	0	0	0	0	0	74	0	0	0	43	0	122		0	0	0	0
5:45 PM	0	1	0	0	0	0	0	0	0	0	54	0	0	0	35	0	90		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
Lights	0	46	0	30	0	0	0	0	0	1	356	0	0	0	182	2	617
Mediums	0	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	7
Total	0	46	0	30	0	0	0	0	0	1	359	0	0	0	188	2	626

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%				0.0%				0.8%				3.2%				1.4%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	3.2%	0.0%	1.4%
Peak Hour Factor	0.95				0.00				0.73				0.86				0.81
Peak Hour Factor	0.00	0.82	0.00	0.63	0.00	0.00	0.00	0.00	0.00	0.50	0.73	0.00	0.00	0.00	0.85	0.50	0.81

VOLUME DEVELOPMENT WORKSHEETS

INTERSECTION DEVELOPMENT WORKSHEET
BERTANI
BROKEN SOUND PARKWAY & CLINT MOORE ROAD
Existing Geometry

Growth Rate = 1.00%
Peak Season = 1 1
Buildout Year = 2030 2030
Years = 4 4

AM Peak Hour												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 03/5/26	98	1	44	10	0	22	152	1,646	396	110	820	25
Peak Season Volume	98	1	44	10	0	22	152	1,646	396	110	820	25
Traffic Volume Growth	4	0	2	0	0	1	6	67	16	4	33	1
TPS Committed Traffic	0	0	0	0	0	0	0	155	0	0	277	0
Committed Development (MOA+900+Atrium)	63	0	12	0	0	0	0	0	45	11	0	0
1% Traffic Volume Growth	4	0	2	0	0	1	6	67	16	4	33	1
Committed + 1% Growth	67	0	14	0	0	1	6	222	61	15	310	1
Max (Committed + 1% or Historic Growth)	67	0	14	0	0	1	6	222	61	15	310	1
	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Volumes	165	1	58	10	0	23	158	1,868	457	125	1,130	26
Project Traffic	8	0	3	0	0	0	0	0	3	2	0	0
Total Traffic	173	1	61	10	0	23	158	1,868	460	127	1,130	26
PM Peak Hour												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 03/5/26	383	0	173	22	1	36	13	1,067	117	26	1,723	3
Peak Season Volume	383	0	173	22	1	36	13	1,067	117	26	1,723	3
Traffic Volume Growth	16	0	7	1	0	1	1	43	5	1	70	0
TPS Committed Traffic	0	0	0	0	0	0	0	295	0	0	195	0
Committed Development (MOA+900+Atrium)	54	0	11	0	0	0	0	0	53	17	0	0
1% Traffic Volume Growth	16	0	7	1	0	1	1	43	5	1	70	0
Committed + 1% Growth	70	0	18	1	0	1	1	338	58	18	265	0
Max (Committed + 1% or Historic Growth)	70	0	18	1	0	1	1	338	58	18	265	0
	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Volumes	453	0	191	23	1	37	14	1,405	175	44	1,988	3
Project Traffic	5	0	3	0	0	0	0	0	7	4	0	0
Total Traffic	458	0	194	23	1	37	14	1,405	182	48	1,988	3

INTERSECTION DEVELOPMENT WORKSHEET
BERTANI
BROKEN SOUND & NORTH DRIVEWAY
Existing Geometry (NO PROJECT)

Growth Rate = 1.00%
Peak Season = 1 1
Buildout Year = 2030 2030
Years = 4 4

AM Peak Hour												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 03/10/26	8	181	7	3	370	13	2	0	1	1	0	0
Peak Season Volume	8	181	7	3	370	13	2	0	1	1	0	0
Traffic Volume Growth	0	7	0	0	15	0	0	0	0	0	0	0
Committed Development (MOA+900+Atrium)	0	55	0	0	107	0	0	0	0	0	0	0
1% Traffic Volume Growth	0	7	0	0	15	0	0	0	0	0	0	0
Committed + 1% Growth	0	62	0	0	122	0	0	0	0	0	0	0
Max (Committed + 1% or Historic Growth)	0	62	0	0	122	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Volumes	8	243	7	3	492	13	2	0	1	1	0	0
DRIVEWAY TURNS PER ITE TRIP GEN AS SHOWN IN FIG 3A.												
NB THRU 177-6+10 = 181. SB THRU 334-34+70 =370												
PM Peak Hour												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 03/10/26	2	421	0	1	191	2	11	0	8	8	0	26
Peak Season Volume	2	421	0	1	191	2	11	0	8	8	0	26
Traffic Volume Growth	0	17	0	0	8	0	0	0	0	0	0	0
Committed Development (MOA+900+Atrium)	0	96	0	0	61	0	0	0	0	0	0	0
1% Traffic Volume Growth	0	17	0	0	8	0	0	0	0	0	0	0
Committed + 1% Growth	0	113	0	0	69	0	0	0	0	0	0	0
Max (Committed + 1% or Historic Growth)	0	113	0	0	69	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Volumes	2	534	0	1	260	2	11	0	8	8	0	26

INTERSECTION DEVELOPMENT WORKSHEET

BERTANI

BROKEN SOUND & NORTH DRIVEWAY

Existing Geometry (WITH PROJECT)

Growth Rate = 1.00%
 Peak Season = 1 1
 Buildout Year = 2030 2030
 Years = 4 4

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 03/10/26	0	177	7	3	334	0	0	0	0	1	0	0
Peak Season Volume	0	177	7	3	334	0	0	0	0	1	0	0
Traffic Volume Growth	0	7	0	0	14	0	0	0	0	0	0	0
Committed Development (MOA+900+Atrium)	0	55	0	0	107	0	0	0	0	0	0	0
1% Traffic Volume Growth	0	7	0	0	14	0	0	0	0	0	0	0
Committed + 1% Growth	0	62	0	0	121	0	0	0	0	0	0	0
Max (Committed + 1% or Historic Growth)	0	62	0	0	121	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	0	239	7	3	455	0	0	0	0	1	0	0
All Office shifted to S D/W.												
Total Project Traffic	2	21	0	0	84	4	0	0	15	0	0	0
Total Traffic	2	260	7	3	539	4	0	0	15	1	0	0

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 03/10/26	0	404	0	1	180	0	0	0	0	8	0	26
Peak Season Volume	0	404	0	1	180	0	0	0	0	8	0	26
Traffic Volume Growth	0	16	0	0	7	0	0	0	0	0	0	0
Committed Development (MOA+900+Atrium)	0	96	0	0	61	0	0	0	0	0	0	0
1% Traffic Volume Growth	0	16	0	0	7	0	0	0	0	0	0	0
Committed + 1% Growth	0	112	0	0	68	0	0	0	0	0	0	0
Max (Committed + 1% or Historic Growth)	0	112	0	0	68	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	0	516	0	1	248	0	0	0	0	8	0	26
All Office shifted to S D/W.												
Total Project Traffic	3	81	0	0	19	8	0	0	7	0	0	0
Total Traffic	3	597	0	1	267	8	0	0	7	8	0	26

EXISTING DW TURN VOLUMES SET TO ZERO TO AVOID DOUBLE COUNTING

INTERSECTION DEVELOPMENT WORKSHEET

BERTANI

BROKEN SOUND & SOUTH DRIVEWAY

Existing Geometry (NO PROJECT)

Growth Rate = 1.00%
 Peak Season = 1 1
 Buildout Year = 2030 2030
 Years = 4 4

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 03/10/26	47	187	0	0	301	70	10	0	6	0	0	0
Peak Season Volume	47	187	0	0	301	70	10	0	6	0	0	0
Traffic Volume Growth	0	8	0	0	12	0	0	0	0	0	0	0
Committed Development (MOA+900+Atrium)	0	55	0	0	107	0	0	0	0	0	0	0
1% Traffic Volume Growth	0	8	0	0	12	0	0	0	0	0	0	0
Committed + 1% Growth	0	63	0	0	119	0	0	0	0	0	0	0
Max (Committed + 1% or Historic Growth)	0	63	0	0	119	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Volumes	47	250	0	0	420	70	10	0	6	0	0	0

DRIVEWAY TURNS PER ITE TRIP GEN AS SHOWN IN FIG 3A.

NB THRU 181-2+8 = 187. SB THRU 301-1+1 = 301

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 03/10/26	8	361	0	0	196	13	63	0	42	0	0	0
Peak Season Volume	8	361	0	0	196	13	63	0	42	0	0	0
Traffic Volume Growth	0	15	0	0	8	0	0	0	0	0	0	0
Committed Development (MOA+900+Atrium)	0	96	0	0	61	0	0	0	0	0	0	0
1% Traffic Volume Growth	0	15	0	0	8	0	0	0	0	0	0	0
Committed + 1% Growth	0	111	0	0	69	0	0	0	0	0	0	0
Max (Committed + 1% or Historic Growth)	0	111	0	0	69	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Volumes	8	472	0	0	265	13	63	0	42	0	0	0

INTERSECTION DEVELOPMENT WORKSHEET

BERTANI

BROKEN SOUND & SOUTH DRIVEWAY

Existing Geometry (WITH PROJECT)

Growth Rate = 1.00%
 Peak Season = 1 1
 Buildout Year = 2030 2030
 Years = 4 4

AM Peak Hour												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 03/10/26	0	181	0	0	301	0	0	0	0	0	0	0
Peak Season Volume	0	181	0	0	301	0	0	0	0	0	0	0
Traffic Volume Growth	0	7	0	0	12	0	0	0	0	0	0	0
Committed Development (MOA+900+Atrium)	0	55	0	0	107	0	0	0	0	0	0	0
1% Traffic Volume Growth	0	7	0	0	12	0	0	0	0	0	0	0
Committed + 1% Growth	0	62	0	0	119	0	0	0	0	0	0	0
Max (Committed + 1% or Historic Growth)	0	62	0	0	119	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	0	243	0	0	420	0	0	0	0	0	0	0
All Office shifted to S D/W.												
Total Project Traffic	56	2	0	10	6	84	11	0	9	0	0	0
Total Traffic	56	245	0	10	426	84	11	0	9	0	0	0
PM Peak Hour												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 03/10/26	0	359	0	0	188	0	0	0	0	0	0	0
Peak Season Volume	0	359	0	0	188	0	0	0	0	0	0	0
Traffic Volume Growth	0	15	0	0	8	0	0	0	0	0	0	0
Committed Development (MOA+900+Atrium)	0	96	0	0	61	0	0	0	0	0	0	0
1% Traffic Volume Growth	0	15	0	0	8	0	0	0	0	0	0	0
Committed + 1% Growth	0	111	0	0	69	0	0	0	0	0	0	0
Max (Committed + 1% or Historic Growth)	0	111	0	0	69	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	0	470	0	0	257	0	0	0	0	0	0	0
All Office shifted to S D/W.												
Total Project Traffic	13	3	0	4	4	19	77	0	52	0	0	0
Total Traffic	13	473	0	4	261	19	77	0	52	0	0	0

INTERSECTION DEVELOPMENT WORKSHEET
BERTANI
BROKEN SOUND PARKWAY & BROKEN SOUND BLVD
Existing Geometry

Growth Rate = 1.00%
Peak Season = 1.04 1.04
Buildout Year = 2030 2030
Years = 5 5

AM Peak Hour												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 05/13/25	258	0	125	0	0	0	0	167	83	41	197	0
Peak Season Volume	268	0	130	0	0	0	0	174	86	43	205	0
Traffic Volume Growth	14	0	7	0	0	0	0	9	4	2	10	0
Committed Development (MOA+900+Atrium)	58	0	36	0	0	0	0	76	39	33	47	0
1% Traffic Volume Growth	14	0	7	0	0	0	0	9	4	2	10	0
Committed + 1% Growth	72	0	43	0	0	0	0	85	43	35	57	0
Max (Committed + 1% or Historic Growth)	72	0	43	0	0	0	0	85	43	35	57	0
	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Volumes	340	0	173	0	0	0	0	259	129	78	262	0
Project Traffic	1	0	0	0	0	0	0	3	3	0	2	0
Total Traffic	341	0	173	0	0	0	0	262	132	78	264	0
PM Peak Hour												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 05/13/25	107	0	63	0	0	0	0	173	258	143	142	0
Peak Season Volume	111	0	66	0	0	0	0	180	268	149	148	0
Traffic Volume Growth	6	0	3	0	0	0	0	9	14	8	8	0
Committed Development (MOA+900+Atrium)	50	0	19	0	0	0	0	65	48	44	56	0
1% Traffic Volume Growth	6	0	3	0	0	0	0	9	14	8	8	0
Committed + 1% Growth	56	0	22	0	0	0	0	74	62	52	64	0
Max (Committed + 1% or Historic Growth)	56	0	22	0	0	0	0	74	62	52	64	0
	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Volumes	167	0	88	0	0	0	0	254	330	201	212	0
Project Traffic	3	0	0	0	0	0	0	3	2	0	4	0
Total Traffic	170	0	88	0	0	0	0	257	332	201	216	0

BACKGROUND TRAFFIC
(ATRIUM +MOA+900 BROKEN SOUND)



JMD ENGINEERING, INC.

SUBJECT BS PKWY & BS BLVD SHEET NO. _____ OF _____

DESIGN _____ DATE _____ CHECK _____ DATE _____ JOB NO. _____



(Am)

← 105
115 →

← 1 26 20
0 13 20
↓

(47)
(33)

To
6001
D/W

(74) 36 28 12 →
(39) 0 19 20 ↓

← ↑
4 0
52 0
0 36
(58) (38)

ATMUM
MOA
900

(Pm)

← 106
113 →

← 3 17 36
0 8 36
↓

(56)
(44)

To
6001
D/W

(65) 19 40 6 →
(48) 0 27 11 ↓

← ↑
17 0
33 0
0 19
(50) (19)

VOLUME DEVELOPMENT SHEET
Atrium Residential
Broken Sound Parkway & Broken Sound Boulevard
EXISTING GEOMETRY

Growth Rate = 1.00%
Peak Season = 1.07
Buildout Year = 2029
Years = 6

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 08/16/2023	237	0	121	0	0	0	0	154	76	46	180	0
Peak Season Volume	254	0	129	0	0	0	0	165	81	49	193	0
Traffic Volume Growth	16	0	8	0	0	0	0	10	5	3	12	0
791 Park of Commerce								8			6	
900 Broken Sound Committed Development ←			36					36		20	20	
MOA Committed Development ←	52							28	19	13	26	
1.0% Traffic Volume Growth	16	0	8	0	0	0	0	10	5	3	12	0
Committed + 1.0% Growth	68	0	44	0	0	0	0	82	24	36	64	0
Max (Committed + 1.0% or Historic Growth)	68	0	44	0	0	0	0	82	24	36	64	0
Background Traffic Volumes	322	0	173	0	0	0	0	247	105	85	257	0
Project Traffic												
Inbound Traffic Assignment	33.0%										6.0%	
Inbound Traffic Volumes	6										1	
Outbound Traffic Assignment								19.0%	33.0%			
Outbound Traffic Volumes								12	20			
→ Project Traffic	6	0	0	0	0	0	0	12	20	0	1	0
Total Traffic w/o RTOR	328	0	173	0	0	0	0	259	125	85	258	0

PM Peak Hour

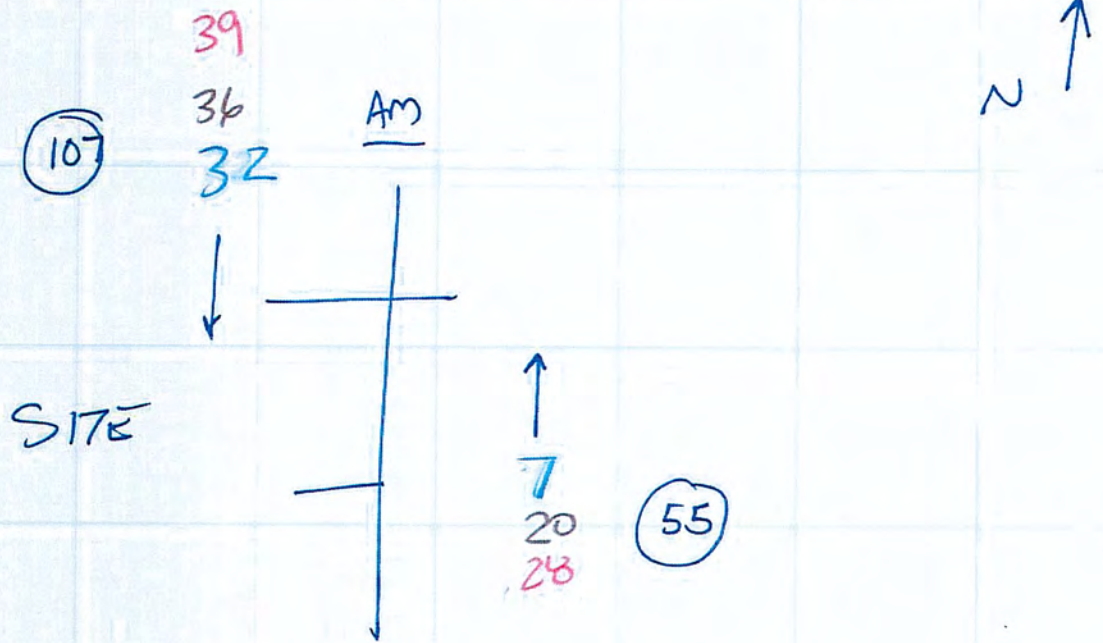
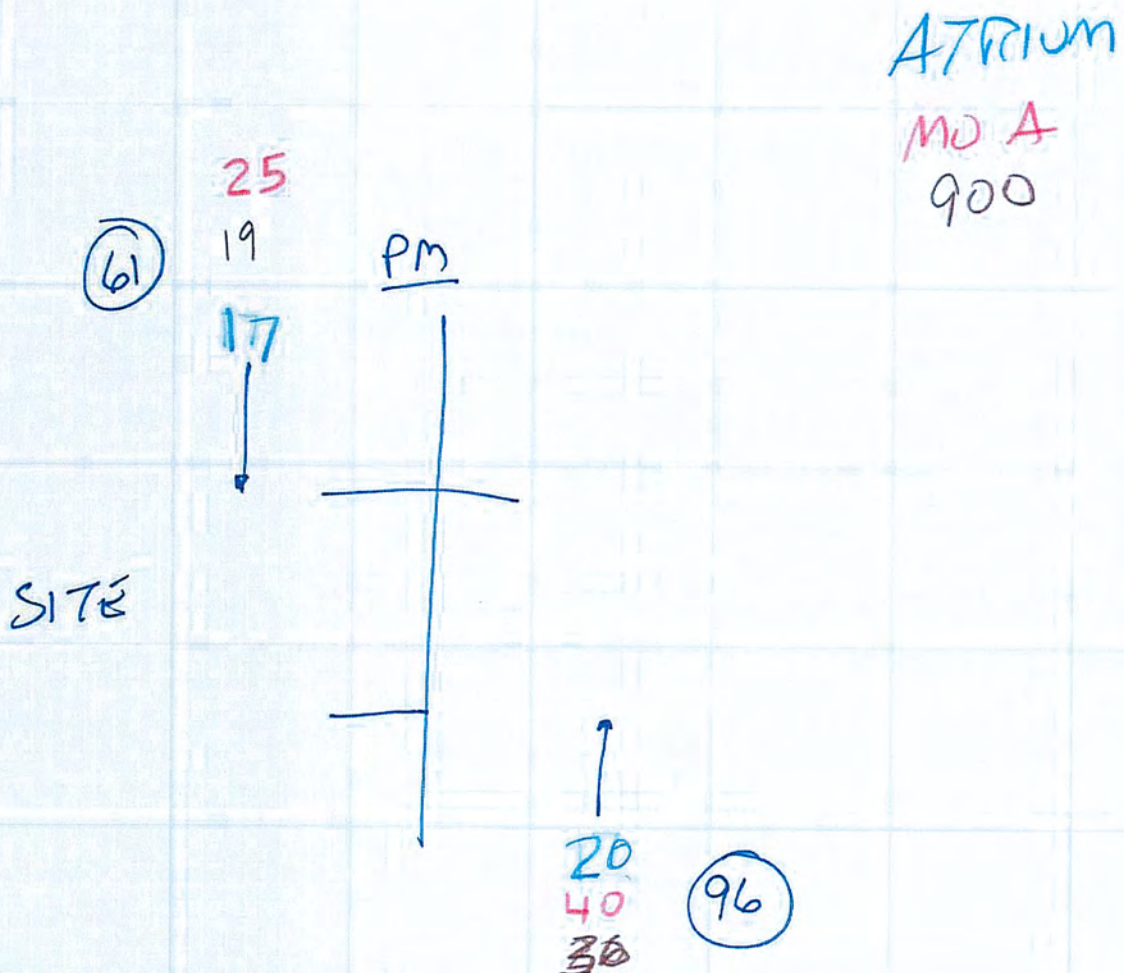
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 08/16/2023	118	0	64	0	0	0	0	178	216	147	128	0
Peak Season Volume	126	0	68	0	0	0	0	190	231	157	137	0
Traffic Volume Growth	8	0	4	0	0	0	0	12	14	10	8	0
791 Park of Commerce								9			9	
900 Broken Sound Committed Development ←			19					19		36	36	
MOA Committed Development ←	33							40	27	8	17	
1.0% Traffic Volume Growth	8	0	4	0	0	0	0	12	14	10	8	0
Committed + 1.0% Growth	41	0	23	0	0	0	0	80	41	54	70	0
Max (Committed + 1.0% or Historic Growth)	41	0	23	0	0	0	0	80	41	54	70	0
Background Traffic Volumes	167	0	91	0	0	0	0	270	272	211	207	0
Project Traffic												
Inbound Traffic Assignment	33.0%										6.0%	
Inbound Traffic Volumes	17										3	
Outbound Traffic Assignment								19.0%	33.0%			
Outbound Traffic Volumes								6	11			
→ Project Traffic	17	0	0	0	0	0	0	6	11	0	3	0
Total Traffic w/o RTOR	184	0	91	0	0	0	0	276	283	211	210	0

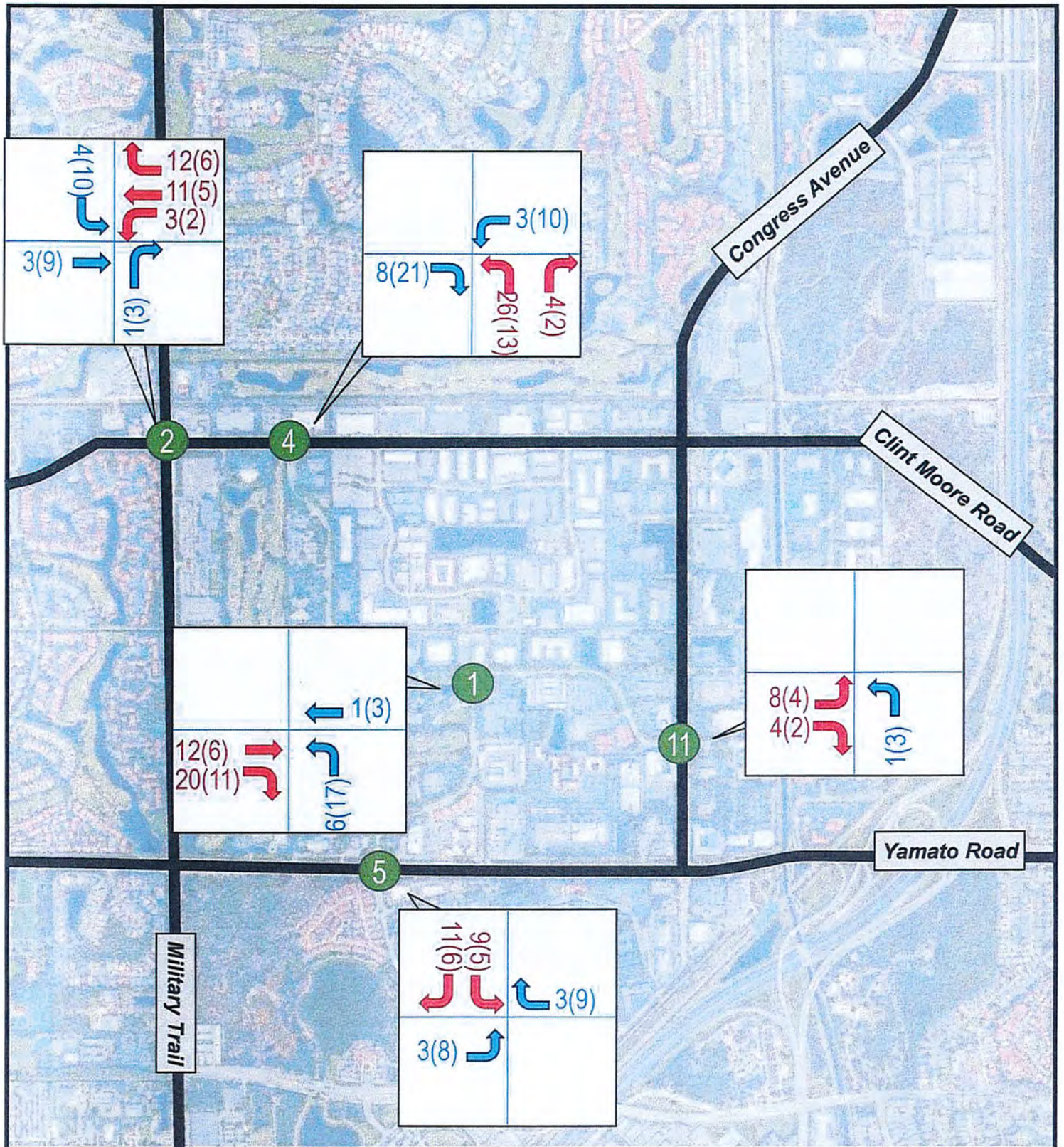


JMD ENGINEERING, INC.

SUBJECT Brown SWND @ DW's SHEET NO. _____ OF _____

DESIGN _____ DATE _____ CHECK _____ DATE _____ JOB NO. _____





LEGEND

-  Inbound Assignment
-  Outbound Assignment
-  Site Location

FIGURE 8

Atrium Residential
Inbound/Outbound Net New Project Traffic
KH # 147626004

Kimley»Horn

VOLUME DEVELOPMENT SHEET
Atrium Residential
Broken Sound Parkway & Driveway 1
EXISTING GEOMETRY

Growth Rate = 1.00%
Peak Season = 1.05
Buildout Year = 2029
Years = 5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 10/01/2024	40	152	10	17	325	37	6	0	8	0	0	0
Peak Season Volume	40	160	11	18	341	37	6	0	8	0	0	0
Traffic Volume Growth		8	1		17			0		0	0	0
Committed Development												
MOA Committed Development		28			39			0			0	
1.0% Traffic Volume Growth		8	1		17			0		0	0	0
Committed + 1.0% Growth		36	1		56			0		0	0	0
Max (Committed + 1.0% or Historic Growth)		36	1		56			0		0	0	0
Background Traffic Volumes	40	196	12	18	397	37	6	0	8	0	0	0
Residential Traffic												
Inbound Traffic Assignment												
Inbound Traffic Volumes												
Outbound Traffic Assignment												
Outbound Traffic Volumes												
Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Traffic w/o RTOR	40	196	12	18	397	37	6	0	8	0	0	0
TOTAL TRAFFIC	40	196	2	18	397	27	6	0	0	0	0	0

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 10/01/2024	7	369	1	1	143	7	40	0	52	10	0	7
Peak Season Volume	7	387	1	1	150	7	40	0	52	11	0	7
Traffic Volume Growth		20	0	0	8			0		1	0	0
Committed Development												
MOA Committed Development		40			25			0			0	
1.0% Traffic Volume Growth		20	0	0	8			0		1	0	0
Committed + 1.0% Growth		60	0	0	33			0		1	0	0
Max (Committed + 1.0% or Historic Growth)		60	0	0	33			0		1	0	0
Background Traffic Volumes	7	447	1	1	183	7	40	0	52	12	0	7
Residential Traffic												
Inbound Traffic Assignment	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Inbound Traffic Volumes												
Outbound Traffic Assignment	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Outbound Traffic Volumes												
Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Traffic w/o RTOR	7	447	1	1	183	7	40	0	52	12	0	7
TOTAL TRAFFIC	7	447	0	1	183	0	40	0	0	12	0	0

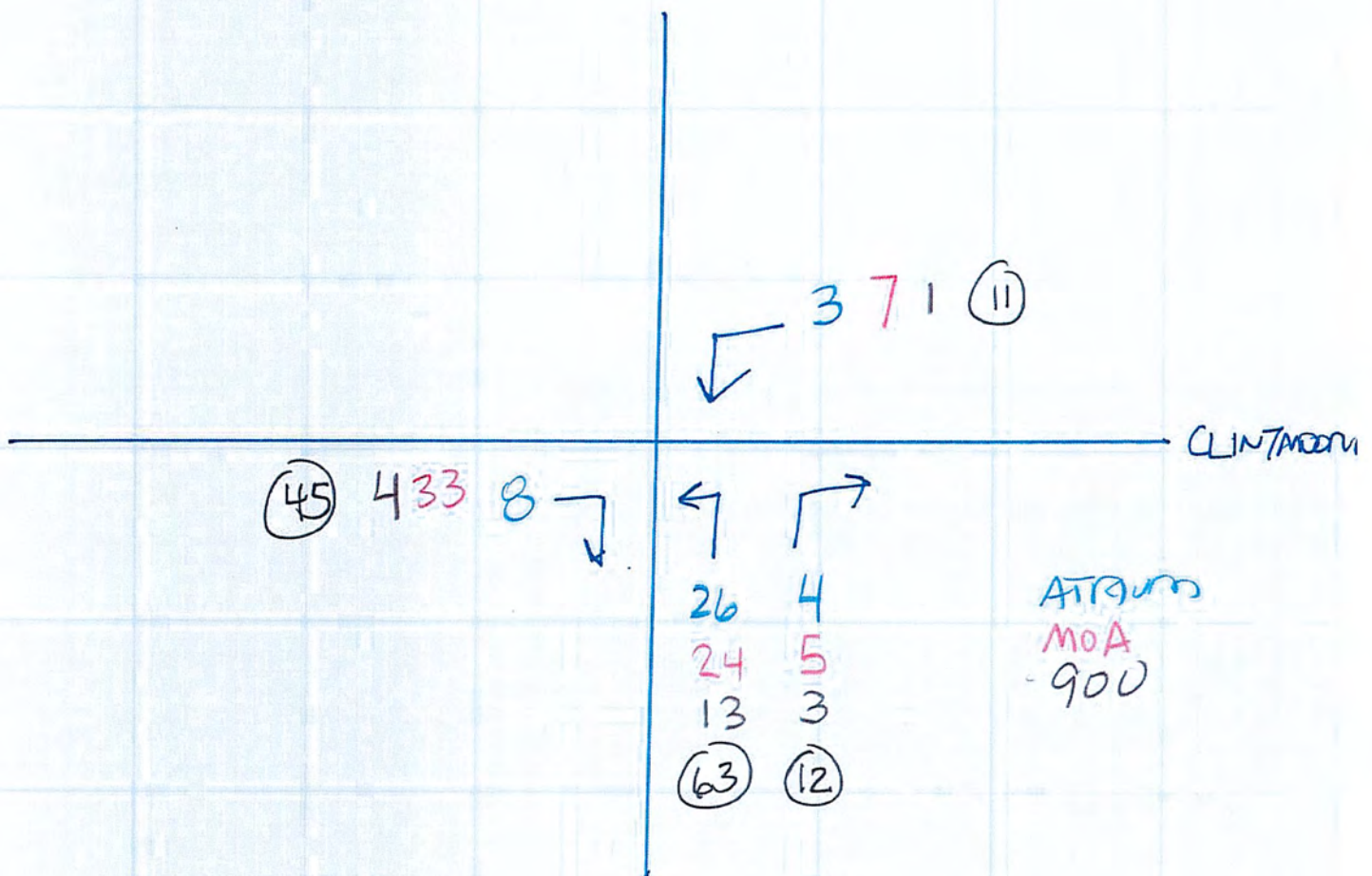
* No Background Growth included for Driveway Movements



JMD ENGINEERING, INC.

SUBJECT AM CLINT MOORE SHEET NO. OF

DESIGN DATE CHECK DATE JOB NO.

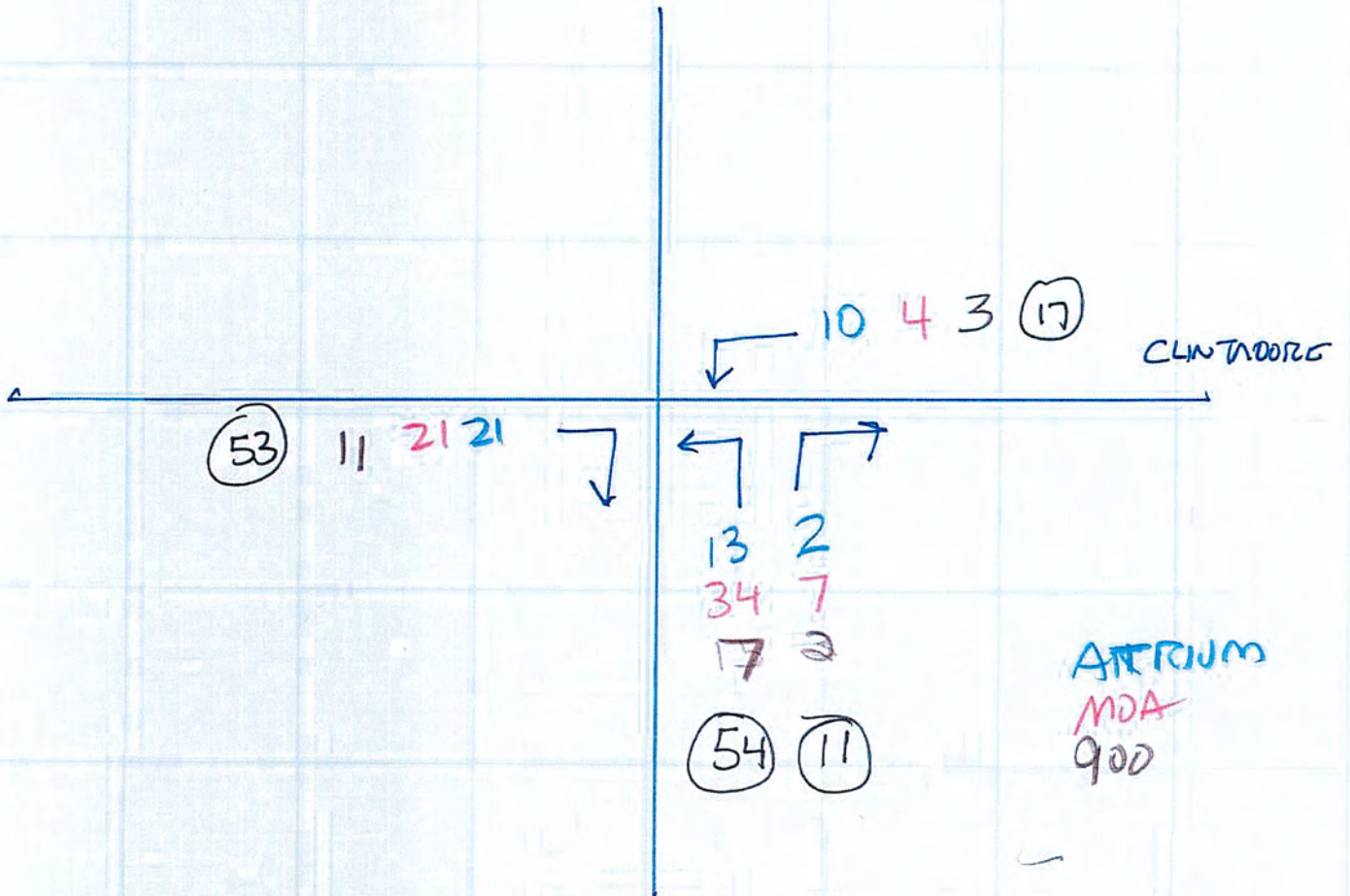




JMD ENGINEERING, INC.

SUBJECT PM antmoore SHEET NO. OF

DESIGN DATE CHECK DATE JOB NO.



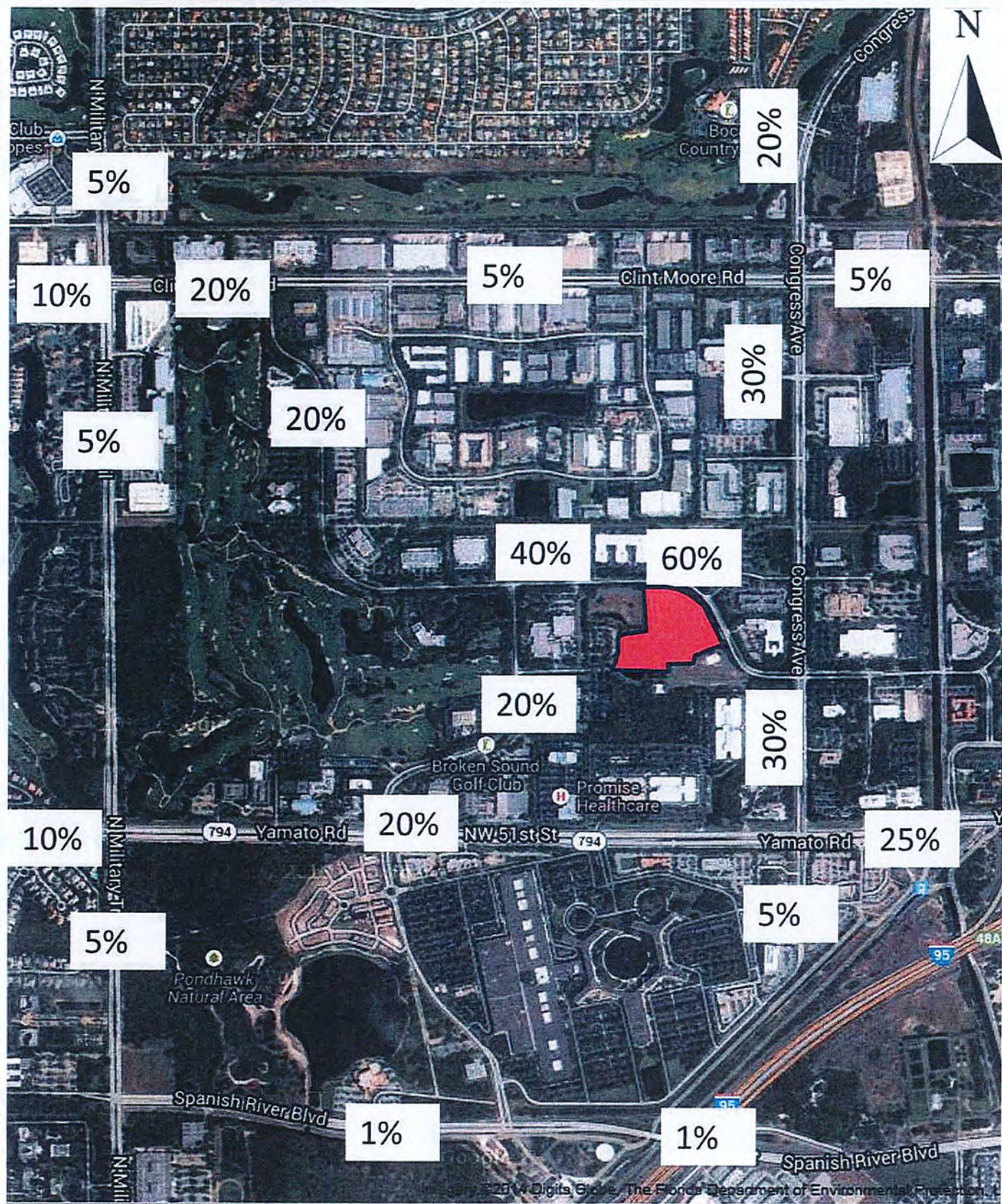
Growth Rate =	1.00%
Peak Season =	1.07
Buildout Year =	2029
Years =	6

		Northbound			Southbound			Eastbound			Westbound		
		LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 08/31/2023		67	7	48	8	4	19	135	1,566	412	92	685	19
Peak Season Volume		72	7	51	9	4	20	144	1,676	441	98	733	20
Traffic Volume Growth		4	0	3	1	0	1	9	103	27	6	45	1
Committed Development									57			82	
MDA Committed Development		24		5						33	7		
1.0% Traffic Volume Growth		4	0	3	1	0	1	9	103	27	6	45	1
Committed + 1.0% Growth		28	0	8	1	0	1	9	160	60	13	127	1
Max (Committed + 1.0% or Historic Growth)		28	0	8	1	0	1	9	160	60	13	127	1
Background Traffic Volumes		100	7	50	10	4	21	153	1,836	501	111	860	21
Project Traffic													
Inbound Traffic Assignment										42.0%	19.0%		
Inbound Traffic Volumes										8	3		
Outbound Traffic Assignment		42.0%		6.0%									
Outbound Traffic Volumes		26		4									
Project Traffic		26	0	4	0	0	0	0	0	8	3	0	0
Total Traffic w/o RTOR		126	7	53	10	4	21	153	1,836	509	114	860	21
RTOR Reduction				(10)			(10)			(60)			(60)
TOTAL TRAFFIC		126	7	53	10	4	11	153	1,836	449	114	860	0

[illegible]

		Northbound			Southbound			Eastbound			Westbound		
		LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 08/31/2023		273	0	118	30	5	42	10	989	110	26	1,556	3
Peak Season Volume		292	0	126	32	5	45	11	1,058	118	28	1,665	3
Traffic Volume Growth		18	0	8	2	0	3	1	65	7	2	102	0
Committed Development									172			163	
MOA Committed Development		34		7						21	4		
1.0% Traffic Volume Growth		18	0	8	2	0	3	1	65	7	2	102	0
Committed + 1.0% Growth		52	0	15	2	0	3	1	237	28	6	295	0
Max (Committed + 1.0% or Historic Growth)		52	0	15	2	0	3	1	237	28	6	295	0
Background Traffic Volumes		344	0	141	34	5	48	12	1,295	146	34	1,930	3
Project Traffic													
Inbound Traffic Assignment										42.0%	19.0%		
Inbound Traffic Volumes										21	10		
Outbound Traffic Assignment		42.0%		6.0%									
Outbound Traffic Volumes		13		2									
Project Traffic		13	0	2	0	0	0	0	0	21	10	0	0
Total Traffic w/o RTOR		357	0	143	34	5	48	12	1,295	167	44	1,930	3
RTOR Reduction				(10)			(10)			(60)			(60)
TOTAL TRAFFIC		357	0	133	34	5	38	12	1,295	107	44	1,930	3

No. of Lanes	2	0	1	1	1	<	1	3	<	1	3	<
Approach Volume	490			77			1,414			1,574		
Per Lane Volume	357	0	133	34	5	0	12	467	0	44	643	0
Overlap Reduction	0	0	(44)	0	0	0	0	0	0	0	0	0
Net Per Lane Volume	357	0	89	34	5	0	12	467	0	44	643	0
North-South Critical	NB Total =			357			SB Total =			39		
East-West Critical	EB LT + WB TH =			655			WB LT + EB TH =			511		
Maximum Critical Sum	357 + 39 +			655			=			1,051		
STATUS ?				UNDER								



ENGINEERING, INC.

PROJECT ASSIGNMENT

FIGURE 2
900 BROKEN SOUND
BOCA RATON, FL

TABLE 2
900 BROKEN SOUND
AM PEAK HOUR PROJECT SIGNIFICANCE

ROADWAY	FROM	TO	LANES	DIRECTION	CAPACITY	PROJECT TRAFFIC				
						PERCENT ASSIGNMENT	INBOUND	OUTBOUND	PEAK HOUR TRIPS	SIGNIFICANT IMPACT?
BROKEN SOUND PKWY	Clint Moore Road	Broken Sound Blvd	4LD	NB	1,770	20%	1	5	0.28%	CITY
	Broken Sound Blvd	Site	4LD	SB	1,770	20%	0	16	0.90%	CITY
			4LD	EB	1,770	40%	1	10	0.56%	CITY
			4LD	WB	1,770	40%	0	32	1.81%	CITY
	Site	Congress Avenue	4LD	EB	1,770	60%	0	48	2.71%	CITY
			4LD	WB	1,770	60%	1	14	0.79%	CITY
BROKEN SOUND BLVD	Yamato Road	Broken Sound Pkwy	4LD	NB	1,770	20%	1	5	0.28%	CITY
			4LD	SB	1,770	20%	0	16	0.90%	CITY
CONGRESS AVENUE	NW 82 Street	Clint Moore Road	6LD	NB	2,680	20%	0	16	0.60%	NO
			6LD	SB	2,680	20%	1	5	0.19%	NO
	Clint Moore Road	Broken Sound Parkway	6LD	NB	2,680	30%	0	24	0.90%	NO
			6LD	SB	2,680	30%	1	7	0.26%	NO
	Broken Sound Parkway	Yamato Road	6LD	NB	2,680	30%	1	7	0.26%	NO
			6LD	SB	2,680	30%	0	24	0.90%	NO
MILITARY TRAIL	Linton Blvd	Clint Moore Road	6LD	NB	2,680	5%	1	2	0.07%	NO
			6LD	SB	2,680	5%	0	4	0.15%	NO
	Yamato Road	Clint Moore Road	6LD	NB	2,680	5%	1	2	0.07%	NO
			6LD	SB	2,680	5%	0	4	0.15%	NO
	Yamato Road	Spanish River Blvd	6LD	NB	2,680	5%	1	2	0.07%	NO
			6LD	SB	2,680	5%	0	4	0.15%	NO
CLINT MOORE ROAD	Jog Rd	Military Trail	6LD	EB	2,680	10%	1	3	0.11%	NO
			6LD	WB	2,680	10%	0	8	0.30%	NO
	Military Trail	Congress Avenue	6LD	EB	2,680	20%	1	5	0.19%	NO
			6LD	WB	2,680	20%	0	16	0.60%	NO
	Congress Avenue	NW 2nd Avenue	4LD	EB	1,850	5%	1	2	0.11%	NO
			4LD	WB	1,850	5%	0	4	0.22%	NO
YAMATO ROAD	St. Andrew's	Military Trail	6LD	EB	2,680	10%	1	3	0.11%	NO
			6LD	WB	2,680	10%	0	8	0.30%	NO
	Military Trail	Broken Sound Blvd	8LD	EB	3,590	20%	1	5	0.14%	NO
			8LD	WB	3,590	20%	0	16	0.45%	NO
	Broken Sound Blvd	Congress Avenue	8LD	EB	3,590	5%	1	2	0.06%	NO
			8LD	WB	3,590	5%	0	4	0.11%	NO
	Congress Avenue	I-95	8LD	EB	3,590	25%	1	6	0.17%	NO
			8LD	WB	3,590	25%	0	20	0.56%	NO
	I-95	NW 2nd Avenue	6LD	EB	2,680	13%	1	3	0.11%	NO
			6LD	WB	2,680	13%	0	11	0.41%	NO
	NW 2nd Avenue	N. Dixie Hwy	6LD	EB	2,680	8%	1	2	0.07%	NO
			6LD	WB	2,680	8%	0	7	0.26%	NO
	N. Dixie Hwy	Federal Highway	6LD	EB	2,680	3%	1	1	0.04%	NO
			6LD	WB	2,680	3%	0	3	0.11%	NO
SPANISH RIVER BLVD	NW 5th Ave	NW 2nd Avenue	4L	EB	1,770	1%	1	1	0.06%	NO
			4L	WB	1,770	1%	0	1	0.06%	NO
	NW 2nd Avenue	N. Dixie Hwy	4L	EB	1,770	1%	0	1	0.06%	NO
			4L	WB	1,770	1%	1	1	0.06%	NO
	N. Dixie Hwy	Federal Highway	4L	EB	1,770	1%	0	1	0.06%	NO
NW 2ND AVENUE	Hidden Valley	Clint Moore Road	2L	NB	1,140	2%	0	2	0.18%	NO
			2L	SB	1,140	2%	1	1	0.09%	NO
	Clint Moore Road	Yamato Road	2L	NB	880	3%	0	3	0.34%	NO
			2L	SB	880	3%	1	1	0.11%	NO
	Yamato Road	Spanish River Blvd	5L	NB	1,770	3%	1	1	0.06%	NO
			5L	SB	1,770	3%	0	3	0.17%	NO
	Spanish River Blvd	NW 20th Street	5L	NB	1,770	2%	1	1	0.06%	NO
			5L	SB	1,770	2%	0	2	0.11%	NO
N. DIXIE HIGHWAY	Hidden Valley Blvd	Yamato Road	2L	NB	880	1%	0	1	0.11%	NO
			2L	SB	880	1%	1	1	0.11%	NO
	Yamato Road	Spanish River Blvd	4LD	NB	1,960	1%	1	1	0.05%	NO
			4LD	SB	1,960	1%	0	1	0.05%	NO
	Spanish River Blvd	Yamato Road	4LD	NB	1,960	1%	1	1	0.05%	NO
FEDERAL HIGHWAY			4LD	SB	1,960	1%	0	1	0.05%	NO
	New Castle Street	Yamato Road	4LD	NB	1,960	2%	0	2	0.10%	NO
			4LD	SB	1,960	2%	1	1	0.05%	NO
	Yamato Road	Spanish River Blvd	4LD	NB	1,960	2%	1	1	0.05%	NO
			4LD	SB	1,960	2%	0	2	0.10%	NO

TABLE 3
900 BROKEN SOUND
PM PEAK HOUR PROJECT SIGNIFICANCE

ROADWAY	FROM	TO	LANES	DIRECTION	CAPACITY	PROJECT TRAFFIC					SIGNIFICANT IMPACT?
						PERCENT ASSIGNMENT	INBOUND OUTBOUND	PEAK HOUR TRIPS	PERCENT IMPACT		
BROKEN SOUND PKWY	Clint Moore Road	Broken Sound Blvd	4LD	NB	1,770	20%	1	14	0.79%	CITY	
			4LD	SB	1,770	20%	0	9	0.51%	CITY	
	Broken Sound Blvd	Site	4LD	EB	1,770	40%	1	27	1.53%	CITY	
			4LD	WB	1,770	40%	0	17	0.96%	CITY	
	Site	Congress Avenue	4LD	EB	1,770	60%	0	26	1.47%	CITY	
			4LD	WB	1,770	60%	1	41	2.32%	CITY	
BROKEN SOUND BLVD	Yamato Road	Broken Sound Pkwy	4LD	NB	1,770	20%	1	14	0.79%	CITY	
			4LD	SB	1,770	20%	0	9	0.51%	CITY	
CONGRESS AVENUE	NW 82 Street	Clint Moore Road	6LD	NB	2,680	20%	0	9	0.34%	NO	
			6LD	SB	2,680	20%	1	14	0.52%	NO	
	Clint Moore Road	Broken Sound Parkway	6LD	NB	2,680	30%	0	13	0.49%	NO	
			6LD	SB	2,680	30%	1	21	0.78%	NO	
	Broken Sound Parkway	Yamato Road	6LD	NB	2,680	30%	1	21	0.76%	NO	
			6LD	SB	2,680	30%	0	13	0.49%	NO	
MILITARY TRAIL	Union Blvd	Clint Moore Road	6LD	NB	2,680	5%	1	4	0.15%	NO	
			6LD	SB	2,680	5%	0	3	0.11%	NO	
	Yamato Road	Clint Moore Road	6LD	NB	2,680	5%	1	4	0.15%	NO	
			6LD	SB	2,680	5%	0	3	0.11%	NO	
	Yamato Road	Spanish River Blvd	6LD	NB	2,680	5%	1	4	0.15%	NO	
			6LD	SB	2,680	5%	0	3	0.11%	NO	
CLINT MOORE ROAD	Jog Rd	Military Trail	6LD	EB	2,680	10%	1	7	0.26%	NO	
			6LD	WB	2,680	10%	0	5	0.19%	NO	
	Military Trail	Congress Avenue	6LD	EB	2,680	20%	1	14	0.52%	NO	
			6LD	WB	2,680	20%	0	9	0.34%	NO	
	Congress Avenue	NW 2nd Avenue	4LD	EB	1,860	5%	1	4	0.22%	NO	
			4LD	WB	1,860	5%	0	3	0.16%	NO	
YAMATO ROAD	St. Andrew's	Military Trail	6LD	EB	2,680	10%	1	7	0.26%	NO	
			6LD	WB	2,680	10%	0	5	0.19%	NO	
	Military Trail	Broken Sound Blvd	8LD	EB	3,590	20%	1	14	0.39%	NO	
			8LD	WB	3,590	20%	0	9	0.25%	NO	
	Broken Sound Blvd	Congress Avenue	8LD	EB	3,590	5%	1	4	0.11%	NO	
			8LD	WB	3,590	5%	0	3	0.08%	NO	
	Congress Avenue	I-95	8LD	EB	3,590	25%	1	17	0.47%	NO	
			8LD	WB	3,590	25%	0	11	0.31%	NO	
	I-95	NW 2nd Avenue	6LD	EB	2,680	13%	1	9	0.34%	NO	
			6LD	WB	2,680	13%	0	6	0.22%	NO	
	NW 2nd Avenue	N. Dixie Hwy	6LD	EB	2,680	8%	1	6	0.22%	NO	
			6LD	WB	2,680	8%	0	4	0.15%	NO	
N. Dixie Hwy	Federal Highway	6LD	EB	2,680	3%	1	3	0.11%	NO		
		6LD	WB	2,680	3%	0	2	0.07%	NO		
SPANISH RIVER BLVD	NW 5th Ave	NW 2nd Avenue	4L	EB	1,770	1%	1	1	0.06%	NO	
			4L	WB	1,770	1%	0	1	0.06%	NO	
	NW 2nd Avenue	N. Dixie Hwy	4L	EB	1,770	1%	0	1	0.06%	NO	
			4L	WB	1,770	1%	1	1	0.06%	NO	
	N. Dixie Hwy	Federal Highway	4L	EB	1,770	1%	0	1	0.06%	NO	
			4L	WB	1,770	1%	1	1	0.06%	NO	
NW 2ND AVENUE	Hidden Valley	Clint Moore Road	2L	NB	1,140	2%	0	1	0.09%	NO	
			2L	SB	1,140	2%	1	2	0.18%	NO	
	Clint Moore Road	Yamato Road	2L	NB	880	3%	0	2	0.23%	NO	
			2L	SB	880	3%	1	3	0.34%	NO	
	Yamato Road	Spanish River Blvd	5L	NB	1,770	3%	1	3	0.17%	NO	
			5L	SB	1,770	3%	0	2	0.11%	NO	
	Spanish River Blvd	NW 20th Street	5L	NB	1,770	2%	1	2	0.11%	NO	
			5L	SB	1,770	2%	0	1	0.06%	NO	
N. DIXIE HIGHWAY	Hidden Valley Blvd	Yamato Road	2L	NB	880	1%	0	1	0.11%	NO	
			2L	SB	880	1%	1	1	0.11%	NO	
	Yamato Road	Spanish River Blvd	4LD	NB	1,960	1%	1	1	0.05%	NO	
			4LD	SB	1,960	1%	0	1	0.05%	NO	
	Spanish River Blvd	Yamato Road	4LD	NB	1,960	1%	1	1	0.05%	NO	
			4LD	SB	1,960	1%	0	1	0.05%	NO	
FEDERAL HIGHWAY	New Castle Street	Yamato Road	4LD	NB	1,960	2%	0	1	0.05%	NO	
			4LD	SB	1,960	2%	1	2	0.10%	NO	
	Yamato Road	Spanish River Blvd	4LD	NB	1,960	2%	1	2	0.10%	NO	
			4LD	SB	1,960	2%	0	1	0.05%	NO	

TPS DATABASE BACKGROUND TRAFFIC

A B C D E F G H I
Input Data
ROAD NAME: Clint Moore STATION: 6601 Report Created
CURRENT YEAR: 2025 FROM: Midpoint 3/9/2026
ANALYSIS YEAR: 2030 TO: Congress Ave
GROWTH RATE: 0% COUNT DATE: 1/15/2025
PSF: 1

Link Analysis	
Time Period	AM PM
Direction	2-way NB/EB SB/WB 2-way NB/EB SB/WB
Existing Volume	2338 1365 953 2785 1375 1644
Peak Volume	2338 1365 953 2785 1375 1644
Diversion(%)	0 0 0 0 0 0
Volume after Diversion	2338 1365 953 2785 1375 1644

Committed Developments	Type	% Complete
Saint Andrews School	NR	100%
FAU Boca	NR	83%
Clint Moore/Military Drug Store	NR	100%
Royal Palm Pkwy	Res	100%
Perkins/DRI - Non Residential	NR	100%
Congress Plaza at Delray	NR	0%
US Foodservice Facility Expansion	NR	100%
Friends of Chabad	NR	100%
Polo Club Shoppers	NR	100%
Danburg/Misc Use	Res	90%
Farway Commons	NR	100%
1801 Clint Moore Road	NR	100%
Atton Delray	NR	0%
SBA Corporate Headquarters	NR	63%
Verde Commons	Res	9%
The Loft at Boca Colonnade	NR	100%
1690-2350 South Congress Avenue	Res	16%
Lynn University	NR	95%
5201 Residential	Res	100%
MCM Logistics Center	NR	100%
Public Storage - Boca Raton	NR	50%
Elementary School 05-C	NR	94%
Delray Central	NR	0%
AMTEC Residential Complex	Res	56%
1150 Innovation Center	NR	0%
900 Broken Sound	Res	0%
6600 N Military Trail	NR	0%
Boca Village	Res	0%
791 Park of Commerce	NR	0%
Atrium Residential	Res	0%
Alexian Boca Raton	Res	0%
Total Committed Developments		219
Total Committed Residential		37
Total Committed Non-Residential		122
Double Count Reduction		24
Total Discounted Committed Developments		195
Historical Growth		0
Comm Dev+1% Growth		269
Growth Volume Used		269
Total Volume		1713

Lanes	all
LOS D Capacity	3060 1680 1680 3060 1680 1680
Link Meets Test 1?	YES YES YES NO NO NO
LOS E Capacity	3230 1780 1780 3230 1780 1780
Link Meets Test 2?	YES YES YES NO YES YES

Input Data
ROAD NAME: Clint Moore STATION: 6601 Report Created
CURRENT YEAR: 2025 FROM: N Military Tr 3/9/2026
ANALYSIS YEAR: 2030 TO: Midpoint
GROWTH RATE: 0% COUNT DATE: 1/15/2025
PSF: 1

Link Analysis	
Time Period	AM PM
Direction	2-way NB/EB SB/WB 2-way NB/EB SB/WB
Existing Volume	2338 1365 953 2785 1375 1644
Peak Volume	2338 1365 953 2785 1375 1644
Diversion(%)	0 0 0 0 0 0
Volume after Diversion	2338 1365 953 2785 1375 1644

Committed Developments	Type & Complete							
Saint Andrews School	0	0	0	0	0	NR	100%	
FAU Boca	2	0	1	1	1	NR	83%	
Clint Moore/Military Drug Store	0	0	0	0	0	NR	100%	
Royal Palm Pkwy	0	0	0	0	0	Res	100%	
Perkins/DRI - Non Residential	0	0	0	0	0	NR	100%	
Congress Plaza at Delray	5	2	3	39	20	13	NR	0%
US Foodservice Facility Expansion	0	0	0	0	0	NR	100%	
Friends of Chabad	0	0	0	0	0	NR	100%	
Polo Club Shoppers	0	0	0	0	0	NR	100%	
Danburg/Misc Use	7	3	4	5	3	2	Res	90%
Farway Commons	0	0	0	0	0	NR	100%	
1801 Clint Moore Road	0	0	0	0	0	NR	100%	
Atton Delray	7	2	6	8	3	NR	0%	
SBA Corporate Headquarters	14	12	2	13	2	11	NR	63%
Verde Commons	4	3	1	5	2	3	Res	0%
The Loft at Boca Colonnade	0	0	0	0	0	NR	100%	
1690-2350 South Congress Avenue	73	25	40	123	90	33	Res	16%
Lynn University	1	0	1	1	1	NR	95%	
5201 Residential	0	0	0	0	0	NR	100%	
MCM Logistics Center	0	0	0	0	0	NR	100%	
Public Storage - Boca Raton	1	0	1	1	2	NR	50%	
Elementary School 05-C	1	0	0	0	0	NR	94%	
Delray Central	10	3	7	12	8	5	NR	0%
AMTEC Residential Complex	20	18	8	26	8	18	Res	56%
1150 Innovation Center	60	28	23	50	20	29	NR	0%
900 Broken Sound	26	18	10	26	9	17	Res	0%
6600 N Military Trail	143	42	101	170	112	64	NR	0%
Boca Village	10	5	9	11	7	4	Res	0%
791 Park of Commerce	16	16	12	34	18	147	NR	0%
Atrium Residential	87	55	22	65	30	55	Res	0%
Alexian Boca Raton	14	4	13	17	11	7	Res	0%
Total Committed Developments	514	235	279	635	348	266		
Total Committed Residential	250	129	132	304	140	139		
Total Committed Non-Residential	264	106	147	337	208	147		
Double Count Reduction	63	21	31	67	38	29		
Total Discounted Committed Developments	461	214	248	568	311	257		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	500	265	297	710	381	331		
Growth Volume Used	500	265	297	710	381	331		
Total Volume	7916	1670	1290	1495	1756	1775		
Lanes	all							
LOS D Capacity	3060	1680	1680	3060	1680	1680		
Link Meets Test 1?	YES	YES	YES	NO	NO	NO		
LOS E Capacity	3230	1780	1780	3230	1780	1780		
Link Meets Test 2?	YES	YES	YES	NO	YES	YES		

INTERNAL CAPTURE

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	6601	Organization:	
Project Location:		Performed By:	
Scenario Description:		Date:	
Analysis Year:		Checked By:	
Analysis Period:	AM Street Peak Hour	Date:	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office		103,250	SF	157	138	19
Retail		2,664	SF	7	4	3
Restaurant				0	0	0
Cinema/Entertainment				0	0	0
Residential		60	UNITS	22	6	16
Hotel				0	0	0
All Other Land Uses ²				0	0	0
Total				186	148	38

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		1	0	0	0	0
Retail	1		0	0	0	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	186	148	38
Internal Capture Percentage	2%	1%	5%
External Vehicle-Trips ³	182	146	36
External Transit-Trips ⁴	0	0	0
External Non-Motorized Trips ⁴	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	1%	5%
Retail	25%	33%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	0%	0%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

³Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

⁴Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Project Name:	6601
Analysis Period:	AM Street Peak Hour

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	138	138	1.00	19	19
Retail	1.00	4	4	1.00	3	3
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	6	6	1.00	16	16
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		5	12	0	0	0
Retail	1		0	0	0	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	3	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		1	0	0	0	0
Retail	6		0	0	0	0
Restaurant	19	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	4	1	0	0		0
Hotel	4	0	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	1	137	138	137	0	0
Retail	1	3	4	3	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	6	6	6	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	1	18	19	18	0	0
Retail	1	2	3	2	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	16	16	16	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

²Person-Trips

³Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	6001	Organization:	
Project Location:		Performed By:	
Scenario Description:		Date:	
Analysis Year:		Checked By:	
Analysis Period:	PM Street Peak Hour	Date:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office		103,250	SF	149	25	124
Retail		2,664	SF	18	9	9
Restaurant				0	0	0
Cinema/Entertainment				0	0	0
Residential		60	UNITS	23	14	9
Hotel				0	0	0
All Other Land Uses ²				0	0	0
Total				190	48	142

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		1	0	0	1	0
Retail	0		0	0	2	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	1	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	190	48	142
Internal Capture Percentage	5%	10%	4%
External Vehicle-Trips ³	180	43	137
External Transit-Trips ⁴	0	0	0
External Non-Motorized Trips ⁴	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	0%	2%
Retail	22%	22%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	21%	11%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

³Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

⁴Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	6001
Analysis Period:	PM Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	25	25	1.00	124	124
Retail	1.00	9	9	1.00	9	9
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	14	14	1.00	9	9
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		25	5	0	2	0
Retail	0		3	0	2	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	4	2	0		0
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		1	0	0	1	0
Retail	8		0	0	6	0
Restaurant	8	5		0	2	0
Cinema/Entertainment	2	0	0		1	0
Residential	14	1	0	0		0
Hotel	0	0	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	25	25	25	0	0
Retail	2	7	9	7	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	3	11	14	11	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	2	122	124	122	0	0
Retail	2	7	9	7	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	1	8	9	8	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

²Person-Trips

³Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

DRIVEWAY ASSIGNMENT PER COUNTS

DRVIEWWAY VOLUMES PER ITE 100% OCCUPANCY



JMD ENGINEERING, INC.

SUBJECT EXISTING D/W DIST SHEET NO. OF
DESIGN DATE CHECK DATE JOB NO. USED

EXISTING COUNT

(63%)

(0)

10



(11)

0



(0)

1



(0)

0



2

(0)

(2)

34



(46)

6



(30)

7



24

(1)

(37%)

174 TOTAL
AM + PM

ITE TRIP GEN

(11)

(60%)

(2)

13



0

(11)

2



0

(8)

1



0

(2)

(13)

70



(13)

10



(42)

6



47

(8)

(40%)

ITE

IN

138

25

out

19

124

SYNCHRO AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	1646	396	110	820	25	98	1	44	10	0	22
Future Volume (veh/h)	152	1646	396	110	820	25	98	1	44	10	0	22
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		0.98	1.00		0.94	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	173	1870	450	125	932	28	112	0	50	11	0	22
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	476	2863	670	167	3473	104	194	0	81	95	0	80
Arrive On Green	0.04	0.69	0.69	0.03	0.68	0.68	0.05	0.00	0.05	0.05	0.00	0.05
Sat Flow, veh/h	1781	4130	967	1781	5090	153	3563	0	1484	1781	0	1501
Grp Volume(v), veh/h	173	1532	788	125	623	337	112	0	50	11	0	22
Grp Sat Flow(s), veh/h/ln	1781	1702	1693	1781	1702	1838	1781	0	1484	1781	0	1501
Q Serve(g_s), s	5.3	45.2	48.1	3.9	12.8	12.8	5.5	0.0	5.9	1.1	0.0	2.5
Cycle Q Clear(g_c), s	5.3	45.2	48.1	3.9	12.8	12.8	5.5	0.0	5.9	1.1	0.0	2.5
Prop In Lane	1.00		0.57	1.00		0.08	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	476	2359	1174	167	2323	1254	194	0	81	95	0	80
V/C Ratio(X)	0.36	0.65	0.67	0.75	0.27	0.27	0.58	0.00	0.62	0.12	0.00	0.28
Avail Cap(c_a), veh/h	576	2359	1174	286	2323	1254	376	0	157	188	0	158
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	0.00	1.00
Uniform Delay (d), s/veh	8.1	15.4	15.9	29.2	11.1	11.1	83.1	0.0	83.3	81.2	0.0	81.9
Incr Delay (d2), s/veh	0.5	1.4	3.1	6.6	0.3	0.5	2.7	0.0	7.4	0.5	0.0	1.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	17.2	18.7	4.2	4.9	5.4	2.7	0.0	2.5	0.5	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.6	16.8	18.9	35.8	11.4	11.6	85.8	0.0	90.7	81.7	0.0	83.7
LnGrp LOS	A	B	B	D	B	B	F		F	F		F
Approach Vol, veh/h		2493			1085			162			33	
Approach Delay, s/veh		16.9			14.3			87.3			83.1	
Approach LOS		B			B			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.9	129.7		17.8	13.0	131.7		17.6				
Change Period (Y+Rc), s	6.9	6.9		8.0	6.9	6.9		8.0				
Max Green Setting (Gmax), s	18.1	94.1		19.0	18.1	94.1		19.0				
Max Q Clear Time (g_c+I1), s	7.3	14.8		7.9	5.9	50.1		4.5				
Green Ext Time (p_c), s	0.3	7.3		0.4	0.2	27.9		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			19.8									
HCM 7th LOS			B									
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved volume balancing among the lanes for turning movement.												

AM EXISTING

4: Broken Sound Parkway & Clint Moore Road

04/27/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	152	1646	396	110	820	25	98	1	44	10	0	22
Future Volume (vph)	152	1646	396	110	820	25	98	1	44	10	0	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	200		0	0		260	0		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00			1.00		0.99	0.99	0.97	0.99	0.97	
Frnt		0.971			0.996				0.850		0.850	
Flt Protected	0.950			0.950			0.950	0.953		0.950		
Satd. Flow (prot)	1770	4918	0	1770	5060	0	1681	1686	1583	1770	1539	0
Flt Permitted	0.273			0.038			0.950	0.953		0.950		
Satd. Flow (perm)	507	4918	0	71	5060	0	1662	1667	1533	1754	1539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		47			4				114		262	
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		1360			1124			1106			316	
Travel Time (s)		23.2			19.2			30.2			8.6	
Confl. Peds. (#/hr)	6		6	6		6	6		6	6		6
Confl. Bikes (#/hr)						1			5			2
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.99
Adj. Flow (vph)	173	1870	450	125	932	28	111	1	50	11	0	22
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	173	2320	0	125	960	0	55	57	50	11	22	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

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AM EXISTING

4: Broken Sound Parkway & Clint Moore Road

04/27/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases	6			2					4			
Detector Phase	1	6		5	2		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	8.0	18.0		5.0	18.0		8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	25.0	101.0		25.0	101.0		27.0	27.0	27.0	27.0	27.0	
Total Split (s)	25.0	101.0		25.0	101.0		27.0	27.0	27.0	27.0	27.0	
Total Split (%)	13.9%	56.1%		13.9%	56.1%		15.0%	15.0%	15.0%	15.0%	15.0%	
Maximum Green (s)	18.1	94.1		18.1	94.1		19.0	19.0	19.0	19.0	19.0	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.5	2.5		2.5	2.5		4.0	4.0	4.0	4.0	4.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.9	6.9		6.9	6.9		8.0	8.0	8.0	8.0	8.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None	None	Min	Min	
Walk Time (s)		7.0			7.0		4.0	4.0	4.0	4.0	4.0	
Flash Don't Walk (s)		30.0			26.0		29.0	29.0	29.0	23.0	23.0	
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	
v/c Ratio	0.40	0.72		0.73	0.28		0.51	0.53	0.24	0.14	0.07	
Control Delay (s/veh)	9.2	22.4		64.6	12.9		96.7	97.9	2.8	86.6	0.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	9.2	22.4		64.6	12.9		96.7	97.9	2.8	86.6	0.4	
90th %ile Green (s)	13.2	106.6		19.1	112.5		16.0	16.0	16.0	8.5	8.5	
90th %ile Term Code	Gap	Coord		Gap	Coord		Gap	Gap	Gap	Gap	Gap	
70th %ile Green (s)	11.2	113.7		15.2	117.7		13.3	13.3	13.3	8.0	8.0	
70th %ile Term Code	Gap	Coord		Gap	Coord		Gap	Gap	Gap	Min	Min	
50th %ile Green (s)	10.0	118.4		12.4	120.8		11.4	11.4	11.4	8.0	8.0	
50th %ile Term Code	Gap	Coord		Gap	Coord		Gap	Gap	Gap	Min	Min	
30th %ile Green (s)	9.0	122.9		9.7	123.6		9.6	9.6	9.6	8.0	8.0	
30th %ile Term Code	Gap	Coord		Gap	Coord		Gap	Gap	Gap	Min	Min	
10th %ile Green (s)	8.0	127.4		6.8	126.2		8.0	8.0	8.0	8.0	8.0	
10th %ile Term Code	Min	Coord		Gap	Coord		Min	Min	Min	Min	Min	
Queue Length 50th (ft)	48	607		87	159		67	70	0	13	0	
Queue Length 95th (ft)	79	757		156	205		118	121	0	36	0	
Internal Link Dist (ft)		1280			1044			1026			236	
Turn Bay Length (ft)	230			200					260			
Base Capacity (vph)	506	3234		226	3379		177	177	263	186	396	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.34	0.72		0.55	0.28		0.31	0.32	0.19	0.06	0.06	

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

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AM EXISTING

4: Broken Sound Parkway & Clint Moore Road

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Offset: 96 (53%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 180

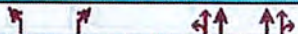
Control Type: Actuated-Coordinated

Splits and Phases: 4: Broken Sound Parkway & Clint Moore Road



Intersection

Int Delay, s/veh 1

Movement EBL EBR NBL NBT SBT SBRLane Configurations 

Traffic Vol, veh/h 10 6 47 187 301 70

Future Vol, veh/h 10 6 47 187 301 70

Conflicting Peds, #/hr 5 1 1 0 0 5

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 0 - - - -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 88 88 88 88 88 88

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 11 7 53 213 342 80

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 605 217 427 0 - 0

Stage 1 387 - - - - -

Stage 2 218 - - - - -

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 429 788 1129 - - -

Stage 1 656 - - - - -

Stage 2 797 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 404 783 1124 - - -

Mov Cap-2 Maneuver 404 - - - - -

Stage 1 620 - - - - -

Stage 2 793 - - - - -

Approach EB NB SB

HCM Ctrl Dly, s/v 12.47 1.9 0

HCM LOS B

Minor Lane/Major Mvmt NBL NBT EBLn1 EBLn2 SBT SBR

Capacity (veh/h) 723 - 404 783 - -

HCM Lane V/C Ratio 0.048 - 0.028 0.009 - -

HCM Ctrl Dly (s/v) 8.4 0.3 14.2 9.6 - -

HCM Lane LOS A A B A - -

HCM 95th %tile Q(veh) 0.1 - 0.1 0 - -

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	2	0	1	1	0	0	8	181	7	3	370	13
Future Vol, veh/h	2	0	1	1	0	0	8	181	7	3	370	13
Conflicting Peds, #/hr	0	0	0	8	0	8	0	0	8	8	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	1	1	0	0	9	201	8	3	411	14

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	551	660	221	451	663	120	426	0	0	217	0	0
Stage 1	425	425	-	231	231	-	-	-	-	-	-	-
Stage 2	126	235	-	220	432	-	-	-	-	-	-	-
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	417	382	783	492	380	908	1130	-	-	1350	-	-
Stage 1	578	585	-	751	712	-	-	-	-	-	-	-
Stage 2	864	709	-	762	581	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	409	375	777	478	373	894	1130	-	-	1340	-	-
Mov Cap-2 Maneuver	409	375	-	478	373	-	-	-	-	-	-	-
Stage 1	576	583	-	739	701	-	-	-	-	-	-	-
Stage 2	850	698	-	753	579	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.46	12.55	0.39	0.08
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	140	-	-	486	478	27	-	-
HCM Lane V/C Ratio	0.008	-	-	0.007	0.002	0.002	-	-
HCM Ctrl Dly (s/v)	8.2	0.1	-	12.5	12.5	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection

Intersection Delay, s/veh 13.2

Intersection LOS B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	↑
Traffic Vol, veh/h	174	86	43	205	268	130
Future Vol, veh/h	174	86	43	205	268	130
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	202	100	50	238	312	151
Number of Lanes	2	0	0	2	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	11.1	11.6	15.5
HCM LOS	B	B	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	0%	0%	39%	0%
Vol Thru, %	0%	0%	100%	40%	61%	100%
Vol Right, %	0%	100%	0%	60%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	268	130	116	144	111	137
LT Vol	268	0	0	0	43	0
Through Vol	0	0	116	58	68	137
RT Vol	0	130	0	86	0	0
Lane Flow Rate	312	151	135	167	129	159
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.578	0.23	0.24	0.278	0.237	0.283
Departure Headway (Hd)	6.68	5.468	6.404	5.979	6.598	6.402
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	539	656	560	599	544	561
Service Time	4.419	3.207	4.152	3.726	4.347	4.15
HCM Lane V/C Ratio	0.579	0.23	0.241	0.279	0.237	0.283
HCM Control Delay, s/veh	18.2	9.8	11.2	11	11.4	11.7
HCM Lane LOS	C	A	B	B	B	B
HCM 95th-ile Q	3.6	0.9	0.9	1.1	0.9	1.2

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	1868	457	125	1130	26	165	1	58	10	0	23
Future Volume (veh/h)	158	1868	457	125	1130	26	165	1	58	10	0	23
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		0.98	1.00		0.95	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	166	1966	481	132	1189	27	175	0	61	11	0	24
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	380	2792	659	154	3433	78	243	0	102	95	0	80
Arrive On Green	0.04	0.68	0.68	0.04	0.67	0.67	0.07	0.00	0.07	0.05	0.00	0.05
Sat Flow, veh/h	1781	4124	973	1781	5133	117	3563	0	1500	1781	0	1501
Grp Volume(v), veh/h	166	1610	837	132	788	428	175	0	61	11	0	24
Grp Sat Flow(s), veh/h/ln	1781	1702	1692	1781	1702	1846	1781	0	1500	1781	0	1501
Q Serve(g_s), s	5.3	52.2	56.9	4.3	18.0	18.0	8.7	0.0	7.1	1.1	0.0	2.8
Cycle Q Clear(g_c), s	5.3	52.2	56.9	4.3	18.0	18.0	8.7	0.0	7.1	1.1	0.0	2.8
Prop In Lane	1.00		0.57	1.00		0.06	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	380	2305	1146	154	2276	1234	243	0	102	95	0	80
V/C Ratio(X)	0.44	0.70	0.73	0.86	0.35	0.35	0.72	0.00	0.60	0.12	0.00	0.30
Avail Cap(c_a), veh/h	480	2305	1146	269	2276	1234	376	0	158	188	0	158
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	0.00	1.00
Uniform Delay (d), s/veh	9.6	17.8	18.6	36.4	12.9	12.9	82.2	0.0	81.5	81.2	0.0	82.0
Incr Delay (d2), s/veh	0.8	1.8	4.1	12.6	0.4	0.8	4.0	0.0	5.4	0.5	0.0	2.1
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	2.1	20.1	22.5	4.5	6.9	7.6	4.2	0.0	2.9	0.5	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.4	19.6	22.7	49.0	13.3	13.6	86.2	0.0	86.9	81.7	0.0	84.1
LnGrp LOS	B	B	C	D	B	B	F		F	F		F
Approach Vol, veh/h		2613			1348			236			35	
Approach Delay, s/veh		20.0			16.9			86.4			83.4	
Approach LOS		B			B			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.9	127.3		20.3	13.4	128.8		17.6				
Change Period (Y+Rc), s	6.9	6.9		8.0	6.9	6.9		8.0				
Max Green Setting (Gmax), s	18.1	94.1		19.0	18.1	94.1		19.0				
Max Q Clear Time (g_c+l1), s	7.3	20.0		10.7	6.3	58.9		4.8				
Green Ext Time (p_c), s	0.3	10.3		0.5	0.2	25.6		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			23.2									
HCM 7th LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved volume balancing among the lanes for turning movement.												

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	158	1868	457	125	1130	26	165	1	58	10	0	23
Future Volume (vph)	158	1868	457	125	1130	26	165	1	58	10	0	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	200		0	0		260	0		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00			1.00		0.99	0.99	0.97	0.99	0.97	
Frnt		0.971			0.997				0.850		0.850	
Flt Protected	0.950			0.950			0.950	0.953		0.950		
Satd. Flow (prot)	1770	4918	0	1770	5066	0	1681	1686	1583	1770	1539	0
Flt Permitted	0.198			0.034			0.950	0.953		0.950		
Satd. Flow (perm)	368	4918	0	63	5066	0	1662	1667	1533	1754	1539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		49			3				114		204	
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		1360			1124			1106			316	
Travel Time (s)		23.2			19.2			30.2			8.6	
Confl. Peds. (#/hr)	6		6	6		6	6		6	6		6
Confl. Bikes (#/hr)						1			5			2
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
Adj. Flow (vph)	166	1966	481	132	1189	27	174	1	61	11	0	24
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	166	2447	0	132	1216	0	87	88	61	11	24	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases	6			2					4			
Detector Phase	1	6		5	2		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	8.0	18.0		5.0	18.0		8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	25.0	101.0		25.0	101.0		27.0	27.0	27.0	27.0	27.0	
Total Split (s)	25.0	101.0		25.0	101.0		27.0	27.0	27.0	27.0	27.0	
Total Split (%)	13.9%	56.1%		13.9%	56.1%		15.0%	15.0%	15.0%	15.0%	15.0%	
Maximum Green (s)	18.1	94.1		18.1	94.1		19.0	19.0	19.0	19.0	19.0	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.5	2.5		2.5	2.5		4.0	4.0	4.0	4.0	4.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.9	6.9		6.9	6.9		8.0	8.0	8.0	8.0	8.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None	None	Min	Min	
Walk Time (s)		7.0			7.0		4.0	4.0	4.0	4.0	4.0	
Flash Don't Walk (s)		30.0			26.0		29.0	29.0	29.0	23.0	23.0	
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	
v/c Ratio	0.49	0.78		0.77	0.37		0.65	0.65	0.27	0.14	0.09	
Control Delay (s/veh)	12.7	26.7		74.0	15.2		101.4	101.8	2.9	86.6	0.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	12.7	26.7		74.0	15.2		101.4	101.8	2.9	86.6	0.7	
90th %ile Green (s)	13.4	102.5		20.2	109.3		19.0	19.0	19.0	8.5	8.5	
90th %ile Term Code	Gap	Coord		Gap	Coord		Max	Max	Max	Gap	Gap	
70th %ile Green (s)	11.4	109.1		16.1	113.8		17.0	17.0	17.0	8.0	8.0	
70th %ile Term Code	Gap	Coord		Gap	Coord		Gap	Gap	Gap	Min	Min	
50th %ile Green (s)	10.2	114.2		13.3	117.3		14.7	14.7	14.7	8.0	8.0	
50th %ile Term Code	Gap	Coord		Gap	Coord		Gap	Gap	Gap	Min	Min	
30th %ile Green (s)	9.1	119.4		10.4	120.7		12.4	12.4	12.4	8.0	8.0	
30th %ile Term Code	Gap	Coord		Gap	Coord		Gap	Gap	Gap	Min	Min	
10th %ile Green (s)	8.0	126.2		7.0	125.2		9.0	9.0	9.0	8.0	8.0	
10th %ile Term Code	Min	Coord		Gap	Coord		Gap	Gap	Gap	Min	Min	
Queue Length 50th (ft)	50	724		104	230		107	108	0	13	0	
Queue Length 95th (ft)	84	928		180	295		172	174	0	37	0	
Internal Link Dist (ft)		1280			1044			1026			236	
Turn Bay Length (ft)	230			200					260			
Base Capacity (vph)	409	3140		222	3301		177	177	263	186	344	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.41	0.78		0.59	0.37		0.49	0.50	0.23	0.06	0.07	

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

AM BKGD

4: Broken Sound Parkway & Clint Moore Road

04/27/2026

Offset: 96 (53%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 180

Control Type: Actuated-Coordinated

Splits and Phases: 4: Broken Sound Parkway & Clint Moore Road



Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	1	1	0	0	8	243	7	3	492	13
Future Vol, veh/h	2	0	1	1	0	0	8	243	7	3	492	13
Conflicting Peds, #/hr	0	0	0	8	0	8	0	0	8	8	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
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	0	1	1	0	0	8	256	7	3	518	14

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	684	819	274	558	822	148	532	0	0	271	0	0
Stage 1	531	531	-	284	284	-	-	-	-	-	-	-
Stage 2	153	288	-	273	538	-	-	-	-	-	-	-
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	335	309	724	413	307	873	1032	-	-	1289	-	-
Stage 1	500	524	-	699	675	-	-	-	-	-	-	-
Stage 2	834	672	-	709	521	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	328	303	718	401	301	859	1032	-	-	1279	-	-
Mov Cap-2 Maneuver	328	303	-	401	301	-	-	-	-	-	-	-
Stage 1	498	523	-	687	664	-	-	-	-	-	-	-
Stage 2	821	661	-	701	519	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	14.05	14	0.33	0.07
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	107	-	-	401	401	21	-	-
HCM Lane V/C Ratio	0.008	-	-	0.008	0.003	0.002	-	-
HCM Ctrl Dly (s/v)	8.5	0.1	-	14	14	7.8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection

Int Delay, s/veh 0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	6	47	250	420	70
Future Vol, veh/h	10	6	47	250	420	70
Conflicting Peds, #/hr	5	1	1	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	6	49	263	442	74

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	719	264	521
Stage 1	484	-	-
Stage 2	236	-	-
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	363	735	1042
Stage 1	585	-	-
Stage 2	781	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	341	730	1037
Mov Cap-2 Maneuver	341	-	-
Stage 1	553	-	-
Stage 2	778	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.67	1.64	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	570	-	341	730	-	-
HCM Lane V/C Ratio	0.048	-	0.031	0.009	-	-
HCM Ctrl Dly (s/v)	8.6	0.3	15.9	10	-	-
HCM Lane LOS	A	A	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.1	0	-	-

Intersection

Intersection Delay, s/veh 16.6

Intersection LOS C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	↑
Traffic Vol, veh/h	259	129	78	262	340	173
Future Vol, veh/h	259	129	78	262	340	173
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	273	136	82	276	358	182
Number of Lanes	2	0	0	2	1	1
Approach	EB	WB		NB		
Opposing Approach	WB	EB				
Opposing Lanes	2	2		0		
Conflicting Approach Left		NB		EB		
Conflicting Lanes Left	0	2		2		
Conflicting Approach Right	NB			WB		
Conflicting Lanes Right	2	0		2		
HCM Control Delay, s/veh	13.5	13.5		21		
HCM LOS	B	B		C		

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	0%	0%	47%	0%
Vol Thru, %	0%	0%	100%	40%	53%	100%
Vol Right, %	0%	100%	0%	60%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	340	173	173	215	165	175
LT Vol	340	0	0	0	78	0
Through Vol	0	0	173	86	87	175
RT Vol	0	173	0	129	0	0
Lane Flow Rate	358	182	182	227	174	184
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.713	0.301	0.346	0.405	0.346	0.353
Departure Headway (Hd)	7.17	5.954	6.861	6.432	7.147	6.906
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	505	601	522	555	501	518
Service Time	4.935	3.718	4.641	4.211	4.928	4.686
HCM Lane V/C Ratio	0.709	0.303	0.349	0.409	0.347	0.355
HCM Control Delay, s/veh	25.9	11.3	13.3	13.6	13.7	13.4
HCM Lane LOS	D	B	B	B	B	B
HCM 95th-ile Q	5.7	1.3	1.5	1.9	1.5	1.6

AM TOTAL

4: Broken Sound Parkway & Clint Moore Road

04/27/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	1868	460	127	1130	26	173	1	61	10	0	23
Future Volume (veh/h)	158	1868	460	127	1130	26	173	1	61	10	0	23
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		0.98	1.00		0.95	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	166	1966	484	134	1189	27	183	0	64	11	0	24
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	379	2778	659	154	3423	78	250	0	105	95	0	80
Arrive On Green	0.04	0.67	0.67	0.04	0.67	0.67	0.07	0.00	0.07	0.05	0.00	0.05
Sat Flow, veh/h	1781	4118	977	1781	5133	117	3563	0	1502	1781	0	1501
Grp Volume(v), veh/h	166	1612	838	134	788	428	183	0	64	11	0	24
Grp Sat Flow(s), veh/h/ln	1781	1702	1691	1781	1702	1846	1781	0	1502	1781	0	1501
Q Serve(g_s), s	5.3	52.7	57.5	4.4	18.1	18.1	9.1	0.0	7.4	1.1	0.0	2.8
Cycle Q Clear(g_c), s	5.3	52.7	57.5	4.4	18.1	18.1	9.1	0.0	7.4	1.1	0.0	2.8
Prop In Lane	1.00		0.58	1.00		0.06	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	379	2296	1141	154	2270	1231	250	0	105	95	0	80
V/C Ratio(X)	0.44	0.70	0.73	0.87	0.35	0.35	0.73	0.00	0.61	0.12	0.00	0.30
Avail Cap(c_a), veh/h	479	2296	1141	268	2270	1231	376	0	159	188	0	158
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	0.00	1.00
Uniform Delay (d), s/veh	9.7	18.1	18.9	37.1	13.0	13.0	82.0	0.0	81.3	81.2	0.0	82.0
Incr Delay (d2), s/veh	0.8	1.8	4.2	13.5	0.4	0.8	4.1	0.0	5.5	0.5	0.0	2.1
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	2.1	20.4	22.8	4.6	7.0	7.7	4.4	0.0	3.1	0.5	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.5	19.9	23.1	50.6	13.4	13.8	86.1	0.0	86.8	81.7	0.0	84.1
LnGrp LOS	B	B	C	D	B	B	F		F	F		F
Approach Vol, veh/h	2616			1350			247			35		
Approach Delay, s/veh	20.4			17.2			86.3			83.4		
Approach LOS	C			B			F			F		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.9	126.9		20.6	13.5	128.3		17.6				
Change Period (Y+Rc), s	6.9	6.9		8.0	6.9	6.9		8.0				
Max Green Setting (Gmax), s	18.1	94.1		19.0	18.1	94.1		19.0				
Max Q Clear Time (g_c+I1), s	7.3	20.1		11.1	6.4	59.5		4.8				
Green Ext Time (p_c), s	0.3	10.3		0.5	0.2	25.3		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh	23.7											
HCM 7th LOS	C											
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved volume balancing among the lanes for turning movement.												

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AM TOTAL

4: Broken Sound Parkway & Clint Moore Road

04/27/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	158	1868	460	127	1130	26	173	1	61	10	0	23
Future Volume (vph)	158	1868	460	127	1130	26	173	1	61	10	0	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	200		0	0		260	0		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00			1.00		0.99	0.99	0.97	0.99	0.97	
Frt		0.970			0.997				0.850		0.850	
Flt Protected	0.950			0.950			0.950	0.953		0.950		
Satd. Flow (prot)	1770	4913	0	1770	5066	0	1681	1686	1583	1770	1539	0
Flt Permitted	0.198			0.034			0.950	0.953		0.950		
Satd. Flow (perm)	368	4913	0	63	5066	0	1662	1667	1533	1754	1539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		49			3				114		202	
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		1360			1124			1106			316	
Travel Time (s)		23.2			19.2			30.2			8.6	
Confl. Peds. (#/hr)	6		6	6		6	6		6	6		6
Confl. Bikes (#/hr)						1			5			2
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
Adj. Flow (vph)	166	1966	484	134	1189	27	182	1	64	11	0	24
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	166	2450	0	134	1216	0	91	92	64	11	24	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

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AM TOTAL

4: Broken Sound Parkway & Clint Moore Road

04/27/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases	6			2					4			
Detector Phase	1	6		5	2		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	8.0	18.0		5.0	18.0		8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	25.0	101.0		25.0	101.0		27.0	27.0	27.0	27.0	27.0	
Total Split (s)	25.0	101.0		25.0	101.0		27.0	27.0	27.0	27.0	27.0	
Total Split (%)	13.9%	56.1%		13.9%	56.1%		15.0%	15.0%	15.0%	15.0%	15.0%	
Maximum Green (s)	18.1	94.1		18.1	94.1		19.0	19.0	19.0	19.0	19.0	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.5	2.5		2.5	2.5		4.0	4.0	4.0	4.0	4.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.9	6.9		6.9	6.9		8.0	8.0	8.0	8.0	8.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None	None	Min	Min	
Walk Time (s)		7.0			7.0		4.0	4.0	4.0	4.0	4.0	
Flash Don't Walk (s)		30.0			26.0		29.0	29.0	29.0	23.0	23.0	
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	
v/c Ratio	0.50	0.78		0.77	0.37		0.66	0.67	0.28	0.14	0.09	
Control Delay (s/veh)	12.8	27.2		74.5	15.4		102.2	102.8	3.0	86.6	0.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	12.8	27.2		74.5	15.4		102.2	102.8	3.0	86.6	0.7	
90th %ile Green (s)	13.4	102.3		20.4	109.3		19.0	19.0	19.0	8.5	8.5	
90th %ile Term Code	Gap	Coord		Gap	Coord		Max	Max	Max	Gap	Gap	
70th %ile Green (s)	11.5	108.3		16.4	113.2		17.5	17.5	17.5	8.0	8.0	
70th %ile Term Code	Gap	Coord		Gap	Coord		Gap	Gap	Gap	Min	Min	
50th %ile Green (s)	10.2	113.6		13.5	116.9		15.1	15.1	15.1	8.0	8.0	
50th %ile Term Code	Gap	Coord		Gap	Coord		Gap	Gap	Gap	Min	Min	
30th %ile Green (s)	9.1	118.8		10.7	120.4		12.7	12.7	12.7	8.0	8.0	
30th %ile Term Code	Gap	Coord		Gap	Coord		Gap	Gap	Gap	Min	Min	
10th %ile Green (s)	8.0	125.8		7.1	124.9		9.3	9.3	9.3	8.0	8.0	
10th %ile Term Code	Min	Coord		Gap	Coord		Gap	Gap	Gap	Min	Min	
Queue Length 50th (ft)	51	734		106	231		111	112	0	13	0	
Queue Length 95th (ft)	84	934		183	295		180	182	0	37	0	
Internal Link Dist (ft)		1280			1044			1026			236	
Turn Bay Length (ft)	230			200					260			
Base Capacity (vph)	408	3123		222	3292		177	177	263	186	343	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.41	0.78		0.60	0.37		0.51	0.52	0.24	0.06	0.07	
Intersection Summary												
Area Type:	Other											
Cycle Length: 180												
Actuated Cycle Length: 180												

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AM TOTAL

4: Broken Sound Parkway & Clint Moore Road

04/27/2026

Offset: 96 (53%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 180

Control Type: Actuated-Coordinated

Splits and Phases: 4: Broken Sound Parkway & Clint Moore Road



AM TOTAL

1: Broken Sound Boulevard & Broken Sound Parkway

04/27/2026

Intersection

Intersection Delay, s/veh 16.8

Intersection LOS C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	↑
Traffic Vol, veh/h	262	132	78	264	341	173
Future Vol, veh/h	262	132	78	264	341	173
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	276	139	82	278	359	182
Number of Lanes	2	0	0	2	1	1
Approach	EB	WB		NB		
Opposing Approach	WB	EB				
Opposing Lanes	2	2		0		
Conflicting Approach Left		NB		EB		
Conflicting Lanes Left	0	2		2		
Conflicting Approach Right	NB			WB		
Conflicting Lanes Right	2	0		2		
HCM Control Delay, s/veh	13.6	13.6		21.3		
HCM LOS	B	B		C		

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	0%	0%	47%	0%
Vol Thru, %	0%	0%	100%	40%	53%	100%
Vol Right, %	0%	100%	0%	60%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	341	173	175	219	166	176
LT Vol	341	0	0	0	78	0
Through Vol	0	0	175	87	88	176
RT Vol	0	173	0	132	0	0
Lane Flow Rate	359	182	184	231	175	185
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.717	0.302	0.351	0.413	0.348	0.356
Departure Headway (Hd)	7.19	5.974	6.872	6.441	7.163	6.923
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	503	599	520	556	500	517
Service Time	4.956	3.738	4.653	4.222	4.946	4.706
HCM Lane V/C Ratio	0.714	0.304	0.354	0.415	0.35	0.358
HCM Control Delay, s/veh	26.3	11.3	13.4	13.7	13.8	13.5
HCM Lane LOS	D	B	B	B	B	B
HCM 95th-tile Q	5.7	1.3	1.6	2	1.5	1.6

AM TOTAL

5: Broken Sound Parkway & EXIT ONLY

08/14/2026

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗↗	↗↗	
Traffic Vol, veh/h	0	1	0	259	555	0
Future Vol, veh/h	0	1	0	259	555	0
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	0	1	0	273	584	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	- 292	- 0	- 0
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -
Critical Hdwy	- 6.94	- -	- -
Critical Hdwy Stg 1	- -	- -	- -
Critical Hdwy Stg 2	- -	- -	- -
Follow-up Hdwy	- 3.32	- -	- -
Pot Cap-1 Maneuver	0 704	0 -	- 0
Stage 1	0 -	0 -	- 0
Stage 2	0 -	0 -	- 0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	- 704	- -	- -
Mov Cap-2 Maneuver	- -	- -	- -
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.12	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT EBLn1	SBT
Capacity (veh/h)	- 704	-
HCM Lane V/C Ratio	- 0.001	-
HCM Ctrl Dly (s/v)	- 10.1	-
HCM Lane LOS	- B	-
HCM 95th %tile Q(veh)	- 0	-

AM TOTAL

7: Broken Sound Parkway & S Driveway

08/14/2026

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
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Lane Configurations							
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Traffic Vol, veh/h	11	9	56	245	10	426	84
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Future Vol, veh/h	11	9	56	245	10	426	84
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Conflicting Peds, #/hr	5	1	1	0	0	0	5
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Sign Control	Stop	Stop	Free	Free	Free	Free	Free
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RT Channelized	-	None	-	None	-	-	None
----------------	---	------	---	------	---	---	------

Storage Length	0	0	-	-	-	-	0
----------------	---	---	---	---	---	---	---

Veh in Median Storage, #	0	-	-	0	-	0	-
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Grade, %	0	-	-	0	-	0	-
----------	---	---	---	---	---	---	---

Peak Hour Factor	95	95	95	95	95	95	95
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Heavy Vehicles, %	2	2	2	2	2	2	2
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Mvmt Flow	12	9	59	258	11	448	88
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Major/Minor	Minor2	Major1	Major2
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Conflicting Flow All	726	230	542
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Stage 1	474	-	-
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Stage 2	252	-	-
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Critical Hdwy	6.84	6.94	4.14
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Critical Hdwy Stg 1	5.84	-	-
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Critical Hdwy Stg 2	5.84	-	-
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Follow-up Hdwy	3.52	3.32	2.22
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Pot Cap-1 Maneuver	359	772	1023
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Stage 1	592	-	-
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Stage 2	767	-	-
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Platoon blocked, %			
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Mov Cap-1 Maneuver	330	768	1018
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Mov Cap-2 Maneuver	330	-	-
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Stage 1	552	-	-
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Stage 2	754	-	-
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Approach	EB	NB	SB
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HCM Ctrl Dly, s/v	13.36	1.93	0.25
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HCM LOS	B		
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Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
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Capacity (veh/h)	670	-	330	768	-	-
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HCM Lane V/C Ratio	0.058	-	0.035	0.012	-	-
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HCM Ctrl Dly (s/v)	8.8	0.4	16.3	9.7	0.1	-
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HCM Lane LOS	A	A	C	A	A	-
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HCM 95th %tile Q(veh)	0.2	-	0.1	0	-	-
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AM TOTAL

8: Broken Sound Parkway & N Driveway/Driveway

08/16/2026

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↑		↑↓			↑↓			↑↓	
Traffic Vol, veh/h	0	0	15	1	0	0	2	260	7	3	539	4
Future Vol, veh/h	0	0	15	1	0	0	2	260	7	3	539	4
Conflicting Peds, #/hr	0	0	0	8	0	8	0	0	8	8	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	16	1	0	0	2	274	7	3	567	4

Major/Minor	Minor2	Minor1	Major1	Major2
Conflicting Flow All	-	-	294	588
Stage 1	-	-	290	290
Stage 2	-	-	298	578
Critical Hdwy	-	-	6.94	7.54
Critical Hdwy Stg 1	-	-	6.54	5.54
Critical Hdwy Stg 2	-	-	6.54	5.54
Follow-up Hdwy	-	-	3.32	3.52
Pot Cap-1 Maneuver	0	0	703	393
Stage 1	0	0	694	671
Stage 2	0	0	686	499
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	697	376
Mov Cap-2 Maneuver	-	-	376	285
Stage 1	-	-	687	665
Stage 2	-	-	663	498

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.28	14.6	0.08	0.07
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	26	-	-	697	376	20	-
HCM Lane V/C Ratio	0.002	-	-	0.023	0.003	0.003	-
HCM Ctrl Dly (s/v)	8.6	0	-	10.3	14.6	7.9	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-

SYNCHRO PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	1067	117	26	1723	3	383	0	173	22	1	36
Future Volume (veh/h)	13	1067	117	26	1723	3	383	0	173	22	1	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	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	13	1100	121	27	1776	3	395	0	178	23	1	37
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	197	2953	325	314	3326	6	476	0	208	85	2	70
Arrive On Green	0.02	0.63	0.63	0.02	0.63	0.63	0.13	0.00	0.13	0.05	0.05	0.05
Sat Flow, veh/h	1781	4669	513	1781	5264	9	3563	0	1558	1781	40	1474
Grp Volume(v), veh/h	13	802	419	27	1148	631	395	0	178	23	0	38
Grp Sat Flow(s), veh/h/ln	1781	1702	1778	1781	1702	1869	1781	0	1558	1781	0	1513
Q Serve(g_s), s	0.5	20.4	20.4	1.0	33.7	33.7	19.4	0.0	20.1	2.2	0.0	4.4
Cycle Q Clear(g_c), s	0.5	20.4	20.4	1.0	33.7	33.7	19.4	0.0	20.1	2.2	0.0	4.4
Prop In Lane	1.00		0.29	1.00		0.00	1.00		1.00	1.00		0.97
Lane Grp Cap(c), veh/h	197	2153	1125	314	2151	1181	476	0	208	85	0	72
V/C Ratio(X)	0.07	0.37	0.37	0.09	0.53	0.53	0.83	0.00	0.86	0.27	0.00	0.53
Avail Cap(c_a), veh/h	308	2153	1125	427	2151	1181	752	0	329	139	0	118
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	0.00	1.00
Uniform Delay (d), s/veh	14.2	15.9	15.9	12.3	18.4	18.4	76.0	0.0	76.3	82.7	0.0	83.7
Incr Delay (d2), s/veh	0.1	0.5	0.9	0.1	1.0	1.7	4.5	0.0	12.1	1.7	0.0	5.8
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	0.2	8.0	8.6	0.4	13.3	14.9	9.3	0.0	8.9	1.1	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.4	16.4	16.8	12.4	19.4	20.1	80.4	0.0	88.4	84.4	0.0	89.6
LnGrp LOS	B	B	B	B	B	C	F		F	F		F
Approach Vol, veh/h		1234			1806			573			61	
Approach Delay, s/veh		16.5			19.5			82.9			87.6	
Approach LOS		B			B			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.7	120.6		32.0	10.6	120.8		16.6				
Change Period (Y+Rc), s	6.9	6.9		8.0	6.9	6.9		8.0				
Max Green Setting (Gmax), s	15.1	83.1		38.0	15.1	83.1		14.0				
Max Q Clear Time (g_c+I1), s	2.5	35.7		22.1	3.0	22.4		6.4				
Green Ext Time (p_c), s	0.0	18.4		1.9	0.0	10.4		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			29.5									
HCM 7th LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved volume balancing among the lanes for turning movement.												

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	1067	117	26	1723	3	383	0	173	22	1	36
Future Volume (vph)	13	1067	117	26	1723	3	383	0	173	22	1	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	200		0	0		260	0		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor									0.98	1.00	0.98	
Frt		0.985							0.850		0.854	
Flt Protected	0.950			0.950			0.950	0.950		0.950		
Satd. Flow (prot)	1770	5009	0	1770	5085	0	1681	1681	1583	1770	1559	0
Flt Permitted	0.087			0.180			0.950	0.950		0.950		
Satd. Flow (perm)	162	5009	0	335	5085	0	1681	1681	1559	1761	1559	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14							178		37	
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		1360			1124			1106			316	
Travel Time (s)		23.2			19.2			30.2			8.6	
Confl. Peds. (#/hr)	1									4		
Confl. Bikes (#/hr)									3			3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	13	1100	121	27	1776	3	395	0	178	23	1	37
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	13	1221	0	27	1779	0	197	198	178	23	38	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

PM EX

4: Broken Sound Parkway & Clint Moore Road

04/27/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases	6			2					4			
Detector Phase	1	6		5	2		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	8.0	18.0		5.0	18.0		8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	22.0	90.0		22.0	90.0		46.0	46.0	46.0	22.0	22.0	
Total Split (s)	22.0	90.0		22.0	90.0		46.0	46.0	46.0	22.0	22.0	
Total Split (%)	12.2%	50.0%		12.2%	50.0%		25.6%	25.6%	25.6%	12.2%	12.2%	
Maximum Green (s)	15.1	83.1		15.1	83.1		38.0	38.0	38.0	14.0	14.0	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.5	2.5		2.5	2.5		4.0	4.0	4.0	4.0	4.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.9	6.9		6.9	6.9		8.0	8.0	8.0	8.0	8.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None	None	Min	Min	
Walk Time (s)		7.0			7.0		4.0	4.0	4.0	4.0	4.0	
Flash Don't Walk (s)		30.0			26.0		29.0	29.0	29.0	23.0	23.0	
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	
v/c Ratio	0.07	0.40		0.10	0.55		0.76	0.77	0.46	0.27	0.35	
Control Delay (s/veh)	13.1	19.7		12.8	21.0		91.1	91.4	11.1	90.3	30.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	13.1	19.7		12.8	21.0		91.1	91.4	11.1	90.3	30.8	
90th %ile Green (s)	8.0	94.5		7.8	94.3		37.4	37.4	37.4	10.5	10.5	
90th %ile Term Code	Min	Coord		Gap	Coord		Gap	Gap	Gap	Gap	Gap	
70th %ile Green (s)	8.0	102.7		6.9	101.6		31.7	31.7	31.7	8.9	8.9	
70th %ile Term Code	Min	Coord		Gap	Coord		Gap	Gap	Gap	Gap	Gap	
50th %ile Green (s)	0.0	108.4		6.4	121.7		27.4	27.4	27.4	8.0	8.0	
50th %ile Term Code	Skip	Coord		Gap	Coord		Gap	Gap	Gap	Min	Min	
30th %ile Green (s)	0.0	112.4		5.9	125.2		23.9	23.9	23.9	8.0	8.0	
30th %ile Term Code	Skip	Coord		Gap	Coord		Gap	Gap	Gap	Min	Min	
10th %ile Green (s)	0.0	131.2		0.0	131.2		17.9	17.9	17.9	8.0	8.0	
10th %ile Term Code	Skip	Coord		Skip	Coord		Gap	Gap	Gap	Min	Min	
Queue Length 50th (ft)	5	266		10	364		238	240	0	27	1	
Queue Length 95th (ft)	17	361		27	604		321	324	70	61	44	
Internal Link Dist (ft)		1280			1044			1026			236	
Turn Bay Length (ft)	230			200					260			
Base Capacity (vph)	243	3062		345	3243		354	354	469	137	155	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.05	0.40		0.08	0.55		0.56	0.56	0.38	0.17	0.25	

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

EX AM 6:07 pm 08/28/2023

Synchro 12 Report
Page 2

PM EX

4: Broken Sound Parkway & Clint Moore Road

04/27/2026

Offset: 96 (53%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 180

Control Type: Actuated-Coordinated

Splits and Phases: 4: Broken Sound Parkway & Clint Moore Road



Intersection

Int Delay, s/veh 1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	0	8	8	0	26	2	421	0	1	191	2
Future Vol, veh/h	11	0	8	8	0	26	2	421	0	1	191	2
Conflicting Peds, #/hr	0	0	0	5	0	5	0	0	5	5	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	0	10	10	0	33	3	526	0	1	239	3

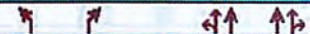
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	516	779	126	663	780	273	241	0	0	531	0	0
Stage 1	243	243	-	536	536	-	-	-	-	-	-	-
Stage 2	273	536	-	127	244	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
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	442	326	901	347	325	725	1322	-	-	1032	-	-
Stage 1	739	704	-	496	521	-	-	-	-	-	-	-
Stage 2	710	521	-	864	703	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	419	323	897	338	323	718	1322	-	-	1027	-	-
Mov Cap-2 Maneuver	419	323	-	338	323	-	-	-	-	-	-	-
Stage 1	738	703	-	493	518	-	-	-	-	-	-	-
Stage 2	673	518	-	849	702	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.97	11.85	0.05	0.05
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	17	-	-	540	568	18	-
HCM Lane V/C Ratio	0.002	-	-	0.044	0.075	0.001	-
HCM Ctrl Dly (s/v)	7.7	0	-	12	11.9	8.5	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-

Intersection

Int Delay, s/veh 1.9

Movement EBL EBR NBL NBT SBT SBRLane Configurations 

Traffic Vol, veh/h 63 42 8 361 196 13

Future Vol, veh/h 63 42 8 361 196 13

Conflicting Peds, #/hr 1 1 1 0 0 1

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 0 - - - -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 81 81 81 81 81 81

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 78 52 10 446 242 16

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 495 131 259 0 - 0

Stage 1 251 - - - - -

Stage 2 244 - - - - -

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 504 894 1303 - - -

Stage 1 768 - - - - -

Stage 2 774 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 499 893 1301 - - -

Mov Cap-2 Maneuver 499 - - - - -

Stage 1 760 - - - - -

Stage 2 773 - - - - -

Approach EB NB SB

HCM Ctrl Dly, s/v 11.84 0.23 0

HCM LOS B

Minor Lane/Major Mvmt NBL NBT EBLn1 EBLn2 SBT SBR

Capacity (veh/h) 78 - 499 893 - -

HCM Lane V/C Ratio 0.008 - 0.156 0.058 - -

HCM Ctrl Dly (s/v) 7.8 0.1 13.5 9.3 - -

HCM Lane LOS A A B A - -

HCM 95th %tile Q(veh) 0 - 0.5 0.2 - -

Intersection

Intersection Delay, s/veh 14.9

Intersection LOS B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	↑
Traffic Vol, veh/h	180	268	149	148	111	66
Future Vol, veh/h	180	268	149	148	111	66
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	247	367	204	203	152	90
Number of Lanes	2	0	0	2	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	16.5	13.9	12.4
HCM LOS	C	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	0%	0%	75%	0%
Vol Thru, %	0%	0%	100%	18%	25%	100%
Vol Right, %	0%	100%	0%	82%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	111	66	120	328	198	99
LT Vol	111	0	0	0	149	0
Through Vol	0	0	120	60	49	99
RT Vol	0	66	0	268	0	0
Lane Flow Rate	152	90	164	449	272	135
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.316	0.157	0.272	0.671	0.492	0.23
Departure Headway (Hd)	7.472	6.252	5.957	5.377	6.515	6.134
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	480	572	602	669	552	584
Service Time	5.224	4.003	3.701	3.121	4.265	3.883
HCM Lane V/C Ratio	0.317	0.157	0.272	0.671	0.493	0.231
HCM Control Delay, s/veh	13.7	10.2	10.9	18.5	15.5	10.7
HCM Lane LOS	B	B	B	C	C	B
HCM 95th-ile Q	1.3	0.6	1.1	5.1	2.7	0.9

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	1405	175	44	1988	3	453	0	191	23	1	37
Future Volume (veh/h)	14	1405	175	44	1988	3	453	0	191	23	1	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	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	15	1479	184	46	2093	3	477	0	201	24	1	39
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	151	2796	348	211	3209	5	548	0	240	85	2	70
Arrive On Green	0.02	0.61	0.61	0.02	0.61	0.61	0.15	0.00	0.15	0.05	0.05	0.05
Sat Flow, veh/h	1781	4599	572	1781	5266	8	3563	0	1559	1781	38	1475
Grp Volume(v), veh/h	15	1094	569	46	1353	743	477	0	201	24	0	40
Grp Sat Flow(s), veh/h/ln	1781	1702	1767	1781	1702	1869	1781	0	1559	1781	0	1513
Q Serve(g_s), s	0.6	33.4	33.5	1.8	46.4	46.4	23.5	0.0	22.5	2.3	0.0	4.7
Cycle Q Clear(g_c), s	0.6	33.4	33.5	1.8	46.4	46.4	23.5	0.0	22.5	2.3	0.0	4.7
Prop In Lane	1.00		0.32	1.00		0.00	1.00		1.00	1.00		0.98
Lane Grp Cap(c), veh/h	151	2069	1074	211	2075	1139	548	0	240	85	0	72
V/C Ratio(X)	0.10	0.53	0.53	0.22	0.65	0.65	0.87	0.00	0.84	0.28	0.00	0.55
Avail Cap(c_a), veh/h	258	2069	1074	316	2075	1139	752	0	329	139	0	118
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	0.00	1.00
Uniform Delay (d), s/veh	18.7	20.4	20.4	16.1	22.8	22.8	74.4	0.0	74.0	82.7	0.0	83.8
Incr Delay (d2), s/veh	0.3	1.0	1.9	0.5	1.6	2.9	8.2	0.0	12.8	1.8	0.0	6.5
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	0.2	13.4	14.2	0.7	18.6	20.9	11.5	0.0	10.0	1.1	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.0	21.4	22.3	16.6	24.4	25.7	82.6	0.0	86.8	84.5	0.0	90.3
LnGrp LOS	B	C	C	B	C	C	F		F	F		F
Approach Vol, veh/h		1678			2142			678			64	
Approach Delay, s/veh		21.6			24.7			83.9			88.2	
Approach LOS		C			C			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	116.6		35.7	11.4	116.3		16.6				
Change Period (Y+Rc), s	6.9	6.9		8.0	6.9	6.9		8.0				
Max Green Setting (Gmax), s	15.1	83.1		38.0	15.1	83.1		14.0				
Max Q Clear Time (g_c+I1), s	2.6	48.4		25.5	3.8	35.5		6.7				
Green Ext Time (p_c), s	0.0	20.5		2.2	0.0	16.7		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			33.3									
HCM 7th LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved volume balancing among the lanes for turning movement.												

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	1405	175	44	1988	3	453	0	191	23	1	37
Future Volume (vph)	14	1405	175	44	1988	3	453	0	191	23	1	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	200		0	0		260	0		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor									0.98	1.00	0.98	
Frt		0.983							0.850		0.854	
Flt Protected	0.950			0.950			0.950	0.950		0.950		
Satd. Flow (prot)	1770	4999	0	1770	5085	0	1681	1681	1583	1770	1559	0
Flt Permitted	0.046			0.093			0.950	0.950		0.950		
Satd. Flow (perm)	86	4999	0	173	5085	0	1681	1681	1559	1761	1559	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16							201		39	
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		1360			1124			1106			316	
Travel Time (s)		23.2			19.2			30.2			8.6	
Confl. Peds. (#/hr)	1									4		
Confl. Bikes (#/hr)									3			3
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
Adj. Flow (vph)	15	1479	184	46	2093	3	477	0	201	24	1	39
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	15	1663	0	46	2096	0	238	239	201	24	40	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases	6			2					4			
Detector Phase	1	6		5	2		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	8.0	18.0		5.0	18.0		8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	22.0	90.0		22.0	90.0		46.0	46.0	46.0	22.0	22.0	
Total Split (s)	22.0	90.0		22.0	90.0		46.0	46.0	46.0	22.0	22.0	
Total Split (%)	12.2%	50.0%		12.2%	50.0%		25.6%	25.6%	25.6%	12.2%	12.2%	
Maximum Green (s)	15.1	83.1		15.1	83.1		38.0	38.0	38.0	14.0	14.0	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.5	2.5		2.5	2.5		4.0	4.0	4.0	4.0	4.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.9	6.9		6.9	6.9		8.0	8.0	8.0	8.0	8.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None	None	Min	Min	
Walk Time (s)		7.0			7.0		4.0	4.0	4.0	4.0	4.0	
Flash Don't Walk (s)		30.0			26.0		29.0	29.0	29.0	23.0	23.0	
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	
v/c Ratio	0.12	0.57		0.27	0.69		0.82	0.82	0.46	0.28	0.36	
Control Delay (s/veh)	15.4	25.5		16.9	28.1		92.3	92.7	10.2	90.6	30.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	15.4	25.5		16.9	28.1		92.3	92.7	10.2	90.6	30.7	
90th %ile Green (s)	8.0	92.4		9.1	93.5		38.0	38.0	38.0	10.7	10.7	
90th %ile Term Code	Min	Coord		Gap	Coord		Max	Max	Max	Gap	Gap	
70th %ile Green (s)	8.0	96.1		8.0	96.1		37.0	37.0	37.0	9.1	9.1	
70th %ile Term Code	Min	Coord		Gap	Coord		Gap	Gap	Gap	Gap	Gap	
50th %ile Green (s)	8.0	102.6		7.1	101.7		32.5	32.5	32.5	8.0	8.0	
50th %ile Term Code	Min	Coord		Gap	Coord		Gap	Gap	Gap	Min	Min	
30th %ile Green (s)	0.0	107.8		6.5	121.2		27.9	27.9	27.9	8.0	8.0	
30th %ile Term Code	Skip	Coord		Gap	Coord		Gap	Gap	Gap	Min	Min	
10th %ile Green (s)	0.0	127.7		0.0	127.7		21.4	21.4	21.4	8.0	8.0	
10th %ile Term Code	Skip	Coord		Skip	Coord		Gap	Gap	Gap	Min	Min	
Queue Length 50th (ft)	6	447		19	656		286	288	0	28	1	
Queue Length 95th (ft)	18	562		41	787		386	389	75	63	45	
Internal Link Dist (ft)		1280			1044			1026			236	
Turn Bay Length (ft)	230			200					260			
Base Capacity (vph)	197	2931		246	3052		354	354	487	137	157	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.08	0.57		0.19	0.69		0.67	0.68	0.41	0.18	0.25	

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

PM BKGD

4: Broken Sound Parkway & Clint Moore Road

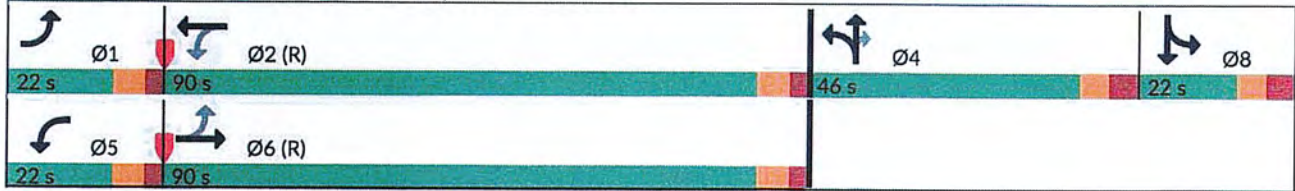
04/27/2026

Offset: 96 (53%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 180

Control Type: Actuated-Coordinated

Splits and Phases: 4: Broken Sound Parkway & Clint Moore Road



Intersection

Int Delay, s/veh 0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	0	8	8	0	26	2	534	0	1	260	2
Future Vol, veh/h	11	0	8	8	0	26	2	534	0	1	260	2
Conflicting Peds, #/hr	0	0	0	5	0	5	0	0	5	5	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
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	12	0	8	8	0	27	2	562	0	1	274	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	567	848	143	715	849	291	276	0	0	567	0	0
Stage 1	277	277	-	571	571	-	-	-	-	-	-	-
Stage 2	290	571	-	144	278	-	-	-	-	-	-	-
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	406	297	879	318	296	705	1284	-	-	1001	-	-
Stage 1	706	680	-	473	503	-	-	-	-	-	-	-
Stage 2	693	503	-	844	679	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	387	294	874	311	294	699	1284	-	-	996	-	-
Mov Cap-2 Maneuver	387	294	-	311	294	-	-	-	-	-	-	-
Stage 1	705	679	-	470	499	-	-	-	-	-	-	-
Stage 2	662	499	-	831	678	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.41	12.14	0.04	0.04
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	13	-	-	506	540	14	-	-
HCM Lane V/C Ratio	0.002	-	-	0.04	0.066	0.001	-	-
HCM Ctrl Dly (s/v)	7.8	0	-	12.4	12.1	8.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Intersection

Int Delay, s/veh 1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↰	↱		↰↱	↰↱	
Traffic Vol, veh/h	63	42	8	472	265	13
Future Vol, veh/h	63	42	8	472	265	13
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	66	44	8	497	279	14

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	553	148	294
Stage 1	287	-	-
Stage 2	266	-	-
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	463	872	1265
Stage 1	737	-	-
Stage 2	754	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	459	870	1264
Mov Cap-2 Maneuver	459	-	-
Stage 1	730	-	-
Stage 2	753	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.25	0.19	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	60	-	459	870	-	-
HCM Lane V/C Ratio	0.007	-	0.145	0.051	-	-
HCM Ctrl Dly (s/v)	7.9	0.1	14.2	9.4	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.5	0.2	-	-

Intersection						
Intersection Delay, s/veh	15.5					
Intersection LOS	C					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	↑
Traffic Vol, veh/h	254	330	201	212	167	88
Future Vol, veh/h	254	330	201	212	167	88
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	267	347	212	223	176	93
Number of Lanes	2	0	0	2	1	1
Approach	EB	WB		NB		
Opposing Approach	WB	EB				
Opposing Lanes	2	2		0		
Conflicting Approach Left		NB		EB		
Conflicting Lanes Left	0	2		2		
Conflicting Approach Right	NB			WB		
Conflicting Lanes Right	2	0		2		
HCM Control Delay, s/veh	16.9	14.8		13.2		
HCM LOS	C	B		B		
Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	0%	0%	74%	0%
Vol Thru, %	0%	0%	100%	20%	26%	100%
Vol Right, %	0%	100%	0%	80%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	167	88	169	415	272	141
LT Vol	167	0	0	0	201	0
Through Vol	0	0	169	85	71	141
RT Vol	0	88	0	330	0	0
Lane Flow Rate	176	93	178	436	286	149
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.369	0.163	0.303	0.674	0.528	0.259
Departure Headway (Hd)	7.563	6.342	6.121	5.555	6.649	6.273
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	475	564	586	650	540	571
Service Time	5.323	4.101	3.874	3.308	4.408	4.031
HCM Lane V/C Ratio	0.371	0.165	0.304	0.671	0.53	0.261
HCM Control Delay, s/veh	14.7	10.3	11.5	19.1	16.7	11.2
HCM Lane LOS	B	B	B	C	C	B
HCM 95th-ile Q	1.7	0.6	1.3	5.2	3.1	1

PM TOTAL

4: Broken Sound Parkway & Clint Moore Road

04/27/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 	 		 	
Traffic Volume (veh/h)	14	1405	182	48	1988	3	458	0	194	23	1	37
Future Volume (veh/h)	14	1405	182	48	1988	3	458	0	194	23	1	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	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	15	1479	192	51	2093	3	482	0	204	24	1	39
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	150	2771	359	209	3202	5	553	0	242	85	2	70
Arrive On Green	0.02	0.61	0.61	0.03	0.61	0.61	0.16	0.00	0.16	0.05	0.05	0.05
Sat Flow, veh/h	1781	4574	593	1781	5266	8	3563	0	1559	1781	38	1475
Grp Volume(v), veh/h	15	1100	571	51	1353	743	482	0	204	24	0	40
Grp Sat Flow(s), veh/h/ln	1781	1702	1763	1781	1702	1869	1781	0	1559	1781	0	1513
Q Serve(g_s), s	0.6	33.9	33.9	2.0	46.5	46.6	23.8	0.0	22.9	2.3	0.0	4.7
Cycle Q Clear(g_c), s	0.6	33.9	33.9	2.0	46.5	46.6	23.8	0.0	22.9	2.3	0.0	4.7
Prop In Lane	1.00		0.34	1.00		0.00	1.00		1.00	1.00		0.98
Lane Grp Cap(c), veh/h	150	2062	1068	209	2070	1136	553	0	242	85	0	72
V/C Ratio(X)	0.10	0.53	0.53	0.24	0.65	0.65	0.87	0.00	0.84	0.28	0.00	0.55
Avail Cap(c_a), veh/h	258	2062	1068	313	2070	1136	752	0	329	139	0	118
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	0.00	1.00
Uniform Delay (d), s/veh	18.9	20.7	20.7	16.4	22.9	23.0	74.3	0.0	73.9	82.7	0.0	83.8
Incr Delay (d2), s/veh	0.3	1.0	1.9	0.6	1.6	2.9	8.4	0.0	13.5	1.8	0.0	6.5
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	0.2	13.6	14.4	0.8	18.7	21.0	11.7	0.0	10.2	1.1	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.2	21.7	22.6	17.0	24.6	25.9	82.7	0.0	87.4	84.5	0.0	90.3
LnGrp LOS	B	C	C	B	C	C	F		F	F		F
Approach Vol, veh/h		1686			2147			686			64	
Approach Delay, s/veh		21.9			24.8			84.1			88.2	
Approach LOS		C			C			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	116.3		36.0	11.5	116.0		16.6				
Change Period (Y+Rc), s	6.9	6.9		8.0	6.9	6.9		8.0				
Max Green Setting (Gmax), s	15.1	83.1		38.0	15.1	83.1		14.0				
Max Q Clear Time (g_c+I1), s	2.6	48.6		25.8	4.0	35.9		6.7				
Green Ext Time (p_c), s	0.0	20.5		2.2	0.1	16.8		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			33.5									
HCM 7th LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved volume balancing among the lanes for turning movement.												

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PM TOTAL

4: Broken Sound Parkway & Clint Moore Road

04/27/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	1405	182	48	1988	3	458	0	194	23	1	37
Future Volume (vph)	14	1405	182	48	1988	3	458	0	194	23	1	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	200		0	0		260	0		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor									0.98	1.00	0.98	
Frt		0.983							0.850		0.854	
Flt Protected	0.950			0.950			0.950	0.950		0.950		
Satd. Flow (prot)	1770	4999	0	1770	5085	0	1681	1681	1583	1770	1559	0
Flt Permitted	0.046			0.091			0.950	0.950		0.950		
Satd. Flow (perm)	86	4999	0	170	5085	0	1681	1681	1559	1761	1559	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17							204		39	
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		1360			1124			1106			316	
Travel Time (s)		23.2			19.2			30.2			8.6	
Confl. Peds. (#/hr)	1									4		
Confl. Bikes (#/hr)									3			3
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
Adj. Flow (vph)	15	1479	192	51	2093	3	482	0	204	24	1	39
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	15	1671	0	51	2096	0	241	241	204	24	40	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

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PM TOTAL

4: Broken Sound Parkway & Clint Moore Road

04/27/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases	6			2					4			
Detector Phase	1	6		5	2		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	8.0	18.0		5.0	18.0		8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	22.0	90.0		22.0	90.0		46.0	46.0	46.0	22.0	22.0	
Total Split (s)	22.0	90.0		22.0	90.0		46.0	46.0	46.0	22.0	22.0	
Total Split (%)	12.2%	50.0%		12.2%	50.0%		25.6%	25.6%	25.6%	12.2%	12.2%	
Maximum Green (s)	15.1	83.1		15.1	83.1		38.0	38.0	38.0	14.0	14.0	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.5	2.5		2.5	2.5		4.0	4.0	4.0	4.0	4.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.9	6.9		6.9	6.9		8.0	8.0	8.0	8.0	8.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None	None	Min	Min	
Walk Time (s)		7.0			7.0		4.0	4.0	4.0	4.0	4.0	
Flash Don't Walk (s)		30.0			26.0		29.0	29.0	29.0	23.0	23.0	
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	
v/c Ratio	0.12	0.57		0.30	0.69		0.82	0.82	0.46	0.28	0.36	
Control Delay (s/veh)	15.4	25.8		17.5	28.2		92.8	92.8	10.2	90.6	30.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	15.4	25.8		17.5	28.2		92.8	92.8	10.2	90.6	30.7	
90th %ile Green (s)	8.0	92.1		9.4	93.5		38.0	38.0	38.0	10.7	10.7	
90th %ile Term Code	Min	Coord		Gap	Coord		Max	Max	Max	Gap	Gap	
70th %ile Green (s)	8.0	95.7		8.2	95.9		37.2	37.2	37.2	9.1	9.1	
70th %ile Term Code	Min	Coord		Gap	Coord		Gap	Gap	Gap	Gap	Gap	
50th %ile Green (s)	8.0	102.2		7.3	101.5		32.7	32.7	32.7	8.0	8.0	
50th %ile Term Code	Min	Coord		Gap	Coord		Gap	Gap	Gap	Min	Min	
30th %ile Green (s)	0.0	107.5		6.6	121.0		28.1	28.1	28.1	8.0	8.0	
30th %ile Term Code	Skip	Coord		Gap	Coord		Gap	Gap	Gap	Min	Min	
10th %ile Green (s)	0.0	127.5		0.0	127.5		21.6	21.6	21.6	8.0	8.0	
10th %ile Term Code	Skip	Coord		Skip	Coord		Gap	Gap	Gap	Min	Min	
Queue Length 50th (ft)	6	453		21	657		290	290	0	28	1	
Queue Length 95th (ft)	18	567		45	787		392	392	75	63	45	
Internal Link Dist (ft)		1280			1044			1026			236	
Turn Bay Length (ft)	230			200					260			
Base Capacity (vph)	197	2923		244	3047		354	354	490	137	157	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.08	0.57		0.21	0.69		0.68	0.68	0.42	0.18	0.25	

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

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PM TOTAL

4: Broken Sound Parkway & Clint Moore Road

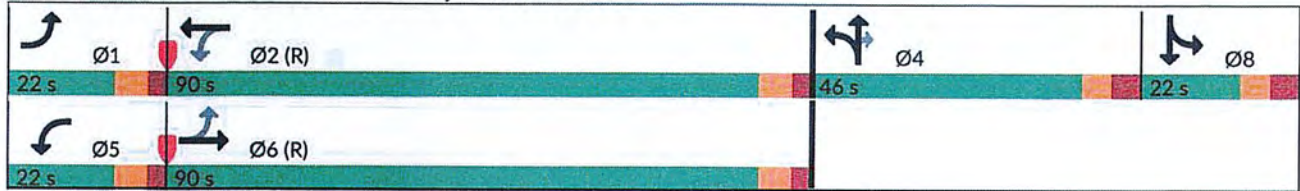
04/27/2026

Offset: 96 (53%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 180

Control Type: Actuated-Coordinated

Splits and Phases: 4: Broken Sound Parkway & Clint Moore Road



PM TOTAL

1: Broken Sound Boulevard & Broken Sound Parkway

04/27/2026

Intersection

Intersection Delay, s/veh 15.7

Intersection LOS C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	↑
Traffic Vol, veh/h	257	332	201	216	170	88
Future Vol, veh/h	257	332	201	216	170	88
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	271	349	212	227	179	93
Number of Lanes	2	0	0	2	1	1
Approach	EB		WB		NB	
Opposing Approach	WB		EB			
Opposing Lanes	2		2		0	
Conflicting Approach Left			NB		EB	
Conflicting Lanes Left	0		2		2	
Conflicting Approach Right	NB				WB	
Conflicting Lanes Right	2		0		2	
HCM Control Delay, s/veh	17.2		15		13.4	
HCM LOS	C		B		B	

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	0%	0%	74%	0%
Vol Thru, %	0%	0%	100%	21%	26%	100%
Vol Right, %	0%	100%	0%	79%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	170	88	171	418	273	144
LT Vol	170	0	0	0	201	0
Through Vol	0	0	171	86	72	144
RT Vol	0	88	0	332	0	0
Lane Flow Rate	179	93	180	440	287	152
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.377	0.164	0.308	0.682	0.533	0.265
Departure Headway (Hd)	7.586	6.365	6.147	5.581	6.676	6.302
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	474	561	583	646	540	568
Service Time	5.348	4.125	3.901	3.335	4.435	4.06
HCM Lane V/C Ratio	0.378	0.166	0.309	0.681	0.531	0.268
HCM Control Delay, s/veh	14.9	10.4	11.6	19.5	16.9	11.3
HCM Lane LOS	B	B	B	C	C	B
HCM 95th-ile Q	1.7	0.6	1.3	5.3	3.1	1.1

PM TOTAL
5: Broken Sound Parkway & EXIT ONLY

08/14/2026

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↑		↑↑	↑↑	
Traffic Vol, veh/h	0	1	0	549	282	0
Future Vol, veh/h	0	1	0	549	282	0
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	0	1	0	578	297	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	- 148	- 0	- 0
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -
Critical Hdwy	- 6.94	- -	- -
Critical Hdwy Stg 1	- -	- -	- -
Critical Hdwy Stg 2	- -	- -	- -
Follow-up Hdwy	- 3.32	- -	- -
Pot Cap-1 Maneuver	0 872	0 -	- 0
Stage 1	0 -	0 -	- 0
Stage 2	0 -	0 -	- 0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	- 872	- -	- -
Mov Cap-2 Maneuver	- -	- -	- -
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.14	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT EBLn1	SBT
Capacity (veh/h)	- 872	-
HCM Lane V/C Ratio	- 0.001	-
HCM Ctrl Dly (s/v)	- 9.1	-
HCM Lane LOS	- A	-
HCM 95th %tile Q(veh)	- 0	-

PM TOTAL

7: Broken Sound Parkway & South DW

08/14/2026

Intersection							
Int Delay, s/veh	2						
Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	77	52	13	473	4	261	19
Future Vol, veh/h	77	52	13	473	4	261	19
Conflicting Peds, #/hr	1	1	1	0	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	0	-	-	-	-	50
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	81	55	14	498	4	275	20

Major/Minor	Minor2	Major1		Major2			
Conflicting Flow All	561	139	296	0	498	-	0
Stage 1	284	-	-	-	-	-	-
Stage 2	277	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	6.44	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	2.52	-	-
Pot Cap-1 Maneuver	457	883	1263	-	694	-	-
Stage 1	739	-	-	-	-	-	-
Stage 2	745	-	-	-	-	-	-
Platoon blocked, %				-	-	-	-
Mov Cap-1 Maneuver	448	882	1261	-	694	-	-
Mov Cap-2 Maneuver	448	-	-	-	-	-	-
Stage 1	729	-	-	-	-	-	-
Stage 2	739	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.61	0.3	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	96	-	448	882	-	-
HCM Lane V/C Ratio	0.011	-	0.181	0.062	-	-
HCM Ctrl Dly (s/v)	7.9	0.1	14.8	9.4	0.1	-
HCM Lane LOS	A	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	0.7	0.2	-	-

PM TOTAL

8: Broken Sound Parkway & N Driveway/Driveway

08/16/2026

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	7	8	0	26	3	597	0	1	267	8
Future Vol, veh/h	0	0	7	8	0	26	3	597	0	1	267	8
Conflicting Peds, #/hr	0	0	0	5	0	5	0	0	5	5	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	7	8	0	27	3	628	0	1	281	8

Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	-	-	150	787	931	324	289	0
Stage 1	-	-	-	640	640	-	-	-
Stage 2	-	-	-	148	292	-	-	-
Critical Hdwy	-	-	6.94	7.54	6.54	6.94	4.14	-
Critical Hdwy Stg 1	-	-	-	6.54	5.54	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-
Follow-up Hdwy	-	-	3.32	3.52	4.02	3.32	2.22	-
Pot Cap-1 Maneuver	0	0	870	282	265	671	1269	-
Stage 1	0	0	-	430	468	-	-	-
Stage 2	0	0	-	840	670	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	866	276	263	665	1269	-
Mov Cap-2 Maneuver	-	-	-	276	263	-	-	-
Stage 1	-	-	-	427	465	-	-	-
Stage 2	-	-	-	828	669	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.19	12.77	0.06	0.04
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	18	-	-	866	499	13	-
HCM Lane V/C Ratio	0.002	-	-	0.009	0.072	0.001	-
HCM Ctrl Dly (s/v)	7.8	0	-	9.2	12.8	8.8	0
HCM Lane LOS	A	A	-	A	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-



City of Boca Raton Traffic Engineering Intersection Timing Sheet

Name **CLINT MOORE RD & BROKEN SOUND PKWY** Mod. No. **12** Initial Operation Date **12/26/1997**
 Intersection **90** **3/3/26**

Part I Actuated Timing Information

Non-coordinated Operation									
Phase	1	2	3	4	5	6	7	8	Sp(A) Sp(B)
Approach	EBLT	WB		NB	WBLT	EB		SB	
Initial	8	18		8	5	18		8	
Passage	1.5	2.0		1.5	1.5	2.0		1.5	
Max1	25.0	70.0		30.0	15.0	70.0		20.0	
Max2									
Yellow	4.4	4.4		4.0	4.4	4.4		4.0	
Red	2.0	2.0		3.0	2.0	2.0		3.0	
Walk		7.0		4.0		7.0		4.0	
Ped Clear		26.0		29.0		26.0		30.0	
Recall		Max				Max			
LT Type	5-Sect			Perm	5-Sect			Perm	
Detect Type									

Pre-emption

3M Opticom ☐ Active	RailRoad Pre-Emption ☐ Active	Fire Station Pre-emption ☐ Active
Bridge ☐ Active		

Part II Coordinated Timing Information

Pattern Tables									
PHASE	1	2	3	4	5	6	7	8	Cycle Offset
Split Pat 1 MD	25	65		35	20	70*		25	150 17
Split Pat 2 AM	23	52		35	18	57*		20	130 57
Split Pat 3 PM	23	62*		40	15	70		25	150 64
Split Pat 4									
Split Pat 5									
Split Pat 6 AM	25	101		27	25	101*		27	180 96
Split Pat 7 PM	22	90*		46	22	90		22	180 153
Split Pat 8 MD	25	70*		29	24	71		26	150 142

Schedule Implementation

Schedule Notes	Day Plan 1 (WEEKDAYS)			Day Plan 2 (WEEKENDS)			Day Plan 3 (Special)		
	Start	End	Split	Start	End	Split			
	0:00	7:00	50	0:00	7:30	50			
	7:00	7:30	31	7:30	9:00	100			
	7:30	9:30	6	9:00	18:00	2			
	9:30	16:40	8	18:00	19:00	27			
	16:40	18:00	7	19:00	0:00	50			
	18:00	19:00	32						
	19:00	0:00	50						

Part III Notes and Comments

- Schedule Notes: Split#_27 = Pat 2, Split#_31 = Pat 6, Split#_32 = Pat 7. Splits 50 & 100 = Free operation [non-coord]
- Mod. 12 updates controller values