

HCM Signalized Intersection Capacity Analysis 5: Broken Sound Boulevard & Yamato Road

EX PM
10/21/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	1045	95	28	1904	35	265	88	51	66	76	339
Future Volume (vph)	111	1045	95	28	1904	35	265	88	51	66	76	339
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.3	7.3	7.3	7.3	7.3	7.3	9.4	9.4	9.4	9.4	9.4	9.4
Lane Util. Factor	0.97	0.86	1.00	1.00	0.86	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	6408	1544	1769	6408	1559	3433	1863	1556	1765	1863	1558
Flt Permitted	0.95	1.00	1.00	0.21	1.00	1.00	0.95	1.00	1.00	0.70	1.00	1.00
Satd. Flow (perm)	3433	6408	1544	385	6408	1559	3433	1863	1556	1292	1863	1558
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	119	1124	102	30	2047	38	285	95	55	71	82	365
RTOR Reduction (vph)	0	0	50	0	0	20	0	0	37	0	0	111
Lane Group Flow (vph)	119	1124	52	30	2047	18	285	95	18	71	82	254
Confl. Peds. (#/hr)	1		2	1		2			2	3		4
Confl. Bikes (#/hr)			1			2			5			
Turn Type	Prot	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2		7	4			8	
Permitted Phases			6	2		2			4	8		8
Actuated Green, G (s)	11.1	91.1	91.1	91.4	85.7	85.7	18.5	59.2	59.2	31.3	31.3	31.3
Effective Green, g (s)	11.1	91.1	91.1	91.4	85.7	85.7	18.5	59.2	59.2	31.3	31.3	31.3
Actuated g/C Ratio	0.06	0.51	0.51	0.51	0.48	0.48	0.10	0.33	0.33	0.17	0.17	0.17
Clearance Time (s)	7.3	7.3	7.3	7.3	7.3	7.3	9.4	9.4	9.4	9.4	9.4	9.4
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	211	3243	781	239	3050	742	352	612	511	224	323	270
v/s Ratio Prot	c0.03	c0.18		0.00	c0.32		c0.08	0.05			0.04	
v/s Ratio Perm			0.03	0.06		0.01			0.01	0.05		c0.16
v/c Ratio	0.56	0.35	0.07	0.13	0.67	0.02	0.81	0.16	0.04	0.32	0.25	0.94
Uniform Delay, d1	82.1	26.6	22.7	22.3	36.3	25.0	79.0	42.7	41.0	65.0	64.3	73.5
Progression 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
Incremental Delay, d2	3.4	0.3	0.2	0.2	1.2	0.1	12.9	0.1	0.0	0.8	0.4	39.1
Delay (s)	85.5	26.9	22.9	22.6	37.5	25.1	91.9	42.8	41.0	65.8	64.7	112.6
Level of Service	F	C	C	C	D	C	F	D	D	E	E	F
Approach Delay (s/veh)		31.8			37.1			74.7			98.6	
Approach LOS		C			D			E			F	
Intersection Summary												
HCM 2000 Control Delay (s/veh)		46.4										
HCM 2000 Volume to Capacity ratio		0.74										
Actuated Cycle Length (s)		180.0										
Intersection Capacity Utilization		88.3%										
Analysis Period (min)		15										
c Critical Lane Group												

Volume
6: Broken Sound Parkway

EX PM
10/21/2025

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Volume (vph)	376	5	8	235	24	41
Future Volume (vph)	376	5	8	235	24	41
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	396	5	8	247	25	43
Shared Lane Traffic (%)						
Lane Group Flow (vph)	401	0	8	247	25	43
Intersection Summary						

HCM 7th TWSC
6: Broken Sound Parkway

EX PM
10/21/2025

Intersection

Int Delay, s/veh 1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	↑
Traffic Vol, veh/h	376	5	8	235	24	41
Future Vol, veh/h	376	5	8	235	24	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	195	-	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	396	5	8	247	25	43

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	401
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	1154
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1154
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.27	10.97
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	469	807	-	-	1154	-
HCM Lane V/C Ratio	0.054	0.053	-	-	0.007	-
HCM Control Delay (s/veh)	13.1	9.7	-	-	8.1	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0	-

Volume

EX PM

11: Broken Sound Parkway Northwest/Park of Commerce Boulevard & Congress Avenue

04/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	117	13	243	170	17	95	106	718	39	25	1011	66
Future Volume (vph)	117	13	243	170	17	95	106	718	39	25	1011	66
Confl. Peds. (#/hr)			2	1		1						2
Confl. Bikes (#/hr)												
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	138	15	286	200	20	112	125	845	46	29	1189	78
Shared Lane Traffic (%)	45%			45%								
Lane Group Flow (vph)	76	77	286	110	110	112	125	891	0	29	1267	0
Intersection Summary												

Timings

EX PM

11: Broken Sound Parkway Northwest/Park of Commerce Boulevard & Congress Avenue

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	117	13	243	170	17	95	106	718	25	1011
Future Volume (vph)	117	13	243	170	17	95	106	718	25	1011
Turn Type	Split	NA	Perm	Split	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	4	4		8	8		5	2	1	6
Permitted Phases			4			8	2		6	
Detector Phase	4	4	4	8	8	8	5	2	1	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	5.0	18.0	5.0	18.0
Minimum Split (s)	43.0	43.0	43.0	43.0	43.0	43.0	11.8	50.8	11.8	48.8
Total Split (s)	34.0	34.0	34.0	44.0	44.0	44.0	30.0	85.0	17.0	72.0
Total Split (%)	18.9%	18.9%	18.9%	24.4%	24.4%	24.4%	16.7%	47.2%	9.4%	40.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.8	4.8	4.8	4.8
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.8	6.8	6.8	6.8
Lead/Lag							Lead	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	None	C-Min
Act Effct Green (s)	14.9	14.9	14.9	17.3	17.3	17.3	124.8	116.1	116.6	110.1
Actuated g/C Ratio	0.08	0.08	0.08	0.10	0.10	0.10	0.69	0.65	0.65	0.61
v/c Ratio	0.55	0.55	0.79	0.68	0.67	0.40	0.42	0.27	0.07	0.41
Control Delay (s/veh)	92.2	92.1	28.8	98.9	97.7	7.1	14.4	15.6	11.3	20.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	92.2	92.1	28.8	98.9	97.7	7.1	14.4	15.6	11.3	20.2
LOS	F	F	C	F	F	A	B	B	B	C
Approach Delay (s/veh)		50.9			67.6			15.5		20.0
Approach LOS		D			E			B		B

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 148 (82%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay (s/veh): 28.0

Intersection LOS: C

Intersection Capacity Utilization 74.5%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 11: Broken Sound Parkway Northwest/Park of Commerce Boulevard & Congress Avenue



Queues

EX PM

11: Broken Sound Parkway Northwest/Park of Commerce Boulevard & Congress Avenue 04/21/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	76	77	286	110	110	112	125	891	29	1267
v/c Ratio	0.55	0.55	0.79	0.68	0.67	0.40	0.42	0.27	0.07	0.41
Control Delay (s/veh)	92.2	92.1	28.8	98.9	97.7	7.1	14.4	15.6	11.3	20.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	92.2	92.1	28.8	98.9	97.7	7.1	14.4	15.6	11.3	20.2
Queue Length 50th (ft)	93	94	38	134	134	0	42	159	9	264
Queue Length 95th (ft)	140	142	114	191	191	15	87	231	27	380
Internal Link Dist (ft)		2946			570			690		617
Turn Bay Length (ft)	190			300			200		200	
Base Capacity (vph)	252	255	449	345	349	438	408	3257	441	3082
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.30	0.64	0.32	0.32	0.26	0.31	0.27	0.07	0.41

Intersection Summary

HCM Signalized Intersection Capacity Analysis

EX PM

11: Broken Sound Parkway Northwest/Park of Commerce Boulevard & Congress Avenue 10/21/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	117	13	243	170	17	95	106	718	39	25	1011	66
Future Volume (vph)	117	13	243	170	17	95	106	718	39	25	1011	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.8	6.8		6.8	6.8	
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	1.00	0.91		1.00	0.91	
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	0.99	
Flt Protected	0.95	0.96	1.00	0.95	0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1701	1560	1681	1700	1562	1770	5046		1770	5034	
Flt Permitted	0.95	0.96	1.00	0.95	0.96	1.00	0.17	1.00		0.30	1.00	
Satd. Flow (perm)	1681	1701	1560	1681	1700	1562	312	5046		556	5034	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	138	15	286	200	20	112	125	845	46	29	1189	78
RTOR Reduction (vph)	0	0	232	0	0	101	0	2	0	0	2	0
Lane Group Flow (vph)	76	77	54	110	110	11	125	889	0	29	1265	0
Confl. Peds. (#/hr)			2	1		1						2
Turn Type	Split	NA	Perm	Split	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8	2			6		
Actuated Green, G (s)	14.9	14.9	14.9	17.3	17.3	17.3	124.8	114.8		115.6	110.2	
Effective Green, g (s)	14.9	14.9	14.9	17.3	17.3	17.3	124.8	114.8		115.6	110.2	
Actuated g/C Ratio	0.08	0.08	0.08	0.10	0.10	0.10	0.69	0.64		0.64	0.61	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.8	6.8		6.8	6.8	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	139	140	129	161	163	150	297	3218		393	3081	
v/s Ratio Prot	0.05	c0.05		c0.07	0.06		c0.02	c0.18		0.00	0.25	
v/s Ratio Perm			0.03			0.01	c0.27			0.05		
v/c Ratio	0.55	0.55	0.42	0.68	0.67	0.07	0.42	0.28		0.07	0.41	
Uniform Delay, d1	79.3	79.3	78.4	78.7	78.6	74.0	11.1	14.3		11.7	18.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.3	4.6	2.2	11.3	10.5	0.2	1.0	0.2		0.1	0.4	
Delay (s)	83.7	83.9	80.6	90.0	89.2	74.2	12.1	14.5		11.8	18.5	
Level of Service	F	F	F	F	F	E	B	B		B	B	
Approach Delay (s/veh)		81.7			84.4			14.2			18.3	
Approach LOS		F			F			B			B	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			33.1				HCM 2000 Level of Service				C	
HCM 2000 Volume to Capacity ratio			0.47									
Actuated Cycle Length (s)			180.0				Sum of lost time (s)				27.6	
Intersection Capacity Utilization			74.5%				ICU Level of Service				D	
Analysis Period (min)			15									
c Critical Lane Group												

Volume
1: Broken Sound Boulevard & Broken Sound Parkway

BY AM
10/21/2025

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Volume (vph)	211	82	60	200	234	177
Future Volume (vph)	211	82	60	200	234	177
Confl. Peds. (#/hr)					8	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	257	100	73	244	285	216
Shared Lane Traffic (%)						
Lane Group Flow (vph)	357	0	0	317	285	216
Intersection Summary						

HCM 7th AWSC
1: Broken Sound Boulevard & Broken Sound Parkway

BY AM
10/21/2025

Intersection

Intersection Delay, s/veh 13.3
Intersection LOS B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	↑
Traffic Vol, veh/h	211	82	60	200	234	177
Future Vol, veh/h	211	82	60	200	234	177
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	257	100	73	244	285	216
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	12		12.2		15	
HCM LOS	B		B		B	

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	0%	0%	47%	0%
Vol Thru, %	0%	0%	100%	46%	53%	100%
Vol Right, %	0%	100%	0%	54%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	234	177	141	152	127	133
LT Vol	234	0	0	0	60	0
Through Vol	0	0	141	70	67	133
RT Vol	0	177	0	82	0	0
Lane Flow Rate	285	216	172	186	154	163
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.548	0.341	0.312	0.318	0.293	0.297
Departure Headway (Hd)	6.909	5.695	6.551	6.166	6.826	6.585
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	522	630	547	581	525	545
Service Time	4.656	3.442	4.307	3.922	4.583	4.342
HCM Lane V/C Ratio	0.546	0.343	0.314	0.32	0.293	0.299
HCM Control Delay, s/veh	17.8	11.4	12.3	11.8	12.4	12.1
HCM Lane LOS	C	B	B	B	B	B
HCM 95th-tile Q	3.3	1.5	1.3	1.4	1.2	1.2

Volume

4: Broken Sound Parkway & Clint Moore Road

BY AM

10/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	188	1919	438	93	980	25	73	1	43	11	194	30
Future Volume (vph)	188	1919	438	93	980	25	73	1	43	11	194	30
Confl. Peds. (#/hr)	1			3		6	2			3	2	1
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	196	1999	456	97	1021	26	76	1	45	11	202	31
Shared Lane Traffic (%)							49%					
Lane Group Flow (vph)	196	2455	0	97	1047	0	39	38	45	11	233	0
Intersection Summary												

Timings

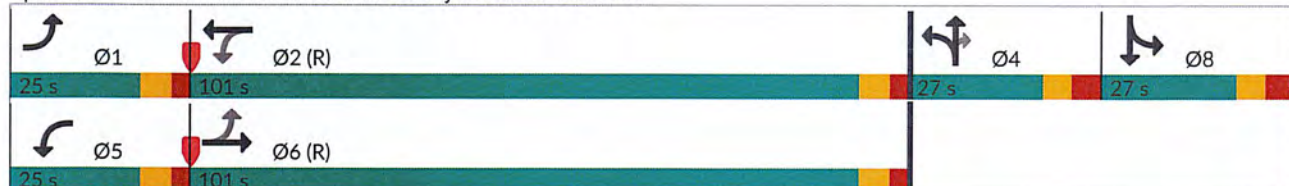
4: Broken Sound Parkway & Clint Moore Road

BY AM

10/21/2025

									
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	188	1919	93	980	73	1	43	11	194
Future Volume (vph)	188	1919	93	980	73	1	43	11	194
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)	14.9	43.9	11.9	39.9	41.0	41.0	41.0	35.0	35.0
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%
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					
Recall Mode	None	C-Max	None	C-Max	None	None	None	Min	Min
Act Effct Green (s)	114.8	101.8	110.9	99.8	10.0	10.0	10.0	30.5	30.5
Actuated g/C Ratio	0.64	0.57	0.62	0.55	0.06	0.06	0.06	0.17	0.17
v/c Ratio	0.55	0.87	0.64	0.37	0.42	0.40	0.23	0.04	0.75
Control Delay (s/veh)	17.8	37.8	55.4	23.3	95.0	94.1	2.8	66.7	85.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.8	37.8	55.4	23.3	95.0	94.1	2.8	66.7	85.8
LOS	B	D	E	C	F	F	A	E	F
Approach Delay (s/veh)		36.4		26.0		60.7			84.9
Approach LOS		D		C		E			F
Intersection Summary									
Cycle Length: 180									
Actuated Cycle Length: 180									
Offset: 96 (53%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green									
Natural Cycle: 145									
Control Type: Actuated-Coordinated									
Maximum v/c Ratio: 0.87									
Intersection Signal Delay (s/veh): 37.1					Intersection LOS: D				
Intersection Capacity Utilization 97.9%					ICU Level of Service F				
Analysis Period (min) 15									

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



Queues

4: Broken Sound Parkway & Clint Moore Road

BY AM

10/21/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	196	2455	97	1047	39	38	45	11	233
v/c Ratio	0.55	0.87	0.64	0.37	0.42	0.40	0.23	0.04	0.75
Control Delay (s/veh)	17.8	37.8	55.4	23.3	95.0	94.1	2.8	66.7	85.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.8	37.8	55.4	23.3	95.0	94.1	2.8	66.7	85.8
Queue Length 50th (ft)	84	882	61	250	48	46	0	11	267
Queue Length 95th (ft)	121	1020	127	298	94	92	0	34	#451
Internal Link Dist (ft)		669		348		3750			236
Turn Bay Length (ft)	230		200				260		
Base Capacity (vph)	401	2813	219	2806	177	178	265	300	311
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	0.49	0.87	0.44	0.37	0.22	0.21	0.17	0.04	0.75

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

4: Broken Sound Parkway & Clint Moore Road

BY AM
10/21/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	188	1919	438	93	980	25	73	1	43	11	194	30
Future Volume (vph)	188	1919	438	93	980	25	73	1	43	11	194	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.9	6.9		6.9	6.9		8.0	8.0	8.0	8.0	8.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		0.95	0.95	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.97		1.00	1.00		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	0.95	1.00	0.95	1.00	
Satd. Flow (prot)	1769	4944		1770	5062		1681	1687	1549	1770	1822	
Flt Permitted	0.22	1.00		0.04	1.00		0.95	0.95	1.00	0.95	1.00	
Satd. Flow (perm)	403	4944		76	5062		1681	1687	1549	1770	1822	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	196	1999	456	97	1021	26	76	1	45	11	202	31
RTOR Reduction (vph)	0	19	0	0	1	0	0	0	43	0	2	0
Lane Group Flow (vph)	196	2436	0	97	1046	0	39	38	2	11	231	0
Confl. Peds. (#/hr)	1			3		6	2		3	2		1
Confl. Bikes (#/hr)									1			
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			
Actuated Green, G (s)	113.3	100.2		109.3	98.2		8.4	8.4	8.4	30.5	30.5	
Effective Green, g (s)	113.3	100.2		109.3	98.2		8.4	8.4	8.4	30.5	30.5	
Actuated g/C Ratio	0.63	0.56		0.61	0.55		0.05	0.05	0.05	0.17	0.17	
Clearance Time (s)	6.9	6.9		6.9	6.9		8.0	8.0	8.0	8.0	8.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	353	2752		150	2761		78	78	72	299	308	
v/s Ratio Prot	c0.04	c0.49		0.04	0.21		c0.02	0.02		0.01	c0.13	
v/s Ratio Perm	0.31			0.35					0.00			
v/c Ratio	0.56	0.89		0.65	0.38		0.50	0.49	0.03	0.04	0.75	
Uniform Delay, d1	15.3	34.9		44.6	23.4		83.8	83.7	81.9	62.5	71.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.9	4.6		9.2	0.4		5.0	4.7	0.2	0.1	9.6	
Delay (s)	17.2	39.5		53.8	23.8		88.7	88.4	82.1	62.5	80.7	
Level of Service	B	D		D	C		F	F	F	E	F	
Approach Delay (s/veh)		37.8			26.4			86.2			79.8	
Approach LOS		D			C			F			E	
Intersection Summary												
HCM 2000 Control Delay (s/veh)		38.6			HCM 2000 Level of Service			D				
HCM 2000 Volume to Capacity ratio		0.82										
Actuated Cycle Length (s)		180.0			Sum of lost time (s)			29.8				
Intersection Capacity Utilization		97.9%			ICU Level of Service			F				
Analysis Period (min)		15										

c Critical Lane Group

Volume

5: Broken Sound Boulevard & Yamato Road

BY AM

10/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	362	1975	262	20	1198	67	122	129	53	63	50	83
Future Volume (vph)	362	1975	262	20	1198	67	122	129	53	63	50	83
Confl. Peds. (#/hr)	2		1			3			4	2		
Confl. Bikes (#/hr)			3						1			2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	385	2101	279	21	1274	71	130	137	56	67	53	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	385	2101	279	21	1274	71	130	137	56	67	53	88
Intersection Summary												

Timings

5: Broken Sound Boulevard & Yamato Road

BY AM

10/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	362	1975	262	20	1198	67	122	129	53	63	50	83
Future Volume (vph)	362	1975	262	20	1198	67	122	129	53	63	50	83
Turn Type	Prot	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2		7	4			8	
Permitted Phases			6	2		2			4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	18.0	18.0	5.0	18.0	18.0	5.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	12.3	49.3	49.3	12.3	49.3	49.3	59.4	59.4	59.4	59.4	59.4	59.4
Total Split (s)	45.0	115.0	115.0	20.0	90.0	90.0	23.0	45.0	45.0	22.0	22.0	22.0
Total Split (%)	25.0%	63.9%	63.9%	11.1%	50.0%	50.0%	12.8%	25.0%	25.0%	12.2%	12.2%	12.2%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.4	3.4	3.4	3.4	3.4	3.4
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	6.0	6.0	6.0	6.0	6.0	6.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.3	7.3	7.3	7.3	7.3	7.3	9.4	9.4	9.4	9.4	9.4	9.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead			Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Act Effct Green (s)	25.5	120.2	120.2	101.8	95.7	95.7	11.8	34.8	34.8	13.7	13.7	13.7
Actuated g/C Ratio	0.14	0.67	0.67	0.57	0.53	0.53	0.07	0.19	0.19	0.08	0.08	0.08
v/c Ratio	0.79	0.49	0.25	0.16	0.37	0.08	0.58	0.38	0.14	0.71	0.38	0.32
Control Delay (s/veh)	86.8	16.2	1.8	14.1	25.8	0.2	92.0	65.9	0.8	116.1	86.7	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	86.8	16.2	1.8	14.1	25.8	0.2	92.0	65.9	0.8	116.1	86.7	3.0
LOS	F	B	A	B	C	A	F	E	A	F	F	A
Approach Delay (s/veh)		24.6			24.3			65.1			60.8	
Approach LOS		C			C			E			E	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 30 (17%), Referenced to phase 2:WBTL and 6:EBT, Start of Green

Natural Cycle: 185

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay (s/veh): 28.9

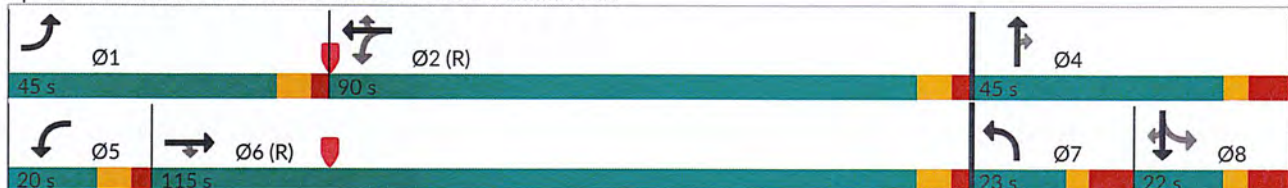
Intersection LOS: C

Intersection Capacity Utilization 90.1%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 5: Broken Sound Boulevard & Yamato Road



Queues

5: Broken Sound Boulevard & Yamato Road

BY AM

10/21/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Group Flow (vph)	385	2101	279	21	1274	71	130	137	56	67	53	88	
v/c Ratio	0.79	0.49	0.25	0.16	0.37	0.08	0.58	0.38	0.14	0.71	0.38	0.32	
Control Delay (s/veh)	86.8	16.2	1.8	14.1	25.8	0.2	92.0	65.9	0.8	116.1	86.7	3.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	86.8	16.2	1.8	14.1	25.8	0.2	92.0	65.9	0.8	116.1	86.7	3.0	
Queue Length 50th (ft)	230	390	0	7	261	0	78	140	0	78	60	0	
Queue Length 95th (ft)	282	407	37	17	302	0	117	217	0	#172	114	0	
Internal Link Dist (ft)	705				1786				420		2928		
Turn Bay Length (ft)	550			560	530			330	200			220	130
Base Capacity (vph)	719	4278	1124	195	3405	914	259	380	409	98	147	281	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.54	0.49	0.25	0.11	0.37	0.08	0.50	0.36	0.14	0.68	0.36	0.31	

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

5: Broken Sound Boulevard & Yamato Road

BY AM

10/21/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	362	1975	262	20	1198	67	122	129	53	63	50	83
Future Volume (vph)	362	1975	262	20	1198	67	122	129	53	63	50	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.3	7.3	7.3	7.3	7.3	7.3	9.4	9.4	9.4	9.4	9.4	9.4
Lane Util. Factor	0.97	0.86	1.00	1.00	0.86	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	6408	1546	1770	6408	1558	3433	1863	1556	1766	1863	1555
Flt Permitted	0.95	1.00	1.00	0.07	1.00	1.00	0.95	1.00	1.00	0.67	1.00	1.00
Satd. Flow (perm)	3433	6408	1546	134	6408	1558	3433	1863	1556	1245	1863	1555
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	385	2101	279	21	1274	71	130	137	56	67	53	88
RTOR Reduction (vph)	0	0	97	0	0	33	0	0	45	0	0	81
Lane Group Flow (vph)	385	2101	182	21	1274	38	130	137	11	67	53	7
Confl. Peds. (#/hr)	2		1			3			4	2		
Confl. Bikes (#/hr)			3						1			2
Turn Type	Prot	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2		7	4			8	
Permitted Phases			6	2		2			4	8		8
Actuated Green, G (s)	25.5	117.2	117.2	99.5	95.6	95.6	11.8	34.9	34.9	13.7	13.7	13.7
Effective Green, g (s)	25.5	117.2	117.2	99.5	95.6	95.6	11.8	34.9	34.9	13.7	13.7	13.7
Actuated g/C Ratio	0.14	0.65	0.65	0.55	0.53	0.53	0.07	0.19	0.19	0.08	0.08	0.08
Clearance Time (s)	7.3	7.3	7.3	7.3	7.3	7.3	9.4	9.4	9.4	9.4	9.4	9.4
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	486	4172	1006	109	3403	827	225	361	301	94	141	118
v/s Ratio Prot	c0.11	c0.33		0.00	0.20		0.04	c0.07			0.03	
v/s Ratio Perm			0.12	0.10		0.02			0.01	c0.05		0.00
v/c Ratio	0.79	0.50	0.18	0.19	0.37	0.05	0.58	0.38	0.04	0.71	0.38	0.06
Uniform Delay, d1	74.7	16.3	12.4	18.3	24.7	20.3	81.7	63.1	58.9	81.2	79.1	77.2
Progression 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
Incremental Delay, d2	8.6	0.4	0.4	0.9	0.3	0.1	3.6	0.7	0.0	22.4	1.7	0.2
Delay (s)	83.3	16.7	12.8	19.1	25.0	20.4	85.2	63.8	58.9	103.7	80.8	77.4
Level of Service	F	B	B	B	C	C	F	E	E	F	F	E
Approach Delay (s/veh)		25.6			24.7			71.6			86.7	
Approach LOS		C			C			E			F	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			31.2									
HCM 2000 Volume to Capacity ratio			0.59									
Actuated Cycle Length (s)			180.0							33.4		
Intersection Capacity Utilization			90.1%									
Analysis Period (min)			15									
c Critical Lane Group												

Volume
6: Broken Sound Parkway

BY AM
10/21/2025

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Volume (vph)	273	27	46	411	4	6
Future Volume (vph)	273	27	46	411	4	6
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	287	28	48	433	4	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	315	0	48	433	4	6
Intersection Summary						

HCM 7th TWSC
6: Broken Sound Parkway

BY AM
10/21/2025

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	↑
Traffic Vol, veh/h	273	27	46	411	4	6
Future Vol, veh/h	273	27	46	411	4	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	195	-	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	287	28	48	433	4	6

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	316
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	1241
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1241
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.81	11.11
HCM LOS	B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	407	859	-	-	1241	-
HCM Lane V/C Ratio	0.01	0.007	-	-	0.039	-
HCM Control Delay (s/veh)	13.9	9.2	-	-	8	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-

Volume

BY AM

11: Broken Sound Parkway Northwest/Park of Commerce Boulevard & Congress Avenue 10/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	59	23	200	36	7	29	301	1029	114	78	870	93
Future Volume (vph)	59	23	200	36	7	29	301	1029	114	78	870	93
Confl. Peds. (#/hr)							2			1		
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	62	24	211	38	7	31	317	1083	120	82	916	98
Shared Lane Traffic (%)	32%			41%								
Lane Group Flow (vph)	42	44	211	22	23	31	317	1203	0	82	1014	0
Intersection Summary												

Timings

BY AM

11: Broken Sound Parkway Northwest/Park of Commerce Boulevard & Congress Avenue 10/21/2025

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	59	23	200	36	7	29	301	1029	78	870
Future Volume (vph)	59	23	200	36	7	29	301	1029	78	870
Turn Type	Split	NA	Perm	Split	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	4	4		8	8		5	2	1	6
Permitted Phases			4			8	2		6	
Detector Phase	4	4	4	8	8	8	5	2	1	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	5.0	18.0	5.0	18.0
Minimum Split (s)	43.0	43.0	43.0	43.0	43.0	43.0	11.8	50.8	11.8	48.8
Total Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	30.0	96.0	20.0	86.0
Total Split (%)	17.8%	17.8%	17.8%	17.8%	17.8%	17.8%	16.7%	53.3%	11.1%	47.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.8	4.8	4.8	4.8
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.8	6.8	6.8	6.8
Lead/Lag							Lead	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	None	C-Min
Act Effct Green (s)	10.4	10.4	10.4	8.0	8.0	8.0	142.3	128.0	129.2	120.7
Actuated g/C Ratio	0.06	0.06	0.06	0.04	0.04	0.04	0.79	0.71	0.72	0.67
v/c Ratio	0.43	0.44	0.73	0.30	0.30	0.15	0.68	0.34	0.23	0.30
Control Delay (s/veh)	94.2	94.3	23.6	92.6	92.9	1.4	13.3	11.1	7.5	13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	94.2	94.3	23.6	92.6	92.9	1.4	13.3	11.1	7.5	13.9
LOS	F	F	C	F	F	A	B	B	A	B
Approach Delay (s/veh)		44.0			55.5			11.5		13.5
Approach LOS		D			E			B		B

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 169 (94%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay (s/veh): 16.6

Intersection LOS: B

Intersection Capacity Utilization 61.6%

ICU Level of Service B

Analysis Period (min) 15

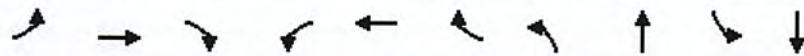
Splits and Phases: 11: Broken Sound Parkway Northwest/Park of Commerce Boulevard & Congress Avenue

	Ø1		Ø2 (R)		Ø4		Ø8
20 s		96 s			32 s		32 s
	Ø5		Ø6 (R)				
30 s		86 s					

Queues

BY AM

11: Broken Sound Parkway Northwest/Park of Commerce Boulevard & Congress Avenue 10/21/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	42	44	211	22	23	31	317	1203	82	1014
v/c Ratio	0.43	0.44	0.73	0.30	0.30	0.15	0.68	0.34	0.23	0.30
Control Delay (s/veh)	94.2	94.3	23.6	92.6	92.9	1.4	13.3	11.1	7.5	13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	94.2	94.3	23.6	92.6	92.9	1.4	13.3	11.1	7.5	13.9
Queue Length 50th (ft)	51	53	0	27	28	0	88	190	19	172
Queue Length 95th (ft)	97	102	90	63	64	0	151	267	42	268
Internal Link Dist (ft)	2884				663			691		606
Turn Bay Length (ft)	190			300			200		200	
Base Capacity (vph)	233	240	401	233	237	347	525	3560	399	3365
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.18	0.53	0.09	0.10	0.09	0.60	0.34	0.21	0.30
Intersection Summary										

HCM Signalized Intersection Capacity Analysis

BY AM

11: Broken Sound Parkway Northwest/Park of Commerce Boulevard & Congress Avenue 09/21/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	23	200	36	7	29	301	1029	114	78	870	93
Future Volume (vph)	59	23	200	36	7	29	301	1029	114	78	870	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.8	6.8		6.8	6.8	
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	1.00	0.91		1.00	0.91	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	0.99	
Flt Protected	0.95	0.98	1.00	0.95	0.97	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1730	1583	1681	1710	1583	1769	4999		1769	5012	
Flt Permitted	0.95	0.98	1.00	0.95	0.97	1.00	0.24	1.00		0.22	1.00	
Satd. Flow (perm)	1681	1730	1583	1681	1710	1583	441	4999		403	5012	
Peak-hour factor, PHF	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)	62	24	211	38	7	31	317	1083	120	82	916	98
RTOR Reduction (vph)	0	0	199	0	0	30	0	4	0	0	4	0
Lane Group Flow (vph)	42	44	12	22	23	1	317	1199	0	82	1010	0
Confl. Peds. (#/hr)							2			1		
Confl. Bikes (#/hr)									1			
Turn Type	Split	NA	Perm	Split	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8	2			6		
Actuated Green, G (s)	10.4	10.4	10.4	6.8	6.8	6.8	142.0	126.7		127.8	119.3	
Effective Green, g (s)	10.4	10.4	10.4	6.8	6.8	6.8	142.0	126.7		127.8	119.3	
Actuated g/C Ratio	0.06	0.06	0.06	0.04	0.04	0.04	0.79	0.70		0.71	0.66	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.8	6.8		6.8	6.8	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	97	99	91	63	64	59	465	3518		350	3321	
v/s Ratio Prot	0.02	c0.03		0.01	c0.01		c0.06	0.24		0.01	0.20	
v/s Ratio Perm			0.01			0.00	c0.48			0.16		
v/c Ratio	0.43	0.44	0.13	0.35	0.36	0.02	0.68	0.34		0.23	0.30	
Uniform Delay, d1	82.0	82.0	80.5	84.4	84.5	83.4	6.8	10.4		8.0	12.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.1	3.2	0.7	3.3	3.4	0.1	4.1	0.3		0.3	0.2	
Delay (s)	85.0	85.2	81.2	87.8	87.9	83.5	10.8	10.6		8.3	13.1	
Level of Service	F	F	F	F	F	F	B	B		A	B	
Approach Delay (s/veh)		82.3			86.1			10.7			12.7	
Approach LOS		F			F			B			B	
Intersection Summary												
HCM 2000 Control Delay (s/veh)		20.5										
HCM 2000 Volume to Capacity ratio		0.67										
Actuated Cycle Length (s)		180.0								27.6		
Intersection Capacity Utilization		61.6%								B		
Analysis Period (min)		15										
c Critical Lane Group												

Volume
1: Broken Sound Boulevard & Broken Sound Parkway

BY PM
10/21/2025

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Volume (vph)	180	229	175	172	141	77
Future Volume (vph)	180	229	175	172	141	77
Confl. Peds. (#/hr)					3	
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	261	332	254	249	204	112
Shared Lane Traffic (%)						
Lane Group Flow (vph)	593	0	0	503	204	112
Intersection Summary						

HCM 7th AWSC
1: Broken Sound Boulevard & Broken Sound Parkway

BY PM
10/21/2025

Intersection	
Intersection Delay, s/veh	17.3
Intersection LOS	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	↑
Traffic Vol, veh/h	180	229	175	172	141	77
Future Vol, veh/h	180	229	175	172	141	77
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	261	332	254	249	204	112
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	18	18.2	14.5
HCM LOS	C	C	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	0%	0%	75%	0%
Vol Thru, %	0%	0%	100%	21%	25%	100%
Vol Right, %	0%	100%	0%	79%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	141	77	120	289	232	115
LT Vol	141	0	0	0	175	0
Through Vol	0	0	120	60	57	115
RT Vol	0	77	0	229	0	0
Lane Flow Rate	204	112	174	419	337	166
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.439	0.202	0.311	0.683	0.642	0.299
Departure Headway (Hd)	7.729	6.506	6.436	5.871	6.861	6.478
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	464	549	557	612	525	552
Service Time	5.503	4.278	4.207	3.641	4.635	4.251
HCM Lane V/C Ratio	0.44	0.204	0.312	0.685	0.642	0.301
HCM Control Delay, s/veh	16.5	10.9	12.1	20.5	21.2	12
HCM Lane LOS	C	B	B	C	C	B
HCM 95th-tile Q	2.2	0.7	1.3	5.3	4.5	1.2

Volume

4: Broken Sound Parkway & Clint Moore Road

BY PM

10/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	8	1282	132	25	2025	3	389	1	127	16	3	29
Future Volume (vph)	8	1282	132	25	2025	3	389	1	127	16	3	29
Confl. Peds. (#/hr)				8								
Confl. Bikes (#/hr)									6			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	9	1378	142	27	2177	3	418	1	137	17	3	31
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	9	1520	0	27	2180	0	209	210	137	17	34	0
Intersection Summary												

Timings

4: Broken Sound Parkway & Clint Moore Road

BY PM

10/21/2025

									
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	8	1282	25	2025	389	1	127	16	3
Future Volume (vph)	8	1282	25	2025	389	1	127	16	3
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)	14.9	43.9	11.9	39.9	41.0	41.0	41.0	35.0	35.0
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%
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					
Recall Mode	None	C-Max	None	C-Max	None	None	None	Min	Min
Act Effct Green (s)	115.9	109.5	117.4	114.5	28.4	28.4	28.4	8.3	8.3
Actuated g/C Ratio	0.64	0.61	0.65	0.64	0.16	0.16	0.16	0.05	0.05
v/c Ratio	0.07	0.49	0.13	0.67	0.78	0.78	0.38	0.21	0.33
Control Delay (s/veh)	13.5	21.6	13.5	24.2	92.0	92.1	11.1	88.5	35.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.5	21.6	13.5	24.2	92.0	92.1	11.1	88.5	35.4
LOS	B	C	B	C	F	F	B	F	D
Approach Delay (s/veh)		21.6		24.1		72.1			53.1
Approach LOS		C		C		E			D

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 85 (47%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay (s/veh): 29.7

Intersection LOS: C

Intersection Capacity Utilization 69.1%

ICU Level of Service C

Analysis Period (min) 15

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



Queues

4: Broken Sound Parkway & Clint Moore Road

BY PM

10/21/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	9	1520	27	2180	209	210	137	17	34
v/c Ratio	0.07	0.49	0.13	0.67	0.78	0.78	0.38	0.21	0.33
Control Delay (s/veh)	13.5	21.6	13.5	24.2	92.0	92.1	11.1	88.5	35.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.5	21.6	13.5	24.2	92.0	92.1	11.1	88.5	35.4
Queue Length 50th (ft)	3	364	10	513	253	254	0	20	4
Queue Length 95th (ft)	13	478	27	821	338	340	63	49	45
Internal Link Dist (ft)		676		348		3829			236
Turn Bay Length (ft)	230		200				260		
Base Capacity (vph)	198	3085	280	3265	358	359	439	138	154
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	0.49	0.10	0.67	0.58	0.58	0.31	0.12	0.22
Intersection Summary									

HCM Signalized Intersection Capacity Analysis 4: Broken Sound Parkway & Clint Moore Road

BY PM
10/21/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	1282	132	25	2025	3	389	1	127	16	3	29
Future Volume (vph)	8	1282	132	25	2025	3	389	1	127	16	3	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.9	6.9		6.9	6.9		8.0	8.0	8.0	8.0	8.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		0.95	0.95	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	1.00		1.00	1.00	0.85	1.00	0.86	
Flt Protected	0.95	1.00		0.95	1.00		0.95	0.95	1.00	0.95	1.00	
Satd. Flow (prot)	1787	5064		1787	5135		1698	1702	1566	1787	1624	
Flt Permitted	0.04	1.00		0.12	1.00		0.95	0.95	1.00	0.95	1.00	
Satd. Flow (perm)	84	5064		224	5135		1698	1702	1566	1787	1624	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	9	1378	142	27	2177	3	418	1	137	17	3	31
RTOR Reduction (vph)	0	5	0	0	0	0	0	0	115	0	30	0
Lane Group Flow (vph)	9	1515	0	27	2180	0	209	210	22	17	4	0
Confl. Peds. (#/hr)				8								
Confl. Bikes (#/hr)									6			
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
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			
Actuated Green, G (s)	111.3	108.1		115.7	110.3		28.4	28.4	28.4	8.3	8.3	
Effective Green, g (s)	111.3	108.1		115.7	110.3		28.4	28.4	28.4	8.3	8.3	
Actuated g/C Ratio	0.62	0.60		0.64	0.61		0.16	0.16	0.16	0.05	0.05	
Clearance Time (s)	6.9	6.9		6.9	6.9		8.0	8.0	8.0	8.0	8.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	82	3041		190	3146		267	268	247	82	74	
v/s Ratio Prot	0.00	0.30		c0.00	c0.42		0.12	c0.12		c0.01	0.00	
v/s Ratio Perm	0.07			0.09					0.01			
v/c Ratio	0.11	0.50		0.14	0.69		0.78	0.78	0.09	0.21	0.06	
Uniform Delay, d1	19.6	20.5		14.0	23.5		72.8	72.8	64.7	82.7	82.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.6	0.6		0.3	1.3		13.9	13.9	0.2	1.3	0.3	
Delay (s)	20.2	21.1		14.3	24.7		86.7	86.7	64.9	83.9	82.5	
Level of Service	C	C		B	C		F	F	E	F	F	
Approach Delay (s/veh)		21.1			24.6			81.3			83.0	
Approach LOS		C			C			F			F	
Intersection Summary												
HCM 2000 Control Delay (s/veh)		31.3					HCM 2000 Level of Service		C			
HCM 2000 Volume to Capacity ratio		0.67										
Actuated Cycle Length (s)		180.0					Sum of lost time (s)		29.8			
Intersection Capacity Utilization		69.1%					ICU Level of Service		C			
Analysis Period (min)		15										
c Critical Lane Group												

Volume
5: Broken Sound Boulevard & Yamato Road

BY PM
10/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	114	1340	98	29	2184	36	273	91	53	68	78	349
Future Volume (vph)	114	1340	98	29	2184	36	273	91	53	68	78	349
Confl. Peds. (#/hr)	1		2	1		2			2	3		4
Confl. Bikes (#/hr)			1			2			5			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	123	1441	105	31	2348	39	294	98	57	73	84	375
Shared Lane Traffic (%)												
Lane Group Flow (vph)	123	1441	105	31	2348	39	294	98	57	73	84	375
Intersection Summary												

Timings

5: Broken Sound Boulevard & Yamato Road

BY PM

10/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	1340	98	29	2184	36	273	91	53	68	78	349
Future Volume (vph)	114	1340	98	29	2184	36	273	91	53	68	78	349
Turn Type	Prot	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2		7	4			8	
Permitted Phases			6	2		2			4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	18.0	18.0	5.0	18.0	18.0	5.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	12.3	49.3	49.3	12.3	49.3	49.3	14.4	59.4	59.4	59.4	59.4	59.4
Total Split (s)	20.0	84.0	84.0	25.0	89.0	89.0	29.0	71.0	71.0	42.0	42.0	42.0
Total Split (%)	11.1%	46.7%	46.7%	13.9%	49.4%	49.4%	16.1%	39.4%	39.4%	23.3%	23.3%	23.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.4	3.4	3.4	3.4	3.4	3.4
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	6.0	6.0	6.0	6.0	6.0	6.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.3	7.3	7.3	7.3	7.3	7.3	9.4	9.4	9.4	9.4	9.4	9.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead			Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Act Effct Green (s)	11.2	91.7	91.7	91.6	84.7	84.7	18.7	60.0	60.0	32.0	32.0	32.0
Actuated g/C Ratio	0.06	0.51	0.51	0.51	0.47	0.47	0.10	0.33	0.33	0.18	0.18	0.18
v/c Ratio	0.57	0.44	0.12	0.17	0.78	0.05	0.83	0.16	0.10	0.32	0.25	0.97
Control Delay (s/veh)	92.6	29.3	1.4	20.0	42.6	0.1	98.1	42.5	5.2	68.6	65.7	85.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	92.6	29.3	1.4	20.0	42.6	0.1	98.1	42.5	5.2	68.6	65.7	85.1
LOS	F	C	A	B	D	A	F	D	A	E	E	F
Approach Delay (s/veh)		32.2			41.6			74.2			79.8	
Approach LOS		C			D			E			E	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 13 (7%), Referenced to phase 2:WBTL and 6:EBT, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay (s/veh): 45.4

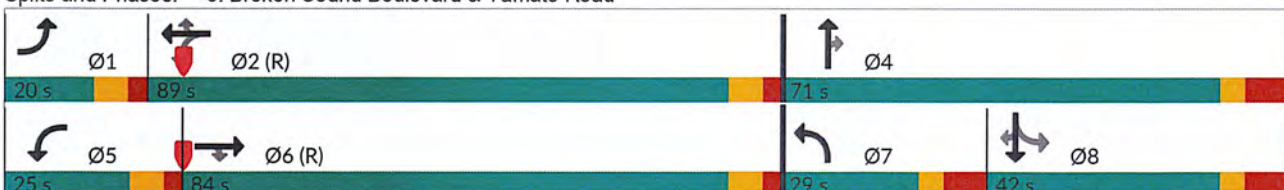
Intersection LOS: D

Intersection Capacity Utilization 89.0%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 5: Broken Sound Boulevard & Yamato Road



Queues

5: Broken Sound Boulevard & Yamato Road

BY PM

10/21/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	123	1441	105	31	2348	39	294	98	57	73	84	375
v/c Ratio	0.57	0.44	0.12	0.17	0.78	0.05	0.83	0.16	0.10	0.32	0.25	0.97
Control Delay (s/veh)	92.6	29.3	1.4	20.0	42.6	0.1	98.1	42.5	5.2	68.6	65.7	85.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	92.6	29.3	1.4	20.0	42.6	0.1	98.1	42.5	5.2	68.6	65.7	85.1
Queue Length 50th (ft)	74	324	0	16	684	0	177	81	0	76	86	306
Queue Length 95th (ft)	112	362	14	34	731	0	#237	131	26	132	144	#525
Internal Link Dist (ft)		705			1786			420			2975	
Turn Bay Length (ft)	550		560	530		330	200		220	130		
Base Capacity (vph)	242	3263	855	288	3015	808	373	637	578	234	339	392
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.44	0.12	0.11	0.78	0.05	0.79	0.15	0.10	0.31	0.25	0.96

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis 5: Broken Sound Boulevard & Yamato Road

BY PM
10/21/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	1340	98	29	2184	36	273	91	53	68	78	349
Future Volume (vph)	114	1340	98	29	2184	36	273	91	53	68	78	349
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.3	7.3	7.3	7.3	7.3	7.3	9.4	9.4	9.4	9.4	9.4	9.4
Lane Util. Factor	0.97	0.86	1.00	1.00	0.86	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	6408	1544	1770	6408	1559	3433	1863	1556	1765	1863	1558
Flt Permitted	0.95	1.00	1.00	0.13	1.00	1.00	0.95	1.00	1.00	0.69	1.00	1.00
Satd. Flow (perm)	3433	6408	1544	244	6408	1559	3433	1863	1556	1288	1863	1558
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	123	1441	105	31	2348	39	294	98	57	73	84	375
RTOR Reduction (vph)	0	0	52	0	0	21	0	0	38	0	0	109
Lane Group Flow (vph)	123	1441	53	31	2348	18	294	98	19	73	84	266
Confl. Peds. (#/hr)	1		2	1		2			2	3		4
Confl. Bikes (#/hr)			1			2			5			
Turn Type	Prot	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2		7	4			8	
Permitted Phases			6	2		2			4	8		8
Actuated Green, G (s)	11.2	90.1	90.1	90.5	84.7	84.7	18.7	60.1	60.1	32.0	32.0	32.0
Effective Green, g (s)	11.2	90.1	90.1	90.5	84.7	84.7	18.7	60.1	60.1	32.0	32.0	32.0
Actuated g/C Ratio	0.06	0.50	0.50	0.50	0.47	0.47	0.10	0.33	0.33	0.18	0.18	0.18
Clearance Time (s)	7.3	7.3	7.3	7.3	7.3	7.3	9.4	9.4	9.4	9.4	9.4	9.4
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	213	3207	772	171	3015	733	356	622	519	228	331	276
v/s Ratio Prot	c0.04	c0.22		0.01	c0.37		c0.09	0.05			0.05	
v/s Ratio Perm			0.03	0.09		0.01			0.01	0.06		c0.17
v/c Ratio	0.58	0.45	0.07	0.18	0.78	0.03	0.83	0.16	0.04	0.32	0.25	0.96
Uniform Delay, d1	82.1	29.0	23.2	23.3	39.8	25.5	79.1	42.2	40.4	64.5	63.7	73.4
Progression 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
Incremental Delay, d2	3.8	0.5	0.2	0.5	2.1	0.1	14.4	0.1	0.0	0.8	0.4	43.7
Delay (s)	85.9	29.4	23.4	23.8	41.9	25.6	93.5	42.3	40.5	65.3	64.1	117.1
Level of Service	F	C	C	C	D	C	F	D	D	E	E	F
Approach Delay (s/veh)		33.2			41.4			75.6			101.6	
Approach LOS		C			D			E			F	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			48.0		HCM 2000 Level of Service					D		
HCM 2000 Volume to Capacity ratio			0.81									
Actuated Cycle Length (s)			180.0		Sum of lost time (s)					33.4		
Intersection Capacity Utilization			89.0%		ICU Level of Service					E		
Analysis Period (min)			15									
c Critical Lane Group												

Volume
6: Broken Sound Parkway

BY PM
10/21/2025

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Volume (vph)	402	5	8	273	24	41
Future Volume (vph)	402	5	8	273	24	41
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	423	5	8	287	25	43
Shared Lane Traffic (%)						
Lane Group Flow (vph)	428	0	8	287	25	43
Intersection Summary						

HCM 7th TWSC
6: Broken Sound Parkway

BY PM
10/21/2025

Intersection						
Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	↑
Traffic Vol, veh/h	402	5	8	273	24	41
Future Vol, veh/h	402	5	8	273	24	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	195	-	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	423	5	8	287	25	43

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	428
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	1127
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1127
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.23	11.26
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	438	791	-	-	1127	-
HCM Lane V/C Ratio	0.058	0.055	-	-	0.007	-
HCM Control Delay (s/veh)	13.7	9.8	-	-	8.2	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0	-

Volume

BY PM

11: Broken Sound Parkway Northwest/Park of Commerce Boulevard & Congress Avenue

10/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	121	13	250	175	18	98	109	1041	40	26	1273	68
Future Volume (vph)	121	13	250	175	18	98	109	1041	40	26	1273	68
Confl. Peds. (#/hr)			2	1		1						2
Confl. Bikes (#/hr)												
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	142	15	294	206	21	115	128	1225	47	31	1498	80
Shared Lane Traffic (%)	45%			45%								
Lane Group Flow (vph)	78	79	294	113	114	115	128	1272	0	31	1578	0
Intersection Summary												

Timings

BY PM

11: Broken Sound Parkway Northwest/Park of Commerce Boulevard & Congress Avenue

10/21/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	121	13	250	175	18	98	109	1041	26	1273
Future Volume (vph)	121	13	250	175	18	98	109	1041	26	1273
Turn Type	Split	NA	Perm	Split	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	4	4		8	8		5	2	1	6
Permitted Phases			4			8	2		6	
Detector Phase	4	4	4	8	8	8	5	2	1	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	5.0	18.0	5.0	18.0
Minimum Split (s)	43.0	43.0	43.0	43.0	43.0	43.0	11.8	50.8	11.8	48.8
Total Split (s)	34.0	34.0	34.0	44.0	44.0	44.0	30.0	85.0	17.0	72.0
Total Split (%)	18.9%	18.9%	18.9%	24.4%	24.4%	24.4%	16.7%	47.2%	9.4%	40.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.8	4.8	4.8	4.8
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.8	6.8	6.8	6.8
Lead/Lag							Lead	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	None	C-Min
Act Effct Green (s)	15.8	15.8	15.8	17.6	17.6	17.6	124.5	114.8	113.4	106.8
Actuated g/C Ratio	0.09	0.09	0.09	0.10	0.10	0.10	0.69	0.64	0.63	0.59
v/c Ratio	0.53	0.53	0.82	0.69	0.69	0.40	0.53	0.39	0.11	0.53
Control Delay (s/veh)	89.7	89.6	33.4	98.6	98.3	7.5	18.9	18.1	12.8	24.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	89.7	89.6	33.4	98.6	98.3	7.5	18.9	18.1	12.8	24.7
LOS	F	F	C	F	F	A	B	B	B	C
Approach Delay (s/veh)		52.9			67.9			18.2		24.5
Approach LOS		D			E			B		C

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 148 (82%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay (s/veh): 29.4

Intersection LOS: C

Intersection Capacity Utilization 75.1%

ICU Level of Service D

Analysis Period (min) 15

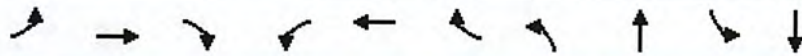
Splits and Phases: 11: Broken Sound Parkway Northwest/Park of Commerce Boulevard & Congress Avenue



Queues

BY PM

11: Broken Sound Parkway Northwest/Park of Commerce Boulevard & Congress Avenue 10/21/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	78	79	294	113	114	115	128	1272	31	1578
v/c Ratio	0.53	0.53	0.82	0.69	0.69	0.40	0.53	0.39	0.11	0.53
Control Delay (s/veh)	89.7	89.6	33.4	98.6	98.3	7.5	18.9	18.1	12.8	24.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	89.7	89.6	33.4	98.6	98.3	7.5	18.9	18.1	12.8	24.7
Queue Length 50th (ft)	95	96	56	138	140	0	44	254	10	373
Queue Length 95th (ft)	141	141	135	195	197	18	92	363	29	546
Internal Link Dist (ft)	2946			570			690		617	
Turn Bay Length (ft)	190			300			200		200	
Base Capacity (vph)	252	255	442	345	349	438	338	3226	306	2993
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.31	0.67	0.33	0.33	0.26	0.38	0.39	0.10	0.53

Intersection Summary

HCM Signalized Intersection Capacity Analysis

BY PM

11: Broken Sound Parkway Northwest/Park of Commerce Boulevard & Congress Avenue 10/21/2025

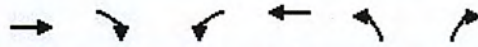
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	13	250	175	18	98	109	1041	40	26	1273	68
Future Volume (vph)	121	13	250	175	18	98	109	1041	40	26	1273	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.8	6.8		6.8	6.8	
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	1.00	0.91		1.00	0.91	
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	0.99	
Flt Protected	0.95	0.96	1.00	0.95	0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1701	1560	1681	1700	1562	1770	5057		1770	5043	
Flt Permitted	0.95	0.96	1.00	0.95	0.96	1.00	0.10	1.00		0.19	1.00	
Satd. Flow (perm)	1681	1701	1560	1681	1700	1562	194	5057		349	5043	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	142	15	294	206	21	115	128	1225	47	31	1498	80
RTOR Reduction (vph)	0	0	223	0	0	104	0	1	0	0	2	0
Lane Group Flow (vph)	78	79	71	113	114	11	128	1271	0	31	1576	0
Confl. Peds. (#/hr)			2	1		1						2
Turn Type	Split	NA	Perm	Split	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8	2			6		
Actuated Green, G (s)	15.8	15.8	15.8	17.6	17.6	17.6	125.6	113.5		112.4	106.9	
Effective Green, g (s)	15.8	15.8	15.8	17.6	17.6	17.6	125.6	113.5		112.4	106.9	
Actuated g/C Ratio	0.09	0.09	0.09	0.10	0.10	0.10	0.70	0.63		0.62	0.59	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.8	6.8		6.8	6.8	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	147	149	136	164	166	152	241	3188		261	2994	
v/s Ratio Prot	0.05	c0.05		c0.07	0.07		c0.04	c0.25		0.00	0.31	
v/s Ratio Perm			0.05			0.01	c0.33			0.07		
v/c Ratio	0.53	0.53	0.52	0.69	0.69	0.07	0.53	0.40		0.12	0.53	
Uniform Delay, d1	78.6	78.5	78.5	78.6	78.5	73.8	14.9	16.4		13.2	21.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.6	3.6	3.3	11.4	11.2	0.2	2.2	0.4		0.2	0.7	
Delay (s)	82.2	82.1	81.8	90.0	89.7	74.0	17.2	16.8		13.4	22.3	
Level of Service	F	F	F	F	F	E	B	B		B	C	
Approach Delay (s/veh)		81.9			84.5			16.8			22.1	
Approach LOS		F			F			B			C	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			32.9									
HCM 2000 Volume to Capacity ratio			0.56									
Actuated Cycle Length (s)			180.0							27.6		
Intersection Capacity Utilization			75.1%									
Analysis Period (min)			15									
c Critical Lane Group												

Volume

1: Broken Sound Boulevard & Broken Sound Parkway

FY AM

10/21/2025



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Volume (vph)	234	82	62	208	236	177
Future Volume (vph)	234	82	62	208	236	177
Confl. Peds. (#/hr)					8	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	285	100	76	254	288	216
Shared Lane Traffic (%)						
Lane Group Flow (vph)	385	0	0	330	288	216

Intersection Summary

HCM 7th AWSC
1: Broken Sound Boulevard & Broken Sound Parkway

FY AM
10/21/2025

Intersection

Intersection Delay, s/veh 13.8
Intersection LOS B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	↑
Traffic Vol, veh/h	234	82	62	208	236	177
Future Vol, veh/h	234	82	62	208	236	177
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	285	100	76	254	288	216
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	12.5	12.6	15.5			
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%	49%	53%	100%
Vol Right, %	0%	100%	0%	51%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	236	177	156	160	131	139
LT Vol	236	0	0	0	62	0
Through Vol	0	0	156	78	69	139
RT Vol	0	177	0	82	0	0
Lane Flow Rate	288	216	190	195	160	169
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.56	0.347	0.349	0.338	0.307	0.313
Departure Headway (Hd)	7.008	5.794	6.601	6.235	6.898	6.657
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	515	620	544	576	519	538
Service Time	4.764	3.548	4.361	3.995	4.661	4.42
HCM Lane V/C Ratio	0.559	0.348	0.349	0.339	0.308	0.314
HCM Control Delay, s/veh	18.4	11.6	12.9	12.2	12.7	12.5
HCM Lane LOS	C	B	B	B	B	B
HCM 95th-tile Q	3.4	1.5	1.6	1.5	1.3	1.3

Volume

4: Broken Sound Parkway & Clint Moore Road

FY AM

10/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	188	1919	446	95	980	25	93	1	47	11	194	30
Future Volume (vph)	188	1919	446	95	980	25	93	1	47	11	194	30
Confl. Peds. (#/hr)	1			3		6	2		3	2		1
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	196	1999	465	99	1021	26	97	1	49	11	202	31
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	196	2464	0	99	1047	0	48	50	49	11	233	0
Intersection Summary												

Timings
4: Broken Sound Parkway & Clint Moore Road

FY AM
10/21/2025

									
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	188	1919	95	980	93	1	47	11	194
Future Volume (vph)	188	1919	95	980	93	1	47	11	194
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)	14.9	43.9	11.9	39.9	41.0	41.0	41.0	35.0	35.0
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%
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					
Recall Mode	None	C-Max	None	C-Max	None	None	None	Min	Min
Act Effct Green (s)	114.1	101.0	110.3	99.1	11.0	11.0	11.0	27.0	27.0
Actuated g/C Ratio	0.63	0.56	0.61	0.55	0.06	0.06	0.06	0.15	0.15
v/c Ratio	0.55	0.88	0.66	0.38	0.47	0.49	0.24	0.04	0.85
Control Delay (s/veh)	17.9	38.8	57.4	23.6	95.7	96.7	2.9	68.1	98.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.9	38.8	57.4	23.6	95.7	96.7	2.9	68.1	98.4
LOS	B	D	E	C	F	F	A	E	F
Approach Delay (s/veh)		37.3		26.5		65.1			97.1
Approach LOS		D		C		E			F

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

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

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay (s/veh): 38.8

Intersection LOS: D

Intersection Capacity Utilization 98.2%

ICU Level of Service F

Analysis Period (min) 15

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



Queues

4: Broken Sound Parkway & Clint Moore Road

FY AM

10/21/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	196	2464	99	1047	48	50	49	11	233
v/c Ratio	0.55	0.88	0.66	0.38	0.47	0.49	0.24	0.04	0.85
Control Delay (s/veh)	17.9	38.8	57.4	23.6	95.7	96.7	2.9	68.1	98.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.9	38.8	57.4	23.6	95.7	96.7	2.9	68.1	98.4
Queue Length 50th (ft)	84	891	64	250	58	61	0	11	269
Queue Length 95th (ft)	121	1029	131	298	109	113	0	34	#471
Internal Link Dist (ft)		669		348		3750			236
Turn Bay Length (ft)	230		200				260		
Base Capacity (vph)	402	2791	219	2787	177	177	265	265	275
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	0.49	0.88	0.45	0.38	0.27	0.28	0.18	0.04	0.85

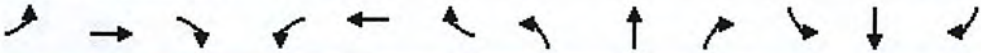
Intersection Summary

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

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis 4: Broken Sound Parkway & Clint Moore Road

FY AM
10/21/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	188	1919	446	95	980	25	93	1	47	11	194	30
Future Volume (vph)	188	1919	446	95	980	25	93	1	47	11	194	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.9	6.9		6.9	6.9		8.0	8.0	8.0	8.0	8.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		0.95	0.95	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.97		1.00	1.00		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	0.95	1.00	0.95	1.00	
Satd. Flow (prot)	1769	4941		1770	5062		1681	1687	1551	1770	1822	
Flt Permitted	0.22	1.00		0.04	1.00		0.95	0.95	1.00	0.95	1.00	
Satd. Flow (perm)	405	4941		75	5062		1681	1687	1551	1770	1822	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	196	1999	465	99	1021	26	97	1	49	11	202	31
RTOR Reduction (vph)	0	19	0	0	1	0	0	0	46	0	3	0
Lane Group Flow (vph)	196	2445	0	99	1046	0	48	50	3	11	230	0
Confl. Peds. (#/hr)	1			3		6	2		3	2		1
Confl. Bikes (#/hr)									1			
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			
Actuated Green, G (s)	114.1	101.0		110.3	99.1		11.0	11.0	11.0	27.0	27.0	
Effective Green, g (s)	114.1	101.0		110.3	99.1		11.0	11.0	11.0	27.0	27.0	
Actuated g/C Ratio	0.63	0.56		0.61	0.55		0.06	0.06	0.06	0.15	0.15	
Clearance Time (s)	6.9	6.9		6.9	6.9		8.0	8.0	8.0	8.0	8.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	355	2772		151	2786		102	103	94	265	273	
v/s Ratio Prot	0.04	c0.49		c0.04	0.21		0.03	c0.03		0.01	c0.13	
v/s Ratio Perm	0.31			0.36					0.00			
v/c Ratio	0.55	0.88		0.66	0.38		0.47	0.49	0.03	0.04	0.84	
Uniform Delay, d1	14.9	34.3		45.5	22.9		81.7	81.8	79.5	65.4	74.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.9	4.5		9.8	0.4		3.4	3.6	0.1	0.1	20.5	
Delay (s)	16.8	38.8		55.3	23.3		85.1	85.3	79.6	65.5	95.0	
Level of Service	B	D		E	C		F	F	E	E	F	
Approach Delay (s/veh)		37.2			26.1			83.4			93.7	
Approach LOS		D			C			F			F	
Intersection Summary												
HCM 2000 Control Delay (s/veh)		39.0			HCM 2000 Level of Service			D				
HCM 2000 Volume to Capacity ratio		0.83										
Actuated Cycle Length (s)		180.0			Sum of lost time (s)			29.8				
Intersection Capacity Utilization		98.2%			ICU Level of Service			F				
Analysis Period (min)		15										
c Critical Lane Group												

Volume

5: Broken Sound Boulevard & Yamato Road

FY AM

10/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	368	1975	262	20	1198	73	122	129	53	79	50	99
Future Volume (vph)	368	1975	262	20	1198	73	122	129	53	79	50	99
Confl. Peds. (#/hr)	2		1			3			4	2		
Confl. Bikes (#/hr)			3						1			2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	391	2101	279	21	1274	78	130	137	56	84	53	105
Shared Lane Traffic (%)												
Lane Group Flow (vph)	391	2101	279	21	1274	78	130	137	56	84	53	105
Intersection Summary												

Timings

5: Broken Sound Boulevard & Yamato Road

FY AM

10/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	368	1975	262	20	1198	73	122	129	53	79	50	99
Future Volume (vph)	368	1975	262	20	1198	73	122	129	53	79	50	99
Turn Type	Prot	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2		7	4			8	
Permitted Phases			6	2		2			4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	18.0	18.0	5.0	18.0	18.0	5.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	12.3	49.3	49.3	12.3	49.3	49.3	59.4	59.4	59.4	59.4	59.4	59.4
Total Split (s)	45.0	115.0	115.0	20.0	90.0	90.0	23.0	45.0	45.0	22.0	22.0	22.0
Total Split (%)	25.0%	63.9%	63.9%	11.1%	50.0%	50.0%	12.8%	25.0%	25.0%	12.2%	12.2%	12.2%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.4	3.4	3.4	3.4	3.4	3.4
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	6.0	6.0	6.0	6.0	6.0	6.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.3	7.3	7.3	7.3	7.3	7.3	9.4	9.4	9.4	9.4	9.4	9.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead			Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Act Effct Green (s)	25.8	116.9	116.9	98.3	92.1	92.1	11.8	38.1	38.1	16.9	16.9	16.9
Actuated g/C Ratio	0.14	0.65	0.65	0.55	0.51	0.51	0.07	0.21	0.21	0.09	0.09	0.09
v/c Ratio	0.80	0.50	0.25	0.17	0.39	0.09	0.58	0.35	0.13	0.72	0.30	0.35
Control Delay (s/veh)	86.7	17.6	1.9	14.8	27.7	0.2	92.0	63.3	0.7	108.7	81.8	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	86.7	17.6	1.9	14.8	27.7	0.2	92.0	63.3	0.7	108.7	81.8	3.2
LOS	F	B	A	B	C	A	F	E	A	F	F	A
Approach Delay (s/veh)		25.8			25.9			64.0			57.0	
Approach LOS		C			C			E			E	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 30 (17%), Referenced to phase 2:WBTL and 6:EBT, Start of Green

Natural Cycle: 185

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay (s/veh): 30.1

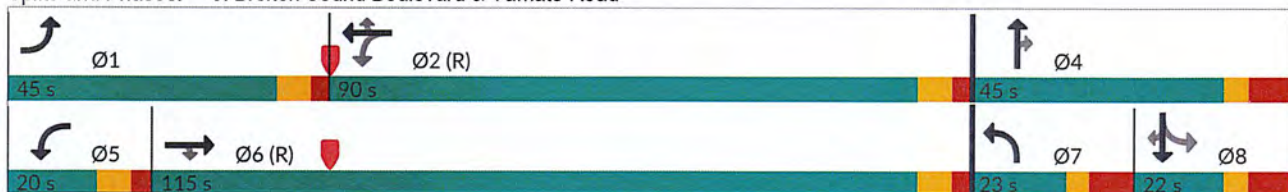
Intersection LOS: C

Intersection Capacity Utilization 90.3%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 5: Broken Sound Boulevard & Yamato Road



Queues

5: Broken Sound Boulevard & Yamato Road

FY AM

10/21/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	391	2101	279	21	1274	78	130	137	56	84	53	105
v/c Ratio	0.80	0.50	0.25	0.17	0.39	0.09	0.58	0.35	0.13	0.72	0.30	0.35
Control Delay (s/veh)	86.7	17.6	1.9	14.8	27.7	0.2	92.0	63.3	0.7	108.7	81.8	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	86.7	17.6	1.9	14.8	27.7	0.2	92.0	63.3	0.7	108.7	81.8	3.2
Queue Length 50th (ft)	234	419	0	8	276	0	78	135	0	96	58	0
Queue Length 95th (ft)	286	407	37	17	303	0	117	217	0	#226	114	0
Internal Link Dist (ft)	705				1786		420				2560	
Turn Bay Length (ft)	550	560		530	330		200	220		130		
Base Capacity (vph)	719	4163	1101	191	3280	887	259	397	422	117	174	301
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.50	0.25	0.11	0.39	0.09	0.50	0.35	0.13	0.72	0.30	0.35

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

5: Broken Sound Boulevard & Yamato Road

FY AM
10/21/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	368	1975	262	20	1198	73	122	129	53	79	50	99
Future Volume (vph)	368	1975	262	20	1198	73	122	129	53	79	50	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.3	7.3	7.3	7.3	7.3	7.3	9.4	9.4	9.4	9.4	9.4	9.4
Lane Util. Factor	0.97	0.86	1.00	1.00	0.86	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	6408	1546	1770	6408	1558	3433	1863	1556	1766	1863	1557
Flt Permitted	0.95	1.00	1.00	0.07	1.00	1.00	0.95	1.00	1.00	0.67	1.00	1.00
Satd. Flow (perm)	3433	6408	1546	131	6408	1558	3433	1863	1556	1245	1863	1557
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	391	2101	279	21	1274	78	130	137	56	84	53	105
RTOR Reduction (vph)	0	0	102	0	0	38	0	0	44	0	0	95
Lane Group Flow (vph)	391	2101	177	21	1274	40	130	137	12	84	53	10
Confl. Peds. (#/hr)	2		1			3			4	2		
Confl. Bikes (#/hr)			3						1			2
Turn Type	Prot	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2		7	4			8	
Permitted Phases			6	2		2			4	8		8
Actuated Green, G (s)	25.8	114.0	114.0	96.0	92.1	92.1	11.8	38.1	38.1	16.9	16.9	16.9
Effective Green, g (s)	25.8	114.0	114.0	96.0	92.1	92.1	11.8	38.1	38.1	16.9	16.9	16.9
Actuated g/C Ratio	0.14	0.63	0.63	0.53	0.51	0.51	0.07	0.21	0.21	0.09	0.09	0.09
Clearance Time (s)	7.3	7.3	7.3	7.3	7.3	7.3	9.4	9.4	9.4	9.4	9.4	9.4
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	492	4058	979	105	3278	797	225	394	329	116	174	146
v/s Ratio Prot	c0.11	c0.33		0.00	0.20		c0.04	0.07			0.03	
v/s Ratio Perm			0.11	0.10		0.03			0.01	c0.07		0.01
v/c Ratio	0.79	0.52	0.18	0.20	0.39	0.05	0.58	0.35	0.04	0.72	0.30	0.07
Uniform Delay, d1	74.5	18.0	13.7	19.9	26.8	22.0	81.7	60.4	56.4	79.3	76.1	74.4
Progression 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
Incremental Delay, d2	8.6	0.5	0.4	0.9	0.3	0.1	3.6	0.5	0.0	19.9	1.0	0.2
Delay (s)	83.2	18.5	14.1	20.8	27.1	22.1	85.2	60.9	56.4	99.2	77.1	74.6
Level of Service	F	B	B	C	C	C	F	E	E	F	E	E
Approach Delay (s/veh)		27.2			26.8			69.9			83.7	
Approach LOS		C			C			E			F	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			32.9		HCM 2000 Level of Service					C		
HCM 2000 Volume to Capacity ratio			0.60									
Actuated Cycle Length (s)			180.0		Sum of lost time (s)					33.4		
Intersection Capacity Utilization			90.3%		ICU Level of Service					E		
Analysis Period (min)			15									
c Critical Lane Group												

Volume
6: Driveway 1 & Broken Sound Parkway

FY AM
10/21/2025

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Volume (vph)	273	63	82	411	32	34
Future Volume (vph)	273	63	82	411	32	34
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	287	66	86	433	34	36
Shared Lane Traffic (%)						
Lane Group Flow (vph)	353	0	86	433	34	36
Intersection Summary						

HCM 7th TWSC
6: Driveway 1 & Broken Sound Parkway

FY AM
10/21/2025

Intersection						
Int Delay, s/veh	1.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	↑
Traffic Vol, veh/h	273	63	82	411	32	34
Future Vol, veh/h	273	63	82	411	32	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	195	-	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	287	66	86	433	34	36

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	354
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	1202
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1202
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.37	12.98
HCM LOS	B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	342	836	-	-	1202	-
HCM Lane V/C Ratio	0.099	0.043	-	-	0.072	-
HCM Control Delay (s/veh)	16.7	9.5	-	-	8.2	-
HCM Lane LOS	C	A	-	-	A	-
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0.2	-

Volume

FY AM

11: Broken Sound Parkway Northwest/Park of Commerce Boulevard & Congress Avenue 10/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	63	23	220	36	7	29	309	1029	114	78	870	95
Future Volume (vph)	63	23	220	36	7	29	309	1029	114	78	870	95
Confl. Peds. (#/hr)							2			1		
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	66	24	232	38	7	31	325	1083	120	82	916	100
Shared Lane Traffic (%)	33%			41%								
Lane Group Flow (vph)	44	46	232	22	23	31	325	1203	0	82	1016	0
Intersection Summary												

Timings

11: Broken Sound Parkway Northwest/Park of Commerce Boulevard & Congress Avenue

FY AM

10/21/2025

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	63	23	220	36	7	29	309	1029	78	870
Future Volume (vph)	63	23	220	36	7	29	309	1029	78	870
Turn Type	Split	NA	Perm	Split	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	4	4		8	8		5	2	1	6
Permitted Phases			4			8	2		6	
Detector Phase	4	4	4	8	8	8	5	2	1	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	5.0	18.0	5.0	18.0
Minimum Split (s)	43.0	43.0	43.0	43.0	43.0	43.0	11.8	50.8	11.8	48.8
Total Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	30.0	96.0	20.0	86.0
Total Split (%)	17.8%	17.8%	17.8%	17.8%	17.8%	17.8%	16.7%	53.3%	11.1%	47.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.8	4.8	4.8	4.8
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.8	6.8	6.8	6.8
Lead/Lag							Lead	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	None	C-Min
Act Effct Green (s)	10.9	10.9	10.9	8.0	8.0	8.0	142.1	127.7	127.7	119.3
Actuated g/C Ratio	0.06	0.06	0.06	0.04	0.04	0.04	0.79	0.71	0.71	0.66
v/c Ratio	0.44	0.44	0.74	0.30	0.30	0.15	0.69	0.34	0.23	0.31
Control Delay (s/veh)	93.1	93.3	23.0	92.6	92.9	1.4	13.8	11.2	7.9	14.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	93.1	93.3	23.0	92.6	92.9	1.4	13.8	11.2	7.9	14.7
LOS	F	F	C	F	F	A	B	B	A	B
Approach Delay (s/veh)		42.6			55.5			11.8		14.2
Approach LOS		D			E			B		B

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 169 (94%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay (s/veh): 17.0

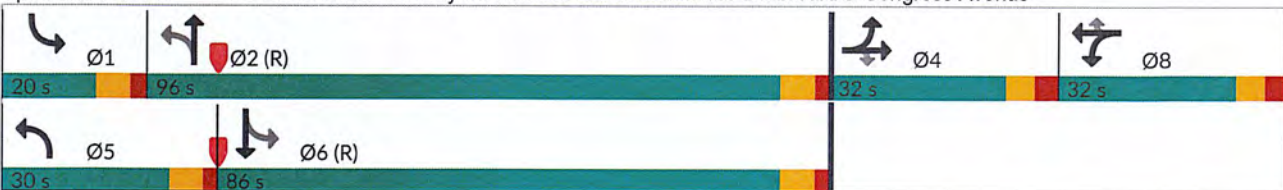
Intersection LOS: B

Intersection Capacity Utilization 62.2%

ICU Level of Service B

Analysis Period (min) 15

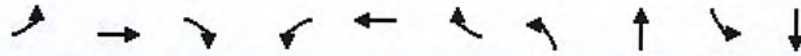
Splits and Phases: 11: Broken Sound Parkway Northwest/Park of Commerce Boulevard & Congress Avenue



Queues

FY AM

11: Broken Sound Parkway Northwest/Park of Commerce Boulevard & Congress Avenue 10/21/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	44	46	232	22	23	31	325	1203	82	1016
v/c Ratio	0.44	0.44	0.74	0.30	0.30	0.15	0.69	0.34	0.23	0.31
Control Delay (s/veh)	93.1	93.3	23.0	92.6	92.9	1.4	13.8	11.2	7.9	14.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	93.1	93.3	23.0	92.6	92.9	1.4	13.8	11.2	7.9	14.7
Queue Length 50th (ft)	53	56	0	27	28	0	91	190	20	175
Queue Length 95th (ft)	101	103	93	63	64	0	161	273	44	280
Internal Link Dist (ft)	2884				663		691		606	
Turn Bay Length (ft)	190			300			200			200
Base Capacity (vph)	233	240	419	233	237	347	525	3550	398	3324
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.19	0.55	0.09	0.10	0.09	0.62	0.34	0.21	0.31

Intersection Summary

HCM Signalized Intersection Capacity Analysis

FY AM

11: Broken Sound Parkway Northwest/Park of Commerce Boulevard & Congress Avenue

10/21/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	23	220	36	7	29	309	1029	114	78	870	95
Future Volume (vph)	63	23	220	36	7	29	309	1029	114	78	870	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.8	6.8		6.8	6.8	
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	1.00	0.91		1.00	0.91	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	0.99	
Flt Protected	0.95	0.98	1.00	0.95	0.97	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1728	1583	1681	1710	1583	1769	4999		1769	5010	
Flt Permitted	0.95	0.98	1.00	0.95	0.97	1.00	0.23	1.00		0.22	1.00	
Satd. Flow (perm)	1681	1728	1583	1681	1710	1583	437	4999		406	5010	
Peak-hour factor, PHF	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)	66	24	232	38	7	31	325	1083	120	82	916	100
RTOR Reduction (vph)	0	0	218	0	0	30	0	4	0	0	4	0
Lane Group Flow (vph)	44	46	14	22	23	1	325	1199	0	82	1012	0
Confl. Peds. (#/hr)							2			1		
Confl. Bikes (#/hr)								1				
Turn Type	Split	NA	Perm	Split	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8	2			6		
Actuated Green, G (s)	10.9	10.9	10.9	6.8	6.8	6.8	141.5	126.3		126.3	117.9	
Effective Green, g (s)	10.9	10.9	10.9	6.8	6.8	6.8	141.5	126.3		126.3	117.9	
Actuated g/C Ratio	0.06	0.06	0.06	0.04	0.04	0.04	0.79	0.70		0.70	0.66	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.8	6.8		6.8	6.8	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	101	104	95	63	64	59	467	3507		348	3281	
v/s Ratio Prot	0.03	c0.03		0.01	c0.01		c0.06	0.24		0.01	0.20	
v/s Ratio Perm			0.01			0.00	c0.48			0.15		
v/c Ratio	0.44	0.44	0.15	0.35	0.36	0.02	0.70	0.34		0.24	0.31	
Uniform Delay, d1	81.6	81.6	80.1	84.4	84.5	83.4	7.1	10.5		8.4	13.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.0	3.0	0.7	3.3	3.4	0.1	4.5	0.3		0.4	0.2	
Delay (s)	84.6	84.6	80.9	87.8	87.9	83.5	11.6	10.8		8.8	13.7	
Level of Service	F	F	F	F	F	F	B	B		A	B	
Approach Delay (s/veh)		81.9			86.1			11.0			13.3	
Approach LOS		F			F			B			B	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			21.3				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.68									
Actuated Cycle Length (s)			180.0				Sum of lost time (s)			27.6		
Intersection Capacity Utilization			62.2%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

Volume
1: Broken Sound Boulevard & Broken Sound Parkway

FY PM
10/21/2025

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Volume (vph)	194	229	178	189	144	77
Future Volume (vph)	194	229	178	189	144	77
Confl. Peds. (#/hr)					3	
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	281	332	258	274	209	112
Shared Lane Traffic (%)						
Lane Group Flow (vph)	613	0	0	532	209	112
Intersection Summary						

HCM 7th AWSC
1: Broken Sound Boulevard & Broken Sound Parkway

FY PM
10/21/2025

Intersection	
Intersection Delay, s/veh	18.2
Intersection LOS	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	↑
Traffic Vol, veh/h	194	229	178	189	144	77
Future Vol, veh/h	194	229	178	189	144	77
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	281	332	258	274	209	112
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	19	19.4	14.9
HCM LOS	C	C	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	0%	0%	74%	0%
Vol Thru, %	0%	0%	100%	22%	26%	100%
Vol Right, %	0%	100%	0%	78%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	144	77	129	294	241	126
LT Vol	144	0	0	0	178	0
Through Vol	0	0	129	65	63	126
RT Vol	0	77	0	229	0	0
Lane Flow Rate	209	112	187	426	349	183
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.454	0.205	0.339	0.704	0.672	0.332
Departure Headway (Hd)	7.829	6.604	6.515	5.958	6.923	6.546
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	459	540	549	604	520	546
Service Time	5.607	4.381	4.293	3.736	4.702	4.325
HCM Lane V/C Ratio	0.455	0.207	0.341	0.705	0.671	0.335
HCM Control Delay, s/veh	17	11.1	12.6	21.8	22.9	12.6
HCM Lane LOS	C	B	B	C	C	B
HCM 95th-tile Q	2.3	0.8	1.5	5.7	5	1.4

Volume

4: Broken Sound Parkway & Clint Moore Road

FY PM

10/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	8	1282	149	28	2025	3	401	1	129	16	3	29
Future Volume (vph)	8	1282	149	28	2025	3	401	1	129	16	3	29
Confl. Peds. (#/hr)	8											
Confl. Bikes (#/hr)	6											
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%			0%			0%			0%		
Adj. Flow (vph)	9	1378	160	30	2177	3	431	1	139	17	3	31
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	9	1538	0	30	2180	0	215	217	139	17	34	0
Intersection Summary												

Timings

4: Broken Sound Parkway & Clint Moore Road

FY PM

10/21/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↰	↰↰↰	↰	↰↰↰	↰	↰	↰	↰	↰
Traffic Volume (vph)	8	1282	28	2025	401	1	129	16	3
Future Volume (vph)	8	1282	28	2025	401	1	129	16	3
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)	14.9	43.9	11.9	39.9	41.0	41.0	41.0	35.0	35.0
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%
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					
Recall Mode	None	C-Max	None	C-Max	None	None	None	Min	Min
Act Effct Green (s)	115.1	108.7	116.7	113.7	29.1	29.1	29.1	8.3	8.3
Actuated g/C Ratio	0.64	0.60	0.65	0.63	0.16	0.16	0.16	0.05	0.05
v/c Ratio	0.07	0.50	0.15	0.67	0.78	0.79	0.38	0.21	0.33
Control Delay (s/veh)	13.6	22.2	13.9	24.7	91.3	91.8	11.1	88.5	35.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.6	22.2	13.9	24.7	91.3	91.8	11.1	88.5	35.4
LOS	B	C	B	C	F	F	B	F	D
Approach Delay (s/veh)		22.1		24.5		72.0			53.1
Approach LOS		C		C		E			D

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 85 (47%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay (s/veh): 30.2

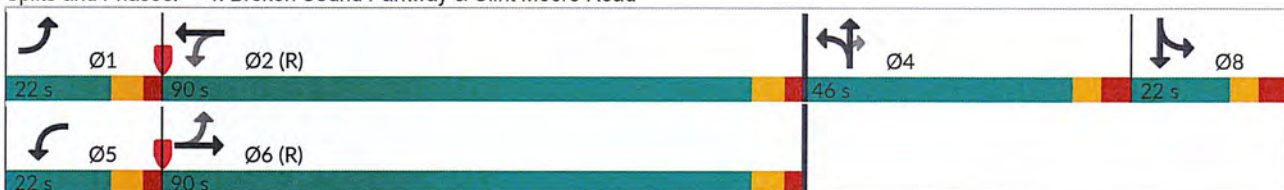
Intersection LOS: C

Intersection Capacity Utilization 69.4%

ICU Level of Service C

Analysis Period (min) 15

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



Queues

4: Broken Sound Parkway & Clint Moore Road

FY PM

10/21/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	9	1538	30	2180	215	217	139	17	34
v/c Ratio	0.07	0.50	0.15	0.67	0.78	0.79	0.38	0.21	0.33
Control Delay (s/veh)	13.6	22.2	13.9	24.7	91.3	91.8	11.1	88.5	35.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.6	22.2	13.9	24.7	91.3	91.8	11.1	88.5	35.4
Queue Length 50th (ft)	3	375	11	520	261	263	0	20	4
Queue Length 95th (ft)	13	486	29	821	349	351	63	49	45
Internal Link Dist (ft)		676		348		3829			236
Turn Bay Length (ft)	230		200				260		
Base Capacity (vph)	198	3056	275	3244	358	359	441	138	154
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	0.50	0.11	0.67	0.60	0.60	0.32	0.12	0.22

Intersection Summary

HCM Signalized Intersection Capacity Analysis

4: Broken Sound Parkway & Clint Moore Road

FY PM
10/21/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰↰↰		↰	↰↰↰		↰	↰	↰	↰	↰	↰
Traffic Volume (vph)	8	1282	149	28	2025	3	401	1	129	16	3	29
Future Volume (vph)	8	1282	149	28	2025	3	401	1	129	16	3	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.9	6.9		6.9	6.9		8.0	8.0	8.0	8.0	8.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		0.95	0.95	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.98		1.00	1.00		1.00	1.00	0.85	1.00	0.86	
Flt Protected	0.95	1.00		0.95	1.00		0.95	0.95	1.00	0.95	1.00	
Satd. Flow (prot)	1787	5056		1787	5135		1698	1702	1567	1787	1624	
Flt Permitted	0.04	1.00		0.12	1.00		0.95	0.95	1.00	0.95	1.00	
Satd. Flow (perm)	82	5056		217	5135		1698	1702	1567	1787	1624	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	9	1378	160	30	2177	3	431	1	139	17	3	31
RTOR Reduction (vph)	0	6	0	0	0	0	0	0	117	0	30	0
Lane Group Flow (vph)	9	1532	0	30	2180	0	215	217	22	17	4	0
Confl. Peds. (#/hr)	8											
Confl. Bikes (#/hr)	6											
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
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			
Actuated Green, G (s)	110.5	107.3		115.1	109.6		29.1	29.1	29.1	8.3	8.3	
Effective Green, g (s)	110.5	107.3		115.1	109.6		29.1	29.1	29.1	8.3	8.3	
Actuated g/C Ratio	0.61	0.60		0.64	0.61		0.16	0.16	0.16	0.05	0.05	
Clearance Time (s)	6.9	6.9		6.9	6.9		8.0	8.0	8.0	8.0	8.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	80	3013		186	3126		274	275	253	82	74	
v/s Ratio Prot	0.00	0.30		c0.00	c0.42		0.13	c0.13		c0.01	0.00	
v/s Ratio Perm	0.07			0.10					0.01			
v/c Ratio	0.11	0.51		0.16	0.70		0.78	0.79	0.09	0.21	0.06	
Uniform Delay, d1	20.0	21.1		14.4	23.9		72.4	72.5	64.2	82.7	82.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.6	0.6		0.4	1.3		13.7	13.9	0.2	1.3	0.3	
Delay (s)	20.6	21.7		14.8	25.2		86.1	86.4	64.3	83.9	82.5	
Level of Service	C	C		B	C		F	F	E	F	F	
Approach Delay (s/veh)		21.7			25.1			80.9			83.0	
Approach LOS		C			C			F			F	
Intersection Summary												
HCM 2000 Control Delay (s/veh)		31.8			HCM 2000 Level of Service			C				
HCM 2000 Volume to Capacity ratio		0.68										
Actuated Cycle Length (s)		180.0			Sum of lost time (s)			29.8				
Intersection Capacity Utilization		69.4%			ICU Level of Service			C				
Analysis Period (min)		15										
c Critical Lane Group												

Volume
5: Broken Sound Boulevard & Yamato Road

FY PM
10/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	127	1340	98	29	2184	49	273	91	53	77	78	358
Future Volume (vph)	127	1340	98	29	2184	49	273	91	53	77	78	358
Confl. Peds. (#/hr)	1		2	1		2			2	3		4
Confl. Bikes (#/hr)			1			2			5			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	137	1441	105	31	2348	53	294	98	57	83	84	385
Shared Lane Traffic (%)												
Lane Group Flow (vph)	137	1441	105	31	2348	53	294	98	57	83	84	385
Intersection Summary												

Timings

5: Broken Sound Boulevard & Yamato Road

FY PM

10/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	127	1340	98	29	2184	49	273	91	53	77	78	358
Future Volume (vph)	127	1340	98	29	2184	49	273	91	53	77	78	358
Turn Type	Prot	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2		7	4			8	
Permitted Phases			6	2		2			4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	18.0	18.0	5.0	18.0	18.0	5.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	12.3	49.3	49.3	12.3	49.3	49.3	14.4	59.4	59.4	59.4	59.4	59.4
Total Split (s)	20.0	84.0	84.0	25.0	89.0	89.0	29.0	71.0	71.0	42.0	42.0	42.0
Total Split (%)	11.1%	46.7%	46.7%	13.9%	49.4%	49.4%	16.1%	39.4%	39.4%	23.3%	23.3%	23.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.4	3.4	3.4	3.4	3.4	3.4
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	6.0	6.0	6.0	6.0	6.0	6.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.3	7.3	7.3	7.3	7.3	7.3	9.4	9.4	9.4	9.4	9.4	9.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead			Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Act Effect Green (s)	11.6	90.6	90.6	90.1	83.3	83.3	18.7	61.1	61.1	33.0	33.0	33.0
Actuated g/C Ratio	0.06	0.50	0.50	0.50	0.46	0.46	0.10	0.34	0.34	0.18	0.18	0.18
v/c Ratio	0.62	0.45	0.12	0.17	0.79	0.07	0.83	0.16	0.10	0.35	0.25	0.98
Control Delay (s/veh)	94.3	29.8	1.4	20.1	43.7	0.2	98.1	42.1	5.2	69.3	65.3	86.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	94.3	29.8	1.4	20.1	43.7	0.2	98.1	42.1	5.2	69.3	65.3	86.0
LOS	F	C	A	C	D	A	F	D	A	E	E	F
Approach Delay (s/veh)		33.3			42.5			74.1			80.3	
Approach LOS		C			D			E			F	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 13 (7%), Referenced to phase 2:WBTL and 6:EBT, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.98

Intersection Signal Delay (s/veh): 46.3

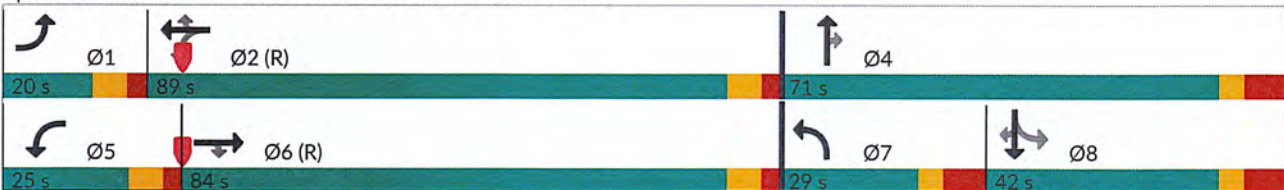
Intersection LOS: D

Intersection Capacity Utilization 89.5%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 5: Broken Sound Boulevard & Yamato Road



Queues

5: Broken Sound Boulevard & Yamato Road

FY PM

10/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	137	1441	105	31	2348	53	294	98	57	83	84	385
v/c Ratio	0.62	0.45	0.12	0.17	0.79	0.07	0.83	0.16	0.10	0.35	0.25	0.98
Control Delay (s/veh)	94.3	29.8	1.4	20.1	43.7	0.2	98.1	42.1	5.2	69.3	65.3	86.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	94.3	29.8	1.4	20.1	43.7	0.2	98.1	42.1	5.2	69.3	65.3	86.0
Queue Length 50th (ft)	82	324	0	16	689	0	177	81	0	87	86	321
Queue Length 95th (ft)	123	362	14	34	731	0	#237	131	26	148	144	#552
Internal Link Dist (ft)	705			1786			420			2608		
Turn Bay Length (ft)	550		560	530		330	200		220	130		
Base Capacity (vph)	242	3225	846	285	2964	796	373	637	578	236	341	394
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.45	0.12	0.11	0.79	0.07	0.79	0.15	0.10	0.35	0.25	0.98

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis 5: Broken Sound Boulevard & Yamato Road

FY PM
10/21/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	127	1340	98	29	2184	49	273	91	53	77	78	358
Future Volume (vph)	127	1340	98	29	2184	49	273	91	53	77	78	358
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.3	7.3	7.3	7.3	7.3	7.3	9.4	9.4	9.4	9.4	9.4	9.4
Lane Util. Factor	0.97	0.86	1.00	1.00	0.86	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	6408	1544	1770	6408	1559	3433	1863	1556	1765	1863	1558
Flt Permitted	0.95	1.00	1.00	0.13	1.00	1.00	0.95	1.00	1.00	0.69	1.00	1.00
Satd. Flow (perm)	3433	6408	1544	243	6408	1559	3433	1863	1556	1288	1863	1558
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	137	1441	105	31	2348	53	294	98	57	83	84	385
RTOR Reduction (vph)	0	0	53	0	0	28	0	0	38	0	0	109
Lane Group Flow (vph)	137	1441	52	31	2348	25	294	98	19	83	84	276
Confl. Peds. (#/hr)	1		2	1		2			2	3		4
Confl. Bikes (#/hr)			1			2			5			
Turn Type	Prot	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2		7	4			8	
Permitted Phases			6	2		2			4	8		8
Actuated Green, G (s)	11.6	89.1	89.1	89.1	83.3	83.3	18.7	61.1	61.1	33.0	33.0	33.0
Effective Green, g (s)	11.6	89.1	89.1	89.1	83.3	83.3	18.7	61.1	61.1	33.0	33.0	33.0
Actuated g/C Ratio	0.06	0.50	0.50	0.50	0.46	0.46	0.10	0.34	0.34	0.18	0.18	0.18
Clearance Time (s)	7.3	7.3	7.3	7.3	7.3	7.3	9.4	9.4	9.4	9.4	9.4	9.4
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	221	3171	764	169	2965	721	356	632	528	236	341	285
v/s Ratio Prot	c0.04	c0.22		0.01	c0.37		c0.09	0.05			0.05	
v/s Ratio Perm			0.03	0.08		0.02			0.01	0.06		c0.18
v/c Ratio	0.62	0.45	0.07	0.18	0.79	0.03	0.83	0.16	0.04	0.35	0.25	0.97
Uniform Delay, d1	82.1	29.6	23.8	24.0	41.0	26.4	79.1	41.5	39.8	64.2	62.9	73.0
Progression 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
Incremental Delay, d2	5.1	0.5	0.2	0.5	2.3	0.1	14.4	0.1	0.0	0.9	0.4	44.4
Delay (s)	87.2	30.1	23.9	24.5	43.3	26.5	93.5	41.6	39.8	65.1	63.2	117.4
Level of Service	F	C	C	C	D	C	F	D	D	E	E	F
Approach Delay (s/veh)		34.3			42.7			75.3			101.3	
Approach LOS		C			D			E			F	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			49.1				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			0.83									
Actuated Cycle Length (s)			180.0				Sum of lost time (s)			33.4		
Intersection Capacity Utilization			89.5%				ICU Level of Service			E		
Analysis Period (min)			15									

c Critical Lane Group

Volume
6: Driveway 1 & Broken Sound Parkway

FY PM
10/21/2025

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Volume (vph)	402	31	34	273	63	96
Future Volume (vph)	402	31	34	273	63	96
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	423	33	36	287	66	101
Shared Lane Traffic (%)						
Lane Group Flow (vph)	456	0	36	287	66	101
Intersection Summary						

HCM 7th TWSC
6: Driveway 1 & Broken Sound Parkway

FY PM
10/21/2025

Intersection

Int Delay, s/veh 2.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↖	↖
Traffic Vol, veh/h	402	31	34	273	63	96
Future Vol, veh/h	402	31	34	273	63	96
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	195	-	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	423	33	36	287	66	101

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	456
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	1101
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1101
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.93	12.68
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	386	775	-	-	1101	-
HCM Lane V/C Ratio	0.172	0.13	-	-	0.032	-
HCM Control Delay (s/veh)	16.2	10.3	-	-	8.4	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.6	0.4	-	-	0.1	-

Volume

FY PM

11: Broken Sound Parkway Northwest/Park of Commerce Boulevard & Congress Avenue 09/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	123	13	262	175	18	98	126	1041	40	26	1273	71
Future Volume (vph)	123	13	262	175	18	98	126	1041	40	26	1273	71
Confl. Peds. (#/hr)			2	1		1						2
Confl. Bikes (#/hr)												
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	145	15	308	206	21	115	148	1225	47	31	1498	84
Shared Lane Traffic (%)	45%			45%								
Lane Group Flow (vph)	80	80	308	113	114	115	148	1272	0	31	1582	0
Intersection Summary												

Timings

FY PM

11: Broken Sound Parkway Northwest/Park of Commerce Boulevard & Congress Avenue 10/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT		
Lane Configurations												
Traffic Volume (vph)	123	13	262	175	18	98	126	1041	26	1273		
Future Volume (vph)	123	13	262	175	18	98	126	1041	26	1273		
Turn Type	Split	NA	Perm	Split	NA	Perm	pm+pt	NA	pm+pt	NA		
Protected Phases	4	4		8	8		5	2	1	6		
Permitted Phases			4			8	2		6			
Detector Phase	4	4	4	8	8	8	5	2	1	6		
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	5.0	18.0	5.0	18.0		
Minimum Split (s)	43.0	43.0	43.0	43.0	43.0	43.0	11.8	50.8	11.8	48.8		
Total Split (s)	34.0	34.0	34.0	44.0	44.0	44.0	30.0	85.0	17.0	72.0		
Total Split (%)	18.9%	18.9%	18.9%	24.4%	24.4%	24.4%	16.7%	47.2%	9.4%	40.0%		
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.8	4.8	4.8	4.8		
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	2.0	2.0	2.0		
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.8	6.8	6.8	6.8		
Lead/Lag							Lead	Lag	Lead	Lag		
Lead-Lag Optimize?							Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	None	None	None	C-Min	None	C-Min		
Act Effct Green (s)	16.3	16.3	16.3	17.6	17.6	17.6	124.7	114.3	111.0	104.4		
Actuated g/C Ratio	0.09	0.09	0.09	0.10	0.10	0.10	0.69	0.64	0.62	0.58		
v/c Ratio	0.53	0.52	0.85	0.69	0.69	0.40	0.58	0.40	0.11	0.54		
Control Delay (s/veh)	88.6	88.2	38.4	98.6	98.3	7.5	22.9	18.4	13.3	26.5		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay (s/veh)	88.6	88.2	38.4	98.6	98.3	7.5	22.9	18.4	13.3	26.5		
LOS	F	F	D	F	F	A	C	B	B	C		
Approach Delay (s/veh)		55.5			67.9			18.9		26.2		
Approach LOS		E			E			B		C		

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 148 (82%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay (s/veh): 30.8

Intersection LOS: C

Intersection Capacity Utilization 75.8%

ICU Level of Service D

Analysis Period (min) 15

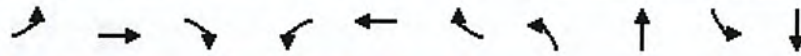
Splits and Phases: 11: Broken Sound Parkway Northwest/Park of Commerce Boulevard & Congress Avenue



Queues

FY PM

11: Broken Sound Parkway Northwest/Park of Commerce Boulevard & Congress Avenue 10/21/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	80	80	308	113	114	115	148	1272	31	1582
v/c Ratio	0.53	0.52	0.85	0.69	0.69	0.40	0.58	0.40	0.11	0.54
Control Delay (s/veh)	88.6	88.2	38.4	98.6	98.3	7.5	22.9	18.4	13.3	26.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	88.6	88.2	38.4	98.6	98.3	7.5	22.9	18.4	13.3	26.5
Queue Length 50th (ft)	97	97	75	138	140	0	52	256	10	389
Queue Length 95th (ft)	144	144	155	195	197	18	114	363	29	564
Internal Link Dist (ft)		2946			570			690		617
Turn Bay Length (ft)	190			300			200		200	
Base Capacity (vph)	252	255	442	345	349	438	334	3211	305	2927
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.31	0.70	0.33	0.33	0.26	0.44	0.40	0.10	0.54

Intersection Summary

HCM Signalized Intersection Capacity Analysis

FY PM

11: Broken Sound Parkway Northwest/Park of Commerce Boulevard & Congress Avenue

09/21/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	13	262	175	18	98	126	1041	40	26	1273	71
Future Volume (vph)	123	13	262	175	18	98	126	1041	40	26	1273	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.8	6.8		6.8	6.8	
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	1.00	0.91		1.00	0.91	
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	0.99	
Flt Protected	0.95	0.96	1.00	0.95	0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1701	1560	1681	1700	1562	1770	5057		1770	5041	
Flt Permitted	0.95	0.96	1.00	0.95	0.96	1.00	0.10	1.00		0.19	1.00	
Satd. Flow (perm)	1681	1701	1560	1681	1700	1562	188	5057		355	5041	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	145	15	308	206	21	115	148	1225	47	31	1498	84
RTOR Reduction (vph)	0	0	223	0	0	104	0	1	0	0	2	0
Lane Group Flow (vph)	80	80	85	113	114	11	148	1271	0	31	1580	0
Confl. Peds. (#/hr)			2	1		1						2
Turn Type	Split	NA	Perm	Split	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8	2			6		
Actuated Green, G (s)	16.3	16.3	16.3	17.6	17.6	17.6	125.3	113.0		110.0	104.5	
Effective Green, g (s)	16.3	16.3	16.3	17.6	17.6	17.6	125.3	113.0		110.0	104.5	
Actuated g/C Ratio	0.09	0.09	0.09	0.10	0.10	0.10	0.70	0.63		0.61	0.58	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.8	6.8		6.8	6.8	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	152	154	141	164	166	152	253	3174		260	2926	
v/s Ratio Prot	0.05	0.05		c0.07	0.07		c0.05	0.25		0.00	0.31	
v/s Ratio Perm			c0.05			0.01	c0.36			0.07		
v/c Ratio	0.53	0.52	0.60	0.69	0.69	0.07	0.58	0.40		0.12	0.54	
Uniform Delay, d1	78.2	78.1	78.7	78.6	78.5	73.8	16.7	16.7		14.1	23.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.3	2.9	7.1	11.4	11.2	0.2	3.4	0.4		0.2	0.7	
Delay (s)	81.4	81.1	85.9	90.0	89.7	74.0	20.2	17.0		14.3	23.8	
Level of Service	F	F	F	F	F	E	C	B		B	C	
Approach Delay (s/veh)		84.3			84.5			17.4			23.6	
Approach LOS		F			F			B			C	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			34.1									
HCM 2000 Volume to Capacity ratio			0.61									
Actuated Cycle Length (s)			180.0									
Intersection Capacity Utilization			75.8%									
Analysis Period (min)			15									
c Critical Lane Group												

APPENDIX F: SIGNAL WARRANT ANALYSIS WORKSHEET

TRAFFIC SIGNAL WARRANT ANALYSIS

City/County:	Boca Raton	85th-percentile speed on the major street exceeds 40 mph? (Y or N)	N
State:	Florida	Isolated community with a population of less than 10,000? (Y or N)	N
Date:	9/8/2025	Apply 56% warrant to Warrant 1, Combination Warrant? (Y or N)	N
Major Street:	Broken Sound Parkway	Approach Lanes - Major? (1 or 2)	2
Minor Street:	Broken Sound Boulevard	Approach Lanes - Minor? (1 or 2)	2

24-Hour Volume Summary			Major Street	Minor Street	Warrant 1, Condition A		Warrant 1, Condition B		Warrant 1, Combination Warrant				Warrant 2
			Total of Both Approaches	Higher Volume Approach	100%		100%		80%		80%		100%
					Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Figure 4C-1
06:00 AM	TO	07:00 AM	230	123	38%	62%	26%	123%	48%	77%	32%	154%	3%
07:00 AM	TO	08:00 AM	400	222	67%	111%	44%	222%	83%	139%	56%	278%	6%
08:00 AM	TO	09:00 AM	588	382	98%	191%	65%	382%	123%	239%	82%	478%	96%
09:00 AM	TO	10:00 AM	489	273	82%	137%	54%	273%	102%	171%	68%	341%	34%
10:00 AM	TO	11:00 AM	324	135	54%	68%	36%	135%	68%	84%	45%	169%	4%
11:00 AM	TO	12:00 PM	368	140	61%	70%	41%	140%	77%	88%	51%	175%	4%
12:00 PM	TO	01:00 PM	442	206	74%	103%	49%	206%	92%	129%	61%	258%	9%
01:00 PM	TO	02:00 PM	423	180	71%	90%	47%	180%	88%	113%	59%	225%	6%
02:00 PM	TO	03:00 PM	482	206	80%	103%	54%	206%	100%	129%	67%	258%	20%
03:00 PM	TO	04:00 PM	415	162	69%	81%	46%	162%	86%	101%	58%	203%	5%
04:00 PM	TO	05:00 PM	646	198	108%	99%	72%	198%	135%	124%	90%	248%	54%
05:00 PM	TO	06:00 PM	746	270	124%	135%	83%	270%	155%	169%	104%	338%	87%
06:00 PM	TO	07:00 PM	532	160	89%	80%	59%	160%	111%	100%	74%	200%	37%
Source: MUTCD, 2009 Edition Created By: Kimley-Horn and Associates, Inc.					Threshold		Threshold		Threshold		Threshold		MUTCD Figure
					600	200	900	100	480	160	720	80	4C-1 and 4C-2
					Summary		Summary		Summary		Summary		Summary
					TOTAL	1	TOTAL	0	TOTAL	6	TOTAL	1	TOTAL
					Met?	NO	Met?	NO	Met?	NO	Met?	NO	Met?

COMMENTS/NOTES:	Analysis:
	Analyzed By: R.E.E.
	Kimley-Horn and Associates, Inc.

Project Traffic

MOA + 1150 Broken Sound					Daily In	Daily Out	Eastbound Distribution		Westbound Distribution		Northbound Distribution		Total
Office	Daily Trips			27			Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	
	Time	Total	Entering										
	12:00 - 1:00 AM	0.1%	0.2%	0.1%	0	0	0	0	0	0	0	0	0
	1:00 - 2:00 AM	0.0%	0.0%	0.1%	0	0	0	0	0	0	0	0	0
	2:00 - 3:00 AM	0.0%	0.0%	0.0%	0	0	0	0	0	0	0	0	0
	3:00 - 4:00 AM	0.1%	0.0%	0.1%	0	0	0	0	0	0	0	0	0
	4:00 - 5:00 AM	0.2%	0.2%	0.2%	0	0	0	0	0	0	0	0	0
	5:00 - 6:00 AM	0.3%	0.4%	0.1%	0	0	0	0	0	0	0	0	0
	6:00 - 7:00 AM	2.6%	4.8%	0.5%	1	0	0	0	0	0	0	0	0
	7:00 - 8:00 AM	7.8%	13.6%	2.0%	2	0	0	0	1	0	1	0	2
	8:00 - 9:00 AM	8.9%	14.3%	3.4%	2	0	0	0	1	0	1	0	2
	9:00 - 10:00 AM	5.3%	6.3%	4.4%	1	1	0	1	0	0	0	0	1
	10:00 - 11:00 AM	5.7%	5.5%	6.0%	1	1	0	1	0	0	0	0	1
	11:00 - 12:00 PM	8.1%	6.0%	10.3%	1	1	0	1	0	0	0	0	1
	12:00 - 1:00 PM	10.2%	10.2%	10.1%	1	1	0	1	0	0	0	0	1
	1:00 - 2:00 PM	7.8%	9.0%	6.6%	1	1	0	1	0	0	0	0	1
	2:00 - 3:00 PM	7.4%	8.3%	6.5%	1	1	0	1	0	0	0	0	1
	3:00 - 4:00 PM	7.8%	7.3%	8.4%	1	1	0	1	0	0	0	0	1
	4:00 - 5:00 PM	10.3%	5.4%	15.2%	1	2	0	1	0	0	0	0	1
	5:00 - 6:00 PM	9.9%	4.0%	15.8%	1	2	0	1	0	0	0	0	1
	6:00 - 7:00 PM	2.1%	1.7%	2.6%	0	0	0	0	0	0	0	0	0
	7:00 - 8:00 PM	1.6%	0.9%	2.3%	0	0	0	0	0	0	0	0	0
	8:00 - 9:00 PM	1.0%	0.7%	1.3%	0	0	0	0	0	0	0	0	0
	9:00 - 10:00 PM	1.1%	0.5%	1.6%	0	0	0	0	0	0	0	0	0
	10:00 - 11:00 PM	1.2%	0.3%	2.1%	0	0	0	0	0	0	0	0	0
	11:00 - 12:00 AM	0.3%	0.4%	0.2%	0	0	0	0	0	0	0	0	0

MOA + 1150 Broken Sound				Daily In	Daily Out	Eastbound Distribution		Westbound Distribution		Northbound Distribution		Total
Residential	Daily Trips		1,259			Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	
Time	Total	Entering	Exiting	630	630	0%	50%	30%	0%	40%	0%	
12:00 - 1:00 AM	0.8%	1.2%	0.4%	7	2	0	1	2	0	3	0	6
1:00 - 2:00 AM	0.4%	0.6%	0.3%	4	2	0	1	1	0	2	0	4
2:00 - 3:00 AM	0.2%	0.3%	0.1%	2	1	0	1	1	0	1	0	3
3:00 - 4:00 AM	0.2%	0.2%	0.2%	2	1	0	1	1	0	1	0	3
4:00 - 5:00 AM	0.3%	0.1%	0.5%	1	3	0	2	0	0	0	0	2
5:00 - 6:00 AM	1.2%	0.4%	2.0%	3	13	0	7	1	0	1	0	9
6:00 - 7:00 AM	4.4%	1.0%	7.8%	6	49	0	25	2	0	2	0	29
7:00 - 8:00 AM	8.6%	2.5%	14.7%	16	92	0	46	5	0	6	0	57
8:00 - 9:00 AM	7.8%	3.0%	12.5%	19	79	0	40	6	0	8	0	54
9:00 - 10:00 AM	4.5%	2.2%	6.9%	14	43	0	22	4	0	6	0	32
10:00 - 11:00 AM	3.7%	2.7%	4.6%	17	29	0	15	5	0	7	0	27
11:00 - 12:00 PM	3.7%	3.4%	4.0%	21	25	0	13	6	0	8	0	27
12:00 - 1:00 PM	4.6%	4.3%	4.8%	27	30	0	15	8	0	11	0	34
1:00 - 2:00 PM	4.4%	4.4%	4.4%	28	28	0	14	8	0	11	0	33
2:00 - 3:00 PM	3.9%	4.1%	3.7%	26	23	0	12	8	0	10	0	30
3:00 - 4:00 PM	4.9%	5.9%	3.8%	37	24	0	12	11	0	15	0	38
4:00 - 5:00 PM	7.2%	9.2%	5.1%	58	32	0	16	17	0	23	0	56
5:00 - 6:00 PM	9.4%	13.1%	5.8%	82	36	0	18	25	0	33	0	76
6:00 - 7:00 PM	9.0%	12.1%	6.0%	76	38	0	19	23	0	30	0	72
7:00 - 8:00 PM	7.4%	9.4%	5.4%	59	34	0	17	18	0	24	0	59
8:00 - 9:00 PM	5.4%	7.7%	3.1%	49	20	0	10	15	0	20	0	45
9:00 - 10:00 PM	4.0%	6.5%	1.5%	41	10	0	5	12	0	16	0	33
10:00 - 11:00 PM	2.6%	3.7%	1.6%	23	10	0	5	7	0	9	0	21
11:00 - 12:00 AM	1.4%	2.1%	0.8%	13	5	0	3	4	0	5	0	12

MOA + 1150 Broken Sound						Eastbound Distribution		Westbound Distribution		Northbound Distribution		Total	
Retail	Daily Trips			Daily In	Daily Out	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound		
	Time	Total	Entering										Exiting
	12:00 - 1:00 AM	0.0%	0.0%	0.0%	0	0	0	0	0	0	0	0	0
	1:00 - 2:00 AM	0.0%	0.0%	0.0%	0	0	0	0	0	0	0	0	0
	2:00 - 3:00 AM	0.0%	0.0%	0.0%	0	0	0	0	0	0	0	0	0
	3:00 - 4:00 AM	0.0%	0.0%	0.0%	0	0	0	0	0	0	0	0	0
	4:00 - 5:00 AM	0.0%	0.0%	0.0%	0	0	0	0	0	0	0	0	0
	5:00 - 6:00 AM	0.0%	0.0%	0.0%	0	0	0	0	0	0	0	0	0
	6:00 - 7:00 AM	0.5%	0.23%	0.23%	0	0	0	0	0	0	0	0	0
	7:00 - 8:00 AM	2.2%	1.11%	1.11%	0	0	0	0	0	0	0	0	0
	8:00 - 9:00 AM	4.5%	2.27%	2.27%	0	0	0	0	0	0	0	0	0
	9:00 - 10:00 AM	5.8%	2.88%	2.88%	1	1	0	1	0	0	0	0	1
	10:00 - 11:00 AM	6.5%	3.27%	3.27%	1	1	0	1	0	0	0	0	1
	11:00 - 12:00 PM	6.3%	3.15%	3.15%	1	1	0	1	0	0	0	0	1
	12:00 - 1:00 PM	6.1%	3.07%	3.07%	1	1	0	1	0	0	0	0	1
	1:00 - 2:00 PM	6.9%	3.46%	3.46%	1	1	0	1	0	0	0	0	1
	2:00 - 3:00 PM	6.1%	3.07%	3.07%	1	1	0	1	0	0	0	0	1
	3:00 - 4:00 PM	7.4%	3.69%	3.69%	1	1	0	1	0	0	0	0	1
	4:00 - 5:00 PM	8.0%	4.00%	4.00%	1	1	0	1	0	0	0	0	1
	5:00 - 6:00 PM	8.0%	4.00%	4.00%	1	1	0	1	0	0	0	0	1
	6:00 - 7:00 PM	8.0%	4.00%	4.00%	1	1	0	1	0	0	0	0	1
	7:00 - 8:00 PM	8.5%	4.23%	4.23%	1	1	0	1	0	0	0	0	1
	8:00 - 9:00 PM	8.5%	4.23%	4.23%	1	1	0	1	0	0	0	0	1
	9:00 - 10:00 PM	6.7%	3.34%	3.34%	1	1	0	1	0	0	0	0	1

Park of Commerce					Daily In	Daily Out	Eastbound Distribution		Westbound Distribution		Northbound Distribution		Total
Office	Daily Trips			399			Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	
	Time	Total	Entering										
	12:00 - 1:00 AM	0.1%	0.2%	0.1%	0	0	0	0	0	0	0	0	0
	1:00 - 2:00 AM	0.0%	0.0%	0.1%	0	0	0	0	0	0	0	0	0
	2:00 - 3:00 AM	0.0%	0.0%	0.0%	0	0	0	0	0	0	0	0	0
	3:00 - 4:00 AM	0.1%	0.0%	0.1%	0	0	0	0	0	0	0	0	0
	4:00 - 5:00 AM	0.2%	0.2%	0.2%	0	0	0	0	0	0	0	0	0
	5:00 - 6:00 AM	0.3%	0.4%	0.1%	1	0	0	0	0	0	0	0	0
	6:00 - 7:00 AM	2.6%	4.8%	0.5%	10	1	1	0	0	0	0	0	1
	7:00 - 8:00 AM	7.8%	13.6%	2.0%	27	4	1	0	0	0	0	0	1
	8:00 - 9:00 AM	8.9%	14.3%	3.4%	29	7	1	0	0	0	0	0	1
	9:00 - 10:00 AM	5.3%	6.3%	4.4%	13	9	1	0	0	0	0	0	1
	10:00 - 11:00 AM	5.7%	5.5%	6.0%	11	12	1	0	0	1	0	0	2
	11:00 - 12:00 PM	8.1%	6.0%	10.3%	12	21	1	0	0	1	0	0	2
	12:00 - 1:00 PM	10.2%	10.2%	10.1%	20	20	1	0	0	1	0	0	2
	1:00 - 2:00 PM	7.8%	9.0%	6.6%	18	13	1	0	0	1	0	0	2
	2:00 - 3:00 PM	7.4%	8.3%	6.5%	17	13	1	0	0	1	0	0	2
	3:00 - 4:00 PM	7.8%	7.3%	8.4%	15	17	1	0	0	1	0	0	2
	4:00 - 5:00 PM	10.3%	5.4%	15.2%	11	30	1	0	0	2	0	0	3
	5:00 - 6:00 PM	9.9%	4.0%	15.8%	8	32	0	0	0	2	0	0	2
	6:00 - 7:00 PM	2.1%	1.7%	2.6%	3	5	0	0	0	0	0	0	0
	7:00 - 8:00 PM	1.6%	0.9%	2.3%	2	5	0	0	0	0	0	0	0
	8:00 - 9:00 PM	1.0%	0.7%	1.3%	1	3	0	0	0	0	0	0	0
	9:00 - 10:00 PM	1.1%	0.5%	1.6%	1	3	0	0	0	0	0	0	0
	10:00 - 11:00 PM	1.2%	0.3%	2.1%	1	4	0	0	0	0	0	0	0
	11:00 - 12:00 AM	0.3%	0.4%	0.2%	1	0	0	0	0	0	0	0	0

Park of Commerce					Daily In	Daily Out	Eastbound Distribution		Westbound Distribution		Northbound Distribution		Total
Apartments	Daily Trips			903			Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	
	Time	Total	Entering										
12:00 - 1:00 AM	0.8%	1.2%	0.4%	5	2	0	0	0	0	0	0	0	
1:00 - 2:00 AM	0.4%	0.6%	0.3%	3	2	0	0	0	0	0	0	0	
2:00 - 3:00 AM	0.2%	0.3%	0.1%	1	1	0	0	0	0	0	0	0	
3:00 - 4:00 AM	0.2%	0.2%	0.2%	1	1	0	0	0	0	0	0	0	
4:00 - 5:00 AM	0.3%	0.1%	0.5%	1	2	0	0	0	0	0	0	0	
5:00 - 6:00 AM	1.2%	0.4%	2.0%	2	9	0	0	0	0	0	0	0	
6:00 - 7:00 AM	4.4%	1.0%	7.8%	4	35	0	0	0	2	0	0	2	
7:00 - 8:00 AM	8.6%	2.5%	14.7%	11	66	1	0	0	3	0	0	4	
8:00 - 9:00 AM	7.8%	3.0%	12.5%	13	57	1	0	0	3	0	0	4	
9:00 - 10:00 AM	4.5%	2.2%	6.9%	10	31	1	0	0	2	0	0	3	
10:00 - 11:00 AM	3.7%	2.7%	4.6%	12	21	1	0	0	1	0	0	2	
11:00 - 12:00 PM	3.7%	3.4%	4.0%	15	18	1	0	0	1	0	0	2	
12:00 - 1:00 PM	4.6%	4.3%	4.8%	19	22	1	0	0	1	0	0	2	
1:00 - 2:00 PM	4.4%	4.4%	4.4%	20	20	1	0	0	1	0	0	2	
2:00 - 3:00 PM	3.9%	4.1%	3.7%	18	17	1	0	0	1	0	0	2	
3:00 - 4:00 PM	4.9%	5.9%	3.8%	27	17	1	0	0	1	0	0	2	
4:00 - 5:00 PM	7.2%	9.2%	5.1%	42	23	2	0	0	1	0	0	3	
5:00 - 6:00 PM	9.4%	13.1%	5.8%	59	26	3	0	0	1	0	0	4	
6:00 - 7:00 PM	9.0%	12.1%	6.0%	55	27	3	0	0	1	0	0	4	
7:00 - 8:00 PM	7.4%	9.4%	5.4%	43	24	2	0	0	1	0	0	3	
8:00 - 9:00 PM	5.4%	7.7%	3.1%	35	14	2	0	0	1	0	0	3	
9:00 - 10:00 PM	4.0%	6.5%	1.5%	29	7	1	0	0	0	0	0	1	
10:00 - 11:00 PM	2.6%	3.7%	1.6%	17	7	1	0	0	0	0	0	1	
11:00 - 12:00 AM	1.4%	2.1%	0.8%	9	4	0	0	0	0	0	0	0	

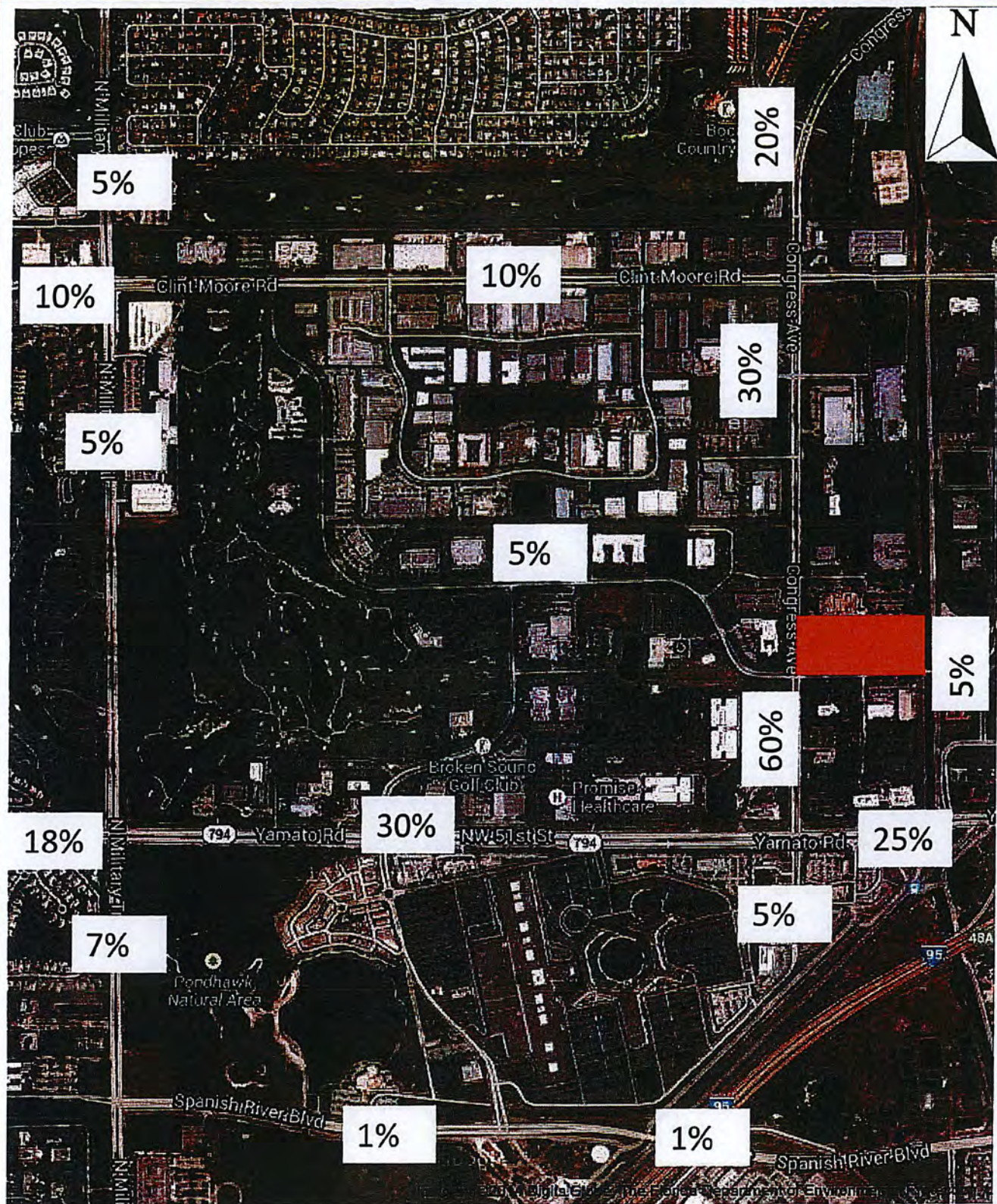
Park of Commerce				Daily In	Daily Out	Eastbound Distribution		Westbound Distribution		Northbound Distribution		Total
Indoor Recreational Facility	Daily Trips	1649				Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	
		Total	Exiting									
	12:00 - 1:00 AM	0.1%	0.0%	0.1%	0	1	0	0	0	0	0	0
	1:00 - 2:00 AM	0.0%	0.0%	0.1%	0	1	0	0	0	0	0	0
	2:00 - 3:00 AM	0.0%	0.0%	0.0%	0	0	0	0	0	0	0	0
	3:00 - 4:00 AM	0.0%	0.0%	0.0%	0	0	0	0	0	0	0	0
	4:00 - 5:00 AM	0.7%	1.3%	0.1%	11	1	1	0	0	0	0	1
	5:00 - 6:00 AM	2.3%	3.7%	1.0%	30	8	2	0	0	0	0	2
	6:00 - 7:00 AM	3.9%	3.5%	4.2%	29	35	1	0	0	2	0	3
	7:00 - 8:00 AM	4.6%	5.7%	3.5%	47	29	2	0	0	1	0	3
	8:00 - 9:00 AM	6.8%	8.9%	4.8%	73	39	4	0	0	2	0	6
	9:00 - 10:00 AM	6.6%	6.9%	6.3%	57	52	3	0	0	3	0	6
	10:00 - 11:00 AM	5.7%	6.2%	5.2%	51	43	3	0	0	2	0	5
	11:00 - 12:00 PM	5.2%	4.0%	6.4%	33	53	2	0	0	3	0	5
	12:00 - 1:00 PM	5.9%	4.9%	6.9%	41	57	2	0	0	3	0	5
	1:00 - 2:00 PM	2.5%	2.2%	2.9%	18	24	1	0	0	1	0	2
	2:00 - 3:00 PM	3.1%	3.2%	3.0%	26	25	1	0	0	1	0	2
	3:00 - 4:00 PM	5.8%	5.3%	6.4%	44	52	2	0	0	3	0	5
	4:00 - 5:00 PM	7.2%	8.5%	6.0%	70	49	4	0	0	2	0	6
	5:00 - 6:00 PM	12.3%	15.0%	9.6%	124	80	6	0	0	4	0	10
	6:00 - 7:00 PM	8.5%	8.4%	8.6%	69	71	3	0	0	4	0	7
	7:00 - 8:00 PM	9.9%	7.6%	12.2%	63	101	3	0	0	5	0	8
	8:00 - 9:00 PM	5.4%	3.2%	7.6%	26	63	1	0	0	3	0	4
	9:00 - 10:00 PM	3.0%	1.7%	4.3%	14	36	1	0	0	2	0	3
	10:00 - 11:00 PM	0.3%	0.0%	0.7%	0	5	0	0	0	0	0	0
	11:00 - 12:00 AM	0.1%	0.0%	0.1%	0	1	0	0	0	0	0	0

900 Broken Sound				Daily In	Daily Out	Eastbound Distribution		Westbound Distribution		Northbound Distribution		Total
RESIDENTIAL Daily Trips		2425				Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	
Time	Total	Entering	Exiting	1213	1213	22%	0%	0%	40%	22%	0%	
12:00 - 1:00 AM	0.8%	1.2%	0.4%	14	5	3	0	0	2	3	0	8
1:00 - 2:00 AM	0.4%	0.6%	0.3%	7	4	2	0	0	2	2	0	6
2:00 - 3:00 AM	0.2%	0.3%	0.1%	3	1	1	0	0	0	1	0	2
3:00 - 4:00 AM	0.2%	0.2%	0.2%	3	3	1	0	0	1	1	0	3
4:00 - 5:00 AM	0.3%	0.1%	0.5%	1	6	0	0	0	2	0	0	2
5:00 - 6:00 AM	1.2%	0.4%	2.0%	5	25	1	0	0	10	1	0	12
6:00 - 7:00 AM	4.4%	1.0%	7.8%	12	94	3	0	0	38	3	0	44
7:00 - 8:00 AM	8.6%	2.5%	14.7%	30	178	7	0	0	71	7	0	85
8:00 - 9:00 AM	7.8%	3.0%	12.5%	36	152	8	0	0	61	8	0	77
9:00 - 10:00 AM	4.5%	2.2%	6.9%	27	83	6	0	0	33	6	0	45
10:00 - 11:00 AM	3.7%	2.7%	4.6%	33	56	7	0	0	22	7	0	36
11:00 - 12:00 PM	3.7%	3.4%	4.0%	41	48	9	0	0	19	9	0	37
12:00 - 1:00 PM	4.6%	4.3%	4.8%	52	58	11	0	0	23	11	0	45
1:00 - 2:00 PM	4.4%	4.4%	4.4%	53	53	12	0	0	21	12	0	45
2:00 - 3:00 PM	3.9%	4.1%	3.7%	50	45	11	0	0	18	11	0	40
3:00 - 4:00 PM	4.9%	5.9%	3.8%	72	46	16	0	0	18	16	0	50
4:00 - 5:00 PM	7.2%	9.2%	5.1%	112	62	25	0	0	25	25	0	75
5:00 - 6:00 PM	9.4%	13.1%	5.8%	158	70	35	0	0	28	35	0	98
6:00 - 7:00 PM	9.0%	12.1%	6.0%	147	72	32	0	0	29	32	0	93
7:00 - 8:00 PM	7.4%	9.4%	5.4%	115	66	25	0	0	26	25	0	76
8:00 - 9:00 PM	5.4%	7.7%	3.1%	93	38	20	0	0	15	20	0	55
9:00 - 10:00 PM	4.0%	6.5%	1.5%	79	18	17	0	0	7	17	0	41
10:00 - 11:00 PM	2.6%	3.7%	1.6%	44	19	10	0	0	8	10	0	28
11:00 - 12:00 AM	1.4%	2.1%	0.8%	25	10	6	0	0	4	6	0	16

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

Growth Rate = 1.00%
Peak Season = 1.07 1.07
Buildout Year = 2026 2026
Years = 3 3

AM Peak Hour												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 08/16/23	227	0	121	0	0	0	0	154	76	46	180	0
Peak Season Volume	243	0	129	0	0	0	0	165	81	49	193	0
Traffic Volume Growth	7	0	4	0	0	0	0	5	2	1	6	0
Committed Development (MOA+TBT)	52	0	0	0	0	0	0	64	19	13	27	0
1% Traffic Volume Growth	7	0	4	0	0	0	0	5	2	1	6	0
Committed + 1% Growth	59	0	4	0	0	0	0	69	21	14	33	0
Max (Committed + 1% or Historic Growth)	59	0	4	0	0	0	0	69	21	14	33	0
	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Volumes	302	0	133	0	0	0	0	234	102	63	226	0
Project Traffic	0	0	36	0	0	0	0	36	0	20	20	0
Total Traffic	302	0	169	0	0	0	0	270	102	83	246	0
PM Peak Hour												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 08/16/23	102	0	64	0	0	0	0	178	216	146	128	0
Peak Season Volume	109	0	68	0	0	0	0	190	231	156	137	0
Traffic Volume Growth	3	0	2	0	0	0	0	6	7	5	4	0
Committed Development (MOA+TBT)	33	0	0	0	0	0	0	41	27	8	19	0
1% Traffic Volume Growth	3	0	2	0	0	0	0	6	7	5	4	0
Committed + 1% Growth	36	0	2	0	0	0	0	47	34	13	23	0
Max (Committed + 1% or Historic Growth)	36	0	2	0	0	0	0	47	34	13	23	0
	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Volumes	145	0	70	0	0	0	0	237	265	169	160	0
Project Traffic	0	0	19	0	0	0	0	19	0	36	36	0
Total Traffic	145	0	89	0	0	0	0	256	265	205	196	0



ENGINEERING, INC.

PROJECT ASSIGNMENT

FIGURE 2A
791 PARK OF COMMERCE
BOCA RATON, FL

TABLE I 791 PARK OF COMMERCE TRIP GENERATION COMPARISON									
Land Use	Intensity	Daily	AM Peak Hour			PM Peak Hour			
			Total	In	Out	Total	In	Out	
EXISTING									
Office	130,510 S.F.	1,415	198	174	24	188	32	156	
<i>Subtotal</i>	130,510 S.F.	1,415	198	174	24	188	32	156	
Pass-By									
Office	10%	142	20	17	2	19	3	16	
<i>Subtotal</i>		1,273	178	157	22	169	29	140	
Net Existing Trips		1,273	178	157	22	169	29	140	
PROPOSED DEVELOPMENT									
Office	46,635 S.F.	506	71	62	9	67	11	56	
Apartments	226 DU	1,026	84	19	65	88	54	34	
TownHouse	17 DU	115	7	2	5	9	6	3	
Fast Casual/Fast Food	14,017 s.f.	1,362	49	25	24	176	97	79	
Indoor Recreational Facility	72,428 s.f.	2,087	138	91	47	181	85	96	
<i>Subtotal</i>	133,080 s.f.	5,096	349	199	150	521	253	268	
<i>Internal Capture (12% Daily, 11% AM, 14% PM)</i>									
DRIVEWAY TRIPS		612	38	19	19	72	36	36	
Pass-By		4,484	311	180	131	449	217	232	
Office	10%	46	6	6	0	6	1	5	
Fast Casual/Fast Food	43%	527	19	10	9	68	38	30	
Recreational Facility	10%	188	12	8	4	16	8	8	
<i>Subtotal</i>		761	37	24	13	90	47	43	
TOTAL NET PROPOSED TRIPS		3,723	274	156	118	359	170	189	
NET INCREASE IN DRIVEWAY TRIPS		3,069	113	6	107	261	185	76	
NET TRIPS FOR TPS PURPOSES		2,450	96	-1	97	190	141	49	

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 Low-Rise Housing upto 3 story (Apartment/Condo/TH)	220	Dwelling Unit	6.74	0%	24/76	0.4	63/37	0.51
Multifamily Mid-Rise Housing 4-10 story (Apartment/Condo/TH)	221	Dwelling Unit	4.54	0%	23/77	0.37	61/39	0.39
Recreational Facility	495	1000 S.F.	26.82	10%	66/34	1.91	47/53	2.5
General Office (10k-250k SF GFA) ^b	710	1000 S.F.	10.84	10%	88/12	1.52	17/83	1.44
Fast Casual/Fast Food	930	1000 S.F.	97.14	43%	50/50	1.43	55/45	12.55

INTERSECTION ANALYSIS SHEET

791 PARK OF COMMERCE

CONGRESS AVENUE & BROKEN SOUND PARKWAY/PARK OF COMMERCE BLVD

Growth Rate = 1.00%
 Peak Season = 1.00
 Buildout Year = 2026
 Years = 2

AM Peak Hour												
Intersection Volume Development												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (2/29/24)	326	870	98	68	585	91	55	31	156	40	21	48
Peak Season Volume	326	870	98	68	585	91	55	31	156	40	21	48
Historical Growth	7	17	2	1	12	2	1	1	3	1	0	1
1% growth	7	17	2	1	12	2	1	1	3	1	0	1
Committed Traffic	0	68	0	0	81	0	0	0	0	0	0	0
Committed +1%	7	85	2	1	93	2	1	1	3	1	0	1
BOCA BKGD	50	30	0	0	78	16	26	0	74	0	1	0
900 BROKEN SOUND	7	0	0	0	0	7	24	1	24	0	10	0
Max BKGD	64	115	2	1	171	25	51	2	101	1	11	1
Project Traffic	0	0	0	0	0	0	0	0	0	56	5	28
Total	390	985	100	69	756	116	106	33	257	97	37	77

PM Peak Hour												
Intersection Volume Development												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (2/29/24)	119	908	33	28	1089	58	123	23	328	202	27	126
Peak Season Volume	119	908	33	28	1,089	58	123	23	328	202	27	126
Historical Growth	2	18	1	1	22	1	2	0	7	4	1	3
1% growth	2	18	1	1	22	1	2	0	7	4	1	3
Committed Traffic	0	188	0	0	189	0	0	0	0	0	0	0
Committed +1%	2	206	1	1	211	1	2	0	7	4	1	3
BOCA BKGD	61	78	0	0	45	28	12	1	63	0	1	0
900 BROKEN SOUND	20	0	0	0	0	20	17	1	17	0	1	0
Max BKGD	83	284	1	1	256	49	31	2	87	4	3	3
Project Traffic	0	0	92	42	0	0	0	7	0	34	2	13
Total	202	1,192	126	71	1,345	107	154	32	415	240	32	142



**Engineering and
Public Works Department**

P.O. Box 21229

West Palm Beach, FL 33416-1229

(561) 684-4000

FAX: (561) 684-4050

www.pbc.gov



**Palm Beach County
Board of County
Commissioners**

Sara Baxter, Mayor

Marci Woodward, Vice Mayor

Maria G. Marino

Gregg K. Weiss

Joel G. Flores

Maria Sachs

Bobby Powell Jr.

County Administrator

Joseph Abruzzo

December 8, 2025

Christopher W. Heggen, P.E.
Kimley-Horn and Associates, Inc.,
477 S Rosemary Ave, Suite 215
West Palm Beach, FL 33401

**RE: 1150 Innovation Center (f.k.a. Mutual of America)
Project #: 251104 (Previously 240807R, 240303)
Traffic Performance Standards (TPS) Review - Revised**

Dear Mr. Heggen:

The Palm Beach County Traffic Division has reviewed the above referenced project Traffic Equivalency Statement, dated November 4, 2025, pursuant to the Traffic Performance Standards in Article 12 of the Palm Beach County (PBC) Unified Land Development Code (ULDC). The project is summarized as follows:

Municipality:	Boca Raton
Location:	SWC of NW Broken Sound Pkwy and Broken Sound Blvd NW (Generally located between Clint Moore Rd and W Yamato Rd and N Military Trail and Congress Ave)
PCN:	06-42-47-01-04-002-0000
Access:	One full access driveway onto Broken Sound Blvd and One full access driveway onto Broken Sound Pkwy (both existing) <u>(As used in the study and is NOT necessarily an approval by the County through this TPS letter)</u>
Existing Uses:	Office = 64,708 SF
Previously appr Uses:	Increase Office space to 153,236 SF and Add Multi-Family Midrise Residential = 287 DUs
Proposed Uses:	Decrease Office space by 81,612 SF to eventual 71,624 SF, Add Multi-Family Midrise Residential = 291 DUs, and Retail spaces = 2,000 SF.
Net Daily Trips:	-766 (Prev Approved - Proposed)
Net Peak Hour Trips:	-112 (-97/-15) AM; -103 (-16/-87) PM (Prev Approved - Proposed)
Proj Daily Trips:	1,971
Proj Peak Hour Trips:	200 (110/90) AM; 199 (81/117) PM
Build-out:	December 31, 2028

Based on our review, the Traffic Division has determined the proposed development generates less trips as compared to those of the previously approved project through the TPS approval letter dated September 4, 2024. The project may be considered equivalent, and therefore, continues to meet the TPS of Palm Beach County. All of the conditions of approval for the previously approved project, if any, will also be applicable to the proposed project. Previously TPS approval letter is attached for reference.

Most of the site related improvements (e.g., turn lanes at the driveways) are located on private roadways (NW Broken Sound Pkwy and Broken Sound Blvd NW). The

"An Equal Opportunity Employer"



Christopher W. Heggen, P.E.
December 8, 2025
Page 2

study identified the need for a left turn lane on NW Broken Sound Pkwy and Broken Sound Blvd at both the full access driveway. Additionally, few Transportation Demand Management (TDM) measures have been proposed that should be made part of the Development Order approval of the project, as accepted and approved by the City. Please note that none of the municipal roadway/intersection analysis was reviewed as part of this TPS review, since the TPS standards do not apply to the municipal roadways/intersections. The City is encouraged to do its own evaluation of those.

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

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

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

If you have any questions regarding this determination, please contact me at 561-478-5755 or email MRahman@pbc.gov.

Sincerely,

A handwritten signature in blue ink that reads "Rahman".

Moshir Rahman, Ph.D., P.E.
Professional Engineer
Engineering and Public Works Dept.
Traffic Division

MR:QB:yg
ec:

Jim Bell, Long Range Project Manager, City of Boca Raton
Quazi Bari, P.E., PTOE, Manager – Growth Management, Traffic Division
Alberto Lopez, Technical Assistant III, Traffic Division



Green Spaces Consulting



6 Edinburgh Dr. Palm Beach Gardens, FL 33418

561-723-4826

mlange@greenspacesconsulting.com

REPORT

October 11, 2024

To: Mutual Of America
320 Park Avenue
New York, NY 10022

Lawrence Aoun
LAoun@butters.com
Malcolm Butters
MSButters@butters.com

Re: ISA Certified Arborist Report
1150 Broken Sound Parkway NW
Boca Raton, FL 33487

This Arborist Report provides arboricultural consultation by an ISA certified arborist including an evaluation of all trees/palms onsite and approximate mapping/numbering of trees as an overlay on the existing survey. This report includes tree species, size, condition, labeled photos of each tree, detailed notes and measurements of overall height, width, clear trunk, and canopy coverage. Additionally, this product includes a dollar value appraisal of each tree and palm, utilizing the industry-standard 14.40 method. The products are presented in a .pdf format and may be submitted for permitting purposes. The report follows all applicable City of Boca Raton tree preservation codes. This information will be an asset in all green space considerations.

These sections of the Report are attached to the associated email.

Thank you for the opportunity to help address these tree issues.

Mark Lange



Green Spaces Consulting P.O. Box 6332, West Palm Beach, FL 33405

561-723-4826 MLange@GreenSpacesConsulting.com

REPORT
August 19, 2023

To: Malcolm Butters
6820 Lyons Technology Circle, Suite 100
Coconut Creek, FL 33073

954-312-2402 Office/dir
954-464-5354 Cell
msbutters@butters.com

Re: Arboricultural Consultation
1150 Broken Sound

The development project at 1150 Broken Sound Parkway involves dealing with many large Ficus and Oak trees in very bad positions and conditions. By positions, I refer to hardscape conflicts (broken sidewalks, roadways and driveways) as well as fall zone hazards from failing trees. These fall zone hazards include risks to individuals, property and possibly worst of all, blocking traffic.

The low condition of these trees reported is based on the senescence, poor structure and high likelihood of failure of large branches. In the Ficus, large branches overhanging roadways and sidewalks would be quite disruptive and dangerous. With a history of entire tree failure in this area during high wind and water events, we are all seeking a solution. Many of the large Live Oak trees have a codominant structure within the lower 20% of the tree structure. Florida Grades and Standards would rate these trees as culls, not to be planted. This structural condition is prone to failure in the best of weather due to the radial growth of trees. This condition is also prone to failure in high wind and water events due to weak attachment. Failure of these large trees comes with great risks.

Regarding removal of these trees and replacement according to City of Boca Raton building code requiring a calculation 1 inch of mitigation replacement for each inch of trunk diameter removed is not responsible or feasible. These codes were developed in order to replace and improve newly developed land. This would insure that native and existing forest canopy was maintained or increased. These efforts were not put in place to promote a lumber industry producing large numbers of dangerous, poor quality trees in order to plant more better quality trees by an order of magnitude based purely on volume. We propose a more sensible application of regulation in this case of a one-to-one replacement schedule for the tree removals; with small medium and large canopy considerations.

The goal of this project is to restore the canopy of the area with a responsible variety of quality trees. This responsibility extends into the future with FL #1 Grade trees and design for maintenance. This is an opportunity for the City to improve the canopy and apply the Code in a manner beneficial to all. More native trees, less continual pest control and reduced dangers to the community at large may be seen as the positive results of this compromise.

Thank you for the opportunity to help resolve your tree issues.

Mark Lange



Date	June 14, 2023
Drawn	Chris Davis
Formal	ARCH required (1/8" = 1' & 0" inches)
Scale	N.T.S.
Sheet	Map

REVISIONS	BY	DATE

Parcel B' 1150 Broken Sound Boca Raton, FL

Copyright 2023 by
Environmental Services Unlimited, Inc.
This Drawing is Provided for Information Purposes
Tree Inventory

Environmental Services
Unlimited, Inc.
14432 SW 10th St.
Boca Raton, FL 33434
(561) 994-1312
info@esunlimited.com

[illegible]

Date	June 14, 2023
Drawn	Chad Bates
Format	ARCH expand D (36.00 x 24.00 Inches)
Scale	N.T.S.
Sheet	Trim Data

[illegible]

Parcel 'B'
1150 Broken Sound
Boca Raton, FL

Copyright 2012 by
Environmental Services Unlimited, Inc.
This Drawing is Provided For Information Purposes
Tree Inventory



**Environmental Services
Unlimited, Inc.**
146 32nd Ave NW
West Beach, FL 32708
772-584-2132
info@esufl.com

**CITY OF BOCA RATON COMMUNITY APPEARANCE BOARD
FORMAL RECOMMENDATION**

Application No.: PZSPA-2025-00026 Agenda Date: January 6, 2026

MOTION: ☒ Approved With Conditions ☐ Postponed
 ☐ Approved As Submitted ☐ Denied

	Y	N	Abstain	Absent
Jose Jaramillo	✓			
Alan West	✓			
Paola Morales				✓
Joe Peterson	✓			
Veronica Margolina	✓			
Erez Bar-Nur	✓			
Victor Rodriguez	✓			



ITEM # 1

DESCRIPTION

Project Name: 1150 Innovation Center – Formal Recommendation to the Planning & Zoning Board

Property Address: 1150 NW Broken Sound Parkway

Representative: Miskel Backman, LLP

CONDITION OF APPROVAL (IF ANY):

* Increase in oak trees DBH from 4" to 6" (width of trunk)
* provide access to roof internally

Done and ordered at Boca Raton, Palm Beach County, Florida on: [date]

A handwritten signature in black ink, appearing to be "Jose Jaramillo", written over a horizontal line.

Jose Jaramillo, Chairman
Alan West, Vice Chair
Community Appearance Board

HAAG MANAGEMENT, Inc.

***As Agent for
Arvida Park of Commerce West Association, Inc.***

Main Line: 561-241-0285

E-mail: dhaag@haagcompanies.com
istavola@haagcompanies.com

August 12, 2026

VIA E-MAIL

msmiley@smiley-associates.com
tlodigensky@ramrealestate.com

Mr. Mark C. Smiley, P.E.
Smiley & Associates, Inc.

Subject: 1150 Innovation Center 11.68 Acres ARB Approval at 1150 Broken Sound Parkway Northwest,
Boca Raton, Florida

Dear Mark:

The ARB has reviewed the revised plans sent to us on August 11, 2026 for the subject property. The current plans are for the first 2 phases of a three-phase project which include demolition of all current buildings, the parking lot, trees and several utilities. These phases also include a single access road off of Broken Sound Boulevard NW, a left turn lane serving the access road and an additional left turn lane on Broken Sound Parkway NW that will serve as a future access point. Phase 2 will then construct the light Industrial Buildings with the necessary parking and utilities. The residential area will remain vacant until Phase 3 is submitted for approval.

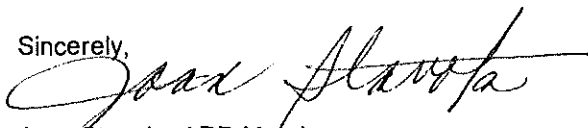
On behalf of Arvida Park of Commerce West Associations, Inc., ARB final approval is granted.

This approval is limited to the authority granted the Association under the Declaration of Covenants and in no way implies that this project conforms to applicable County and/or City codes, laws, ordinances and other legal requirements, including environmental rules and regulations.

In accordance with the Declaration of Covenants and Restrictions (the "Declaration"), if any improvement is erected or constructed without prior approval by the ARB, the Association shall have the right to proceed at law or in equity to enforce the applicable provisions of the Declaration which were so violated and all of the costs of such enforcement shall be assessed against, and shall be a lien upon, the site to which such violation relates as a special assessment, which shall be payable upon demand.

We look forward to having this impressive project within The Park at Broken Sound.

Sincerely,



Joan Stavola, ARB Member



Green Spaces Consulting P.O. Box 6332, West Palm Beach, FL 33405

561-723-4826 MLange@GreenSpacesConsulting.com

REPORT
August 19, 2023

To: Malcolm Butters
6820 Lyons Technology Circle, Suite 100
Coconut Creek, FL 33073

954-312-2402 Office/dir
954-464-5354 Cell
msbutters@butters.com

Re: Arboricultural Consultation
1150 Broken Sound

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The low condition of these trees reported is based on the senescence, poor structure and high likelihood of failure of large branches. In the Ficus, large branches overhanging roadways and sidewalks would be quite disruptive and dangerous. With a history of entire tree failure in this area during high wind and water events, we are all seeking a solution. Many of the large Live Oak trees have a codominant structure within the lower 20% of the tree structure. Florida Grades and Standards would rate these trees as culls, not to be planted. This structural condition is prone to failure in the best of weather due to the radial growth of trees. This condition is also prone to failure in high wind and water events due to weak attachment. Failure of these large trees comes with great risks.

Regarding removal of these trees and replacement according to City of Boca Raton building code requiring a calculation 1 inch of mitigation replacement for each inch of trunk diameter removed is not responsible or feasible. These codes were developed in order to replace and improve newly developed land. This would insure that native and existing forest canopy was maintained or increased. These efforts were not put in place to promote a lumber industry producing large numbers of dangerous, poor quality trees in order to plant more better quality trees by an order of magnitude based purely on volume. We propose a more sensible application of regulation in this case of a one-to-one replacement schedule for the tree removals; with small medium and large canopy considerations.

The goal of this project is to restore the canopy of the area with a responsible variety of quality trees. This responsibility extends into the future with FL #1 Grade trees and design for maintenance. This is an opportunity for the City to improve the canopy and apply the Code in a manner beneficial to all. More native trees, less continual pest control and reduced dangers to the community at large may be seen as the positive results of this compromise.

Thank you for the opportunity to help resolve your tree issues.

Mark Lange



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Thank you for the opportunity to help resolve your tree issues.

Mark Lange



Drawn	June 14, 2023
Client	Cardi Bares
Formal	ARCH required D 08.09 x 24.00 (inches)
Scale	N.T.S.
Sheet	Map

REVISIONS	DATE	BY

Parcel B'
1150 Broken Sound
Boca Raton, FL

Copyright 2023 by
Environmental Services Unlimited, Inc.
This Drawing is Provided for Information Purposes
Tree Inventory

Environmental Services
Unlimited, Inc.
11000 N.W. 11th St.
Miami, FL 33150
www.esunlimited.com

HAAG MANAGEMENT, Inc.

***As Agent for
Arvida Park of Commerce West Association, Inc.***

Main Line: 561-241-0285

E-mail: dhaag@haagcompanies.com

July 9, 2025

VIA E-MAIL
MSButters@Butters.com

Mr. Malcolm Butters
Butters Construction
6820 Lyons Technology Circle
#100
Coconut Creek, Florida 33073

Subject: Preliminary ARB Review – APOCW –1150 Innovation Center/Mutual of America, 1150 Broken Sound Parkway NW, Boca Raton, FL

Dear Malcolm:

The ARB has reviewed the preliminary site plans submitted for the subject project on July 7, 2025; and on behalf of Arvida Park of Commerce West Association, Inc. preliminary ARB approval is granted.

This approval is conditioned upon receiving from you as soon as available Construction drawings for APOCW ARB review and final approval.

This approval is limited to the authority granted the Association under the Declaration of Covenants and in no way implies that this project conforms to applicable County and/or City codes, laws, ordinances and other legal requirements, including environmental rules and regulations.

Please respond at your earliest opportunity. In accordance with the Declaration of Covenants and Restrictions (the "Declaration"), if any improvement is erected or constructed without prior approval by the ARB, the Association shall have the right to proceed at law or in equity to enforce the applicable provisions of the Declaration which were so violated and all of the costs of such enforcement shall be assessed against, and shall be a lien upon, the site to which such violation relates as a special assessment, which shall be payable upon demand.

We look forward to having this impressive project within Arvida Park of Commerce.

Sincerely,



Joan Stavola

ARB Member



1 RENDERED SITE PLAN

ASIDE 1 SCALE: 1/8" = 1'-0"



PAR
SUBMISSION
05/21/2025

CMBE
ARCHITECTURE

1150 INNOVATION CENTER
for MUTUAL OF AMERICA
1150 BROKEN SOUND PARKWAY NW
BOCA RATON, FLORIDA



1150 INNOVATION CENTER
for MUTUAL OF AMERICA
1150 BROKEN SOUND PARKWAY NW
BOCA RATON, FLORIDA

REVISIONS

Drawing Title
**RENDERED
SITE PLAN**

Scale AS NOTED
Project No. 25002 DC
Date

Principal
Project Director
Project Manager
Drafted by
Checked by

Sheet No.
A0.10



CMBE
ARCHITECTURE

1150 INNOVATION CENTER
FOR MUTUAL OF AMERICA
1150 BROKEN SOUND PKWY NW
BOCA RATON, FLORIDA



1150 INNOVATION CENTER
for MUTUAL OF AMERICA
1150 BROKEN SOUND PKWY NW
BOCA RATON, FLORIDA

REVISIONS

Drawing Title
3D RENDERINGS

Scale AS NOTED
Project No. 25002-00
Date

Principal: CMB
Project Director:
Project Manager:
Drafted by:
Checked by:

Sheet No.



PAR
SUBMISSION
05/21/2025

A4.01

1 3D RENDERING

AS NOTED SCALE: NOT TO SCALE

From: [Schaad, Brandon](#)
To: [German, Jacob](#)
Cc: [Sita, Erin](#); [Rahman, Tamashbeen](#)
Subject: Fw: 1150 Innovation
Date: Friday, May 22, 2026 10:02:55 AM
Attachments: [image001.png](#)

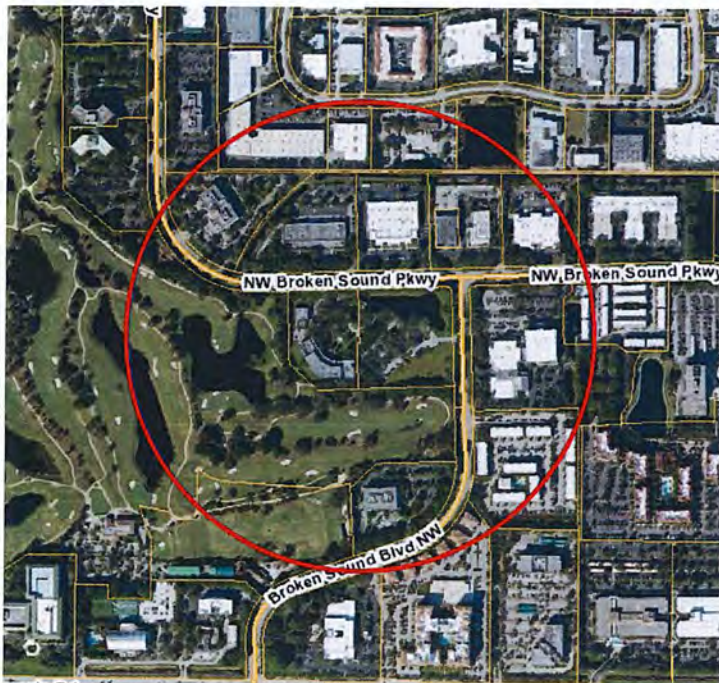
Jacob - This should go in the application file.

Brandon

From: David Milledge <dmilledge@miskelbackman.com>
Sent: Tuesday, May 19, 2026 12:34 PM
To: Schaad, Brandon <BSchaad@bocaratton-fl.gov>
Subject: [EXTERNAL] RE: 1150 Innovation

Hi Brandon.

As you know, we represent the ownership group that owns the property located at 1150 Broken Sound Parkway (the "Property"). The Property has a Light Industrial Research Park (LIRP) zoning district and a Planned Mobility (PM) future land use designation. Within ¼ mile of the Property are other office, industrial, and residential uses. There are no retail, restaurant, or personal service uses within ¼ mile of the Property. Below is a graphic which generally shows a ¼ mile radius around the center point of the Property.



The purpose of illustrating that there are no retail, restaurant, or personal services within

¼ mile, is that for a CIMD to be approved, a proposed project must meet one of three different locational requirements set forth in Section 28-1644(2):

- a. The CIMD is located with ¼ miles of at least 25,000 SF of office, restaurant and/or retail sales or services; provided a minimum of 10,000 SF is restaurant and/or retail sales or services.
- b. The CIMD is located with ¼ miles of existing office, restaurant and/or retail sales or services and the CIMD includes a non-residential component of at least 10,000 SF of restaurant and/or retail sales or services.
- c. The CIMD includes a non-residential component of the greater of 5,000 SF or 10% of the total square footage of a CIMD, up to 25,000 SF, provided that a minimum of 2,000 SF is restaurant and/or retail sales or services.

The previously approved CIMD was approved based on Section 28-1644(2)(c) since the project provided 25,000 SF of non-residential uses, of which 2,000 SF was restaurant and/or retail sales or service. But for the non-residential uses, the CIMD could not have been approved.

According to Section 28-1644(6), the minimum required yards for CIMDs are 25-feet (front), 25-feet (rear), and 15-feet (side). These reduced yards are only applicable to “CIMD Buildings”. All other buildings on the development site are subjected to the minimum requirements of the underlying zoning district. This section of code did not limit the reduced yards to residential buildings only, but specifically used the term *CIMD buildings*. Since the pending application relies on the non-residential building to meet the eligibility requirements, the proposed non-residential building must be considered a CIMD building and therefore afforded the reduced yards.

Even if you disagree, a variance should be approved by the Planning & Zoning Board (PZB) pursuant to Sections 28-126 and 28-127. On January 7, 2025, another CIMD project (i.e. Boca Village/Tri-Rail) received PZB approval for a front yard setback via Resolution 2025-002. We ask that if a variance is still required; it is presented to PZB for approval.

As a separate matter, the City has had concerns that the proposed non-residential building would or could be used as a distribution warehouse. Our original plan contemplated that future businesses would have the flexibility to store their own products or supplies; however, because of staff’s concerns, and in an abundance of

caution, we requested a conditional use approval for up to 50% of warehouse uses (a conditional use). We again contend that warehousing (as a use) is not proposed here. This will not be a distribution facility. This project was not designed for any level of distribution warehousing. This is evidenced by the design of the building with at-grade bay doors, a non-traditional truck court, and small, individual units. If it swings the pendulum in not needing conditional use approval, a condition of approval could be proffered preventing the combination of units. Having individual units would be excessively burdensome and impractical for a warehouse operator. Moreover, the City's zoning staff could easily verify this during the inspection process associated with BTR issuance, and can further be monitored by the City's Code Enforcement division.

Thanks for listening.

David F. Milledge, Esq.
Partner | Miskel Backman, LLP
14 SE 4th Street, Suite 36
Boca Raton, Florida 33432
D: 561-405-3351 | C: 561-888-3031
dmilledge@miskelbackman.com

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From: Schaad, Brandon <BSchaad@bocaraton-fl.gov>
Sent: Monday, May 18, 2026 2:14 PM
To: David Milledge <dmilledge@miskelbackman.com>
Subject: Re: 1150 Innovation

From: David Milledge <dmilledge@miskelbackman.com>
Sent: Monday, May 18, 2026 2:13 PM
To: Schaad, Brandon <BSchaad@bocaraton-fl.gov>
Subject: [EXTERNAL] 1150 Innovation

Hi Brandon. I've been asked to check in regarding staff's revision (if any) of the staff report. Also, as to your interpretation relating to the conditional use (warehouse vs. storage (without distribution)), and your position on a variance (interpretation regarding a "CIMD Building", and if it the variance is necessary, then if it can be approved by PZB (like Tri-Rail)).

David F. Milledge, Esq.

Partner | Miskel Backman, LLP

14 SE 4th Street, Suite 36

Boca Raton, Florida 33432

D: 561-405-3351 | C: 561-888-3031

dmilledge@miskelbackman.com

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PLANNING AND ZONING BOARD

RESOLUTION NO. 82-62

MOTION: Approval

VOTE: Yes 5 No 0

AYE: Hagerty, Tucker, Kinsley,

Darmohray, Sehres

NAY: None

DATE: December 2, 1982

Planning and Zoning Board APPROVAL of
SPA-10/82-41 (Petition of Jeff Falkanger
for site plan approval of Sensormatic
Electronics Corporation Office Building,
APOC, Parcel B, Plat #3)

WHEREAS, the Planning and Zoning Board is charged with granting site plan approval for all commercial, industrial, multifamily and miscellaneous developments in the City of Boca Raton, and

WHEREAS, Notice of Public Hearing was published on November 29, 1982, and

WHEREAS, the property was posted on November 24, 1982, and

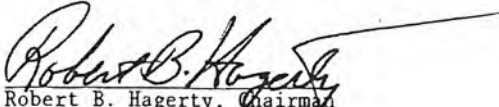
WHEREAS, the Board did hold a Public Hearing and reviewed said site plan on December 2, 1982, and

WHEREAS, the Department of Community Development recommended approval of SPA-10/82-41 with conditions, and

WHEREAS, on a duly made and seconded motion to approve SPA-10/82-41, the Board voted (5 to 0), now

THEREFORE BE IT RESOLVED, that the Planning and Zoning Board hereby grants site plan APPROVAL for SPA-10/82-41 with the following conditions:

1. This approval is based on the site plan entitled "World Headquarters for Sensormatic Electronics Corporation", prepared by Jeff Falkanger & Associates, dated received November 19, 1982, by the Department of Community Development.
2. The southeasterly underground parking stall shall be omitted.
3. Signage will be appropriately placed designating underground parking for employees only.


Robert B. Hagerty, Chairman
PLANNING AND ZONING BOARD

RBH/GMJ:eps

RESOLUTION NO. 2026-004

A RESOLUTION OF THE PLANNING AND ZONING BOARD
OF THE CITY OF BOCA RATON CONSIDERING, FOR THE
APPROXIMATELY 11.68-ACRE PROPERTY GENERALLY
LOCATED AT 1150 NORTHWEST BROKEN SOUND
PARKWAY, A VARIANCE FROM SECTION 28-980(f)(1),
CODE OF ORDINANCES, TO REDUCE THE MINIMUM
STREET YARD DEPTH (SETBACK) ALONG NORTHWEST
BROKEN SOUND BOULEVARD FROM 100 FEET TO 70
FEET, NINE (9) INCHES (A REDUCTION OF 29 FEET,
THREE [3] INCHES) FOR THE TWO (2), TWO (2)-STORY,
OFFICE/LIGHT INDUSTRIAL BUILDINGS TOTALING
APPROXIMATELY 71,624 SQUARE FEET, IN THE LIGHT
INDUSTRIAL RESEARCH PARK (LIRP) ZONING DISTRICT;
PROVIDING FOR REPEALER; PROVIDING AN EFFECTIVE
DATE (SPA-23-03R2/VA)

WHEREAS, 1150 Broken Sound LLC ("Applicant"), owner of the approximately 11.68-

1 acre property generally located at 1150 Northwest Broken Sound Parkway ("Property," described
2 in Section 1), has filed an application for a variance from Section 28-980(f)(1), Code of
3 Ordinances, to reduce the minimum street yard depth (setback) along Northwest Broken Sound
4 Boulevard from 100 feet to 70 feet, nine (9) inches (a reduction of 29 feet, three [3] inches) (SPA-
5 23-03R2/VA) ("Application"); and

6 **WHEREAS**, contemporaneous with the Application, the Applicant filed for (i) a conditional
7 use application to allow warehousing, showroom, and wholesale uses, provided these uses are
8 in conjunction with a permitted use in the Light Industrial Research Park (LIRP) zoning district
9 (CA-25-09) ("Conditional Use"); and (ii) an amendment to an approved site plan (Planning and
10 Zoning Board Resolution No. 2024-001, as amended by City Council Resolution No. 014-2025,
11 which includes an active approval for a Commercial Industrial Multifamily Development ("CIMD"))
12 to authorize the construction of two (2), two (2)-story, office/light industrial buildings, totaling
13 approximately 71,624 square feet (the "Office/Light Industrial Buildings"), with associated on-site
14 and off-site improvements, together with a technical deviation from Section 23-190(d), Code of
15 Ordinances, to reduce the required driveway reservoir distance along Northwest Broken Sound
16 Boulevard from 50 feet to 38 feet (a reduction of 12 feet) (SPA-23-02R2) ("Site Plan Amendment"),
17 and

18 **WHEREAS**, on December 2, 1982, the Planning and Zoning Board ("Board") adopted
19 Resolution No. 82-62 (SPA-10/62-41), approving a site plan authorizing the construction of a
20 56,360 square foot office building on the Property; and

21 **WHEREAS**, on March 4, 1988, Building Permit No. 51418 was issued for work that
22 included enclosing an integrated parking structure, which increased the floor area of the
23 aforementioned office building from 56,360 square feet to 64,708 square feet (an increase of
24 8,348 square feet); and

25 **WHEREAS**, on October 18, 2012, the Board adopted Resolution No. 12-19 (SPA-12-07),
26 amending Resolution No. 82-62 to authorize the construction of a 6,610 square foot chiller/storage

1 building and other site improvements on the Property; and

2 **WHEREAS**, on January 18, 2024, the Board adopted Resolution No. 2024-001 (SPA-23-
3 03), superseding Resolution No. 82-62 (as amended by Resolution No. 2012-19), and approving
4 a site plan to authorize the demolition of the existing three (3)-story, approximately 64,708 square
5 foot corporate office building and the approximately 6,610 square foot chiller/storage building (the
6 “Existing Buildings”), and allowing the construction of a seven (7)-story, 100-foot tall,
7 approximately 157,861 square foot office building, a six (6)-story, approximately 216,900 square
8 foot parking structure, and other site improvements including sidewalks and landscaping, together
9 with the abandonment of portions of a ten (10)-foot water easement on the Property; and

10 **WHEREAS**, on February 11, 2025, the City Council adopted Resolution No. 014-2025
11 (SPA-23-03R1), amending Resolution No. 2024-001 to approve a CIMD to authorize the
12 construction of a new seven (7)-story, 287 unit, approximately 355,055 square foot multifamily
13 residential building, including 10% affordable housing and 5% workforce housing units, and 2,000
14 square feet of retail space to be located on the ground floor (collectively the “Multifamily
15 Residential Building”), with related on-site and off-site improvements, together with the
16 abandonment of portions of a ten (10)-foot wide water easement on the Property (no permits have
17 been issued for this development, and construction has not commenced); and

18 **WHEREAS**, the contemporaneous Conditional Use and Site Plan Amendment
19 applications were heard by the Board during its April 16, 2026 meeting and received a favorable
20 recommendation; and

21 **WHEREAS**, at that time, the variance from Section 28-980(f)(1), Code of Ordinances,
22 contemplated by this Resolution was included within the Site Plan Amendment, but Section 28-
23 127, Code of Ordinances, empowers the Board to grant variances from various requirements of
24 Chapter 28, Code of Ordinances, including minimum front, rear, and side yard setback
25 requirements; and

26 **WHEREAS**, the Development Services Department has reviewed the Application and has

submitted its recommendation; and

WHEREAS, public notice was provided as required by the Code of Ordinances; and

WHEREAS, the Board has considered the Application, the staff report, and all testimony, exhibits and evidence of record, and has considered the criteria for granting a variance set forth in Section 28-127(3), Code of Ordinances (the "Variance Criteria"); now therefore

BE IT RESOLVED BY THE BOARD:

Section 1. The Board finds that the Variance Criteria, have been satisfied for a variance to reduce the street yard depth (setback) as set forth below, and such variance is hereby granted

Code Section	Code Requirement	Request	Variance
Yards Section 28-980(f)(1)	The minimum street yard shall be 100 feet in depth.	To reduce the minimum street yard depth (setback) along Northwest Broken Sound Boulevard from 100-feet to 70 feet, nine (9) inches	29-feet, three (3) inches

for the Property, as more particularly described on the site plan entitled "1150 Innovation Center," prepared by Smiley & Associates, Inc., date stamped received by the Development Services Department on December 31, 2025, attached hereto as Exhibit "A" and incorporated herein, is hereby approved, for the Property described below, subject to the conditions of approval set forth in Section 2.

ALL OF PARCEL 'B', ARVIDA PARK OF COMMERCE PLAT NO. 3, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 38, PAGES 85-86, OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA.

SAID LANDS LYING IN PALM BEACH COUNTY, FLORIDA CONTAINING 508,667 SQUARE FEET (11.6774 ACRES) MORE OR LESS.

1 Section 2. **Condition of Approval:** The site plan and construction design plans
2 submitted with the building permit application shall be the same as Exhibit “A.”

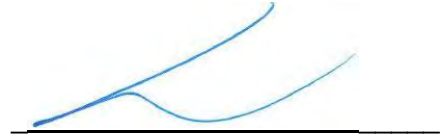
3 Section 3. **Repealer:** All resolutions or parts of resolutions in conflict herewith shall be and
4 hereby are repealed.

5 Section 4. **Effective Date:** This Planning and Zoning Board Resolution No. 2026-004
6 (SPA-23-03R2/VA) shall become effective only upon the approval and subsequent effectiveness
7 City Council Resolution No. 77-2026 (CA-25-09) for the Conditional Use and City Council
8 Resolution No. 78-2026 (SPA-23-03R2) for the Site Plan Amendment, and all three resolutions
9 shall become effective concurrently upon satisfying all requirements for effectiveness.

10 Section 5. **Expiration of Approval:** The variance granted herein shall expire 18 months
11 from the date of approval and be null and void and of no further effect, unless a main use building
12 permit has been issued for the improvements contemplated herein and in City Council Resolution
13 77-2026 (CA-25-09) for the Conditional Use and City Council Resolution No. 78-2026 (SPA-23-
14 03R2) for the Site Plan Amendment.

15 Section 6. **Permit Issuance:** No permit pursuant to this variance shall be authorized until
16 the expiration of 31 days after the date of rendition of this Resolution.

PASSED AND ADOPTED by the Planning and Zoning Board of the City of Boca Raton
this 16th day of July 2026.



Arnold Sevell, Chairman
PLANNING AND ZONING BOARD

July 20, 2026
Date



July 20, 2026
Rendition Date

PLANNING AND ZONING BOARD			
	YES	NO	ABSTAINED
CHAIRMAN ARNOLD SEVELL	X		
VICE CHAIRMAN TIMOTHY DORNBLASER	X		
SECRETARY GREGORY MITCHELL	X		
MEMBER JORGE CAMEJO	X		
MEMBER LES MATTHEWS			ABSENT
MEMBER HARRY MIRABILE			ABSENT
MEMBER CHAIM MORGAN			ABSENT