

TRAFFIC IMPACT STUDY

For

Bridge Asset Management

Proposed Mixed Use Development

Property Located at:

**Malabar Road
City of Palm Bay
Brevard County, Florida**

Prepared by:



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INTRODUCTION

It is proposed to construct a mixed-use development on a parcel of vacant land in Palm Bay, Brevard County, Florida. The site location is shown on Figure 1 in Appendix A. Specifically, the property is located on the southerly side of Malabar Road, opposite Thunderbird Avenue. The development includes the construction of the following:

- 101,620 Square Foot Self-Storage Facility
- 57,805 Square Feet of Retail Space
- 424 Multi-Family Residential Dwelling Units

Access is proposed via two (2) driveways along Malabar Road with the easterly driveway intersecting Malabar Road opposite Thunderbird Avenue. The Site Plan depicting the proposal is contained in Appendix B.

Dynamic Traffic LLC has been retained to prepare this study to assess the traffic impact associated with the construction of the proposed development on the adjacent roadway network. This study has been prepared in accordance with the approved Methodology Letter which is contained in Appendix C. Note that the size of the self-storage facility was modified slightly subsequent to the methodology approval, however, no changes in the peak hour trip generation and/or study area resulted. This study documents the methodology, analyses, findings and conclusions of our study and includes:

- A detailed inspection was conducted to obtain an inventory of existing roadway geometry, traffic control, and location and geometry of existing driveways and intersections.
- Existing traffic data was collected via manual turning movement (MTM) counts during the weekday morning and weekday afternoon peak periods at the intersections of:
 - Malabar Road & Thunderbird Avenue
 - Malabar Road & St. Johns Heritage Parkway
 - St. Johns Heritage Parkway & Pace Drive
 - St. Johns Heritage Parkway & Emerson Drive
 - Malabar Road & Krassner Drive/Bending Branch Way
 - Malabar Road & Hurley Boulevard
 - Malabar Road & Jupiter Boulevard
 - Malabar Road & Garvey Road
 - Jupiter Boulevard & Garvey Road
- Projections of traffic to be generated by the proposed development were prepared utilizing trip generation data as published by the Institute of Transportation Engineers. Site traffic was then assigned to the adjacent street system based upon the anticipated directional distribution pursuant to the approved methodology letter.
- Capacity analyses were conducted for the Existing, No Build, Build and Build with Improvements conditions for the study intersections.
- Roadway segment analyses were performed for the following segments:

- Malabar Road from St. Johns Heritage Parkway to Thunderbird Ave.
 - Malabar Road from Thunderbird Ave. to Hurley Blvd.
 - Malabar Road from Hurley Blvd. to Jupiter Blvd.
 - alabar Road from Jupiter Blvd. to Garvey Road
 - Malabar Road from Garvey Road to Minton Road
 - St. Johns Heritage Parkway from Malabar Road to Pace Drive
 - St. Johns Heritage Parkway from Pace Drive to Emerson Drive
 - St. Johns Heritage Parkway from Emerson Drive to US 192
 - Jupiter Blvd. from Degroodt Rd. to Malabar Road
 - Jupiter Blvd. from Malabar Road to Americana Blvd.
 - Jupiter Blvd. from Americana Blvd. to Pace Drive
 - Jupiter Blvd. from Pace Drive to Emerson Drive
- The proposed points of ingress and egress were inspected for adequacy of geometric design, spacing and/or alignment to streets and driveways on the opposite side of the street, relationship to other driveways adjacent to the development, and conformance with accepted design standards.
 - A turn lane assessment was prepared.

EXISTING CONDITIONS

A review of the existing roadway conditions near the subject site was conducted to provide the basis for assessing the traffic impact of the development. This included field investigations of the surrounding roadways and intersections, collection of traffic volume data, and extensive analyses.

Existing Traffic Volumes

Manual turning movement (MTM) traffic counts were conducted on Tuesday, January 16, 2024 between 7:00 AM and 9:00 AM and between 4:00 PM and 6:00 PM at the following intersections:

- Malabar Road & Thunderbird Avenue
- Malabar Road & St. Johns Heritage Parkway
- St. Johns Heritage Parkway & Pace Drive
- St. Johns Heritage Parkway & Emerson Drive
- Malabar Road & Krassner Drive/Bending Branch Way
- Malabar Road & Hurley Boulevard
- Malabar Road & Jupiter Boulevard
- Malabar Road & Garvey Road
- Jupiter Boulevard & Garvey Road

Pursuant to the FDOT Peak Season Category Report, the traffic volumes were adjusted by the Peak Season Conversion Factor (PSCF) of 1.06. Figure 2, located in Appendix A, illustrates the existing peak hour traffic volumes at the study intersections. All MTM counts and PSCF data are contained in Appendix D.

Existing Intersection Capacity Analysis

The methodology utilized in the capacity analyses is described in the *Highway Capacity Manual*, published by the Transportation Research Board. In general, the term Level of Service (LOS) is used to provide a “qualitative” evaluation of capacity based upon certain “quantitative” calculations related to empirical values, such as traffic volume and intersection control.

At the signalized intersections, factors that affect the various approach capacities include width of approach, number of lanes, signal “green time”, turning percentages, truck volumes, etc. However, delays cannot be related to capacity in a simple one-to-one fashion. For example, it is possible to have delays in the Level of Service “F” range without exceeding roadway capacity. Substantial delays can exist without exceeding capacity if one or more of the following conditions exist: long signal cycle lengths; a particular traffic movement experiences a long red time; or progressive movement for a particular lane group is poor. Table 1 describes the level of service ranges for signalized intersections.

An unsignalized (STOP sign controlled) driveway or side street along a through route is seldom critical from an overall capacity standpoint, however, it may be of great significance to the capacity of the minor cross-route, and it may influence the quality of traffic flow on both. When analyzing an unsignalized intersection, it is assumed that both the major street through and right turn movements are unimpeded and have the right-of-way over all side street traffic and left turns from the major street. All other turning movements in the intersection cross, merge with, or are otherwise impeded by major street movements. Traffic delays at unsignalized intersections are determined by sequentially

processing these impeded movements. Table 2 describes the level of service ranges for unsignalized (stop controlled) intersections.

**Table 1
Level of Service Criteria
for Signalized Intersections**

| Level of Service | Average Control Delay (seconds per vehicle) |
|------------------|---|
| A | 0.0 to 10.0 |
| B | 10.1 to 20.0 |
| C | 20.1 to 35.0 |
| D | 35.1 to 55.0 |
| E | 55.1 to 80.0 |
| F | greater than 80.0 |

**Table 2
Level of Service Criteria
for Unsignalized Intersections**

| Level of Service | Average Control Delay (seconds per vehicle) |
|------------------|---|
| a | 0.0 to 10.0 |
| b | 10.1 to 15.0 |
| c | 15.1 to 25.0 |
| d | 25.1 to 35.0 |
| e | 35.1 to 50.0 |
| f | greater than 50.0 |

All capacity analyses were performed utilizing the SYNCHRO software package (Synchro 12). Tables 3 and 4 summarize the existing levels of service (LOS), volume-to-capacity (v/c) ratios, delays and 95th percentile queues. All capacity analysis calculation worksheets and signal timing information are contained in Appendix H.

**Table 3
Existing Levels of Service – Signalized Intersections**

| Signalized Intersection | Direction/ Movement | | Queue Storage (ft) | Existing | | | | | | | |
|--|------------------------|-----|--------------------------|----------|-------------|-----------|-----------|--------|-------------|-----------|-----------|
| | | | | AM PSH | | | | PM PSH | | | |
| | | | | LOS | Delay (s/v) | v/c Ratio | 95% Queue | LOS | Delay (s/v) | v/c Ratio | 95% Queue |
| Malabar Road & Krassner Drive/Bending Branch Way | EB | L | 200 | A | 5.8 | 0.07 | 13 | A | 3.7 | 0.07 | 12 |
| | | T | | B | 13.6 | 0.36 | 192 | B | 14.7 | 0.54 | 253 |
| | | R | 200 | A | 0.0 | 0.02 | 0 | A | 1.7 | 0.05 | 10 |
| | WB | L | 340 | A | 5.4 | 0.09 | 26 | A | 4.4 | 0.19 | 25 |
| | | TR | | C | 22.2 | 0.79 | 745 | B | 12.3 | 0.46 | 208 |
| | NB | LTR | | C | 30.9 | 0.60 | 124 | B | 11.2 | 0.30 | 38 |
| | SB | LTR | | D | 38.8 | 0.63 | 124 | A | 8.4 | 0.25 | 26 |
| | Overall | | | C | 21.6 | | | B | 11.7 | | |
| Malabar Road & Jupiter Boulevard | EB | L | 120 | C | 22.5 | 0.48 | 111 | B | 18.3 | 0.30 | 61 |
| | | TR | | C | 34.1 | 0.59 | 474 | D | 38.5 | 0.75 | 653 |
| | WB | L | 220 | B | 17.6 | 0.13 | 46 | B | 16.9 | 0.20 | 47 |
| | | TR | | E | 56.9 | 0.88 | 694 | D | 48.2 | 0.85 | 722 |
| | NB | L | 225 | D | 46.4 | 0.68 | 288 | D | 46.8 | 0.63 | 192 |
| | | T | | E | 70.7 | 0.72 | 461 | E | 72.8 | 0.72 | 365 |
| | | R | 225 | A | 0.5 | 0.10 | 0 | A | 0.5 | 0.10 | 0 |
| | SB | L | 230 | D | 41.4 | 0.59 | 260 | D | 40.4 | 0.52 | 219 |
| | | TR | | E | 78.1 | 0.86 | 479 | F | 87.5 | 0.92 | 518 |
| | Overall | | | D | 49.6 | | | D | 49.6 | | |

Table 4
Existing Levels of Service – Unsignalized Intersections

| Unsignalized Intersection | Direction/ Movement | | Queue Storage (veh) | Existing | | | | | | | |
|---|------------------------|-----|---------------------------|----------|----------------|--------------|--------------|--------|----------------|--------------|--------------|
| | | | | AM PSH | | | | PM PSH | | | |
| | | | | LOS | Delay (s/v) | v/c Ratio | 95% Queue | LOS | Delay (s/v) | v/c Ratio | 95% Queue |
| Emerson Drive & St. Johns Heritage | WB | L | 10 | E | 39.0 | 0.168 | 0.6 | F | 215.0 | 0.675 | 2.2 |
| | | R | 10 | F | 322.0 | 1.603 | 26.1 | B | 10.2 | 0.144 | 0.5 |
| | SB | L | | B | 12.0 | 0.136 | 0.5 | A | 9.1 | 0.325 | 1.4 |
| Pace Drive & St. Johns Heritage Parkway | WB | L | 16 | E | 40.5 | 0.578 | 3.2 | E | 48.6 | 0.090 | 1.4 |
| | | R | 16 | D | 26.5 | 0.665 | 4.8 | A | 9.7 | 0.184 | 0.3 |
| | SB | L | | A | 9.4 | 0.073 | 0.2 | A | 8.3 | 0.339 | 0.7 |
| Malabar Road & St. Johns Heritage Pkwy. | EB | L | 14 | B | 14.2 | 0.359 | 1.6 | A | 8.0 | 0.049 | 0.2 |
| | SB | L | 14 | F | 269.5 | 1.301 | 9.1 | E | 43.5 | 0.910 | 11.4 |
| | | R | 14 | D | 27.4 | 0.679 | 5.0 | A | 9.1 | 0.060 | 0.2 |
| Malabar Road & Thunderbird | EB | L | 8 | B | 10.4 | 0.012 | 0.0 | A | 8.0 | 0.010 | 0.0 |
| | SB | LTR | | C | 24.5 | 0.128 | 0.4 | C | 19.7 | 0.040 | 0.1 |
| Malabar Road & Hurley Blvd. | WB | L | | A | 8.9 | 0.060 | 0.2 | A | 9.2 | 0.098 | 0.3 |
| | NB | LR | | F | 130.0 | 1.044 | 9.1 | D | 31.1 | 0.422 | 2.0 |
| Malabar Road & Garvey Road | WB | L | | A | 9.9 | 0.015 | 0.5 | A | 9.6 | 0.213 | 0.8 |
| | NB | L | 5 | F | 68.4 | 0.449 | 1.9 | F | 59.8 | 0.103 | 0.3 |
| | | R | 5 | C | 21.0 | 0.493 | 2.7 | B | 13.9 | 0.212 | 0.8 |
| Garvey Road & Jupiter Boulevard | EB | LTR | | C | 17.8 | 0.582 | 3.7 | C | 20.1 | 0.655 | 4.8 |
| | WB | LTR | | C | 22.2 | 0.699 | 5.6 | C | 19.0 | 0.637 | 4.5 |
| | NB | LTR | | C | 15.5 | 0.473 | 2.5 | B | 13.4 | 0.355 | 1.6 |
| | SB | LTR | | B | 13.2 | 0.320 | 1.4 | B | 13.7 | 0.364 | 1.6 |

The existing percentage of trucks and peak hour factors were used in the existing analysis. Note that cells highlighted in red indicate v/c ratios greater than 1.0 and 95th percentile queue lengths that exceed the available queue storage.

As indicated in the above tables, the intersections of St. Johns Heritage Parkway with Malabar Road and with Emerson Drive as well as the intersection of Malabar Road and Hurley Boulevard have movements operating with volumes exceeding the available capacity. Additionally, although the volume does not exceed the capacity, delays result in a Level of Service “F” at multiple study locations.

Existing Road Segment Analysis

Roadway segment analyses were prepared for the roadway segments identified above and the results are detailed in Table 5 below. As shown, Malabar Road from Jupiter Boulevard to Garvey Road and from Garvey Road to Minton Road both exceed capacity based on daily volumes. Utilizing peak hour volumes, St. Johns Heritage Parkway from Emerson Drive to US 192 exceeds capacity.

Table 5
Existing Roadway Segment Analysis

| Roadway | Segment | | Segment ID | Classification | Number of Lanes | Speed Limit | Adopted LOS | Daily Adopted Capacity | 2022 Existing Volume - SCTPO | Existing v/c Ratio | Existing Exceed Capacity? |
|---------------|------------------|------------------|------------|--------------------------|-----------------|-------------|-------------|--------------------------------|------------------------------|--------------------|---------------------------|
| Malabar Road | SHJP | Thunderbird Ave. | 589 | Urban Minor Arterial | 2 | 45 | D | 17,700 | 10,213 | 0.58 | N |
| Malabar Road | Thunderbird Ave. | Hurley Blvd. | 589 | Urban Minor Arterial | 2 | 45 | D | 17,700 | 10,213 | 0.58 | N |
| Malabar Road | Hurley Blvd. | Jupiter Blvd. | 589 | Urban Minor Arterial | 2 | 45 | D | 17,700 | 10,213 | 0.58 | N |
| Malabar Road | Jupiter Blvd. | Garvey Road | 371 | Urban Principal Arterial | 2 | 45 | D | 17,700 | 18,399 | 1.04 | Y |
| Malabar Road | Garvey Road | Minton Road | 371 | Urban Principal Arterial | 2 | 45 | D | 17,700 | 18,399 | 1.04 | Y |
| SJHP | Malabar Road | Pace Drive | 609 | Urban Minor Arterial | 2 | 40 | E | 15,600 | 6,656 | 0.43 | N |
| SJHP | Pace Drive | Emerson Drive | 610 | Urban Minor Arterial | 2 | 40 | E | 15,600 | 8,829 | 0.57 | N |
| SJHP | Emerson Drive | US 192 | 629 | Urban Minor Arterial | 2 | 40 | E | 15,600 | 13,899 | 0.89 | N |
| Jupiter Blvd. | Degroodt Rd. | Malabar Road | 573 | Urban Minor Arterial | 2 | 40 | D | 17,700 | 8,023 | 0.45 | N |
| Jupiter Blvd. | Malabar Road | Americana Blvd. | 620 | Urban Minor Arterial | 2 | 40 | D | 17,700 | 11,262 | 0.64 | N |
| Jupiter Blvd. | Americana Blvd. | Pace Drive | 574 | Urban Minor Arterial | 2 | 40 | D | 17,700 | 12,189 | 0.69 | N |
| Jupiter Blvd. | Pace Drive | Emerson Drive | 621 | Urban Minor Arterial | 2 | 40 | D | 17,700 | 11,635 | 0.66 | N |
| Roadway | Segment | | Segment ID | Classification | Number of Lanes | Speed Limit | Adopted LOS | 2-Way PM Peak Adopted Capacity | 2024 Existing Volume | Existing v/c Ratio | Existing Exceed Capacity? |
| Malabar Road | SHJP | Thunderbird Ave. | 589 | Urban Minor Arterial | 2 | 45 | D | 1,600 | 942 | 0.59 | N |
| Malabar Road | Thunderbird Ave. | Hurley Blvd. | 589 | Urban Minor Arterial | 2 | 45 | D | 1,600 | 1,139 | 0.71 | N |
| Malabar Road | Hurley Blvd. | Jupiter Blvd. | 589 | Urban Minor Arterial | 2 | 45 | D | 1,600 | 1,229 | 0.77 | N |
| Malabar Road | Jupiter Blvd. | Garvey Road | 371 | Urban Principal Arterial | 2 | 45 | D | 1,600 | 1,203 | 0.75 | N |
| Malabar Road | Garvey Road | Minton Road | 371 | Urban Principal Arterial | 2 | 45 | D | 1,600 | 1,535 | 0.96 | N |
| SJHP | Malabar Road | Pace Drive | 609 | Urban Minor Arterial | 2 | 40 | E | 1,410 | 794 | 0.56 | N |
| SJHP | Pace Drive | Emerson Drive | 610 | Urban Minor Arterial | 2 | 40 | E | 1,410 | 1,064 | 0.75 | N |
| SJHP | Emerson Drive | US 192 | 629 | Urban Minor Arterial | 2 | 40 | E | 1,410 | 1,534 | 1.09 | Y |
| Jupiter Blvd. | Degroodt Rd. | Malabar Road | 573 | Urban Minor Arterial | 2 | 40 | D | 1,600 | 798 | 0.5 | N |
| Jupiter Blvd. | Malabar Road | Americana Blvd. | 620 | Urban Minor Arterial | 2 | 40 | D | 1,600 | 955 | 0.6 | N |
| Jupiter Blvd. | Americana Blvd. | Pace Drive | 574 | Urban Minor Arterial | 2 | 40 | D | 1,600 | 955 | 0.6 | N |
| Jupiter Blvd. | Pace Drive | Emerson Drive | 621 | Urban Minor Arterial | 2 | 40 | D | 1,600 | 955 | 0.6 | N |

FUTURE NO BUILD CONDITIONS

Traffic volumes and operational analyses were developed for both the Future No Build and Build conditions. The No Build conditions provide a baseline of traffic volumes in the future should the subject property not be developed further. The process of developing the No Build traffic volumes and the subsequent analyses is outlined below.

Background Traffic Growth

Regardless of whether the subject site is developed or not, traffic volumes on the surrounding roadways may increase as a result of developments throughout the region. As shown in Appendix E, historical data from nearby count stations published by the Space Coast Transportation Planning Organization (SCTPO) was utilized along with an FDOT trends analysis. Where the growth rate was calculated to be less than 2.0%, a minimum growth rate of 2.0% was utilized. Table 6 details the growth rate data:

**Table 6
Growth Rate Calculations**

| Roadway | Segment | | Segment ID | Calculated Rate | Applied Rate |
|-------------------|---------------|--------------|------------|-----------------|--------------|
| | From | To | | | |
| SJHP | Emerson Drive | Pace Drive | 610 | 5.29% | 5% |
| SJHP | Pace Drive | Malabar Road | 609 | 2.78% | 3% |
| Malabar Road | Garvey Road | Minton Road | 371 | -3.77% | 2% |
| Malabar Road | SJHP | Garvey Road | 589 | -3.95% | 2% |
| Jupiter Boulevard | Malabar Road | Garvey Road | 573 | 0.64% | 2% |
| Jupiter Boulevard | Pace Drive | Malabar Road | 620 | 1.08% | 2% |

Vested Traffic

In addition to the background growth rate, several developments in the vicinity of the study area have also been considered as vested trips. The Adjacent Development Traffic Volumes within the study area are shown on Figures 3 through 9 as obtained from the respective Traffic Impact Studies associated with each as excerpted in Appendix F. It should be noted that the Brentwood project identified in the methodology letter has been constructed and therefore its volumes are included in the counted traffic volumes.

- Figure 3 – Chapparal
- Figure 4 – SJHP Commercial (Malabar @ Heritage Publix)
- Figure 5 – Circle K
- Figure 6 – Palm Vista
- Figure 7 – Everlands Riverwood
- Figure 8 – St. Johns Preserve
- Figure 9 – Avery Springs

Figure 10 in Appendix A displays the summation of all adjacent development traffic volumes.

Future No Build traffic volumes were developed by applying the background growth rates identified in Table 6 for two (2) years to the study area roadways existing traffic volumes. Additionally, site

generated traffic associated with the adjacent developments was added to develop the Future No Build Traffic Volumes as shown on Figure 11 in Appendix A.

Future No Build Intersection Capacity Analysis

Tables 7 and 8 summarize the Future No Build levels of service (LOS), volume-to-capacity (v/c) ratios, delays and 95th percentile queues. All capacity analysis calculation worksheets are contained in Appendix H.

**Table 7
Future No Build Levels of Service – Signalized Intersections**

| Signalized Intersection | Direction/ Movement | | Queue Storage (ft) | Future No Build | | | | | | | |
|--|------------------------|-----|--------------------|-----------------|-------------|-----------|-----------|--------|-------------|-----------|-----------|
| | | | | AM PSH | | | | PM PSH | | | |
| | | | | LOS | Delay (s/v) | v/c Ratio | 95% Queue | LOS | Delay (s/v) | v/c Ratio | 95% Queue |
| Malabar Road & Krassner Drive/Bending Branch Way | EB | L | 200 | A | 6.6 | 0.11 | 13 | A | 3.9 | 0.14 | 12 |
| | | T | | C | 23.3 | 0.76 | 627 | C | 22.0 | 0.82 | 694 |
| | | R | 200 | A | 0.0 | 0.02 | 0 | A | 1.5 | 0.05 | 10 |
| | WB | L | 340 | A | 6.4 | 0.18 | 28 | A | 5.7 | 0.34 | 25 |
| | | TR | | E | 57.6 | 1.03 | 1148 | C | 21.7 | 0.82 | 763 |
| | NB | LTR | | C | 33.6 | 0.62 | 131 | B | 16.4 | 0.41 | 47 |
| | SB | LTR | | D | 43.2 | 0.67 | 131 | B | 10.7 | 0.31 | 29 |
| | Overall | | | D | 41.5 | | | B | 19.7 | | |
| Malabar Road & Jupiter Boulevard | EB | L | 120 | D | 51.1 | 0.73 | 255 | D | 52.5 | 0.68 | 162 |
| | | TR | | D | 46.3 | 0.84 | 1012 | E | 77.5 | 1.03 | 1369 |
| | WB | L | 220 | B | 19.5 | 0.24 | 46 | C | 31.9 | 0.44 | 64 |
| | | TR | | E | 73.2 | 0.96 | 1161 | F | 144.2 | 1.20 | 1583 |
| | NB | L | 225 | F | 147.0 | 1.14 | 587 | F | 130.3 | 1.10 | 541 |
| | | T | | F | 123.3 | 0.98 | 544 | F | 93.5 | 0.86 | 487 |
| | | R | 225 | A | 0.7 | 0.12 | 0 | A | 0.6 | 0.11 | 0 |
| | SB | L | 230 | E | 69.6 | 0.83 | 328 | D | 50.3 | 0.65 | 257 |
| | | TR | | F | 169.7 | 1.19 | 680 | F | 223.8 | 1.35 | 765 |
| | Overall | | | F | 85.1 | | | F | 116.8 | | |

Table 8
Future No Build Levels of Service – Unsignalized Intersections

| Unsignalized Intersection | Direction/Movement | | Queue Storage (veh) | Future No Build | | | | | | | |
|---|--------------------|-----|---------------------|-----------------|-------------|-----------|-----------|--------|-------------|-----------|-----------|
| | | | | AM PSH | | | | PM PSH | | | |
| | | | | LOS | Delay (s/v) | v/c Ratio | 95% Queue | LOS | Delay (s/v) | v/c Ratio | 95% Queue |
| Emerson Drive & St. Johns Heritage | WB | L | 10 | F | 1074.1 | 3.032 | 17.5 | F | Error | Error | Error |
| | | R | 10 | F | 1020.2 | 3.127 | 43.8 | B | 12.9 | 0.218 | 0.8 |
| | SB | L | | C | 16.7 | 0.226 | 0.9 | B | 11.6 | 0.461 | 2.5 |
| Pace Drive & St. Johns Heritage Parkway | WB | L | 16 | F | 489.6 | 1.841 | 14.7 | F | 1478.3 | 3.589 | 11.4 |
| | | R | 16 | F | 113.5 | 1.095 | 13.8 | B | 12.4 | 0.169 | 0.6 |
| | SB | L | | B | 11.0 | 0.121 | 0.4 | B | 10.0 | 0.288 | 1.2 |
| Malabar Road & St. Johns Heritage Pkwy. | EB | L | 14 | D | 25.9 | 0.587 | 3.6 | A | 9.6 | 0.087 | 0.3 |
| | SB | L | 14 | F | 4374.8 | 10.266 | 46.5 | F | 702.6 | 2.492 | 72.0 |
| | | R | 14 | F | 82.8 | 0.997 | 11.3 | B | 10.5 | 0.091 | 0.3 |
| Malabar Road & Thunderbird | EB | L | 8 | B | 12.5 | 0.017 | 0.1 | A | 9.3 | 0.015 | 0.0 |
| | SB | LTR | | F | 58.7 | 0.299 | 1.1 | F | 66.3 | 0.015 | 0.5 |
| Malabar Road & Hurley Blvd. | WB | L | | B | 10.9 | 0.094 | 0.3 | B | 11.1 | 0.144 | 0.5 |
| | NB | LR | | F | 1214.6 | 3.378 | 21.3 | F | 492.1 | 1.711 | 9.4 |
| Malabar Road & Garvey Road | WB | L | | B | 11.6 | 0.197 | 0.7 | B | 11.0 | 0.266 | 1.1 |
| | NB | L | 5 | F | 236.7 | 0.933 | 4.0 | F | 151.7 | 0.239 | 0.8 |
| | | R | 5 | E | 43.5 | 0.736 | 5.4 | C | 18.1 | 0.292 | 1.2 |
| Garvey Road & Jupiter Boulevard | EB | LTR | | F | 64.4 | 0.980 | 13.2 | F | 61.3 | 0.971 | 12.9 |
| | WB | LTR | | F | 68.5 | 0.990 | 13.9 | F | 66.2 | 1.000 | 14.1 |
| | NB | LTR | | C | 22.5 | 0.596 | 3.8 | C | 17.9 | 0.451 | 2.3 |
| | SB | LTR | | C | 17.6 | 0.414 | 2.0 | C | 18.2 | 0.463 | 2.4 |

As shown in Tables 7 and 8, each intersection analyzed with the addition of background traffic and vested traffic will experience v/c ratios over 1.0 and/or violations of the adopted Level of Service Standard and/or 95th percentile queues that exceed the available queue storage. **Pursuant to Florida Statute 163.3180, The Project is not responsible for mitigating deficiencies created by background conditions and vested trips.**

Future No Build Road Segment Analysis

Roadway segment analyses were prepared for the subject roadway segments for Future No Build conditions and the results are detailed in Table 9 below. As shown, Malabar Road from Jupiter Boulevard to Garvey Road and from Garvey Road to Minton Road continues to exceed capacity based on daily volumes, as does St Johns Heritage Parkway from Emerson Drive to US 192. Utilizing peak hour volumes, all segments of Malabar Road and St. Johns Heritage Parkway will exceed capacity under Future No Build Conditions. **Pursuant to Florida Statute 163.3180, The Project is not responsible for mitigating deficiencies created by background conditions and vested trips.**

Table 9
Future No Build Roadway Segment Analysis

| Roadway | Segment | | Segment ID | Classification | Number of Lanes | Speed Limit | Adopted LOS | Daily Adopted Capacity | 2022 Existing Volume - SCTPO | Bkgrd. Growth | Vested Trips | No Build Volume | No Build v/c Ratio | No Build Exceed Capacity? |
|---------------|------------------|------------------|------------|--------------------------|-----------------|-------------|-------------|--------------------------------|------------------------------|---------------|--------------|-----------------|--------------------|---------------------------|
| Malabar Road | SHIP | Thunderbird Ave. | 589 | Urban Minor Arterial | 2 | 45 | D | 17,700 | 10,213 | 842 | 0 | 11,055 | 0.62 | N |
| Malabar Road | Thunderbird Ave. | Hurley Blvd. | 589 | Urban Minor Arterial | 2 | 45 | D | 17,700 | 10,213 | 842 | 0 | 11,055 | 0.62 | N |
| Malabar Road | Hurley Blvd. | Jupiter Blvd. | 589 | Urban Minor Arterial | 2 | 45 | D | 17,700 | 10,213 | 842 | 0 | 11,055 | 0.62 | N |
| Malabar Road | Jupiter Blvd. | Garvey Road | 371 | Urban Principal Arterial | 2 | 45 | D | 17,700 | 18,399 | 1,517 | 0 | 19,916 | 1.13 | Y |
| Malabar Road | Garvey Road | Minton Road | 371 | Urban Principal Arterial | 2 | 45 | D | 17,700 | 18,399 | 1,517 | 0 | 19,916 | 1.13 | Y |
| SHIP | Malabar Road | Pace Drive | 609 | Urban Minor Arterial | 2 | 40 | E | 15,600 | 6,656 | 835 | 0 | 7,491 | 0.48 | N |
| SHIP | Pace Drive | Emerson Drive | 610 | Urban Minor Arterial | 2 | 40 | E | 15,600 | 8,829 | 1,108 | 0 | 9,937 | 0.64 | N |
| SHIP | Emerson Drive | US 192 | 629 | Urban Minor Arterial | 2 | 40 | E | 15,600 | 13,899 | 2,995 | 0 | 16,894 | 1.08 | Y |
| Jupiter Blvd. | Degroot Rd. | Malabar Road | 573 | Urban Minor Arterial | 2 | 40 | D | 17,700 | 8,023 | 661 | 0 | 8,684 | 0.49 | N |
| Jupiter Blvd. | Malabar Road | Americana Blvd. | 620 | Urban Minor Arterial | 2 | 40 | D | 17,700 | 11,262 | 928 | 0 | 12,190 | 0.69 | N |
| Jupiter Blvd. | Americana Blvd. | Pace Drive | 574 | Urban Minor Arterial | 2 | 40 | D | 17,700 | 12,189 | 1,005 | 0 | 13,194 | 0.75 | N |
| Jupiter Blvd. | Pace Drive | Emerson Drive | 621 | Urban Minor Arterial | 2 | 40 | D | 17,700 | 11,635 | 959 | 0 | 12,594 | 0.71 | N |
| Roadway | Segment | | Segment ID | Classification | Number of Lanes | Speed Limit | Adopted LOS | 2-Way PM Peak Adopted Capacity | 2024 Existing Volume | Bkgrd. Growth | Vested Trips | No Build Volume | No Build v/c Ratio | No Build Exceed Capacity? |
| Malabar Road | SHIP | Thunderbird Ave. | 589 | Urban Minor Arterial | 2 | 45 | D | 1,600 | 942 | 38 | 720 | 1,700 | 1.06 | Y |
| Malabar Road | Thunderbird Ave. | Hurley Blvd. | 589 | Urban Minor Arterial | 2 | 45 | D | 1,600 | 1,139 | 46 | 816 | 2,001 | 1.25 | Y |
| Malabar Road | Hurley Blvd. | Jupiter Blvd. | 589 | Urban Minor Arterial | 2 | 45 | D | 1,600 | 1,229 | 50 | 754 | 2,033 | 1.27 | Y |
| Malabar Road | Jupiter Blvd. | Garvey Road | 371 | Urban Principal Arterial | 2 | 45 | D | 1,600 | 1,203 | 49 | 434 | 1,686 | 1.05 | Y |
| Malabar Road | Garvey Road | Minton Road | 371 | Urban Principal Arterial | 2 | 45 | D | 1,600 | 1,535 | 62 | 431 | 2,028 | 1.27 | Y |
| SHIP | Malabar Road | Pace Drive | 609 | Urban Minor Arterial | 2 | 40 | E | 1,410 | 794 | 48 | 579 | 1,421 | 1.01 | Y |
| SHIP | Pace Drive | Emerson Drive | 610 | Urban Minor Arterial | 2 | 40 | E | 1,410 | 1,064 | 65 | 560 | 1,689 | 1.2 | Y |
| SHIP | Emerson Drive | US 192 | 629 | Urban Minor Arterial | 2 | 40 | E | 1,410 | 1,534 | 157 | 460 | 2,151 | 1.53 | Y |
| Jupiter Blvd. | Degroot Rd. | Malabar Road | 573 | Urban Minor Arterial | 2 | 40 | D | 1,600 | 798 | 32 | 209 | 1,039 | 0.65 | N |
| Jupiter Blvd. | Malabar Road | Americana Blvd. | 620 | Urban Minor Arterial | 2 | 40 | D | 1,600 | 955 | 39 | 180 | 1,174 | 0.73 | N |
| Jupiter Blvd. | Americana Blvd. | Pace Drive | 574 | Urban Minor Arterial | 2 | 40 | D | 1,600 | 955 | 39 | 180 | 1,174 | 0.73 | N |
| Jupiter Blvd. | Pace Drive | Emerson Drive | 621 | Urban Minor Arterial | 2 | 40 | D | 1,600 | 955 | 39 | 180 | 1,174 | 0.73 | N |

TRAFFIC GENERATION

Trip Generation

Trip generation projections for the project were prepared utilizing trip generation research data as published in the Institute of Transportation Engineers' (ITE) publication, *Trip Generation, 11th Edition*. Internally Captured traffic within the development was calculated for the weekday AM and PM peak hours based on the NCHRP 684 *Internal Trip Capture Estimation Tool*. For the weekday daily internal capture, the procedures outlined in the 2nd and 3rd Editions of the ITE's *Trip Generation Handbook* were utilized. Pass-by traffic was calculated based on data published by ITE that accompanies the *Trip Generation Manual, 11th Edition*. Appendix C contains the approved methodology letter that included the Trip Generation Calculations. As previously mentioned, subsequent to that assessment, the size of the self-storage facility was modified slightly which did not impact the peak hour trip generation calculations but did slightly alter the daily trip generation calculations. The applicable updated trip generation calculations are contained in Appendix G and are shown below in Table 10.

Table 10
Trip Generation

| Time Period | Land Use Code | Land Use | Equation | Size | Units | % Enter | % Exit | Enter | Exit | Total |
|--------------------------------|--|---------------------------------|-------------------|------------------------------|-------|---------|------------|-------------|-------------|-------------|
| AM Peak Hour | 151 | Self Storage | $T=0.09(X/1000)$ | 101,620 | SF | 59% | 41% | 5 | 4 | 9 |
| | 821 | Shopping Plaza | $T=1.73(X/1000)$ | 57,805 | SF | 62% | 38% | 62 | 38 | 100 |
| | 220 | Multi-Family Housing (Low Rise) | $T=0.31(X)+22.85$ | 424 | DU | 24% | 76% | 37 | 117 | 154 |
| | Totals: | | | | | | | 104 | 159 | 263 |
| | Internal Capture Trips | | | | | | | | | |
| | 151 | Self Storage | Internal | 101,620 | SF | 1% | 2% | 0 | 0 | 0 |
| | 821 | Shopping Plaza | Internal | 57,805 | SF | 1% | 2% | 1 | 1 | 2 |
| | 220 | Multi-Family Housing (Low Rise) | Internal | 424 | DU | 3% | 1% | 1 | 1 | 2 |
| | Total Internal Capture Percentage: | | 1% | Total Internal Trips: | | 1 | 0 | 1 | | |
| | External Trips: | | | | | | | 103 | 159 | 262 |
| PM Peak Hour | 151 | Self Storage | $T=0.15(X/1000)$ | 101,620 | SF | 47% | 53% | 7 | 8 | 15 |
| | 821 | Shopping Plaza | $T=5.19(X/1000)$ | 57,805 | SF | 49% | 51% | 147 | 153 | 300 |
| | 220 | Multi-Family Housing (Low Rise) | $T=0.43(X)+20.55$ | 424 | DU | 63% | 37% | 128 | 75 | 203 |
| | Totals: | | | | | | | 282 | 236 | 518 |
| | Internal Capture Trips | | | | | | | | | |
| | 151 | Self Storage | Internal | 101,620 | SF | 10% | 26% | 1 | 2 | 3 |
| | 821 | Shopping Plaza | Internal | 57,805 | SF | 10% | 26% | 15 | 40 | 55 |
| | 220 | Multi-Family Housing (Low Rise) | Internal | 424 | DU | 32% | 20% | 41 | 15 | 56 |
| | Total Internal Capture Percentage: | | 24% | Total Internal Trips: | | 57 | 57 | 114 | | |
| | External Trips: | | | | | | | 225 | 179 | 407 |
| | Pass-By Trips (External x Pass-By Rate) | | | | | | | | | |
| | 821 | Shopping Plaza | 40% | 57,805 | SF | 50% | 50% | 46 | 46 | 92 |
| | Pass-By Trips: | | | | | | | 46 | 46 | 92 |
| Primary External Trips: | | | | | | | 179 | 133 | 315 | |
| Daily | 151 | Self Storage | $T=1.45(X/1000)$ | 101,620 | SF | 50% | 50% | 74 | 73 | 147 |
| | 821 | Shopping Plaza | $T=67.52(X/1000)$ | 57,805 | SF | 50% | 50% | 1952 | 1951 | 3903 |
| | 220 | Multi-Family Housing (Low Rise) | $T=6.41(X)+75.31$ | 424 | DU | 50% | 50% | 1397 | 1396 | 2793 |
| | Totals: | | | | | | | 3423 | 3420 | 6843 |
| | Internal Capture Trips | | | | | | | | | |
| | 151 | Self Storage | Internal | 101,620 | SF | 37% | 42% | 28 | 30 | 58 |
| | 821 | Shopping Plaza | Internal | 57,805 | SF | 10% | 12% | 198 | 236 | 434 |
| | 220 | Multi-Family Housing (Low Rise) | Internal | 424 | DU | 16% | 13% | 223 | 183 | 406 |
| | Total Internal Capture Percentage: | | 13% | Total Internal Trips: | | 449 | 449 | 898 | | |
| | External Trips: | | | | | | | 2974 | 2971 | 5945 |

Traffic Distribution

The distribution of site generated traffic is consistent with that which was approved in the Methodology Letter. The following figures in Appendix A are used to illustrate the site generated traffic distribution and the site generated traffic volumes.

- Figure 12 – Primary (“new”) Site Traffic Distribution
- Figure 13 – Pass-by Site Traffic Distribution
- Figure 14 – Primary Site Generated Trips
- Figure 15 – Pass-by Site Generated Trips
- Figure 16 – Total Site Generated Trips

FUTURE BUILD CONDITIONS

Future Build traffic volumes were established by adding the site generated traffic volumes shown in Figure 16 to the Future No Build traffic volumes shown in Figure 11 to generate the Future Build traffic volumes which are illustrated on Figure 17 in Appendix A.

Future Build Intersection Capacity Analysis

Tables 11 and 12 summarize the Future Build levels of service (LOS), volume-to-capacity (v/c) ratios, delays and 95th percentile queues. All capacity analysis calculation worksheets are contained in Appendix H.

Table 11
Future Build Levels of Service – Signalized Intersections

| Signalized Intersection | Direction/Movement | | Queue Storage (ft) | Future Build | | | | | | | |
|--|--------------------|-----|--------------------|--------------|-------------|-----------|-----------|--------|-------------|-----------|-----------|
| | | | | AM PSH | | | | PM PSH | | | |
| | | | | LOS | Delay (s/v) | v/c Ratio | 95% Queue | LOS | Delay (s/v) | v/c Ratio | 95% Queue |
| Malabar Road & Krassner Drive/Bending Branch Way | EB | L | 200 | A | 6.7 | 0.11 | 13 | A | 5.0 | 0.19 | 12 |
| | | T | | C | 29.7 | 0.86 | 762 | C | 28.2 | 0.90 | 790 |
| | | R | 200 | A | 0.0 | 0.02 | 0 | A | 1.5 | 0.05 | 10 |
| | WB | L | 340 | A | 7.2 | 0.23 | 28 | B | 12.1 | 0.42 | 49 |
| | | TR | | E | 77.7 | 1.09 | 1235 | C | 30.8 | 0.92 | 894 |
| | NB | LTR | | C | 33.6 | 0.62 | 131 | B | 16.4 | 0.41 | 47 |
| | SB | LTR | | D | 43.2 | 0.67 | 131 | B | 10.7 | 0.31 | 29 |
| | Overall | | | D | 53.1 | | | C | 26.7 | | |
| Malabar Road & Jupiter Boulevard | EB | L | 120 | E | 72.9 | 0.82 | 324 | E | 57.3 | 0.72 | 194 |
| | | TR | | D | 53.8 | 0.91 | 1242 | F | 94.3 | 1.08 | 1525 |
| | WB | L | 220 | C | 22.3 | 0.31 | 46 | C | 33.2 | 0.44 | 67 |
| | | TR | | F | 87.7 | 1.02 | 1242 | F | 180.9 | 1.29 | 1768 |
| | NB | L | 225 | F | 170.4 | 1.21 | 624 | F | 165.1 | 1.20 | 615 |
| | | T | | F | 128.8 | 1.00 | 544 | F | 97.3 | 0.88 | 500 |
| | | R | 225 | A | 0.7 | 0.12 | 0 | A | 0.6 | 0.11 | 0 |
| | SB | L | 230 | E | 72.9 | 0.84 | 332 | D | 52.0 | 0.66 | 264 |
| | | TR | | F | 193.4 | 1.26 | 721 | F | 265.1 | 1.45 | 850 |
| | Overall | | | F | 97.6 | | | F | 141.7 | | |

Table 12
Future Build Levels of Service – Unsignalized Intersections

| Unsignalized Intersection | Direction/ Movement | | Queue Storage (veh) | Future Build | | | | | | | |
|---|------------------------|-----|---------------------------|--------------|----------------|--------------|--------------|--------|----------------|--------------|--------------|
| | | | | AM PSH | | | | PM PSH | | | |
| | | | | LOS | Delay (s/v) | v/c Ratio | 95% Queue | LOS | Delay (s/v) | v/c Ratio | 95% Queue |
| Emerson Drive & St. Johns Heritage | WB | L | 10 | F | 1324.1 | 3.549 | 18.6 | F | Error | Error | Error |
| | | R | 10 | F | 1118.5 | 3.339 | 44.9 | B | 13.4 | 0.230 | 0.9 |
| | SB | L | | C | 17.5 | 0.237 | 0.9 | B | 12.0 | 0.478 | 2.6 |
| Pace Drive & St. Johns Heritage Parkway | WB | L | 16 | F | 644.6 | 2.169 | 16.4 | F | 2322.4 | 5.245 | 12.8 |
| | | R | 16 | F | 144.9 | 1.178 | 15.6 | B | 12.9 | 0.179 | 0.6 |
| | SB | L | | B | 11.4 | 0.013 | 0.4 | B | 10.3 | 0.299 | 1.3 |
| Malabar Road & St. Johns Heritage Pkwy. | EB | L | 14 | D | 29.6 | 0.630 | 4.1 | A | 9.9 | 0.091 | 0.3 |
| | SB | L | 14 | F | 5665.9 | 13.077 | 52.6 | F | 822.2 | 2.758 | 81.6 |
| | | R | 14 | F | 87.0 | 1.011 | 11.6 | B | 10.6 | 0.092 | 0.3 |
| Malabar Road & West Dwy. | WB | L | 4 | A | 41.3 | 0.037 | 1.8 | B | 11.8 | 0.112 | 0.4 |
| | NB | LR | | E | 9.2 | 0.401 | 0.1 | E | 48.4 | 0.469 | 2.2 |
| Malabar Road & Thunderbird Avenue | EB | L | 8 | B | 12.7 | 0.017 | 0.1 | A | 9.5 | 0.015 | 0.0 |
| | WB | L | 8 | A | 9.5 | 0.044 | 0.1 | B | 12.1 | 0.124 | 0.4 |
| | NB | LTR | | F | 1106.4 | 2.973 | 13.0 | F | 966.9 | 2.734 | 13.8 |
| | SB | LTR | | F | 111.3 | 0.497 | 2.0 | F | 183.3 | 0.425 | 1.4 |
| Malabar Road & Hurley Blvd. | WB | L | | B | 11.5 | 0.103 | 0.3 | B | 11.7 | 0.155 | 0.5 |
| | NB | LR | | F | 1821.1 | 4.636 | 23.3 | F | 958.0 | 2.647 | 11.8 |
| Malabar Road & Garvey Road | WB | L | | B | 12.0 | 0.206 | 0.8 | B | 11.3 | 0.276 | 1.1 |
| | NB | L | 5 | F | 323.5 | 1.126 | 4.6 | F | 216.7 | 0.437 | 1.4 |
| | | R | 5 | F | 52.6 | 0.792 | 6.2 | C | 19.1 | 0.308 | 1.3 |
| Garvey Road & Jupiter Boulevard | EB | LTR | | F | 70.7 | 1.020 | 14.1 | F | 67.7 | 1.020 | 13.7 |
| | WB | LTR | | F | 71.4 | 1.030 | 14.2 | F | 79.7 | 1.052 | 16.0 |
| | NB | LTR | | C | 22.9 | 0.613 | 3.8 | C | 18.2 | 0.467 | 2.3 |
| | SB | LTR | | C | 17.9 | 0.426 | 2.0 | C | 18.5 | 0.478 | 2.4 |

As identified in Tables 11 and 12, each intersection analyzed with the addition of background traffic, vested traffic and Project traffic will experience v/c ratios over 1.0 and/or violations of the adopted Level of Service Standard and/or 95th percentile queues that exceed the available queue storage. However, notably, Project traffic results in minimal impacts to those off-site intersection turning movements that operate within acceptable Levels of Service under Future No Build Conditions.

Future Build Road Segment Analysis

Roadway segment analyses were prepared for the subject roadway segments for Future Build conditions and the results are detailed in Table 13 below. As shown, all segments of Malabar Road and St. Johns Heritage Parkway will continue to exceed capacity under Future Build Conditions. Project traffic does not result in any additional roadway segments exceeding capacity as compared to Future No Build conditions.

Table 13
Future Build Roadway Segment Analysis

| Roadway | Segment | | Segment ID | Classification | Number of Lanes | Speed Limit | Adopted LOS | Daily Adopted Capacity | No Build Volume | Project Trips | Build Volumes | Build v/c Ratio | Build Exceed Capacity? |
|---------------|------------------|------------------|------------|--------------------------|-----------------|-------------|-------------|--------------------------------|-----------------|---------------|---------------|-----------------|------------------------|
| Malabar Road | SHJP | Thunderbird Ave. | 589 | Urban Minor Arterial | 2 | 45 | D | 17,700 | 11,055 | 2,338 | 13,393 | 0.76 | N |
| Malabar Road | Thunderbird Ave. | Hurley Blvd. | 589 | Urban Minor Arterial | 2 | 45 | D | 17,700 | 11,055 | 3,538 | 14,593 | 0.82 | N |
| Malabar Road | Hurley Blvd. | Jupiter Blvd. | 589 | Urban Minor Arterial | 2 | 45 | D | 17,700 | 11,055 | 3,418 | 14,473 | 0.82 | N |
| Malabar Road | Jupiter Blvd. | Garvey Road | 371 | Urban Principal Arterial | 2 | 45 | D | 17,700 | 19,916 | 1,799 | 21,715 | 1.23 | Y |
| Malabar Road | Garvey Road | Minton Road | 371 | Urban Principal Arterial | 2 | 45 | D | 17,700 | 19,916 | 1,679 | 21,595 | 1.22 | Y |
| SHJP | Malabar Road | Pace Drive | 609 | Urban Minor Arterial | 2 | 40 | E | 15,600 | 7,491 | 2,099 | 9,590 | 0.61 | N |
| SHJP | Pace Drive | Emerson Drive | 610 | Urban Minor Arterial | 2 | 40 | E | 15,600 | 9,937 | 1,859 | 11,796 | 0.76 | N |
| SHJP | Emerson Drive | US 192 | 629 | Urban Minor Arterial | 2 | 40 | E | 15,600 | 16,894 | 1,679 | 18,573 | 1.19 | Y |
| Jupiter Blvd. | Degroodt Rd. | Malabar Road | 573 | Urban Minor Arterial | 2 | 40 | D | 17,700 | 8,684 | 839 | 9,523 | 0.54 | N |
| Jupiter Blvd. | Malabar Road | Americana Blvd. | 620 | Urban Minor Arterial | 2 | 40 | D | 17,700 | 12,190 | 899 | 13,089 | 0.74 | N |
| Jupiter Blvd. | Americana Blvd. | Pace Drive | 574 | Urban Minor Arterial | 2 | 40 | D | 17,700 | 13,194 | 899 | 14,093 | 0.8 | N |
| Jupiter Blvd. | Pace Drive | Emerson Drive | 621 | Urban Minor Arterial | 2 | 40 | D | 17,700 | 12,594 | 899 | 13,493 | 0.76 | N |
| Roadway | Segment | | Segment ID | Classification | Number of Lanes | Speed Limit | Adopted LOS | 2-Way PM Peak Adopted Capacity | No Build Volume | Project Trips | Build Volumes | Build v/c Ratio | Build Exceed Capacity? |
| Malabar Road | SHJP | Thunderbird Ave. | 589 | Urban Minor Arterial | 2 | 45 | D | 1,600 | 1,700 | 122 | 1,822 | 1.14 | Y |
| Malabar Road | Thunderbird Ave. | Hurley Blvd. | 589 | Urban Minor Arterial | 2 | 45 | D | 1,600 | 2,001 | 185 | 2,186 | 1.37 | Y |
| Malabar Road | Hurley Blvd. | Jupiter Blvd. | 589 | Urban Minor Arterial | 2 | 45 | D | 1,600 | 2,033 | 178 | 2,211 | 1.38 | Y |
| Malabar Road | Jupiter Blvd. | Garvey Road | 371 | Urban Principal Arterial | 2 | 45 | D | 1,600 | 1,686 | 94 | 1,780 | 1.11 | Y |
| Malabar Road | Garvey Road | Minton Road | 371 | Urban Principal Arterial | 2 | 45 | D | 1,600 | 2,028 | 87 | 2,115 | 1.32 | Y |
| SHJP | Malabar Road | Pace Drive | 609 | Urban Minor Arterial | 2 | 40 | E | 1,410 | 1,421 | 106 | 1,527 | 1.08 | Y |
| SHJP | Pace Drive | Emerson Drive | 610 | Urban Minor Arterial | 2 | 40 | E | 1,410 | 1,689 | 97 | 1,786 | 1.27 | Y |
| SHJP | Emerson Drive | US 192 | 629 | Urban Minor Arterial | 2 | 40 | E | 1,410 | 2,151 | 88 | 2,239 | 1.59 | Y |
| Jupiter Blvd. | Degroodt Rd. | Malabar Road | 573 | Urban Minor Arterial | 2 | 40 | D | 1,600 | 1,039 | 37 | 1,076 | 0.67 | N |
| Jupiter Blvd. | Malabar Road | Americana Blvd. | 620 | Urban Minor Arterial | 2 | 40 | D | 1,600 | 1,174 | 47 | 1,221 | 0.76 | N |
| Jupiter Blvd. | Americana Blvd. | Pace Drive | 574 | Urban Minor Arterial | 2 | 40 | D | 1,600 | 1,174 | 47 | 1,221 | 0.76 | N |
| Jupiter Blvd. | Pace Drive | Emerson Drive | 621 | Urban Minor Arterial | 2 | 40 | D | 1,600 | 1,174 | 47 | 1,221 | 0.76 | N |

FUTURE CONDITIONS WITH BACKGROUND IMPROVEMENTS

The Florida Department of Transportation (FDOT) Five Year Work Program, the SCTPO Transportation Improvement Program and Brevard County Capital Improvement Program do not indicated that funding is in place for any planned roadway improvement construction projects. However, it is understood that design plans are being advanced for widening Malabar Road from St. Johns Heritage Parkway to Minton Road and for widening St. Johns Heritage Parkway from Malabar Road to US 192 from two-lane roadways to four-lane roadways. Additionally, either signalization or roundabout implementation is being considered for the intersection of Malabar Road and St. Johns Heritage Parkway. Accordingly, analysis of the Future Build traffic volumes was undertaken with consideration of these potential background improvement projects.

Future No Build Intersection Capacity Analysis with Background Improvements

Tables 14 and 15 summarize the Future No Build levels of service (LOS), volume-to-capacity (v/c) ratios, delays and 95th percentile queues with consideration of these background improvements. All capacity analysis calculation worksheets for this scenario are contained in Appendix I.

Table 14

Future No Build Levels of Service with Background Improvements – Signalized Intersections

| Signalized Intersection | Direction/ Movement | | Queue Storage (ft) | Future No Build with Background Improvements | | | | | | | |
|--|------------------------|-----|--------------------|--|-------------|-----------|-----------|--------|-------------|-----------|-----------|
| | | | | AM PSH | | | | PM PSH | | | |
| | | | | LOS | Delay (s/v) | v/c Ratio | 95% Queue | LOS | Delay (s/v) | v/c Ratio | 95% Queue |
| Malabar Road & Krassner Drive/Bending Branch Way | EB | L | 200 | A | 6.2 | 0.07 | 13 | A | 4.1 | 0.10 | 12 |
| | | T | | B | 13.5 | 0.48 | 187 | B | 12.3 | 0.49 | 184 |
| | | R | 200 | A | 0.0 | 0.02 | 0 | A | 0.7 | 0.05 | 5 |
| | WB | L | 340 | A | 6.5 | 0.15 | 28 | A | 4.6 | 0.23 | 24 |
| | | TR | | B | 14.7 | 0.67 | 325 | B | 10.3 | 0.50 | 182 |
| | NB | LTR | | C | 22.5 | 0.50 | 116 | A | 7.4 | 0.29 | 28 |
| | SB | LTR | | C | 27.8 | 0.51 | 120 | A | 4.5 | 0.24 | 14 |
| | Overall | | | B | 15.3 | | | B | 10.3 | | |
| Malabar Road & Jupiter Boulevard | EB | L | 120 | D | 51.5 | 0.84 | 187 | C | 34.6 | 0.65 | 104 |
| | | TR | | C | 31.6 | 0.71 | 310 | D | 36.0 | 0.84 | 356 |
| | WB | L | 220 | B | 18.8 | 0.21 | 40 | C | 20.1 | 0.30 | 43 |
| | | TR | | D | 42.5 | 0.85 | 289 | E | 62.2 | 1.00 | 45 |
| | NB | L | 225 | D | 45.8 | 0.60 | 226 | E | 74.5 | 0.98 | 273 |
| | | T | | D | 38.5 | 0.60 | 204 | D | 37.7 | 0.58 | 193 |
| | | R | 225 | A | 0.3 | 0.08 | 0 | A | 0.2 | 0.07 | 0 |
| | SB | L | 230 | C | 24.2 | 0.59 | 146 | C | 22.7 | 0.49 | 130 |
| | | TR | | D | 52.5 | 0.86 | 318 | E | 77.8 | 1.00 | 395 |
| | Overall | | | D | 38.9 | | | D | 50.9 | | |
| Malabar Road & St. Johns Heritage Pkwy. | EB | L | 330 | C | 25.0 | 0.68 | 62 | C | 22.9 | 0.25 | 59 |
| | | T | | B | 10.5 | 0.23 | 58 | C | 22.5 | 0.26 | 89 |
| | WB | T | | C | 31.0 | 0.76 | 215 | D | 36.6 | 0.56 | 118 |
| | | R | 230 | A | 6.8 | 0.71 | 0 | B | 10.8 | 0.72 | 91 |
| | SB | L | | D | 40.7 | 0.79 | 188 | D | 39.6 | 0.93 | 770 |
| | | R | | B | 14.0 | 0.44 | 103 | A | 1.7 | 0.06 | 13 |
| | Overall | | | C | 21.1 | | | C | 28.7 | | |

Table 15
Future No Build Levels of Service with Background Improvements – Unsignalized Intersections

| Unsignalized Intersection | Direction/ Movement | | Queue Storage (veh) | Future No Build with Background Improvements | | | | | | | |
|---|------------------------|-----|---------------------------|--|----------------|--------------|--------------|--------|----------------|--------------|--------------|
| | | | | AM PSH | | | | PM PSH | | | |
| | | | | LOS | Delay (s/v) | v/c Ratio | 95% Queue | LOS | Delay (s/v) | v/c Ratio | 95% Queue |
| Emerson Drive & St. Johns Heritage | WB | L | 10 | F | 1095.6 | 3.075 | 17.5 | F | 4447.3 | 9.833 | 20.3 |
| | | R | 10 | F | 193.0 | 1.320 | 22.1 | B | 10.7 | 0.168 | 0.6 |
| | SB | L | | C | 17.3 | 0.235 | 0.9 | B | 11.6 | 0.462 | 2.5 |
| Pace Drive & St. Johns Heritage Parkway | WB | L | 16 | F | 311.2 | 1.459 | 12.4 | F | 444.4 | 1.583 | 8.4 |
| | | R | 16 | C | 23.3 | 0.659 | 4.8 | B | 10.4 | 0.130 | 0.4 |
| | SB | L | | B | 11.1 | 0.123 | 0.4 | B | 10.0 | 0.288 | 1.2 |
| Malabar Road & Thunderbird | EB | L | 8 | B | 12.5 | 0.017 | 0.1 | A | 9.3 | 0.015 | 0.0 |
| | SB | LTR | | E | 37.7 | 0.205 | 0.7 | D | 31.8 | 0.071 | 0.2 |
| Malabar Road & Hurley Blvd. | WB | L | | B | 11.0 | 0.096 | 0.3 | B | 11.0 | 0.145 | 0.5 |
| | NB | LR | | F | 408.6 | 1.693 | 15.3 | F | 135.5 | 0.919 | 5.7 |
| Malabar Road & Garvey Road | WB | L | | B | 11.7 | 0.200 | 0.7 | B | 11.0 | 0.267 | 1.1 |
| | NB | L | 5 | F | 118.4 | 0.642 | 2.9 | F | 78.8 | 0.134 | 0.4 |
| | | R | 5 | C | 17.3 | 0.437 | 2.2 | B | 12.5 | 0.191 | 0.7 |
| Garvey Road & Jupiter Boulevard | EB | LTR | | F | 64.4 | 0.980 | 13.2 | F | 61.3 | 0.971 | 12.9 |
| | WB | LTR | | F | 68.5 | 0.990 | 13.9 | F | 66.2 | 1.000 | 14.1 |
| | NB | LTR | | C | 22.5 | 0.596 | 3.8 | C | 17.9 | 0.451 | 2.3 |
| | SB | LTR | | C | 17.6 | 0.414 | 2.0 | C | 18.2 | 0.463 | 2.4 |

Future Build Intersection Capacity Analysis with Background Improvements

Tables 16 and 17 summarize the Future Build levels of service (LOS), volume-to-capacity (v/c) ratios, delays and 95th percentile queues with consideration of background improvements.

Table 16
Future Build Levels of Service with Background Improvements – Signalized Intersections

| Signalized Intersection | Direction/ Movement | | Queue Storage (ft) | Future Build with Background Improvements | | | | | | | |
|---|------------------------|-----|--------------------------|---|----------------|--------------|--------------|--------|----------------|--------------|--------------|
| | | | | AM PSH | | | | PM PSH | | | |
| | | | | LOS | Delay (s/v) | v/c Ratio | 95% Queue | LOS | Delay (s/v) | v/c Ratio | 95% Queue |
| Malabar Road & Krassner Drive/Bending Branch Way | EB | L | 200 | A | 6.3 | 0.08 | 13 | A | 4.0 | 0.11 | 12 |
| | | T | | B | 13.9 | 0.53 | 218 | B | 12.1 | 0.51 | 205 |
| | | R | 200 | A | 0.0 | 0.02 | 0 | A | 0.6 | 0.05 | 4 |
| | WB | L | 340 | A | 6.7 | 0.16 | 28 | A | 4.6 | 0.25 | 24 |
| | | TR | | B | 15.1 | 0.69 | 353 | B | 10.4 | 0.54 | 214 |
| | NB | LTR | | C | 23.3 | 0.51 | 116 | A | 7.7 | 0.30 | 29 |
| | SB | LTR | | C | 29.0 | 0.52 | 120 | A | 4.5 | 0.23 | 15 |
| | Overall | | | B | 15.7 | | | B | 10.3 | | |
| Malabar Road & Jupiter Boulevard | EB | L | 120 | F | 80.7 | 0.98 | 239 | D | 44.6 | 0.76 | 136 |
| | | TR | | C | 34.3 | 0.77 | 360 | D | 41.2 | 0.90 | 398 |
| | WB | L | 220 | B | 19.4 | 0.24 | 40 | C | 20.1 | 0.30 | 43 |
| | | TR | | D | 45.7 | 0.89 | 313 | F | 82.0 | 1.07 | 448 |
| | NB | L | 225 | E | 60.5 | 0.94 | 261 | F | 95.7 | 1.06 | 305 |
| | | T | | D | 38.4 | 0.60 | 204 | D | 37.7 | 0.58 | 193 |
| | | R | 225 | A | 0.3 | 0.08 | 0 | A | 0.2 | 0.07 | 0 |
| | SB | L | 230 | C | 24.2 | 0.59 | 146 | C | 22.7 | 0.49 | 130 |
| | | TR | | E | 56.7 | 0.89 | 339 | F | 92.7 | 1.06 | 429 |
| | Overall | | | D | 44.7 | | | E | 62.6 | | |
| Malabar Road & St. Johns Heritage Pkwy. | EB | L | 330 | C | 28.1 | 0.71 | 121 | C | 22.9 | 0.25 | 59 |
| | | T | | B | 11.1 | 0.23 | 83 | C | 22.8 | 0.27 | 92 |
| | WB | T | | C | 32.6 | 0.78 | 261 | D | 37.1 | 0.57 | 122 |
| | | R | 230 | A | 7.4 | 0.75 | 27 | B | 11.3 | 0.75 | 98 |
| | SB | L | | D | 44.0 | 0.83 | 273 | D | 54.1 | 1.00 | 856 |
| | | R | | B | 13.8 | 0.43 | 138 | A | 1.7 | 0.06 | 13 |
| | Overall | | | C | 22.4 | | | D | 35.2 | | |

Table 17
Future Build Levels of Service with Background Improvements – Unsignalized Intersections

| Unsignalized Intersection | Direction/Movement | | Queue Storage (veh) | Future Build with Background Improvements | | | | | | | |
|---|--------------------|-----|---------------------|---|-------------|-----------|-----------|--------|-------------|-----------|-----------|
| | | | | AM PSH | | | | PM PSH | | | |
| | | | | LOS | Delay (s/v) | v/c Ratio | 95% Queue | LOS | Delay (s/v) | v/c Ratio | 95% Queue |
| Emerson Drive & St. Johns Heritage | WB | L | 10 | F | 1313.4 | 3.526 | 18.6 | F | 5975.4 | 12.958 | 21.3 |
| | | R | 10 | F | 214.1 | 1.369 | 23.3 | B | 10.9 | 0.173 | 0.6 |
| | SB | L | | C | 18.1 | 0.246 | 1.0 | B | 12.1 | 0.479 | 2.7 |
| Pace Drive & St. Johns Heritage Parkway | WB | L | 16 | F | 411.3 | 1.679 | 14.0 | F | 621.9 | 1.954 | 9.7 |
| | | R | 16 | D | 25.4 | 0.686 | 5.2 | B | 10.6 | 0.134 | 0.5 |
| | SB | L | | B | 11.5 | 0.130 | 0.4 | B | 10.3 | 0.300 | 1.3 |
| Malabar Road & West Dwy. | WB | L | 4 | A | 9.2 | 0.037 | 0.1 | B | 25.4 | 0.113 | 0.4 |
| | NB | LR | | C | 19.2 | 0.205 | 0.8 | D | 11.9 | 0.287 | 1.1 |
| Malabar Road & Thunderbird Avenue | EB | L | 8 | B | 12.7 | 0.017 | 0.1 | A | 9.5 | 0.015 | 0.0 |
| | WB | L | 8 | A | 9.5 | 0.044 | 0.1 | B | 12.1 | 0.124 | 0.4 |
| | NB | LTR | | F | 195.2 | 1.105 | 7.3 | F | 449.5 | 1.685 | 11.0 |
| | SB | LTR | | F | 71.7 | 0.368 | 1.4 | F | 80.5 | 0.224 | 0.8 |
| Malabar Road & Hurley Blvd. | WB | L | | B | 11.7 | 0.105 | 0.4 | B | 11.7 | 0.155 | 0.5 |
| | NB | LR | | F | 618.2 | 2.139 | 17.9 | F | 258.3 | 1.231 | 7.7 |
| Malabar Road & Garvey Road | WB | L | | B | 12.2 | 0.210 | 0.8 | B | 11.3 | 0.277 | 1.1 |
| | NB | L | 5 | F | 156.1 | 0.761 | 3.4 | F | 98.3 | 0.237 | 0.8 |
| | | R | 5 | C | 18.2 | 0.456 | 2.4 | B | 12.8 | 0.197 | 0.7 |
| Garvey Road & Jupiter Boulevard | EB | LTR | | F | 70.7 | 1.020 | 14.1 | F | 67.7 | 1.020 | 67.7 |
| | WB | LTR | | F | 71.4 | 1.020 | 14.2 | F | 79.7 | 1.052 | 79.7 |
| | NB | LTR | | C | 22.9 | 0.613 | 3.8 | C | 18.2 | 0.467 | 18.2 |
| | SB | LTR | | C | 17.9 | 0.426 | 2.0 | C | 18.5 | 0.478 | 18.5 |

As identified in Tables 14 through 17, each intersection analyzed inclusive of background improvements with the addition of background traffic, vested traffic and Project traffic will experience some improvement. However, many instances of v/c ratios over 1.0 and/or violations of the adopted Level of Service Standard and/or 95th percentile queues that exceed the available queue storage will still remain.

Future Build Road Segment Analysis with Background Improvements

Roadway segment analyses were prepared for the subject roadway segments for Future conditions with consideration of the anticipated background improvements and the results are detailed in Table 18 below. As shown, all segments will operate within capacity with the background improvement program that is currently being assessed and designed and no further roadway segment analysis is necessary.

Table 18
Future Build Roadway Segment Analysis with Background Improvements

| Roadway | Segment | Segment ID | Classification | Number of Lanes | Speed Limit | Adopted LOS | Daily Adopted Capacity | 2022 Existing Volume - SCTPO | No Build Volume | No Build v/c Ratio | No Build Exceed Capacity? | Project Trips | Build Volumes | Build v/c Ratio | Build Exceed Capacity? |
|---------------|------------------|------------|--------------------------|-----------------|-------------|-------------|--------------------------------|------------------------------|-----------------|--------------------|---------------------------|---------------|---------------|-----------------|------------------------|
| Malabar Road | SHJP | 589 | Urban Minor Arterial | 2 | 45 | D | 33,800 | 10,213 | 11,055 | 0.33 | N | 2,338 | 13,393 | 0.4 | N |
| Malabar Road | Thunderbird Ave. | 589 | Urban Minor Arterial | 2 | 45 | D | 33,800 | 10,213 | 11,055 | 0.33 | N | 3,538 | 14,593 | 0.43 | N |
| Malabar Road | Hurley Blvd. | 589 | Urban Minor Arterial | 2 | 45 | D | 37,900 | 10,213 | 11,055 | 0.29 | N | 3,418 | 14,473 | 0.38 | N |
| Malabar Road | Jupiter Blvd. | 371 | Urban Principal Arterial | 2 | 45 | D | 37,900 | 18,399 | 19,916 | 0.53 | N | 1,799 | 21,715 | 0.57 | N |
| Malabar Road | Garvey Road | 371 | Urban Principal Arterial | 2 | 45 | D | 37,900 | 18,399 | 19,916 | 0.53 | N | 1,679 | 21,595 | 0.57 | N |
| SIHP | Malabar Road | 609 | Urban Minor Arterial | 2 | 40 | E | 37,900 | 6,656 | 7,491 | 0.2 | N | 2,099 | 9,590 | 0.25 | N |
| SIHP | Pace Drive | 610 | Urban Minor Arterial | 2 | 40 | E | 37,900 | 8,829 | 9,937 | 0.26 | N | 1,859 | 11,796 | 0.31 | N |
| SIHP | Emerson Drive | 629 | Urban Minor Arterial | 2 | 40 | E | 39,800 | 13,899 | 16,894 | 0.42 | N | 1,679 | 18,573 | 0.47 | N |
| Jupiter Blvd. | Degroodt Rd. | 573 | Urban Minor Arterial | 2 | 40 | D | 17,700 | 8,023 | 8,684 | 0.49 | N | 839 | 9,523 | 0.54 | N |
| Jupiter Blvd. | Malabar Road | 620 | Urban Minor Arterial | 2 | 40 | D | 17,700 | 11,262 | 12,190 | 0.69 | N | 899 | 13,089 | 0.74 | N |
| Jupiter Blvd. | Americana Blvd. | 574 | Urban Minor Arterial | 2 | 40 | D | 17,700 | 12,189 | 13,194 | 0.75 | N | 899 | 14,093 | 0.8 | N |
| Jupiter Blvd. | Pace Drive | 621 | Urban Minor Arterial | 2 | 40 | D | 17,700 | 11,635 | 12,594 | 0.71 | N | 899 | 13,493 | 0.76 | N |
| Roadway | Segment | Segment ID | Classification | Number of Lanes | Speed Limit | Adopted LOS | 2-Way PM Peak Adopted Capacity | 2024 Existing Volume | No Build Volume | No Build v/c Ratio | No Build Exceed Capacity? | Project Trips | Build Volumes | Build v/c Ratio | Build Exceed Capacity? |
| Malabar Road | SHJP | 589 | Urban Minor Arterial | 2 | 45 | D | 3,040 | 942 | 1,700 | 0.56 | N | 122 | 1,822 | 0.6 | N |
| Malabar Road | Thunderbird Ave. | 589 | Urban Minor Arterial | 2 | 45 | D | 3,040 | 1,139 | 2,001 | 0.66 | N | 185 | 2,186 | 0.72 | N |
| Malabar Road | Hurley Blvd. | 589 | Urban Minor Arterial | 2 | 45 | D | 3,420 | 1,229 | 2,033 | 0.59 | N | 178 | 2,211 | 0.65 | N |
| Malabar Road | Jupiter Blvd. | 371 | Urban Principal Arterial | 2 | 45 | D | 3,420 | 1,203 | 1,686 | 0.49 | N | 94 | 1,780 | 0.52 | N |
| Malabar Road | Garvey Road | 371 | Urban Principal Arterial | 2 | 45 | D | 3,420 | 1,535 | 2,028 | 0.59 | N | 87 | 2,115 | 0.62 | N |
| SIHP | Malabar Road | 609 | Urban Minor Arterial | 2 | 40 | E | 3,420 | 794 | 1,421 | 0.42 | N | 106 | 1,527 | 0.45 | N |
| SIHP | Pace Drive | 610 | Urban Minor Arterial | 2 | 40 | E | 3,420 | 1,064 | 1,689 | 0.49 | N | 97 | 1,786 | 0.52 | N |
| SIHP | Emerson Drive | 629 | Urban Minor Arterial | 2 | 40 | E | 3,580 | 1,534 | 2,151 | 0.6 | N | 88 | 2,239 | 0.63 | N |
| Jupiter Blvd. | Degroodt Rd. | 573 | Urban Minor Arterial | 2 | 40 | D | 1,600 | 798 | 1,039 | 0.65 | N | 37 | 1,076 | 0.67 | N |
| Jupiter Blvd. | Malabar Road | 620 | Urban Minor Arterial | 2 | 40 | D | 1,600 | 955 | 1,174 | 0.73 | N | 47 | 1,221 | 0.76 | N |
| Jupiter Blvd. | Americana Blvd. | 574 | Urban Minor Arterial | 2 | 40 | D | 1,600 | 955 | 1,174 | 0.73 | N | 47 | 1,221 | 0.76 | N |
| Jupiter Blvd. | Pace Drive | 621 | Urban Minor Arterial | 2 | 40 | D | 1,600 | 955 | 1,174 | 0.73 | N | 47 | 1,221 | 0.76 | N |

FUTURE CONDITIONS WITH ADDITIONAL IMPROVEMENTS

An assessment was made of the additional improvements necessary to mitigate the Future No Build scenario such that overall intersection operations improve to Level of Service “C” or better and no intersection turning movements operate at a v/c ratio of greater than 1.0. Analyses of this scenario were prepared for both Future No Build and Future Build traffic volumes.

Future No Build Intersection Capacity Analysis with Additional Improvements

The following additional improvements are required to mitigate Future No Build Traffic Volumes:

- Malabar Road & Thunderbird Avenue – The only mitigation to improve the southbound approach to Level of Service “C” would be signalization of the intersection. However, it is unlikely that the traffic volumes along Thunderbird Avenue would warrant a traffic signal at this location. Notably, movements from Thunderbird Avenue would operate at Level of Service “E” or better with 95th percentile queues of less than 1 vehicle during both peak hours analyzed.
- Malabar Road & St. Johns Heritage Parkway – Restripe the southbound approach to an exclusive left-turn lane and a shared right-turn/left-turn lane.
- St. Johns Heritage Parkway & Pace Drive – Signalize the intersection with a southbound permitted/protected operation and a westbound right-turn overlap phase.
- St. Johns Heritage Parkway & Emerson Drive – Signalize the intersection and add an exclusive southbound left-turn lane with permitted/protected operation and a westbound right-turn overlap phase.
- Malabar Road & Krassner Drive/Bending Branch Way – No additional improvements required.
- Malabar Road & Hurley Boulevard – Signalize the intersection.
- Malabar Road & Jupiter Boulevard – Add eastbound and westbound right-turn lanes, add a southbound right-turn lane and extend the eastbound and westbound left-turn lane storage.
- Malabar Road & Garvey Road – Signalize the intersection.
- Jupiter Boulevard & Garvey Road – Signalize the intersection.

Tables 19 and 20 summarize the Future No Build levels of service (LOS), volume-to-capacity (v/c) ratios, delays and 95th percentile queues with consideration of these additional improvements. All capacity analysis calculation worksheets for this scenario are contained in Appendix I.

Table 19
Future No Build Levels of Service with Additional Improvements – Signalized Intersections

| Signalized Intersection | Direction/ Movement | | Queue Storage (ft) | Future No Build with Additional Improvements | | | | | | | |
|---|------------------------|-----|--------------------------|--|----------------|--------------|--------------|--------|----------------|--------------|--------------|
| | | | | AM PSH | | | | PM PSH | | | |
| | | | | LOS | Delay (s/v) | v/c Ratio | 95% Queue | LOS | Delay (s/v) | v/c Ratio | 95% Queue |
| Malabar Road & Krassner Drive/Bending Branch Way | EB | L | 200 | A | 6.2 | 0.07 | 13 | A | 3.9 | 0.10 | 12 |
| | | T | | B | 13.5 | 0.48 | 187 | B | 11.4 | 0.48 | 170 |
| | | R | 200 | A | 0.0 | 0.02 | 0 | A | 0.7 | 0.05 | 5 |
| | WB | L | 340 | A | 6.5 | 0.15 | 28 | A | 5.0 | 0.25 | 24 |
| | | TR | | B | 14.7 | 0.67 | 325 | B | 10.5 | 0.50 | 183 |
| | NB | LTR | | C | 22.5 | 0.50 | 116 | A | 7.3 | 0.29 | 28 |
| | SB | LTR | | C | 27.8 | 0.51 | 120 | A | 4.5 | 0.24 | 14 |
| | Overall | | | B | 15.3 | | | A | 10.0 | | |
| Malabar Road & Jupiter Boulevard | EB | L | 200 | C | 23.8 | 0.60 | 124 | C | 21.1 | 0.46 | 78 |
| | | T | | C | 28.2 | 0.54 | 205 | C | 27.7 | 0.53 | 200 |
| | | R | 200 | A | 2.3 | 0.19 | 30 | A | 2.1 | 0.30 | 36 |
| | WB | L | 220 | B | 16.3 | 0.16 | 37 | B | 15.7 | 0.18 | 40 |
| | | T | | D | 36.6 | 0.72 | 212 | C | 32.6 | 0.71 | 232 |
| | | R | 220 | A | 3.3 | 0.18 | 32 | A | 2.6 | 0.30 | 38 |
| | NB | L | 250 | C | 28.0 | 0.67 | 185 | C | 28.1 | 0.66 | 186 |
| | | T | | D | 38.5 | 0.61 | 204 | D | 38.8 | 0.61 | 196 |
| | | R | 225 | A | 0.1 | 0.06 | 0 | A | 0.1 | 0.06 | 0 |
| | SB | L | 240 | C | 24.5 | 0.58 | 148 | C | 23.2 | 0.52 | 131 |
| | | T | | D | 47.8 | 0.68 | 183 | D | 51.1 | 0.70 | 198 |
| | | R | 240 | A | 7.0 | 0.22 | 50 | B | 13.8 | 0.37 | 103 |
| | Overall | | | C | 26.9 | | | C | 24.2 | | |
| Malabar Road & St. Johns Heritage Pkwy. | EB | L | 330 | B | 17.0 | 0.60 | 91 | B | 14.4 | 0.18 | 49 |
| | | T | | A | 8.2 | 0.21 | 71 | B | 13.6 | 0.20 | 73 |
| | WB | T | | C | 26.3 | 0.69 | 239 | C | 24.7 | 0.41 | 102 |
| | | R | 230 | A | 6.0 | 0.70 | 26 | A | 8.0 | 0.66 | 76 |
| | SB | LR | | C | 26.7 | 0.79 | 151 | C | 22.3 | 0.75 | 279 |
| | Overall | | | B | 18.2 | | | B | 18.1 | | |
| Emerson Drive & St. Johns Heritage Parkway | WB | L | | D | 35.7 | 0.56 | 126 | C | 24.3 | 0.43 | 103 |
| | | R | 325 | C | 34.5 | 0.82 | 307 | A | 3.1 | 0.17 | 26 |
| | NB | T | | C | 31.9 | 0.93 | 531 | B | 17.8 | 0.50 | 113 |
| | | R | 300 | A | 3.7 | 0.11 | 24 | A | 5.0 | 0.16 | 25 |
| | SB | L | 220 | A | 9.3 | 0.34 | 34 | C | 32.3 | 0.87 | 273 |
| | | T | | A | 5.5 | 0.11 | 37 | A | 8.7 | 0.51 | 197 |
| | Overall | | | C | 28.4 | | | B | 15.5 | | |
| Pace Drive & St. Johns Heritage Parkway | WB | L | | B | 17.8 | 0.34 | 107 | C | 31.3 | 0.36 | 90 |
| | | R | 400 | C | 20.1 | 0.68 | 186 | A | 9.4 | 0.28 | 41 |
| | NB | T | | B | 14.3 | 0.61 | 214 | A | 5.2 | 0.20 | 66 |
| | | R | 300 | A | 3.5 | 0.11 | 22 | A | 14.0 | 0.08 | 14 |
| | SB | TL | | B | 15.3 | 0.60 | 153 | B | 10.2 | 0.67 | 261 |
| | Overall | | | B | 15.5 | | | A | 9.6 | | |

Table 19 (Continued)
Future No Build Levels of Service with Additional Improvements – Signalized Intersections

| Signalized Intersection | Direction/ Movement | | Queue Storage (ft) | Future No Build with Additional Improvements | | | | | | | |
|------------------------------------|------------------------|-----|--------------------------|--|----------------|--------------|--------------|--------|----------------|--------------|--------------|
| | | | | AM PSH | | | | PM PSH | | | |
| | | | | LOS | Delay (s/v) | v/c Ratio | 95% Queue | LOS | Delay (s/v) | v/c Ratio | 95% Queue |
| Malabar Road & Hurley Blvd. | EB | TR | | A | 7.9 | 0.48 | 162 | A | 4.7 | 0.39 | 126 |
| | WB | TL | | B | 10.7 | 0.66 | 231 | A | 7.0 | 0.57 | 185 |
| | NB | LR | | C | 24.8 | 0.55 | 133 | B | 19.5 | 0.38 | 63 |
| | Overall | | | B | 10.8 | | | A | 6.6 | | |
| Malabar Road & Garvey Road | EB | TR | | A | 9.6 | 0.58 | 152 | A | 6.2 | 0.41 | 93 |
| | WB | L | 250 | C | 20.3 | 0.58 | 75 | B | 14.5 | 0.60 | 93 |
| | | T | | A | 8.5 | 0.46 | 117 | A | 7.4 | 0.54 | 135 |
| | NB | L | | C | 20.8 | 0.14 | 43 | C | 24.8 | 0.03 | 15 |
| | | R | 115 | B | 14.1 | 0.54 | 84 | B | 10.2 | 0.35 | 43 |
| | Overall | | | B | 10.6 | | | A | 7.9 | | |
| Garvey Road & Jupiter Boulevard | EB | LTR | | B | 18.1 | 0.69 | 243 | B | 14.3 | 0.62 | 218 |
| | WB | LTR | | B | 18.6 | 0.70 | 250 | B | 18.5 | 0.73 | 258 |
| | NB | LTR | | C | 22.2 | 0.60 | 158 | C | 20.9 | 0.52 | 120 |
| | SB | LTR | | B | 18.2 | 0.40 | 104 | C | 21.2 | 0.48 | 127 |
| | Overall | | | B | 19.0 | | | B | 17.7 | | |

Table 20
Future No Build Levels of Service with Additional Improvements – Unsignalized Intersections

| Unsignalized Intersection | Direction/ Movement | | Queue Storage (veh) | Future No Build with Additional Improvements | | | | | | | |
|-----------------------------------|------------------------|-----|---------------------------|--|----------------|--------------|--------------|--------|----------------|--------------|--------------|
| | | | | AM PSH | | | | PM PSH | | | |
| | | | | LOS | Delay (s/v) | v/c Ratio | 95% Queue | LOS | Delay (s/v) | v/c Ratio | 95% Queue |
| Malabar Rd. & Thunderbird Ave. | EB | L | 8 | B | 12.5 | 0.017 | 0.1 | A | 9.3 | 0.015 | 0.0 |
| | SB | LTR | | E | 37.7 | 0.205 | 0.7 | D | 31.8 | 0.071 | 0.2 |

Future Build Intersection Capacity Analysis with Additional Improvements

Tables 21 and 22 summarize the Future Build levels of service (LOS), volume-to-capacity (v/c) ratios, delays and 95th percentile queues with consideration of additional improvements.

**Table 21
Future Build Levels of Service with Additional Improvements – Signalized Intersections**

| Signalized Intersection | Direction/ Movement | | Queue Storage (ft) | Future Build with Additional Improvements | | | | | | | |
|---|------------------------|-----|--------------------------|---|----------------|--------------|--------------|--------|----------------|--------------|--------------|
| | | | | AM PSH | | | | PM PSH | | | |
| | | | | LOS | Delay (s/v) | v/c Ratio | 95% Queue | LOS | Delay (s/v) | v/c Ratio | 95% Queue |
| Malabar Road & Krassner Drive/Bending Branch Way | EB | L | 200 | A | 6.3 | 0.08 | 13 | A | 3.8 | 0.11 | 12 |
| | | T | | B | 13.9 | 0.53 | 218 | B | 11.0 | 0.49 | 187 |
| | | R | 200 | A | 0.0 | 0.02 | 0 | A | 0.5 | 0.05 | 4 |
| | WB | L | 340 | A | 6.7 | 0.16 | 28 | A | 4.9 | 0.26 | 23 |
| | | TR | | B | 15.1 | 0.69 | 353 | B | 10.5 | 0.54 | 213 |
| | NB | LTR | | C | 23.3 | 0.51 | 116 | A | 7.7 | 0.30 | 29 |
| | SB | LTR | | C | 29.0 | 0.52 | 120 | A | 4.5 | 0.24 | 15 |
| | Overall | | | B | 15.7 | | | A | 9.9 | | |
| Malabar Road & Jupiter Boulevard | EB | L | 200 | C | 28.4 | 0.69 | 143 | C | 25.5 | 0.58 | 89 |
| | | T | | C | 29.0 | 0.58 | 225 | C | 28.0 | 0.56 | 216 |
| | | R | 200 | A | 2.3 | 0.21 | 31 | A | 2.1 | 0.31 | 37 |
| | WB | L | 220 | B | 16.5 | 0.17 | 37 | B | 15.8 | 0.19 | 40 |
| | | T | | D | 37.9 | 0.75 | 225 | C | 33.7 | 0.74 | 255 |
| | | R | 220 | A | 3.3 | 0.18 | 32 | A | 2.5 | 0.30 | 38 |
| | NB | L | 250 | C | 29.9 | 0.70 | 196 | C | 32.0 | 0.72 | 215 |
| | | T | | D | 38.8 | 0.62 | 204 | D | 39.4 | 0.62 | 196 |
| | | R | 225 | A | 0.1 | 0.06 | 0 | A | 0.1 | 0.06 | 0 |
| | SB | L | 240 | C | 24.7 | 0.58 | 148 | C | 23.8 | 0.53 | 131 |
| | | T | | D | 48.2 | 0.68 | 183 | D | 52.5 | 0.71 | 198 |
| | | R | 240 | A | 8.1 | 0.25 | 59 | B | 15.8 | 0.43 | 124 |
| | Overall | | | C | 27.8 | | | C | 25.3 | | |
| Malabar Road & St. Johns Heritage PkwY. | EB | L | 330 | B | 18.4 | 0.62 | 95 | B | 14.8 | 0.19 | 48 |
| | | T | | A | 8.6 | 0.21 | 72 | B | 14.1 | 0.21 | 75 |
| | WB | T | | C | 27.0 | 0.70 | 242 | C | 25.2 | 0.42 | 104 |
| | | R | 230 | A | 6.6 | 0.73 | 25 | A | 8.3 | 0.69 | 79 |
| | SB | LR | | C | 29.7 | 0.82 | 173 | C | 23.5 | 0.78 | 325 |
| | Overall | | | B | 19.4 | | | B | 18.7 | | |

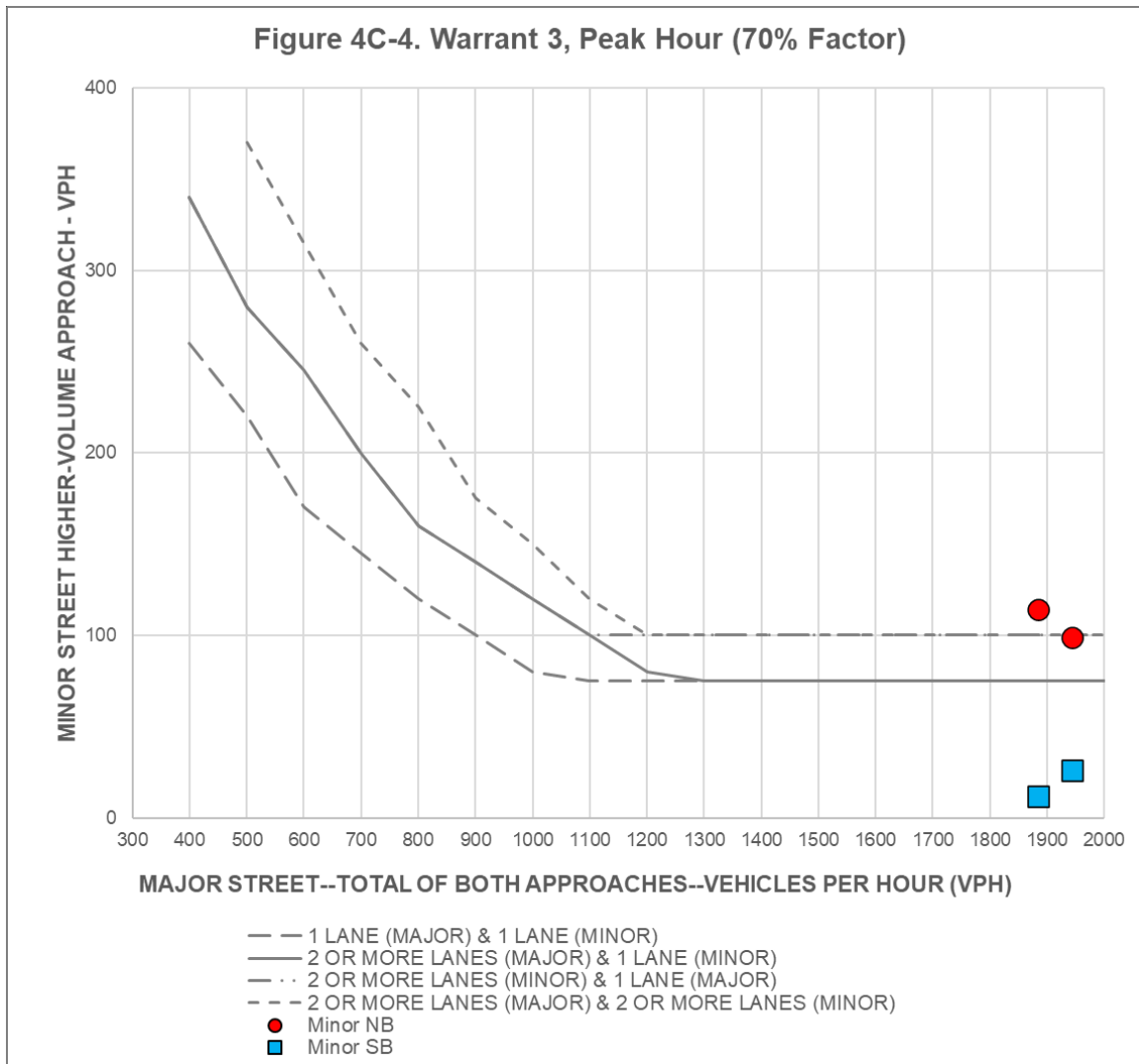
Table 21 (Continued)
Future Build Levels of Service with Additional Improvements – Signalized Intersections

| Signalized Intersection | Direction/ Movement | | Queue Storage (ft) | Future Build with Additional Improvements | | | | | | | |
|--|------------------------|-----|--------------------------|---|----------------|--------------|--------------|--------|----------------|--------------|--------------|
| | | | | AM PSH | | | | PM PSH | | | |
| | | | | LOS | Delay (s/v) | v/c Ratio | 95% Queue | LOS | Delay (s/v) | v/c Ratio | 95% Queue |
| Emerson Drive & St. Johns Heritage Parkway | WB | L | | D | 35.9 | 0.57 | 128 | C | 25.3 | 0.45 | 110 |
| | | R | 325 | C | 34.4 | 0.81 | 305 | A | 3.2 | 0.17 | 27 |
| | NB | T | | D | 36.6 | 0.96 | 560 | B | 17.8 | 0.51 | 124 |
| | | R | 300 | A | 3.7 | 0.11 | 25 | A | 4.7 | 0.16 | 26 |
| | SB | L | 220 | A | 9.4 | 0.34 | 34 | C | 33.2 | 0.88 | 281 |
| | | T | | A | 5.6 | 0.12 | 42 | A | 8.9 | 0.52 | 214 |
| | Overall | | | C | 30.9 | | | B | 15.7 | | |
| Pace Drive & St. Johns Heritage Parkway | WB | L | | B | 18.7 | 0.35 | 115 | C | 33.6 | 0.40 | 95 |
| | | R | 400 | C | 21.9 | 0.69 | 204 | A | 9.7 | 0.29 | 41 |
| | NB | T | | B | 14.8 | 0.63 | 240 | A | 5.2 | 0.22 | 74 |
| | | R | 300 | A | 3.4 | 0.12 | 23 | A | 1.4 | 0.08 | 14 |
| | SB | TL | | B | 16.1 | 0.63 | 172 | B | 10.9 | 0.70 | 298 |
| | Overall | | | B | 16.3 | | | B | 10.1 | | |
| Malabar Road & Thunderbird Avenue | EB | L | 220 | A | 5.5 | 0.04 | 6 | A | 6.0 | 0.03 | 8 |
| | | T | | A | 5.5 | 0.31 | 98 | A | 7.8 | 0.49 | 181 |
| | | R | 300 | A | 0.6 | 0.02 | 3 | A | 2.1 | 0.05 | 12 |
| | WB | L | 220 | A | 5.3 | 0.07 | 15 | B | 10.2 | 0.27 | 37 |
| | | TR | | A | 7.9 | 0.58 | 232 | A | 7.1 | 0.40 | 122 |
| | NB | LTR | | C | 22.8 | 0.44 | 71 | B | 19.7 | 0.44 | 69 |
| | SB | LTR | | B | 14.7 | 0.13 | 23 | B | 18.0 | 0.05 | 16 |
| | Overall | | | A | 7.9 | | | A | 8.3 | | |
| Malabar Road & Hurley Blvd. | EB | TR | | A | 8.2 | 0.51 | 195 | A | 4.7 | 0.41 | 141 |
| | WB | TL | | B | 11.2 | 0.68 | 269 | A | 7.6 | 0.62 | 222 |
| | NB | LR | | C | 27.4 | 0.57 | 149 | C | 23.2 | 0.41 | 74 |
| | Overall | | | B | 11.3 | | | A | 7.0 | | |
| Malabar Road & Garvey Road | EB | TR | | A | 9.8 | 0.59 | 89 | A | 6.1 | 0.42 | 98 |
| | WB | L | 250 | C | 23.3 | 0.62 | 22 | B | 14.8 | 0.61 | 95 |
| | | T | | A | 8.6 | 0.47 | 65 | A | 7.4 | 0.56 | 143 |
| | NB | L | | C | 22.9 | 0.14 | 10 | C | 26.7 | 0.04 | 21 |
| | | R | 115 | B | 16.7 | 0.56 | 20 | B | 10.7 | 0.36 | 45 |
| | Overall | | | B | 11.1 | | | A | 7.9 | | |
| Garvey Road & Jupiter Boulevard | EB | LTR | | B | 18.7 | 0.71 | 264 | B | 14.5 | 0.63 | 229 |
| | WB | LTR | | B | 18.8 | 0.71 | 267 | B | 18.9 | 0.74 | 275 |
| | NB | LTR | | C | 23.2 | 0.61 | 170 | C | 21.7 | 0.52 | 127 |
| | SB | LTR | | B | 18.9 | 0.41 | 111 | C | 22.0 | 0.48 | 134 |
| | Overall | | | B | 19.6 | | | B | 18.2 | | |

Table 22
Future Build Levels of Service with Additional Improvements – Unsignalized Intersections

| Unsignalized Intersection | Direction/ Movement | | Queue Storage (veh) | Future Build with Additional Improvements | | | | | | | |
|-----------------------------|------------------------|----|---------------------------|---|----------------|--------------|--------------|--------|----------------|--------------|--------------|
| | | | | AM PSH | | | | PM PSH | | | |
| | | | | LOS | Delay (s/v) | v/c Ratio | 95% Queue | LOS | Delay (s/v) | v/c Ratio | 95% Queue |
| Malabar Road & West Dwy. | WB | L | 4 | A | 9.2 | 0.037 | 0.1 | B | 11.9 | 0.113 | 0.4 |
| | NB | LR | | C | 19.2 | 0.205 | 0.8 | D | 25.4 | 0.287 | 1.1 |

As identified in Tables 21 through 22, each off site intersection analyzed inclusive of additional improvements to mitigate Future No Build traffic volumes will operate within the adopted Level of Service standard and with v/c ratios of less than 1.0 with consideration of the addition of site generated traffic. The only necessary improvement to specifically mitigate The Project site generated traffic would be signalization of the easterly driveway and Thunderbird Avenue. As shown below, a preliminary assessment indicates that the peak hour signal warrant will be satisfied at this intersection under Future Build conditions.



TURN LANE ANALYSIS

Access is proposed via two (2) driveways along Malabar Road with the easterly driveway aligned as the fourth leg of the intersection of Thunderbird Avenue. The driveways were assessed for the need for exclusive turn lanes based on NCHRP Report 457 and the summary sheets are provided in Appendix J. The following summarizes the assessment:

- Malabar Road & West Driveway – Both a right-turn lane and a left-turn lane are warranted at this unsignalized driveway intersection.
- Malabar Road & East Driveway/Thunderbird Avenue – Although it is recommended to signalize the intersection, right-turn lane warrants were assessed and it was found that an eastbound right-turn lane into the driveway is warranted but a westbound right-turn lane into Thunderbird Avenue is not necessary.

Pursuant to FDOT Design Manual Exhibit 212-1, the right-turn lanes should be at least 180 feet in length inclusive of a 50' taper and 25' vehicle queue. The eastbound left-turn lane for Thunderbird Avenue should be at least 180' in length inclusive of a 50' taper and a 25' vehicle queue. The westbound left-turn lane should be at least 205' in length inclusive of a 50' taper and 50' vehicle queue. The westbound left-turn lane into the westerly site driveway should be at least 180' inclusive of a 50' taper and 25' vehicle queue.

CONCLUSIONS

The analyses contained herein were prepared to evaluate the impact of The Project on the surrounding roadway network. The following improvements are recommended to mitigate Future No Build (background growth plus vested trips) conditions and will also adequately accommodate Project site generated traffic:

- Malabar Road & St. Johns Heritage Parkway – Restripe the southbound approach to an exclusive left-turn lane and a shared right-turn/left-turn lane.
- St. Johns Heritage Parkway & Pace Drive – Signalize the intersection with a southbound permitted/protected operation and a westbound right-turn overlap phase.
- St. Johns Heritage Parkway & Emerson Drive – Signalize the intersection and add an exclusive southbound left-turn lane with permitted/protected operation and a westbound right-turn overlap phase.
- Malabar Road & Hurley Boulevard – Signalize the intersection.
- Malabar Road & Jupiter Boulevard – Add eastbound and westbound right-turn lanes, add a southbound right-turn lane and extend the eastbound and westbound left-turn lane storage.
- Malabar Road & Garvey Road – Signalize the intersection.
- Jupiter Boulevard & Garvey Road – Signalize the intersection.

Pursuant to Florida Statute 163.3180, The Project is not responsible for mitigating deficiencies created by background conditions and vested trips.

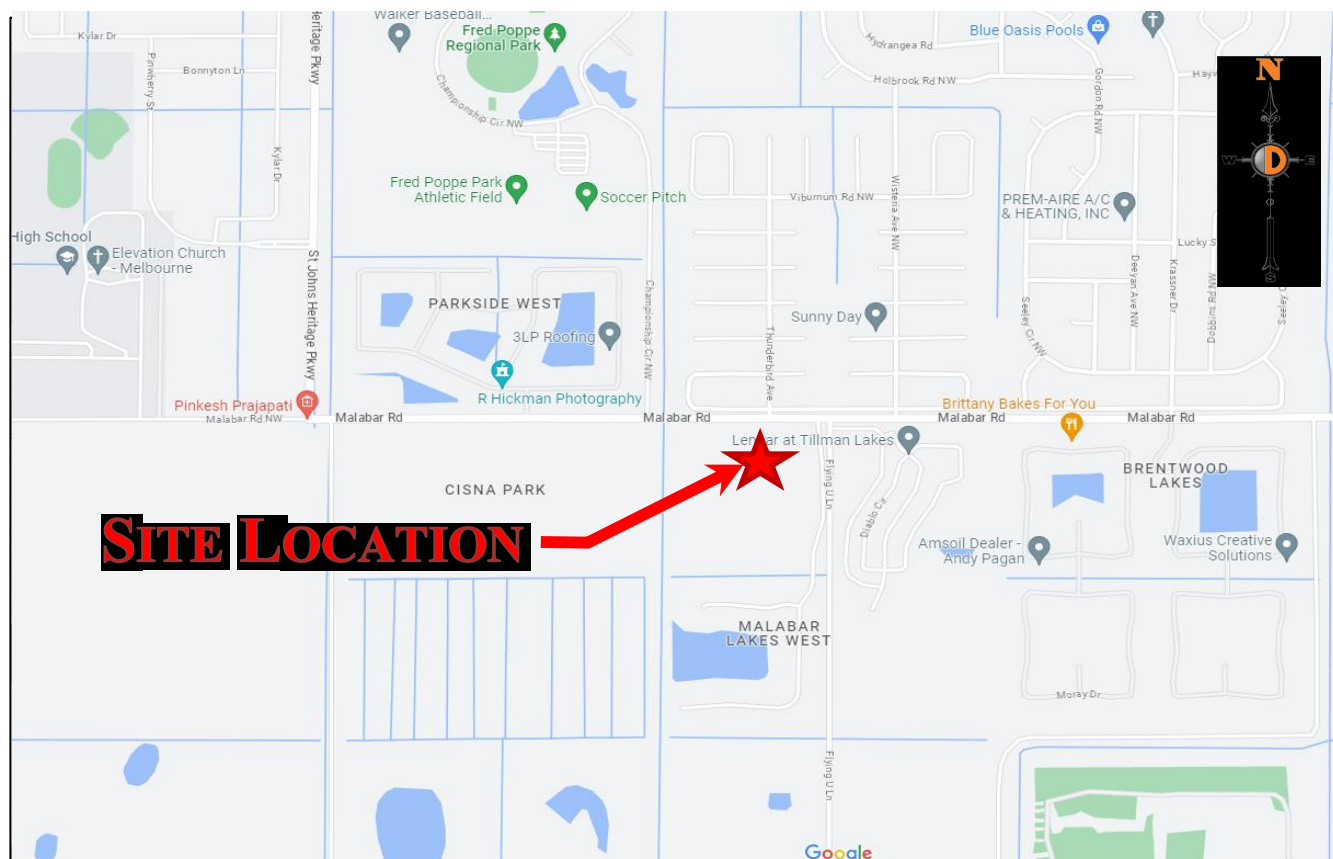
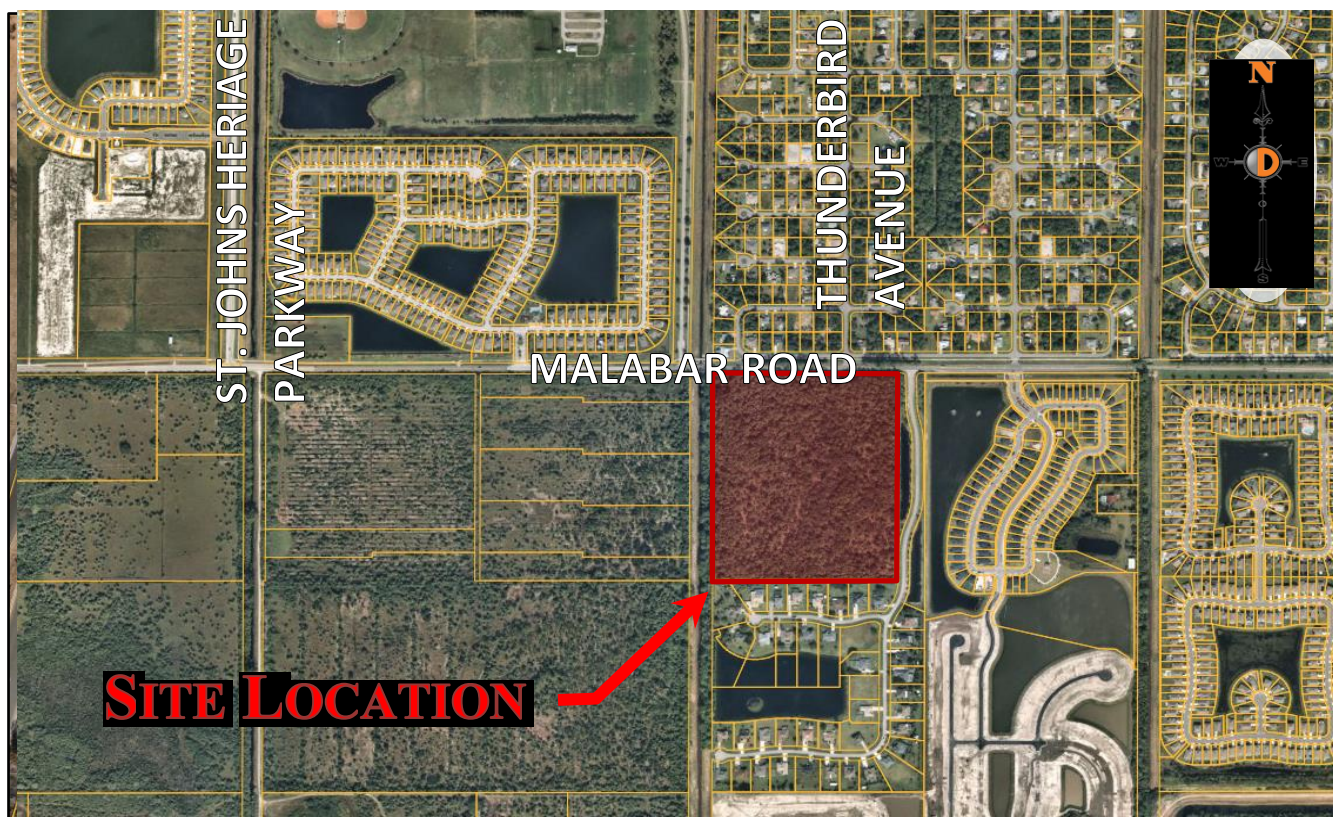
The following improvements are recommended in connection with the development of The Project:

- Signalize the intersection Malabar Road with the easterly site driveway and Thunderbird Avenue.
- Provide an eastbound right-turn lane along Malabar Road at the easterly site driveway
- Provide an eastbound left-turn lane along Malabar Road to serve Thunderbird Avenue
- Provide a westbound left-turn lane along Malabar Road to serve the easterly site driveway.
- Provide an eastbound right-turn lane along Malabar Road at the westerly driveway.
- Provide a westbound left-turn lane along Malabar Road to serve the westerly driveway.

Based upon our Traffic Impact Study as detailed in the body of this report, it is the professional opinion of Dynamic Traffic LLC that the adjacent street system will not experience any significant degradation in operating conditions with the construction of The Project based on the recommendations provided herein. The site driveways are located to provide safe and efficient access to the adjacent roadway system.

Technical Appendix

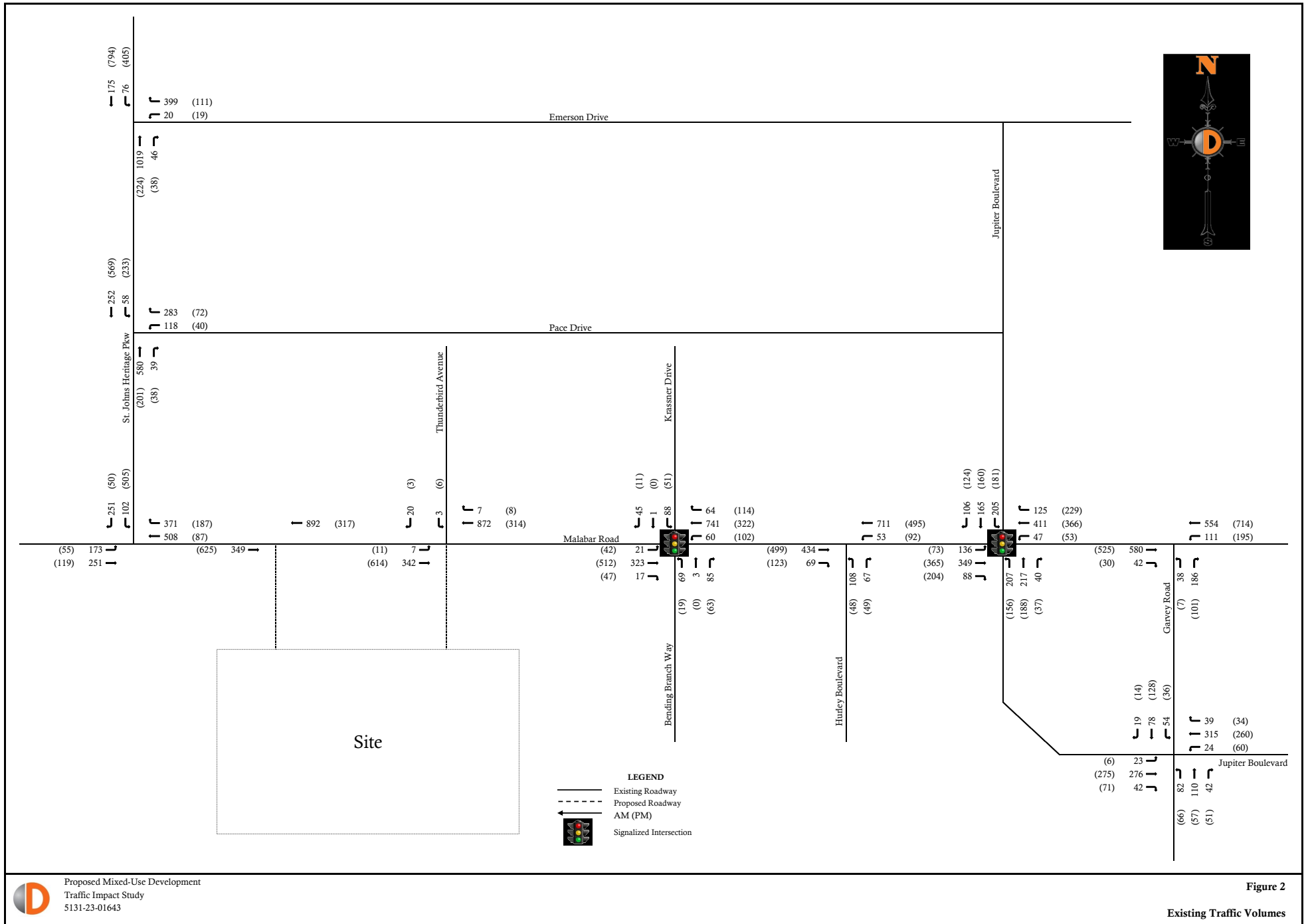
Appendix A
Traffic Volume Figures

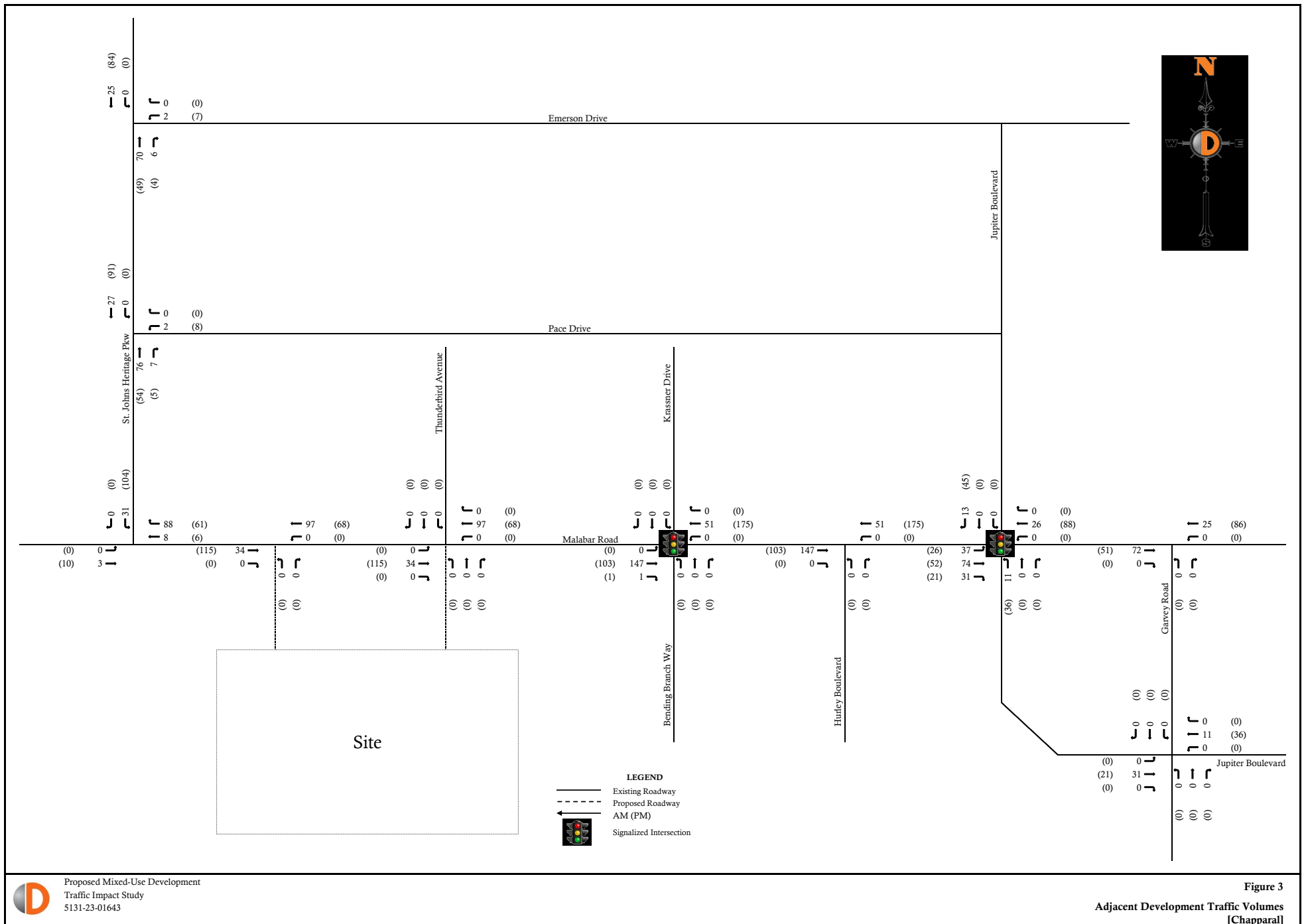


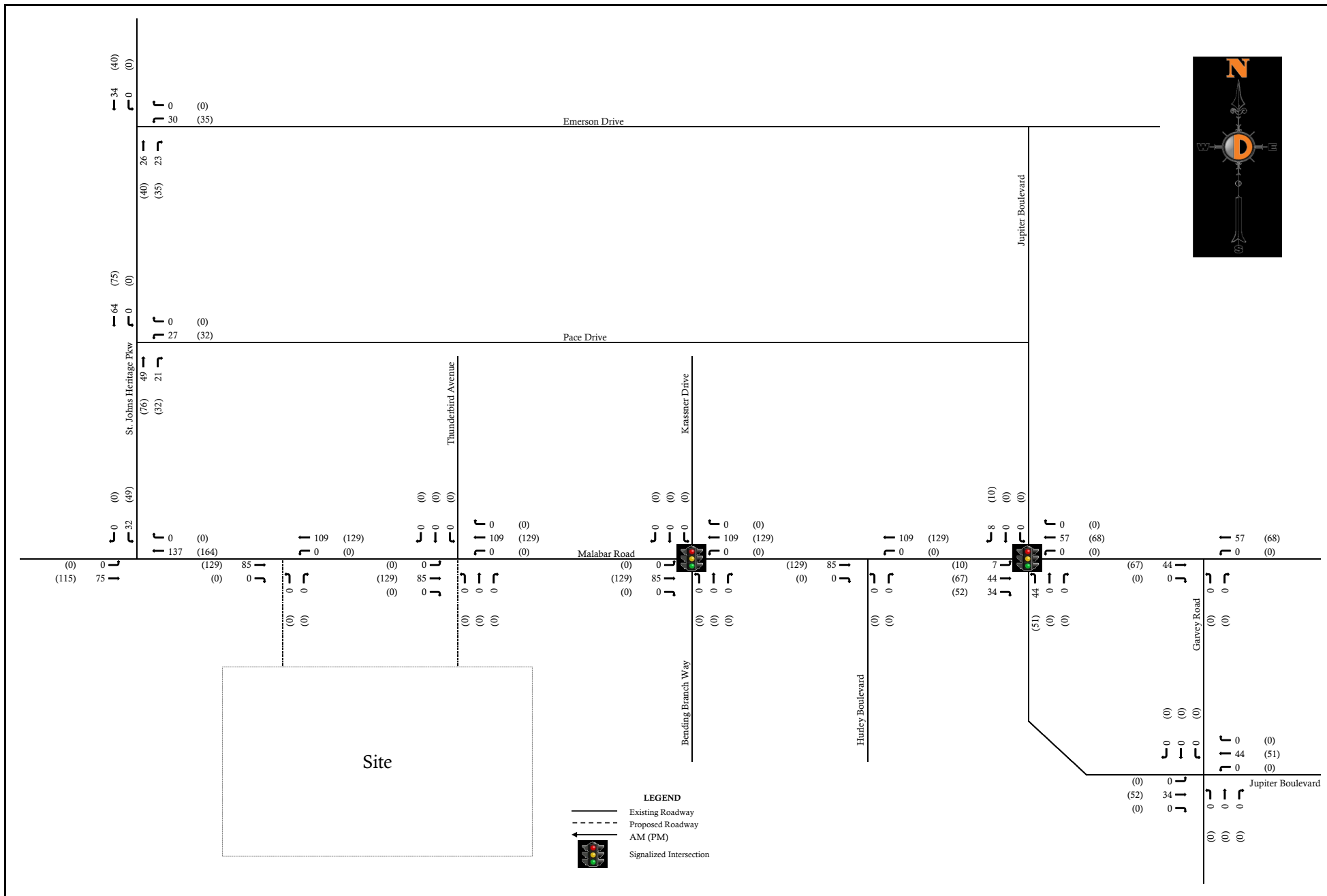
Proposed Mixed-Use Development
Traffic Impact Study
5131-23-01643

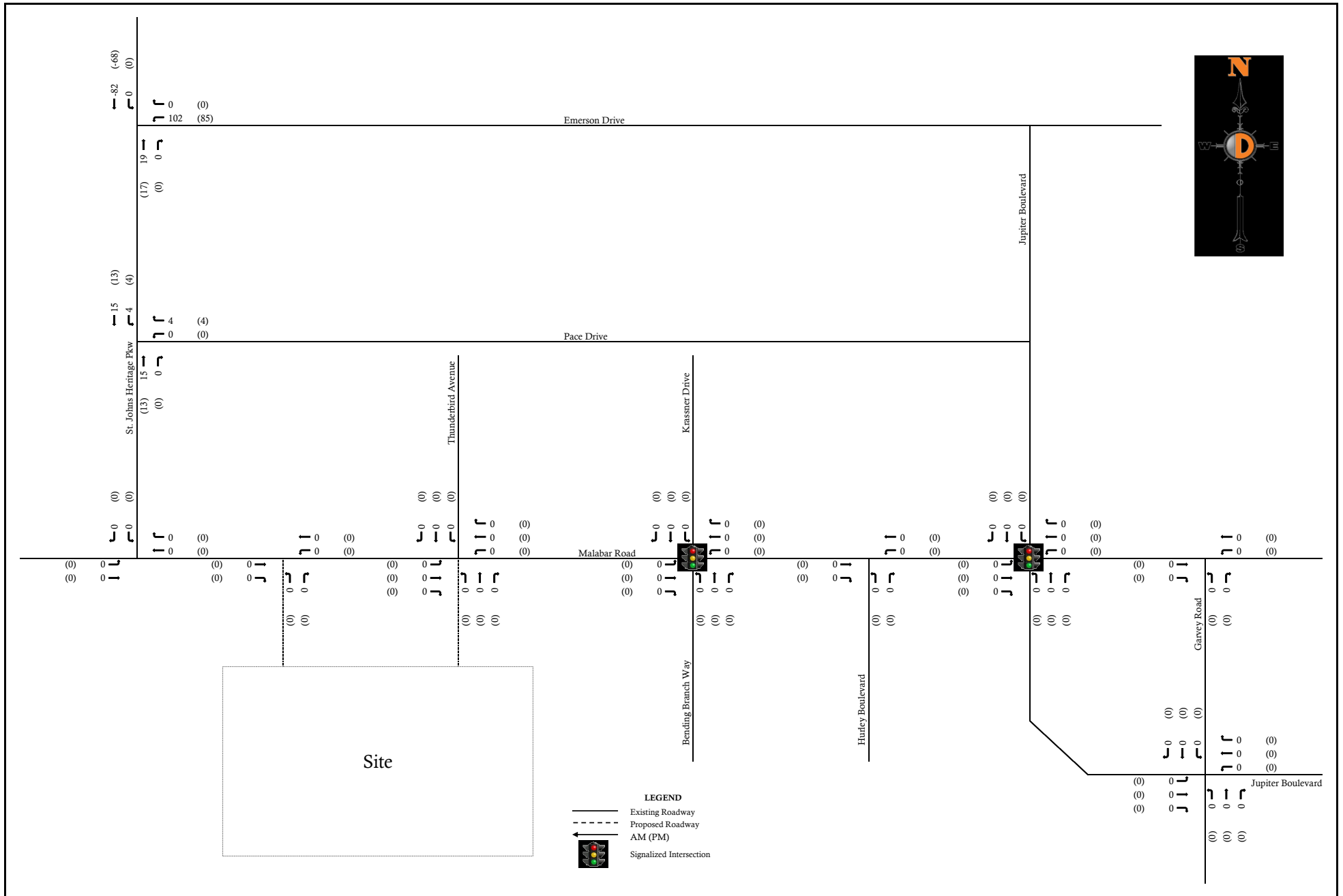
Figure 1

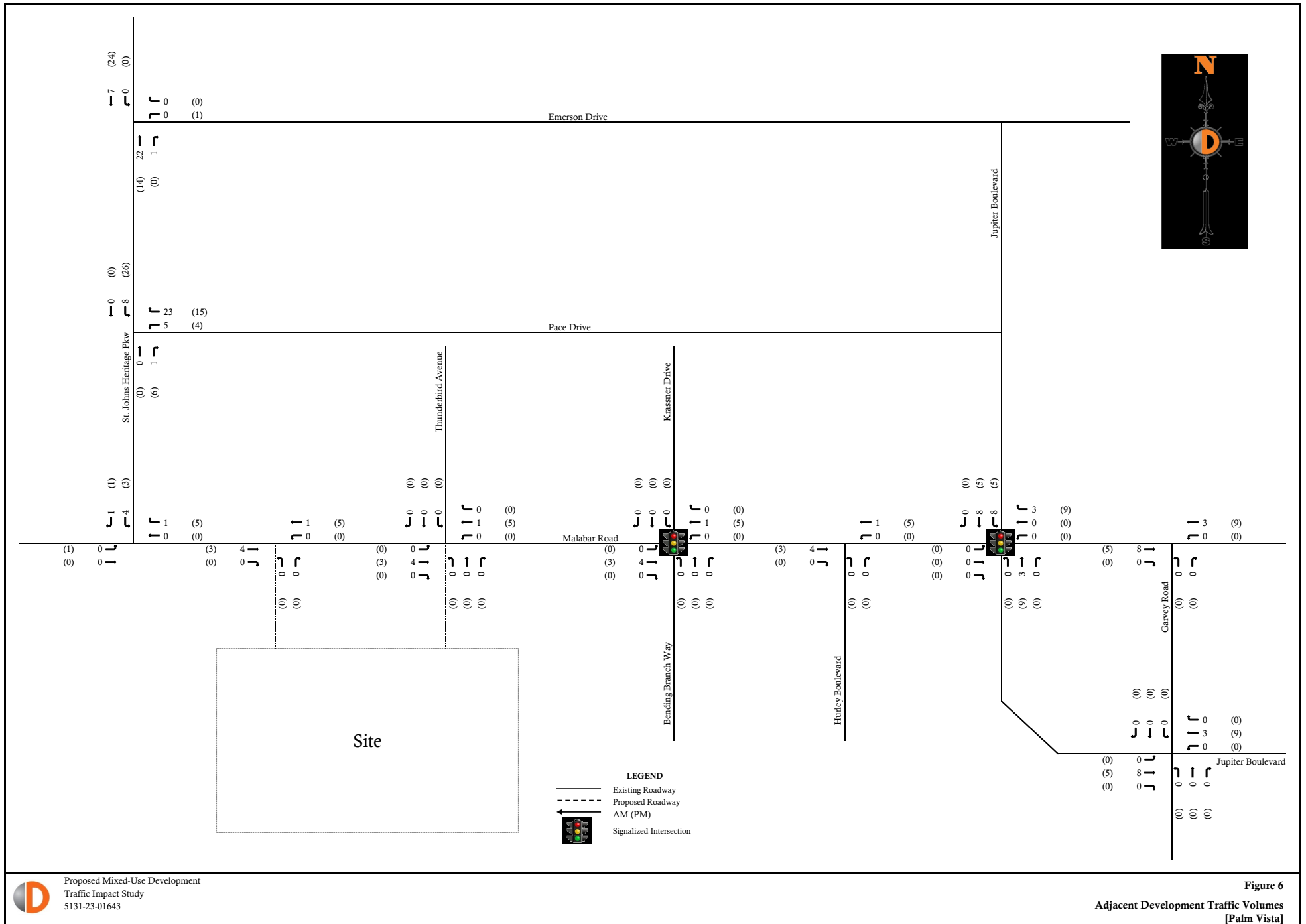
Site Location Map

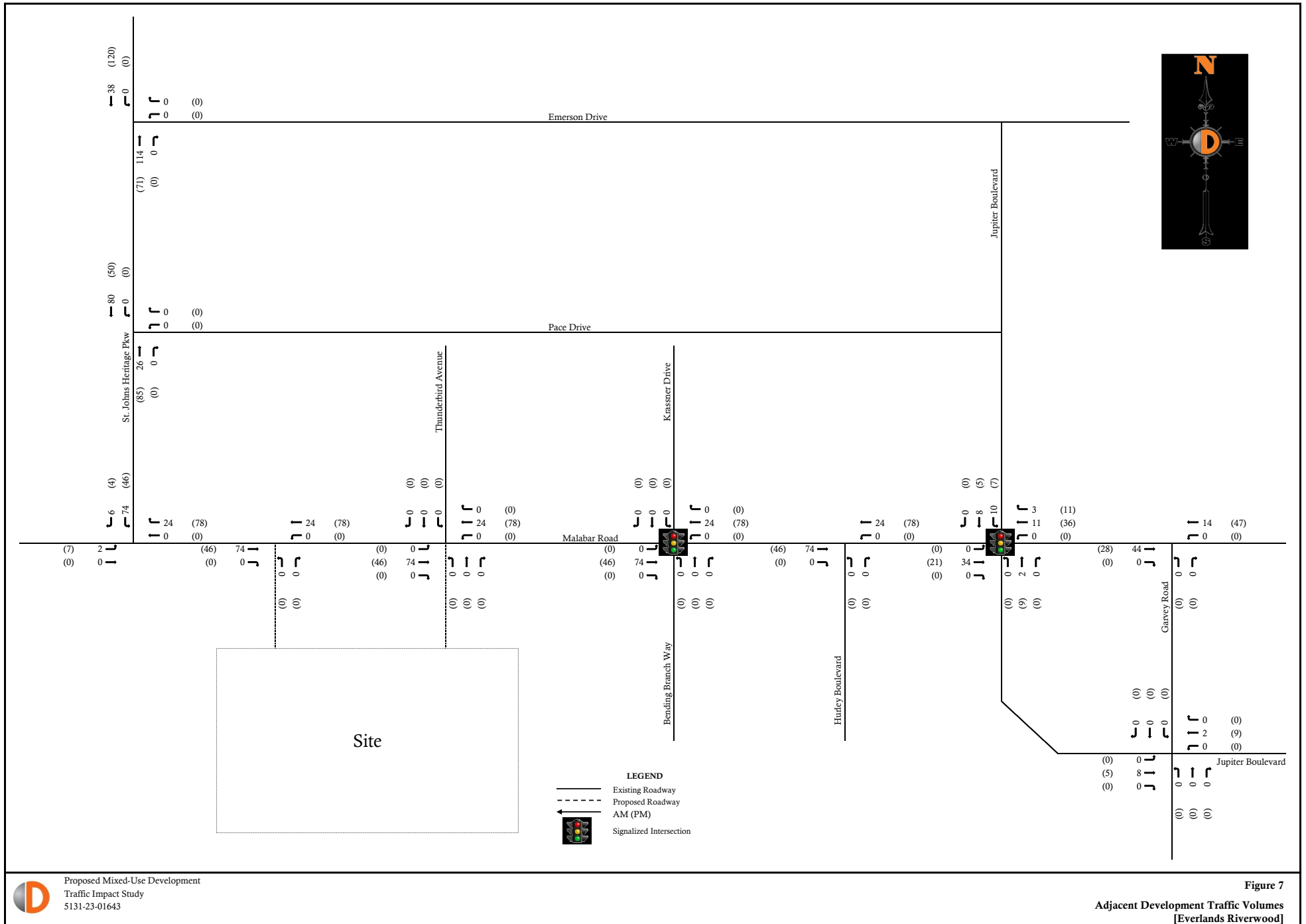


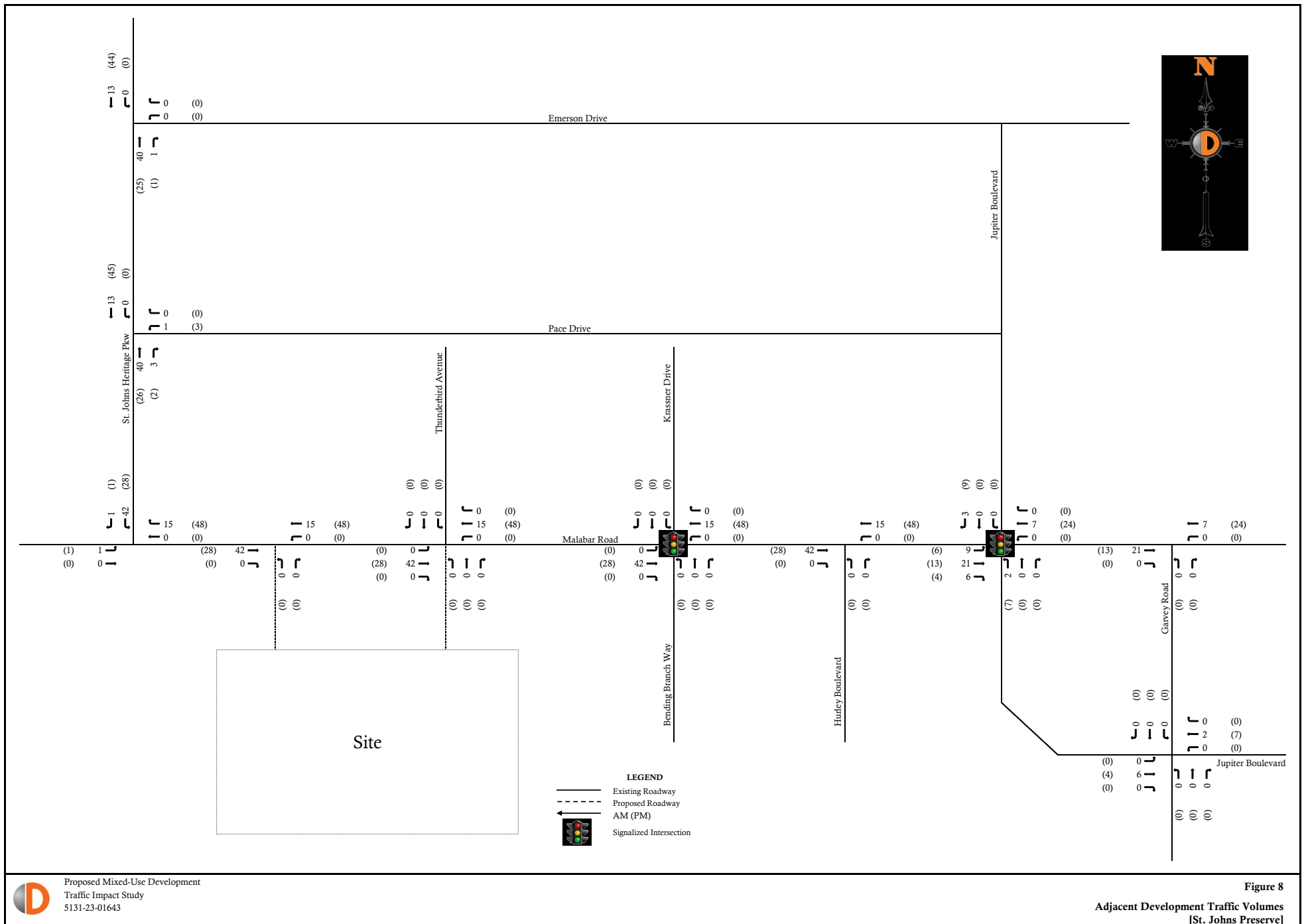


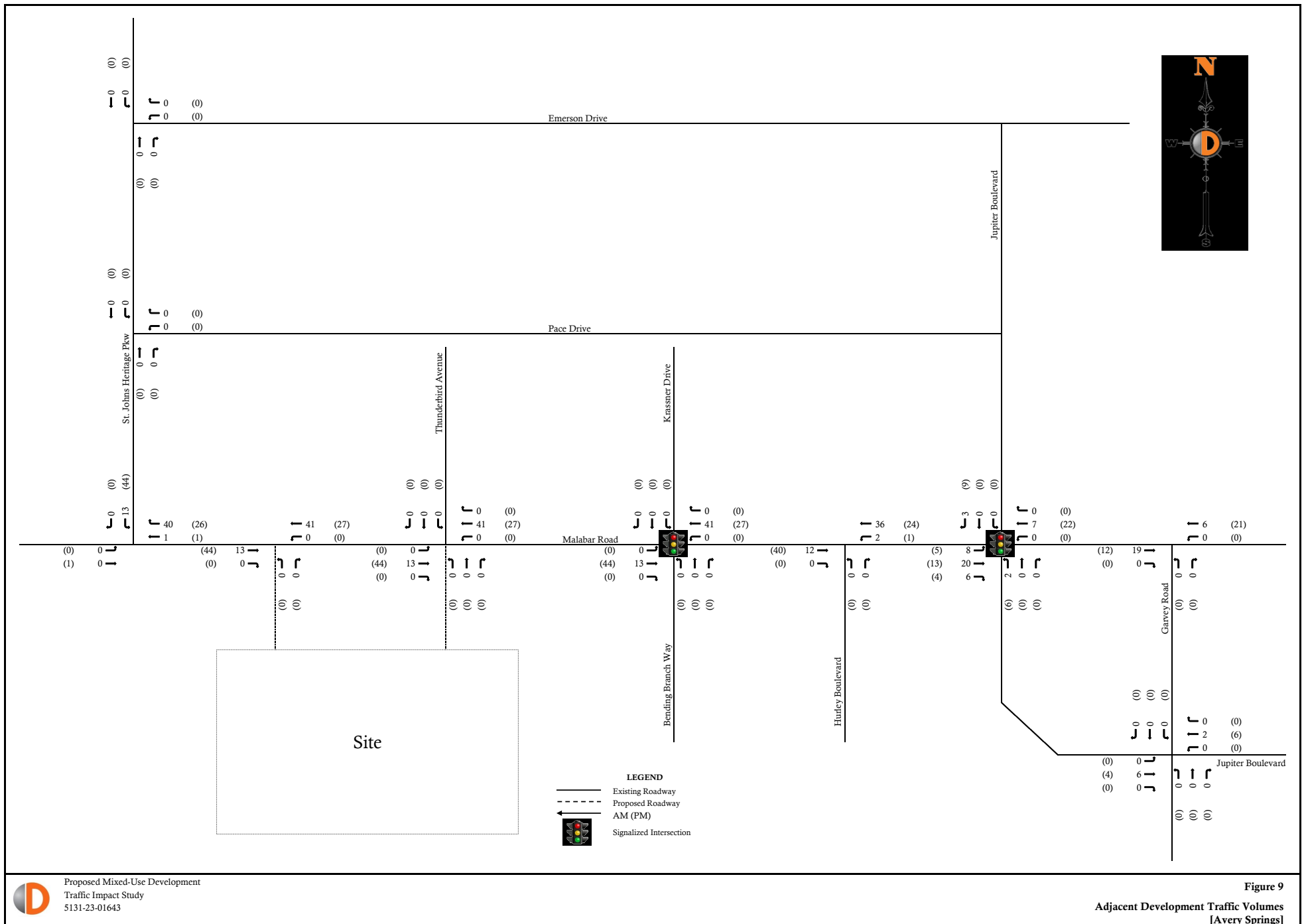


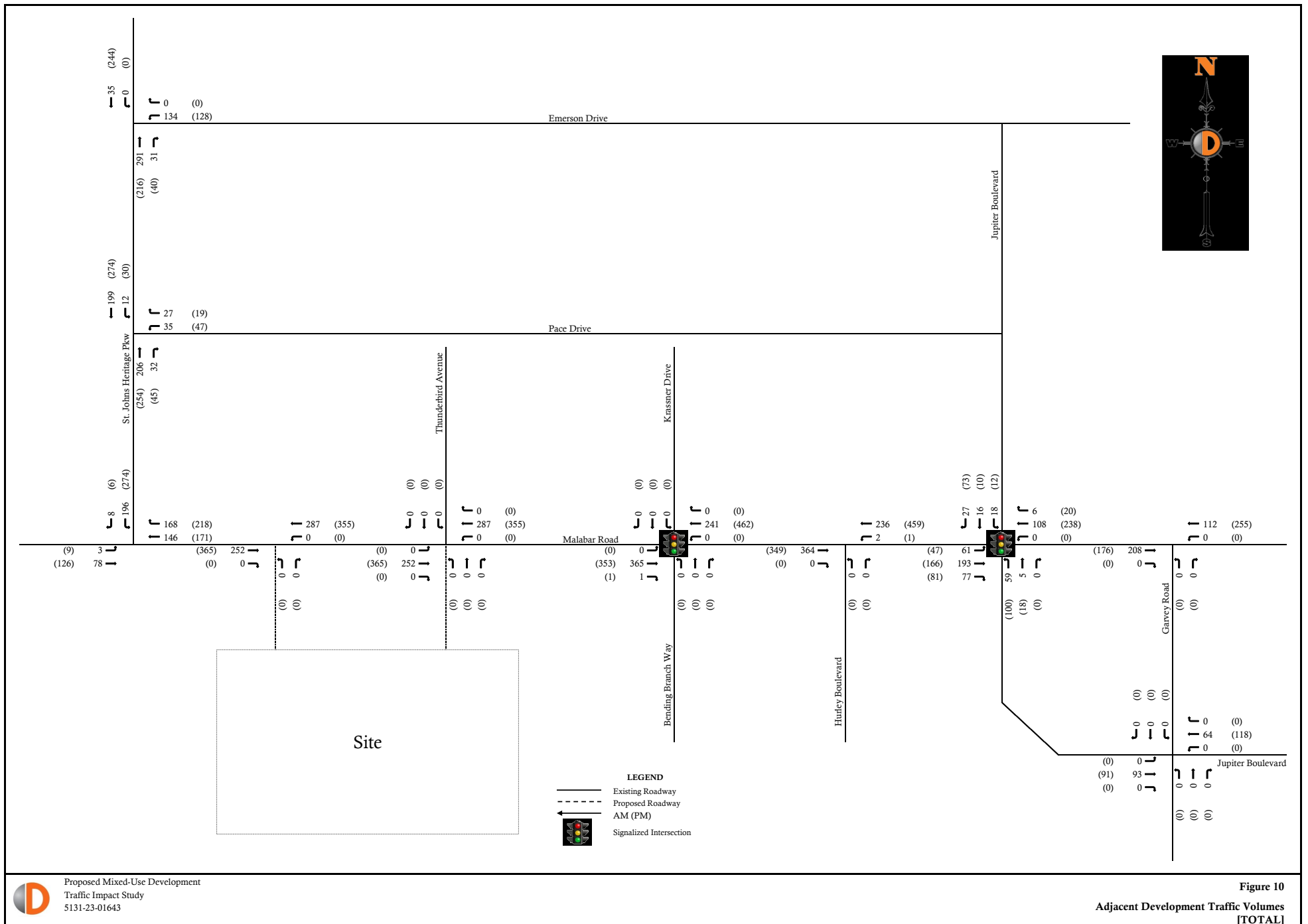


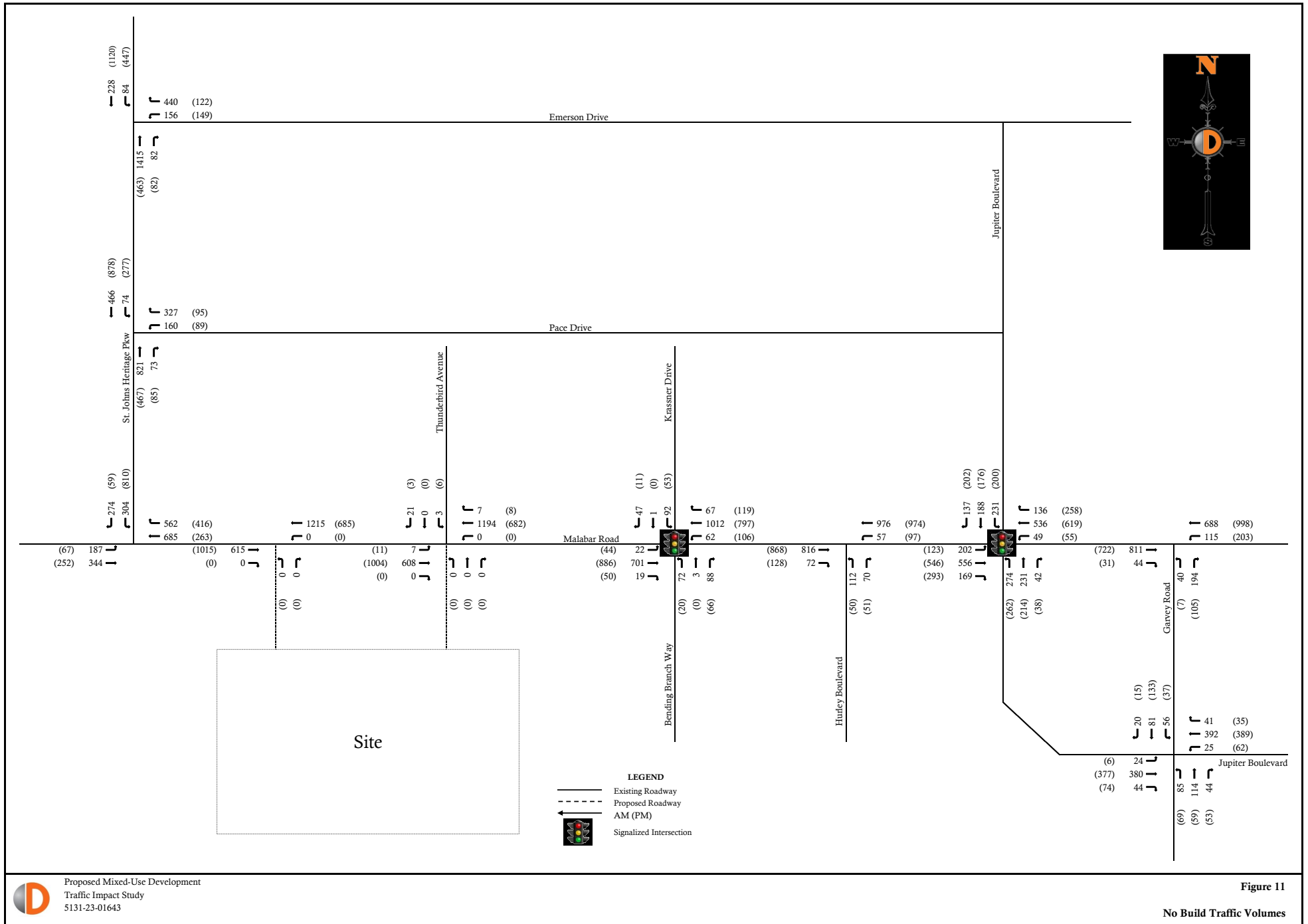


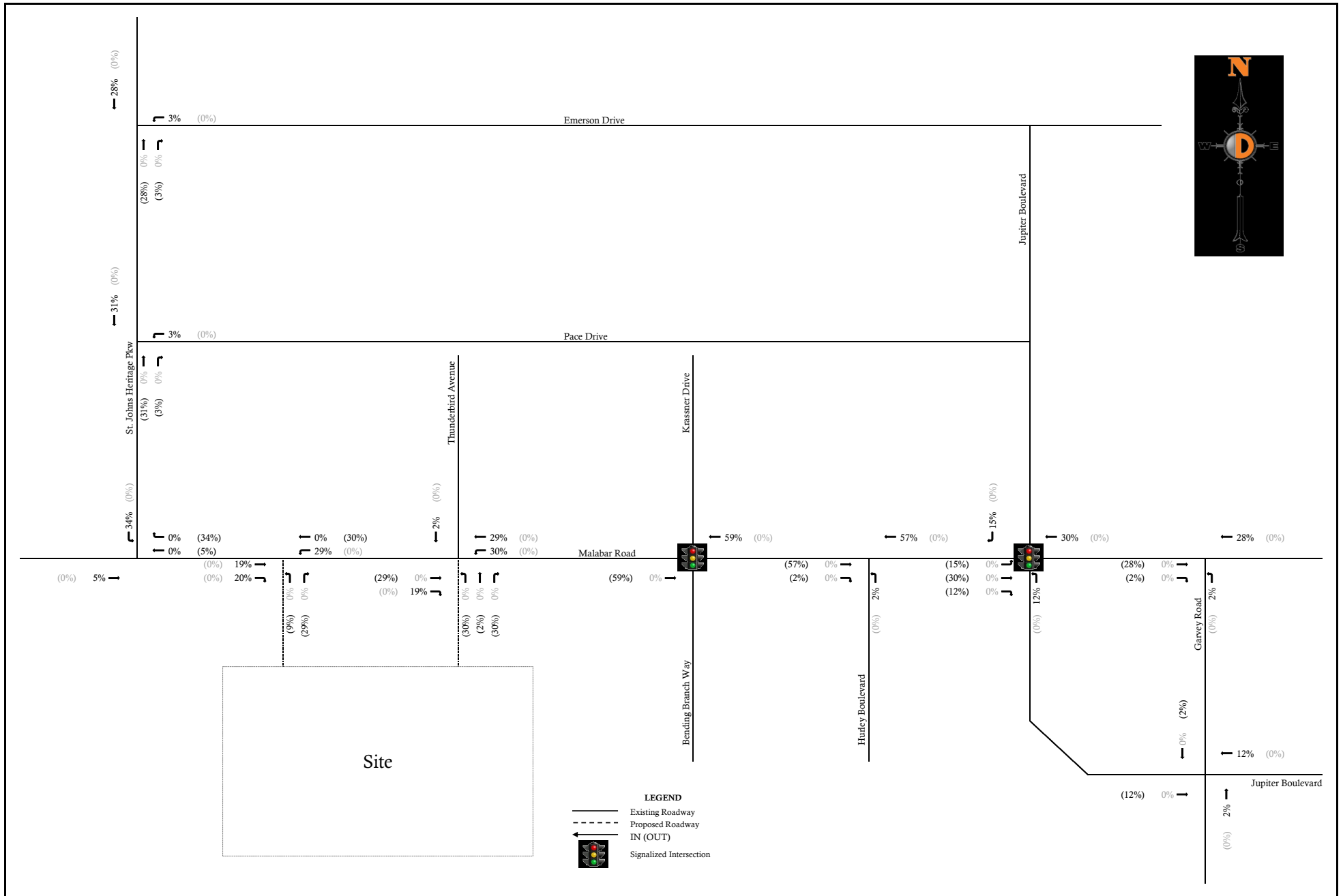


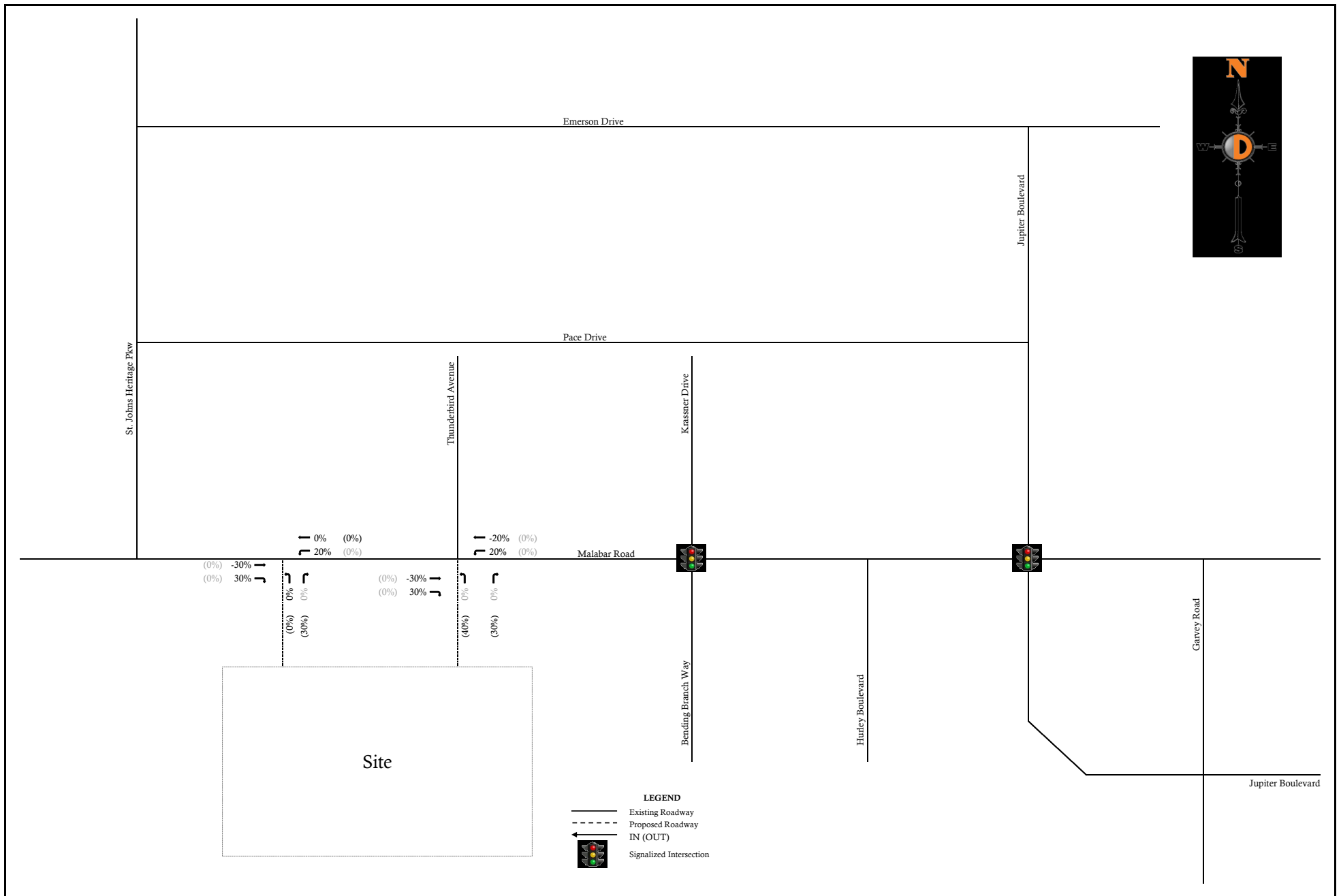


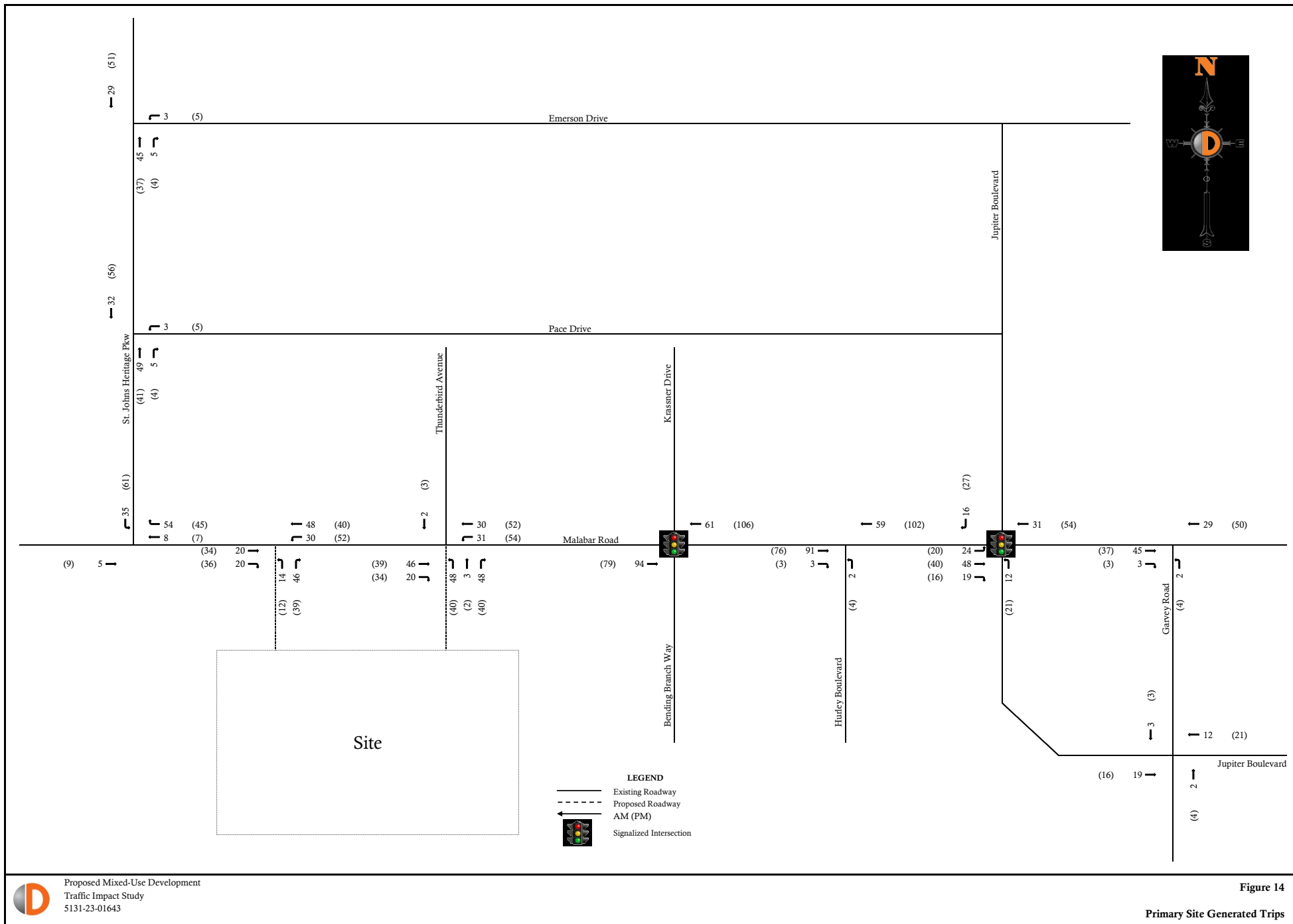


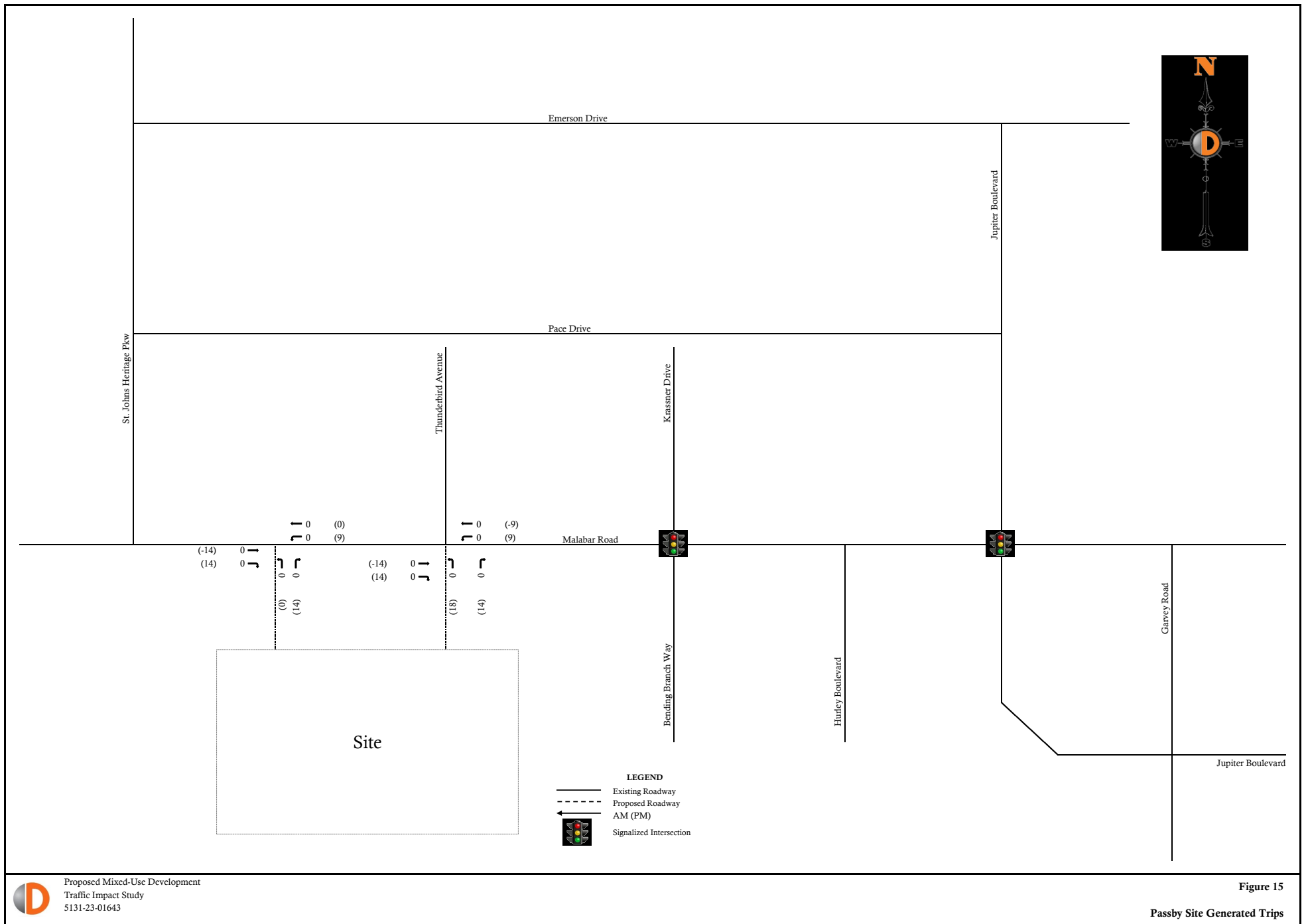


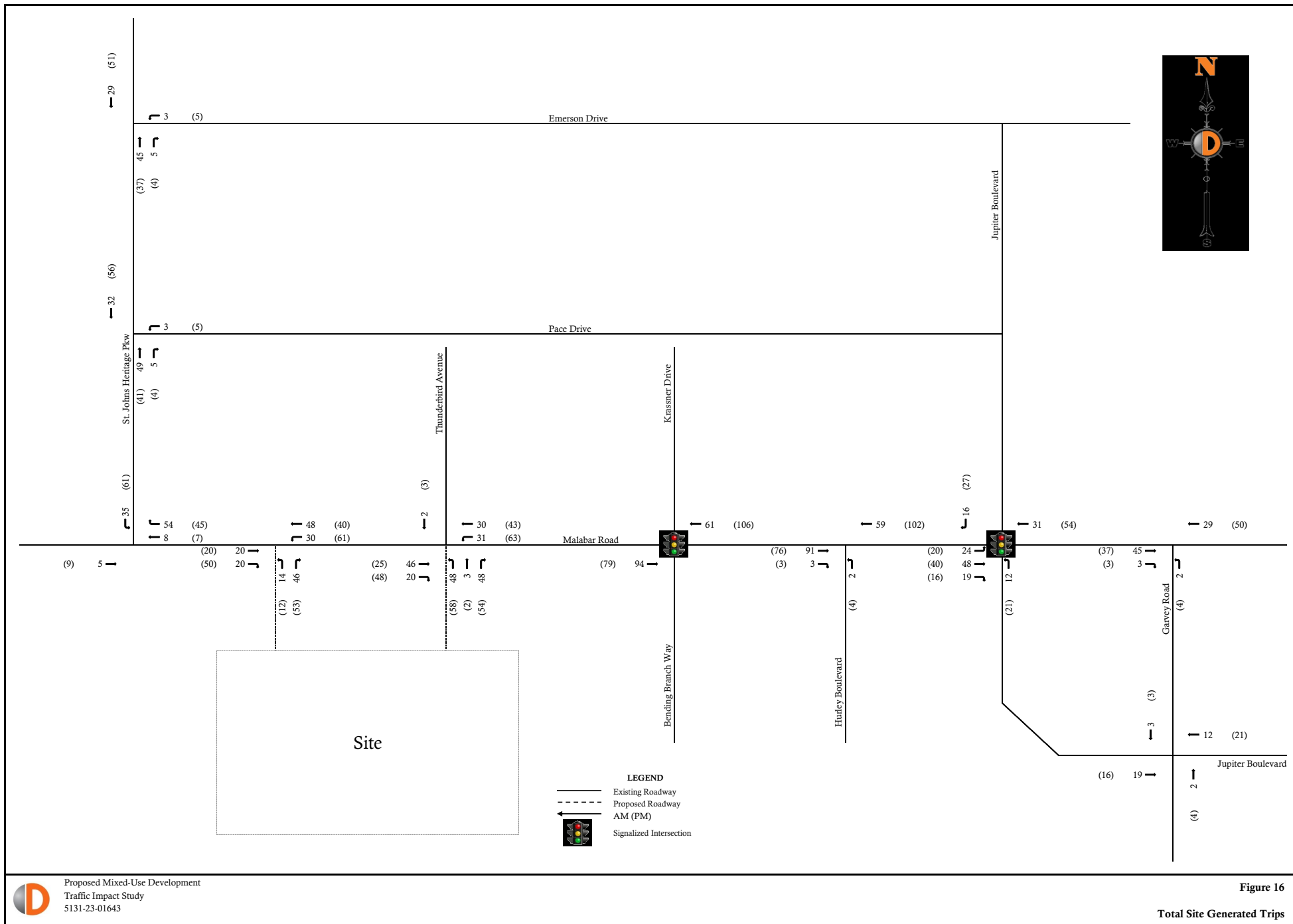


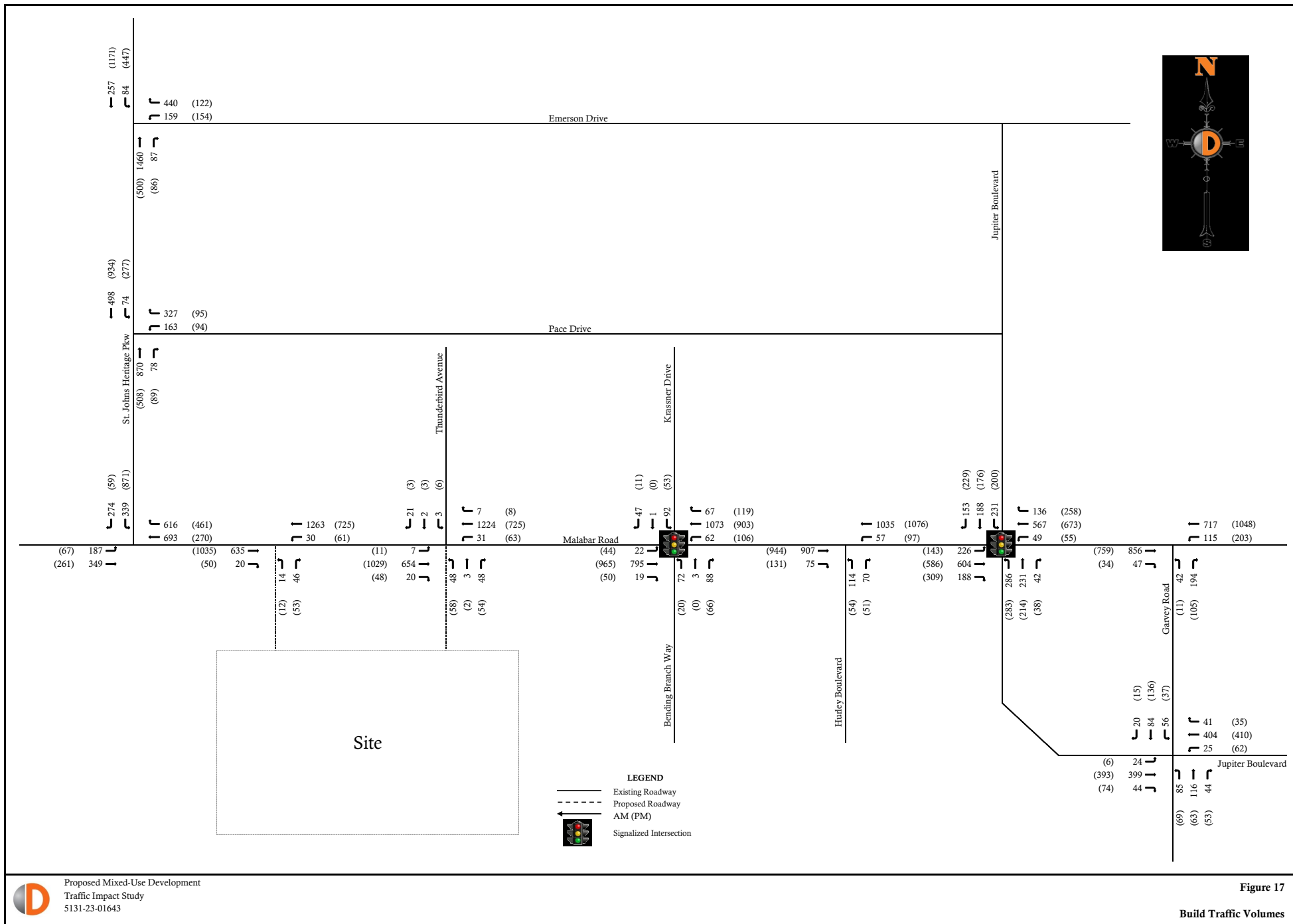






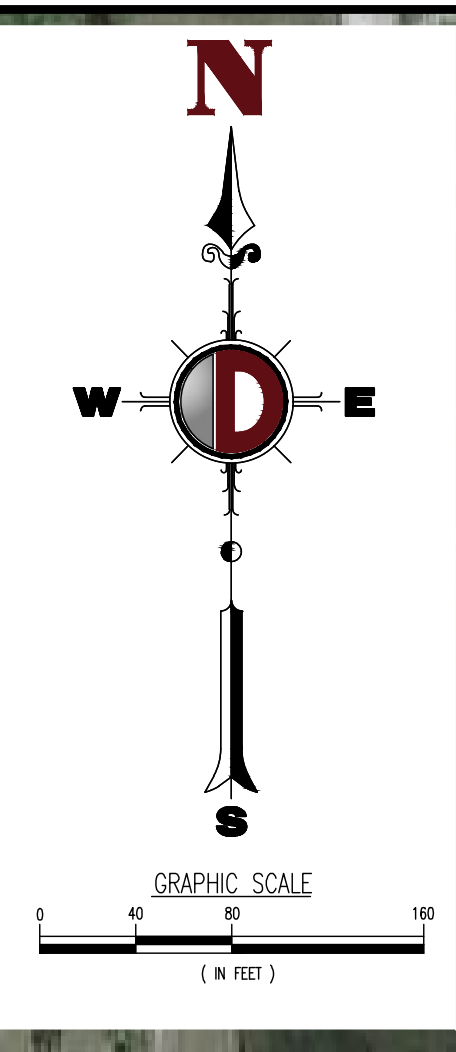
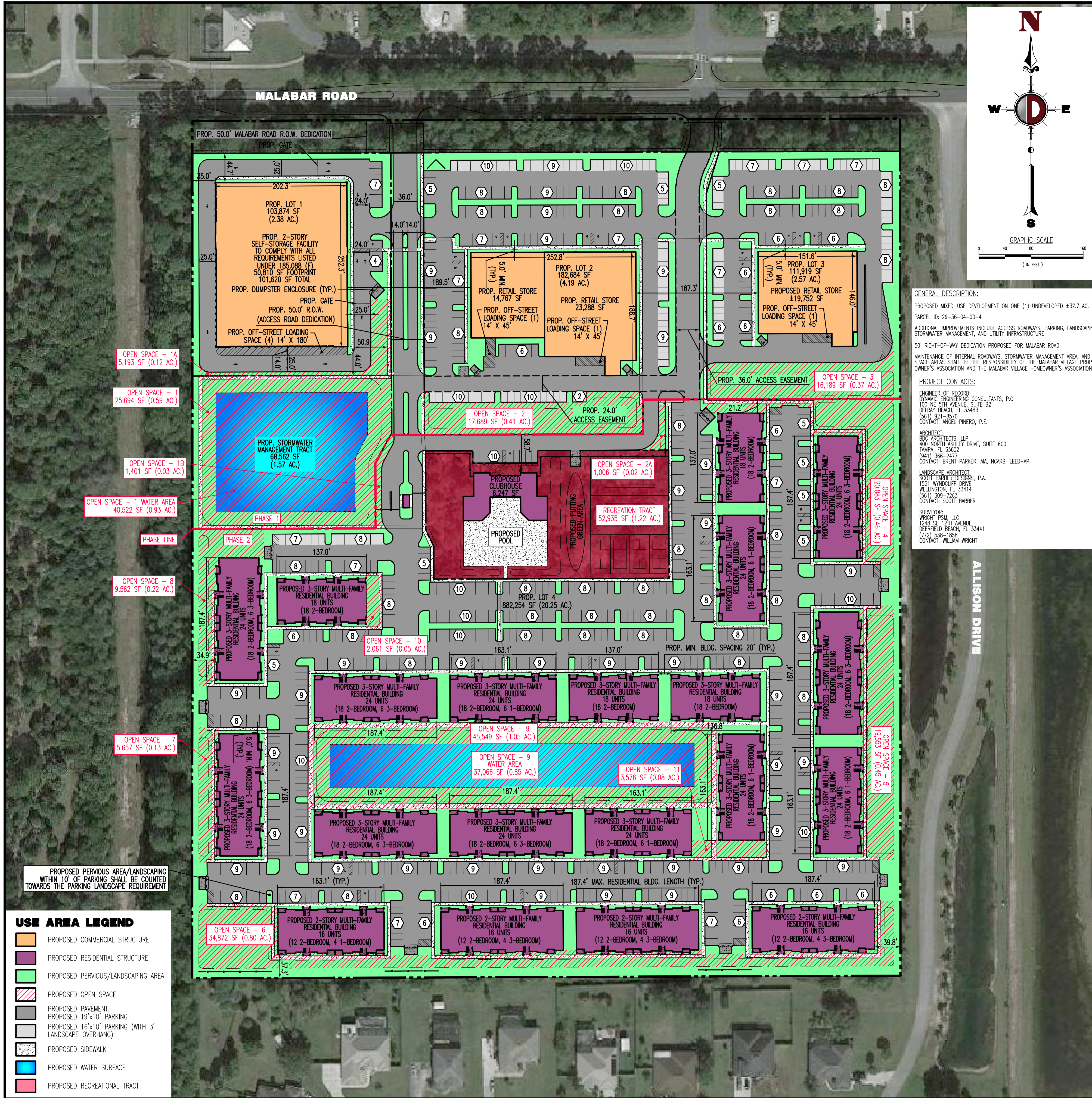






Appendix B

Site Plan



GENERAL DESCRIPTION:
PROPOSED MIXED-USE DEVELOPMENT ON ONE (1) UNDEVELOPED ±32.7 AC. PARCEL.
PARCEL ID: 29-36-04-00-4

ADDITIONAL IMPROVEMENTS INCLUDE: ACCESS, ROADWAYS, PARKING, LANDSCAPING, STORMWATER MANAGEMENT, AND UTILITY INFRASTRUCTURE.

50' RIGHT-OF-WAY DEDICATION PROPOSED FOR MALABAR ROAD

MAINTENANCE OF INTERNAL ROADWAYS, STORMWATER MANAGEMENT AREA, AND OPEN SPACE AREAS SHALL BE THE RESPONSIBILITY OF THE MALABAR VILLAGE PROPERTY OWNER'S ASSOCIATION AND THE MALABAR VILLAGE HOMEOWNER'S ASSOCIATION

PROJECT CONTACTS:
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CONTACT: BRENT PARKER, AIA, NCARB, LEED-AP

LANDSCAPE ARCHITECT:
SCOTT BARBER ARCHITECTS, P.A.
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SURVEYOR:
WRIGHT PSM, LLC
1248 SE 10TH AVENUE
DELRAY BEACH, FL 33441
(772) 536-1858
CONTACT: WILLIAM WRIGHT

ALLISON DRIVE

SITE DATA TABLE

| | |
|---|---|
| PROJECT LOCATION: | SOUTHWEST CORNER OF THE INTERSECTION OF MALABAR RD. AND ALLISON DR. |
| PARCEL ID: | 29-36-04-00-4 |
| LEGAL DESCRIPTION: | W 7/8 OF NW 1/4 OF NE 1/4 EX ROS PAR 4 TO 9 |
| EXISTING ZONING: | COMMUNITY COMMERCIAL (CC) |
| PROPOSED ZONING: | PLANNED UNIT DEVELOPMENT (PUD) |
| CURRENT FUTURE LAND USE: | COMMERCIAL (COM) |
| PROPOSED FUTURE LAND USE: | NEIGHBORHOOD CENTER (NC) |
| COMMERCIAL INTENSITY: | 0.32 FAR (157,805 SF X (1 AC / 43,560 SF) / 11.22 AC) |
| RESIDENTIAL DENSITY: | 21 DWELLING UNITS/AC. (424 DWELLING UNITS / 20.25 AC) |
| MINIMUM COMMERCIAL LOT SIZE ALLOWED: | 0.50 AC (150' X 145') |
| TOTAL AREA: | ± 32.72 ACRES (AC.) |
| TOTAL AREA (AFTER ROW DEDICATION): | ± 30.98 AC. |
| TOTAL RESIDENTIAL AREA: | ± 20.25 AC. |
| TOTAL COMMERCIAL AREA: | ± 10.73 AC. |
| RESIDENTIAL STORMWATER MANAGEMENT AREA: | ± 3.53 AC. (17.4% OF RESIDENTIAL AREA) |
| COMMERCIAL STORMWATER MANAGEMENT AREA: | ± 1.83 AC. (17.1% OF COMMERCIAL AREA) |
| TOTAL STORMWATER MANAGEMENT AREA: | ± 5.36 AC. (17.3% OF TOTAL AREA) |
| TOTAL PERVIOUS: | ± 7.83 AC. |
| TOTAL IMPERVIOUS: | ± 23.15 AC. |

COMMON OPEN SPACE

| | |
|-------------------------------------|--|
| OPEN SPACE-1: | ± 0.59 AC. STORM WATER MANAGEMENT TRACT |
| OPEN SPACE-1 WATER AREA: ** | ± 0.93 AC. STORM WATER MANAGEMENT TRACT |
| OPEN SPACE-1A: | ± 0.12 AC. LOT 1 |
| OPEN SPACE-1B: | ± 0.03 AC. LOT 4 |
| OPEN SPACE-2: | ± 0.41 AC. LOT 2 |
| OPEN SPACE-2A: | ± 0.02 AC. LOT 4 |
| OPEN SPACE-3: | ± 0.37 AC. LOT 3 |
| OPEN SPACE-4: | ± 0.46 AC. LOT 4 |
| OPEN SPACE-5: | ± 0.45 AC. LOT 4 |
| OPEN SPACE-6: | ± 0.80 AC. LOT 4 |
| OPEN SPACE-7: | ± 0.13 AC. LOT 4 |
| OPEN SPACE-8: | ± 0.22 AC. LOT 4 |
| OPEN SPACE-9: | ± 1.05 AC. LOT 4 |
| OPEN SPACE-9 WATER AREA: ** | ± 0.85 AC. LOT 4 |
| OPEN SPACE-10: | ± 0.05 AC. LOT 4 |
| OPEN SPACE-11: | ± 0.08 AC. LOT 4 |
| RECREATION TRACT: * | ± 1.22 AC. LOT 4 |
| PROVIDED COMMON OPEN SPACE: | ± 7.78 AC. |
| REQUIRED COMMON OPEN SPACE: | ± 7.75 AC. (25% OF GROSS SITE ACREAGE) |
| TOTAL WATER AREA COMMON OPEN SPACE: | ± 1.78 AC. (22.9% OF TOTAL PROVIDED COMMON OPEN SPACE) |

RESIDENTIAL MULTI-FAMILY DWELLING UNITS

| | |
|------------------|-----------|
| 1-BEDROOM UNITS: | 34 UNITS |
| 2-BEDROOM UNITS: | 336 UNITS |
| 3-BEDROOM UNITS: | 54 UNITS |
| TOTAL UNITS: | 424 UNITS |

PARKING

| | |
|--|--|
| RESIDENTIAL: | |
| PARKING RATIO: | 2 SPACES FOR 3 OR MORE BEDROOMS, 1.5 SPACES FOR 1 OR 2 BEDROOM |
| PARKING REQUIRED: | (34 1-BEDROOM UNITS + 336 2-BEDROOM UNITS) X 1.5 SPACES/UNIT + 54 3-BEDROOM UNITS X 2 SPACES/UNIT = 663 SPACES |
| PARKING PROVIDED: | 672 SPACES |
| ADA STALLS PROVIDED: | 14 (2% OF TOTAL) |
| PARKING LANDSCAPE REQUIREMENT: | 50 SF OF LANDSCAPE PER PARKING STALL (50 X 672) = 33,600 SF |
| PARKING LANDSCAPE PROVIDED: | 39,839 SF |
| COMMERCIAL: | |
| SELF STORAGE PARKING RATIO: | PEAK PARKING DEMAND OF A MAXIMUM OF 1.26 VEHICLES PER 100 STORAGE UNITS OR 0.10 VEHICLES PER 1,000 SF OF GROSS FLOOR AREA (ITE LUC 151 - MINI-WAREHOUSE) |
| LOT 1 (SELF-STORAGE) PARKING PROVIDED: | 850 UNITS X 1.26 / 100 UNITS = 10.7 SPACES OR 101,620 SF X 0.1 SPACES / 1,000 SF = 10.2 SPACES |
| LOT 1 (SELF-STORAGE) PARKING PROVIDED: | 11 SPACES |
| ADA STALLS PROVIDED: | 1 (1 FOR EVERY 25 SPACES) |
| LOT 1 PARKING LANDSCAPE REQUIREMENT: | 50 SF OF LANDSCAPE PER PARKING STALL (50 X 11) = 550 SF |
| LOT 1 PARKING LANDSCAPE PROVIDED: | 1,980 SF |
| RETAIL STORE PARKING RATIO: | 1 SPACE FOR EVERY 200 SF |
| LOT 2 (RETAIL STORE) PARKING REQUIRED: | 38,053 SF + 200 SF/SPACE = 191 SPACES |
| LOT 2 (RETAIL STORE) PARKING PROVIDED: | 191 SPACES |
| ADA STALLS PROVIDED: | 6 (1 FOR EVERY 25 SPACES FROM 0 - 100, 1 FOR EVERY 50 SPACES FROM 100 - 500) |
| LOT 2 PARKING LANDSCAPE REQUIREMENT: | 50 SF OF LANDSCAPE PER PARKING STALL (50 X 191) = 9,550 SF |
| LOT 2 PARKING LANDSCAPE PROVIDED: | 22,855 SF |
| LOT 3 (RETAIL STORE) PARKING REQUIRED: | 19,752 SF + 200 SF/SPACE = 99 SPACES |
| LOT 3 (RETAIL STORE) PARKING PROVIDED: | 110 SPACES |
| ADA STALLS PROVIDED: | 5 (1 FOR EVERY 25 SPACES) |
| LOT 3 PARKING LANDSCAPE REQUIREMENT: | 50 SF OF LANDSCAPE PER PARKING STALL (50 X 110) = 5,500 SF |
| LOT 3 PARKING LANDSCAPE PROVIDED: | 15,445 SF |

MINIMUM EXTERNAL YARDS

| | |
|---------------|----------------------------------|
| FRONT (NORTH) | 10' |
| SIDE (EAST) | 10' COMMERCIAL / 15' MULTIFAMILY |
| BACK (SOUTH) | 25' |
| SIDE (WEST) | 10' |

LOT 1, 2, & 3 REQUIRED SETBACKS

| | REQUIRED | PROPOSED |
|---------------|----------|----------|
| FRONT (NORTH) | 40' | 44.7' |
| SIDE (EAST) | 35' | 50.9' |
| BACK (SOUTH) | 35' | 44.0' |
| SIDE (WEST) | 35' | 35.0' |

LOT 4 REQUIRED SETBACKS

| | REQUIRED | PROPOSED |
|---|----------|----------|
| FRONT (NORTH) | 12' | 21.2' |
| SIDE (EAST) | 35' | 39.8' |
| BACK (SOUTH) | 35' | 37.3' |
| SIDE (WEST) | 34' | 34.9' |
| MINIMUM SPACING REQUIRED BETWEEN 3 STORY BUILDINGS: | 20' | 20' |
| MINIMUM SPACING REQUIRED BETWEEN 2 STORY BUILDINGS: | 15' | 20' |

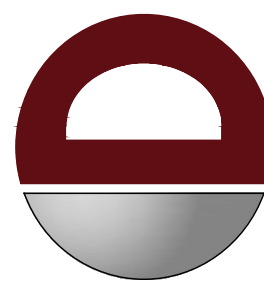
MAXIMUM BUILDING HEIGHT ALLOWED

| | |
|---------------------------|-----|
| COMMERCIAL: | 45' |
| RESIDENTIAL MULTI-FAMILY: | 40' |

COVERAGE PER LOT

| | PERVIOUS | IMPERVIOUS (EXCLUDING BUILDINGS) | BUILDING COVERAGE |
|--------|--------------------|----------------------------------|--------------------|
| LOT 1: | ± 0.36 AC. (15.1%) | ± 0.86 AC. (36.0%) | ± 1.17 AC. (48.9%) |
| LOT 2: | ± 0.93 AC. (22.2%) | ± 2.39 AC. (57.0%) | ± 0.87 AC. (20.8%) |
| LOT 3: | ± 0.79 AC. (30.6%) | ± 1.33 AC. (51.8%) | ± 0.45 AC. (17.6%) |
| LOT 4: | ± 5.10 AC. (25.2%) | ± 9.67 AC. (47.7%) | ± 5.48 AC. (27.1%) |

NOTE - ALL AREA CALCULATIONS ARE CALCULATED FROM THE TOTAL SITE AREA AFTER RIGHT-OF-WAY DEDICATION ON MALABAR ROAD & ON-SITE ACCESS ROAD
* NOTE - RECREATION TRACT AREA EXCLUDES THE CLUBHOUSE AND POOL AREA
** NOTE - ALL OPEN SPACE WATER AREAS SHALL BE ANNEITMENT PER LDC 185.065(C).



DYNAMIC
ENGINEERING • SURVEY • TRAFFIC

PRELIMINARY

DESIGNED BY: KAK
CHECKED BY: AP

DESIGNED BY: KAK
CHECKED BY: AP

PROJECT: BRIDGE ASSET MANAGEMENT

MALABAR ROAD
PALM BAY, BREVARD COUNTY, FLORIDA

DYNAMIC
ENGINEERING

LAND DEVELOPMENT CONSULTING • PERMITTING
GEOTECHNICAL • ENVIRONMENTAL
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Appendix C

Methodology Statement

TRAFFIC METHODOLOGY LETTER

To: City of Palm Bay, Brevard County, FL

From: Craig W. Peregoy, PE

Date: **Revised: January 4, 2024**
December 14, 2023
August 18, 2023
June 23, 2023

Re: **PD23-00006**
Bridge Asset Management
Proposed Mixed Use Development
Malabar Road & Thunderbird Avenue
4179-23-01643

Dynamic Traffic, LLC is pleased to submit this methodology letter for a mixed-use development proposed along eastbound Malabar Avenue, opposite its intersection with Thunderbird Avenue. Specifically, the project consists of the following land uses:

- 100,000 Square Foot Self-Storage Facility
- 57,805 Square Feet of Retail Space
- 424 Multi-Family Residential Dwelling Units

Access to the project is proposed via two (2) driveways along Malabar Road. The easterly driveway will be located opposite Thunderbird Avenue and a second driveway is proposed to the west of Thunderbird Avenue. The anticipated build-out year is 2026. A preliminary Site Plan is contained in Appendix A along with a Site Location Map.

Analysis Period

Intersection analyses will be conducted for the 2024 existing conditions and 2026 build conditions during the weekday morning and weekday evening peak hours. Roadway segment analyses will be conducted for existing and build conditions based on the weekday evening peak hour based on the latest concurrency information available from FDOT, the Space Coast Transportation Planning Organization (SPCTO), Brevard County and the City of Palm Bay.

Trip Distribution

Trip Distribution will replicate that which was utilized for the recently completed Traffic Impact Study for the adjacent Chaparral Residential Development in order to maintain consistency. Specifically, reference is made to Figure 4 from the September 2022 Traffic Impact Study for Chaparral Phase IV prepared by LTG Engineering & Planning. This distribution was derived from the Central Florida Regional Planning Model (CFRPM) and is contained in Appendix A.

Trip Generation

Trip generation projections for the project were prepared utilizing trip generation research data as published in the Institute of Transportation Engineers' (ITE) publication, *Trip Generation, 11th Edition*. Internally Captured traffic within the development was calculated for the weekday AM and PM peak hours based on the NCHRP 684 *Internal Trip Capture Estimation Tool*. For the weekday daily internal capture, the procedures outlined in the 2nd and 3rd Editions of the ITE's *Trip Generation Handbook* were utilized. Pass-by traffic was calculated based on data published by ITE that accompanies the *Trip Generation Manual, 11th Edition*. Internal capture calculations are contained in Appendix B. Table 1 below details the trip generation projections.

Table 1
Trip Generation Projections

| Trip Generation Projections | | | | | | | | | | |
|-----------------------------|--|---------------------------------|-------------------|------------------------------|-------|------------|------------|-------------|-------------|-------------|
| Time Period | Land Use Code | Land Use | Equation | Size | Units | % Enter | % Exit | Enter | Exit | Total |
| AM Peak Hour | 151 | Self Storage | $T=0.09(X/1000)$ | 100,000 | SF | 59% | 41% | 5 | 4 | 9 |
| | 821 | Shopping Plaza | $T=1.73(X/1000)$ | 57,805 | SF | 62% | 38% | 62 | 38 | 100 |
| | 220 | Multi-Family Housing (Low Rise) | $T=0.31(X)+22.85$ | 424 | DU | 24% | 76% | 37 | 117 | 154 |
| | Totals: | | | | | | | 104 | 159 | 263 |
| | Internal Capture Trips | | | | | | | | | |
| | 151 | Self Storage | Internal | 100,000 | SF | 1% | 2% | 0 | 0 | 0 |
| | 821 | Shopping Plaza | Internal | 57,805 | SF | 1% | 2% | 1 | 1 | 2 |
| | 220 | Multi-Family Housing (Low Rise) | Internal | 424 | DU | 3% | 1% | 1 | 1 | 2 |
| | Total Internal Capture Percentage: | | 1% | Total Internal Trips: | | 1 | 0 | 1 | | |
| | External Trips: | | | | | | | 103 | 159 | 262 |
| PM Peak Hour | 151 | Self Storage | $T=0.15(X/1000)$ | 100,000 | SF | 47% | 53% | 7 | 8 | 15 |
| | 821 | Shopping Plaza | $T=5.19(X/1000)$ | 57,805 | SF | 49% | 51% | 147 | 153 | 300 |
| | 220 | Multi-Family Housing (Low Rise) | $T=0.43(X)+20.55$ | 424 | DU | 63% | 37% | 128 | 75 | 203 |
| | Totals: | | | | | | | 282 | 236 | 518 |
| | Internal Capture Trips | | | | | | | | | |
| | 151 | Self Storage | Internal | 100,000 | SF | 10% | 26% | 1 | 2 | 3 |
| | 821 | Shopping Plaza | Internal | 57,805 | SF | 10% | 26% | 15 | 40 | 55 |
| | 220 | Multi-Family Housing (Low Rise) | Internal | 424 | DU | 32% | 20% | 41 | 15 | 56 |
| | Total Internal Capture Percentage: | | 24% | Total Internal Trips: | | 57 | 57 | 114 | | |
| | External Trips: | | | | | | | 225 | 179 | 407 |
| | Pass-By Trips (External x Pass-By Rate) | | | | | | | | | |
| | 821 | Shopping Plaza | 40% | 57,805 | SF | 50% | 50% | 46 | 46 | 92 |
| | Pass-By Trips: | | | | | | | 46 | 46 | 92 |
| | Primary External Trips: | | | | | | | 179 | 133 | 315 |
| Daily | 151 | Self Storage | $T=1.45(X/1000)$ | 100,000 | SF | 50% | 50% | 73 | 72 | 145 |
| | 821 | Shopping Plaza | $T=67.52(X/1000)$ | 57,805 | SF | 50% | 50% | 1952 | 1951 | 3903 |
| | 220 | Multi-Family Housing (Low Rise) | $T=6.41(X)+75.31$ | 424 | DU | 50% | 50% | 1397 | 1396 | 2793 |
| | Totals: | | | | | | | 3422 | 3419 | 6841 |
| | Internal Capture Trips | | | | | | | | | |
| | 151 | Self Storage | Internal | 100,000 | SF | 37% | 42% | 27 | 30 | 57 |
| | 821 | Shopping Plaza | Internal | 57,805 | SF | 10% | 12% | 198 | 235 | 433 |
| | 220 | Multi-Family Housing (Low Rise) | Internal | 424 | DU | 16% | 13% | 223 | 183 | 406 |
| | Total Internal Capture Percentage: | | 13% | Total Internal Trips: | | 423 | 422 | 845 | | |
| | External Trips: | | | | | | | 2999 | 2997 | 5996 |

Study Area

Pursuant to the City of Palm Bay Standardized Traffic Impact Study Guidance Manual, the area of influence as measured from the site access point is three (3) miles. Appended Figure 2 identifies the 3-mile radius and anticipated study locations which are as follows:

Intersections:

- Malabar Road/Thunderbird Avenue & Site Driveway
- Malabar Road & Western Site Driveway
- Malabar Road & St. Johns Heritage Parkway
- St. Johns Heritage Parkway & Pace Drive
- St. Johns Heritage Parkway & Emerson Drive
- Malabar Road & Krassner Drive
- Malabar Road & Hurley Boulevard
- Malabar Road & Jupiter Boulevard
- Malabar Road & Garvey Road
- Jupiter Boulevard & Garvey Road

Roadway Segments:

| Segment | MAV | % Site Traffic | Site Traffic Volume | % of MAV | Analyze ? |
|---|--------|----------------|---------------------|----------|-----------|
| Malabar Rd. from SJHP to Thunderbird Ave. | 17,700 | 39% | 2338 | 13% | Y |
| Malabar Rd. from Thunderbird Ave. to Hurley Blvd. | 17,700 | 59% | 3538 | 20% | Y |
| Malabar Rd. from Hurley Blvd. to Jupiter Blvd. | 17,700 | 57% | 3418 | 19% | Y |
| Malabar Rd. from Hurley Blvd. to Juptier Blvd. | 17,700 | 57% | 3418 | 19% | Y |
| Malabar Rd. from Jupiter Blvd. to Garvey Rd. | 17,700 | 30% | 1799 | 10% | Y |
| Malabar Rd. from Garvey Rd. to Minton Rd. | 17,700 | 28% | 1679 | 9% | Y |
| SJHP from Malabar Rd. to Pace Dr. | 15,600 | 35% | 2099 | 13% | Y |
| SJHP from Pace Dr. to Emerson Dr. | 15,600 | 31% | 1859 | 12% | Y |
| SJHP from Emerson Dr. to US 192 | 15,600 | 28% | 1679 | 11% | Y |
| Emerson Dr. from Jupiter Blvd. to SJHP | 17,700 | 3% | 180 | 1% | N |
| Jupiter Blvd. from Degroodt to Malabar Rd. | 17,700 | 14% | 839 | 5% | Y |
| Jupiter Blvd. from Malabar Rd. to Americana | 17,700 | 15% | 899 | 5% | Y |
| Jupiter Blvd. from Americana to Pace | 17,700 | 15% | 899 | 5% | Y |
| Jupiter Blvd. from Pace to Emerson Drive | 17,700 | 15% | 899 | 5% | Y |

Traffic Counts

Manual Turning Movement (MTM) traffic counts will be conducted at the study intersections identified above on a Tuesday, Wednesday or Thursday from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM. The peak hour will be isolated for each time period and the FDOT Peak Seasonal Factor will be applied to develop baseline traffic volumes.

Future Traffic Volumes

Future traffic volumes will be established by applying a growth rate to the baseline traffic volumes, vested traffic from nearby developments as directed by the City (Palm Vista, Everlands Riverwood, St Johns Preserve, Chaparral, Brentwood, Avery Springs and SJHP Commercial), and project site generated traffic. The growth rate will be established based on the FDOT Traffic Trends spreadsheet.

A minimum 2% annual growth rate will be applied where the calculated rate is lower than 2% or negative.

Intersection Analyses

Intersection analyses will be performed with the latest version of the Synchro software package. If warranted, appropriate improvement measures will be identified and analyzed with the necessary mitigation measures. Future roadway improvements identified as cost-feasible will be considered in the analysis of future traffic volumes.

Road Segment Analyses

Road Segment analyses will be based on the published Maximum Allowable Volumes (MAV) as published by the appropriate jurisdictional agency. If warranted, improvement measures will be identified and analyzed with the necessary mitigation measures. Future roadway improvements identified as cost-feasible will be considered in the analysis of future traffic volumes.

Site Access Analysis

Although turn lanes are shown on the preliminary improvement plan, the need for these lanes will be verified and the storage lengths assessed for compliance with applicable standards and sufficiency based on the calculated 95th percentile queue lengths. Additionally, the available sight distance at each access point will be assessed. The need for auxiliary lanes will be assessed using the methodology provided by NCHRP Report 457, HCS, and the latest version of the FDOT Design Standards.

Methodology Review Comments

The following are responses to the comments presented in the August 17, 2023 Memorandum from Daniela Jurado, PE:

1. Please revise the trip generation based on the following comments:
 - a. When trip generation is available based on both, fitted curve and average rate, please use the highest trip generation available or specify the reasons why the lower trip generation is used. – **Fitted Curves are not provided for LUC 151 or LUC 821. For LUC 220, fitted curves were utilized based on ITE’s standard practice which suggests utilization of fitted curves when there are 20 or more data points available.**
 - b. There is a typo on the Exit% for LU 151 during the AM, it should be 41% instead of 51%. – **This typographical error has been corrected.**
 - c. Although the morning and evening internal trips are correct, please include both enter and exit percentages on the trip generation summary table. – **The summary table has been updated accordingly with percentages.**
 - d. Regarding the daily trip generation, we do not agree with the use of self-storage as retail on the internal capture spreadsheet, however 13% does not seem unreasonable for the daily internal capture percentage, therefore the use of this percentage will be allowed. – **We concur that the overall internal capture rate is reasonable.**
2. Update the study area radius based on the updated trip generation, if needed. – **Not required.**
3. If within the radius of impact, please include the intersection of Malabar Rd and Krassner Dr. – **This intersection was added as a study location.**
4. Include in the segment analysis all roadway segments in which the assigned project trips account for 5% of the segments MAV. Provide these calculations in the methodology statement. – **The calculations are tabulated above and the road segment study locations have been updated accordingly.**

5. Attach a copy of the study referenced for the trip distribution. Please note, the use of the CFRPM for conducting the trip distribution is preferred. – **The CFRPM distribution utilized from the adjacent development has been appended.**
6. Please specify the standards that will be used for the turn lane warrant analysis. – **The turn lane warrant standards to be examined have been added above.**

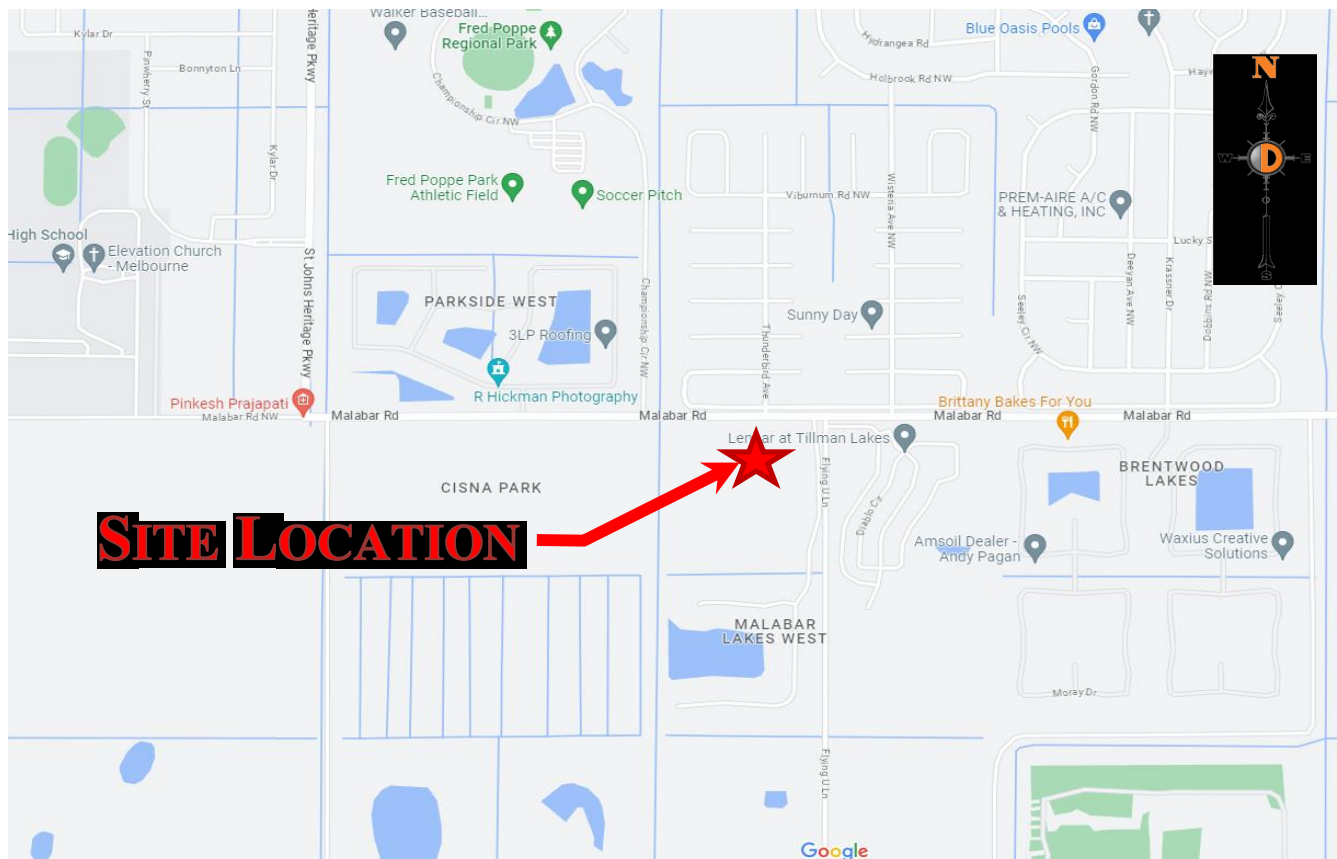
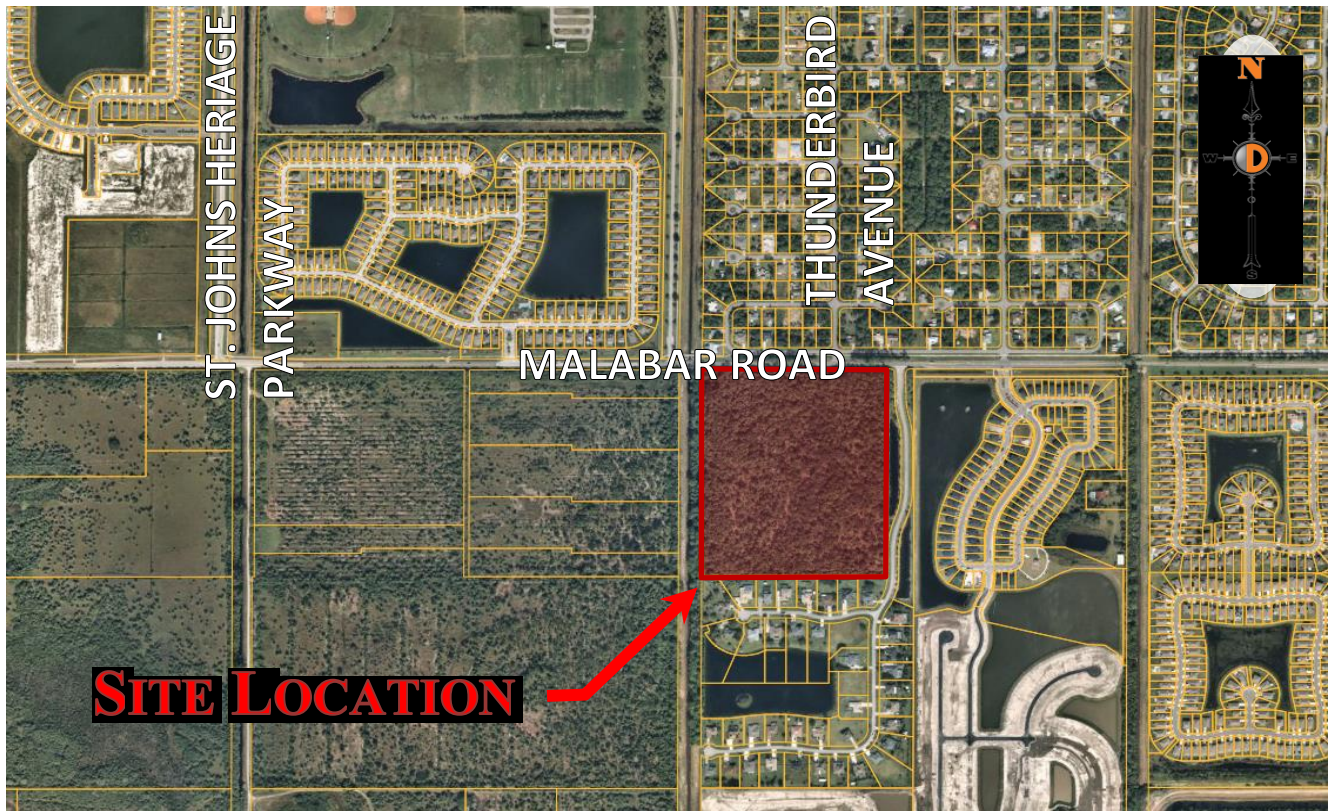
The following is a response to a comment from Frank Watanabe, PE:

1. A traffic study is required for this project and note change in the approved 6-23-23 Methodology to add the intersection of Jupiter at Garvey to the LOS analysis and the segment of Jupiter from Malabar to Garvey in the street segment analysis and background condition will include the vested trips from approved projects in the NW area of Palm Bay (Palm Vista, Everlands Riverwood, St Johns Preserve, Chaparral, Brentwood, Avery Springs and SJHP Commercial). – **The intersection of Jupiter Boulevard and Garvey Road was added above. The segment from Malabar Road to Garvey Road is inclusive in the previously identified segment of Malabar Road to DeGroodt Road. The vested trips from the approved projects identified will be included in the Traffic Impact Study.**

We look forward to receipt of your concurrence on the above and the preparation of our Traffic Impact Study for the proposed development. Please do not hesitate to contact me with any comments, questions or concerns.

Appendix A

Project Maps



Proposed Mixed-Use Development
 Traffic Impact Study
 4179-23-01643

Figure 1

Site Location Map

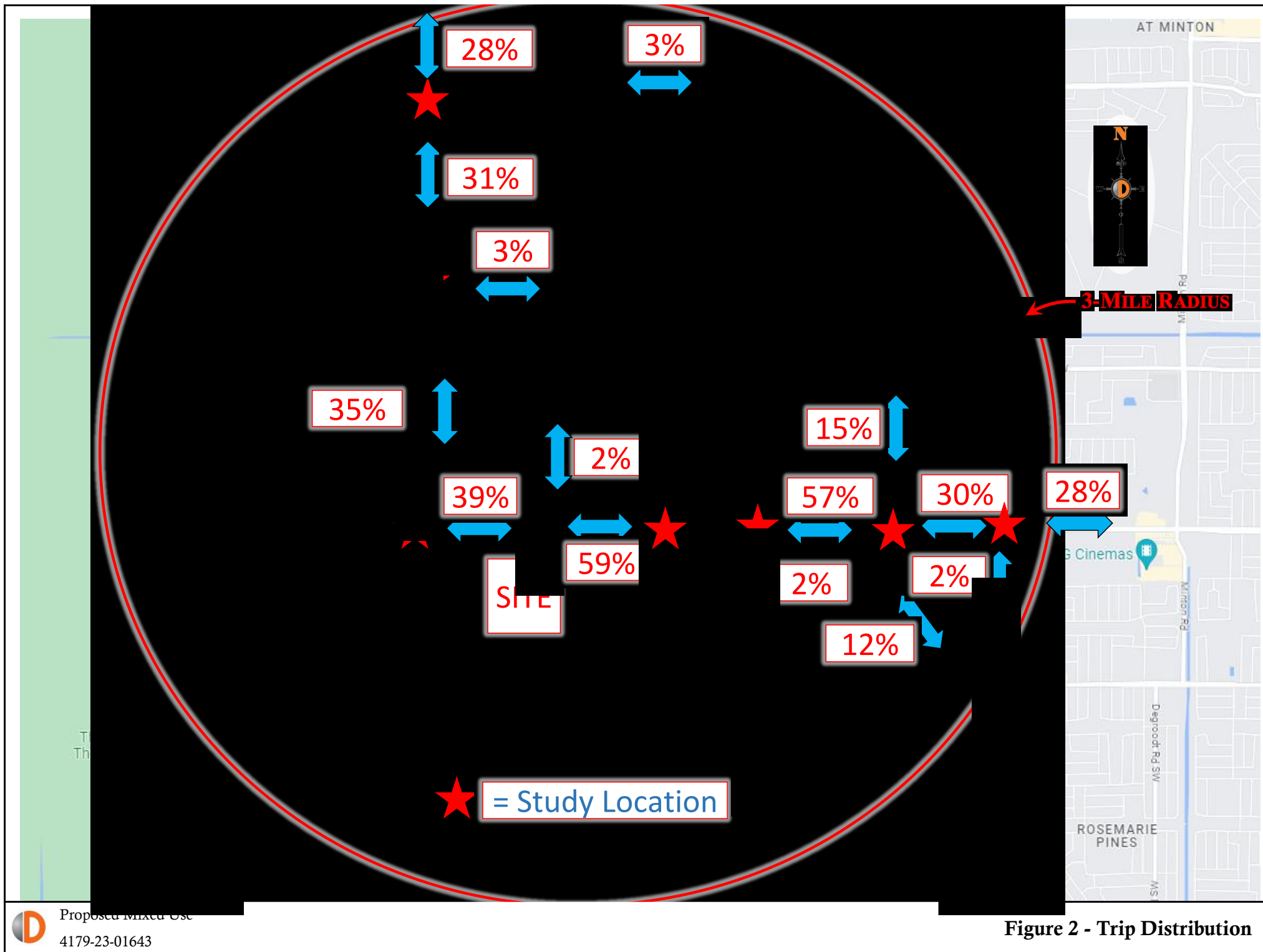
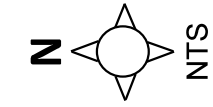
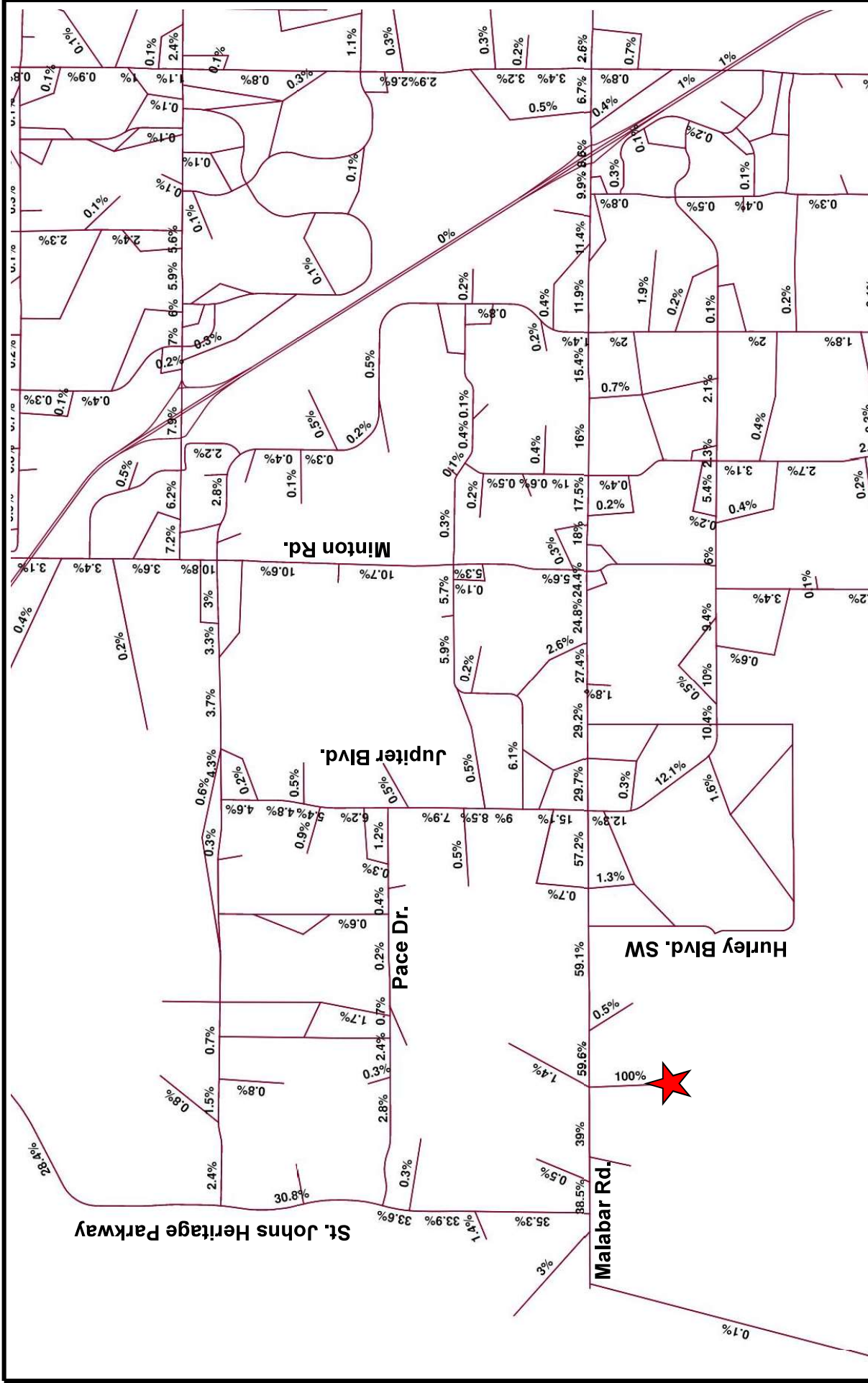


Figure 2 - Trip Distribution



Chaparral Phase IV

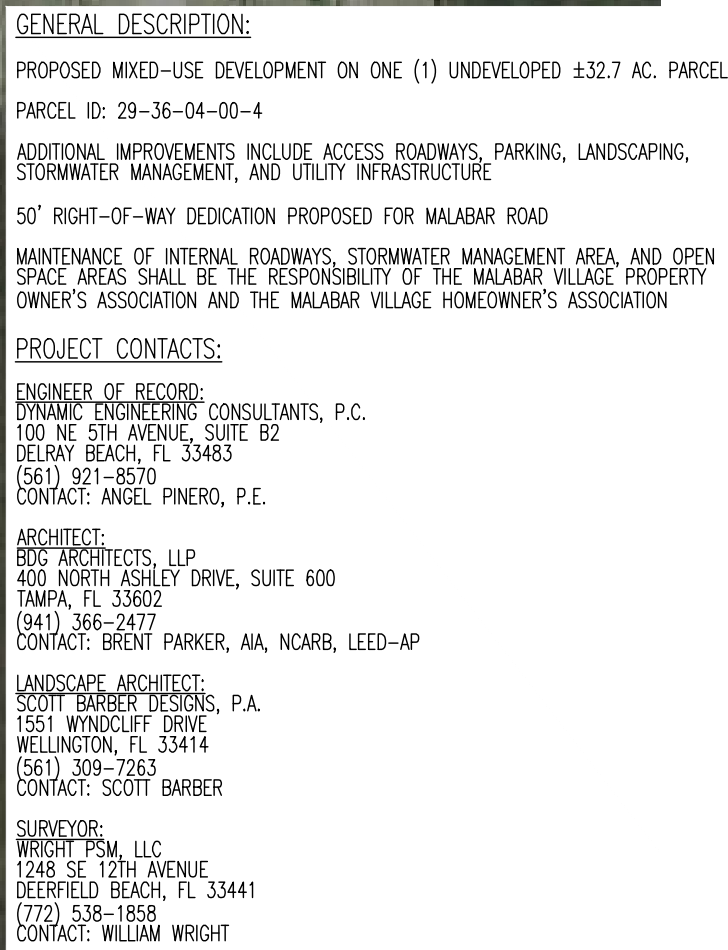
Project Distribution

Project Number: 5227.12

Figure 4



1049 Eber Boulevard, Suite 104 Melbourne, Florida 32904
Telephone: 321.499.4679 Fax: 321.499.4680



| COMMON OPEN SPACE | |
|-------------------------------------|--|
| OPEN SPACE-1: | ± 0.71 AC. |
| OPEN SPACE-1 WATER AREA: ** | ± 0.83 AC. |
| OPEN SPACE-2: | ± 0.41 AC. |
| OPEN SPACE-2a: | ± 0.02 AC. |
| OPEN SPACE-3: | ± 0.37 AC. |
| OPEN SPACE-4: | ± 0.47 AC. |
| OPEN SPACE-5: | ± 0.45 AC. |
| OPEN SPACE-6: | ± 0.80 AC. |
| OPEN SPACE-7: | ± 0.12 AC. |
| OPEN SPACE-8: | ± 0.22 AC. |
| OPEN SPACE-9: | ± 1.08 AC. |
| OPEN SPACE-9 WATER AREA: ** | ± 0.85 AC. |
| OPEN SPACE-10: | ± 0.05 AC. |
| OPEN SPACE-11: | ± 0.08 AC. |
| RECREATION TRACT: * | ± 1.22 AC. |
| PROVIDED COMMON OPEN SPACE: | ± 7.78 AC. |
| REQUIRED COMMON OPEN SPACE: | ± 7.75 AC. (25% OF GROSS SITE ACREAGE) |
| TOTAL WATER AREA COMMON OPEN SPACE: | ± 1.78 AC. (22.9% OF TOTAL PROVIDED COMMON OPEN SPACE) |

| PARKING | |
|--------------------------------|--|
| RESIDENTIAL: | |
| PARKING RATIO: | 2 SPACES FOR 3 OR MORE BEDROOMS 1.5 SPACES FOR 1 OR 2 BEDROOM |
| PARKING REQUIRED: | (46 1-BEDROOM UNITS + 336 2-BEDROOM UNITS) X 1.5 SPACES/UNIT + 42 3-BEDROOM UNITS X 2 SPACES/UNIT = 657 SPACES |
| PARKING PROVIDED: | 671 SPACES |
| ADA STALLS PROVIDED: | 14 (2% OF TOTAL) |
| PARKING LANDSCAPE REQUIREMENT: | 50 SF OF LANDSCAPE PER PARKING STALL (50 X 671) = 33,550 SF |
| PARKING LANDSCAPE PROVIDED: | 39,839 SF |

| | |
|--|---|
| COMMERCIAL: | |
| SELF STORAGE PARKING RATIO: | 1 SPACE FOR EVERY 250 SF OF NON-STORAGE FLOOR AREA (OFFICE, BREAKROOM, LOBBIES) |
| LOT 1 (SELF-STORAGE) PARKING REQUIRED: | 1,584 SF ÷ 250 SF/SPACE = 7 SPACES |
| LOT 2 (SELF-STORAGE) PARKING PROVIDED: | 11 SPACES |
| ADA STALLS PROVIDED: | 6 (1 FOR EVERY 25 SPACES) |
| LOT 1 PARKING LANDSCAPE REQUIREMENT: | 50 SF OF LANDSCAPE PER PARKING STALL (50 X 11) = 550 SF |
| LOT 1 PARKING LANDSCAPE PROVIDED: | 1,880 SF |
| RETAIL STORE PARKING RATIO: | |
| LOT 2 (RETAIL STORE) PARKING REQUIRED: | 1 SPACE FOR EVERY 200 SF |
| LOT 2 (RETAIL STORE) PARKING PROVIDED: | 38,053 SF ÷ 200 SF/SPACE = 191 SPACES |
| ADA STALLS PROVIDED: | 191 SPACES |
| LOT 2 PARKING LANDSCAPE REQUIREMENT: | 6 (1 FOR EVERY 25 SPACES FROM 0 - 100, 1 FOR EVERY 50 SPACES FROM 100 - 500) |
| LOT 2 PARKING LANDSCAPE PROVIDED: | 50 SF OF LANDSCAPE PER PARKING STALL (50 X 191) = 9,550 SF |
| LOT 2 PARKING LANDSCAPE PROVIDED: | 22,855 SF |
| LOT 3 (RETAIL STORE) PARKING RATIO: | |
| LOT 3 (RETAIL STORE) PARKING REQUIRED: | 1 SPACE FOR EVERY 200 SF |
| LOT 3 (RETAIL STORE) PARKING PROVIDED: | 19,752 SF ÷ 200 SF/SPACE = 99 SPACES |
| ADA STALLS PROVIDED: | 110 SPACES |
| LOT 3 PARKING LANDSCAPE REQUIREMENT: | 5 (1 FOR EVERY 25 SPACES) |
| LOT 3 PARKING LANDSCAPE PROVIDED: | 50 SF OF LANDSCAPE PER PARKING STALL (50 X 110) = 5,500 SF |
| LOT 3 PARKING LANDSCAPE PROVIDED: | 15,445 SF |

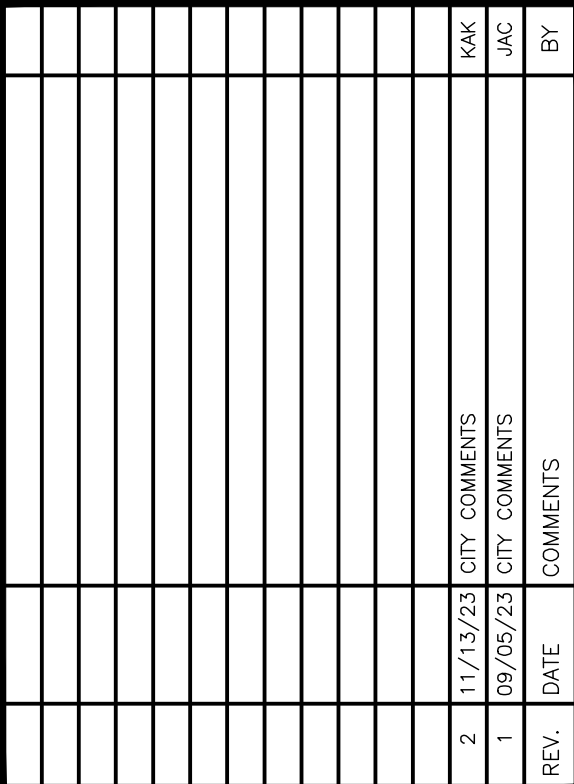
| MINIMUM EXTERNAL YARDS | |
|------------------------|-----|
| FRONT (NORTH) | 10' |
| SIDE (EAST) | 15' |
| BACK (SOUTH) | 25' |
| SIDE (WEST) | 10' |

| | REQUIRED | PROPOSED |
|---------------|----------|----------|
| FRONT (NORTH) | 40' | 44.7' |
| SIDE (EAST) | 35' | 50.9' |
| BACK (SOUTH) | 35' | 44.0' |
| SIDE (WEST) | 35' | 44.8' |

| LOT 4 REQUIRED SETBACKS | | |
|---|-----------------|-----------------|
| | <u>REQUIRED</u> | <u>PROPOSED</u> |
| FRONT (NORTH) | 12' | 21.2' |
| SIDE (EAST) | 35' | 39.8' |
| BACK (SOUTH) | 35' | 37.3' |
| SIDE (WEST) | 34' | 34.9' |
| MINIMUM DISTANCE BETWEEN RESIDENTIAL BUILDINGS: | 20' | 20.0' |

| | MAXIMUM BUILDING HEIGHT ALLOWED |
|---------------------------|---------------------------------|
| COMMERCIAL: | 45' |
| RESIDENTIAL MULTI-FAMILY: | 40' |

| | PERVIOUS | IMPERVIOUS (EXCLUDING BUILDINGS) | BUILDING COVERAGE |
|--------|--------------------|----------------------------------|--------------------|
| LOT 1: | ± 0.37 AC. (15.7%) | ± 0.86 AC. (36.2%) | ± 1.15 AC. (48.1%) |
| LOT 2: | ± 0.94 AC. (22.4%) | ± 3.68 AC. (56.8%) | ± 0.87 AC. (20.8%) |
| LOT 3: | ± 0.79 AC. (30.6%) | ± 1.33 AC. (51.8%) | ± 0.45 AC. (17.6%) |
| LOT 4: | ± 5.80 AC. (28.6%) | ± 8.97 AC. (44.3%) | ± 5.48 AC. (27.1%) |



BRIDGE ASSET MANAGEMENT

MALABAR ROAD
PALM BAY, BREVARD COUNTY, FLORIDA

PROFESSIONAL ENGINEER
FLORIDA LICENSE No. 88047
DATE:



SHEET No: _____ Rev. #: _____

PDP-01

Appendix B
Internal Capture Worksheets

| NCHRP 684 Internal Trip Capture Estimation Tool | | | | | |
|---|-----------------------------------|----------------------|----------------------|--|--|
| Project Name: | Proposed Mixed Use - Malabar Road | Organization: | Dynamic Traffic, LLC | | |
| Project Location: | Malabar Road & Thunderbird Avenue | Performed By: | CWP | | |
| Scenario Description: | Traffic Methodology Statement | Date: | 6/21/2023 | | |
| Analysis Year: | 2027 | Checked By: | CWP | | |
| Analysis Period: | AM Street Peak Hour | Date: | 6/21/2023 | | |

| Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate) | | | | | | |
|--|---|----------|-------|--------------------------------------|----------|---------|
| Land Use | Development Data (For Information Only) | | | Estimated Vehicle-Trips ³ | | |
| | ITE LUCs ¹ | Quantity | Units | Total | Entering | Exiting |
| Office | | | | 0 | | |
| Retail | 151, 821 | 157,805 | SF | 109 | 67 | 42 |
| Restaurant | | | | 0 | | |
| Cinema/Entertainment | | | | 0 | | |
| Residential | 220 | 424 | DU | 154 | 37 | 117 |
| Hotel | | | | 0 | | |
| All Other Land Uses ² | | | | 0 | | |
| | | | | 263 | 104 | 159 |

| Table 2-A: Mode Split and Vehicle Occupancy Estimates | | | | | | |
|---|------------------------|-----------|-----------------|------------------------|-----------|-----------------|
| Land Use | Entering Trips | | | Exiting Trips | | |
| | Veh. Occ. ⁴ | % Transit | % Non-Motorized | Veh. Occ. ⁴ | % Transit | % Non-Motorized |
| Office | | | | | | |
| Retail | | | | | | |
| Restaurant | | | | | | |
| Cinema/Entertainment | | | | | | |
| Residential | | | | | | |
| Hotel | | | | | | |
| All Other Land Uses ² | | | | | | |

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

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

| Table 5-A: Computations Summary | | | |
|---|-------|----------|---------|
| | Total | Entering | Exiting |
| All Person-Trips | 263 | 104 | 159 |
| Internal Capture Percentage | 2% | 2% | 1% |
| External Vehicle-Trips ⁵ | 259 | 102 | 157 |
| External Transit-Trips ⁶ | 0 | 0 | 0 |
| External Non-Motorized Trips ⁶ | 0 | 0 | 0 |

| Table 6-A: Internal Trip Capture Percentages by Land Use | | |
|--|----------------|---------------|
| Land Use | Entering Trips | Exiting Trips |
| Office | N/A | N/A |
| Retail | 1% | 2% |
| Restaurant | N/A | N/A |
| Cinema/Entertainment | N/A | N/A |
| Residential | 3% | 1% |
| Hotel | N/A | N/A |

| |
|---|
| ¹ Land Use Codes (LUCs) from <i>Trip Generation Manual</i> , published by the Institute of Transportation Engineers. |
| ² Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator. |
| ³ Enter trips assuming no transit or non-motorized trips (as assumed in ITE <i>Trip Generation Manual</i>). |
| ⁴ Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete. |
| ⁵ Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A. |
| ⁶ Person-Trips |
| *Indicates computation that has been rounded to the nearest whole number. |
| Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1 |

| | |
|-------------------------|-----------------------------------|
| Project Name: | Proposed Mixed Use - Malabar Road |
| Analysis Period: | AM Street Peak Hour |

| Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends | | | | | | |
|--|-------------------------------|---------------|---------------|------------------------------|---------------|---------------|
| Land Use | Table 7-A (D): Entering Trips | | | Table 7-A (O): Exiting Trips | | |
| | Veh. Occ. | Vehicle-Trips | Person-Trips* | Veh. Occ. | Vehicle-Trips | Person-Trips* |
| Office | 1.00 | 0 | 0 | 1.00 | 0 | 0 |
| Retail | 1.00 | 67 | 67 | 1.00 | 42 | 42 |
| Restaurant | 1.00 | 0 | 0 | 1.00 | 0 | 0 |
| Cinema/Entertainment | 1.00 | 0 | 0 | 1.00 | 0 | 0 |
| Residential | 1.00 | 37 | 37 | 1.00 | 117 | 117 |
| Hotel | 1.00 | 0 | 0 | 1.00 | 0 | 0 |

| Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin) | | | | | | |
|--|------------------|--------|------------|----------------------|-------------|-------|
| Origin (From) | Destination (To) | | | | | |
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 0 | 0 | 0 | 0 | 0 |
| Retail | 12 | | 5 | 0 | 6 | 0 |
| Restaurant | 0 | 0 | | 0 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | | 0 | 0 |
| Residential | 2 | 1 | 23 | 0 | | 0 |
| Hotel | 0 | 0 | 0 | 0 | 0 | |

| Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination) | | | | | | |
|---|------------------|--------|------------|----------------------|-------------|-------|
| Origin (From) | Destination (To) | | | | | |
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 21 | 0 | 0 | 0 | 0 |
| Retail | 0 | | 0 | 0 | 1 | 0 |
| Restaurant | 0 | 5 | | 0 | 2 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | | 0 | 0 |
| Residential | 0 | 11 | 0 | 0 | | 0 |
| Hotel | 0 | 3 | 0 | 0 | 0 | |

| Table 9-A (D): Internal and External Trips Summary (Entering Trips) | | | | | | |
|---|-----------------------|----------|-------|-------------------------|----------------------|----------------------------|
| Destination Land Use | Person-Trip Estimates | | | External Trips by Mode* | | |
| | Internal | External | Total | Vehicles ¹ | Transit ² | Non-Motorized ² |
| Office | 0 | 0 | 0 | 0 | 0 | 0 |
| Retail | 1 | 66 | 67 | 66 | 0 | 0 |
| Restaurant | 0 | 0 | 0 | 0 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | 0 | 0 | 0 |
| Residential | 1 | 36 | 37 | 36 | 0 | 0 |
| Hotel | 0 | 0 | 0 | 0 | 0 | 0 |
| All Other Land Uses ³ | 0 | 0 | 0 | 0 | 0 | 0 |

| Table 9-A (O): Internal and External Trips Summary (Exiting Trips) | | | | | | |
|--|-----------------------|----------|-------|-------------------------|----------------------|----------------------------|
| Origin Land Use | Person-Trip Estimates | | | External Trips by Mode* | | |
| | Internal | External | Total | Vehicles ¹ | Transit ² | Non-Motorized ² |
| Office | 0 | 0 | 0 | 0 | 0 | 0 |
| Retail | 1 | 41 | 42 | 41 | 0 | 0 |
| Restaurant | 0 | 0 | 0 | 0 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | 0 | 0 | 0 |
| Residential | 1 | 116 | 117 | 116 | 0 | 0 |
| Hotel | 0 | 0 | 0 | 0 | 0 | 0 |
| All Other Land Uses ³ | 0 | 0 | 0 | 0 | 0 | 0 |

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

²Person-Trips

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

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

| NCHRP 684 Internal Trip Capture Estimation Tool | | | | | |
|---|-----------------------------------|----------------------|----------------------|--|--|
| Project Name: | Proposed Mixed Use - Malabar Road | Organization: | Dynamic Traffic, LLC | | |
| Project Location: | Malabar Road & Thunderbird Avenue | Performed By: | CWP | | |
| Scenario Description: | Traffic Methodology Statement | Date: | 6/21/2023 | | |
| Analysis Year: | 2027 | Checked By: | CWP | | |
| Analysis Period: | PM Street Peak Hour | Date: | 6/21/2023 | | |

| Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate) | | | | | | |
|--|---|----------|-------|--------------------------------------|----------|---------|
| Land Use | Development Data (For Information Only) | | | Estimated Vehicle-Trips ³ | | |
| | ITE LUCs ¹ | Quantity | Units | Total | Entering | Exiting |
| Office | | | | 0 | | |
| Retail | 151, 821 | 157,805 | SF | 315 | 154 | 161 |
| Restaurant | | | | 0 | | |
| Cinema/Entertainment | | | | 0 | | |
| Residential | 220 | 424 | DU | 203 | 128 | 75 |
| Hotel | | | | 0 | | |
| All Other Land Uses ² | | | | 0 | | |
| | | | | 518 | 282 | 236 |

| Table 2-P: Mode Split and Vehicle Occupancy Estimates | | | | | | |
|---|------------------------|-----------|-----------------|------------------------|-----------|-----------------|
| Land Use | Entering Trips | | | Exiting Trips | | |
| | Veh. Occ. ⁴ | % Transit | % Non-Motorized | Veh. Occ. ⁴ | % Transit | % Non-Motorized |
| Office | | | | | | |
| Retail | | | | | | |
| Restaurant | | | | | | |
| Cinema/Entertainment | | | | | | |
| Residential | | | | | | |
| Hotel | | | | | | |
| All Other Land Uses ² | | | | | | |

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

| Table 4-P: Internal Person-Trip Origin-Destination Matrix* | | | | | | |
|--|------------------|--------|------------|----------------------|-------------|-------|
| Origin (From) | Destination (To) | | | | | |
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 0 | 0 | 0 | 0 | 0 |
| Retail | 0 | | 0 | 0 | 42 | 0 |
| Restaurant | 0 | 0 | | 0 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | | 0 | 0 |
| Residential | 0 | 15 | 0 | 0 | | 0 |
| Hotel | 0 | 0 | 0 | 0 | 0 | |

| Table 5-P: Computations Summary | | | |
|---|-------|----------|---------|
| | Total | Entering | Exiting |
| All Person-Trips | 518 | 282 | 236 |
| Internal Capture Percentage | 22% | 20% | 24% |
| External Vehicle-Trips ⁵ | 404 | 225 | 179 |
| External Transit-Trips ⁶ | 0 | 0 | 0 |
| External Non-Motorized Trips ⁶ | 0 | 0 | 0 |

| Table 6-P: Internal Trip Capture Percentages by Land Use | | |
|--|----------------|---------------|
| Land Use | Entering Trips | Exiting Trips |
| Office | N/A | N/A |
| Retail | 10% | 26% |
| Restaurant | N/A | N/A |
| Cinema/Entertainment | N/A | N/A |
| Residential | 33% | 20% |
| Hotel | N/A | N/A |

| |
|--|
| ¹ Land Use Codes (LUCs) from <i>Trip Generation Manual</i> , published by the Institute of Transportation Engineers. |
| ² Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator. |
| ³ Enter trips assuming no transit or non-motorized trips (as assumed in ITE <i>Trip Generation Manual</i>). |
| ⁴ Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made. |
| ⁵ Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P. |
| ⁶ Person-Trips |
| *Indicates computation that has been rounded to the nearest whole number. |
| Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1 |

| | |
|-------------------------|-----------------------------------|
| Project Name: | Proposed Mixed Use - Malabar Road |
| Analysis Period: | PM Street Peak Hour |

| Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends | | | | | | |
|--|-------------------------------|---------------|---------------|------------------------------|---------------|---------------|
| Land Use | Table 7-P (D): Entering Trips | | | Table 7-P (O): Exiting Trips | | |
| | Veh. Occ. | Vehicle-Trips | Person-Trips* | Veh. Occ. | Vehicle-Trips | Person-Trips* |
| Office | 1.00 | 0 | 0 | 1.00 | 0 | 0 |
| Retail | 1.00 | 154 | 154 | 1.00 | 161 | 161 |
| Restaurant | 1.00 | 0 | 0 | 1.00 | 0 | 0 |
| Cinema/Entertainment | 1.00 | 0 | 0 | 1.00 | 0 | 0 |
| Residential | 1.00 | 128 | 128 | 1.00 | 75 | 75 |
| Hotel | 1.00 | 0 | 0 | 1.00 | 0 | 0 |

| Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin) | | | | | | |
|--|------------------|--------|------------|----------------------|-------------|-------|
| Origin (From) | Destination (To) | | | | | |
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 0 | 0 | 0 | 0 | 0 |
| Retail | 3 | | 47 | 6 | 42 | 8 |
| Restaurant | 0 | 0 | | 0 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | | 0 | 0 |
| Residential | 3 | 32 | 16 | 0 | | 2 |
| Hotel | 0 | 0 | 0 | 0 | 0 | |

| Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination) | | | | | | |
|---|------------------|--------|------------|----------------------|-------------|-------|
| Origin (From) | Destination (To) | | | | | |
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 12 | 0 | 0 | 5 | 0 |
| Retail | 0 | | 0 | 0 | 59 | 0 |
| Restaurant | 0 | 77 | | 0 | 20 | 0 |
| Cinema/Entertainment | 0 | 6 | 0 | | 5 | 0 |
| Residential | 0 | 15 | 0 | 0 | | 0 |
| Hotel | 0 | 3 | 0 | 0 | 0 | |

| Table 9-P (D): Internal and External Trips Summary (Entering Trips) | | | | | | |
|---|-----------------------|----------|-------|-------------------------|----------------------|----------------------------|
| Destination Land Use | Person-Trip Estimates | | | External Trips by Mode* | | |
| | Internal | External | Total | Vehicles ¹ | Transit ² | Non-Motorized ² |
| Office | 0 | 0 | 0 | 0 | 0 | 0 |
| Retail | 15 | 139 | 154 | 139 | 0 | 0 |
| Restaurant | 0 | 0 | 0 | 0 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | 0 | 0 | 0 |
| Residential | 42 | 86 | 128 | 86 | 0 | 0 |
| Hotel | 0 | 0 | 0 | 0 | 0 | 0 |
| All Other Land Uses ³ | 0 | 0 | 0 | 0 | 0 | 0 |

| Table 9-P (O): Internal and External Trips Summary (Exiting Trips) | | | | | | |
|--|-----------------------|----------|-------|-------------------------|----------------------|----------------------------|
| Origin Land Use | Person-Trip Estimates | | | External Trips by Mode* | | |
| | Internal | External | Total | Vehicles ¹ | Transit ² | Non-Motorized ² |
| Office | 0 | 0 | 0 | 0 | 0 | 0 |
| Retail | 42 | 119 | 161 | 119 | 0 | 0 |
| Restaurant | 0 | 0 | 0 | 0 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | 0 | 0 | 0 |
| Residential | 15 | 60 | 75 | 60 | 0 | 0 |
| Hotel | 0 | 0 | 0 | 0 | 0 | 0 |
| All Other Land Uses ³ | 0 | 0 | 0 | 0 | 0 | 0 |

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

²Person-Trips

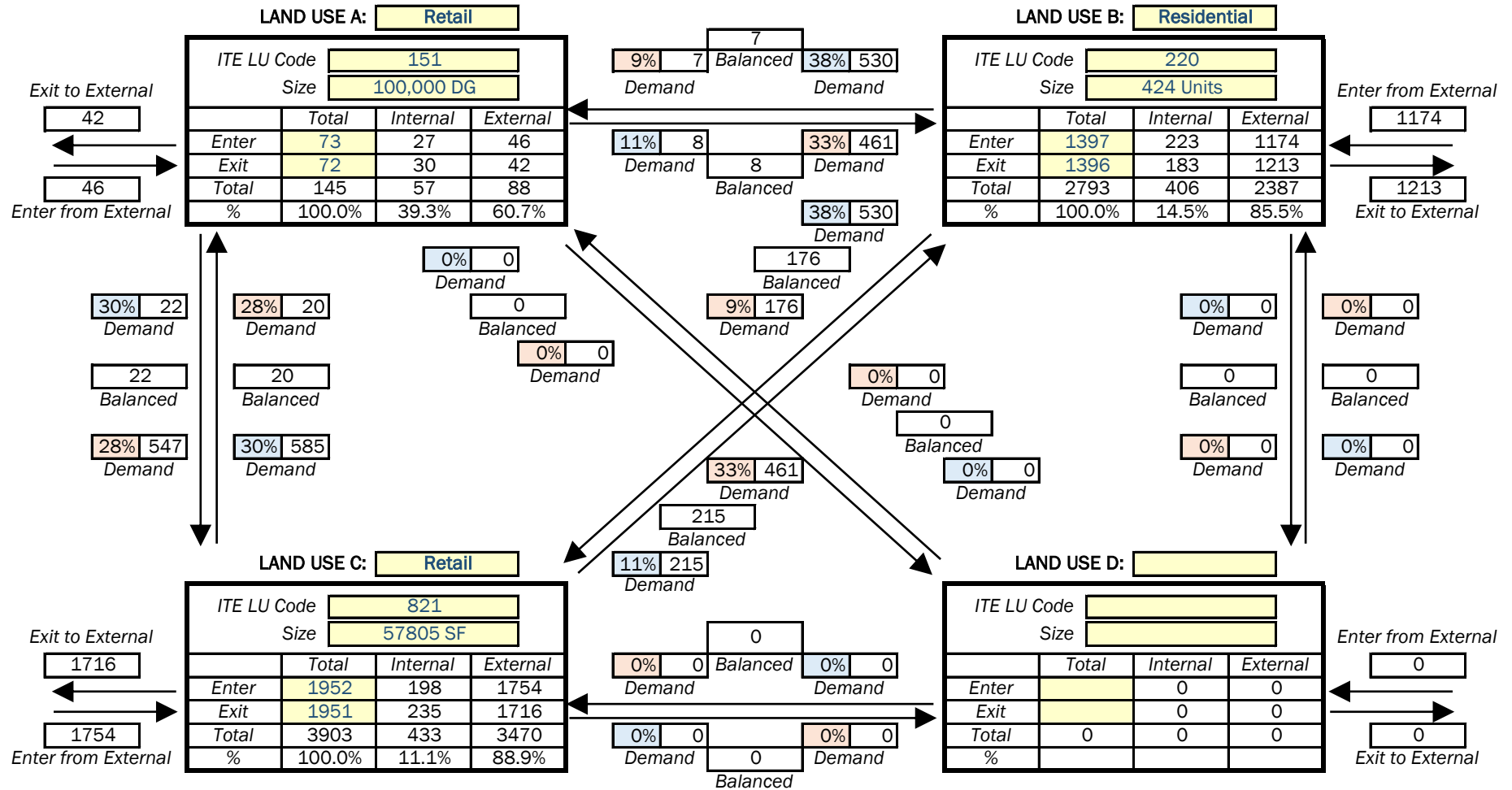
³Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

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

Analyst: CWP
Date: 12/14/2023

MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Name of Development: Mixed Use - Malabar Rd.
Time Period: Daily



| Net External Trips for Mult-Use Development | | | | | |
|---|------------|------------|------------|------------|------------------|
| | Land Use A | Land Use B | Land Use C | Land Use D | Total |
| Enter | 46 | 1174 | 1754 | 0 | 2974 |
| Exit | 42 | 1213 | 1716 | 0 | 2971 |
| Total | 88 | 2387 | 3470 | 0 | 5945 |
| Single Use Trip Gen Est. | 145 | 2793 | 3903 | 0 | 6841 |
| | | | | | Internal Capture |
| | | | | | 13.1% |

Note: Internal capture rates obtained from ITE publications *Trip Generation Handbook*, 3rd Edition and *Trip Generation Handbook*, 2nd Edition

Appendix D

Traffic Counts

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 7000 BREVARD COUNTYWIDE

| WEEK | DATES | SF | MOCF: 0.93 PSCF |
|------|-------------------------|------|--------------------|
| 1 | 01/01/2022 - 01/01/2022 | 1.03 | 1.11 |
| 2 | 01/02/2022 - 01/08/2022 | 1.02 | 1.10 |
| 3 | 01/09/2022 - 01/15/2022 | 1.01 | 1.09 |
| 4 | 01/16/2022 - 01/22/2022 | 0.99 | 1.06 |
| 5 | 01/23/2022 - 01/29/2022 | 0.98 | 1.05 |
| * 6 | 01/30/2022 - 02/05/2022 | 0.96 | 1.03 |
| * 7 | 02/06/2022 - 02/12/2022 | 0.94 | 1.01 |
| * 8 | 02/13/2022 - 02/19/2022 | 0.92 | 0.99 |
| * 9 | 02/20/2022 - 02/26/2022 | 0.92 | 0.99 |
| *10 | 02/27/2022 - 03/05/2022 | 0.91 | 0.98 |
| *11 | 03/06/2022 - 03/12/2022 | 0.91 | 0.98 |
| *12 | 03/13/2022 - 03/19/2022 | 0.90 | 0.97 |
| *13 | 03/20/2022 - 03/26/2022 | 0.91 | 0.98 |
| *14 | 03/27/2022 - 04/02/2022 | 0.92 | 0.99 |
| *15 | 04/03/2022 - 04/09/2022 | 0.93 | 1.00 |
| *16 | 04/10/2022 - 04/16/2022 | 0.94 | 1.01 |
| *17 | 04/17/2022 - 04/23/2022 | 0.95 | 1.02 |
| *18 | 04/24/2022 - 04/30/2022 | 0.96 | 1.03 |
| 19 | 05/01/2022 - 05/07/2022 | 0.97 | 1.04 |
| 20 | 05/08/2022 - 05/14/2022 | 0.98 | 1.05 |
| 21 | 05/15/2022 - 05/21/2022 | 0.99 | 1.06 |
| 22 | 05/22/2022 - 05/28/2022 | 1.00 | 1.08 |
| 23 | 05/29/2022 - 06/04/2022 | 1.02 | 1.10 |
| 24 | 06/05/2022 - 06/11/2022 | 1.04 | 1.12 |
| 25 | 06/12/2022 - 06/18/2022 | 1.05 | 1.13 |
| 26 | 06/19/2022 - 06/25/2022 | 1.05 | 1.13 |
| 27 | 06/26/2022 - 07/02/2022 | 1.05 | 1.13 |
| 28 | 07/03/2022 - 07/09/2022 | 1.05 | 1.13 |
| 29 | 07/10/2022 - 07/16/2022 | 1.05 | 1.13 |
| 30 | 07/17/2022 - 07/23/2022 | 1.04 | 1.12 |
| 31 | 07/24/2022 - 07/30/2022 | 1.04 | 1.12 |
| 32 | 07/31/2022 - 08/06/2022 | 1.04 | 1.12 |
| 33 | 08/07/2022 - 08/13/2022 | 1.04 | 1.12 |
| 34 | 08/14/2022 - 08/20/2022 | 1.04 | 1.12 |
| 35 | 08/21/2022 - 08/27/2022 | 1.05 | 1.13 |
| 36 | 08/28/2022 - 09/03/2022 | 1.06 | 1.14 |
| 37 | 09/04/2022 - 09/10/2022 | 1.07 | 1.15 |
| 38 | 09/11/2022 - 09/17/2022 | 1.08 | 1.16 |
| 39 | 09/18/2022 - 09/24/2022 | 1.06 | 1.14 |
| 40 | 09/25/2022 - 10/01/2022 | 1.04 | 1.12 |
| 41 | 10/02/2022 - 10/08/2022 | 1.02 | 1.10 |
| 42 | 10/09/2022 - 10/15/2022 | 1.00 | 1.08 |
| 43 | 10/16/2022 - 10/22/2022 | 1.02 | 1.10 |
| 44 | 10/23/2022 - 10/29/2022 | 1.03 | 1.11 |
| 45 | 10/30/2022 - 11/05/2022 | 1.04 | 1.12 |
| 46 | 11/06/2022 - 11/12/2022 | 1.05 | 1.13 |
| 47 | 11/13/2022 - 11/19/2022 | 1.06 | 1.14 |
| 48 | 11/20/2022 - 11/26/2022 | 1.05 | 1.13 |
| 49 | 11/27/2022 - 12/03/2022 | 1.05 | 1.13 |
| 50 | 12/04/2022 - 12/10/2022 | 1.04 | 1.12 |
| 51 | 12/11/2022 - 12/17/2022 | 1.03 | 1.11 |
| 52 | 12/18/2022 - 12/24/2022 | 1.02 | 1.10 |
| 53 | 12/25/2022 - 12/31/2022 | 1.01 | 1.09 |

* PEAK SEASON

23-FEB-2023 09:11:22

830UPD

5_7000_PKSEASON.TXT

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 7095 BREVARD I95

| WEEK | DATES | SF | MOCF: 0.97 PSCF |
|------|-------------------------|------|--------------------|
| 1 | 01/01/2022 - 01/01/2022 | 0.93 | 0.96 |
| 2 | 01/02/2022 - 01/08/2022 | 1.01 | 1.04 |
| 3 | 01/09/2022 - 01/15/2022 | 1.09 | 1.12 |
| 4 | 01/16/2022 - 01/22/2022 | 1.07 | 1.10 |
| 5 | 01/23/2022 - 01/29/2022 | 1.05 | 1.08 |
| 6 | 01/30/2022 - 02/05/2022 | 1.03 | 1.06 |
| 7 | 02/06/2022 - 02/12/2022 | 1.01 | 1.04 |
| * 8 | 02/13/2022 - 02/19/2022 | 1.00 | 1.03 |
| * 9 | 02/20/2022 - 02/26/2022 | 0.98 | 1.01 |
| *10 | 02/27/2022 - 03/05/2022 | 0.97 | 1.00 |
| *11 | 03/06/2022 - 03/12/2022 | 0.95 | 0.98 |
| *12 | 03/13/2022 - 03/19/2022 | 0.94 | 0.97 |
| *13 | 03/20/2022 - 03/26/2022 | 0.94 | 0.97 |
| *14 | 03/27/2022 - 04/02/2022 | 0.95 | 0.98 |
| *15 | 04/03/2022 - 04/09/2022 | 0.95 | 0.98 |
| *16 | 04/10/2022 - 04/16/2022 | 0.96 | 0.99 |
| *17 | 04/17/2022 - 04/23/2022 | 0.97 | 1.00 |
| *18 | 04/24/2022 - 04/30/2022 | 0.98 | 1.01 |
| *19 | 05/01/2022 - 05/07/2022 | 0.99 | 1.02 |
| *20 | 05/08/2022 - 05/14/2022 | 1.00 | 1.03 |
| 21 | 05/15/2022 - 05/21/2022 | 1.02 | 1.05 |
| 22 | 05/22/2022 - 05/28/2022 | 1.02 | 1.05 |
| 23 | 05/29/2022 - 06/04/2022 | 1.03 | 1.06 |
| 24 | 06/05/2022 - 06/11/2022 | 1.04 | 1.07 |
| 25 | 06/12/2022 - 06/18/2022 | 1.05 | 1.08 |
| 26 | 06/19/2022 - 06/25/2022 | 1.04 | 1.07 |
| 27 | 06/26/2022 - 07/02/2022 | 1.03 | 1.06 |
| 28 | 07/03/2022 - 07/09/2022 | 1.02 | 1.05 |
| 29 | 07/10/2022 - 07/16/2022 | 1.01 | 1.04 |
| 30 | 07/17/2022 - 07/23/2022 | 1.02 | 1.05 |
| 31 | 07/24/2022 - 07/30/2022 | 1.02 | 1.05 |
| 32 | 07/31/2022 - 08/06/2022 | 1.03 | 1.06 |
| 33 | 08/07/2022 - 08/13/2022 | 1.03 | 1.06 |
| 34 | 08/14/2022 - 08/20/2022 | 1.04 | 1.07 |
| 35 | 08/21/2022 - 08/27/2022 | 1.06 | 1.09 |
| 36 | 08/28/2022 - 09/03/2022 | 1.09 | 1.12 |
| 37 | 09/04/2022 - 09/10/2022 | 1.11 | 1.14 |
| 38 | 09/11/2022 - 09/17/2022 | 1.14 | 1.18 |
| 39 | 09/18/2022 - 09/24/2022 | 1.10 | 1.13 |
| 40 | 09/25/2022 - 10/01/2022 | 1.07 | 1.10 |
| 41 | 10/02/2022 - 10/08/2022 | 1.04 | 1.07 |
| 42 | 10/09/2022 - 10/15/2022 | 1.01 | 1.04 |
| 43 | 10/16/2022 - 10/22/2022 | 0.99 | 1.02 |
| 44 | 10/23/2022 - 10/29/2022 | 0.98 | 1.01 |
| 45 | 10/30/2022 - 11/05/2022 | 0.97 | 1.00 |
| 46 | 11/06/2022 - 11/12/2022 | 0.96 | 0.99 |
| 47 | 11/13/2022 - 11/19/2022 | 0.95 | 0.98 |
| 48 | 11/20/2022 - 11/26/2022 | 0.94 | 0.97 |
| 49 | 11/27/2022 - 12/03/2022 | 0.94 | 0.97 |
| 50 | 12/04/2022 - 12/10/2022 | 0.93 | 0.96 |
| 51 | 12/11/2022 - 12/17/2022 | 0.93 | 0.96 |
| 52 | 12/18/2022 - 12/24/2022 | 1.01 | 1.04 |
| 53 | 12/25/2022 - 12/31/2022 | 1.09 | 1.12 |

* PEAK SEASON

23-FEB-2023 09:11:22

830UPD

5_7095_PKSEASON.TXT



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

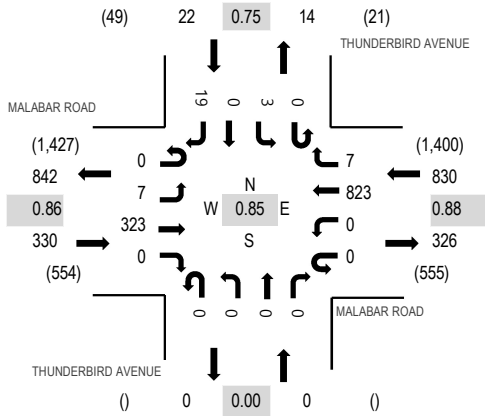
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Date: Tuesday, January 16, 2024

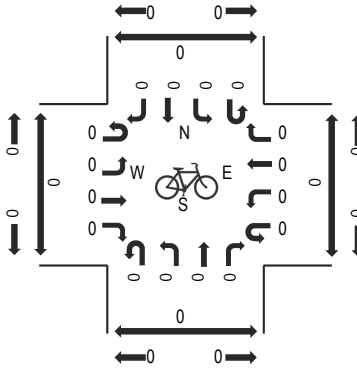
Peak Hour: 07:45 AM - 08:45 AM

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

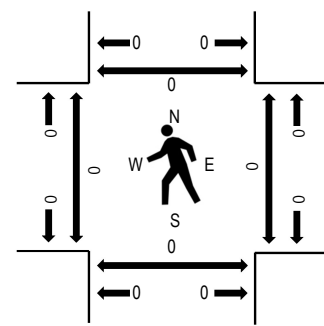
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

| Interval Start Time | MALABAR ROAD Eastbound | | | | MALABAR ROAD Westbound | | | | THUNDERBIRD AVENUE Northbound | | | | THUNDERBIRD AVENUE Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|------------------------|---------------------------|------|------|-------|---------------------------|------|------|-------|----------------------------------|------|------|-------|----------------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 2 | 36 | 0 | 0 | 0 | 146 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 8 | 193 | 869 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 47 | 0 | 0 | 0 | 175 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 6 | 232 | 953 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 46 | 0 | 0 | 0 | 164 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 217 | 1,068 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 2 | 45 | 0 | 0 | 0 | 175 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 227 | 1,182 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 1 | 65 | 0 | 0 | 0 | 200 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 6 | 277 | 1,134 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 1 | 107 | 0 | 0 | 0 | 234 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 347 | | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 3 | 106 | 0 | 0 | 0 | 214 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 331 | | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 1 | 92 | 0 | 0 | 0 | 81 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 179 | | 0 | 0 | 0 | 0 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Lights | 0 | 7 | 309 | 0 | 0 | 0 | 800 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 19 | 1,142 |
| Mediums | 0 | 0 | 13 | 0 | 0 | 0 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 37 |
| Total | 0 | 7 | 323 | 0 | 0 | 0 | 823 | 7 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 19 | 1,182 |

Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|-------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | 4.2% | | | | 2.9% | | | | 0.0% | | | | 9.1% | | | 3.4% |
| Heavy Vehicle % | 0.0% | 0.0% | 4.3% | 0.0% | 0.0% | 0.0% | 2.8% | 14.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 66.7% | 0.0% | 0.0% | 3.4% |
| Peak Hour Factor | | 0.86 | | | | 0.88 | | | | 0.00 | | | | 0.75 | | | 0.85 |
| Peak Hour Factor | 0.00 | 0.58 | 0.86 | 0.00 | 0.00 | 0.00 | 0.88 | 0.88 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.75 | 0.00 | 0.63 | 0.85 |



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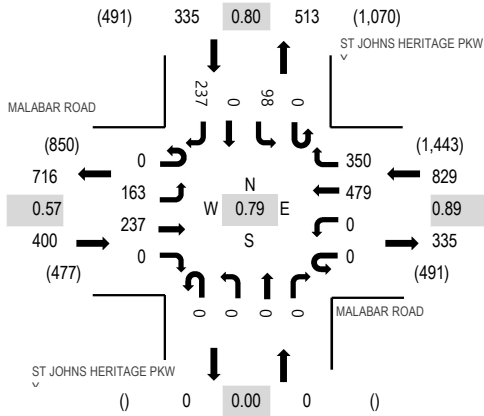
Location: 2 ST JOHNS HERITAGE PKWY & MALABAR ROAD AM

Date: Tuesday, January 16, 2024

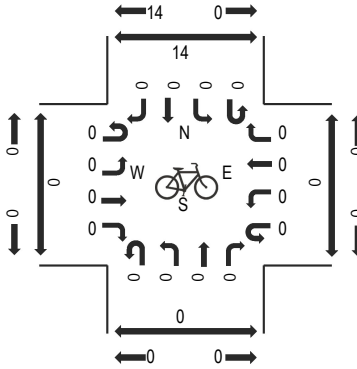
Peak Hour: 07:45 AM - 08:45 AM

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

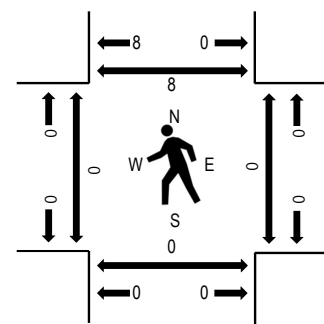
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

| Interval Start Time | MALABAR ROAD | | | | MALABAR ROAD | | | | ST JOHNS HERITAGE PKWYST | | | | JOHNS HERITAGE PKWY | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|------------------------|--------------|------|------|-------|--------------|------|------|-------|--------------------------|------|------|-------|---------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | | West | East | South | North |
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | | | | |
| 7:00 AM | 0 | 6 | 5 | 0 | 0 | 0 | 11 | 163 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 9 | 221 | 932 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 7 | 5 | 0 | 0 | 0 | 28 | 157 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 9 | 236 | 1,066 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 4 | 9 | 0 | 0 | 0 | 26 | 149 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 19 | 233 | 1,300 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 10 | 18 | 0 | 0 | 0 | 57 | 110 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 19 | 242 | 1,564 | 0 | 0 | 0 | 6 |
| 8:00 AM | 0 | 23 | 37 | 0 | 0 | 0 | 104 | 102 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 67 | 355 | 1,479 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 51 | 80 | 0 | 0 | 0 | 164 | 70 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 81 | 470 | | 0 | 0 | 0 | 2 |
| 8:30 AM | 0 | 79 | 102 | 0 | 0 | 0 | 154 | 68 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 70 | 497 | | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 12 | 29 | 0 | 0 | 0 | 21 | 59 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 11 | 157 | | 0 | 0 | 0 | 0 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| Lights | 0 | 152 | 224 | 0 | 0 | 0 | 465 | 340 | 0 | 0 | 0 | 0 | 0 | 96 | 0 | 225 | 1,502 |
| Mediums | 0 | 11 | 13 | 0 | 0 | 0 | 14 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 12 | 59 |
| Total | 0 | 163 | 237 | 0 | 0 | 0 | 479 | 350 | 0 | 0 | 0 | 0 | 0 | 98 | 0 | 237 | 1,564 |

Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | 6.0% | | | | 2.9% | | | | 0.0% | | | | 4.2% | | | 4.0% |
| Heavy Vehicle % | 0.0% | 6.7% | 5.5% | 0.0% | 0.0% | 0.0% | 2.9% | 2.9% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.0% | 0.0% | 5.1% | 4.0% |
| Peak Hour Factor | | 0.57 | | | | 0.89 | | | | 0.00 | | | | 0.80 | | | 0.79 |
| Peak Hour Factor | 0.00 | 0.52 | 0.61 | 0.00 | 0.00 | 0.00 | 0.73 | 0.89 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.93 | 0.00 | 0.73 | 0.79 |



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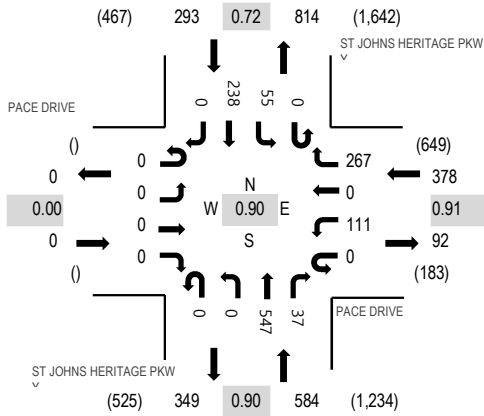
Location: 3 ST JOHNS HERITAGE PKWY & PACE DRIVE AM

Date: Tuesday, January 16, 2024

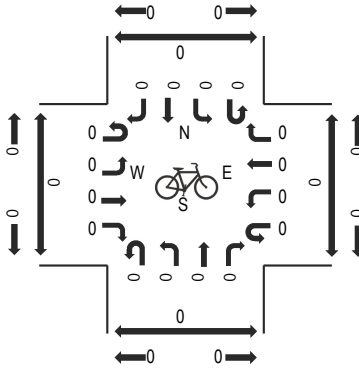
Peak Hour: 07:30 AM - 08:30 AM

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

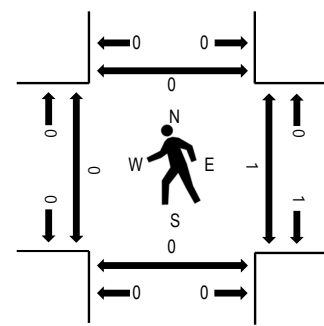
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

| Interval Start Time | PACE DRIVE Eastbound | | | | PACE DRIVE Westbound | | | | ST JOHNS HERITAGE PKW Northbound | | | | ST JOHNS HERITAGE PKW Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|------------------------|-------------------------|------|------|-------|-------------------------|------|------|-------|-------------------------------------|------|------|-------|-------------------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 64 | 0 | 0 | 190 | 7 | 0 | 9 | 28 | 0 | 304 | 1,247 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 101 | 0 | 0 | 185 | 8 | 0 | 9 | 30 | 0 | 338 | 1,244 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 92 | 0 | 0 | 164 | 4 | 0 | 16 | 44 | 0 | 331 | 1,255 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 68 | 0 | 0 | 140 | 9 | 0 | 12 | 34 | 0 | 274 | 1,197 | 0 | 1 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 67 | 0 | 0 | 115 | 5 | 0 | 15 | 70 | 0 | 301 | 1,103 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 40 | 0 | 0 | 128 | 19 | 0 | 12 | 90 | 0 | 349 | | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 41 | 0 | 0 | 130 | 28 | 0 | 7 | 48 | 0 | 273 | | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 27 | 0 | 0 | 90 | 12 | 0 | 11 | 32 | 0 | 180 | | 0 | 0 | 0 | 0 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 5 |
| Lights | 0 | 0 | 0 | 0 | 0 | 107 | 0 | 263 | 0 | 0 | 535 | 35 | 0 | 52 | 228 | 0 | 1,220 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 0 | 0 | 10 | 1 | 0 | 3 | 9 | 0 | 30 |
| Total | 0 | 0 | 0 | 0 | 0 | 111 | 0 | 267 | 0 | 0 | 547 | 37 | 0 | 55 | 238 | 0 | 1,255 |

Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 3.6% | 0.0% | 1.5% | 0.0% | 0.0% | 2.2% | 5.4% | 0.0% | 5.5% | 4.2% | 0.0% | 2.8% |
| Peak Hour Factor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.50 | 0.00 | 0.81 | 0.00 | 0.00 | 0.89 | 0.57 | 0.00 | 0.86 | 0.67 | 0.00 | 0.90 |



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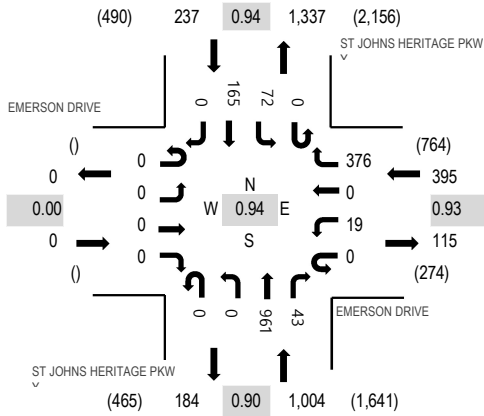
Location: 4 ST JOHNS HERITAGE PKWY & EMERSON DRIVE AM

Date: Tuesday, January 16, 2024

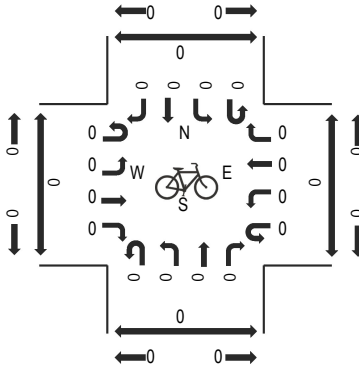
Peak Hour: 07:00 AM - 08:00 AM

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

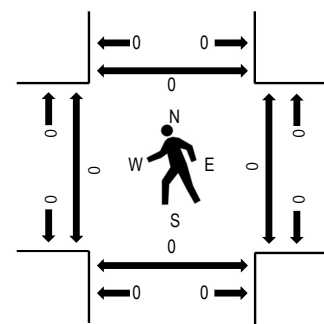
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

| Interval Start Time | EMERSON DRIVE | | | | EMERSON DRIVE | | | | ST JOHNS HERITAGE PKWY | | | | ST JOHNS HERITAGE PKWY | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|------------------------|---------------|------|------|-------|---------------|------|------|-------|------------------------|------|------|-------|------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | | West | East | South | North |
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | | | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 91 | 0 | 0 | 237 | 8 | 0 | 20 | 34 | 0 | 392 | 1,636 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 89 | 0 | 0 | 265 | 15 | 0 | 12 | 36 | 0 | 419 | 1,613 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 91 | 0 | 0 | 251 | 12 | 0 | 20 | 56 | 0 | 437 | 1,550 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 105 | 0 | 0 | 208 | 8 | 0 | 20 | 39 | 0 | 388 | 1,437 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 87 | 0 | 0 | 163 | 12 | 0 | 19 | 57 | 0 | 369 | 1,259 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 65 | 0 | 0 | 148 | 25 | 0 | 20 | 55 | 0 | 356 | | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 77 | 0 | 0 | 143 | 32 | 0 | 19 | 36 | 0 | 324 | | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 41 | 0 | 0 | 95 | 19 | 0 | 13 | 34 | 0 | 210 | | 0 | 0 | 0 | 0 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 5 |
| Lights | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 371 | 0 | 0 | 951 | 43 | 0 | 66 | 155 | 0 | 1,605 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 9 | 0 | 0 | 5 | 7 | 0 | 26 |
| Total | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 376 | 0 | 0 | 961 | 43 | 0 | 72 | 165 | 0 | 1,636 |

Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.3% | 0.0% | 0.0% | 1.0% | 0.0% | 0.0% | 8.3% | 6.1% | 0.0% | 1.9% |
| Heavy Vehicle % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.3% | 0.0% | 0.0% | 1.0% | 0.0% | 0.0% | 8.3% | 6.1% | 0.0% | 1.9% |
| Peak Hour Factor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.58 | 0.00 | 0.90 | 0.00 | 0.00 | 0.91 | 0.69 | 0.00 | 0.99 | 0.91 | 0.00 | 0.94 |
| Peak Hour Factor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.58 | 0.00 | 0.90 | 0.00 | 0.00 | 0.91 | 0.69 | 0.00 | 0.99 | 0.91 | 0.00 | 0.94 |



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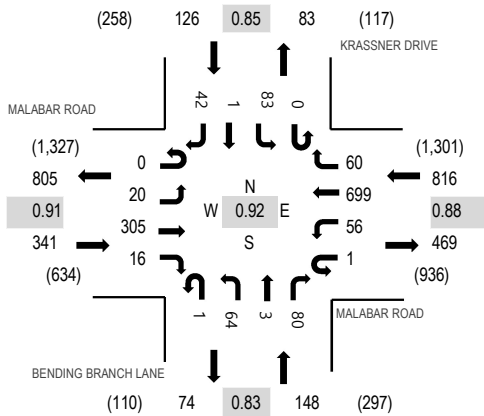
Location: 5 BENDING BRANCH LANE & MALABAR ROAD AM

Date: Tuesday, January 16, 2024

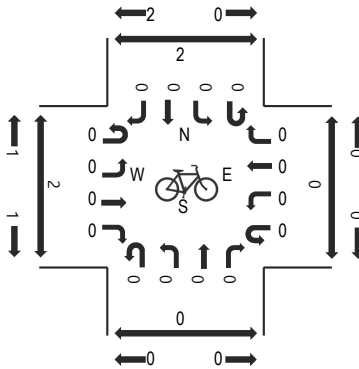
Peak Hour: 07:45 AM - 08:45 AM

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

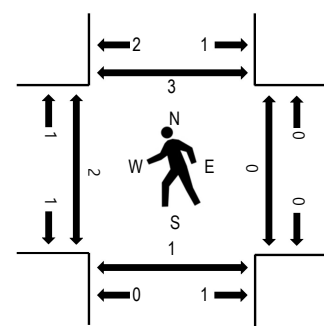
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

| Interval Start Time | MALABAR ROAD Eastbound | | | | MALABAR ROAD Westbound | | | | BENDING BRANCH LANE Northbound | | | | KRASSNER DRIVE Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|------------------------|---------------------------|------|------|-------|---------------------------|------|------|-------|-----------------------------------|------|------|-------|------------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| | | | | | | | | | | | | | | | | | | | | | | |
| 7:00 AM | 0 | 1 | 45 | 3 | 0 | 3 | 113 | 1 | 0 | 10 | 1 | 34 | 0 | 13 | 0 | 9 | 233 | 1,104 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 3 | 69 | 2 | 0 | 5 | 120 | 1 | 0 | 15 | 0 | 30 | 0 | 27 | 0 | 16 | 288 | 1,236 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 1 | 61 | 0 | 0 | 7 | 132 | 11 | 0 | 12 | 0 | 27 | 0 | 25 | 0 | 14 | 290 | 1,331 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 2 | 53 | 1 | 0 | 16 | 151 | 7 | 0 | 10 | 0 | 22 | 0 | 25 | 0 | 6 | 293 | 1,431 | 2 | 0 | 1 | 0 |
| 8:00 AM | 0 | 6 | 69 | 3 | 0 | 13 | 171 | 19 | 1 | 19 | 3 | 27 | 0 | 20 | 1 | 13 | 365 | 1,386 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 5 | 96 | 4 | 0 | 10 | 186 | 12 | 0 | 22 | 0 | 13 | 0 | 20 | 0 | 15 | 383 | | 0 | 0 | 0 | 2 |
| 8:30 AM | 0 | 7 | 87 | 8 | 1 | 17 | 191 | 22 | 0 | 13 | 0 | 18 | 0 | 18 | 0 | 8 | 390 | | 0 | 0 | 0 | 1 |
| 8:45 AM | 0 | 5 | 99 | 4 | 0 | 12 | 70 | 10 | 0 | 5 | 0 | 15 | 0 | 22 | 0 | 6 | 248 | | 0 | 0 | 0 | 3 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Lights | 0 | 19 | 290 | 14 | 1 | 54 | 675 | 60 | 1 | 62 | 2 | 79 | 0 | 82 | 0 | 42 | 1,381 |
| Mediums | 0 | 1 | 14 | 2 | 0 | 2 | 22 | 0 | 0 | 2 | 1 | 1 | 0 | 1 | 1 | 0 | 47 |
| Total | 0 | 20 | 305 | 16 | 1 | 56 | 699 | 60 | 1 | 64 | 3 | 80 | 0 | 83 | 1 | 42 | 1,431 |

Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|-------|-------|------------|------|--------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | 5.3% | | | | 3.2% | | | | 2.7% | | | | 1.6% | | | 3.5% |
| Heavy Vehicle % | 0.0% | 5.0% | 4.9% | 12.5% | 0.0% | 3.6% | 3.4% | 0.0% | 0.0% | 3.1% | 33.3% | 1.3% | 0.0% | 1.2% | 100.0% | 0.0% | 3.5% |
| Peak Hour Factor | | 0.91 | | | | 0.88 | | | | 0.83 | | | | 0.85 | | | 0.92 |
| Peak Hour Factor | 0.00 | 0.82 | 0.89 | 0.59 | 0.25 | 0.82 | 0.91 | 0.72 | 0.25 | 0.73 | 0.25 | 0.83 | 0.00 | 0.90 | 0.25 | 0.77 | 0.92 |



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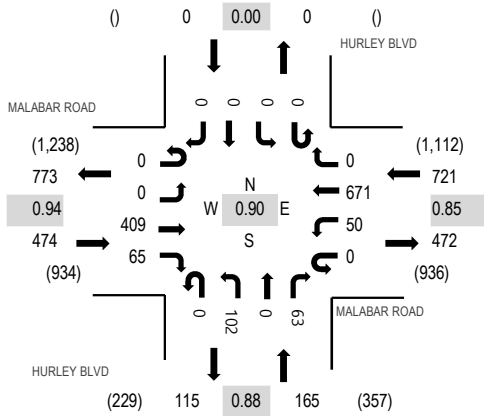
Location: 6 HURLEY BLVD & MALABAR ROAD AM

Date: Tuesday, January 16, 2024

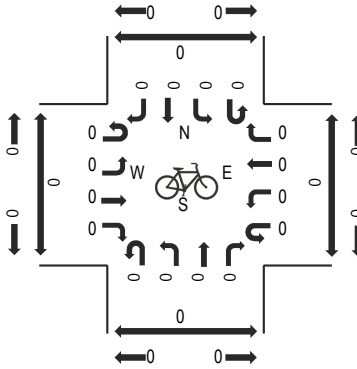
Peak Hour: 07:45 AM - 08:45 AM

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

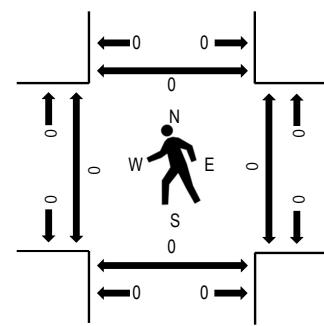
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

| Interval Start Time | MALABAR ROAD Eastbound | | | | MALABAR ROAD Westbound | | | | HURLEY BLVD Northbound | | | | HURLEY BLVD Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|------------------------|---------------------------|------|------|-------|---------------------------|------|------|-------|---------------------------|------|------|-------|---------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 0 | 78 | 10 | 0 | 11 | 77 | 0 | 0 | 31 | 0 | 17 | 0 | 0 | 0 | 0 | 224 | 1,102 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 104 | 18 | 0 | 9 | 85 | 0 | 0 | 35 | 0 | 18 | 0 | 0 | 0 | 0 | 269 | 1,217 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 91 | 25 | 0 | 15 | 108 | 0 | 0 | 39 | 0 | 21 | 0 | 0 | 0 | 0 | 299 | 1,327 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 80 | 23 | 0 | 19 | 140 | 0 | 0 | 30 | 0 | 18 | 0 | 0 | 0 | 0 | 310 | 1,360 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 97 | 11 | 0 | 10 | 171 | 0 | 0 | 33 | 0 | 17 | 0 | 0 | 0 | 0 | 339 | 1,301 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 123 | 10 | 0 | 6 | 205 | 0 | 0 | 24 | 0 | 11 | 0 | 0 | 0 | 0 | 379 | | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 109 | 21 | 0 | 15 | 155 | 0 | 0 | 15 | 0 | 17 | 0 | 0 | 0 | 0 | 332 | | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 121 | 13 | 0 | 13 | 73 | 0 | 0 | 17 | 0 | 14 | 0 | 0 | 0 | 0 | 251 | | 0 | 0 | 0 | 0 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Lights | 0 | 0 | 395 | 62 | 0 | 46 | 649 | 0 | 0 | 99 | 0 | 60 | 0 | 0 | 0 | 0 | 1,311 |
| Mediums | 0 | 0 | 13 | 3 | 0 | 2 | 21 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 44 |
| Total | 0 | 0 | 409 | 65 | 0 | 50 | 671 | 0 | 0 | 102 | 0 | 63 | 0 | 0 | 0 | 0 | 1,360 |

Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | 3.6% | | | | 3.6% | | | | 3.6% | | | | 0.0% | | | 3.6% |
| Heavy Vehicle % | 0.0% | 0.0% | 3.4% | 4.6% | 0.0% | 8.0% | 3.3% | 0.0% | 0.0% | 2.9% | 0.0% | 4.8% | 0.0% | 0.0% | 0.0% | 0.0% | 3.6% |
| Peak Hour Factor | | 0.94 | | | | 0.85 | | | | 0.88 | | | | 0.00 | | | 0.90 |
| Peak Hour Factor | 0.00 | 0.00 | 0.91 | 0.77 | 0.00 | 0.71 | 0.82 | 0.00 | 0.00 | 0.88 | 0.00 | 0.88 | 0.00 | 0.00 | 0.00 | 0.00 | 0.90 |



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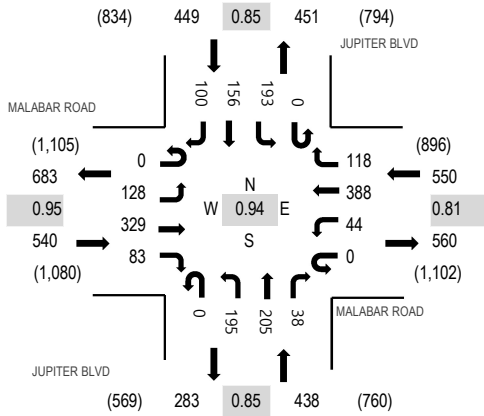
Location: 7 JUPITER BLVD & MALABAR ROAD AM

Date: Tuesday, January 16, 2024

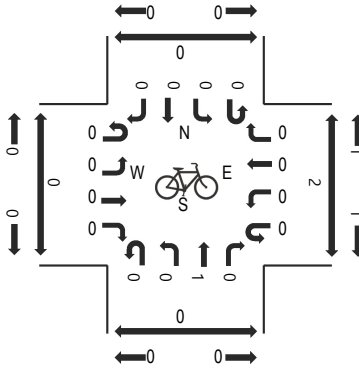
Peak Hour: 07:30 AM - 08:30 AM

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

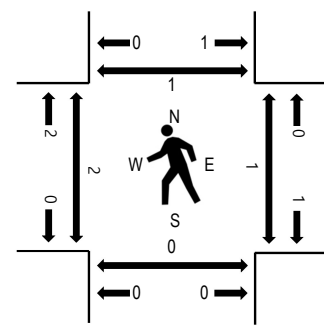
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

| Interval Start Time | MALABAR ROAD Eastbound | | | | MALABAR ROAD Westbound | | | | JUPITER BLVD Northbound | | | | JUPITER BLVD Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|------------------------|---------------------------|------|------|-------|---------------------------|------|------|-------|----------------------------|------|------|-------|----------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 30 | 74 | 15 | 0 | 18 | 31 | 11 | 0 | 37 | 34 | 17 | 0 | 37 | 43 | 10 | 357 | 1,688 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 41 | 73 | 32 | 0 | 19 | 42 | 13 | 0 | 46 | 39 | 11 | 0 | 38 | 40 | 11 | 405 | 1,857 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 47 | 74 | 13 | 0 | 18 | 57 | 30 | 0 | 52 | 53 | 12 | 0 | 39 | 41 | 10 | 446 | 1,977 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 34 | 61 | 17 | 0 | 10 | 72 | 19 | 0 | 51 | 66 | 13 | 0 | 62 | 50 | 25 | 480 | 1,959 | 1 | 1 | 0 | 1 |
| 8:00 AM | 0 | 26 | 99 | 19 | 0 | 7 | 130 | 32 | 0 | 40 | 50 | 10 | 0 | 48 | 36 | 29 | 526 | 1,882 | 1 | 0 | 0 | 0 |
| 8:15 AM | 0 | 21 | 95 | 34 | 0 | 9 | 129 | 37 | 0 | 52 | 36 | 3 | 0 | 44 | 29 | 36 | 525 | | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 33 | 82 | 17 | 0 | 10 | 89 | 23 | 0 | 29 | 32 | 7 | 0 | 47 | 37 | 22 | 428 | | 1 | 0 | 0 | 0 |
| 8:45 AM | 0 | 31 | 96 | 16 | 0 | 4 | 59 | 27 | 0 | 32 | 29 | 9 | 0 | 51 | 35 | 14 | 403 | | 0 | 0 | 0 | 0 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 6 |
| Lights | 0 | 128 | 320 | 78 | 0 | 43 | 370 | 114 | 0 | 190 | 199 | 38 | 0 | 184 | 151 | 96 | 1,911 |
| Mediums | 0 | 0 | 8 | 5 | 0 | 1 | 16 | 3 | 0 | 5 | 5 | 0 | 0 | 8 | 5 | 4 | 60 |
| Total | 0 | 128 | 329 | 83 | 0 | 44 | 388 | 118 | 0 | 195 | 205 | 38 | 0 | 193 | 156 | 100 | 1,977 |

Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | 2.6% | | | | 4.2% | | | | 2.5% | | | | 4.0% | | | 3.3% |
| Heavy Vehicle % | 0.0% | 0.0% | 2.7% | 6.0% | 0.0% | 2.3% | 4.6% | 3.4% | 0.0% | 2.6% | 2.9% | 0.0% | 0.0% | 4.7% | 3.2% | 4.0% | 3.3% |
| Peak Hour Factor | | 0.95 | | | | 0.81 | | | | 0.85 | | | | 0.85 | | | 0.94 |
| Peak Hour Factor | 0.00 | 0.81 | 0.94 | 0.64 | 0.00 | 0.86 | 0.81 | 0.80 | 0.00 | 0.94 | 0.79 | 0.78 | 0.00 | 0.81 | 0.87 | 0.78 | 0.94 |



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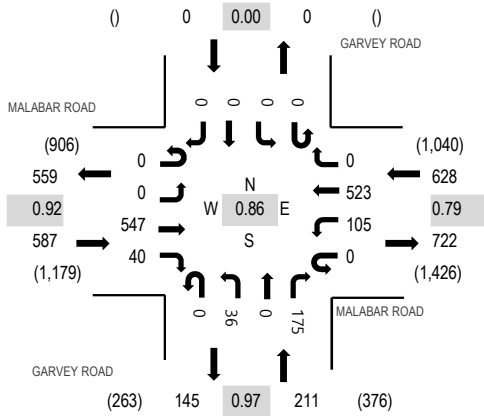
Location: 8 GARVEY ROAD & MALABAR ROAD AM

Date: Tuesday, January 16, 2024

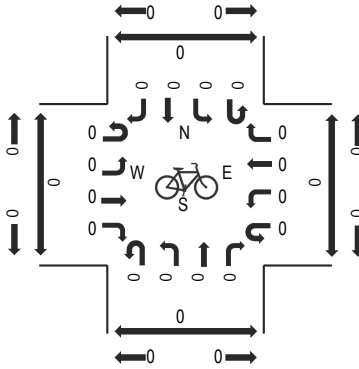
Peak Hour: 07:30 AM - 08:30 AM

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

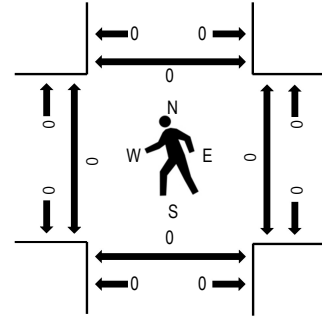
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

| Interval Start Time | MALABAR ROAD Eastbound | | | | MALABAR ROAD Westbound | | | | GARVEY ROAD Northbound | | | | GARVEY ROAD Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|------------------------|---------------------------|------|------|-------|---------------------------|------|------|-------|---------------------------|------|------|-------|---------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 0 | 140 | 4 | 0 | 15 | 60 | 0 | 0 | 2 | 0 | 49 | 0 | 0 | 0 | 0 | 270 | 1,189 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 129 | 13 | 0 | 27 | 67 | 0 | 0 | 8 | 0 | 44 | 0 | 0 | 0 | 0 | 288 | 1,332 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 131 | 10 | 0 | 25 | 96 | 0 | 0 | 9 | 0 | 46 | 0 | 0 | 0 | 0 | 317 | 1,426 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 128 | 8 | 0 | 27 | 95 | 0 | 0 | 13 | 0 | 43 | 0 | 0 | 0 | 0 | 314 | 1,412 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 145 | 11 | 0 | 27 | 175 | 0 | 0 | 9 | 0 | 46 | 0 | 0 | 0 | 0 | 413 | 1,406 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 143 | 11 | 0 | 26 | 157 | 0 | 0 | 5 | 0 | 40 | 0 | 0 | 0 | 0 | 382 | | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 131 | 8 | 0 | 23 | 107 | 0 | 0 | 7 | 0 | 27 | 0 | 0 | 0 | 0 | 303 | | 0 | 0 | 1 | 0 |
| 8:45 AM | 0 | 0 | 161 | 6 | 0 | 22 | 91 | 0 | 0 | 5 | 0 | 23 | 0 | 0 | 0 | 0 | 308 | | 0 | 0 | 0 | 0 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 1 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Lights | 0 | 0 | 526 | 38 | 0 | 99 | 502 | 0 | 0 | 35 | 0 | 170 | 0 | 0 | 0 | 0 | 1,370 |
| Mediums | 0 | 0 | 20 | 1 | 0 | 5 | 18 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 50 |
| Total | 0 | 0 | 547 | 40 | 0 | 105 | 523 | 0 | 0 | 36 | 0 | 175 | 0 | 0 | 0 | 0 | 1,426 |

Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | 3.9% | | | | 4.3% | | | | 2.8% | | | | 0.0% | | | 3.9% |
| Heavy Vehicle % | 0.0% | 0.0% | 3.8% | 5.0% | 0.0% | 5.7% | 4.0% | 0.0% | 0.0% | 2.8% | 0.0% | 2.9% | 0.0% | 0.0% | 0.0% | 0.0% | 3.9% |
| Peak Hour Factor | | 0.92 | | | | 0.79 | | | | 0.97 | | | | 0.00 | | | 0.86 |
| Peak Hour Factor | 0.00 | 0.00 | 0.90 | 0.81 | 0.00 | 0.98 | 0.76 | 0.00 | 0.00 | 0.75 | 0.00 | 0.93 | 0.00 | 0.00 | 0.00 | 0.00 | 0.86 |



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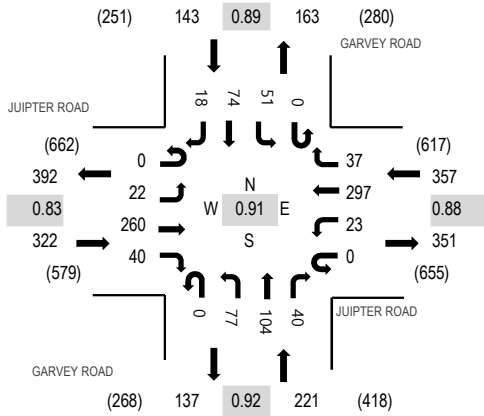
Location: 9 GARVEY ROAD & JUIPTER ROAD AM

Date: Tuesday, January 16, 2024

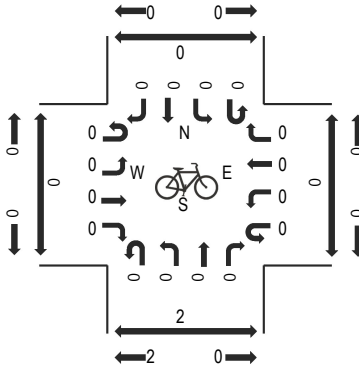
Peak Hour: 07:15 AM - 08:15 AM

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

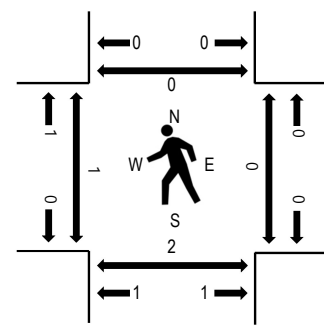
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

| Interval Start Time | JUIPTER ROAD Eastbound | | | | JUIPTER ROAD Westbound | | | | GARVEY ROAD Northbound | | | | GARVEY ROAD Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|------------------------|---------------------------|------|------|-------|---------------------------|------|------|-------|---------------------------|------|------|-------|---------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 0 | 55 | 6 | 0 | 2 | 54 | 3 | 0 | 22 | 27 | 15 | 0 | 8 | 11 | 3 | 206 | 1,005 | 0 | 0 | 1 | 0 |
| 7:15 AM | 0 | 0 | 51 | 9 | 0 | 2 | 68 | 7 | 0 | 25 | 24 | 11 | 0 | 12 | 17 | 11 | 237 | 1,043 | 0 | 0 | 1 | 0 |
| 7:30 AM | 0 | 8 | 63 | 14 | 0 | 8 | 86 | 8 | 0 | 16 | 26 | 10 | 0 | 13 | 19 | 4 | 275 | 1,033 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 11 | 80 | 8 | 0 | 6 | 79 | 10 | 0 | 24 | 26 | 9 | 0 | 13 | 19 | 2 | 287 | 957 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 3 | 66 | 9 | 0 | 7 | 64 | 12 | 0 | 12 | 28 | 10 | 0 | 13 | 19 | 1 | 244 | 860 | 1 | 0 | 1 | 0 |
| 8:15 AM | 0 | 2 | 52 | 13 | 0 | 11 | 57 | 8 | 0 | 12 | 27 | 16 | 0 | 10 | 16 | 3 | 227 | | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 2 | 56 | 12 | 0 | 13 | 45 | 8 | 0 | 12 | 15 | 9 | 0 | 7 | 17 | 3 | 199 | | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 2 | 48 | 9 | 0 | 7 | 48 | 4 | 0 | 9 | 19 | 14 | 0 | 14 | 14 | 2 | 190 | | 0 | 0 | 0 | 0 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 21 | 249 | 36 | 0 | 22 | 284 | 35 | 0 | 76 | 103 | 37 | 0 | 51 | 69 | 18 | 1,001 |
| Mediums | 0 | 1 | 11 | 4 | 0 | 1 | 13 | 2 | 0 | 1 | 1 | 3 | 0 | 0 | 5 | 0 | 42 |
| Total | 0 | 22 | 260 | 40 | 0 | 23 | 297 | 37 | 0 | 77 | 104 | 40 | 0 | 51 | 74 | 18 | 1,043 |

Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | 5.0% | | | | 4.5% | | | | 2.3% | | | | 3.5% | | | 4.0% |
| Heavy Vehicle % | 0.0% | 4.5% | 4.2% | 10.0% | 0.0% | 4.3% | 4.4% | 5.4% | 0.0% | 1.3% | 1.0% | 7.5% | 0.0% | 0.0% | 6.8% | 0.0% | 4.0% |
| Peak Hour Factor | | 0.83 | | | | 0.88 | | | | 0.92 | | | | 0.89 | | | 0.91 |
| Peak Hour Factor | 0.00 | 0.55 | 0.82 | 0.79 | 0.00 | 0.73 | 0.86 | 0.79 | 0.00 | 0.87 | 0.96 | 0.77 | 0.00 | 0.98 | 0.97 | 0.45 | 0.91 |



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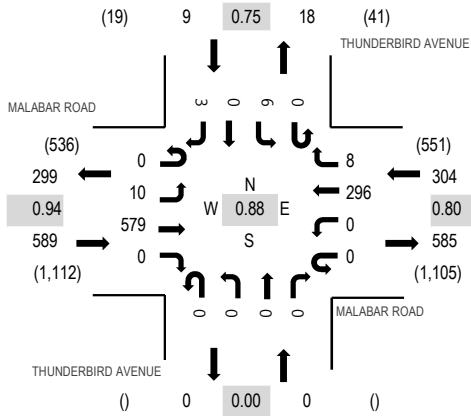
Location: 1 THUNDERBIRD AVENUE & MALABAR ROAD PM

Date: Tuesday, January 16, 2024

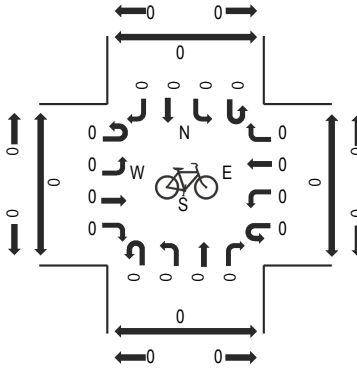
Peak Hour: 04:45 PM - 05:45 PM

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

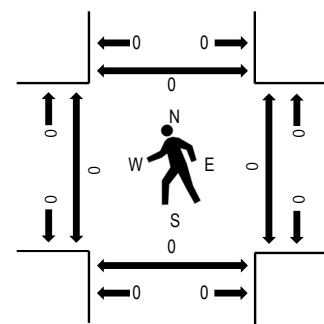
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

| Interval Start Time | MALABAR ROAD Eastbound | | | | MALABAR ROAD Westbound | | | | THUNDERBIRD AVENUE Northbound | | | | THUNDERBIRD AVENUE Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|------------------------|---------------------------|------|------|-------|---------------------------|------|------|-------|----------------------------------|------|------|-------|----------------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 3 | 152 | 0 | 0 | 0 | 60 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 223 | 810 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 2 | 135 | 0 | 0 | 0 | 60 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 203 | 842 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 1 | 115 | 0 | 0 | 0 | 52 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 176 | 858 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 2 | 129 | 0 | 0 | 0 | 71 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 208 | 902 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 5 | 152 | 0 | 0 | 0 | 93 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 255 | 872 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 1 | 147 | 0 | 0 | 0 | 70 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 219 | | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 2 | 151 | 0 | 0 | 0 | 62 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 220 | | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 2 | 113 | 0 | 0 | 0 | 60 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 178 | | 0 | 0 | 0 | 0 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Lights | 0 | 10 | 571 | 0 | 0 | 0 | 256 | 8 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 3 | 854 |
| Mediums | 0 | 0 | 7 | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| Total | 0 | 10 | 579 | 0 | 0 | 0 | 296 | 8 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 3 | 902 |

Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|------------------|-----------|------|------|-------|-----------|-------|-------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | 1.4% | | | | 13.2% | | | | 0.0% | | | | 0.0% | | | 5.3% |
| Heavy Vehicle % | 0.0% | 0.0% | 1.4% | 0.0% | 0.0% | 0.0% | 13.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 5.3% |
| Peak Hour Factor | | 0.94 | | | | 0.80 | | | | 0.00 | | | | 0.75 | | | 0.88 |
| Peak Hour Factor | 0.00 | 0.50 | 0.95 | 0.00 | 0.00 | 0.00 | 0.80 | 0.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.58 | 0.00 | 0.50 | 0.88 |



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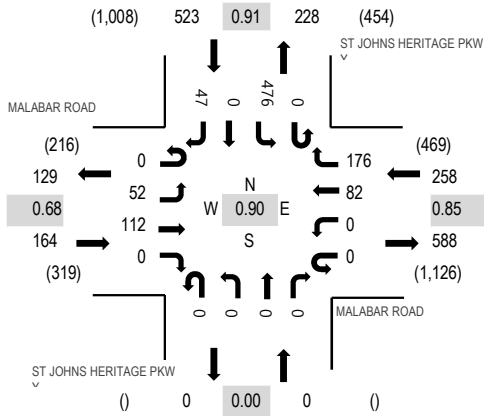
Location: 2 ST JOHNS HERITAGE PKWY & MALABAR ROAD PM

Date: Tuesday, January 16, 2024

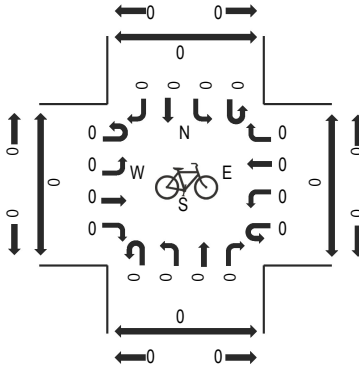
Peak Hour: 04:45 PM - 05:45 PM

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

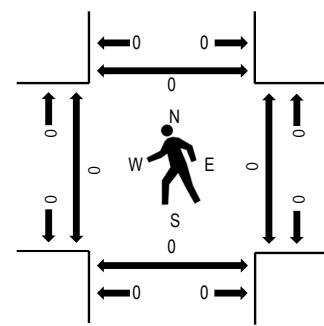
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

| Interval Start Time | MALABAR ROAD Eastbound | | | | MALABAR ROAD Westbound | | | | ST JOHNS HERITAGE PKWY Northbound | | | | ST JOHNS HERITAGE PKWY Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|------------------------|---------------------------|------|------|-------|---------------------------|------|------|-------|--------------------------------------|------|------|-------|--------------------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 27 | 43 | 0 | 0 | 0 | 16 | 38 | 0 | 0 | 0 | 0 | 0 | 116 | 0 | 15 | 255 | 890 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 13 | 17 | 0 | 0 | 0 | 17 | 36 | 0 | 0 | 0 | 0 | 0 | 121 | 0 | 10 | 214 | 897 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 17 | 23 | 0 | 0 | 0 | 7 | 41 | 0 | 0 | 0 | 0 | 0 | 98 | 0 | 9 | 195 | 916 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 20 | 31 | 0 | 0 | 0 | 23 | 36 | 0 | 0 | 0 | 0 | 0 | 108 | 0 | 8 | 226 | 945 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 13 | 29 | 0 | 0 | 0 | 26 | 50 | 0 | 0 | 0 | 0 | 0 | 125 | 0 | 19 | 262 | 906 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 12 | 32 | 0 | 0 | 0 | 19 | 47 | 0 | 0 | 0 | 0 | 0 | 112 | 0 | 11 | 233 | | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 7 | 20 | 0 | 0 | 0 | 14 | 43 | 0 | 0 | 0 | 0 | 0 | 131 | 0 | 9 | 224 | | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 5 | 10 | 0 | 0 | 0 | 7 | 49 | 0 | 0 | 0 | 0 | 0 | 110 | 0 | 6 | 187 | | 0 | 0 | 0 | 0 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| Lights | 0 | 51 | 110 | 0 | 0 | 0 | 64 | 155 | 0 | 0 | 0 | 0 | 0 | 470 | 0 | 40 | 890 |
| Mediums | 0 | 1 | 2 | 0 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 7 | 51 |
| Total | 0 | 52 | 112 | 0 | 0 | 0 | 82 | 176 | 0 | 0 | 0 | 0 | 0 | 476 | 0 | 47 | 945 |

Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|------------------|-----------|------|------|-------|-----------|-------|-------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | 1.8% | | | | 15.1% | | | | 0.0% | | | | 2.5% | | | 5.8% |
| Heavy Vehicle % | 0.0% | 1.9% | 1.8% | 0.0% | 0.0% | 0.0% | 22.0% | 11.9% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.3% | 0.0% | 14.9% | 5.8% |
| Peak Hour Factor | | 0.68 | | | | 0.85 | | | | 0.00 | | | | 0.91 | | | 0.90 |
| Peak Hour Factor | 0.00 | 0.71 | 0.90 | 0.00 | 0.00 | 0.00 | 0.79 | 0.95 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.91 | 0.00 | 0.62 | 0.90 |



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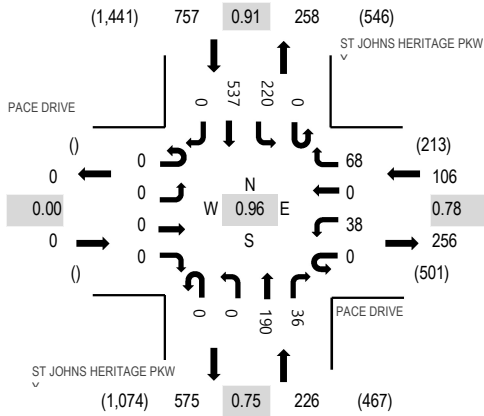
Location: 3 ST JOHNS HERITAGE PKWY & PACE DRIVE PM

Date: Tuesday, January 16, 2024

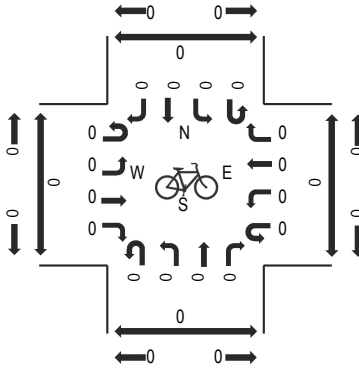
Peak Hour: 04:45 PM - 05:45 PM

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

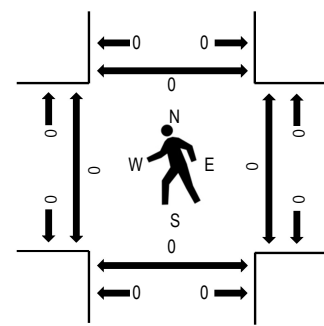
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

| Interval Start Time | PACE DRIVE Eastbound | | | | PACE DRIVE Westbound | | | | ST JOHNS HERITAGE PKW Northbound | | | | ST JOHNS HERITAGE PKW Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|------------------------|-------------------------|------|------|-------|-------------------------|------|------|-------|-------------------------------------|------|------|-------|-------------------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 22 | 0 | 0 | 69 | 16 | 0 | 46 | 120 | 0 | 282 | 1,032 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 17 | 0 | 0 | 39 | 4 | 0 | 55 | 106 | 0 | 224 | 1,027 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 28 | 0 | 0 | 57 | 8 | 0 | 44 | 120 | 0 | 267 | 1,073 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 12 | 0 | 0 | 54 | 9 | 0 | 48 | 129 | 0 | 259 | 1,089 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 23 | 0 | 0 | 45 | 10 | 0 | 58 | 125 | 0 | 277 | 1,089 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 18 | 0 | 0 | 55 | 6 | 0 | 52 | 132 | 0 | 270 | | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 15 | 0 | 0 | 36 | 11 | 0 | 62 | 151 | 0 | 283 | | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 13 | 0 | 0 | 43 | 5 | 0 | 67 | 126 | 0 | 259 | | 0 | 0 | 0 | 0 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 4 |
| Lights | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 68 | 0 | 0 | 173 | 32 | 0 | 218 | 533 | 0 | 1,056 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 14 | 4 | 0 | 2 | 3 | 0 | 29 |
| Total | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 68 | 0 | 0 | 190 | 36 | 0 | 220 | 537 | 0 | 1,089 |

Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|------------------|-----------|------|------|-------|-----------|-------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 5.7% | 0.0% | 0.0% | 0.0% | 0.0% | 9.3% | 0.0% | 0.0% | 0.9% | 0.7% | 0.0% | 3.0% |
| Heavy Vehicle % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 15.8% | 0.0% | 0.0% | 0.0% | 0.0% | 8.9% | 11.1% | 0.0% | 0.9% | 0.7% | 0.0% | 3.0% |
| Peak Hour Factor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.78 | 0.00 | 0.72 | 0.00 | 0.00 | 0.75 | 0.58 | 0.00 | 0.89 | 0.89 | 0.00 | 0.96 |
| Peak Hour Factor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.63 | 0.00 | 0.72 | 0.00 | 0.00 | 0.79 | 0.58 | 0.00 | 0.89 | 0.89 | 0.00 | 0.96 |



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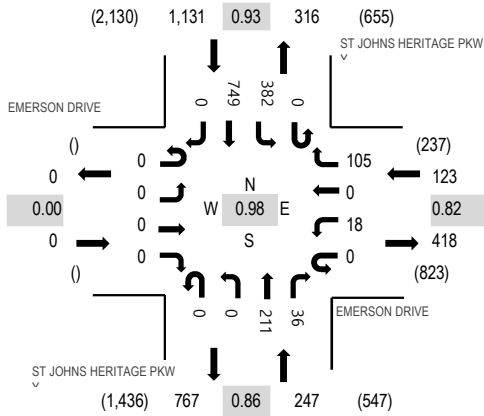
Location: 4 ST JOHNS HERITAGE PKWY & EMERSON DRIVE PM

Date: Tuesday, January 16, 2024

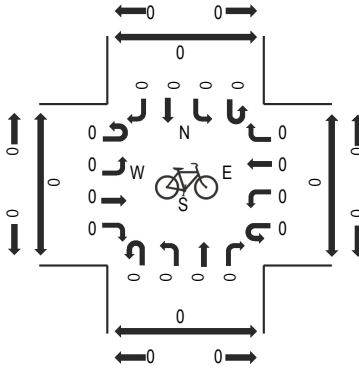
Peak Hour: 05:00 PM - 06:00 PM

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

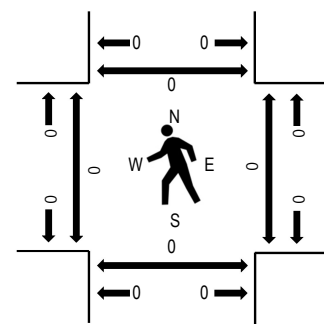
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

| Interval Start Time | EMERSON DRIVE | | | | EMERSON DRIVE | | | | ST JOHNS HERITAGE PKWY | | | | ST JOHNS HERITAGE PKWY | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|------------------------|---------------|------|------|-------|---------------|------|------|-------|------------------------|------|------|-------|------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | | West | East | South | North |
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 25 | 0 | 0 | 66 | 21 | 0 | 80 | 157 | 0 | 353 | 1,413 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 20 | 0 | 0 | 50 | 13 | 0 | 91 | 158 | 0 | 337 | 1,438 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 28 | 0 | 0 | 70 | 13 | 0 | 90 | 160 | 0 | 363 | 1,470 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 24 | 0 | 0 | 56 | 11 | 0 | 86 | 177 | 0 | 360 | 1,490 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 33 | 0 | 0 | 60 | 7 | 0 | 101 | 172 | 0 | 378 | 1,501 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 23 | 0 | 0 | 58 | 15 | 0 | 88 | 182 | 0 | 369 | | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 23 | 0 | 0 | 43 | 8 | 0 | 97 | 207 | 0 | 383 | | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 26 | 0 | 0 | 50 | 6 | 0 | 96 | 188 | 0 | 371 | | 0 | 0 | 0 | 0 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Lights | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 102 | 0 | 0 | 194 | 36 | 0 | 380 | 746 | 0 | 1,475 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 15 | 0 | 0 | 2 | 3 | 0 | 24 |
| Total | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 105 | 0 | 0 | 211 | 36 | 0 | 382 | 749 | 0 | 1,501 |

Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | 0.0% | | | | 3.3% | | | | 6.9% | | | | 0.4% | | | | 1.7% |
| Heavy Vehicle % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 5.6% | 0.0% | 2.9% | 0.0% | 0.0% | 8.1% | 0.0% | 0.0% | 0.5% | 0.4% | 0.0% | 1.7% |
| Peak Hour Factor | 0.00 | | | | 0.82 | | | | 0.86 | | | | 0.93 | | | | 0.98 |
| Peak Hour Factor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.79 | 0.00 | 0.82 | 0.00 | 0.00 | 0.87 | 0.69 | 0.00 | 0.95 | 0.90 | 0.00 | 0.98 |



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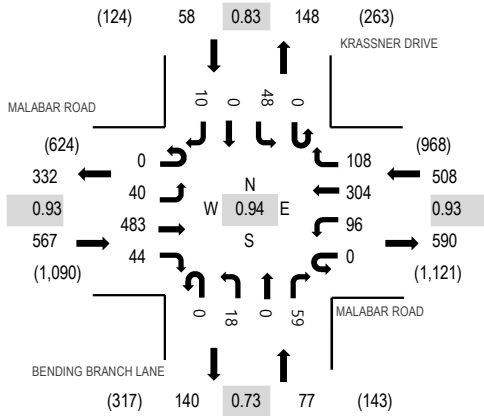
Location: 5 BENDING BRANCH LANE & MALABAR ROAD PM

Date: Tuesday, January 16, 2024

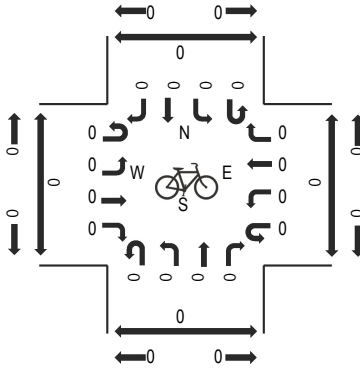
Peak Hour: 04:45 PM - 05:45 PM

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

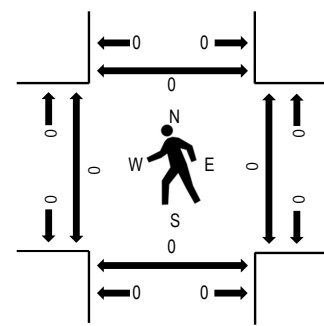
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

| Interval Start Time | MALABAR ROAD Eastbound | | | | MALABAR ROAD Westbound | | | | BENDING BRANCH LANE Northbound | | | | KRASSNER DRIVE Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|------------------------|---------------------------|------|------|-------|---------------------------|------|------|-------|-----------------------------------|------|------|-------|------------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 10 | 134 | 15 | 0 | 26 | 66 | 13 | 0 | 6 | 2 | 10 | 0 | 13 | 0 | 3 | 298 | 1,130 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 14 | 112 | 15 | 0 | 28 | 71 | 21 | 0 | 3 | 0 | 12 | 0 | 16 | 0 | 4 | 296 | 1,153 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 6 | 96 | 9 | 0 | 29 | 59 | 21 | 0 | 6 | 1 | 12 | 0 | 8 | 0 | 3 | 250 | 1,162 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 8 | 109 | 10 | 0 | 26 | 74 | 36 | 0 | 2 | 0 | 7 | 0 | 9 | 0 | 5 | 286 | 1,210 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 12 | 124 | 16 | 0 | 17 | 90 | 25 | 0 | 7 | 0 | 16 | 0 | 13 | 0 | 1 | 321 | 1,195 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 11 | 128 | 7 | 0 | 24 | 73 | 21 | 0 | 4 | 0 | 24 | 0 | 11 | 0 | 2 | 305 | | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 9 | 122 | 11 | 0 | 29 | 67 | 26 | 0 | 5 | 0 | 12 | 0 | 15 | 0 | 2 | 298 | | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 8 | 92 | 12 | 0 | 43 | 64 | 19 | 0 | 3 | 0 | 11 | 0 | 15 | 0 | 4 | 271 | | 0 | 0 | 0 | 0 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Lights | 0 | 38 | 474 | 44 | 0 | 95 | 268 | 106 | 0 | 16 | 0 | 58 | 0 | 47 | 0 | 10 | 1,156 |
| Mediums | 0 | 2 | 8 | 0 | 0 | 1 | 34 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 51 |
| Total | 0 | 40 | 483 | 44 | 0 | 96 | 304 | 108 | 0 | 18 | 0 | 59 | 0 | 48 | 0 | 10 | 1,210 |

Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|------------------|-----------|------|------|-------|-----------|------|-------|-------|------------|-------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | 1.9% | | | | 7.7% | | | | 3.9% | | | | 1.7% | | | 4.5% |
| Heavy Vehicle % | 0.0% | 5.0% | 1.9% | 0.0% | 0.0% | 1.0% | 11.8% | 1.9% | 0.0% | 11.1% | 0.0% | 1.7% | 0.0% | 2.1% | 0.0% | 0.0% | 4.5% |
| Peak Hour Factor | | 0.93 | | | | 0.93 | | | | 0.73 | | | | 0.83 | | | 0.94 |
| Peak Hour Factor | 0.00 | 0.71 | 0.94 | 0.78 | 0.00 | 0.66 | 0.84 | 0.75 | 0.00 | 0.68 | 0.38 | 0.66 | 0.00 | 0.90 | 0.00 | 0.75 | 0.94 |



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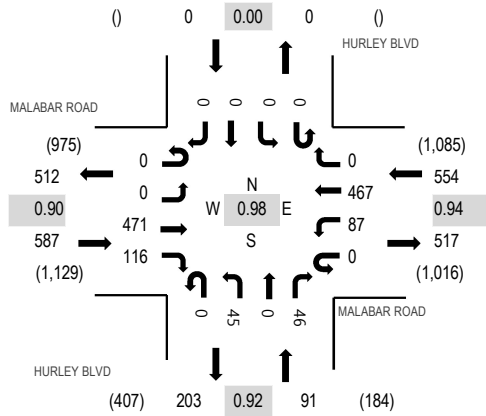
Location: 6 HURLEY BLVD & MALABAR ROAD PM

Date: Tuesday, January 16, 2024

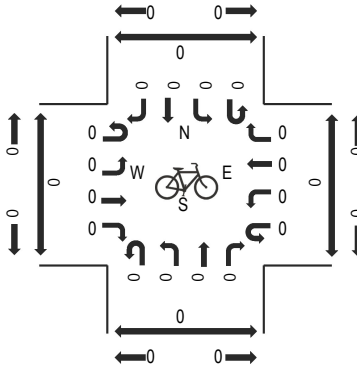
Peak Hour: 04:45 PM - 05:45 PM

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

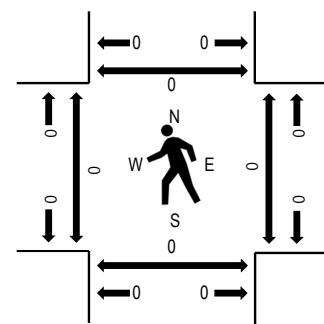
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

| Interval Start Time | MALABAR ROAD Eastbound | | | | MALABAR ROAD Westbound | | | | HURLEY BLVD Northbound | | | | HURLEY BLVD Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|------------------------|---------------------------|------|------|-------|---------------------------|------|------|-------|---------------------------|------|------|-------|---------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 0 | 140 | 24 | 0 | 24 | 97 | 0 | 0 | 9 | 0 | 15 | 0 | 0 | 0 | 0 | 309 | 1,183 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 110 | 31 | 0 | 25 | 114 | 0 | 0 | 7 | 0 | 17 | 0 | 0 | 0 | 0 | 304 | 1,188 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 91 | 25 | 0 | 25 | 106 | 0 | 0 | 4 | 0 | 17 | 0 | 0 | 0 | 0 | 268 | 1,197 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 102 | 24 | 0 | 24 | 126 | 0 | 0 | 11 | 0 | 15 | 0 | 0 | 0 | 0 | 302 | 1,232 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 116 | 31 | 0 | 23 | 119 | 0 | 0 | 15 | 0 | 10 | 0 | 0 | 0 | 0 | 314 | 1,215 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 134 | 29 | 0 | 24 | 109 | 0 | 0 | 10 | 0 | 7 | 0 | 0 | 0 | 0 | 313 | | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 119 | 32 | 0 | 16 | 113 | 0 | 0 | 9 | 0 | 14 | 0 | 0 | 0 | 0 | 303 | | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 96 | 25 | 0 | 25 | 115 | 0 | 0 | 11 | 0 | 13 | 0 | 0 | 0 | 0 | 285 | | 0 | 0 | 0 | 0 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 5 |
| Lights | 0 | 0 | 461 | 116 | 0 | 86 | 435 | 0 | 0 | 38 | 0 | 44 | 0 | 0 | 0 | 0 | 1,180 |
| Mediums | 0 | 0 | 9 | 0 | 0 | 1 | 30 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| Total | 0 | 0 | 471 | 116 | 0 | 87 | 467 | 0 | 0 | 45 | 0 | 46 | 0 | 0 | 0 | 0 | 1,232 |

Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|------------------|-----------|------|------|-------|-----------|------|------|-------|------------|-------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | 1.7% | | | | 6.0% | | | | 9.9% | | | | 0.0% | | | 4.2% |
| Heavy Vehicle % | 0.0% | 0.0% | 2.1% | 0.0% | 0.0% | 1.1% | 6.9% | 0.0% | 0.0% | 15.6% | 0.0% | 4.3% | 0.0% | 0.0% | 0.0% | 0.0% | 4.2% |
| Peak Hour Factor | | 0.90 | | | | 0.94 | | | | 0.92 | | | | 0.00 | | | 0.98 |
| Peak Hour Factor | 0.00 | 0.00 | 0.88 | 0.91 | 0.00 | 0.98 | 0.93 | 0.00 | 0.00 | 0.75 | 0.00 | 0.94 | 0.00 | 0.00 | 0.00 | 0.00 | 0.98 |



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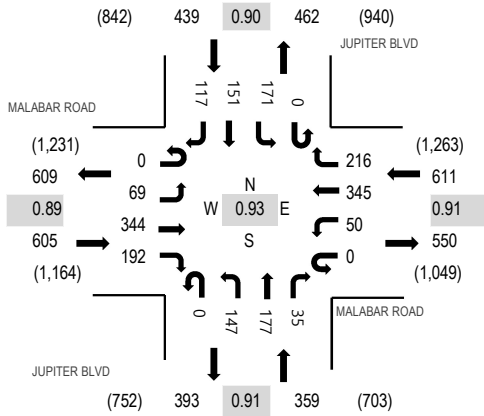
Location: 7 JUPITER BLVD & MALABAR ROAD PM

Date: Tuesday, January 16, 2024

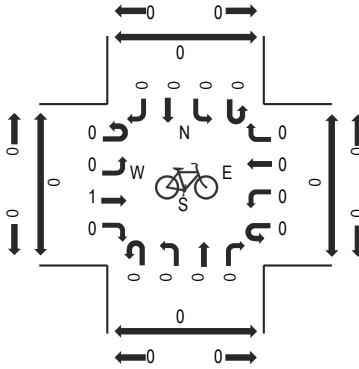
Peak Hour: 04:45 PM - 05:45 PM

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

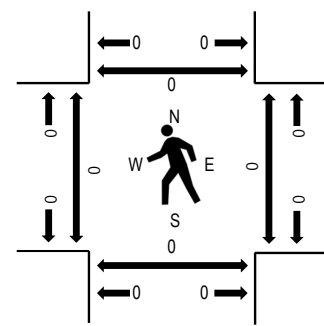
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

| Interval Start Time | MALABAR ROAD Eastbound | | | | MALABAR ROAD Westbound | | | | JUPITER BLVD Northbound | | | | JUPITER BLVD Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|------------------------|---------------------------|------|------|-------|---------------------------|------|------|-------|----------------------------|------|------|-------|----------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 24 | 94 | 47 | 0 | 16 | 90 | 66 | 0 | 36 | 42 | 3 | 0 | 38 | 34 | 26 | 516 | 1,963 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 18 | 85 | 49 | 0 | 15 | 105 | 58 | 0 | 26 | 49 | 11 | 0 | 25 | 31 | 33 | 505 | 1,911 | 0 | 1 | 0 | 0 |
| 4:30 PM | 0 | 15 | 70 | 37 | 0 | 10 | 82 | 53 | 0 | 35 | 47 | 7 | 0 | 34 | 36 | 39 | 465 | 1,945 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 16 | 70 | 51 | 0 | 8 | 94 | 49 | 0 | 36 | 44 | 6 | 0 | 40 | 27 | 36 | 477 | 2,014 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 17 | 83 | 36 | 0 | 11 | 95 | 50 | 0 | 33 | 38 | 8 | 0 | 29 | 40 | 24 | 464 | 2,009 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 19 | 95 | 55 | 0 | 16 | 75 | 57 | 0 | 37 | 49 | 13 | 0 | 49 | 44 | 30 | 539 | | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 17 | 96 | 50 | 0 | 15 | 81 | 60 | 0 | 41 | 46 | 8 | 0 | 53 | 40 | 27 | 534 | | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 12 | 75 | 33 | 0 | 20 | 87 | 50 | 0 | 29 | 44 | 15 | 0 | 42 | 31 | 34 | 472 | | 0 | 0 | 0 | 0 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 4 |
| Lights | 0 | 68 | 336 | 190 | 0 | 48 | 328 | 216 | 0 | 136 | 175 | 32 | 0 | 170 | 146 | 115 | 1,960 |
| Mediums | 0 | 1 | 6 | 2 | 0 | 2 | 17 | 0 | 0 | 10 | 2 | 3 | 0 | 1 | 4 | 2 | 50 |
| Total | 0 | 69 | 344 | 192 | 0 | 50 | 345 | 216 | 0 | 147 | 177 | 35 | 0 | 171 | 151 | 117 | 2,014 |

Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | 1.8% | | | | 3.1% | | | | 4.5% | | | | 1.8% | | | 2.7% |
| Heavy Vehicle % | 0.0% | 1.4% | 2.3% | 1.0% | 0.0% | 4.0% | 4.9% | 0.0% | 0.0% | 7.5% | 1.1% | 8.6% | 0.0% | 0.6% | 3.3% | 1.7% | 2.7% |
| Peak Hour Factor | | 0.89 | | | | 0.91 | | | | 0.91 | | | | 0.90 | | | 0.93 |
| Peak Hour Factor | 0.00 | 0.76 | 0.91 | 0.87 | 0.00 | 0.78 | 0.90 | 0.86 | 0.00 | 0.90 | 0.93 | 0.73 | 0.00 | 0.82 | 0.88 | 0.86 | 0.93 |



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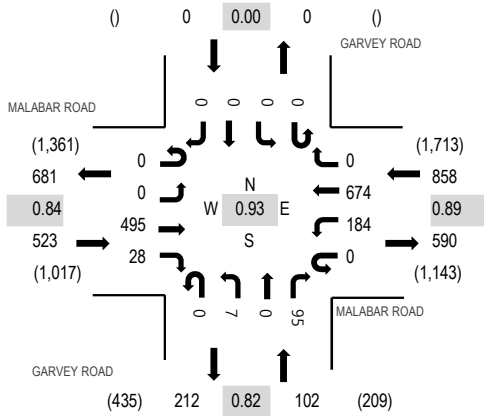
Location: 8 GARVEY ROAD & MALABAR ROAD PM

Date: Tuesday, January 16, 2024

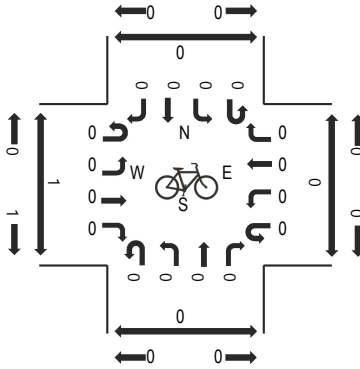
Peak Hour: 05:00 PM - 06:00 PM

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

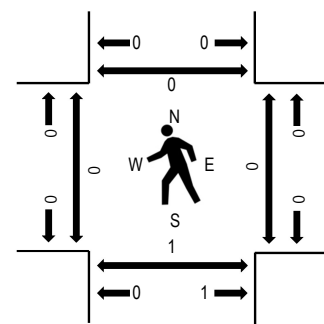
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

| Interval Start Time | MALABAR ROAD Eastbound | | | | MALABAR ROAD Westbound | | | | GARVEY ROAD Northbound | | | | GARVEY ROAD Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|------------------------|---------------------------|------|------|-------|---------------------------|------|------|-------|---------------------------|------|------|-------|---------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 0 | 126 | 8 | 0 | 46 | 169 | 0 | 0 | 4 | 0 | 27 | 0 | 0 | 0 | 0 | 380 | 1,456 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 115 | 9 | 0 | 42 | 200 | 0 | 0 | 2 | 0 | 21 | 0 | 0 | 0 | 0 | 389 | 1,435 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 119 | 7 | 0 | 58 | 151 | 0 | 0 | 4 | 0 | 23 | 0 | 0 | 0 | 0 | 362 | 1,446 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 99 | 11 | 0 | 42 | 147 | 0 | 0 | 3 | 0 | 23 | 0 | 0 | 0 | 0 | 325 | 1,459 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 93 | 9 | 0 | 52 | 171 | 0 | 0 | 1 | 0 | 33 | 0 | 0 | 0 | 0 | 359 | 1,483 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 146 | 9 | 0 | 52 | 168 | 0 | 0 | 3 | 0 | 22 | 0 | 0 | 0 | 0 | 400 | | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 134 | 7 | 0 | 38 | 173 | 0 | 0 | 1 | 0 | 22 | 0 | 0 | 0 | 0 | 375 | | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 122 | 3 | 0 | 42 | 162 | 0 | 0 | 2 | 0 | 18 | 0 | 0 | 0 | 0 | 349 | | 0 | 0 | 1 | 0 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Lights | 0 | 0 | 483 | 28 | 0 | 182 | 660 | 0 | 0 | 7 | 0 | 92 | 0 | 0 | 0 | 0 | 1,452 |
| Mediums | 0 | 0 | 10 | 0 | 0 | 2 | 14 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 29 |
| Total | 0 | 0 | 495 | 28 | 0 | 184 | 674 | 0 | 0 | 7 | 0 | 95 | 0 | 0 | 0 | 0 | 1,483 |

Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | 2.3% | | | | 1.9% | | | | 2.9% | | | | 0.0% | | | 2.1% |
| Heavy Vehicle % | 0.0% | 0.0% | 2.4% | 0.0% | 0.0% | 1.1% | 2.1% | 0.0% | 0.0% | 0.0% | 0.0% | 3.2% | 0.0% | 0.0% | 0.0% | 0.0% | 2.1% |
| Peak Hour Factor | | 0.84 | | | | 0.89 | | | | 0.82 | | | | 0.00 | | | 0.93 |
| Peak Hour Factor | 0.00 | 0.00 | 0.85 | 0.82 | 0.00 | 0.88 | 0.97 | 0.00 | 0.00 | 0.81 | 0.00 | 0.77 | 0.00 | 0.00 | 0.00 | 0.00 | 0.93 |



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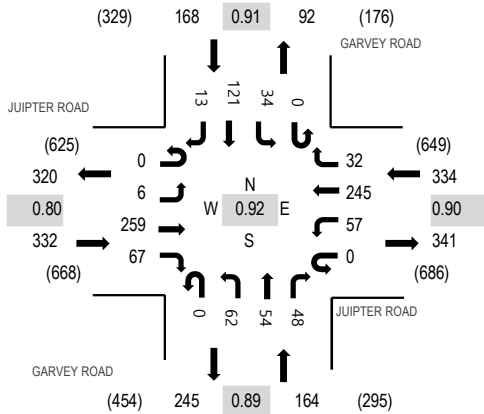
Location: 9 GARVEY ROAD & JUIPTER ROAD PM

Date: Tuesday, January 16, 2024

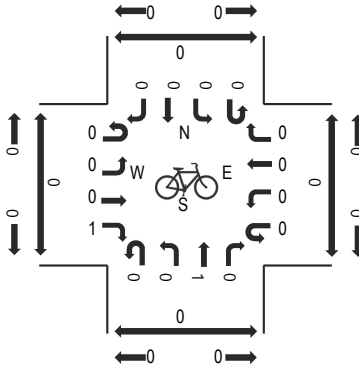
Peak Hour: 04:45 PM - 05:45 PM

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

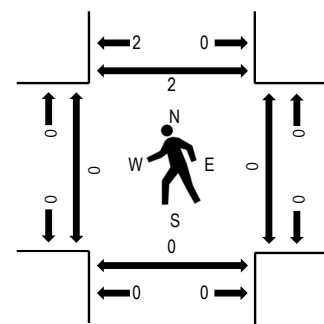
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

| Interval Start Time | JUIPTER ROAD Eastbound | | | | JUIPTER ROAD Westbound | | | | GARVEY ROAD Northbound | | | | GARVEY ROAD Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|------------------------|---------------------------|------|------|-------|---------------------------|------|------|-------|---------------------------|------|------|-------|---------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 1 | 90 | 13 | 0 | 8 | 62 | 7 | 0 | 8 | 15 | 9 | 0 | 7 | 29 | 0 | 249 | 978 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 1 | 71 | 15 | 0 | 8 | 69 | 6 | 0 | 11 | 9 | 12 | 0 | 11 | 26 | 2 | 241 | 965 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 1 | 58 | 13 | 0 | 11 | 62 | 10 | 0 | 19 | 18 | 10 | 0 | 7 | 38 | 6 | 253 | 994 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 2 | 56 | 13 | 0 | 11 | 65 | 11 | 0 | 11 | 15 | 8 | 0 | 10 | 31 | 2 | 235 | 998 | 0 | 0 | 0 | 2 |
| 5:00 PM | 0 | 2 | 62 | 14 | 0 | 13 | 48 | 7 | 0 | 16 | 15 | 13 | 0 | 7 | 33 | 6 | 236 | 963 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 1 | 71 | 18 | 0 | 12 | 66 | 8 | 0 | 23 | 13 | 13 | 0 | 9 | 33 | 3 | 270 | | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 1 | 70 | 22 | 0 | 21 | 66 | 6 | 0 | 12 | 11 | 14 | 0 | 8 | 24 | 2 | 257 | | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 2 | 57 | 14 | 0 | 11 | 54 | 7 | 0 | 9 | 7 | 4 | 0 | 9 | 23 | 3 | 200 | | 0 | 0 | 0 | 1 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Lights | 0 | 5 | 251 | 67 | 0 | 57 | 238 | 30 | 0 | 59 | 52 | 44 | 0 | 33 | 118 | 13 | 967 |
| Mediums | 0 | 1 | 6 | 0 | 0 | 0 | 6 | 2 | 0 | 3 | 2 | 4 | 0 | 1 | 3 | 0 | 28 |
| Total | 0 | 6 | 259 | 67 | 0 | 57 | 245 | 32 | 0 | 62 | 54 | 48 | 0 | 34 | 121 | 13 | 998 |

Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|------------------|-----------|-------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | 2.7% | | | | 2.7% | | | | 5.5% | | | | 2.4% | | | 3.1% |
| Heavy Vehicle % | 0.0% | 16.7% | 3.1% | 0.0% | 0.0% | 0.0% | 2.9% | 6.3% | 0.0% | 4.8% | 3.7% | 8.3% | 0.0% | 2.9% | 2.5% | 0.0% | 3.1% |
| Peak Hour Factor | | 0.80 | | | | 0.90 | | | | 0.89 | | | | 0.91 | | | 0.92 |
| Peak Hour Factor | 0.00 | 0.75 | 0.76 | 0.77 | 0.00 | 0.68 | 0.93 | 0.82 | 0.00 | 0.75 | 0.85 | 0.86 | 0.00 | 0.80 | 0.89 | 0.71 | 0.92 |

ALL TRAFFIC DATA SERVICES

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Page 1

Site Code: 1
Station ID: 1
MALABAR ROAD WEST OF
THUNDERBIRD AVENUE

| Start Time | 15-Jan-24 Mon | EB | | Hour Totals | | WB | | Hour Totals | | Combined Totals | |
|------------|---------------|---------|-----------|-------------|-----------|---------|-----------|-------------|-----------|-----------------|-----------|
| | | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon |
| 12:00 | | 11 | 52 | | | 6 | 56 | | | | |
| 12:15 | | 5 | 61 | | | 5 | 58 | | | | |
| 12:30 | | 8 | 70 | | | 2 | 65 | | | | |
| 12:45 | | 7 | 61 | 31 | 244 | 3 | 62 | 16 | 241 | 47 | 485 |
| 01:00 | | 4 | 46 | | | 4 | 63 | | | | |
| 01:15 | | 4 | 78 | | | 5 | 64 | | | | |
| 01:30 | | 2 | 46 | | | 5 | 46 | | | | |
| 01:45 | | 6 | 59 | 16 | 229 | 2 | 35 | 16 | 208 | 32 | 437 |
| 02:00 | | 3 | 45 | | | 1 | 58 | | | | |
| 02:15 | | 1 | 71 | | | 2 | 55 | | | | |
| 02:30 | | 8 | 54 | | | 1 | 41 | | | | |
| 02:45 | | 3 | 69 | 15 | 239 | 1 | 42 | 5 | 196 | 20 | 435 |
| 03:00 | | 3 | 63 | | | 0 | 42 | | | | |
| 03:15 | | 3 | 54 | | | 8 | 48 | | | | |
| 03:30 | | 4 | 61 | | | 8 | 37 | | | | |
| 03:45 | | 2 | 70 | 12 | 248 | 8 | 30 | 24 | 157 | 36 | 405 |
| 04:00 | | 5 | 106 | | | 9 | 40 | | | | |
| 04:15 | | 3 | 102 | | | 12 | 34 | | | | |
| 04:30 | | 2 | 81 | | | 11 | 44 | | | | |
| 04:45 | | 2 | 81 | 12 | 370 | 13 | 53 | 45 | 171 | 57 | 541 |
| 05:00 | | 5 | 101 | | | 20 | 38 | | | | |
| 05:15 | | 4 | 113 | | | 24 | 40 | | | | |
| 05:30 | | 7 | 103 | | | 36 | 35 | | | | |
| 05:45 | | 5 | 84 | 21 | 401 | 43 | 35 | 123 | 148 | 144 | 549 |
| 06:00 | | 3 | 59 | | | 61 | 38 | | | | |
| 06:15 | | 12 | 61 | | | 53 | 30 | | | | |
| 06:30 | | 6 | 48 | | | 82 | 33 | | | | |
| 06:45 | | 16 | 50 | 37 | 218 | 79 | 28 | 275 | 129 | 312 | 347 |
| 07:00 | | 23 | 38 | | | 87 | 27 | | | | |
| 07:15 | | 23 | 47 | | | 122 | 32 | | | | |
| 07:30 | | 26 | 30 | | | 102 | 18 | | | | |
| 07:45 | | 34 | 36 | 106 | 151 | 82 | 37 | 393 | 114 | 499 | 265 |
| 08:00 | | 36 | 30 | | | 61 | 21 | | | | |
| 08:15 | | 31 | 19 | | | 69 | 11 | | | | |
| 08:30 | | 24 | 23 | | | 55 | 16 | | | | |
| 08:45 | | 28 | 20 | 119 | 92 | 50 | 17 | 235 | 65 | 354 | 157 |
| 09:00 | | 44 | 14 | | | 45 | 11 | | | | |
| 09:15 | | 28 | 24 | | | 59 | 10 | | | | |
| 09:30 | | 53 | 19 | | | 55 | 8 | | | | |
| 09:45 | | 42 | 13 | 167 | 70 | 64 | 10 | 223 | 39 | 390 | 109 |
| 10:00 | | 44 | 8 | | | 52 | 9 | | | | |
| 10:15 | | 37 | 13 | | | 60 | 3 | | | | |
| 10:30 | | 55 | 9 | | | 50 | 10 | | | | |
| 10:45 | | 45 | 10 | 181 | 40 | 64 | 3 | 226 | 25 | 407 | 65 |
| 11:00 | | 57 | 13 | | | 54 | 5 | | | | |
| 11:15 | | 41 | 4 | | | 56 | 3 | | | | |
| 11:30 | | 49 | 9 | | | 53 | 4 | | | | |
| 11:45 | | 45 | 12 | 192 | 38 | 57 | 4 | 220 | 16 | 412 | 54 |
| Total | | 909 | 2340 | | | 1801 | 1509 | | | 2710 | 3849 |
| Percent | | 28.0% | 72.0% | | | 54.4% | 45.6% | | | 41.3% | 58.7% |

ALL TRAFFIC DATA SERVICES

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Site Code: 1
Station ID: 1
MALABAR ROAD WEST OF
THUNDERBIRD AVENUE

| Start Time | 16-Jan-24 Tue | EB | | Hour Totals | | WB | | Hour Totals | | Combined Totals | |
|------------|------------------|---------|-----------|-------------|-----------|---------|-----------|-------------|-----------|-----------------|-----------|
| | | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon |
| 12:00 | | 7 | 42 | | | 4 | 51 | | | | |
| 12:15 | | 4 | 41 | | | 1 | 42 | | | | |
| 12:30 | | 6 | 43 | | | 3 | 42 | | | | |
| 12:45 | | 4 | 54 | 21 | 180 | 2 | 57 | 10 | 192 | 31 | 372 |
| 01:00 | | 2 | 47 | | | 2 | 53 | | | | |
| 01:15 | | 2 | 83 | | | 0 | 55 | | | | |
| 01:30 | | 3 | 36 | | | 1 | 52 | | | | |
| 01:45 | | 4 | 54 | 11 | 220 | 2 | 47 | 5 | 207 | 16 | 427 |
| 02:00 | | 5 | 79 | | | 2 | 41 | | | | |
| 02:15 | | 0 | 64 | | | 0 | 60 | | | | |
| 02:30 | | 7 | 67 | | | 1 | 56 | | | | |
| 02:45 | | 1 | 66 | 13 | 276 | 0 | 76 | 3 | 233 | 16 | 509 |
| 03:00 | | 4 | 64 | | | 2 | 81 | | | | |
| 03:15 | | 4 | 80 | | | 4 | 87 | | | | |
| 03:30 | | 3 | 123 | | | 7 | 64 | | | | |
| 03:45 | | 2 | 185 | 13 | 452 | 4 | 64 | 17 | 296 | 30 | 748 |
| 04:00 | | 3 | 152 | | | 8 | 60 | | | | |
| 04:15 | | 3 | 140 | | | 14 | 62 | | | | |
| 04:30 | | 5 | 118 | | | 13 | 56 | | | | |
| 04:45 | | 1 | 127 | 12 | 537 | 10 | 71 | 45 | 249 | 57 | 786 |
| 05:00 | | 5 | 160 | | | 21 | 92 | | | | |
| 05:15 | | 2 | 146 | | | 35 | 72 | | | | |
| 05:30 | | 8 | 152 | | | 52 | 64 | | | | |
| 05:45 | | 3 | 117 | 18 | 575 | 52 | 58 | 160 | 286 | 178 | 861 |
| 06:00 | | 11 | 118 | | | 81 | 46 | | | | |
| 06:15 | | 17 | 82 | | | 95 | 46 | | | | |
| 06:30 | | 30 | 77 | | | 108 | 39 | | | | |
| 06:45 | | 39 | 62 | 97 | 339 | 118 | 32 | 402 | 163 | 499 | 502 |
| 07:00 | | 40 | 44 | | | 160 | 30 | | | | |
| 07:15 | | 47 | 43 | | | 179 | 21 | | | | |
| 07:30 | | 42 | 50 | | | 171 | 27 | | | | |
| 07:45 | | 45 | 32 | 174 | 169 | 180 | 19 | 690 | 97 | 864 | 266 |
| 08:00 | | 63 | 33 | | | 206 | 26 | | | | |
| 08:15 | | 106 | 37 | | | 239 | 17 | | | | |
| 08:30 | | 115 | 24 | | | 225 | 17 | | | | |
| 08:45 | | 88 | 33 | 372 | 127 | 77 | 16 | 747 | 76 | 1119 | 203 |
| 09:00 | | 43 | 27 | | | 89 | 15 | | | | |
| 09:15 | | 60 | 34 | | | 82 | 16 | | | | |
| 09:30 | | 45 | 16 | | | 58 | 10 | | | | |
| 09:45 | | 43 | 24 | 191 | 101 | 57 | 18 | 286 | 59 | 477 | 160 |
| 10:00 | | 29 | 24 | | | 55 | 11 | | | | |
| 10:15 | | 61 | 21 | | | 58 | 13 | | | | |
| 10:30 | | 51 | 8 | | | 55 | 11 | | | | |
| 10:45 | | 40 | 11 | 181 | 64 | 58 | 5 | 226 | 40 | 407 | 104 |
| 11:00 | | 45 | 9 | | | 53 | 4 | | | | |
| 11:15 | | 37 | 17 | | | 57 | 2 | | | | |
| 11:30 | | 46 | 13 | | | 51 | 2 | | | | |
| 11:45 | | 38 | 8 | 166 | 47 | 45 | 4 | 206 | 12 | 372 | 59 |
| Total | | 1269 | 3087 | | | 2797 | 1910 | | | 4066 | 4997 |
| Percent | | 29.1% | 70.9% | | | 59.4% | 40.6% | | | 44.9% | 55.1% |

ALL TRAFFIC DATA SERVICES

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Page 3

Site Code: 1
Station ID: 1
MALABAR ROAD WEST OF
THUNDERBIRD AVENUE

| Start Time | 17-Jan-24 Wed | EB | | Hour Totals | | WB | | Hour Totals | | Combined Totals | |
|------------|------------------|---------|-----------|-------------|-----------|---------|-----------|-------------|-----------|-----------------|-----------|
| | | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon |
| 12:00 | | 5 | 60 | | | 1 | 54 | | | | |
| 12:15 | | 6 | 56 | | | 4 | 51 | | | | |
| 12:30 | | 7 | 43 | | | 3 | 68 | | | | |
| 12:45 | | 5 | 60 | 23 | 219 | 1 | 63 | 9 | 236 | 32 | 455 |
| 01:00 | | 5 | 69 | | | 2 | 58 | | | | |
| 01:15 | | 2 | 61 | | | 0 | 59 | | | | |
| 01:30 | | 3 | 56 | | | 1 | 54 | | | | |
| 01:45 | | 4 | 73 | 14 | 259 | 3 | 66 | 6 | 237 | 20 | 496 |
| 02:00 | | 3 | 68 | | | 1 | 59 | | | | |
| 02:15 | | 0 | 60 | | | 3 | 58 | | | | |
| 02:30 | | 0 | 64 | | | 2 | 62 | | | | |
| 02:45 | | 4 | 60 | 7 | 252 | 3 | 62 | 9 | 241 | 16 | 493 |
| 03:00 | | 3 | 61 | | | 0 | 107 | | | | |
| 03:15 | | 2 | 89 | | | 6 | 97 | | | | |
| 03:30 | | 4 | 177 | | | 3 | 76 | | | | |
| 03:45 | | 3 | 176 | 12 | 503 | 10 | 74 | 19 | 354 | 31 | 857 |
| 04:00 | | 2 | 155 | | | 6 | 76 | | | | |
| 04:15 | | 2 | 138 | | | 20 | 71 | | | | |
| 04:30 | | 4 | 135 | | | 14 | 69 | | | | |
| 04:45 | | 1 | 151 | 9 | 579 | 20 | 86 | 60 | 302 | 69 | 881 |
| 05:00 | | 1 | 142 | | | 21 | 108 | | | | |
| 05:15 | | 3 | 147 | | | 30 | 98 | | | | |
| 05:30 | | 5 | 166 | | | 59 | 81 | | | | |
| 05:45 | | 5 | 146 | 14 | 601 | 53 | 72 | 163 | 359 | 177 | 960 |
| 06:00 | | 10 | 139 | | | 64 | 65 | | | | |
| 06:15 | | 22 | 116 | | | 88 | 67 | | | | |
| 06:30 | | 27 | 100 | | | 111 | 53 | | | | |
| 06:45 | | 48 | 50 | 107 | 405 | 129 | 43 | 392 | 228 | 499 | 633 |
| 07:00 | | 46 | 56 | | | 172 | 48 | | | | |
| 07:15 | | 30 | 54 | | | 177 | 25 | | | | |
| 07:30 | | 43 | 57 | | | 194 | 29 | | | | |
| 07:45 | | 52 | 44 | 171 | 211 | 186 | 36 | 729 | 138 | 900 | 349 |
| 08:00 | | 63 | 59 | | | 187 | 28 | | | | |
| 08:15 | | 92 | 41 | | | 235 | 29 | | | | |
| 08:30 | | 132 | 52 | | | 242 | 22 | | | | |
| 08:45 | | 68 | 42 | 355 | 194 | 86 | 7 | 750 | 86 | 1105 | 280 |
| 09:00 | | 42 | 31 | | | 83 | 15 | | | | |
| 09:15 | | 55 | 35 | | | 79 | 10 | | | | |
| 09:30 | | 58 | 19 | | | 78 | 9 | | | | |
| 09:45 | | 46 | 17 | 201 | 102 | 65 | 6 | 305 | 40 | 506 | 142 |
| 10:00 | | 61 | 13 | | | 70 | 10 | | | | |
| 10:15 | | 47 | 10 | | | 64 | 13 | | | | |
| 10:30 | | 38 | 12 | | | 63 | 10 | | | | |
| 10:45 | | 41 | 17 | 187 | 52 | 62 | 9 | 259 | 42 | 446 | 94 |
| 11:00 | | 53 | 10 | | | 74 | 2 | | | | |
| 11:15 | | 61 | 13 | | | 60 | 5 | | | | |
| 11:30 | | 45 | 13 | | | 63 | 1 | | | | |
| 11:45 | | 59 | 4 | 218 | 40 | 51 | 4 | 248 | 12 | 466 | 52 |
| Total | | 1318 | 3417 | | | 2949 | 2275 | | | 4267 | 5692 |
| Percent | | 27.8% | 72.2% | | | 56.5% | 43.5% | | | 42.8% | 57.2% |

ALL TRAFFIC DATA SERVICES

alltrafficdata.net

Site Code: 1
Station ID: 1
MALABAR ROAD WEST OF
THUNDERBIRD AVENUE

| Start Time | 18-Jan-24 Thu | EB | | Hour Totals | | WB | | Hour Totals | | Combined Totals | |
|------------|------------------|---------|-----------|-------------|-----------|---------|-----------|-------------|-----------|-----------------|-----------|
| | | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon |
| 12:00 | | 5 | 48 | | | 2 | 42 | | | | |
| 12:15 | | 11 | 56 | | | 4 | 69 | | | | |
| 12:30 | | 6 | 61 | | | 2 | 69 | | | | |
| 12:45 | | 3 | 43 | 25 | 208 | 4 | 70 | 12 | 250 | 37 | 458 |
| 01:00 | | 6 | 76 | | | 4 | 60 | | | | |
| 01:15 | | 4 | 52 | | | 3 | 63 | | | | |
| 01:30 | | 2 | 50 | | | 1 | 73 | | | | |
| 01:45 | | 2 | 68 | 14 | 246 | 2 | 50 | 10 | 246 | 24 | 492 |
| 02:00 | | 3 | 79 | | | 2 | 48 | | | | |
| 02:15 | | 2 | 72 | | | 1 | 67 | | | | |
| 02:30 | | 0 | 79 | | | 5 | 52 | | | | |
| 02:45 | | 4 | 60 | 9 | 290 | 4 | 82 | 12 | 249 | 21 | 539 |
| 03:00 | | 3 | 72 | | | 5 | 91 | | | | |
| 03:15 | | 3 | 87 | | | 4 | 112 | | | | |
| 03:30 | | 1 | 185 | | | 5 | 78 | | | | |
| 03:45 | | 1 | 193 | 8 | 537 | 6 | 73 | 20 | 354 | 28 | 891 |
| 04:00 | | 2 | 129 | | | 10 | 83 | | | | |
| 04:15 | | 6 | 125 | | | 9 | 74 | | | | |
| 04:30 | | 3 | 136 | | | 12 | 81 | | | | |
| 04:45 | | 2 | 137 | 13 | 527 | 15 | 81 | 46 | 319 | 59 | 846 |
| 05:00 | | 3 | 154 | | | 27 | 66 | | | | |
| 05:15 | | 3 | 169 | | | 30 | 80 | | | | |
| 05:30 | | 6 | 149 | | | 41 | 80 | | | | |
| 05:45 | | 9 | 149 | 21 | 621 | 48 | 66 | 146 | 292 | 167 | 913 |
| 06:00 | | 8 | 144 | | | 71 | 64 | | | | |
| 06:15 | | 20 | 129 | | | 94 | 61 | | | | |
| 06:30 | | 37 | 69 | | | 97 | 72 | | | | |
| 06:45 | | 40 | 58 | 105 | 400 | 113 | 43 | 375 | 240 | 480 | 640 |
| 07:00 | | 36 | 59 | | | 169 | 45 | | | | |
| 07:15 | | 55 | 63 | | | 208 | 21 | | | | |
| 07:30 | | 43 | 44 | | | 205 | 31 | | | | |
| 07:45 | | 48 | 33 | 182 | 199 | 142 | 25 | 724 | 122 | 906 | 321 |
| 08:00 | | 66 | 37 | | | 213 | 34 | | | | |
| 08:15 | | 89 | 34 | | | 280 | 13 | | | | |
| 08:30 | | 144 | 28 | | | 229 | 10 | | | | |
| 08:45 | | 103 | 40 | 402 | 139 | 94 | 17 | 816 | 74 | 1218 | 213 |
| 09:00 | | 49 | 28 | | | 65 | 21 | | | | |
| 09:15 | | 47 | 27 | | | 64 | 8 | | | | |
| 09:30 | | 34 | 24 | | | 58 | 11 | | | | |
| 09:45 | | 39 | 31 | 169 | 110 | 68 | 10 | 255 | 50 | 424 | 160 |
| 10:00 | | 48 | 19 | | | 64 | 7 | | | | |
| 10:15 | | 48 | 17 | | | 65 | 12 | | | | |
| 10:30 | | 42 | 17 | | | 54 | 13 | | | | |
| 10:45 | | 25 | 18 | 163 | 71 | 56 | 10 | 239 | 42 | 402 | 113 |
| 11:00 | | 43 | 14 | | | 68 | 8 | | | | |
| 11:15 | | 36 | 11 | | | 56 | 7 | | | | |
| 11:30 | | 47 | 21 | | | 56 | 8 | | | | |
| 11:45 | | 71 | 17 | 197 | 63 | 51 | 7 | 231 | 30 | 428 | 93 |
| Total | | 1308 | 3411 | | | 2886 | 2268 | | | 4194 | 5679 |
| Percent | | 27.7% | 72.3% | | | 56.0% | 44.0% | | | 42.5% | 57.5% |

ALL TRAFFIC DATA SERVICES

alltrafficdata.net

Site Code: 1
Station ID: 1
MALABAR ROAD WEST OF
THUNDERBIRD AVENUE

| Start Time | 19-Jan-24 Fri | EB | | Hour Totals | | WB | | Hour Totals | | Combined Totals | |
|------------|------------------|---------|-----------|-------------|-----------|---------|-----------|-------------|-----------|-----------------|-----------|
| | | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon |
| 12:00 | | 5 | 53 | | | 3 | 48 | | | | |
| 12:15 | | 6 | 85 | | | 3 | 81 | | | | |
| 12:30 | | 8 | 74 | | | 1 | 66 | | | | |
| 12:45 | | 10 | 72 | 29 | 284 | 3 | 58 | 10 | 253 | 39 | 537 |
| 01:00 | | 2 | 76 | | | 2 | 60 | | | | |
| 01:15 | | 5 | 61 | | | 3 | 55 | | | | |
| 01:30 | | 1 | 80 | | | 0 | 96 | | | | |
| 01:45 | | 2 | 71 | 10 | 288 | 3 | 100 | 8 | 311 | 18 | 599 |
| 02:00 | | 3 | 78 | | | 2 | 120 | | | | |
| 02:15 | | 4 | 143 | | | 3 | 89 | | | | |
| 02:30 | | 2 | 189 | | | 3 | 92 | | | | |
| 02:45 | | 0 | 107 | 9 | 517 | 1 | 81 | 9 | 382 | 18 | 899 |
| 03:00 | | 3 | 79 | | | 4 | 69 | | | | |
| 03:15 | | 4 | 96 | | | 8 | 78 | | | | |
| 03:30 | | 5 | 106 | | | 3 | 86 | | | | |
| 03:45 | | 1 | 138 | 13 | 419 | 8 | 95 | 23 | 328 | 36 | 747 |
| 04:00 | | 1 | 123 | | | 4 | 84 | | | | |
| 04:15 | | 3 | 141 | | | 10 | 67 | | | | |
| 04:30 | | 1 | 124 | | | 17 | 87 | | | | |
| 04:45 | | 2 | 132 | 7 | 520 | 13 | 72 | 44 | 310 | 51 | 830 |
| 05:00 | | 3 | 118 | | | 22 | 67 | | | | |
| 05:15 | | 3 | 136 | | | 27 | 70 | | | | |
| 05:30 | | 4 | 118 | | | 38 | 61 | | | | |
| 05:45 | | 6 | 126 | 16 | 498 | 50 | 59 | 137 | 257 | 153 | 755 |
| 06:00 | | 7 | 101 | | | 69 | 55 | | | | |
| 06:15 | | 20 | 91 | | | 83 | 45 | | | | |
| 06:30 | | 22 | 63 | | | 101 | 55 | | | | |
| 06:45 | | 35 | 56 | 84 | 311 | 107 | 35 | 360 | 190 | 444 | 501 |
| 07:00 | | 47 | 47 | | | 138 | 40 | | | | |
| 07:15 | | 41 | 49 | | | 171 | 28 | | | | |
| 07:30 | | 41 | 48 | | | 156 | 42 | | | | |
| 07:45 | | 49 | 40 | 178 | 184 | 173 | 36 | 638 | 146 | 816 | 330 |
| 08:00 | | 69 | 47 | | | 195 | 26 | | | | |
| 08:15 | | 111 | 38 | | | 270 | 25 | | | | |
| 08:30 | | 138 | 38 | | | 235 | 21 | | | | |
| 08:45 | | 77 | 29 | 395 | 152 | 82 | 19 | 782 | 91 | 1177 | 243 |
| 09:00 | | 50 | 35 | | | 70 | 18 | | | | |
| 09:15 | | 43 | 27 | | | 82 | 19 | | | | |
| 09:30 | | 53 | 30 | | | 72 | 15 | | | | |
| 09:45 | | 40 | 24 | 186 | 116 | 59 | 22 | 283 | 74 | 469 | 190 |
| 10:00 | | 48 | 23 | | | 43 | 17 | | | | |
| 10:15 | | 60 | 15 | | | 55 | 11 | | | | |
| 10:30 | | 38 | 22 | | | 90 | 8 | | | | |
| 10:45 | | 48 | 22 | 194 | 82 | 61 | 9 | 249 | 45 | 443 | 127 |
| 11:00 | | 57 | 13 | | | 54 | 6 | | | | |
| 11:15 | | 55 | 8 | | | 44 | 13 | | | | |
| 11:30 | | 56 | 21 | | | 70 | 9 | | | | |
| 11:45 | | 69 | 11 | 237 | 53 | 57 | 10 | 225 | 38 | 462 | 91 |
| Total | | 1358 | 3424 | | | 2768 | 2425 | | | 4126 | 5849 |
| Percent | | 28.4% | 71.6% | | | 53.3% | 46.7% | | | 41.4% | 58.6% |

ALL TRAFFIC DATA SERVICES

alltrafficdata.net

Site Code: 1
Station ID: 1
MALABAR ROAD WEST OF
THUNDERBIRD AVENUE

| Start Time | 20-Jan-24 Sat | EB | | Hour Totals | | WB | | Hour Totals | | Combined Totals | |
|------------|---------------|---------|-----------|-------------|-----------|---------|-----------|-------------|-----------|-----------------|-----------|
| | | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon |
| 12:00 | | 17 | 56 | | | 2 | 90 | | | | |
| 12:15 | | 7 | 81 | | | 2 | 94 | | | | |
| 12:30 | | 9 | 84 | | | 6 | 83 | | | | |
| 12:45 | | 4 | 78 | 37 | 299 | 5 | 80 | 15 | 347 | 52 | 646 |
| 01:00 | | 10 | 87 | | | 3 | 68 | | | | |
| 01:15 | | 2 | 70 | | | 1 | 77 | | | | |
| 01:30 | | 5 | 59 | | | 3 | 67 | | | | |
| 01:45 | | 1 | 69 | 18 | 285 | 2 | 74 | 9 | 286 | 27 | 571 |
| 02:00 | | 6 | 62 | | | 3 | 65 | | | | |
| 02:15 | | 3 | 77 | | | 3 | 76 | | | | |
| 02:30 | | 3 | 85 | | | 3 | 84 | | | | |
| 02:45 | | 1 | 55 | 13 | 279 | 5 | 78 | 14 | 303 | 27 | 582 |
| 03:00 | | 4 | 62 | | | 2 | 54 | | | | |
| 03:15 | | 2 | 74 | | | 2 | 48 | | | | |
| 03:30 | | 3 | 84 | | | 5 | 55 | | | | |
| 03:45 | | 3 | 92 | 12 | 312 | 5 | 70 | 14 | 227 | 26 | 539 |
| 04:00 | | 2 | 71 | | | 4 | 60 | | | | |
| 04:15 | | 2 | 81 | | | 7 | 69 | | | | |
| 04:30 | | 2 | 71 | | | 14 | 79 | | | | |
| 04:45 | | 2 | 66 | 8 | 289 | 9 | 65 | 34 | 273 | 42 | 562 |
| 05:00 | | 2 | 84 | | | 9 | 80 | | | | |
| 05:15 | | 2 | 92 | | | 16 | 67 | | | | |
| 05:30 | | 3 | 85 | | | 11 | 54 | | | | |
| 05:45 | | 4 | 66 | 11 | 327 | 14 | 51 | 50 | 252 | 61 | 579 |
| 06:00 | | 6 | 71 | | | 14 | 36 | | | | |
| 06:15 | | 8 | 57 | | | 18 | 41 | | | | |
| 06:30 | | 9 | 70 | | | 33 | 39 | | | | |
| 06:45 | | 4 | 50 | 27 | 248 | 24 | 25 | 89 | 141 | 116 | 389 |
| 07:00 | | 10 | 38 | | | 28 | 34 | | | | |
| 07:15 | | 27 | 46 | | | 39 | 32 | | | | |
| 07:30 | | 35 | 37 | | | 63 | 30 | | | | |
| 07:45 | | 26 | 65 | 98 | 186 | 42 | 22 | 172 | 118 | 270 | 304 |
| 08:00 | | 30 | 35 | | | 60 | 27 | | | | |
| 08:15 | | 30 | 27 | | | 83 | 22 | | | | |
| 08:30 | | 37 | 24 | | | 54 | 21 | | | | |
| 08:45 | | 32 | 35 | 129 | 121 | 61 | 20 | 258 | 90 | 387 | 211 |
| 09:00 | | 30 | 19 | | | 61 | 14 | | | | |
| 09:15 | | 36 | 24 | | | 63 | 15 | | | | |
| 09:30 | | 53 | 32 | | | 64 | 14 | | | | |
| 09:45 | | 35 | 23 | 154 | 98 | 65 | 15 | 253 | 58 | 407 | 156 |
| 10:00 | | 48 | 17 | | | 77 | 11 | | | | |
| 10:15 | | 76 | 13 | | | 94 | 16 | | | | |
| 10:30 | | 69 | 18 | | | 76 | 14 | | | | |
| 10:45 | | 56 | 16 | 249 | 64 | 83 | 8 | 330 | 49 | 579 | 113 |
| 11:00 | | 58 | 18 | | | 83 | 6 | | | | |
| 11:15 | | 81 | 16 | | | 67 | 17 | | | | |
| 11:30 | | 58 | 23 | | | 88 | 4 | | | | |
| 11:45 | | 57 | 17 | 254 | 74 | 82 | 11 | 320 | 38 | 574 | 112 |
| Total | | 1010 | 2582 | | | 1558 | 2182 | | | 2568 | 4764 |
| Percent | | 28.1% | 71.9% | | | 41.7% | 58.3% | | | 35.0% | 65.0% |

ALL TRAFFIC DATA SERVICES

alltrafficdata.net

Site Code: 1
Station ID: 1
MALABAR ROAD WEST OF
THUNDERBIRD AVENUE

| Start Time | 21-Jan-24 Sun | EB | | Hour Totals | | WB | | Hour Totals | | Combined Totals | |
|-------------|---------------|-----------|-----------|-------------|-----------|------------|-----------|-------------|-----------|-----------------|-----------|
| | | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon |
| 12:00 | | 14 | 34 | | | 7 | 52 | | | | |
| 12:15 | | 11 | 22 | | | 6 | 68 | | | | |
| 12:30 | | 10 | 45 | | | 2 | 57 | | | | |
| 12:45 | | 8 | 41 | 43 | 142 | 4 | 63 | 19 | 240 | 62 | 382 |
| 01:00 | | 4 | 37 | | | 5 | 70 | | | | |
| 01:15 | | 13 | 51 | | | 3 | 60 | | | | |
| 01:30 | | 7 | 80 | | | 2 | 72 | | | | |
| 01:45 | | 3 | 61 | 27 | 229 | 5 | 60 | 15 | 262 | 42 | 491 |
| 02:00 | | 4 | 80 | | | 2 | 67 | | | | |
| 02:15 | | 5 | 70 | | | 4 | 43 | | | | |
| 02:30 | | 3 | 59 | | | 3 | 57 | | | | |
| 02:45 | | 5 | 45 | 17 | 254 | 5 | 46 | 14 | 213 | 31 | 467 |
| 03:00 | | 2 | 57 | | | 1 | 57 | | | | |
| 03:15 | | 1 | 44 | | | 4 | 51 | | | | |
| 03:30 | | 2 | 64 | | | 4 | 46 | | | | |
| 03:45 | | 1 | 65 | 6 | 230 | 5 | 45 | 14 | 199 | 20 | 429 |
| 04:00 | | 1 | 50 | | | 1 | 43 | | | | |
| 04:15 | | 2 | 66 | | | 5 | 57 | | | | |
| 04:30 | | 1 | 75 | | | 10 | 37 | | | | |
| 04:45 | | 2 | 68 | 6 | 259 | 9 | 48 | 25 | 185 | 31 | 444 |
| 05:00 | | 4 | 49 | | | 5 | 49 | | | | |
| 05:15 | | 0 | 52 | | | 12 | 40 | | | | |
| 05:30 | | 3 | 50 | | | 8 | 31 | | | | |
| 05:45 | | 5 | 46 | 12 | 197 | 14 | 53 | 39 | 173 | 51 | 370 |
| 06:00 | | 9 | 46 | | | 11 | 33 | | | | |
| 06:15 | | 2 | 42 | | | 19 | 36 | | | | |
| 06:30 | | 5 | 37 | | | 16 | 36 | | | | |
| 06:45 | | 7 | 40 | 23 | 165 | 20 | 25 | 66 | 130 | 89 | 295 |
| 07:00 | | 10 | 35 | | | 25 | 26 | | | | |
| 07:15 | | 12 | 45 | | | 29 | 30 | | | | |
| 07:30 | | 17 | 25 | | | 39 | 15 | | | | |
| 07:45 | | 22 | 25 | 61 | 130 | 20 | 17 | 113 | 88 | 174 | 218 |
| 08:00 | | 16 | 33 | | | 37 | 18 | | | | |
| 08:15 | | 14 | 32 | | | 49 | 14 | | | | |
| 08:30 | | 25 | 20 | | | 39 | 18 | | | | |
| 08:45 | | 21 | 19 | 76 | 104 | 36 | 14 | 161 | 64 | 237 | 168 |
| 09:00 | | 20 | 21 | | | 52 | 9 | | | | |
| 09:15 | | 28 | 25 | | | 86 | 13 | | | | |
| 09:30 | | 18 | 17 | | | 65 | 8 | | | | |
| 09:45 | | 35 | 15 | 101 | 78 | 45 | 10 | 248 | 40 | 349 | 118 |
| 10:00 | | 20 | 23 | | | 58 | 11 | | | | |
| 10:15 | | 42 | 19 | | | 77 | 5 | | | | |
| 10:30 | | 39 | 11 | | | 60 | 15 | | | | |
| 10:45 | | 34 | 13 | 135 | 66 | 53 | 6 | 248 | 37 | 383 | 103 |
| 11:00 | | 46 | 10 | | | 72 | 10 | | | | |
| 11:15 | | 89 | 26 | | | 90 | 7 | | | | |
| 11:30 | | 57 | 19 | | | 70 | 3 | | | | |
| 11:45 | | 42 | 11 | 234 | 66 | 63 | 7 | 295 | 27 | 529 | 93 |
| Total | | 741 | 1920 | | | 1257 | 1658 | | | 1998 | 3578 |
| Percent | | 27.8% | 72.2% | | | 43.1% | 56.9% | | | 35.8% | 64.2% |
| Grand Total | | 7913 | 20181 | | | 16016 | 14227 | | | 23929 | 34408 |
| Percent | | 28.2% | 71.8% | | | 53.0% | 47.0% | | | 41.0% | 59.0% |
| ADT | | ADT 8,334 | | | | AADT 8,334 | | | | | |

ALL TRAFFIC DATA SERVICES

alltrafficdata.net

Site Code: 1
Station ID: 1
MALABAR ROAD WEST OF
THUNDERBIRD AVENUE

| Start Time | 15-Jan-24 | | Tue | | Wed | | Thu | | Fri | | Sat | | Sun | | Week Average | |
|------------|-----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------------|-------|
| | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB |
| 12:00 AM | 31 | 16 | 21 | 10 | 23 | 9 | 25 | 12 | 29 | 10 | 37 | 15 | 43 | 19 | 30 | 13 |
| 01:00 | 16 | 16 | 11 | 5 | 14 | 6 | 14 | 10 | 10 | 8 | 18 | 9 | 27 | 15 | 16 | 10 |
| 02:00 | 15 | 5 | 13 | 3 | 7 | 9 | 9 | 12 | 9 | 9 | 13 | 14 | 17 | 14 | 12 | 9 |
| 03:00 | 12 | 24 | 13 | 17 | 12 | 19 | 8 | 20 | 13 | 23 | 12 | 14 | 6 | 14 | 11 | 19 |
| 04:00 | 12 | 45 | 12 | 45 | 9 | 60 | 13 | 46 | 7 | 44 | 8 | 34 | 6 | 25 | 10 | 43 |
| 05:00 | 21 | 123 | 18 | 160 | 14 | 163 | 21 | 146 | 16 | 137 | 11 | 50 | 12 | 39 | 16 | 117 |
| 06:00 | 37 | 275 | 97 | 402 | 107 | 392 | 105 | 375 | 84 | 360 | 27 | 89 | 23 | 66 | 69 | 280 |
| 07:00 | 106 | 393 | 174 | 690 | 171 | 729 | 182 | 724 | 178 | 638 | 98 | 172 | 61 | 113 | 139 | 494 |
| 08:00 | 119 | 235 | 372 | 747 | 355 | 750 | 402 | 816 | 395 | 782 | 129 | 258 | 76 | 161 | 264 | 536 |
| 09:00 | 167 | 223 | 191 | 286 | 201 | 305 | 169 | 255 | 186 | 283 | 154 | 253 | 101 | 248 | 167 | 265 |
| 10:00 | 181 | 226 | 181 | 226 | 187 | 259 | 163 | 239 | 194 | 249 | 249 | 330 | 135 | 248 | 184 | 254 |
| 11:00 | 192 | 220 | 166 | 206 | 218 | 248 | 197 | 231 | 237 | 225 | 254 | 320 | 234 | 295 | 214 | 249 |
| 12:00 PM | 244 | 241 | 180 | 192 | 219 | 236 | 208 | 250 | 284 | 253 | 299 | 347 | 142 | 240 | 225 | 251 |
| 01:00 | 229 | 208 | 220 | 207 | 259 | 237 | 246 | 246 | 288 | 311 | 285 | 286 | 229 | 262 | 251 | 251 |
| 02:00 | 239 | 196 | 276 | 233 | 252 | 241 | 290 | 249 | 517 | 382 | 279 | 303 | 254 | 213 | 301 | 260 |
| 03:00 | 248 | 157 | 452 | 296 | 503 | 354 | 537 | 354 | 419 | 328 | 312 | 227 | 230 | 199 | 386 | 274 |
| 04:00 | 370 | 171 | 537 | 249 | 579 | 302 | 527 | 319 | 520 | 310 | 289 | 273 | 259 | 185 | 440 | 258 |
| 05:00 | 401 | 148 | 575 | 286 | 601 | 359 | 621 | 292 | 498 | 257 | 327 | 252 | 197 | 173 | 460 | 252 |
| 06:00 | 218 | 129 | 339 | 163 | 405 | 228 | 400 | 240 | 311 | 190 | 248 | 141 | 165 | 130 | 298 | 174 |
| 07:00 | 151 | 114 | 169 | 97 | 211 | 138 | 199 | 122 | 184 | 146 | 186 | 118 | 130 | 88 | 176 | 118 |
| 08:00 | 92 | 65 | 127 | 76 | 194 | 86 | 139 | 74 | 152 | 91 | 121 | 90 | 104 | 64 | 133 | 78 |
| 09:00 | 70 | 39 | 101 | 59 | 102 | 40 | 110 | 50 | 116 | 74 | 98 | 58 | 78 | 40 | 96 | 51 |
| 10:00 | 40 | 25 | 64 | 40 | 52 | 42 | 71 | 42 | 82 | 45 | 64 | 49 | 66 | 37 | 63 | 40 |
| 11:00 | 38 | 16 | 47 | 12 | 40 | 12 | 63 | 30 | 53 | 38 | 74 | 38 | 66 | 27 | 54 | 25 |
| Lane | 3249 | 3310 | 4356 | 4707 | 4735 | 5224 | 4719 | 5154 | 4782 | 5193 | 3592 | 3740 | 2661 | 2915 | 4015 | 4321 |
| Day | 6559 | | 9063 | | 9959 | | 9873 | | 9975 | | 7332 | | 5576 | | 8336 | |
| AM Peak | 11:00 | 07:00 | 08:00 | 08:00 | 08:00 | 08:00 | 08:00 | 08:00 | 08:00 | 08:00 | 11:00 | 10:00 | 11:00 | 11:00 | 08:00 | 08:00 |
| Vol. | 192 | 393 | 372 | 747 | 355 | 750 | 402 | 816 | 395 | 782 | 254 | 330 | 234 | 295 | 264 | 536 |
| PM Peak | 17:00 | 12:00 | 17:00 | 15:00 | 17:00 | 17:00 | 17:00 | 15:00 | 16:00 | 14:00 | 17:00 | 12:00 | 16:00 | 13:00 | 17:00 | 15:00 |
| Vol. | 401 | 241 | 575 | 296 | 601 | 359 | 621 | 354 | 520 | 382 | 327 | 347 | 259 | 262 | 460 | 274 |

| | | | | | | | | |
|-------------|-----------|------------|------|------|------|------|------|------|
| Comb. Total | 6559 | 9063 | 9959 | 9873 | 9975 | 7332 | 5576 | 8336 |
| ADT | ADT 8,334 | AADT 8,334 | | | | | | |

Segments Functional Classification, Maximum Acceptable Volume (MAV) and Level of Service (LOS)

| ID | Road | From | To | Functional Classification | Existing Volume 2020 or Most Recent | Existing MAV | Existing Vol/MAV | Acceptable LOS* |
|-----|-----------------|----------------------|-----------------|---------------------------|---|-----------------|---------------------|--------------------|
| 322 | ELLIS | JOHN RODES | EAST DRIVE | Urban Minor Arterial | 15,968 | 15,600 | 1.02 | E |
| 321 | ELLIS | EAST DRIVE | WICKHAM | Urban Minor Arterial | 15,209 | 15,600 | 0.97 | E |
| 551 | EMERSON | JUPITER | MALABAR | Urban Minor Arterial | 15,386 | 39,800 | 0.39 | D |
| 552 | EMERSON | MALABAR | AMERICANA BLVD. | Urban Minor Arterial | 8,960 | 17,700 | 0.51 | D |
| 553 | EMERSON | AMERICANA BLVD. | CULVER | Urban Minor Arterial | 8,762 | 17,700 | 0.50 | D |
| 554 | EMERSON | CULVER | MINTON | Urban Minor Arterial | 4,504 | 17,700 | 0.25 | D |
| 555 | EMERSON | MINTON | JUPITER | Urban Minor Arterial | 21,447 | 39,800 | 0.54 | D |
| 616 | EMERSON | JUPITER | SJHP | Urban Major Collector | 11,619 | 17,700 | 0.66 | D |
| 315 | EVANS | US 192 | HIBISCUS | Urban Minor Arterial | 17,640 | 39,800 | 0.44 | D |
| 319 | EVANS | HIBISCUS | NASA | Urban Minor Arterial | 15,545 | 39,800 | 0.39 | D |
| 556 | FLEMING GRANT | KIWI DR | MICCO | Rural Minor Collector | 1,460 | 14,200 | 0.10 | D |
| 579 | GATEWAY DR | HIBISCUS | NASA | Urban Minor Collector | 3,109 | 33,800 | 0.09 | E |
| 558 | GRANT | BABCOCK | OLD DIXIE | Rural Major Collector | 2,959 | 14,200 | 0.21 | D |
| 566 | HARLOCK | AURORA | LAKE WASHINGTON | Urban Minor Collector | 3,081 | 15,600 | 0.20 | E |
| 585 | HENRY | MINTON RD | HOLLYWOOD | Urban Major Collector | 10,209 | 15,600 | 0.65 | E |
| 591 | HENRY | HOLLYWOOD | DAIRY | Urban Major Collector | 6,054 | 15,600 | 0.39 | E |
| 559 | HIBISCUS BLVD | EVANS | DAIRY | Urban Minor Arterial | 13,723 | 39,800 | 0.34 | D |
| 560 | HIBISCUS BLVD | DAIRY | BABCOCK | Urban Minor Arterial | 13,635 | 33,800 | 0.40 | E |
| 561 | HIBISCUS BLVD | BABCOCK | APOLLO | Urban Minor Arterial | 13,313 | 33,800 | 0.39 | E |
| 587 | HICKORY | US 192 | FEE | Urban Major Collector | 969 | 15,600 | 0.06 | E |
| 588 | HICKORY | FEE | HIBISCUS | Urban Major Collector | 1,004 | 15,600 | 0.06 | E |
| 580 | HICKORY | HIBISCUS | NASA | Urban Major Collector | 3,584 | 15,600 | 0.23 | E |
| 318 | HOLLYWOOD | PALM BAY RD | EBER | Urban Minor Arterial | 13,754 | 17,700 | 0.78 | D |
| 317 | HOLLYWOOD | EBER | FLORIDAWINGATE | Urban Minor Arterial | 12,842 | 17,700 | 0.73 | D |
| 374 | HOLLYWOOD | FLORIDAWINGATE | HENRY | Urban Minor Arterial | 10,708 | 17,700 | 0.60 | E |
| 316 | HOLLYWOOD | HENRY | US 192 | Urban Minor Arterial | 11,258 | 15,600 | 0.72 | E |
| 354 | INTERLACHEN | ST. ANDREWS | BAYTREE | Urban Minor Collector | 4,867 | 15,600 | 0.31 | E |
| 353 | INTERLACHEN | BAYTREE | WICKHAM | Urban Minor Collector | 5,934 | 15,600 | 0.38 | E |
| 511 | JOHN RODES | US 192 | SHERIDAN | Urban Minor Arterial | 6,723 | 17,700 | 0.38 | D |
| 504 | JOHN RODES | SHERIDAN | ELLIS | Urban Minor Arterial | 7,055 | 17,700 | 0.40 | D |
| 505 | JOHN RODES | ELLIS | EAU GALLIE | Urban Minor Arterial | 9,400 | 17,700 | 0.53 | D |
| 506 | JOHN RODES | EAU GALLIE | AURORA | Urban Major Collector | 9,565 | 15,600 | 0.61 | E |
| 323 | JORDAN BLASS | ST ANDREWS (J BLASS) | WICKHAM | Urban Minor Collector | 3,924 | 15,600 | 0.25 | E |
| 617 | JUPITER BLVD | SAN FILIPPO | EMERSON | Urban Minor Arterial | 10,526 | 15,600 | 0.67 | E |
| 618 | JUPITER BLVD | EMERSON | ELDRON BLVD | Urban Minor Arterial | 9,947 | 17,700 | 0.56 | D |
| 619 | JUPITER BLVD | ELDRON BLVD | DEGROODT | Urban Minor Arterial | 11,921 | 17,700 | 0.67 | D |
| 573 | JUPITER BLVD | DEGROODT | MALABAR | Urban Minor Arterial | 7,205 | 17,700 | 0.41 | D |
| 620 | JUPITER BLVD | MALABAR | AMERICANA | Urban Minor Arterial | 11,237 | 17,700 | 0.63 | D |
| 574 | JUPITER BLVD | AMERICANA | PACE | Urban Minor Arterial | 11,785 | 17,700 | 0.67 | D |
| 621 | JUPITER BLVD | PACE | EMERSON | Urban Minor Arterial | 10,832 | 17,700 | 0.61 | D |
| 612 | LAKE ANDREW | STROM PARK | TRAFFORD | Urban Local | 4,365 | 15,600 | 0.28 | E |
| 605 | LAKE ANDREW | TRAFFORD | IVANHOE | Urban Local | 5,865 | 39,800 | 0.14 | D |
| 79 | LAKE ANDREW | IVANHOE DR | WICKHAM | Urban Major Collector | 10,392 | 39,800 | 0.26 | D |
| 351 | LAKE WASHINGTON | THE LAKE | HARLOCK | Urban Minor Collector | 5,238 | 17,700 | 0.30 | D |
| 344 | LAKE WASHINGTON | HARLOCK | TURTLEMOUND | Urban Minor Collector | 4,132 | 17,700 | 0.23 | D |
| 338 | LAKE WASHINGTON | TURTLEMOUND | WICKHAM | Urban Major Collector | 8,332 | 17,700 | 0.47 | D |
| 557 | MAIN | CENTRAL STREET | US 1 | Urban Major Collector | 2,236 | 15,600 | 0.14 | E |

*Acceptable LOS is Level of Service based on FDOT Generalized Tables and is for planning purposes only. Local governments may adopt their own LOS and one should contact the jurisdiction that maintains the segment.

Segments Functional Classification, Maximum Acceptable Volume (MAV) and Level of Service (LOS)

| ID | Road | From | To | Functional Classification | Existing Volume 2020 or Most Recent | Existing MAV | Existing Vol/MAV | Acceptable LOS* |
|-----|------------------|---------------------------------|---------------------------------|--------------------------------|--|-----------------|---------------------|--------------------|
| 569 | MALABAR | SUHP | JUPITER | Urban Minor Arterial | 9,532 | 17,700 | 0.54 | D |
| 371 | MALABAR | JUPITER | MINTON | Urban Principal Arterial-Other | 16,865 | 17,700 | 0.95 | D |
| 491 | MALABAR | MINTON | EMERSON | Urban Principal Arterial-Other | 22,111 | 39,800 | 0.56 | D |
| 513 | MALABAR | EMERSON | SAN FILIPPO | Urban Principal Arterial-Other | 29,927 | 50,900 | 0.59 | E |
| 492 | MALABAR | SAN FILIPPO | I-95 | Urban Principal Arterial-Other | 49,770 | 50,900 | 0.98 | E |
| 493 | MALABAR (SR 514) | I-95 | BABCOCK | Urban Principal Arterial-Other | 38,183 | 59,900 | 0.64 | D |
| 484 | MALABAR (SR 514) | BABCOCK | COREY | Urban Minor Arterial | 15,812 | 24,200 | 0.65 | D |
| 516 | MALABAR (SR 514) | COREY | US 1 | Urban Minor Arterial | 8,202 | 14,800 | 0.55 | D |
| 598 | MELBOURNE AVE | US 1 OVERPASS | FRONT STREET | Urban Minor Collector | 3,107 | 15,600 | 0.20 | E |
| 519 | MICCO | BABCOCK | DOTTIE DRIVE | Rural Major Collector | 2,319 | 14,200 | 0.16 | D |
| 520 | MICCO | DOTTIE DRIVE | FLEMING GRANT | Urban Major Collector | 3,863 | 17,700 | 0.22 | D |
| 518 | MICCO | FLEMING GRANT | US 1 | Urban Major Collector | 7,590 | 17,700 | 0.43 | D |
| 490 | MINTON | MALABAR | AMERICANA | Urban Principal Arterial-Other | 23,084 | 39,800 | 0.58 | D |
| 489 | MINTON | AMERICANA | EMERSON | Urban Principal Arterial-Other | 25,491 | 39,800 | 0.64 | D |
| 488 | MINTON | EMERSON | PALM BAY | Urban Principal Arterial-Other | 51,052 | 33,800 | 1.51 | E |
| 487 | MINTON | PALM BAY | HIELD | Urban Principal Arterial-Other | 25,552 | 33,800 | 0.76 | E |
| 486 | MINTON | HIELD | EBER | Urban Principal Arterial-Other | 30,578 | 39,800 | 0.77 | D |
| 372 | MINTON | EBER | WINGATE | Urban Principal Arterial-Other | 29,077 | 39,800 | 0.73 | D |
| 483 | MINTON | WINGATE | MILWAUKEE | Urban Principal Arterial-Other | 30,275 | 39,800 | 0.76 | D |
| 482 | MINTON | MILWAUKEE | HENRY | Urban Principal Arterial-Other | 30,339 | 39,800 | 0.76 | D |
| 481 | MINTON | HENRY | US 192 | Urban Principal Arterial-Other | 27,304 | 39,800 | 0.69 | D |
| 575 | NASA | WICKHAM | EVANS | Urban Principal Arterial-Other | 26,167 | 39,800 | 0.66 | D |
| 576 | NASA | EVANS | EDDIE ALLEN | Urban Principal Arterial-Other | 12,431 | 39,800 | 0.31 | D |
| 346 | NASA (SR 508) | EDDIE ALLEN | DR. MARTIN LUTHER KING JR. BLVD | Urban Principal Arterial-Other | 13,891 | 32,400 | 0.43 | D |
| 345 | NASA (SR 508) | DR. MARTIN LUTHER KING JR. BLVD | BABCOCK | Urban Principal Arterial-Other | 9,910 | 32,400 | 0.31 | D |
| 349 | NASA (SR 508) | BABCOCK | APOLLO | Urban Principal Arterial-Other | 11,430 | 32,400 | 0.35 | D |
| 342 | NASA (SR 508) | APOLLO | US 1 | Urban Principal Arterial-Other | 10,511 | 32,400 | 0.32 | D |
| 599 | NEW HAVEN | FRONT STREET | CAUSEWAY | Urban Major Collector | 10,603 | 15,600 | 0.68 | E |
| 600 | NORFOLK PARKWAY | PALM BAY ROAD | TARGET SIGNAL | Urban Major Collector | 21,527 | 33,800 | 0.64 | E |
| 478 | PALM BAY | MINTON | ATHENS | Urban Principal Arterial-Other | 27,540 | 59,900 | 0.46 | D |
| 479 | PALM BAY | ATHENS | CULVER | Urban Principal Arterial-Other | 27,755 | 59,900 | 0.46 | D |
| 465 | PALM BAY | CULVER | I-95 EAST RAMP | Urban Principal Arterial-Other | 49,765 | 59,900 | 0.83 | D |
| 466 | PALM BAY | I-95 EAST RAMP | HOLLYWOOD | Urban Principal Arterial-Other | 53,212 | 59,900 | 0.89 | D |
| 467 | PALM BAY | HOLLYWOOD | DAIRY | Urban Principal Arterial-Other | 44,287 | 59,900 | 0.74 | D |
| 468 | PALM BAY | DAIRY | PORT MALABAR | Urban Principal Arterial-Other | 38,551 | 59,900 | 0.64 | D |
| 469 | PALM BAY | PORT MALABAR | STACK | Urban Principal Arterial-Other | 33,821 | 59,900 | 0.56 | D |
| 477 | PALM BAY | STACK | RIVIERA | Urban Principal Arterial-Other | 35,794 | 59,900 | 0.60 | D |
| 470 | PALM BAY | RIVIERA | BABCOCK | Urban Principal Arterial-Other | 34,192 | 59,900 | 0.57 | D |
| 480 | PALM BAY | BABCOCK | KNECT | Urban Principal Arterial-Other | 31,790 | 59,900 | 0.53 | D |
| 475 | PALM BAY | KNECT | LIPSCOMB | Urban Principal Arterial-Other | 33,874 | 59,900 | 0.57 | D |
| 476 | PALM BAY | LIPSCOMB | TROUTMAN | Urban Principal Arterial-Other | 18,297 | 59,900 | 0.31 | D |
| 471 | PALM BAY | TROUTMAN | RJ Conlan | Urban Principal Arterial-Other | 18,010 | 59,900 | 0.30 | D |
| 330 | PARKWAY | TURTLEMOUND | WICKHAM | Urban Major Collector | 4,800 | 17,700 | 0.27 | D |
| 601 | PINEAPPLE | EAU GALLIE BLVD | AURORA | Urban Major Collector | 5,142 | 15,600 | 0.33 | E |
| 570 | PINEDA CSWY | I-95 | ST ANDREWS | Urban Minor Arterial | 29,728 | 41,790 | 0.71 | D |
| 328 | PINEDA CSWY | ST ANDREWS | WICKHAM | Urban Minor Arterial | 28,245 | 41,790 | 0.68 | D |
| 327 | PINEDA CSWY | WICKHAM | US 1 | Urban Principal Arterial-Other | 33,122 | 41,790 | 0.79 | D |

Segments Functional Classification, Maximum Acceptable Volume (MAV) and Level of Service (LOS)

| ID | Road | From | To | Functional Classification | Existing Volume 2020 or Most Recent | Existing MAV | Existing Vol/MAV | Acceptable LOS* |
|-----|------------------------|--------------------------|------------------|--------------------------------|---|-----------------|---------------------|--------------------|
| 352 | PINEHURST | WICKHAM | ST. ANDREWS | Urban Minor Collector | 2,540 | 15,800 | 0.16 | E |
| 339 | PORT MALABAR | BABCOCK | TROUTMAN | Urban Minor Arterial | 15,451 | 39,800 | 0.39 | D |
| 340 | PORT MALABAR | TROUTMAN | US 1 | Urban Minor Arterial | 11,485 | 39,800 | 0.29 | D |
| 329 | POST | PINECONE | WICKHAM | Urban Major Collector | 8,213 | 15,800 | 0.53 | E |
| 562 | RJ CONLAN | PALM BAY RD | COMMERCE | Urban Principal Arterial-Other | 13,109 | 39,800 | 0.33 | D |
| 563 | RJ CONLAN | COMMERCE | US 1 | Urban Principal Arterial-Other | 10,112 | 39,800 | 0.25 | D |
| 495 | SARNO (SR 5054) | EAU GALLIE | WICKHAM | Urban Minor Arterial | 15,214 | 19,470 | 0.78 | D |
| 358 | SARNO | WICKHAM | CROTON | Urban Minor Arterial | 19,488 | 41,790 | 0.47 | D |
| 496 | SARNO | CROTON | GARFIELD | Urban Minor Arterial | 17,385 | 41,790 | 0.42 | D |
| 498 | SARNO | GARFIELD | APOLLO | Urban Minor Arterial | 18,714 | 41,790 | 0.45 | D |
| 499 | SARNO | APOLLO | US 1 | Urban Minor Arterial | 14,798 | 33,800 | 0.44 | E |
| 581 | SHERIDAN | JOHN RODES | WICKHAM | Urban Minor Collector | 4,004 | 15,600 | 0.26 | E |
| 381 | ST ANDREWS | PINEDA CAUSEWAY | INTERLACHEN | Urban Minor Collector | 5,997 | 15,600 | 0.38 | E |
| 325 | ST ANDREWS | INTERLACHEN | PINEHURST | Urban Minor Collector | 3,973 | 15,600 | 0.25 | E |
| 326 | ST ANDREWS | PINEHURST | WICKHAM | Urban Minor Collector | 1,690 | 15,600 | 0.11 | E |
| 609 | ST JOHNS HERITAGE PKWY | MALABAR | PACE | Urban Minor Arterial | 5,492 | 15,600 | 0.35 | E |
| 610 | ST JOHNS HERITAGE PKWY | PACE | EMERSON | Urban Minor Arterial | 7,192 | 15,600 | 0.46 | E |
| 629 | ST JOHNS HERITAGE PKWY | EMERSON | US 192 | Urban Minor Arterial | 10,700 | 15,600 | 0.69 | E |
| 630 | ST JOHNS HERITAGE PKWY | US 192 | I-95 INTERCHANGE | Urban Minor Arterial | 6,638 | 15,600 | 0.43 | E |
| 632 | ST JOHNS HERITAGE PKWY | BABCOCK | I-95 INTERCHANGE | Urban Minor Arterial | 3,606 | 15,600 | 0.23 | E |
| 564 | SAN FILIPPO | JUPITER | MALABAR | Urban Minor Arterial | 21,461 | 39,800 | 0.54 | D |
| 324 | SUNTREE | WICKHAM | US 1 | Urban Minor Collector | 13,228 | 19,451 | 0.68 | E |
| 611 | TURTLEMOUND | EAU GALLIE | AURORA | Urban Major Collector | 5,085 | 15,900 | 0.33 | E |
| 379 | TURTLEMOUND | AURORA | LAKE WASHINGTON | Urban Major Collector | 8,463 | 15,600 | 0.54 | E |
| 331 | TURTLEMOUND | LAKE WASHINGTON | PARKWAY | Urban Major Collector | 7,044 | 15,600 | 0.45 | E |
| 378 | TURTLEMOUND | PARKWAY | PINE CONE ROAD | Urban Major Collector | 6,128 | 15,900 | 0.39 | E |
| 569 | UNIVERSITY | BABCOCK | US 1 | Urban Major Collector | 8,686 | 33,800 | 0.26 | E |
| 416 | US 1 | INDIAN RIVER COUNTY LINE | MICCO | Urban Principal Arterial-Other | 19,114 | 41,790 | 0.46 | D |
| 417 | US 1 | MICCO | FIRST STREET | Urban Principal Arterial-Other | 14,164 | 41,790 | 0.34 | D |
| 565 | US 1 | FIRST STREET | VALKARIA | Urban Principal Arterial-Other | 13,314 | 41,790 | 0.32 | D |
| 418 | US 1 | VALKARIA | MALABAR | Urban Principal Arterial-Other | 15,164 | 41,790 | 0.36 | D |
| 419 | US 1 | MALABAR | PORT MALABAR | Urban Principal Arterial-Other | 18,142 | 41,790 | 0.43 | D |
| 420 | US 1 | PORT MALABAR | PALM BAY | Urban Principal Arterial-Other | 22,192 | 39,800 | 0.56 | D |
| 539 | US 1 | PALM BAY | RJ CONLAN | Urban Principal Arterial-Other | 18,904 | 39,800 | 0.47 | D |
| 343 | US 1 | RJ CONLAN | UNIVERSITY | Urban Principal Arterial-Other | 27,588 | 59,900 | 0.46 | D |
| 348 | US 1 | UNIVERSITY | NEW HAVEN | Urban Principal Arterial-Other | 31,490 | 59,900 | 0.53 | D |
| 384 | US 1 | NEW HAVEN | STRAWBRIDGE | Urban Principal Arterial-Other | 25,320 | 59,900 | 0.42 | D |
| 385 | US 1 | STRAWBRIDGE | HIBISCUS | Urban Principal Arterial-Other | 34,736 | 59,900 | 0.58 | D |
| 431 | US 1 | HIBISCUS | NASA | Urban Principal Arterial-Other | 32,231 | 59,900 | 0.54 | D |
| 432 | US 1 | NASA | CHERRY | Urban Principal Arterial-Other | 32,987 | 59,900 | 0.55 | D |
| 433 | US 1 | CHERRY | BALLARD | Urban Principal Arterial-Other | 30,832 | 59,900 | 0.51 | D |
| 434 | US 1 | BALLARD | SARNO | Urban Principal Arterial-Other | 41,408 | 59,900 | 0.69 | D |
| 435 | US 1 | SARNO | EAU GALLIE | Urban Principal Arterial-Other | 47,780 | 59,900 | 0.80 | D |
| 442 | US 1 | EAU GALLIE | AURORA | Urban Principal Arterial-Other | 34,684 | 59,900 | 0.58 | D |
| 450 | US 1 | AURORA | LAKE WASHINGTON | Urban Principal Arterial-Other | 34,083 | 59,900 | 0.57 | D |
| 436 | US 1 | LAKE WASHINGTON | PARKWAY | Urban Principal Arterial-Other | 33,902 | 59,900 | 0.57 | D |
| 437 | US 1 | PARKWAY | POST | Urban Principal Arterial-Other | 34,849 | 59,900 | 0.58 | D |

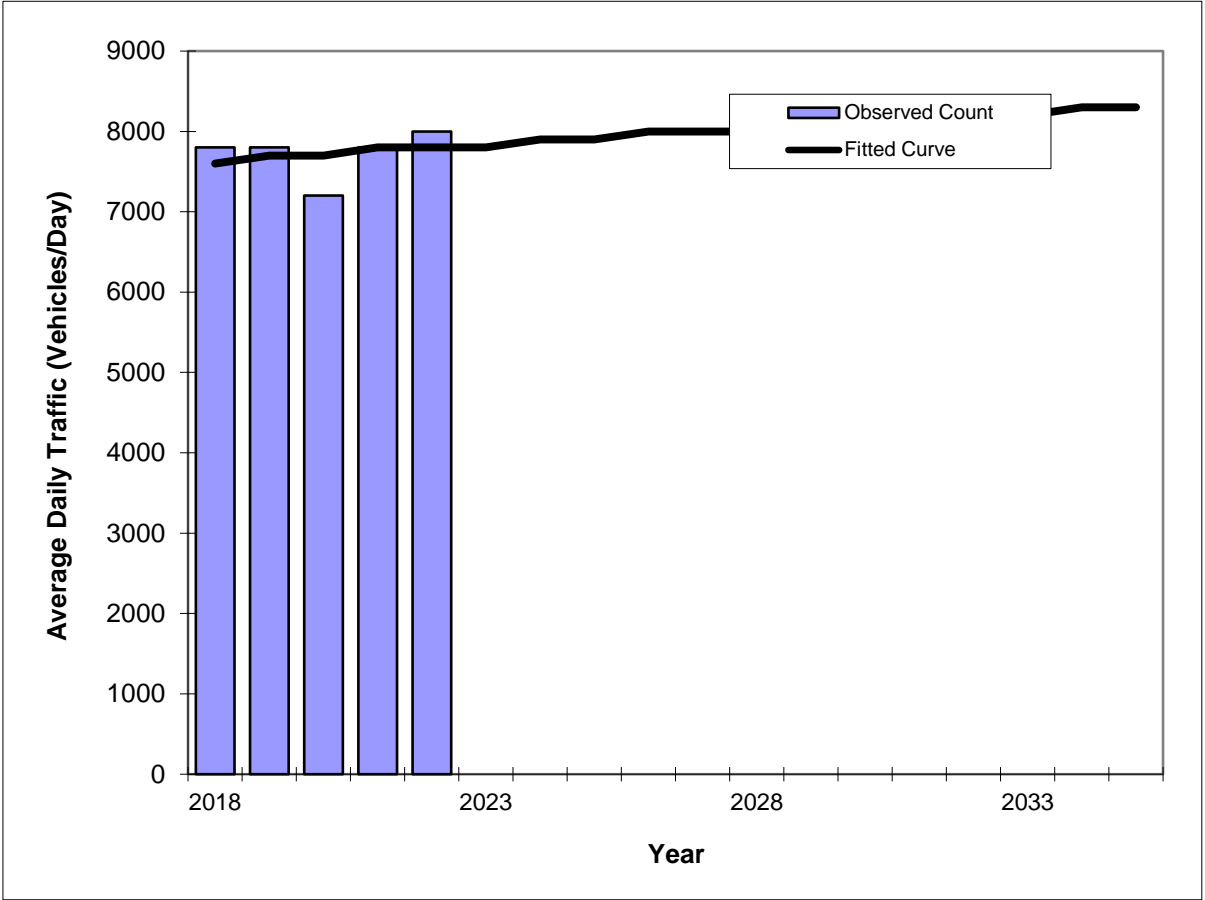
Appendix E

Background Growth

Traffic Trends - V03.a
JUPITER BLVD - Malabar - Garvey --

| | |
|----------|------|
| FIN# | 1234 |
| Location | 1 |

| | |
|------------|---------------------------------|
| County: | Brevard (70) |
| Station #: | 573 |
| Highway: | JUPITER BLVD - Malabar - Garvey |



| | |
|--|-----------|
| ** Annual Trend Increase: | 40 |
| Trend R-squared: | 4.35% |
| Trend Annual Historic Growth Rate: | 0.66% |
| Trend Growth Rate (2022 to Design Year): | 0.64% |
| Printed: | 23-Jan-24 |
| Straight Line Growth Option | |

| Year | Traffic (ADT/AADT) | |
|---------------------------|--------------------|---------|
| | Count* | Trend** |
| 2018 | 7800 | 7600 |
| 2019 | 7800 | 7700 |
| 2020 | 7200 | 7700 |
| 2021 | 7800 | 7800 |
| 2022 | 8000 | 7800 |
| 2024 Opening Year Trend | | |
| 2024 | N/A | 7900 |
| 2025 Mid-Year Trend | | |
| 2025 | N/A | 7900 |
| 2026 Design Year Trend | | |
| 2026 | N/A | 8000 |
| TRANPLAN Forecasts/Trends | | |
| | | |

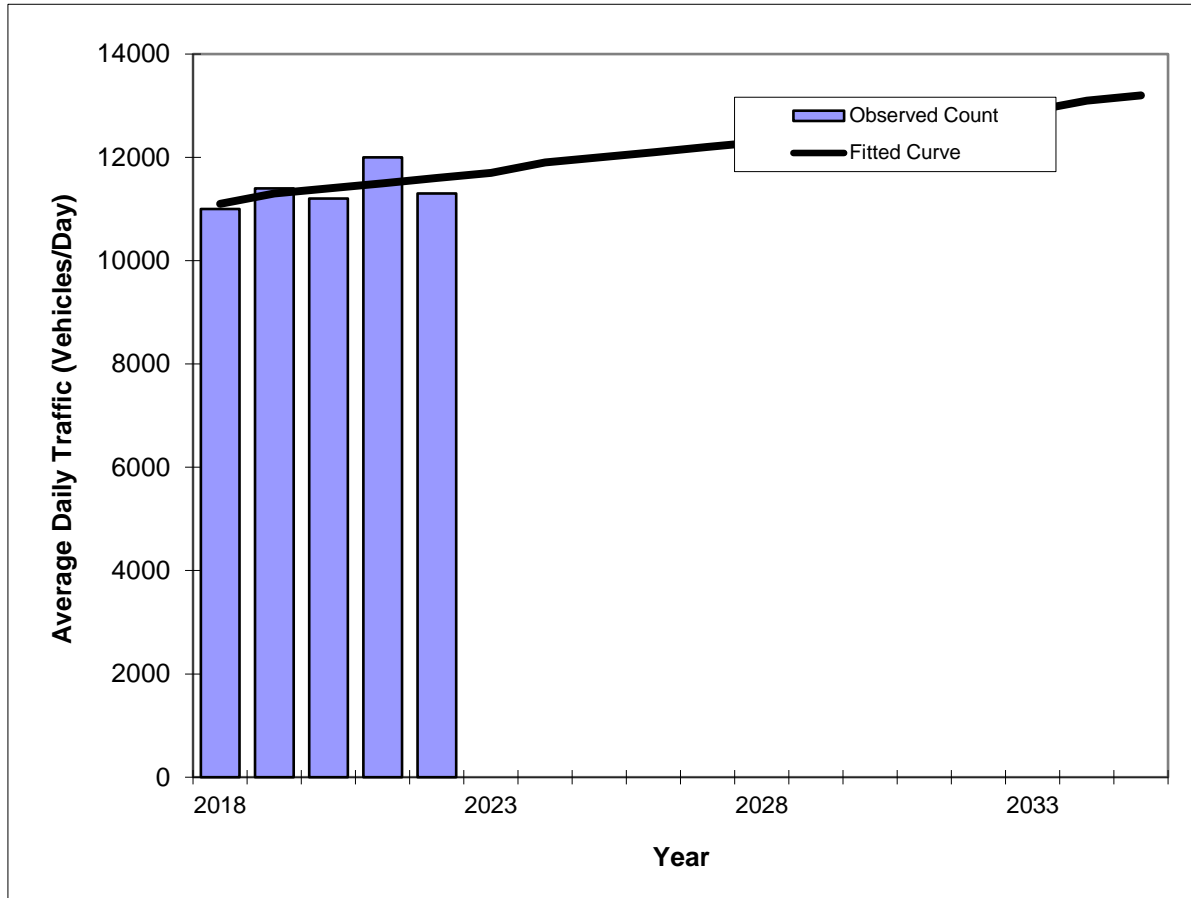
*Axle-Adjusted

Traffic Trends - V03.a

JUPITER BLVD - Pace - Malabar --

| | |
|----------|------|
| FIN# | 1234 |
| Location | 1 |

| | |
|------------|-------------------------------|
| County: | Brevard (70) |
| Station #: | 620 |
| Highway: | JUPITER BLVD - Pace - Malabar |



| Year | Traffic (ADT/AADT) | |
|---------------------------|--------------------|---------|
| | Count* | Trend** |
| 2018 | 11000 | 11100 |
| 2019 | 11400 | 11300 |
| 2020 | 11200 | 11400 |
| 2021 | 12000 | 11500 |
| 2022 | 11300 | 11600 |
| 2024 Opening Year Trend | | |
| 2024 | N/A | 11900 |
| 2025 Mid-Year Trend | | |
| 2025 | N/A | 12000 |
| 2026 Design Year Trend | | |
| 2026 | N/A | 12100 |
| TRANPLAN Forecasts/Trends | | |
| | | |

| | |
|--|-----------|
| ** Annual Trend Increase: | 120 |
| Trend R-squared: | 25.35% |
| Trend Annual Historic Growth Rate: | 1.13% |
| Trend Growth Rate (2022 to Design Year): | 1.08% |
| Printed: | 23-Jan-24 |
| Straight Line Growth Option | |

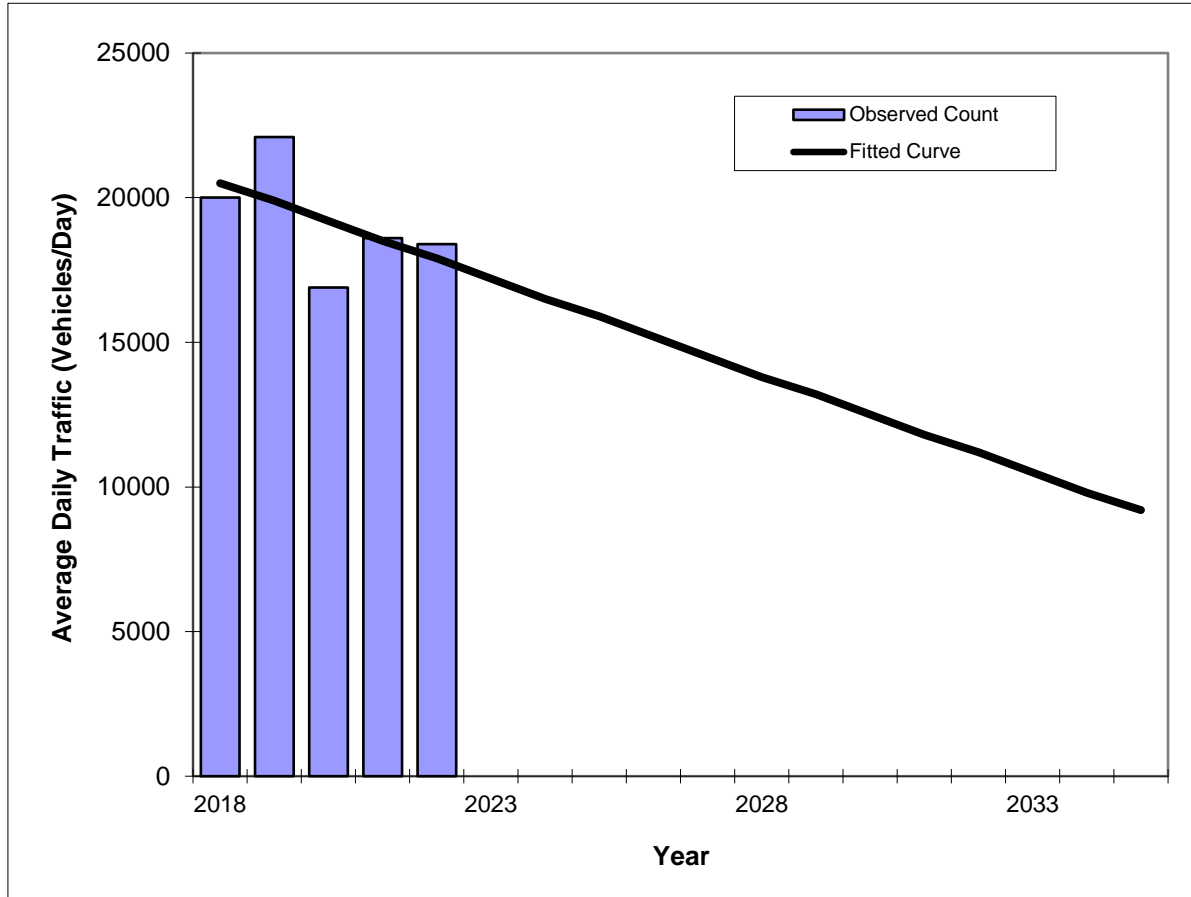
*Axle-Adjusted

Traffic Trends - V03.a

MALABAR Road - Garvey to Minton --

| | |
|----------|------|
| FIN# | 1234 |
| Location | 1 |

| | |
|------------|---------------------------------|
| County: | Brevard (70) |
| Station #: | 371 |
| Highway: | MALABAR Road - Garvey to Minton |



| Year | Traffic (ADT/AADT) | |
|---------------------------|--------------------|---------|
| | Count* | Trend** |
| 2018 | 20000 | 20500 |
| 2019 | 22100 | 19900 |
| 2020 | 16900 | 19200 |
| 2021 | 18600 | 18500 |
| 2022 | 18400 | 17900 |
| 2024 Opening Year Trend | | |
| 2024 | N/A | 16500 |
| 2025 Mid-Year Trend | | |
| 2025 | N/A | 15900 |
| 2026 Design Year Trend | | |
| 2026 | N/A | 15200 |
| TRANPLAN Forecasts/Trends | | |
| | | |

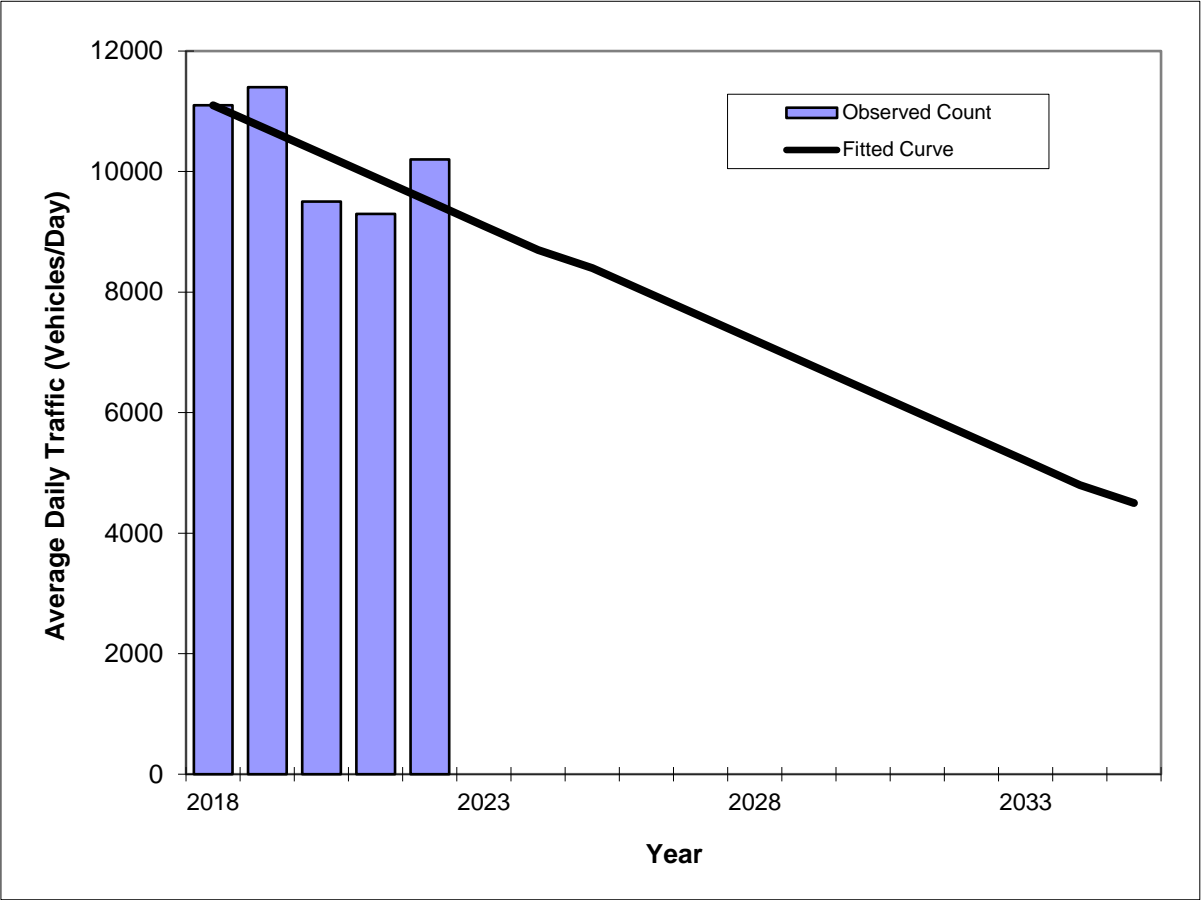
| | |
|--|-----------|
| ** Annual Trend Increase: | -670 |
| Trend R-squared: | 29.26% |
| Trend Annual Historic Growth Rate: | -3.17% |
| Trend Growth Rate (2022 to Design Year): | -3.77% |
| Printed: | 23-Jan-24 |
| Straight Line Growth Option | |

*Axle-Adjusted

Traffic Trends - V03.a **MALABAR Road - SJHP to Garvey --**

| | |
|----------|------|
| FIN# | 1234 |
| Location | 1 |

| | |
|------------|-------------------------------|
| County: | Brevard (70) |
| Station #: | 609 |
| Highway: | MALABAR Road - SJHP to Garvey |



| Year | Traffic (ADT/AADT) | |
|---------------------------|--------------------|---------|
| | Count* | Trend** |
| 2018 | 11100 | 11100 |
| 2019 | 11400 | 10700 |
| 2020 | 9500 | 10300 |
| 2021 | 9300 | 9900 |
| 2022 | 10200 | 9500 |
| 2024 Opening Year Trend | | |
| 2024 | N/A | 8700 |
| 2025 Mid-Year Trend | | |
| 2025 | N/A | 8400 |
| 2026 Design Year Trend | | |
| 2026 | N/A | 8000 |
| TRANPLAN Forecasts/Trends | | |
| | | |

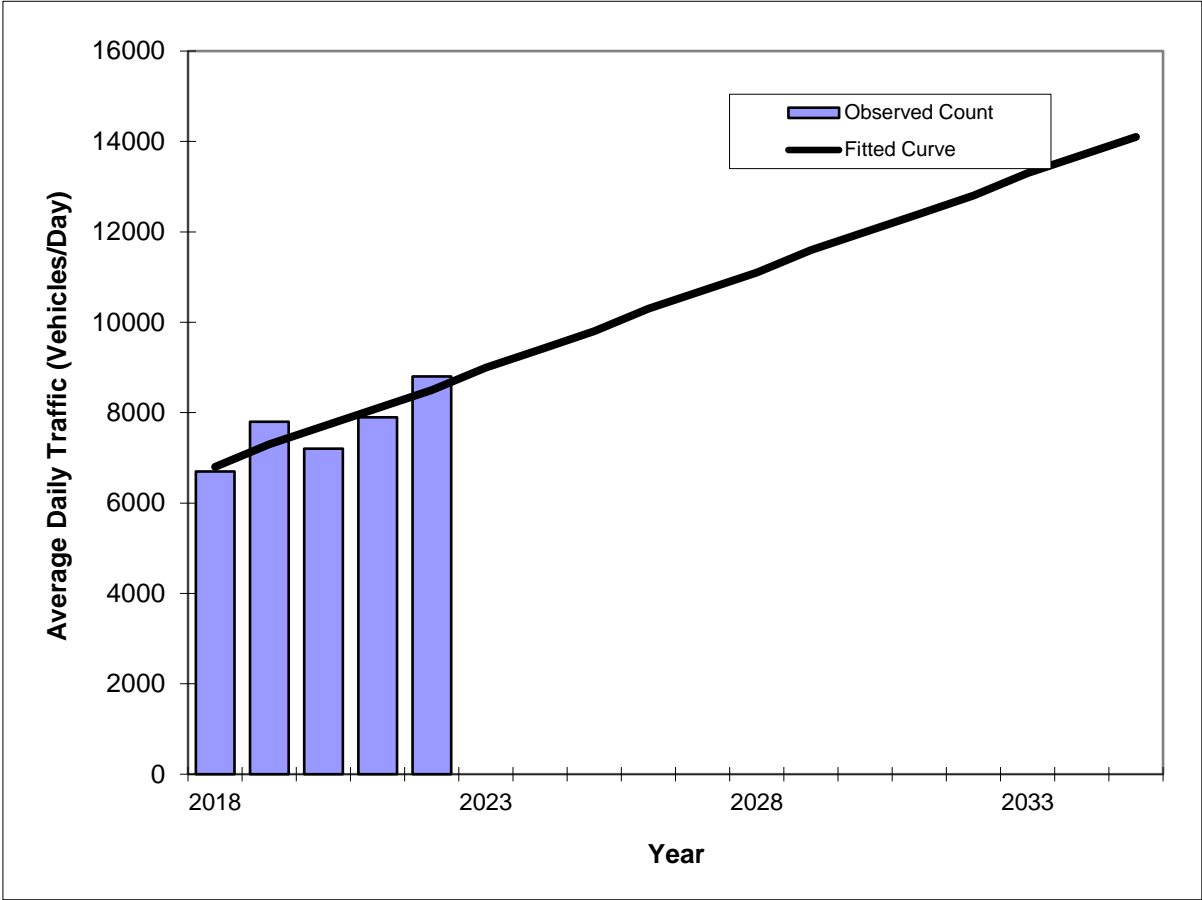
| | |
|--|-----------|
| ** Annual Trend Increase: | -390 |
| Trend R-squared: | 43.46% |
| Trend Annual Historic Growth Rate: | -3.60% |
| Trend Growth Rate (2022 to Design Year): | -3.95% |
| Printed: | 23-Jan-24 |
| Straight Line Growth Option | |

*Axle-Adjusted

Traffic Trends - V03.a
SJHP - Emerson to Pace --

| | |
|----------|------|
| FIN# | 1234 |
| Location | 1 |

| | |
|------------|------------------------|
| County: | Brevard (70) |
| Station #: | 629 |
| Highway: | SJHP - Emerson to Pace |



| Year | Traffic (ADT/AADT) | |
|---------------------------|--------------------|---------|
| | Count* | Trend** |
| 2018 | 6700 | 6800 |
| 2019 | 7800 | 7300 |
| 2020 | 7200 | 7700 |
| 2021 | 7900 | 8100 |
| 2022 | 8800 | 8500 |
| 2024 Opening Year Trend | | |
| 2024 | N/A | 9400 |
| 2025 Mid-Year Trend | | |
| 2025 | N/A | 9800 |
| 2026 Design Year Trend | | |
| 2026 | N/A | 10300 |
| TRANPLAN Forecasts/Trends | | |
| | | |

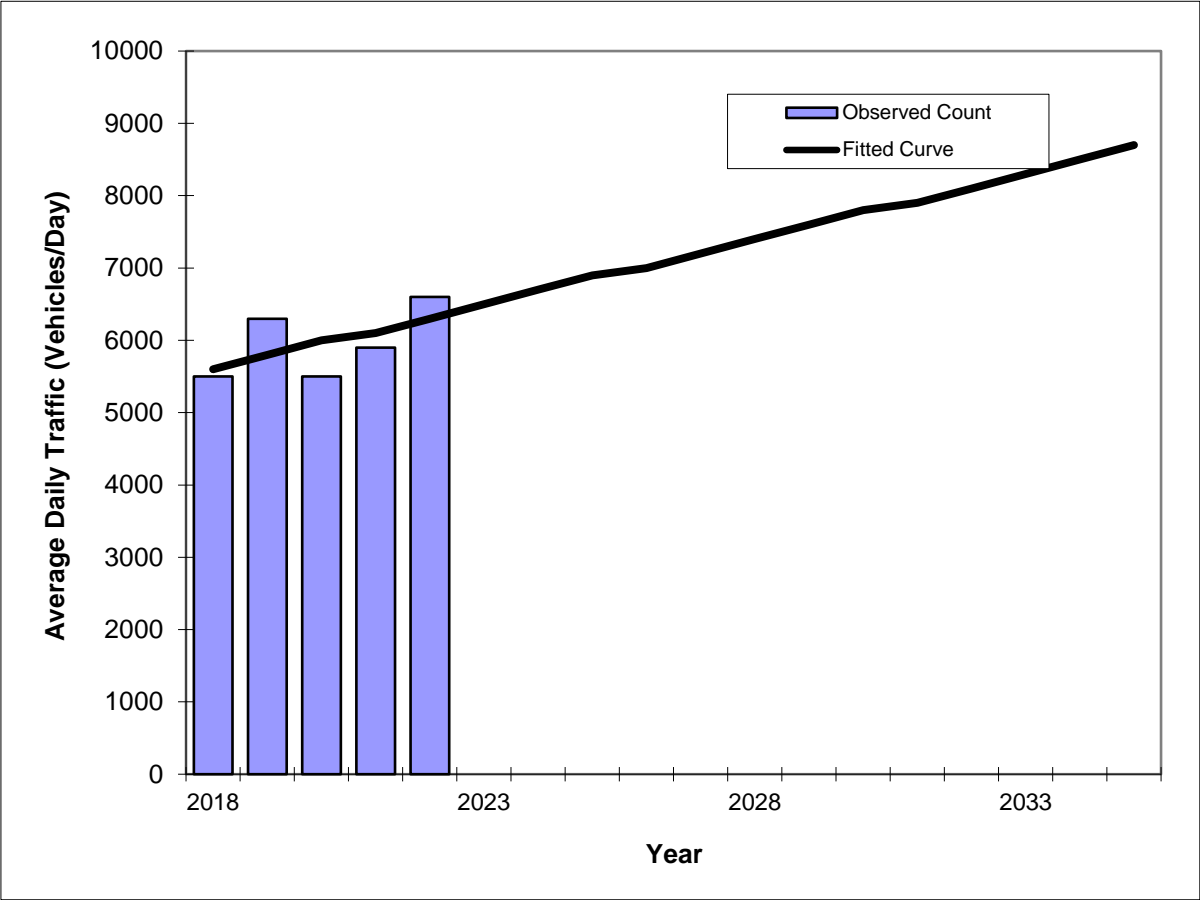
| | |
|--|-----------|
| ** Annual Trend Increase: | 430 |
| Trend R-squared: | 73.72% |
| Trend Annual Historic Growth Rate: | 6.25% |
| Trend Growth Rate (2022 to Design Year): | 5.29% |
| Printed: | 23-Jan-24 |
| Straight Line Growth Option | |

*Axle-Adjusted

Traffic Trends - V03.a
SJHP - Pace - Malabar --

| | |
|----------|------|
| FIN# | 1234 |
| Location | 1 |

| | |
|------------|-----------------------|
| County: | Brevard (70) |
| Station #: | 609 |
| Highway: | SJHP - Pace - Malabar |



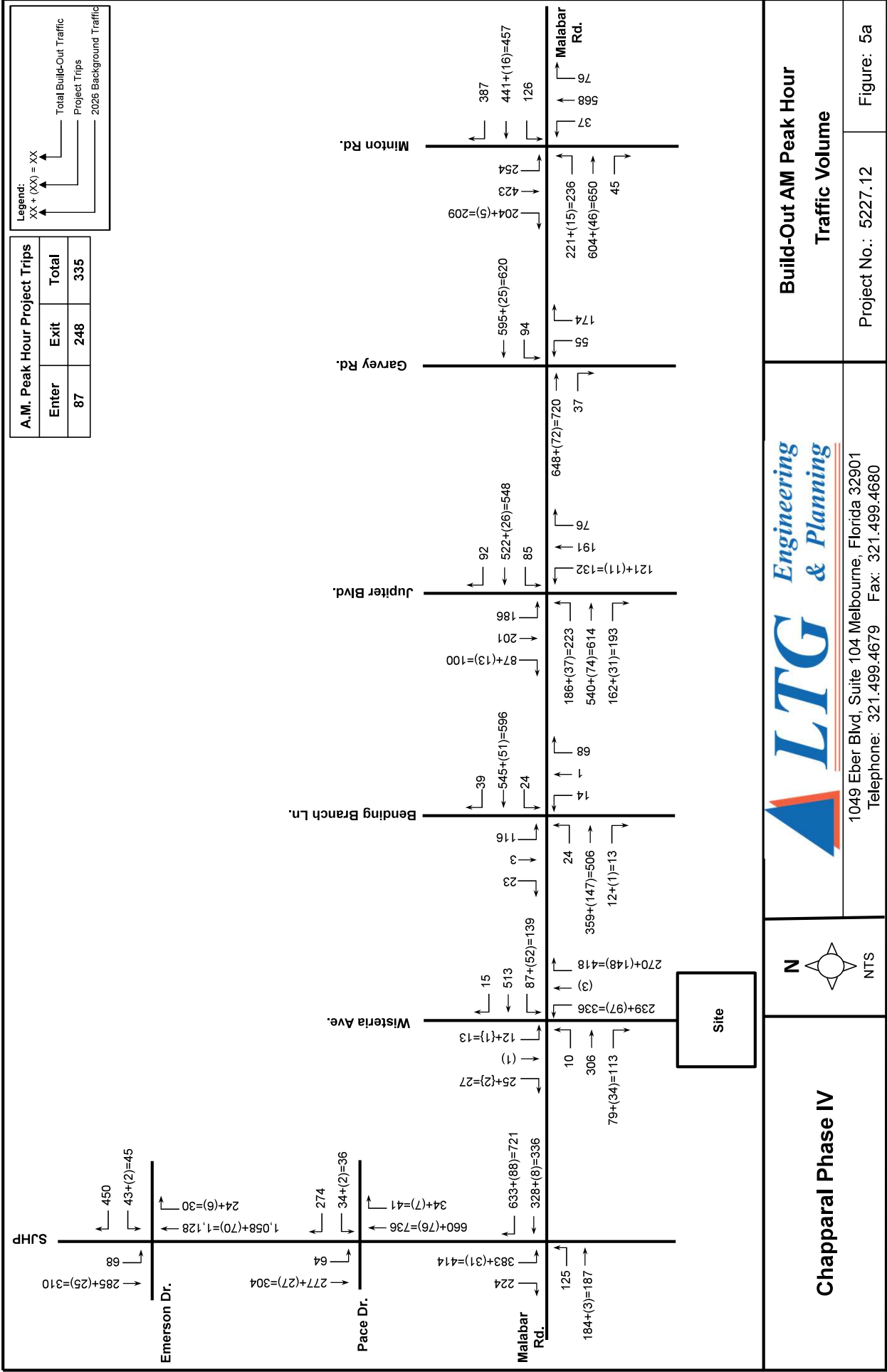
| Year | Traffic (ADT/AADT) | |
|---------------------------|--------------------|---------|
| | Count* | Trend** |
| 2018 | 5500 | 5600 |
| 2019 | 6300 | 5800 |
| 2020 | 5500 | 6000 |
| 2021 | 5900 | 6100 |
| 2022 | 6600 | 6300 |
| 2024 Opening Year Trend | | |
| 2024 | N/A | 6700 |
| 2025 Mid-Year Trend | | |
| 2025 | N/A | 6900 |
| 2026 Design Year Trend | | |
| 2026 | N/A | 7000 |
| TRANPLAN Forecasts/Trends | | |
| | | |
| | | |
| | | |

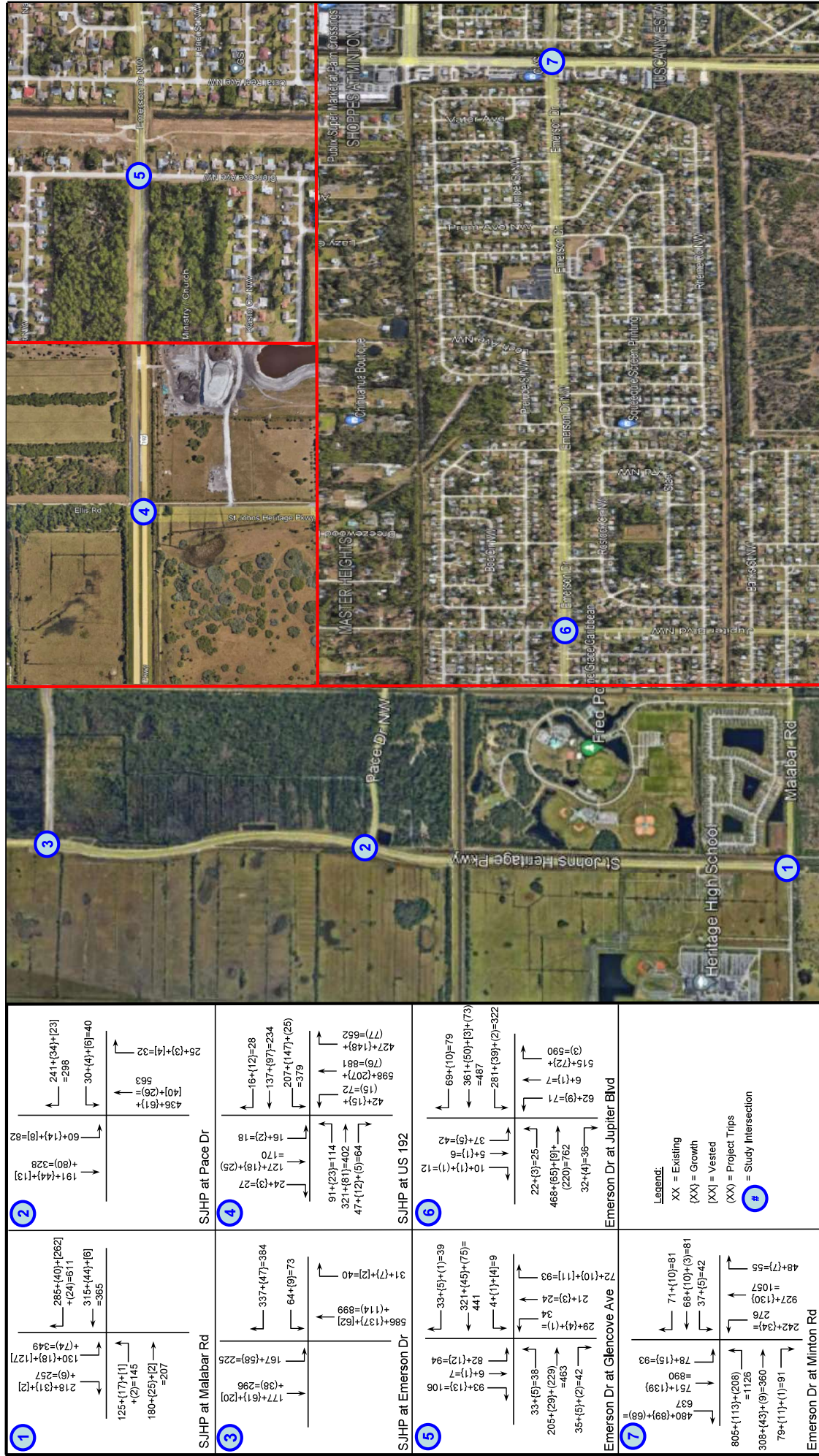
| | |
|--|-----------|
| ** Annual Trend Increase: | 180 |
| Trend R-squared: | 34.03% |
| Trend Annual Historic Growth Rate: | 3.13% |
| Trend Growth Rate (2022 to Design Year): | 2.78% |
| Printed: | 23-Jan-24 |
| Straight Line Growth Option | |

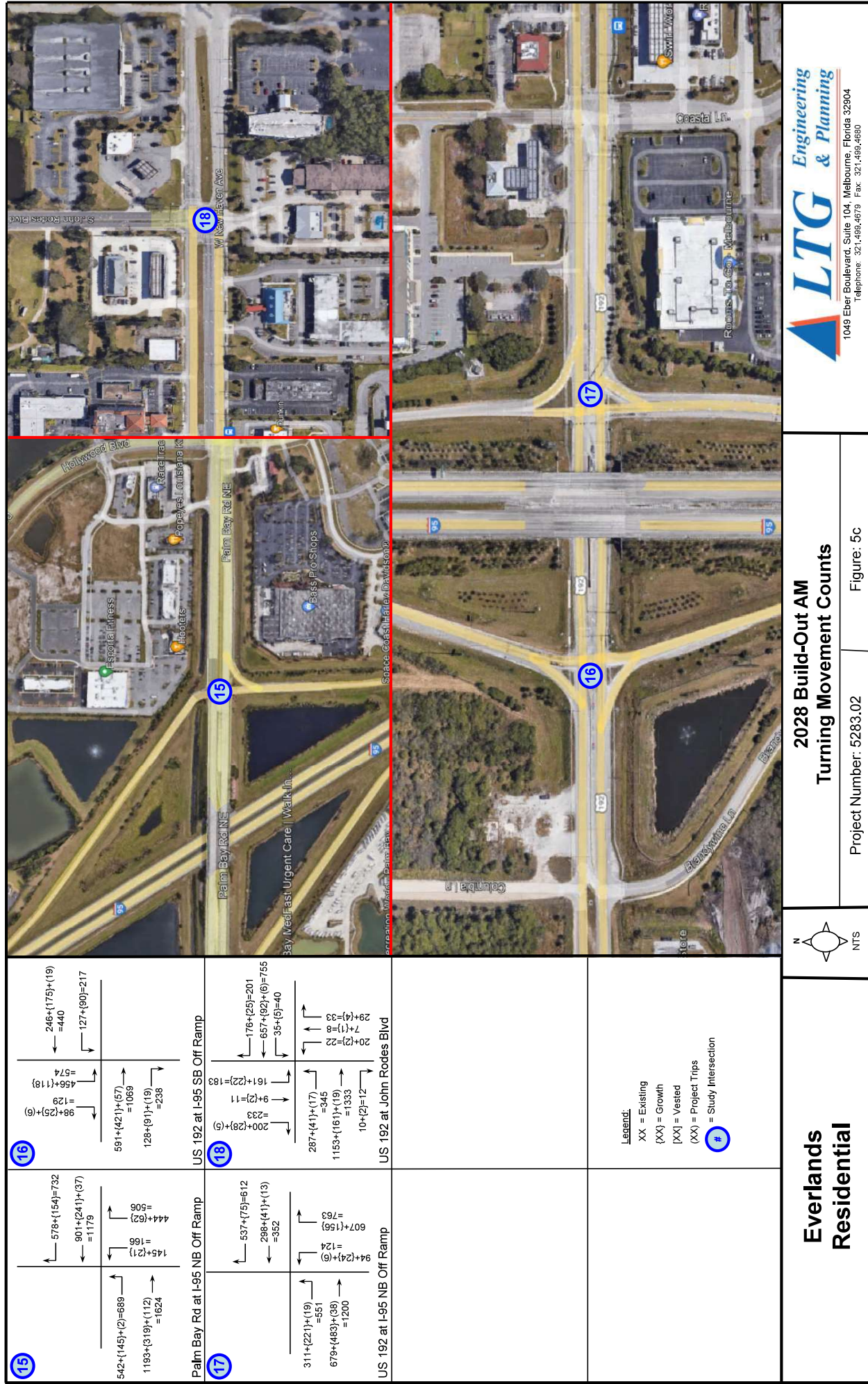
*Axle-Adjusted

Appendix F

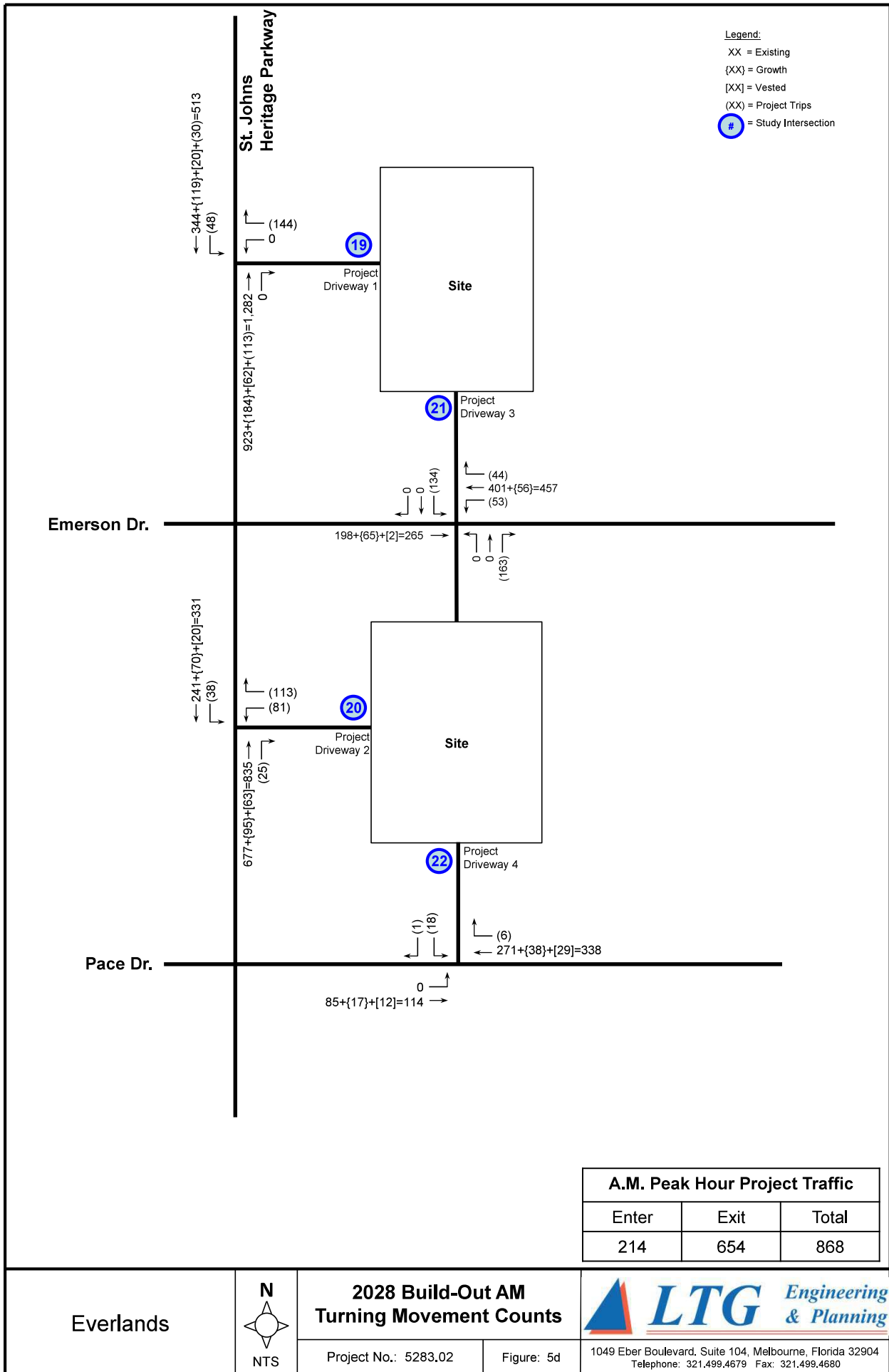
Vested Trips

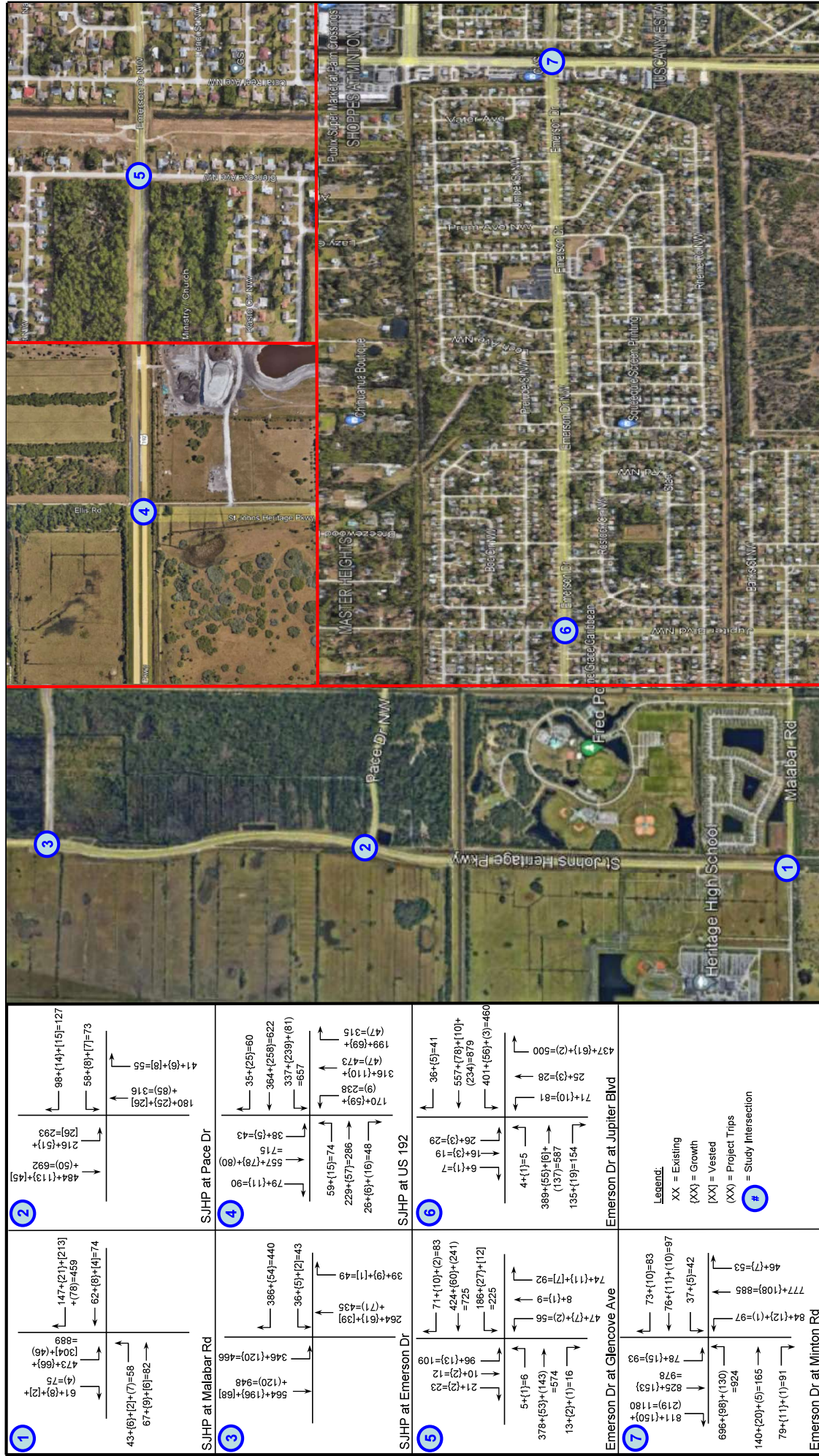


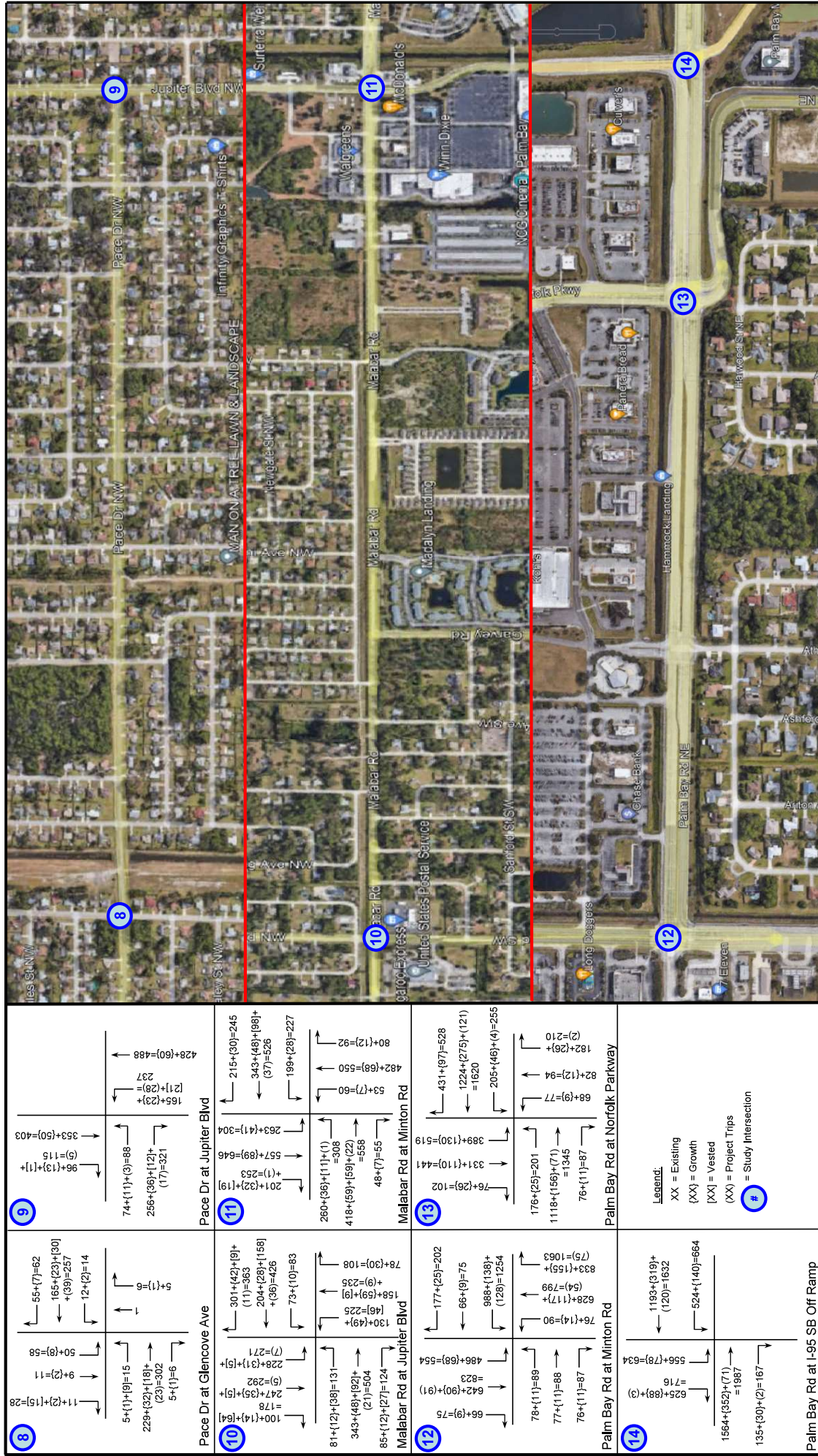


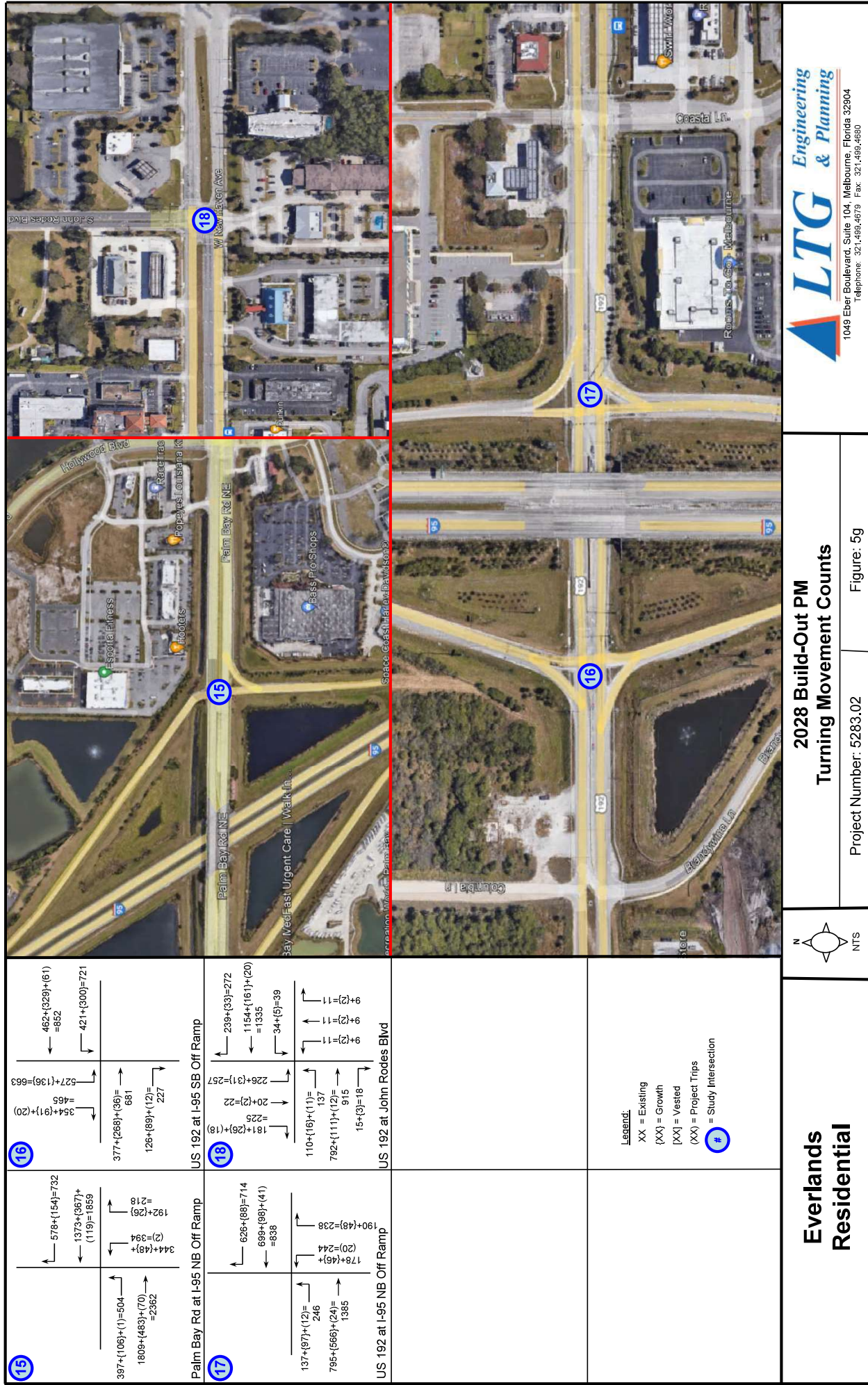


Project Number: 5283.02 Figure: 5c









Legend:

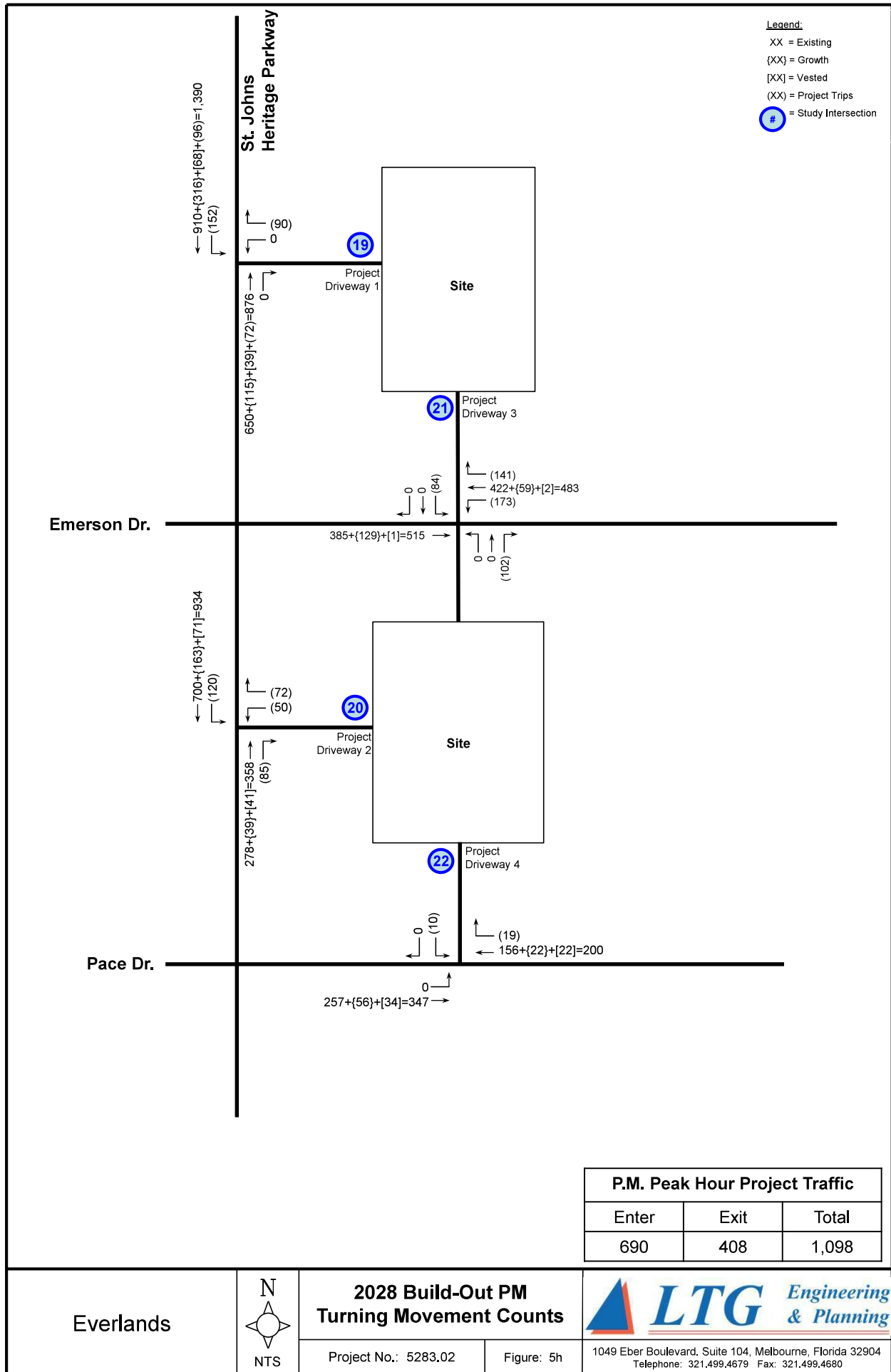
XX = Existing

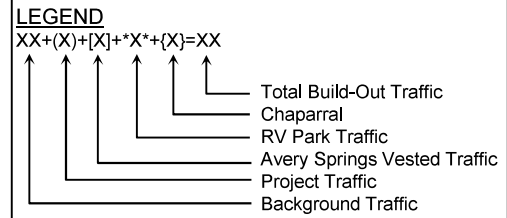
(XX) = Growth

[XX] = Vested

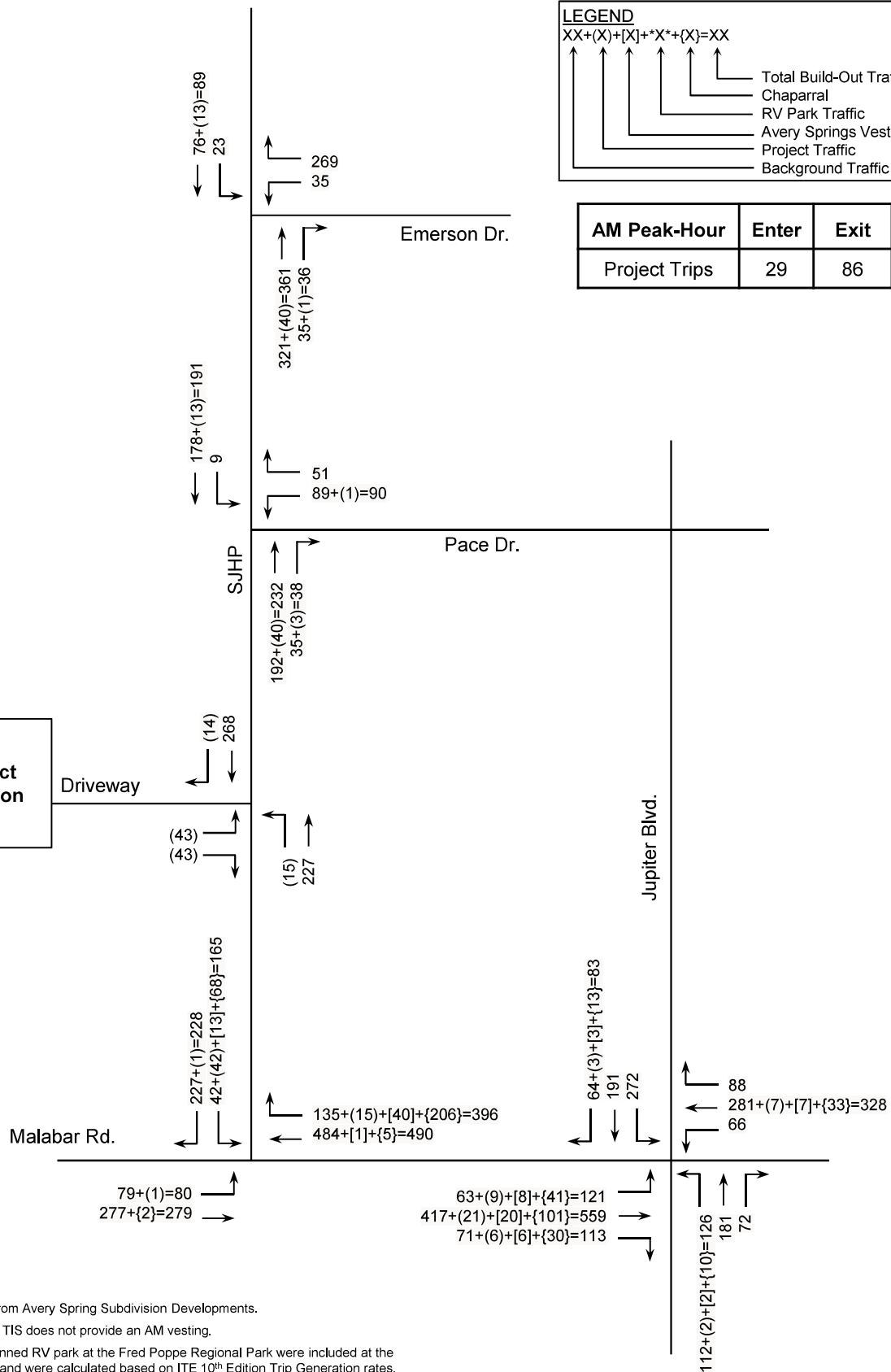
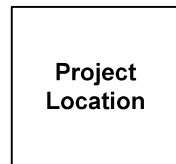
(XX) = Project Trips

= Study Intersection





| AM Peak-Hour | Enter | Exit | Total |
|---------------|-------|------|-------|
| Project Trips | 29 | 86 | 115 |



- Vested trips are from Avery Spring Subdivision Developments.
- Brentwood Lakes TIS does not provide an AM vesting.
- Trips from the planned RV park at the Fred Poppe Regional Park were included at the Project Driveway and were calculated based on ITE 10th Edition Trip Generation rates.

Palmer Property



NTS

2021 Phase 1 AM Peak-Hour Trip Assignment

Project No.: 4401.03

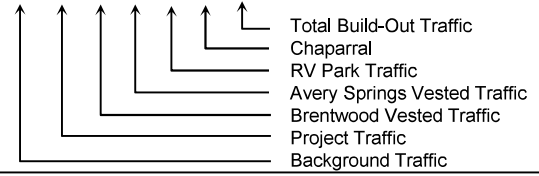
Figure: 5



1970 Dairy Road, W. Melbourne, FL 32904
 Telephone: 321.499.4679 Fax: 321.499.4680 EB# 0009227

LEGEND

XXX+(X)+(X)+(X)+*X*+Xc=XX



| PM Peak-Hour | Enter | Exit | Total |
|---------------|-------|------|-------|
| Project Trips | 97 | 57 | 154 |

Project Location

Driveway

Malabar Rd.

Emerson Dr.

Pace Dr.

Jupiter Blvd.

SJHP

$170+(44)=214$
 158

102
 $56+(1)=57$

$154+(45)=199$
 87

$143+(25)=168$
 $78+(1)=79$

130
 $26+(3)=29$

$96+(26)=122$
 $48+(2)=50$

(48)
 181
 (28)
 (29)

$83+(1)=84$
 $104+(28)+(44)+229c=405$

$73+(48)+[26]+134c=281$
 $96+[1]+3c=100$

$73+(9)+(16)+(9)+46c=153$
 153
 195

276
 $329+(24)+(42)+[22]+112c=529$
 49

$77+(1)=78$
 $117+[1]+5c=123$

$86+(6)+[10]+[5]+27c=134$
 $222+(13)+[24]+[13]+66c=338$
 $87+(4)+[6]+[4]+19c=120$

$118+(7)+(12)+[6]+33c=176$
 151
 43

- Vested trips are from Brentwood Lakes and Avery Spring Subdivision Developments.
- Trips from the planned RV park at the Fred Poppe Regional Park were included at the Project Driveway and were calculated based on ITE 10th Edition Trip Generation rates.

Palmer Property



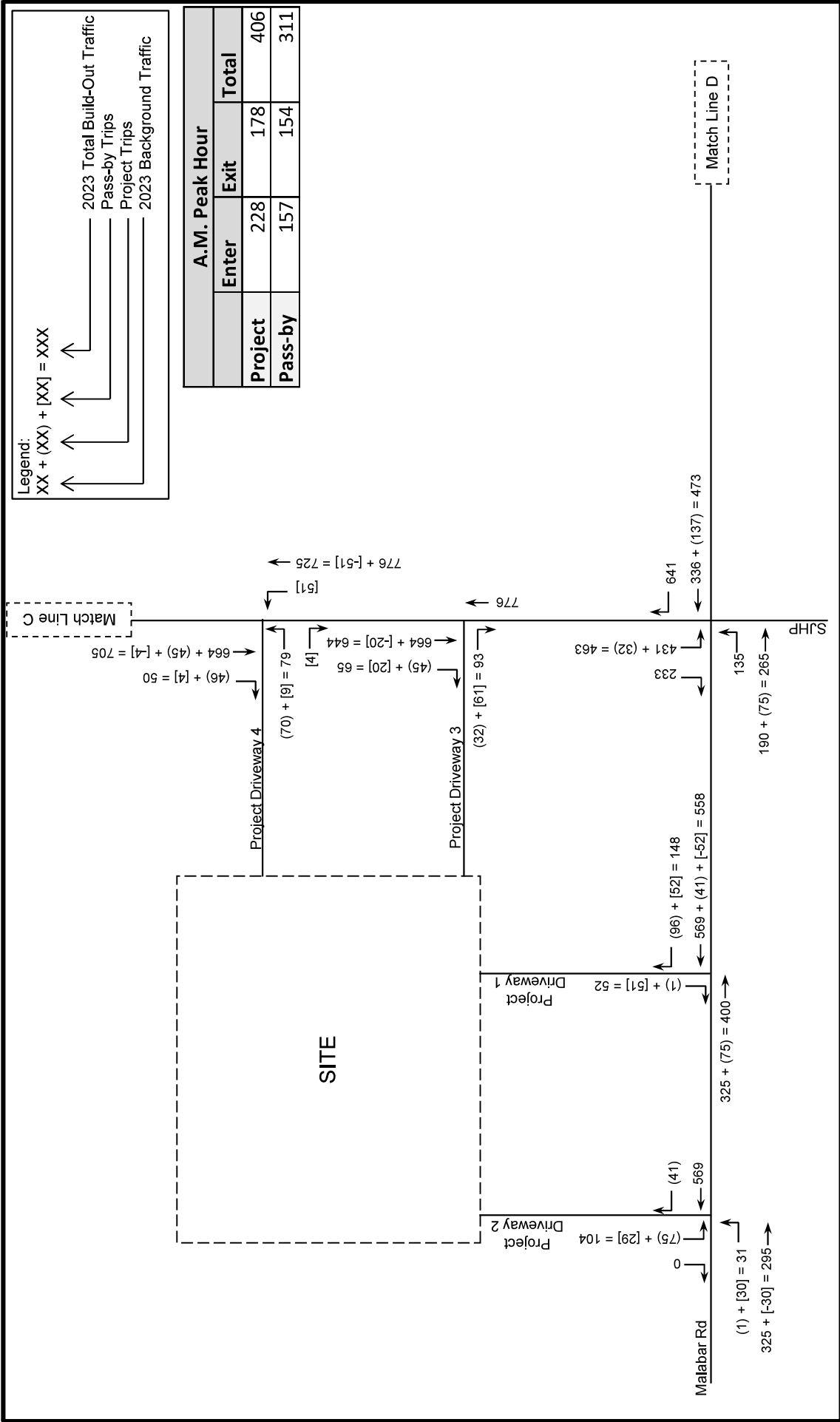
2021 Phase 1 PM Peak-Hour Trip Assignment

Project No.: 4401.03

Figure: 6

LTG Engineering & Planning

1970 Dairy Road, W. Melbourne, FL 32904
Telephone: 321.499.4679 Fax: 321.499.4680 EB# 0009227



**SJHP at Malabar Rd
Commercial
Development**

**2023 Build-Out A.M.
Peak Hour Traffic Volume**

1049 Eber Blvd., Suite 104, Melbourne, Florida 32904
 Telephone: 321.499.4679 Fax: 321.499.4680

NTS

N

Project No.: 5429.02

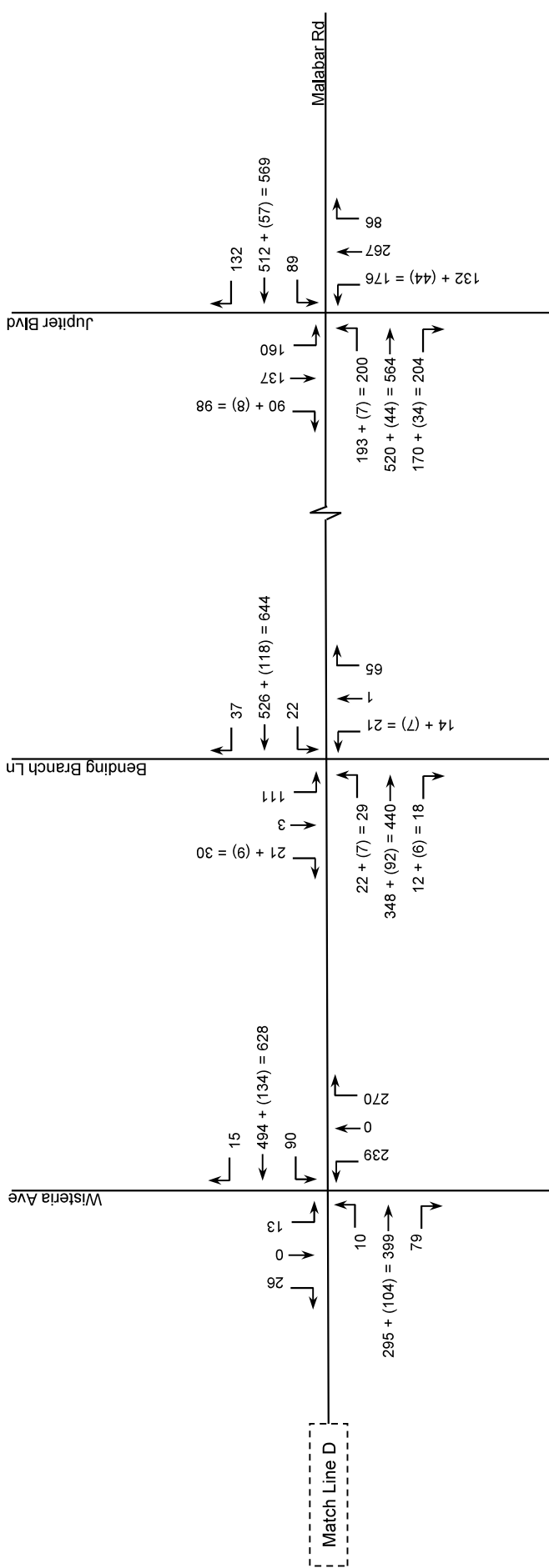
Figure: 5b

Legend:

$XX + (XX) + [XX] = XXX$
 XX + (XX) + [XX] = XXX

2023 Total Build-Out Traffic
 Pass-by Trips
 Project Trips
 2023 Background Traffic

| A.M. Peak Hour | | |
|----------------|-------|-------|
| | Enter | Exit |
| Project | 228 | 178 |
| Pass-by | 157 | 154 |
| | | Total |
| | | 406 |
| | | 311 |



SJHP at Malabar Rd

Commercial Development

2023 Build-Out A.M. Peak Hour Traffic Volume

Figure: 5c

NTS

1049 Eber Blvd., Suite 104, Melbourne, Florida 32904
 Telephone: 321.499.4679 Fax: 321.499.4680

Appendix G

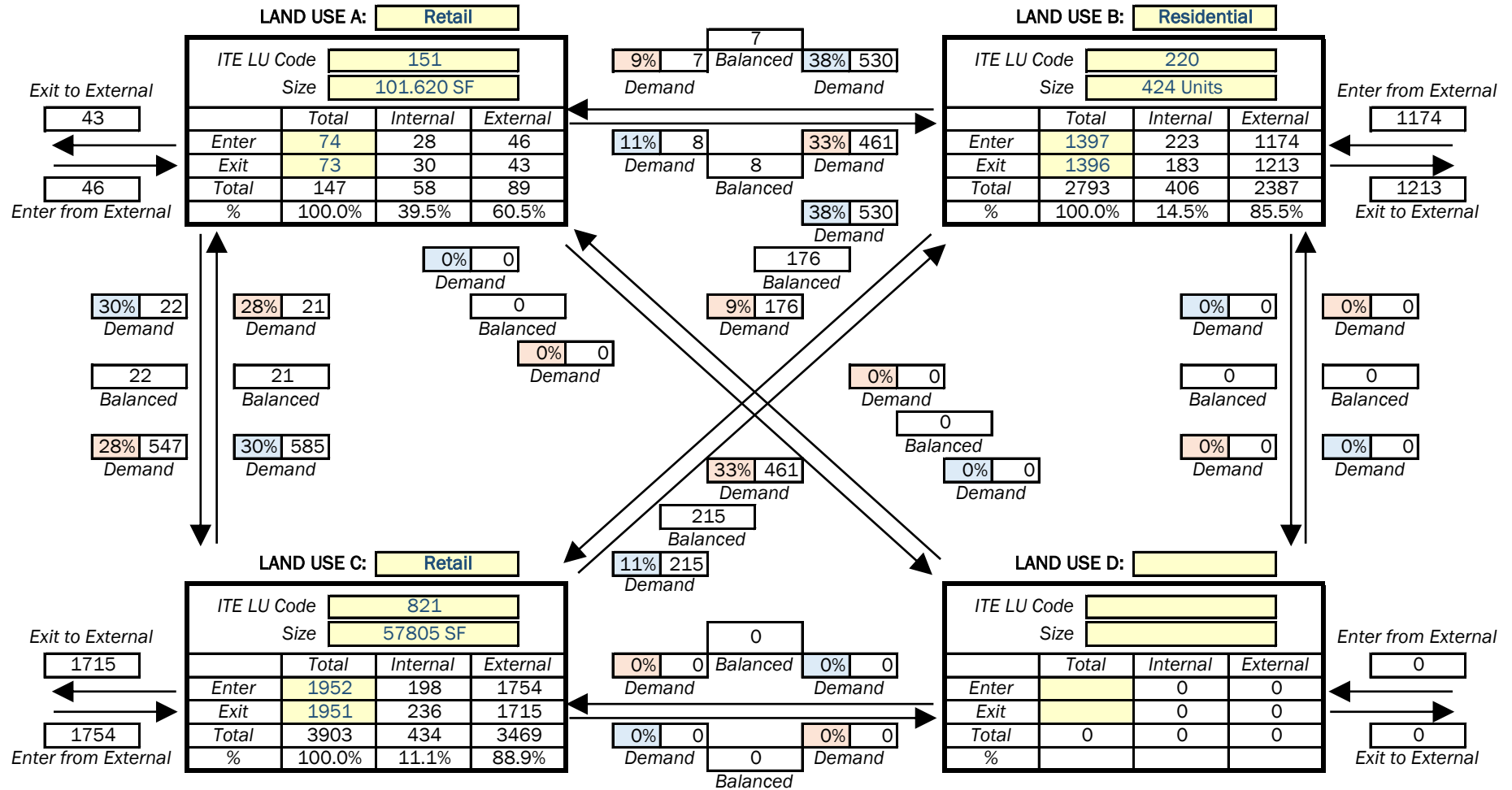
Trip Generation

| Time Period | Land Use Code | Land Use | Equation | Size | Units | % Enter | % Exit | Enter | Exit | Total |
|--------------|---|---------------------------------|-------------------|-----------------------|-------|---------|--------|-------|------|-------|
| AM Peak Hour | 151 | Self Storage | $T=0.09(X/1000)$ | 101,620 | SF | 59% | 41% | 5 | 4 | 9 |
| | 821 | Shopping Plaza | $T=1.73(X/1000)$ | 57,805 | SF | 62% | 38% | 62 | 38 | 100 |
| | 220 | Multi-Family Housing (Low Rise) | $T=0.31(X)+22.85$ | 424 | DU | 24% | 76% | 37 | 117 | 154 |
| | Totals: | | | | | | | 104 | 159 | 263 |
| | Internal Capture Trips | | | | | | | | | |
| | 151 | Self Storage | Internal | 101,620 | SF | 1% | 2% | 0 | 0 | 0 |
| | 821 | Shopping Plaza | Internal | 57,805 | SF | 1% | 2% | 1 | 1 | 2 |
| | 220 | Multi-Family Housing (Low Rise) | Internal | 424 | DU | 3% | 1% | 1 | 1 | 2 |
| | Total Internal Capture Percentage: | | 1% | Total Internal Trips: | | | 1 | 0 | 1 | |
| | External Trips: | | | | | | | 103 | 159 | 262 |
| PM Peak Hour | 151 | Self Storage | $T=0.15(X/1000)$ | 101,620 | SF | 47% | 53% | 7 | 8 | 15 |
| | 821 | Shopping Plaza | $T=5.19(X/1000)$ | 57,805 | SF | 49% | 51% | 147 | 153 | 300 |
| | 220 | Multi-Family Housing (Low Rise) | $T=0.43(X)+20.55$ | 424 | DU | 63% | 37% | 128 | 75 | 203 |
| | Totals: | | | | | | | 282 | 236 | 518 |
| | Internal Capture Trips | | | | | | | | | |
| | 151 | Self Storage | Internal | 101,620 | SF | 10% | 26% | 1 | 2 | 3 |
| | 821 | Shopping Plaza | Internal | 57,805 | SF | 10% | 26% | 15 | 40 | 55 |
| | 220 | Multi-Family Housing (Low Rise) | Internal | 424 | DU | 32% | 20% | 41 | 15 | 56 |
| | Total Internal Capture Percentage: | | 24% | Total Internal Trips: | | | 57 | 57 | 114 | |
| | External Trips: | | | | | | | 225 | 179 | 407 |
| | Pass-By Trips (External x Pass-By Rate) | | | | | | | | | |
| | 821 | Shopping Plaza | 40% | 57,805 | SF | 50% | 50% | 46 | 46 | 92 |
| | Pass-By Trips: | | | | | | | 46 | 46 | 92 |
| | Primary External Trips: | | | | | | | 179 | 133 | 315 |
| Daily | 151 | Self Storage | $T=1.45(X/1000)$ | 101,620 | SF | 50% | 50% | 74 | 73 | 147 |
| | 821 | Shopping Plaza | $T=67.52(X/1000)$ | 57,805 | SF | 50% | 50% | 1952 | 1951 | 3903 |
| | 220 | Multi-Family Housing (Low Rise) | $T=6.41(X)+75.31$ | 424 | DU | 50% | 50% | 1397 | 1396 | 2793 |
| | Totals: | | | | | | | 3423 | 3420 | 6843 |
| | Internal Capture Trips | | | | | | | | | |
| | 151 | Self Storage | Internal | 101,620 | SF | 37% | 42% | 28 | 30 | 58 |
| | 821 | Shopping Plaza | Internal | 57,805 | SF | 10% | 12% | 198 | 236 | 434 |
| | 220 | Multi-Family Housing (Low Rise) | Internal | 424 | DU | 16% | 13% | 223 | 183 | 406 |
| | Total Internal Capture Percentage: | | 13% | Total Internal Trips: | | | 449 | 449 | 898 | |
| | External Trips: | | | | | | | 2974 | 2971 | 5945 |

Analyst: CWP
Date: 1/23/2024

**MULTI-USE DEVELOPMENT TRIP
GENERATION AND INTERNAL CAPTURE
SUMMARY**

Name of Development: Mixed Use - Malabar Rd.
Time Period: Daily



| Net External Trips for Mult-Use Development | | | | | |
|---|------------|------------|------------|------------|------------------|
| | Land Use A | Land Use B | Land Use C | Land Use D | Total |
| Enter | 46 | 1174 | 1754 | 0 | 2974 |
| Exit | 43 | 1213 | 1715 | 0 | 2971 |
| Total | 89 | 2387 | 3469 | 0 | 5945 |
| Single Use Trip Gen Est. | 147 | 2793 | 3903 | 0 | 6843 |
| | | | | | Internal Capture |
| | | | | | 13.1% |

Note: Internal capture rates obtained from ITE publications *Trip Generation Handbook*, 3rd Edition and *Trip Generation Handbook*, 2nd Edition

Appendix H

Capacity Analyses

(2)
(2)
(2)

(2)
(2)

FTP - 688-06

3-SECT., 1-WAY 4-SECT., 1-WAY
8 AS 2 AS 4 AS

YIELD
ON GREEN

PEDESTRIAN POLE 4
OF STA: 9458
630-2-11 4 LF
646-1-11 1 EA
665-1-11 1 EA

MADISON ROAD

EXISTING
SIDEWALK
EXISTING F.H.
EXISTING
SIGN POST

APPARENT MALABAR
AD ROW LINE

TELEPHONE MANHOLE
20' WIDE
PARKWAY ROW

POLE 1
STA: 10445
OFFSET: 21.4' LT
GRADE ELEV: 21.4
2 RUNS 630-2-11 8 LF
635-2-11 2 EA
649-2-1-1 1 EA
660-4-12 1 EA
715-5-12 1 EA
EXISTING SIDEWALK
2 RUNS 630-2-11 7 LF
635-2-11 1 EA
Feet
0 5 20

POLE 2
STA: 9457
OFFSET: 21.3' LT
GRADE ELEV: 20.9

715-5-12 1

PROPOSE
EOP

9400

SIGNAL OPERATION PLAN
S.O.P. 7

VIDEO VEHICLE DETECTION ASSIGNMENT

| VIDEO DETECTOR | ZONE | AREA (SEC) | COVERAGE | DELAY |
|----------------|-------|------------|----------|-------|
| VC-2 | VDZ-5 | 10' x 40' | 5 | |
| VC-4 | VDZ-2 | 11' x 330' | 0 | |
| VC-6 | VDZ-1 | 10' x 40' | 0 | |
| VC-8 | VDZ-8 | 10' x 330' | 0 | |

CONTROLLER TIMINGS

| TIMING FUNCTION | MOVEMENT NUMBER | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|------------------|-----------------|----|----|----|----|----|----|----|----|
| MINIMUM GREEN | 5 | 12 | 7 | 5 | 12 | 7 | | | |
| EXTENSION | 3 | 3 | 3 | 5 | 3 | 3 | 3 | 3 | 3 |
| MAXIMUM GREEN | 1 | 15 | 45 | 30 | 15 | 45 | 30 | 15 | 45 |
| MAXIMUM GREEN | 2 | 25 | 45 | 35 | 25 | 45 | 35 | 25 | 45 |
| YELLOW CLEARANCE | 3 | 4 | 8 | 4 | 0 | 3 | 4 | 8 | 4 |
| ALL RED | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 |
| PEDESTRIAN WALK | 7 | 7 | | | | | | | |
| PED. CLEARANCE | 21 | 20 | | | | | | | |
| RECALL | | | | | | | | | |

SIGNAL TIMING PROVIDED IS INITIAL AND MAY REQUIRE
TO BE ADJUSTED BY THE MAINTAINING AGENCY.

CONTROLLER OPERATIONS:

- MAJOR STREET IS MALABAR ROAD
(MOVEMENT 2 AND 6);
- MINOR STREET IS BENDING BRANCH LANE/
KRASSNER DRIVE (MOVEMENT 4 AND 8);
- THE CONTROLLER CABINET SHALL BE FULLY
WIRED AND FURNISHED WITH ALL EQUIPMENT
NECESSARY TO OPERATE THE CONTROLLER AS
S.O.P. BUT SHALL BE INITIALLY PROGRAMMED
TO MODIFIED S.O.P. 7.
- FLASHING OPERATION IS YELLOW FOR
MOVEMENT 2 AND 6 AND RED FOR
MOVEMENT 1, 3, 4, AND 8

REVISIONS

1/17/19 MASTER PLAN ITEM REVISED TO
CORRESPOND DESIGN.

DE KANZ
P.E. #10000
P.E. #10000
W. MELBOURNE, FLORIDA 32904
PH: 321.499.6679 FAX: 321.499.6800
WWW.DK&S.COM

STATE OF FLORIDA
DEPT. OF TRANSPORTATION

NO.
MALABAR
ROAD
BREVARD COUNTY

SIGNALIZATION PLAN

SHEET
NO.

T-8

1/17/2019

5:53:34 PM

X:\J0854200\237100\J0854200\J0854200\J0854200.DGN

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61015-23-004, F.A.C.

City of Palm Bay Signal Timing Sheet

INTERSECTION NAME:

Malabar and Jupiter

INTSALLATION/INSPECTION DATE:

1/16/2019

PROGRAMMED BY

PROGRAM DATE:

CONTROLLER SERIAL #

SECURITY CODE:

| INTERVAL | PHASE (ON/OFF) | | | | | | | |
|-------------|----------------|----|-----|----|-----|----|-----|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| MEMORY | EBL | WB | SBL | NB | WBL | EB | NBL | SB |
| EXT RECALL | | ON | | | | ON | | |
| MAX RECALL | | | | | | | | |
| PED RECALL | | | | | | | | |
| CAN I | | | | | | | | |
| CAN II | | | | | | | | |
| FL WALK | | | | | | | | |
| SOFT RECALL | | | | | | | | |
| WALK REST | | | | | | | | |
| COND PED | | | | | | | | |
| FWTPCL | | | | | | | | |

| Xped | Yes | No |
|------|-----|----|
| | | x |

| PHASES USED | | | | | | | | |
|--|---|---|--|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| ON/OFF | x | x | x | x | x | x | x | x |
| SEQUENCE | | 2 | 1=SEG, 2=DUAL RING, 3-7=SPEC, 8=LEAD/LAG | | | | | |
| LEAD/LAG CODES (ONLY USED IF "8" WAS ENTERED FOR SEQUENCE) | | | | | | | | |
| PAIRS | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |







| INTERVAL | PHASE TIMINGS | | | | | | | |
|-----------|---------------|------|------|------|------|------|------|------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Min Green | EBL | WB | SBL | NB | WBL | EB | NBL | SB |
| PASSAGE | 6.0 | 10.0 | 6.0 | 10.0 | 6.0 | 10.0 | 11.0 | 10.0 |
| YELLOW | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 |
| RED | 4.0 | 5.0 | 4.0 | 5.0 | 4.0 | 5.0 | 4.0 | 5.0 |
| | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| MAX I | 30.0 | 70.0 | 30.0 | 20.0 | 20.0 | 70.0 | 20.0 | 25.0 |
| MAX II | | | | | | | | |
| WALK | | 7.0 | | 7.0 | | 7.0 | | 7.0 |
| PED CLEAR | | 18.0 | | 18.0 | | 18.0 | | 18.0 |
| S/A | | | | | | | | |
| TBK | | | | | | | | |
| TTR | | | | | | | | |
| MIN GAP | | | | | | | | |
| MAX VI | | | | | | | | |
| MAX EXT | | | | | | | | |
| AUTO MAX | | | | | | | | |
| AMR | | | | | | | | |

| INITIALIZE/FLASH | | | | | INTERVAL CODES 1=RED 2=YELLOW 3=GREEN |
|--------------------------|------------|-------------|------------------|--|--|
| | INITIALIZE | ENTER FLASH | EXIT FLASH | | |
| RING 1 PHASE | 2 | 4 | 2 | | |
| RING 2 PHASE | 6 | 8 | 6 | | |
| INTERVAL | 3 | 1 | 3 | | |
| POWER UP/RESTART TIMINGS | | | | | |
| MINIMUM FLASH | 7 | | (0-9 OR 127 SEC) | | |
| 1ST ALL RED AFTER FLASH | 0 | | (0-9 OR 127 SEC) | | |

Existing Capacity Analyses

Existing AM Peak Hour
3: Malabar Road & St. Johns Heritage Parkway

HCM 7th TWSC
01/26/2024

| Intersection | | | | | | |
|--------------------------|---|---|---|---|---|---|
| Int Delay, s/veh | 22.2 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations |  |  |  |  |  |  |
| Traffic Vol, veh/h | 173 | 251 | 508 | 371 | 102 | 251 |
| Future Vol, veh/h | 173 | 251 | 508 | 371 | 102 | 251 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 350 | - | - | 250 | 0 | 340 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 79 | 79 | 79 | 79 | 79 | 79 |
| Heavy Vehicles, % | 7 | 6 | 3 | 3 | 2 | 5 |
| Mvmt Flow | 219 | 318 | 643 | 470 | 129 | 318 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 1113 | 0 | - | 0 | 1399 643 |
| Stage 1 | - | - | - | - | 643 - |
| Stage 2 | - | - | - | - | 756 - |
| Critical Hdwy | 4.17 | - | - | - | 6.42 6.25 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 - |
| Follow-up Hdwy | 2.263 | - | - | - | 3.518 3.345 |
| Pot Cap-1 Maneuver | 609 | - | - | - | 155 468 |
| Stage 1 | - | - | - | - | 523 - |
| Stage 2 | - | - | - | - | 464 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 609 | - | - | - | ~ 99 468 |
| Mov Cap-2 Maneuver | - | - | - | - | ~ 99 - |
| Stage 1 | - | - | - | - | 335 - |
| Stage 2 | - | - | - | - | 464 - |






| Approach | EB | WB | SB |
|------------------------|------|----|-------|
| HCM Control Delay, s/v | 5.79 | 0 | 97.37 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|---------------------------|-------|-----|-----|-----|-------|-------|
| Capacity (veh/h) | 609 | - | - | - | 99 | 468 |
| HCM Lane V/C Ratio | 0.359 | - | - | - | 1.301 | 0.679 |
| HCM Control Delay (s/veh) | 14.2 | - | - | - | 269.5 | 27.4 |
| HCM Lane LOS | B | - | - | - | F | D |
| HCM 95th %tile Q(veh) | 1.6 | - | - | - | 9.1 | 5 |

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

Existing AM Peak Hour
6: St. Johns Heritage Parkway & Pace Drive

HCM 7th TWSC
01/26/2024

| Intersection | | | | | | |
|--------------------------|---|---|---|---|------|---|
| Int Delay, s/veh | 9.6 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations |  |  |  |  | |  |
| Traffic Vol, veh/h | 118 | 283 | 580 | 39 | 58 | 252 |
| Future Vol, veh/h | 118 | 283 | 580 | 39 | 58 | 252 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 400 | - | 300 | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 4 | 2 | 2 | 5 | 6 | 4 |
| Mvmt Flow | 131 | 314 | 644 | 43 | 64 | 280 |






| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|-------|---|
| Conflicting Flow All | 1053 | 644 | 0 | 0 | 688 | 0 |
| Stage 1 | 644 | - | - | - | - | - |
| Stage 2 | 409 | - | - | - | - | - |
| Critical Hdwy | 6.44 | 6.22 | - | - | 4.16 | - |
| Critical Hdwy Stg 1 | 5.44 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.44 | - | - | - | - | - |
| Follow-up Hdwy | 3.536 | 3.318 | - | - | 2.254 | - |
| Pot Cap-1 Maneuver | 248 | 473 | - | - | 888 | - |
| Stage 1 | 519 | - | - | - | - | - |
| Stage 2 | 666 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 227 | 473 | - | - | 888 | - |
| Mov Cap-2 Maneuver | 227 | - | - | - | - | - |
| Stage 1 | 519 | - | - | - | - | - |
| Stage 2 | 609 | - | - | - | - | - |

| Approach | WB | NB | SB |
|-----------------------------|----|----|------|
| HCM Control Delay, s/v30.62 | | 0 | 1.75 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1WBLn2 | SBL | SBT |
|---------------------------|-----|---------------|-------|-----|
| Capacity (veh/h) | - | - 227 473 | 337 | - |
| HCM Lane V/C Ratio | - | - 0.578 0.665 | 0.073 | - |
| HCM Control Delay (s/veh) | - | - 40.5 26.5 | 9.4 | 0 |
| HCM Lane LOS | - | - E D | A | A |
| HCM 95th %tile Q(veh) | - | - 3.2 4.8 | 0.2 | - |

Existing AM Peak Hour
7: St. Johns Heritage Parkway & Emerson Drive

HCM 7th TWSC
01/26/2024

| Intersection | | | | | | |
|--------------------------|---|---|---|---|------|---|
| Int Delay, s/veh | 75 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations |  |  |  |  | |  |
| Traffic Vol, veh/h | 20 | 399 | 1019 | 46 | 76 | 175 |
| Future Vol, veh/h | 20 | 399 | 1019 | 46 | 76 | 175 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 0 | 1 | 1 | 0 | 8 | 6 |
| Mvmt Flow | 21 | 424 | 1084 | 49 | 81 | 186 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|-------|---|
| Conflicting Flow All | 1432 | 1084 | 0 | 0 | 1133 | 0 |
| Stage 1 | 1084 | - | - | - | - | - |
| Stage 2 | 348 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.21 | - | - | 4.18 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.309 | - | - | 2.272 | - |
| Pot Cap-1 Maneuver | 149 | ~ 265 | - | - | 595 | - |
| Stage 1 | 327 | - | - | - | - | - |
| Stage 2 | 719 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 127 | ~ 265 | - | - | 595 | - |
| Mov Cap-2 Maneuver | 127 | - | - | - | - | - |
| Stage 1 | 327 | - | - | - | - | - |
| Stage 2 | 610 | - | - | - | - | - |










| Approach | WB | NB | SB |
|--------------------------|--------|----|------|
| HCM Control Delay, s/veh | 308.53 | 0 | 3.63 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---------------------------|-----|-----|-------|--------|-------|-----|
| Capacity (veh/h) | - | - | 127 | 265 | 534 | - |
| HCM Lane V/C Ratio | - | - | 0.168 | 1.603 | 0.136 | - |
| HCM Control Delay (s/veh) | - | - | 39 | \$ 322 | 12 | 0 |
| HCM Lane LOS | - | - | E | F | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.6 | 26.1 | 0.5 | - |

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

Existing AM Peak Hour
9: East Site Driveway/Thunderbird Avenue & Malabar Road

HCM 7th TWSC
01/26/2024

| Intersection | | | | | | | | | | | | |
|--------------------------|---|---|---|---|---|---|------|---|------|------|---|---|
| Int Delay, s/veh | 0.5 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  | |  | | |  |  |
| Traffic Vol, veh/h | 7 | 342 | 0 | 0 | 872 | 7 | 0 | 0 | 0 | 3 | 0 | 20 |
| Future Vol, veh/h | 7 | 342 | 0 | 0 | 872 | 7 | 0 | 0 | 0 | 3 | 0 | 20 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 220 | - | 300 | 220 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 0 | 4 | 0 | 0 | 3 | 14 | 0 | 0 | 0 | 67 | 0 | 0 |
| Mvmt Flow | 8 | 402 | 0 | 0 | 1026 | 8 | 0 | 0 | 0 | 4 | 0 | 24 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|-----|--------|------|------|
| Conflicting Flow All | 1034 | 0 | 0 | 402 | 0 | 0 | 1445 | 1453 | 402 | 1449 | 1449 | 1030 |
| Stage 1 | - | - | - | - | - | - | 419 | 419 | - | 1030 | 1030 | - |
| Stage 2 | - | - | - | - | - | - | 1026 | 1034 | - | 419 | 419 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.77 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.77 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.77 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 4.103 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 680 | - | - | 1167 | - | - | 111 | 132 | 652 | 79 | 132 | 286 |
| Stage 1 | - | - | - | - | - | - | 616 | 594 | - | 215 | 313 | - |
| Stage 2 | - | - | - | - | - | - | 286 | 312 | - | 502 | 594 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 680 | - | - | 1167 | - | - | 100 | 130 | 652 | 78 | 131 | 286 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 100 | 130 | - | 78 | 131 | - |
| Stage 1 | - | - | - | - | - | - | 608 | 586 | - | 215 | 313 | - |
| Stage 2 | - | - | - | - | - | - | 262 | 312 | - | 496 | 586 | - |

| Approach | EB | WB | NB | SB |
|-----------------------------|----|----|----|-------|
| HCM Control Delay, s/v 0.21 | | 0 | 0 | 24.46 |
| HCM LOS | | | A | C |




| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---------------------------|-------|-------|-----|-----|------|-----|-----|-------|
| Capacity (veh/h) | - | 680 | - | - | 1167 | - | - | 212 |
| HCM Lane V/C Ratio | - | 0.012 | - | - | - | - | - | 0.128 |
| HCM Control Delay (s/veh) | 0 | 10.4 | - | - | 0 | - | - | 24.5 |
| HCM Lane LOS | A | B | - | - | A | - | - | C |
| HCM 95th %tile Q(veh) | - | 0 | - | - | 0 | - | - | 0.4 |

Existing AM Peak Hour
18: Hurley Boulevard & Malabar Road

HCM 7th TWSC
01/26/2024

Intersection






Int Delay, s/veh 16.1

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|--------------------------|---|------|------|---|---|------|
| Lane Configurations |  | | |  |  | |
| Traffic Vol, veh/h | 434 | 69 | 53 | 711 | 108 | 67 |
| Future Vol, veh/h | 434 | 69 | 53 | 711 | 108 | 67 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 3 | 5 | 8 | 3 | 3 | 5 |
| Mvmt Flow | 482 | 77 | 59 | 790 | 120 | 74 |

| Major/Minor | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 559 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Critical Hdwy | - | - | 4.18 |
| Critical Hdwy Stg 1 | - | - | - |
| Critical Hdwy Stg 2 | - | - | - |
| Follow-up Hdwy | - | - | 2.272 |
| Pot Cap-1 Maneuver | - | - | 983 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | - | - | 983 |
| Mov Cap-2 Maneuver | - | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |

| Approach | EB | WB | NB |
|------------------------|----|------|--------|
| HCM Control Delay, s/v | 0 | 0.62 | 129.98 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---------------------------|-------|-----|-----|------|-----|
| Capacity (veh/h) | 186 | - | - | 125 | - |
| HCM Lane V/C Ratio | 1.044 | - | - | 0.06 | - |
| HCM Control Delay (s/veh) | 130 | - | - | 8.9 | 0 |
| HCM Lane LOS | F | - | - | A | A |
| HCM 95th %tile Q(veh) | 9.1 | - | - | 0.2 | - |

| Intersection | | | | | | |
|--------------------------|---|------|---|---|---|--|
| Int Delay, s/veh | 5 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations |  | |  |  |  |  |
| Traffic Vol, veh/h | 580 | 42 | 111 | 554 | 38 | 186 |
| Future Vol, veh/h | 580 | 42 | 111 | 554 | 38 | 186 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 250 | - | - | 115 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, % | 4 | 5 | 6 | 4 | 3 | 3 |
| Mvmt Flow | 674 | 49 | 129 | 644 | 44 | 216 |

| Major/Minor | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 723 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Critical Hdwy | - | - | 4.16 |
| Critical Hdwy Stg 1 | - | - | - |
| Critical Hdwy Stg 2 | - | - | - |
| Follow-up Hdwy | - | - | 2.254 |
| Pot Cap-1 Maneuver | - | - | 861 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | - | - | 861 |
| Mov Cap-2 Maneuver | - | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |

| Approach | EB | WB | NB |
|------------------------|----|------|----|
| HCM Control Delay, s/v | 0 | 1.66 | 29 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---------------------------|-------|-------|-----|-----|------|-----|
| Capacity (veh/h) | 98 | 438 | - | - | 861 | - |
| HCM Lane V/C Ratio | 0.449 | 0.493 | - | - | 0.15 | - |
| HCM Control Delay (s/veh) | 68.4 | 21 | - | - | 9.9 | - |
| HCM Lane LOS | F | C | - | - | A | - |
| HCM 95th %tile Q(veh) | 1.9 | 2.7 | - | - | 0.5 | - |

Existing AM Peak Hour
25: Garvey Road

HCM 7th AWSC
01/26/2024

| Intersection | |
|---------------------------|------|
| Intersection Delay, s/veh | 18.2 |
| Intersection LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↔ | | | ↔ | | | ↔ | | | ↔ | |
| Traffic Vol, veh/h | 23 | 276 | 2 | 24 | 315 | 39 | 82 | 110 | 42 | 54 | 78 | 19 |
| Future Vol, veh/h | 23 | 276 | 2 | 24 | 315 | 39 | 82 | 110 | 42 | 54 | 78 | 19 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles, % | 5 | 4 | 10 | 4 | 4 | 5 | 1 | 1 | 8 | 0 | 7 | 0 |
| Mvmt Flow | 25 | 303 | 2 | 26 | 346 | 43 | 90 | 121 | 46 | 59 | 86 | 21 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |





















| Approach | EB | WB | NB | SB |
|----------------------------|------|------|------|------|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay, s/veh | 17.8 | 22.2 | 15.5 | 13.2 |
| HCM LOS | C | C | C | B |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|--------------------------|-------|-------|-------|-------|
| Vol Left, % | 35% | 8% | 6% | 36% |
| Vol Thru, % | 47% | 92% | 83% | 52% |
| Vol Right, % | 18% | 1% | 10% | 13% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 234 | 301 | 378 | 151 |
| LT Vol | 82 | 23 | 24 | 54 |
| Through Vol | 110 | 276 | 315 | 78 |
| RT Vol | 42 | 2 | 39 | 19 |
| Lane Flow Rate | 257 | 331 | 415 | 166 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.472 | 0.579 | 0.701 | 0.318 |
| Departure Headway (Hd) | 6.608 | 6.306 | 6.072 | 6.889 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 543 | 569 | 594 | 519 |
| Service Time | 4.674 | 4.369 | 4.129 | 4.965 |
| HCM Lane V/C Ratio | 0.473 | 0.582 | 0.699 | 0.32 |
| HCM Control Delay, s/veh | 15.5 | 17.8 | 22.2 | 13.2 |
| HCM Lane LOS | C | C | C | B |
| HCM 95th-tile Q | 2.5 | 3.7 | 5.6 | 1.4 |

Existing AM Peak Hour
14: Bending Branch Way/Krassner Drive & Malabar Road

Lanes, Volumes, Timings

01/26/2024

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  | | |  | | |  |  |
| Traffic Volume (vph) | 21 | 323 | 17 | 60 | 741 | 64 | 69 | 3 | 85 | 88 | 1 | 45 |
| Future Volume (vph) | 21 | 323 | 17 | 60 | 741 | 64 | 69 | 3 | 85 | 88 | 1 | 45 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | 200 | 340 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Satd. Flow (prot) | 1719 | 1810 | 1429 | 1736 | 1827 | 0 | 0 | 1681 | 0 | 0 | 1733 | 0 |
| Flt Permitted | 0.163 | | | 0.489 | | | | 0.813 | | | 0.687 | |
| Satd. Flow (perm) | 295 | 1810 | 1429 | 893 | 1827 | 0 | 0 | 1398 | 0 | 0 | 1230 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 74 | | 4 | | | 48 | | | 21 | |
| Link Speed (mph) | | 35 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 3156 | | | 2581 | | | 187 | | | 529 | |
| Travel Time (s) | | 61.5 | | | 50.3 | | | 3.6 | | | 10.3 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 5% | 5% | 13% | 4% | 3% | 0% | 3% | 33% | 1% | 1% | 100% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 23 | 351 | 18 | 65 | 875 | 0 | 0 | 170 | 0 | 0 | 146 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | | 8 | | | 4 | | |
| Total Split (s) | 30.4 | 51.8 | 51.8 | 30.4 | 51.8 | | 41.0 | 41.0 | | 41.0 | 41.0 | |
| Total Lost Time (s) | 5.4 | 6.8 | 6.8 | 5.4 | 6.8 | | | 6.0 | | | 6.0 | |
| Act Effect Green (s) | 46.9 | 40.4 | 40.4 | 49.8 | 45.8 | | | 13.2 | | | 13.2 | |
| Actuated g/C Ratio | 0.61 | 0.53 | 0.53 | 0.65 | 0.60 | | | 0.17 | | | 0.17 | |
| v/c Ratio | 0.07 | 0.36 | 0.02 | 0.09 | 0.79 | | | 0.60 | | | 0.63 | |
| Control Delay (s/veh) | 5.8 | 13.6 | 0.0 | 5.4 | 22.2 | | | 30.9 | | | 38.8 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay (s/veh) | 5.8 | 13.6 | 0.0 | 5.4 | 22.2 | | | 30.9 | | | 38.8 | |
| LOS | A | B | A | A | C | | | C | | | D | |
| Approach Delay (s/veh) | | 12.6 | | | 21.1 | | | 30.9 | | | 38.8 | |
| Approach LOS | | B | | | C | | | C | | | D | |
| Queue Length 50th (ft) | 3 | 95 | 0 | 8 | 224 | | | 48 | | | 50 | |
| Queue Length 95th (ft) | 13 | 192 | 0 | 26 | #745 | | | 124 | | | 124 | |
| Internal Link Dist (ft) | | 3076 | | | 2501 | | | 107 | | | 449 | |
| Turn Bay Length (ft) | 200 | | 200 | 340 | | | | | | | | |
| Base Capacity (vph) | 673 | 1086 | 887 | 883 | 1098 | | | 678 | | | 585 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | 0.03 | 0.32 | 0.02 | 0.07 | 0.80 | | | 0.25 | | | 0.25 | |

Intersection Summary

Area Type: Other

Cycle Length: 123.2

Actuated Cycle Length: 76.3

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.80

Existing AM Peak Hour
14: Bending Branch Way/Krassner Drive & Malabar Road

Lanes, Volumes, Timings
01/26/2024


| | |
|---|------------------------|
| Intersection Signal Delay (s/veh): 21.6 | Intersection LOS: C |
| Intersection Capacity Utilization 72.3% | ICU Level of Service C |
| Analysis Period (min) 15 | |
| # 95th percentile volume exceeds capacity, queue may be longer. | |
| Queue shown is maximum after two cycles. | |

Splits and Phases: 14: Bending Branch Way/Krassner Drive & Malabar Road

| | | |
|--|--|--|
|  Ø1 30.4 s |  Ø2 51.8 s |  Ø4 41 s |
|  Ø5 30.4 s |  Ø6 51.8 s |  Ø8 41 s |

Existing AM Peak Hour
19: Jupiter Boulevard & Malabar Road

Lanes, Volumes, Timings
01/26/2024

| |  | | | | | | | | | | | |
|-------------------------|--|------|------|-------|------|------|-------|------|------|-------|------|------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 136 | 349 | 88 | 47 | 411 | 125 | 207 | 217 | 40 | 205 | 165 | 106 |
| Future Volume (vph) | 136 | 349 | 88 | 47 | 411 | 125 | 207 | 217 | 40 | 205 | 165 | 106 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 175 | | 0 | 220 | | 0 | 220 | | 220 | 240 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Satd. Flow (prot) | 1805 | 1779 | 0 | 1770 | 1754 | 0 | 1752 | 1845 | 1615 | 1719 | 1729 | 0 |
| Flt Permitted | 0.151 | | | 0.382 | | | 0.297 | | | 0.353 | | |
| Satd. Flow (perm) | 287 | 1779 | 0 | 712 | 1754 | 0 | 548 | 1845 | 1615 | 639 | 1729 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 8 | | | 10 | | | | 158 | | 15 | |
| Link Speed (mph) | | 35 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 3773 | | | 2837 | | | 1439 | | | 601 | |
| Travel Time (s) | | 73.5 | | | 55.3 | | | 28.0 | | | 11.7 | |
| 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 |
| Heavy Vehicles (%) | 0% | 3% | 6% | 2% | 5% | 3% | 3% | 3% | 0% | 5% | 3% | 4% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 145 | 465 | 0 | 50 | 570 | 0 | 220 | 231 | 43 | 218 | 289 | 0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | Perm | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | | 7 | 4 | |
| Permitted Phases | 2 | | | 6 | | | 8 | | 8 | 4 | | |
| Total Split (s) | 37.0 | 78.0 | | 37.0 | 78.0 | | 27.0 | 28.0 | 28.0 | 37.0 | 33.0 | |
| Total Lost Time (s) | 7.0 | 8.0 | | 7.0 | 8.0 | | 7.0 | 8.0 | 8.0 | 7.0 | 8.0 | |
| Act Effct Green (s) | 72.4 | 60.5 | | 59.5 | 51.0 | | 43.1 | 24.2 | 24.2 | 46.5 | 26.1 | |
| Actuated g/C Ratio | 0.52 | 0.43 | | 0.43 | 0.37 | | 0.31 | 0.17 | 0.17 | 0.33 | 0.19 | |
| v/c Ratio | 0.48 | 0.59 | | 0.13 | 0.88 | | 0.68 | 0.72 | 0.10 | 0.59 | 0.86 | |
| Control Delay (s/veh) | 22.5 | 34.1 | | 17.6 | 56.9 | | 46.4 | 70.7 | 0.5 | 41.4 | 78.1 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay (s/veh) | 22.5 | 34.1 | | 17.6 | 56.9 | | 46.4 | 70.7 | 0.5 | 41.4 | 78.1 | |
| LOS | C | C | | B | E | | D | E | A | D | E | |
| Approach Delay (s/veh) | | 31.4 | | | 53.8 | | | 53.8 | | | 62.4 | |
| Approach LOS | | C | | | D | | | D | | | E | |
| Queue Length 50th (ft) | 67 | 328 | | 22 | 477 | | 142 | 200 | 0 | 141 | 249 | |
| Queue Length 95th (ft) | 111 | 474 | | 46 | 694 | | #288 | #461 | 0 | 260 | #479 | |
| Internal Link Dist (ft) | | 3693 | | | 2757 | | | 1359 | | | 521 | |
| Turn Bay Length (ft) | 175 | | | 220 | | | 220 | | 220 | 240 | | |
| Base Capacity (vph) | 483 | 933 | | 604 | 903 | | 354 | 319 | 410 | 476 | 391 | |
| 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 | 0.30 | 0.50 | | 0.08 | 0.63 | | 0.62 | 0.72 | 0.10 | 0.46 | 0.74 | |

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 139.4
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.88

Existing AM Peak Hour
19: Jupiter Boulevard & Malabar Road

Lanes, Volumes, Timings
01/26/2024







| | |
|---|------------------------|
| Intersection Signal Delay (s/veh): 49.6 | Intersection LOS: D |
| Intersection Capacity Utilization 88.4% | ICU Level of Service E |
| Analysis Period (min) 15 | |
| # 95th percentile volume exceeds capacity, queue may be longer. | |
| Queue shown is maximum after two cycles. | |

Splits and Phases: 19: Jupiter Boulevard & Malabar Road

| | | | |
|--|--|--|--|
|  Ø1 37 s |  Ø2 78 s |  Ø3 27 s |  Ø4 33 s |
|  Ø5 37 s |  Ø6 78 s |  Ø7 37 s |  Ø8 28 s |

Existing PM Peak Hour
3: Malabar Road & St. Johns Heritage Parkway

HCM 7th TWSC
01/26/2024

| Intersection | | | | | | |
|--------------------------|---|---|---|---|---|---|
| Int Delay, s/veh | 22.8 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations |  |  |  |  |  |  |
| Traffic Vol, veh/h | 55 | 119 | 87 | 187 | 505 | 50 |
| Future Vol, veh/h | 55 | 119 | 87 | 187 | 505 | 50 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 350 | - | - | 250 | 0 | 340 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 22 | 12 | 1 | 15 |
| Mvmt Flow | 61 | 132 | 97 | 208 | 561 | 56 |







| Major/Minor | Major1 | Major2 | Minor2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 304 | 0 | 0 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Critical Hdwy | 4.12 | - | - |
| Critical Hdwy Stg 1 | - | - | - |
| Critical Hdwy Stg 2 | - | - | - |
| Follow-up Hdwy | 2.218 | - | - |
| Pot Cap-1 Maneuver | 1256 | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | 1256 | - | - |
| Mov Cap-2 Maneuver | - | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |

| Approach | EB | WB | SB |
|------------------------|------|----|-------|
| HCM Control Delay, s/v | 2.53 | 0 | 40.36 |
| HCM LOS | E | | |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|---------------------------|-------|-----|-----|-----|-------|-------|
| Capacity (veh/h) | 1256 | - | - | - | 617 | 925 |
| HCM Lane V/C Ratio | 0.049 | - | - | - | 0.91 | 0.06 |
| HCM Control Delay (s/veh) | 8 | - | - | - | 43.5 | 9.1 |
| HCM Lane LOS | A | - | - | - | E | A |
| HCM 95th %tile Q(veh) | 0.2 | - | - | - | 11.4 | 0.2 |

Existing PM Peak Hour
6: St. Johns Heritage Parkway & Pace Drive

HCM 7th TWSC
01/26/2024

| Intersection | | | | | | |
|--------------------------|---|---|---|---|---|---|
| Int Delay, s/veh | 4 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations |  |  |  |  |  |  |
| Traffic Vol, veh/h | 40 | 72 | 201 | 38 | 233 | 569 |
| Future Vol, veh/h | 40 | 72 | 201 | 38 | 233 | 569 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 400 | - | 300 | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 16 | 0 | 9 | 11 | 1 | 1 |
| Mvmt Flow | 42 | 75 | 209 | 40 | 243 | 593 |







| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 1288 | 209 | 0 | 0 | 249 |
| Stage 1 | 209 | - | - | - | - |
| Stage 2 | 1078 | - | - | - | - |
| Critical Hdwy | 6.56 | 6.2 | - | - | 4.11 |
| Critical Hdwy Stg 1 | 5.56 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.56 | - | - | - | - |
| Follow-up Hdwy | 3.644 | 3.3 | - | - | 2.209 |
| Pot Cap-1 Maneuver | 169 | 836 | - | - | 1323 |
| Stage 1 | 793 | - | - | - | - |
| Stage 2 | 307 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 123 | 836 | - | - | 1323 |
| Mov Cap-2 Maneuver | 123 | - | - | - | - |
| Stage 1 | 793 | - | - | - | - |
| Stage 2 | 223 | - | - | - | - |

| Approach | WB | NB | SB |
|-----------------------------|----|----|------|
| HCM Control Delay, s/v23.62 | | 0 | 2.42 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1WBLn2 | SBL | SBT |
|---------------------------|-----|---------------|------|-------|
| Capacity (veh/h) | - | - 123 | 836 | 523 |
| HCM Lane V/C Ratio | - | - 0.339 | 0.09 | 0.184 |
| HCM Control Delay (s/veh) | - | - 48.6 | 9.7 | 8.3 |
| HCM Lane LOS | - | - E | A | A |
| HCM 95th %tile Q(veh) | - | - 1.4 | 0.3 | 0.7 |








Existing PM Peak Hour
7: St. Johns Heritage Parkway & Emerson Drive

HCM 7th TWSC
01/26/2024

| Intersection | | | | | | |
|-----------------------------|---|---|---|---|---|---|
| Int Delay, s/veh | 6.2 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations |  |  |  |  |  |  |
| Traffic Vol, veh/h | 19 | 111 | 224 | 38 | 405 | 794 |
| Future Vol, veh/h | 19 | 111 | 224 | 38 | 405 | 794 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 6 | 3 | 8 | 0 | 1 | 0 |
| Mvmt Flow | 20 | 116 | 233 | 40 | 422 | 827 |
| Major/Minor | Minor1 | Major1 | Major2 | | | |
| Conflicting Flow All | 1904 | 233 | 0 | 0 | 273 | 0 |
| Stage 1 | 233 | - | - | - | - | - |
| Stage 2 | 1671 | - | - | - | - | - |
| Critical Hdwy | 6.46 | 6.23 | - | - | 4.11 | - |
| Critical Hdwy Stg 1 | 5.46 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.46 | - | - | - | - | - |
| Follow-up Hdwy | 3.554 | 3.327 | - | - | 2.209 | - |
| Pot Cap-1 Maneuver | 74 | 803 | - | - | 1296 | - |
| Stage 1 | 796 | - | - | - | - | - |
| Stage 2 | 164 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 29 | 803 | - | - | 1296 | - |
| Mov Cap-2 Maneuver | 29 | - | - | - | - | - |
| Stage 1 | 796 | - | - | - | - | - |
| Stage 2 | 65 | - | - | - | - | - |
| Approach | WB | NB | SB | | | |
| HCM Control Delay, s/v46.88 | | 0 | 3.08 | | | |
| HCM LOS | E | | | | | |
| Minor Lane/Major Mvmt | NBT | NBRWBLn1WBLn2 | SBL | SBT | | |
| Capacity (veh/h) | - | - 29 803 | 608 | - | | |
| HCM Lane V/C Ratio | - | - 0.675 0.144 | 0.325 | - | | |
| HCM Control Delay (s/veh) | - | - 261 10.2 | 9.1 | 0 | | |
| HCM Lane LOS | - | - F B | A | A | | |
| HCM 95th %tile Q(veh) | - | - 2.2 0.5 | 1.4 | - | | |

Existing PM Peak Hour
9: East Site Driveway/Thunderbird Avenue & Malabar Road

HCM 7th TWSC
01/26/2024

| Intersection | | | | | | | | | | | | |
|--------------------------|---|---|---|---|---|------|------|---|------|------|---|------|
| Int Delay, s/veh | 0.3 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  | | |  | | |  | |
| Traffic Vol, veh/h | 11 | 614 | 0 | 0 | 314 | 8 | 0 | 0 | 0 | 6 | 0 | 3 |
| Future Vol, veh/h | 11 | 614 | 0 | 0 | 314 | 8 | 0 | 0 | 0 | 6 | 0 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 220 | - | 300 | 220 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 1 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 13 | 698 | 0 | 0 | 357 | 9 | 0 | 0 | 0 | 7 | 0 | 3 |




| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|-----|--------|------|-----|
| Conflicting Flow All | 366 | 0 | 0 | 698 | 0 | 0 | 1080 | 1089 | 698 | 1084 | 1084 | 361 |
| Stage 1 | - | - | - | - | - | - | 723 | 723 | - | 361 | 361 | - |
| Stage 2 | - | - | - | - | - | - | 357 | 366 | - | 723 | 723 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1204 | - | - | 908 | - | - | 198 | 217 | 444 | 196 | 219 | 688 |
| Stage 1 | - | - | - | - | - | - | 421 | 434 | - | 661 | 629 | - |
| Stage 2 | - | - | - | - | - | - | 665 | 626 | - | 421 | 434 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1204 | - | - | 908 | - | - | 195 | 215 | 444 | 194 | 216 | 688 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 195 | 215 | - | 194 | 216 | - |
| Stage 1 | - | - | - | - | - | - | 416 | 429 | - | 661 | 629 | - |
| Stage 2 | - | - | - | - | - | - | 662 | 626 | - | 416 | 429 | - |






| Approach | EB | WB | NB | SB |
|-----------------------------|----|----|----|------|
| HCM Control Delay, s/v 0.14 | | 0 | 0 | 19.7 |
| HCM LOS | | | A | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---------------------------|-------|------|-----|-----|-----|-----|-----|-------|
| Capacity (veh/h) | - | 1204 | - | - | 908 | - | - | 255 |
| HCM Lane V/C Ratio | - | 0.01 | - | - | - | - | - | 0.04 |
| HCM Control Delay (s/veh) | 0 | 8 | - | - | 0 | - | - | 19.7 |
| HCM Lane LOS | A | A | - | - | A | - | - | C |
| HCM 95th %tile Q(veh) | - | 0 | - | - | 0 | - | - | 0.1 |

Existing PM Peak Hour
18: Hurley Boulevard & Malabar Road

HCM 7th TWSC
01/26/2024

| Intersection | | | | | | |
|---------------------------|---|------|--------|---|--------|---|
| Int Delay, s/veh | 3 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations |  | | |  | |  |
| Traffic Vol, veh/h | 499 | 123 | 92 | 495 | 48 | 49 |
| Future Vol, veh/h | 499 | 123 | 92 | 495 | 48 | 49 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 98 | 98 | 98 | 98 | 98 | 98 |
| Heavy Vehicles, % | 2 | 0 | 1 | 7 | 16 | 4 |
| Mvmt Flow | 509 | 126 | 94 | 505 | 49 | 50 |
| | | | | | | |
| Major/Minor | Major1 | | Major2 | | Minor1 | |
| Conflicting Flow All | 0 | 0 | 635 | 0 | 1265 | 572 |
| Stage 1 | - | - | - | - | 572 | - |
| Stage 2 | - | - | - | - | 693 | - |
| Critical Hdwy | - | - | 4.11 | - | 6.56 | 6.24 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.56 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.56 | - |
| Follow-up Hdwy | - | - | 2.209 | - | 3.644 | 3.336 |
| Pot Cap-1 Maneuver | - | - | 953 | - | 175 | 516 |
| Stage 1 | - | - | - | - | 538 | - |
| Stage 2 | - | - | - | - | 471 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 953 | - | 151 | 516 |
| Mov Cap-2 Maneuver | - | - | - | - | 151 | - |
| Stage 1 | - | - | - | - | 538 | - |
| Stage 2 | - | - | - | - | 407 | - |
| | | | | | | |
| | | | | | | |
| Approach | EB | | WB | | NB | |
| HCM Control Delay, s/v | 0 | | 1.44 | | 31.07 | |
| HCM LOS | D | | | | | |
| | | | | | | |
| | | | | | | |
| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT | |
| Capacity (veh/h) | 235 | - | - | 282 | - | |
| HCM Lane V/C Ratio | 0.422 | - | - | 0.098 | - | |
| HCM Control Delay (s/veh) | 31.1 | - | - | 9.2 | 0 | |
| HCM Lane LOS | D | - | - | A | A | |
| HCM 95th %tile Q(veh) | 2 | - | - | 0.3 | - | |

| Intersection | | | | | | |
|--------------------------|---|------|---|---|---|--|
| Int Delay, s/veh | 2.4 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations |  | |  |  |  |  |
| Traffic Vol, veh/h | 525 | 30 | 195 | 714 | 7 | 101 |
| Future Vol, veh/h | 525 | 30 | 195 | 714 | 7 | 101 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 250 | - | - | 115 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 2 | 0 | 1 | 2 | 0 | 3 |
| Mvmt Flow | 565 | 32 | 210 | 768 | 8 | 109 |

| Major/Minor | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 597 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Critical Hdwy | - | - | 4.11 |
| Critical Hdwy Stg 1 | - | - | - |
| Critical Hdwy Stg 2 | - | - | - |
| Follow-up Hdwy | - | - | 2.209 |
| Pot Cap-1 Maneuver | - | - | 985 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | - | - | 985 |
| Mov Cap-2 Maneuver | - | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |

| Approach | EB | WB | NB |
|------------------------|----|------|-------|
| HCM Control Delay, s/v | 0 | 2.07 | 16.89 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---------------------------|-------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 73 | 512 | - | - | 985 | - |
| HCM Lane V/C Ratio | 0.103 | 0.212 | - | - | 0.213 | - |
| HCM Control Delay (s/veh) | 59.8 | 13.9 | - | - | 9.6 | - |
| HCM Lane LOS | F | B | - | - | A | - |
| HCM 95th %tile Q(veh) | 0.3 | 0.8 | - | - | 0.8 | - |

Existing PM Peak Hour
25: Garvey Road & Jupiter Boulevard

HCM 7th AWSC
01/26/2024

| Intersection | |
|---------------------------|------|
| Intersection Delay, s/veh | 17.6 |
| Intersection LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 6 | 275 | 71 | 60 | 260 | 34 | 66 | 57 | 51 | 36 | 128 | 14 |
| Future Vol, veh/h | 6 | 275 | 71 | 60 | 260 | 34 | 66 | 57 | 51 | 36 | 128 | 14 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 17 | 3 | 0 | 0 | 3 | 6 | 5 | 4 | 8 | 3 | 3 | 0 |
| Mvmt Flow | 7 | 299 | 77 | 65 | 283 | 37 | 72 | 62 | 55 | 39 | 139 | 15 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |




















| Approach | EB | WB | NB | SB |
|----------------------------|------|----|------|------|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay, s/veh | 20.1 | 19 | 13.4 | 13.7 |
| HCM LOS | C | C | B | B |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|--------------------------|-------|-------|-------|-------|
| Vol Left, % | 38% | 2% | 17% | 20% |
| Vol Thru, % | 33% | 78% | 73% | 72% |
| Vol Right, % | 29% | 20% | 10% | 8% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 174 | 352 | 354 | 178 |
| LT Vol | 66 | 6 | 60 | 36 |
| Through Vol | 57 | 275 | 260 | 128 |
| RT Vol | 51 | 71 | 34 | 14 |
| Lane Flow Rate | 189 | 383 | 385 | 193 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.353 | 0.654 | 0.638 | 0.363 |
| Departure Headway (Hd) | 6.719 | 6.149 | 5.97 | 6.76 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 533 | 585 | 604 | 530 |
| Service Time | 4.781 | 4.199 | 4.02 | 4.824 |
| HCM Lane V/C Ratio | 0.355 | 0.655 | 0.637 | 0.364 |
| HCM Control Delay, s/veh | 13.4 | 20.1 | 19 | 13.7 |
| HCM Lane LOS | B | C | C | B |
| HCM 95th-tile Q | 1.6 | 4.8 | 4.5 | 1.6 |

Existing PM Peak Hour
14: Bending Branch Way/Krassner Drive & Malabar Road

Lanes, Volumes, Timings

01/26/2024

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  | | |  | | |  | |
| Traffic Volume (vph) | 42 | 512 | 47 | 102 | 322 | 114 | 19 | 0 | 63 | 51 | 0 | 11 |
| Future Volume (vph) | 42 | 512 | 47 | 102 | 322 | 114 | 19 | 0 | 63 | 51 | 0 | 11 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | 200 | 340 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Satd. Flow (prot) | 1719 | 1863 | 1615 | 1787 | 1669 | 0 | 0 | 1618 | 0 | 0 | 1752 | 0 |
| Flt Permitted | 0.472 | | | 0.347 | | | | 0.901 | | | 0.706 | |
| Satd. Flow (perm) | 854 | 1863 | 1615 | 653 | 1669 | 0 | 0 | 1474 | 0 | 0 | 1287 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 74 | | 16 | | | 81 | | | 81 | |
| Link Speed (mph) | | 35 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 3156 | | | 2581 | | | 187 | | | 529 | |
| Travel Time (s) | | 61.5 | | | 50.3 | | | 3.6 | | | 10.3 | |
| 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 |
| Heavy Vehicles (%) | 5% | 2% | 0% | 1% | 12% | 2% | 11% | 0% | 2% | 2% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 45 | 545 | 50 | 109 | 464 | 0 | 0 | 87 | 0 | 0 | 66 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | | 8 | | | 4 | | |
| Total Split (s) | 30.4 | 51.8 | 51.8 | 30.4 | 51.8 | | 41.0 | 41.0 | | 41.0 | 41.0 | |
| Total Lost Time (s) | 5.4 | 6.8 | 6.8 | 5.4 | 6.8 | | | 6.0 | | | 6.0 | |
| Act Effct Green (s) | 33.0 | 28.7 | 28.7 | 34.3 | 31.2 | | | 7.8 | | | 7.8 | |
| Actuated g/C Ratio | 0.62 | 0.54 | 0.54 | 0.65 | 0.59 | | | 0.15 | | | 0.15 | |
| v/c Ratio | 0.07 | 0.54 | 0.05 | 0.19 | 0.46 | | | 0.30 | | | 0.25 | |
| Control Delay (s/veh) | 3.7 | 14.7 | 1.7 | 4.4 | 12.3 | | | 11.2 | | | 8.4 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay (s/veh) | 3.7 | 14.7 | 1.7 | 4.4 | 12.3 | | | 11.2 | | | 8.4 | |
| LOS | A | B | A | A | B | | | B | | | A | |
| Approach Delay (s/veh) | | 13.0 | | | 10.8 | | | 11.3 | | | 8.5 | |
| Approach LOS | | B | | | B | | | B | | | A | |
| Queue Length 50th (ft) | 4 | 138 | 0 | 10 | 110 | | | 2 | | | 0 | |
| Queue Length 95th (ft) | 12 | 253 | 10 | 25 | 208 | | | 38 | | | 26 | |
| Internal Link Dist (ft) | | 3076 | | | 2501 | | | 107 | | | 449 | |
| Turn Bay Length (ft) | 200 | | 200 | 340 | | | | | | | | |
| Base Capacity (vph) | 1031 | 1550 | 1356 | 1024 | 1391 | | | 1044 | | | 915 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | 0.04 | 0.35 | 0.04 | 0.11 | 0.33 | | | 0.08 | | | 0.07 | |

Intersection Summary

Area Type: Other

Cycle Length: 123.2

Actuated Cycle Length: 52.9

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.54

Existing PM Peak Hour
14: Bending Branch Way/Krassner Drive & Malabar Road

Lanes, Volumes, Timings
01/26/2024


| | |
|---|------------------------|
| Intersection Signal Delay (s/veh): 11.7 | Intersection LOS: B |
| Intersection Capacity Utilization 57.8% | ICU Level of Service B |
| Analysis Period (min) 15 | |

Splits and Phases: 14: Bending Branch Way/Krassner Drive & Malabar Road

| | | |
|--|--|--|
|  Ø1 30.4 s |  Ø2 51.8 s |  Ø4 41 s |
|  Ø5 30.4 s |  Ø6 51.8 s |  Ø8 41 s |

Existing PM Peak Hour
19: Jupiter Boulevard & Malabar Road

Lanes, Volumes, Timings
01/26/2024

| |  | | | | | | | | | | | |
|-------------------------|--|------|------|-------|------|------|-------|------|------|-------|------|------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 73 | 365 | 204 | 53 | 366 | 229 | 156 | 188 | 37 | 181 | 160 | 124 |
| Future Volume (vph) | 73 | 365 | 204 | 53 | 366 | 229 | 156 | 188 | 37 | 181 | 160 | 124 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 175 | | 0 | 220 | | 0 | 220 | | 220 | 240 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Satd. Flow (prot) | 1787 | 1768 | 0 | 1736 | 1736 | 0 | 1671 | 1667 | 1482 | 1787 | 1732 | 0 |
| Flt Permitted | 0.162 | | | 0.226 | | | 0.240 | | | 0.414 | | |
| Satd. Flow (perm) | 305 | 1768 | 0 | 413 | 1736 | 0 | 422 | 1667 | 1482 | 779 | 1732 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 18 | | | 20 | | | | 158 | | 19 | |
| Link Speed (mph) | | 35 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 3773 | | | 2837 | | | 1439 | | | 601 | |
| Travel Time (s) | | 73.5 | | | 55.3 | | | 28.0 | | | 11.7 | |
| 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 |
| Heavy Vehicles (%) | 1% | 2% | 1% | 4% | 5% | 0% | 8% | 14% | 9% | 1% | 3% | 2% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 78 | 611 | 0 | 57 | 640 | 0 | 168 | 202 | 40 | 195 | 305 | 0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | Perm | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | | 7 | 4 | |
| Permitted Phases | 2 | | | 6 | | | 8 | | 8 | 4 | | |
| Total Split (s) | 37.0 | 78.0 | | 37.0 | 78.0 | | 27.0 | 28.0 | 28.0 | 37.0 | 33.0 | |
| Total Lost Time (s) | 7.0 | 8.0 | | 7.0 | 8.0 | | 7.0 | 8.0 | 8.0 | 7.0 | 8.0 | |
| Act Effect Green (s) | 71.8 | 63.5 | | 67.7 | 59.0 | | 40.4 | 23.5 | 23.5 | 44.0 | 25.3 | |
| Actuated g/C Ratio | 0.51 | 0.45 | | 0.48 | 0.42 | | 0.29 | 0.17 | 0.17 | 0.32 | 0.18 | |
| v/c Ratio | 0.30 | 0.75 | | 0.20 | 0.85 | | 0.63 | 0.72 | 0.10 | 0.52 | 0.92 | |
| Control Delay (s/veh) | 18.3 | 38.5 | | 16.9 | 48.2 | | 46.8 | 72.8 | 0.5 | 40.4 | 87.5 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay (s/veh) | 18.3 | 38.5 | | 16.9 | 48.2 | | 46.8 | 72.8 | 0.5 | 40.4 | 87.5 | |
| LOS | B | D | | B | D | | D | E | A | D | F | |
| Approach Delay (s/veh) | | 36.2 | | | 45.7 | | | 55.1 | | | 69.2 | |
| Approach LOS | | D | | | D | | | E | | | E | |
| Queue Length 50th (ft) | 32 | 458 | | 23 | 507 | | 114 | 182 | 0 | 134 | 269 | |
| Queue Length 95th (ft) | 61 | 653 | | 47 | 722 | | 192 | #365 | 0 | 219 | #518 | |
| Internal Link Dist (ft) | | 3693 | | | 2757 | | | 1359 | | | 521 | |
| Turn Bay Length (ft) | 175 | | | 220 | | | 220 | | 220 | 240 | | |
| Base Capacity (vph) | 489 | 913 | | 513 | 892 | | 315 | 280 | 380 | 494 | 392 | |
| 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 | 0.16 | 0.67 | | 0.11 | 0.72 | | 0.53 | 0.72 | 0.11 | 0.39 | 0.78 | |

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 139.6
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.92

Existing PM Peak Hour
19: Jupiter Boulevard & Malabar Road

Lanes, Volumes, Timings
01/26/2024

| | |
|---|------------------------|
| Intersection Signal Delay (s/veh): 49.6 | Intersection LOS: D |
| Intersection Capacity Utilization 88.4% | ICU Level of Service E |
| Analysis Period (min) 15 | |
| # 95th percentile volume exceeds capacity, queue may be longer. | |
| Queue shown is maximum after two cycles. | |







Splits and Phases: 19: Jupiter Boulevard & Malabar Road

| | | | |
|--|--|--|--|
|  Ø1 37 s |  Ø2 78 s |  Ø3 27 s |  Ø4 33 s |
|  Ø5 37 s |  Ø6 78 s |  Ø7 37 s |  Ø8 28 s |

Future No Build Capacity Analyses






No Build AM Peak Hour
3: Malabar Road & St. Johns Heritage Parkway

HCM 7th TWSC
01/29/2024

| Intersection | | | | | | |
|----------------------------|---|---|---|---|---|---|
| Int Delay, s/veh | 576.2 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations |  |  |  |  |  |  |
| Traffic Vol, veh/h | 187 | 344 | 685 | 562 | 304 | 274 |
| Future Vol, veh/h | 187 | 344 | 685 | 562 | 304 | 274 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 350 | - | - | 250 | 0 | 340 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 79 | 79 | 79 | 79 | 79 | 79 |
| Heavy Vehicles, % | 7 | 6 | 3 | 3 | 2 | 5 |
| Mvmt Flow | 237 | 435 | 867 | 711 | 385 | 347 |
| | | | | | | |
| Major/Minor | Major1 | Major2 | | Minor2 | | |
| Conflicting Flow All | 1578 | 0 | - | 0 | 1776 | 867 |
| Stage 1 | - | - | - | - | 867 | - |
| Stage 2 | - | - | - | - | 909 | - |
| Critical Hdwy | 4.17 | - | - | - | 6.42 | 6.25 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.263 | - | - | - | 3.518 | 3.345 |
| Pot Cap-1 Maneuver | 403 | - | - | - | ~ 91 | 348 |
| Stage 1 | - | - | - | - | 411 | - |
| Stage 2 | - | - | - | - | 393 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 403 | - | - | - | ~ 37 | 348 |
| Mov Cap-2 Maneuver | - | - | - | - | ~ 37 | - |
| Stage 1 | - | - | - | - | ~ 170 | - |
| Stage 2 | - | - | - | - | 393 | - |
| | | | | | | |
| Approach | EB | WB | | SB | | |
| HCM Control Delay, s/v | 9.11 | 0 | | \$ 2340.18 | | |
| HCM LOS | F | | | | | |
| | | | | | | |
| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
| Capacity (veh/h) | 403 | - | - | - | 37 | 348 |
| HCM Lane V/C Ratio | 0.587 | - | - | - | 10.266 | 0.997 |
| HCM Control Delay (s/veh) | 25.9 | - | - | - | \$ 4374.8 | 82.8 |
| HCM Lane LOS | D | - | - | - | F | F |
| HCM 95th %tile Q(veh) | 3.6 | - | - | - | 46.5 | 11.3 |
| Notes | | | | | | |
| ~: Volume exceeds capacity | | \$: Delay exceeds 300s | | +: Computation Not Defined | | *: All major volume in platoon |






No Build AM Peak Hour
6: St. Johns Heritage Parkway & Pace Drive

HCM 7th TWSC
01/29/2024

| Intersection | | | | | | |
|----------------------------|---|---|---|---|-------|---|
| Int Delay, s/veh | 60.5 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations |  |  |  |  | |  |
| Traffic Vol, veh/h | 160 | 327 | 821 | 73 | 74 | 466 |
| Future Vol, veh/h | 160 | 327 | 821 | 73 | 74 | 466 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 400 | - | 300 | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 4 | 2 | 2 | 5 | 6 | 4 |
| Mvmt Flow | 178 | 363 | 912 | 81 | 82 | 518 |
| | | | | | | |
| Major/Minor | Minor1 | Major1 | | Major2 | | |
| Conflicting Flow All | 1594 | 912 | 0 | 0 | 993 | 0 |
| Stage 1 | 912 | - | - | - | - | - |
| Stage 2 | 682 | - | - | - | - | - |
| Critical Hdwy | 6.44 | 6.22 | - | - | 4.16 | - |
| Critical Hdwy Stg 1 | 5.44 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.44 | - | - | - | - | - |
| Follow-up Hdwy | 3.536 | 3.318 | - | - | 2.254 | - |
| Pot Cap-1 Maneuver | ~ 116 | ~ 332 | - | - | 681 | - |
| Stage 1 | 388 | - | - | - | - | - |
| Stage 2 | 498 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | ~ 97 | ~ 332 | - | - | 681 | - |
| Mov Cap-2 Maneuver | ~ 97 | - | - | - | - | - |
| Stage 1 | 388 | - | - | - | - | - |
| Stage 2 | 414 | - | - | - | - | - |
| | | | | | | |
| | | | | | | |
| Approach | WB | NB | | SB | | |
| HCM Control Delay, s/veh | 237.05 | 0 | | 1.51 | | |
| HCM LOS | F | | | | | |
| | | | | | | |
| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
| Capacity (veh/h) | - | - | 97 | 332 | 247 | - |
| HCM Lane V/C Ratio | - | - | 1.841 | 1.095 | 0.121 | - |
| HCM Control Delay (s/veh) | - | - | \$ 489.6 | 113.5 | 11 | 0 |
| HCM Lane LOS | - | - | F | F | B | A |
| HCM 95th %tile Q(veh) | - | - | 14.7 | 13.8 | 0.4 | - |
| Notes | | | | | | |
| ~: Volume exceeds capacity | | \$: Delay exceeds 300s | | +: Computation Not Defined | | *: All major volume in platoon |








No Build AM Peak Hour
7: St. Johns Heritage Parkway & Emerson Drive

HCM 7th TWSC
01/29/2024

| Intersection | | | | | | |
|--|---|---|---|---|-------|---|
| Int Delay, s/veh | 256.9 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations |  |  |  |  | |  |
| Traffic Vol, veh/h | 156 | 440 | 1415 | 82 | 84 | 228 |
| Future Vol, veh/h | 156 | 440 | 1415 | 82 | 84 | 228 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 0 | 1 | 1 | 0 | 8 | 6 |
| Mvmt Flow | 166 | 468 | 1505 | 87 | 89 | 243 |
| Major/Minor | Minor1 | Major1 | Major2 | | | |
| Conflicting Flow All | 1927 | 1505 | 0 | 0 | 1593 | 0 |
| Stage 1 | 1505 | - | - | - | - | - |
| Stage 2 | 421 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.21 | - | - | 4.18 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.309 | - | - | 2.272 | - |
| Pot Cap-1 Maneuver | ~ 74 | ~ 150 | - | - | 395 | - |
| Stage 1 | 205 | - | - | - | - | - |
| Stage 2 | 666 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | ~ 55 | ~ 150 | - | - | 395 | - |
| Mov Cap-2 Maneuver | ~ 55 | - | - | - | - | - |
| Stage 1 | 205 | - | - | - | - | - |
| Stage 2 | 492 | - | - | - | - | - |
| Approach | WB | NB | SB | | | |
| HCM Control Delay (s) | 40.34 | 4.6 | 0 | 4.51 | | |
| HCM LOS | F | | | | | |
| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
| Capacity (veh/h) | - | - | 55 | 150 | 342 | - |
| HCM Lane V/C Ratio | - | - | 3.032 | 3.127 | 0.226 | - |
| HCM Control Delay (s/veh) | - | \$ 1074 | \$ 1020.2 | 16.7 | 0 | |
| HCM Lane LOS | - | - | F | F | C | A |
| HCM 95th %tile Q(veh) | - | - | 17.5 | 43.8 | 0.9 | - |
| Notes | | | | | | |
| ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon | | | | | | |

No Build AM Peak Hour
9: East Site Driveway/Thunderbird Avenue & Malabar Road

HCM 7th TWSC
01/29/2024

| Intersection | | | | | | | | | | | | |
|--------------------------|---|---|---|---|---|------|------|---|------|------|---|------|
| Int Delay, s/veh | 0.8 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  | | |  | | |  | |
| Traffic Vol, veh/h | 7 | 608 | 0 | 0 | 1194 | 7 | 0 | 0 | 0 | 3 | 0 | 21 |
| Future Vol, veh/h | 7 | 608 | 0 | 0 | 1194 | 7 | 0 | 0 | 0 | 3 | 0 | 21 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 220 | - | 300 | 220 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 0 | 4 | 0 | 0 | 3 | 14 | 0 | 0 | 0 | 67 | 0 | 0 |
| Mvmt Flow | 8 | 715 | 0 | 0 | 1405 | 8 | 0 | 0 | 0 | 4 | 0 | 25 |




| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|-----|--------|------|------|
| Conflicting Flow All | 1413 | 0 | 0 | 715 | 0 | 0 | 2136 | 2145 | 715 | 2141 | 2141 | 1409 |
| Stage 1 | - | - | - | - | - | - | 732 | 732 | - | 1409 | 1409 | - |
| Stage 2 | - | - | - | - | - | - | 1405 | 1413 | - | 732 | 732 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.77 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.77 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.77 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 4.103 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 489 | - | - | 894 | - | - | 36 | 49 | 434 | 23 | 49 | 172 |
| Stage 1 | - | - | - | - | - | - | 416 | 430 | - | 125 | 207 | - |
| Stage 2 | - | - | - | - | - | - | 175 | 206 | - | 327 | 430 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 489 | - | - | 894 | - | - | 30 | 48 | 434 | 23 | 49 | 172 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 30 | 48 | - | 23 | 49 | - |
| Stage 1 | - | - | - | - | - | - | 409 | 423 | - | 125 | 207 | - |
| Stage 2 | - | - | - | - | - | - | 149 | 206 | - | 321 | 423 | - |

| Approach | EB | WB | NB | SB |
|-----------------------------|----|----|----|-------|
| HCM Control Delay, s/v 0.14 | | 0 | 0 | 58.69 |
| HCM LOS | | | A | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---------------------------|-------|-------|-----|-----|-----|-----|-----|-------|
| Capacity (veh/h) | - | 489 | - | - | 894 | - | - | 94 |
| HCM Lane V/C Ratio | - | 0.017 | - | - | - | - | - | 0.299 |
| HCM Control Delay (s/veh) | 0 | 12.5 | - | - | 0 | - | - | 58.7 |
| HCM Lane LOS | A | B | - | - | A | - | - | F |
| HCM 95th %tile Q(veh) | - | 0.1 | - | - | 0 | - | - | 1.1 |

No Build AM Peak Hour
18: Hurley Boulevard & Malabar Road

HCM 7th TWSC
01/29/2024






| Intersection | | | | | | |
|--------------------------|---|------|------|---|---|------|
| Int Delay, s/veh | 105.4 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations |  | | |  |  | |
| Traffic Vol, veh/h | 816 | 72 | 57 | 976 | 112 | 70 |
| Future Vol, veh/h | 816 | 72 | 57 | 976 | 112 | 70 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 3 | 5 | 8 | 3 | 3 | 5 |
| Mvmt Flow | 907 | 80 | 63 | 1084 | 124 | 78 |

| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 0 | 0 | 987 | 0 | 2158 |
| Stage 1 | - | - | - | - | 947 |
| Stage 2 | - | - | - | - | 1211 |
| Critical Hdwy | - | - | 4.18 | - | 6.43 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.43 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.43 |
| Follow-up Hdwy | - | - | 2.272 | - | 3.527 |
| Pot Cap-1 Maneuver | - | - | 677 | - | ~ 52 |
| Stage 1 | - | - | - | - | 376 |
| Stage 2 | - | - | - | - | 281 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 677 | - | ~ 40 |
| Mov Cap-2 Maneuver | - | - | - | - | ~ 40 |
| Stage 1 | - | - | - | - | 376 |
| Stage 2 | - | - | - | - | 215 |

| Approach | EB | WB | NB |
|------------------------|----|-----|------------|
| HCM Control Delay, s/v | 0 | 0.6 | \$ 1214.55 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---------------------------|-----------|-----|-----|-------|-----|
| Capacity (veh/h) | 60 | - | - | 99 | - |
| HCM Lane V/C Ratio | 3.378 | - | - | 0.094 | - |
| HCM Control Delay (s/veh) | \$ 1214.6 | - | - | 10.9 | 0 |
| HCM Lane LOS | F | - | - | B | A |
| HCM 95th %tile Q(veh) | 21.3 | - | - | 0.3 | - |

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

| Intersection | | | | | | |
|--------------------------|---|------|---|---|---|--|
| Int Delay, s/veh | 10.2 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations |  | |  |  |  |  |
| Traffic Vol, veh/h | 811 | 44 | 115 | 688 | 40 | 194 |
| Future Vol, veh/h | 811 | 44 | 115 | 688 | 40 | 194 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 250 | - | - | 115 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, % | 4 | 5 | 6 | 4 | 3 | 3 |
| Mvmt Flow | 943 | 51 | 134 | 800 | 47 | 226 |

| Major/Minor | Major1 | Major2 | Minor1 | | | |
|----------------------|--------|--------|--------|---|-------|-------|
| Conflicting Flow All | 0 | 0 | 994 | 0 | 2036 | 969 |
| Stage 1 | - | - | - | - | 969 | - |
| Stage 2 | - | - | - | - | 1067 | - |
| Critical Hdwy | - | - | 4.16 | - | 6.43 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.43 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.43 | - |
| Follow-up Hdwy | - | - | 2.254 | - | 3.527 | 3.327 |
| Pot Cap-1 Maneuver | - | - | 680 | - | 62 | 306 |
| Stage 1 | - | - | - | - | 367 | - |
| Stage 2 | - | - | - | - | 329 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 680 | - | 50 | 306 |
| Mov Cap-2 Maneuver | - | - | - | - | 50 | - |
| Stage 1 | - | - | - | - | 367 | - |
| Stage 2 | - | - | - | - | 264 | - |

| Approach | EB | WB | NB |
|------------------------|----|------|-------|
| HCM Control Delay, s/v | 0 | 1.66 | 76.55 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---------------------------|-------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 50 | 306 | - | - | 680 | - |
| HCM Lane V/C Ratio | 0.933 | 0.736 | - | - | 0.197 | - |
| HCM Control Delay (s/veh) | 236.7 | 43.5 | - | - | 11.6 | - |
| HCM Lane LOS | F | E | - | - | B | - |
| HCM 95th %tile Q(veh) | 4 | 5.4 | - | - | 0.7 | - |

| Intersection | |
|---------------------------|------|
| Intersection Delay, s/veh | 52.5 |
| Intersection LOS | F |




















| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 24 | 380 | 44 | 25 | 392 | 41 | 82 | 114 | 44 | 56 | 81 | 20 |
| Future Vol, veh/h | 24 | 380 | 44 | 25 | 392 | 41 | 82 | 114 | 44 | 56 | 81 | 20 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles, % | 5 | 4 | 10 | 4 | 4 | 5 | 1 | 1 | 8 | 0 | 7 | 0 |
| Mvmt Flow | 26 | 418 | 48 | 27 | 431 | 45 | 90 | 125 | 48 | 62 | 89 | 22 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|------|------|------|------|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay, s/veh | 64.4 | 68.5 | 22.5 | 17.6 |
| HCM LOS | F | F | C | C |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|--------------------------|-------|-------|-------|-------|
| Vol Left, % | 34% | 5% | 5% | 36% |
| Vol Thru, % | 48% | 85% | 86% | 52% |
| Vol Right, % | 18% | 10% | 9% | 13% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 240 | 448 | 458 | 157 |
| LT Vol | 82 | 24 | 25 | 56 |
| Through Vol | 114 | 380 | 392 | 81 |
| RT Vol | 44 | 44 | 41 | 20 |
| Lane Flow Rate | 264 | 492 | 503 | 173 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.594 | 0.988 | 1.005 | 0.412 |
| Departure Headway (Hd) | 8.102 | 7.226 | 7.19 | 8.691 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 443 | 502 | 508 | 418 |
| Service Time | 6.188 | 5.254 | 5.217 | 6.691 |
| HCM Lane V/C Ratio | 0.596 | 0.98 | 0.99 | 0.414 |
| HCM Control Delay, s/veh | 22.5 | 64.4 | 68.5 | 17.6 |
| HCM Lane LOS | C | F | F | C |
| HCM 95th-tile Q | 3.8 | 13.2 | 13.9 | 2 |

No Build AM Peak Hour
14: Bending Branch Way/Krassner Drive & Malabar Road

Lanes, Volumes, Timings
01/29/2024

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  | | |  | | |  | |
| Traffic Volume (vph) | 21 | 701 | 19 | 62 | 1012 | 67 | 72 | 3 | 88 | 92 | 1 | 47 |
| Future Volume (vph) | 21 | 701 | 19 | 62 | 1012 | 67 | 72 | 3 | 88 | 92 | 1 | 47 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | 200 | 340 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Satd. Flow (prot) | 1719 | 1810 | 1429 | 1736 | 1831 | 0 | 0 | 1682 | 0 | 0 | 1734 | 0 |
| Flt Permitted | 0.084 | | | 0.198 | | | | 0.807 | | | 0.669 | |
| Satd. Flow (perm) | 152 | 1810 | 1429 | 362 | 1831 | 0 | 0 | 1388 | 0 | 0 | 1198 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 74 | | 3 | | | 48 | | | 21 | |
| Link Speed (mph) | | 35 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 3156 | | | 2581 | | | 187 | | | 529 | |
| Travel Time (s) | | 61.5 | | | 50.3 | | | 3.6 | | | 10.3 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 5% | 5% | 13% | 4% | 3% | 0% | 3% | 33% | 1% | 1% | 100% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 23 | 762 | 21 | 67 | 1173 | 0 | 0 | 177 | 0 | 0 | 152 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | | 8 | | | 4 | | |
| Total Split (s) | 30.4 | 51.8 | 51.8 | 30.4 | 51.8 | | 41.0 | 41.0 | | 41.0 | 41.0 | |
| Total Lost Time (s) | 5.4 | 6.8 | 6.8 | 5.4 | 6.8 | | | 6.0 | | | 6.0 | |
| Act Effct Green (s) | 51.7 | 45.7 | 45.7 | 55.1 | 50.8 | | | 14.4 | | | 14.4 | |
| Actuated g/C Ratio | 0.63 | 0.55 | 0.55 | 0.67 | 0.62 | | | 0.17 | | | 0.17 | |
| v/c Ratio | 0.11 | 0.76 | 0.02 | 0.18 | 1.03 | | | 0.62 | | | 0.67 | |
| Control Delay (s/veh) | 6.6 | 23.3 | 0.0 | 6.4 | 57.6 | | | 33.6 | | | 43.2 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay (s/veh) | 6.6 | 23.3 | 0.0 | 6.4 | 57.6 | | | 33.6 | | | 43.2 | |
| LOS | A | C | A | A | E | | | C | | | D | |
| Approach Delay (s/veh) | | 22.3 | | | 54.9 | | | 33.7 | | | 43.2 | |
| Approach LOS | | C | | | D | | | C | | | D | |
| Queue Length 50th (ft) | 3 | 305 | 0 | 10 | 482 | | | 63 | | | 65 | |
| Queue Length 95th (ft) | 13 | #627 | 0 | 28 | #1148 | | | 131 | | | 131 | |
| Internal Link Dist (ft) | | 3076 | | | 2501 | | | 107 | | | 449 | |
| Turn Bay Length (ft) | 200 | | 200 | 340 | | | | | | | | |
| Base Capacity (vph) | 586 | 1001 | 824 | 670 | 1129 | | | 624 | | | 527 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | 0.04 | 0.76 | 0.03 | 0.10 | 1.04 | | | 0.28 | | | 0.29 | |

Intersection Summary

Area Type: Other

Cycle Length: 123.2

Actuated Cycle Length: 82.5

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.04

No Build AM Peak Hour
14: Bending Branch Way/Krassner Drive & Malabar Road

Lanes, Volumes, Timings
01/29/2024












| | |
|---|------------------------|
| Intersection Signal Delay (s/veh): 41.5 | Intersection LOS: D |
| Intersection Capacity Utilization 80.2% | ICU Level of Service D |
| Analysis Period (min) 15 | |
| # 95th percentile volume exceeds capacity, queue may be longer. | |
| Queue shown is maximum after two cycles. | |

Splits and Phases: 14: Bending Branch Way/Krassner Drive & Malabar Road

| | | |
|--|--|--|
|  Ø1 30.4 s |  Ø2 51.8 s |  Ø4 41 s |
|  Ø5 30.4 s |  Ø6 51.8 s |  Ø8 41 s |

No Build AM Peak Hour
19: Jupiter Boulevard & Malabar Road

Lanes, Volumes, Timings
01/29/2024









| |  | | | | | | | | | | | |
|-------------------------|--|---|------|---|---|------|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  | |  |  |  |  |  |  |
| Traffic Volume (vph) | 202 | 556 | 169 | 49 | 536 | 136 | 274 | 231 | 42 | 231 | 188 | 137 |
| Future Volume (vph) | 202 | 556 | 169 | 49 | 536 | 136 | 274 | 231 | 42 | 231 | 188 | 137 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 175 | | 0 | 220 | | 0 | 220 | | 220 | 240 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Satd. Flow (prot) | 1805 | 1768 | 0 | 1770 | 1762 | 0 | 1752 | 1845 | 1615 | 1719 | 1721 | 0 |
| Flt Permitted | 0.075 | | | 0.165 | | | 0.175 | | | 0.169 | | |
| Satd. Flow (perm) | 142 | 1768 | 0 | 307 | 1762 | 0 | 323 | 1845 | 1615 | 306 | 1721 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 10 | | | 8 | | | | 158 | | 18 | |
| Link Speed (mph) | | 35 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 3773 | | | 2837 | | | 1439 | | | 601 | |
| Travel Time (s) | | 73.5 | | | 55.3 | | | 28.0 | | | 11.7 | |
| 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 |
| Heavy Vehicles (%) | 0% | 3% | 6% | 2% | 5% | 3% | 3% | 3% | 0% | 5% | 3% | 4% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 215 | 771 | 0 | 52 | 715 | 0 | 291 | 246 | 45 | 246 | 346 | 0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | Perm | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | | 7 | 4 | |
| Permitted Phases | 2 | | | 6 | | | 8 | | 8 | 4 | | |
| Total Split (s) | 37.0 | 78.0 | | 37.0 | 78.0 | | 27.0 | 28.0 | 28.0 | 37.0 | 33.0 | |
| Total Lost Time (s) | 7.0 | 8.0 | | 7.0 | 8.0 | | 7.0 | 8.0 | 8.0 | 7.0 | 8.0 | |
| Act Effect Green (s) | 99.3 | 86.2 | | 79.0 | 70.1 | | 43.8 | 22.8 | 22.8 | 51.0 | 26.9 | |
| Actuated g/C Ratio | 0.59 | 0.51 | | 0.47 | 0.42 | | 0.26 | 0.14 | 0.14 | 0.30 | 0.16 | |
| v/c Ratio | 0.73 | 0.84 | | 0.24 | 0.96 | | 1.14 | 0.98 | 0.12 | 0.83 | 1.19 | |
| Control Delay (s/veh) | 51.1 | 46.3 | | 19.5 | 73.2 | | 147.0 | 123.3 | 0.7 | 69.6 | 169.7 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay (s/veh) | 51.1 | 46.3 | | 19.5 | 73.2 | | 147.0 | 123.3 | 0.7 | 69.6 | 169.7 | |
| LOS | D | D | | B | E | | F | F | A | E | F | |
| Approach Delay (s/veh) | | 47.4 | | | 69.6 | | | 125.7 | | | 128.2 | |
| Approach LOS | | D | | | E | | | F | | | F | |
| Queue Length 50th (ft) | 148 | 716 | | 23 | 742 | | ~323 | ~303 | 0 | 213 | ~454 | |
| Queue Length 95th (ft) | 255 | 1012 | | 46 | #1161 | | #587 | #544 | 0 | 328 | #680 | |
| Internal Link Dist (ft) | | 3693 | | | 2757 | | | 1359 | | | 521 | |
| Turn Bay Length (ft) | 175 | | | 220 | | | 220 | | 220 | 240 | | |
| Base Capacity (vph) | 380 | 910 | | 439 | 739 | | 254 | 249 | 355 | 352 | 322 | |
| 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 | 0.57 | 0.85 | | 0.12 | 0.97 | | 1.15 | 0.99 | 0.13 | 0.70 | 1.07 | |
| Intersection Summary | | | | | | | | | | | | |
| Area Type: | Other | | | | | | | | | | | |
| Cycle Length: | 180 | | | | | | | | | | | |
| Actuated Cycle Length: | 168.3 | | | | | | | | | | | |
| Control Type: | Actuated-Uncoordinated | | | | | | | | | | | |
| Maximum v/c Ratio: | 1.19 | | | | | | | | | | | |

No Build AM Peak Hour
19: Jupiter Boulevard & Malabar Road

Lanes, Volumes, Timings
01/29/2024







| | |
|---|------------------------|
| Intersection Signal Delay (s/veh): 85.1 | Intersection LOS: F |
| Intersection Capacity Utilization 106.1% | ICU Level of Service G |
| Analysis Period (min) 15 | |
| ~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles. | |
| # 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles. | |

Splits and Phases: 19: Jupiter Boulevard & Malabar Road

| | | | |
|--|--|--|--|
|  Ø1 37 s |  Ø2 78 s |  Ø3 27 s |  Ø4 33 s |
|  Ø5 37 s |  Ø6 78 s |  Ø7 37 s |  Ø8 28 s |

No Build PM Peak Hour
3: Malabar Road & St. Johns Heritage Parkway

HCM 7th TWSC
01/29/2024

| Intersection | | | | | | |
|--------------------------|---|---|---|---|---|---|
| Int Delay, s/veh | 305.5 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations |  |  |  |  |  |  |
| Traffic Vol, veh/h | 67 | 252 | 263 | 416 | 810 | 59 |
| Future Vol, veh/h | 67 | 252 | 263 | 416 | 810 | 59 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 350 | - | - | 250 | 0 | 340 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 22 | 12 | 1 | 15 |
| Mvmt Flow | 74 | 280 | 292 | 462 | 900 | 66 |

| Major/Minor | Major1 | Major2 | Minor2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 754 | 0 | 0 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Critical Hdwy | 4.12 | - | - |
| Critical Hdwy Stg 1 | - | - | - |
| Critical Hdwy Stg 2 | - | - | - |
| Follow-up Hdwy | 2.218 | - | - |
| Pot Cap-1 Maneuver | 856 | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | 856 | - | - |
| Mov Cap-2 Maneuver | - | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |






| Approach | EB | WB | SB |
|------------------------|------|----|-----------|
| HCM Control Delay, s/v | 2.02 | 0 | \$ 655.62 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|---------------------------|-------|-----|-----|-----|----------|-------|
| Capacity (veh/h) | 856 | - | - | - | 361 | 717 |
| HCM Lane V/C Ratio | 0.087 | - | - | - | 2.492 | 0.091 |
| HCM Control Delay (s/veh) | 9.6 | - | - | - | \$ 702.6 | 10.5 |
| HCM Lane LOS | A | - | - | - | F | B |
| HCM 95th %tile Q(veh) | 0.3 | - | - | - | 72 | 0.3 |

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






No Build PM Peak Hour
6: St. Johns Heritage Parkway & Pace Drive

HCM 7th TWSC
01/29/2024

| Intersection | | | | | | |
|----------------------------|---|---|---|---|-------|---|
| Int Delay, s/veh | 71.7 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations |  |  |  |  | |  |
| Traffic Vol, veh/h | 89 | 95 | 467 | 85 | 277 | 878 |
| Future Vol, veh/h | 89 | 95 | 467 | 85 | 277 | 878 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 400 | - | 300 | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 16 | 0 | 9 | 11 | 1 | 1 |
| Mvmt Flow | 93 | 99 | 486 | 89 | 289 | 915 |
| | | | | | | |
| Major/Minor | Minor1 | Major1 | | Major2 | | |
| Conflicting Flow All | 1978 | 486 | 0 | 0 | 575 | 0 |
| Stage 1 | 486 | - | - | - | - | - |
| Stage 2 | 1492 | - | - | - | - | - |
| Critical Hdwy | 6.56 | 6.2 | - | - | 4.11 | - |
| Critical Hdwy Stg 1 | 5.56 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.56 | - | - | - | - | - |
| Follow-up Hdwy | 3.644 | 3.3 | - | - | 2.209 | - |
| Pot Cap-1 Maneuver | ~ 62 | 585 | - | - | 1003 | - |
| Stage 1 | 590 | - | - | - | - | - |
| Stage 2 | 191 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | ~ 26 | 585 | - | - | 1003 | - |
| Mov Cap-2 Maneuver | ~ 26 | - | - | - | - | - |
| Stage 1 | 590 | - | - | - | - | - |
| Stage 2 | ~ 79 | - | - | - | - | - |
| | | | | | | |
| Approach | WB | NB | | SB | | |
| HCM Control Delay, s/veh | 21.43 | 0 | | 2.41 | | |
| HCM LOS | F | | | | | |
| | | | | | | |
| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
| Capacity (veh/h) | - | - | 26 | 585 | 432 | - |
| HCM Lane V/C Ratio | - | - | 3.589 | 0.169 | 0.288 | - |
| HCM Control Delay (s/veh) | - | \$ | 1478.3 | 12.4 | 10 | 0 |
| HCM Lane LOS | - | - | F | B | B | A |
| HCM 95th %tile Q(veh) | - | - | 11.4 | 0.6 | 1.2 | - |
| Notes | | | | | | |
| ~: Volume exceeds capacity | | \$: Delay exceeds 300s | | +: Computation Not Defined | | *: All major volume in platoon |








No Build PM Peak Hour
7: St. Johns Heritage Parkway & Emerson Drive

HCM 7th TWSC
01/29/2024

| Intersection | | | | | | |
|----------------------------|---|---|---|---|-------|---|
| Int Delay, s/veh | 2.2 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations |  |  |  |  | |  |
| Traffic Vol, veh/h | 149 | 122 | 463 | 82 | 447 | 1120 |
| Future Vol, veh/h | 149 | 122 | 463 | 82 | 447 | 1120 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 6 | 3 | 8 | 0 | 1 | 0 |
| Mvmt Flow | 155 | 127 | 482 | 85 | 466 | 1167 |
| | | | | | | |
| Major/Minor | Minor1 | Major1 | | Major2 | | |
| Conflicting Flow All | 2580 | 482 | 0 | 0 | 568 | 0 |
| Stage 1 | 482 | - | - | - | - | - |
| Stage 2 | 2098 | - | - | - | - | - |
| Critical Hdwy | 6.46 | 6.23 | - | - | 4.11 | - |
| Critical Hdwy Stg 1 | 5.46 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.46 | - | - | - | - | - |
| Follow-up Hdwy | 3.554 | 3.327 | - | - | 2.209 | - |
| Pot Cap-1 Maneuver | ~ 27 | 582 | - | - | 1009 | - |
| Stage 1 | 613 | - | - | - | - | - |
| Stage 2 | ~ 100 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 0 | 582 | - | - | 1009 | - |
| Mov Cap-2 Maneuver | 0 | - | - | - | - | - |
| Stage 1 | 613 | - | - | - | - | - |
| Stage 2 | 0 | - | - | - | - | - |
| | | | | | | |
| | | | | | | |
| Approach | WB | NB | | SB | | |
| HCM Control Delay, s/v | | 0 | | 3.3 | | |
| HCM LOS | - | | | | | |
| | | | | | | |
| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
| Capacity (veh/h) | - | - | - | 582 | ~ 355 | - |
| HCM Lane V/C Ratio | - | - | - | 0.218 | 0.461 | - |
| HCM Control Delay (s/veh) | - | - | - | 12.9 | 11.6 | 0 |
| HCM Lane LOS | - | - | - | B | B | A |
| HCM 95th %tile Q(veh) | - | - | - | 0.8 | 2.5 | - |
| Notes | | | | | | |
| ~: Volume exceeds capacity | | \$: Delay exceeds 300s | | +: Computation Not Defined | | *: All major volume in platoon |

No Build PM Peak Hour
9: East Site Driveway/Thunderbird Avenue & Malabar Road

HCM 7th TWSC
01/29/2024

| Intersection | | | | | | | | | | | | |
|--------------------------|---|---|---|---|---|------|------|---|------|------|---|------|
| Int Delay, s/veh | 0.4 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  | | |  | | |  | |
| Traffic Vol, veh/h | 11 | 1004 | 0 | 0 | 682 | 8 | 0 | 0 | 0 | 6 | 0 | 3 |
| Future Vol, veh/h | 11 | 1004 | 0 | 0 | 682 | 8 | 0 | 0 | 0 | 6 | 0 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 220 | - | 300 | 220 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 1 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 13 | 1141 | 0 | 0 | 775 | 9 | 0 | 0 | 0 | 7 | 0 | 3 |




| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|-----|
| Conflicting Flow All | 784 | 0 | 0 | 1141 | 0 | 0 | 1941 | 1950 | 1141 | 1945 | 1945 | 780 |
| Stage 1 | - | - | - | - | - | - | 1166 | 1166 | - | 780 | 780 | - |
| Stage 2 | - | - | - | - | - | - | 775 | 784 | - | 1166 | 1166 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 843 | - | - | 620 | - | - | 50 | 65 | 247 | 49 | 66 | 399 |
| Stage 1 | - | - | - | - | - | - | 238 | 270 | - | 392 | 409 | - |
| Stage 2 | - | - | - | - | - | - | 394 | 407 | - | 238 | 270 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 843 | - | - | 620 | - | - | 49 | 64 | 247 | 49 | 65 | 399 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 49 | 64 | - | 49 | 65 | - |
| Stage 1 | - | - | - | - | - | - | 235 | 266 | - | 392 | 409 | - |
| Stage 2 | - | - | - | - | - | - | 390 | 407 | - | 235 | 266 | - |

| Approach | EB | WB | NB | SB |
|------------------------|-----|----|----|-------|
| HCM Control Delay, s/v | 0.1 | 0 | 0 | 66.25 |
| HCM LOS | | | A | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---------------------------|-------|-------|-----|-----|-----|-----|-----|-------|
| Capacity (veh/h) | - | 843 | - | - | 620 | - | - | 69 |
| HCM Lane V/C Ratio | - | 0.015 | - | - | - | - | - | 0.149 |
| HCM Control Delay (s/veh) | 0 | 9.3 | - | - | 0 | - | - | 66.3 |
| HCM Lane LOS | A | A | - | - | A | - | - | F |
| HCM 95th %tile Q(veh) | - | 0 | - | - | 0 | - | - | 0.5 |

No Build PM Peak Hour
18: Hurley Boulevard & Malabar Road

HCM 7th TWSC
01/29/2024






| Intersection | | | | | | |
|--------------------------|---|------|------|---|---|------|
| Int Delay, s/veh | 23.4 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations |  | | |  |  | |
| Traffic Vol, veh/h | 868 | 128 | 97 | 974 | 50 | 51 |
| Future Vol, veh/h | 868 | 128 | 97 | 974 | 50 | 51 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 98 | 98 | 98 | 98 | 98 | 98 |
| Heavy Vehicles, % | 2 | 0 | 1 | 7 | 16 | 4 |
| Mvmt Flow | 886 | 131 | 99 | 994 | 51 | 52 |

| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 0 | 0 | 1016 | 0 | 2143 |
| Stage 1 | - | - | - | - | 951 |
| Stage 2 | - | - | - | - | 1192 |
| Critical Hdwy | - | - | 4.11 | - | 6.56 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.56 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.56 |
| Follow-up Hdwy | - | - | 2.209 | - | 3.644 |
| Pot Cap-1 Maneuver | - | - | 686 | - | ~ 49 |
| Stage 1 | - | - | - | - | 354 |
| Stage 2 | - | - | - | - | 270 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 686 | - | ~ 33 |
| Mov Cap-2 Maneuver | - | - | - | - | ~ 33 |
| Stage 1 | - | - | - | - | 354 |
| Stage 2 | - | - | - | - | 183 |

| Approach | EB | WB | NB |
|------------------------|----|------|----------|
| HCM Control Delay, s/v | 0 | 1.01 | \$ 492.1 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---------------------------|----------|-----|-----|-------|-----|
| Capacity (veh/h) | 60 | - | - | 163 | - |
| HCM Lane V/C Ratio | 1.711 | - | - | 0.144 | - |
| HCM Control Delay (s/veh) | \$ 492.1 | - | - | 11.1 | 0 |
| HCM Lane LOS | F | - | - | B | A |
| HCM 95th %tile Q(veh) | 9.4 | - | - | 0.5 | - |

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

| Intersection | | | | | | |
|--------------------------|---|------|---|---|---|--|
| Int Delay, s/veh | 2.5 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations |  | |  |  |  |  |
| Traffic Vol, veh/h | 722 | 31 | 203 | 998 | 7 | 105 |
| Future Vol, veh/h | 722 | 31 | 203 | 998 | 7 | 105 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 250 | - | - | 115 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 2 | 0 | 1 | 2 | 0 | 3 |
| Mvmt Flow | 776 | 33 | 218 | 1073 | 8 | 113 |

| Major/Minor | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 810 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Critical Hdwy | - | - | 4.11 |
| Critical Hdwy Stg 1 | - | - | - |
| Critical Hdwy Stg 2 | - | - | - |
| Follow-up Hdwy | - | - | 2.209 |
| Pot Cap-1 Maneuver | - | - | 821 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | - | - | 821 |
| Mov Cap-2 Maneuver | - | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |





| Approach | EB | WB | NB |
|------------------------|----|------|-------|
| HCM Control Delay, s/v | 0 | 1.85 | 26.44 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---------------------------|-------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 32 | 387 | - | - | 821 | - |
| HCM Lane V/C Ratio | 0.239 | 0.292 | - | - | 0.266 | - |
| HCM Control Delay (s/veh) | 151.7 | 18.1 | - | - | 11 | - |
| HCM Lane LOS | F | C | - | - | B | - |
| HCM 95th %tile Q(veh) | 0.8 | 1.2 | - | - | 1.1 | - |

No Build PM Peak Hour
25: Garvey Road & Jupiter Boulevard

HCM 7th AWSC
01/29/2024

| Intersection | |
|---------------------------|----|
| Intersection Delay, s/veh | 51 |
| Intersection LOS | F |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|---|------|------|---|------|------|---|------|------|---|------|
| Lane Configurations | |  | | |  | | |  | | |  | |
| Traffic Vol, veh/h | 6 | 377 | 74 | 62 | 389 | 35 | 69 | 59 | 53 | 37 | 133 | 15 |
| Future Vol, veh/h | 6 | 377 | 74 | 62 | 389 | 35 | 69 | 59 | 53 | 37 | 133 | 15 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 17 | 3 | 0 | 0 | 3 | 6 | 5 | 4 | 8 | 3 | 3 | 0 |
| Mvmt Flow | 7 | 410 | 80 | 67 | 423 | 38 | 75 | 64 | 58 | 40 | 145 | 16 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |




















| Approach | EB | WB | NB | SB |
|----------------------------|------|------|------|------|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay, s/veh | 61.3 | 66.2 | 17.9 | 18.2 |
| HCM LOS | F | F | C | C |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|--------------------------|-------|-------|-------|-------|
| Vol Left, % | 38% | 1% | 13% | 20% |
| Vol Thru, % | 33% | 82% | 80% | 72% |
| Vol Right, % | 29% | 16% | 7% | 8% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 181 | 457 | 486 | 185 |
| LT Vol | 69 | 6 | 62 | 37 |
| Through Vol | 59 | 377 | 389 | 133 |
| RT Vol | 53 | 74 | 35 | 15 |
| Lane Flow Rate | 197 | 497 | 528 | 201 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.448 | 0.977 | 1.002 | 0.459 |
| Departure Headway (Hd) | 8.297 | 7.082 | 6.83 | 8.327 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 437 | 512 | 528 | 434 |
| Service Time | 6.297 | 5.164 | 4.91 | 6.327 |
| HCM Lane V/C Ratio | 0.451 | 0.971 | 1 | 0.463 |
| HCM Control Delay, s/veh | 17.9 | 61.3 | 66.2 | 18.2 |
| HCM Lane LOS | C | F | F | C |
| HCM 95th-tile Q | 2.3 | 12.9 | 14.1 | 2.4 |

No Build PM Peak Hour
14: Bending Branch Way/Krassner Drive & Malabar Road

Lanes, Volumes, Timings

01/29/2024

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  | | |  | | |  | |
| Traffic Volume (vph) | 44 | 886 | 50 | 106 | 797 | 119 | 20 | 0 | 66 | 53 | 0 | 11 |
| Future Volume (vph) | 44 | 886 | 50 | 106 | 797 | 119 | 20 | 0 | 66 | 53 | 0 | 11 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | 200 | 340 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Satd. Flow (prot) | 1719 | 1863 | 1615 | 1787 | 1682 | 0 | 0 | 1618 | 0 | 0 | 1751 | 0 |
| Flt Permitted | 0.163 | | | 0.133 | | | | 0.915 | | | 0.808 | |
| Satd. Flow (perm) | 295 | 1863 | 1615 | 250 | 1682 | 0 | 0 | 1497 | 0 | 0 | 1474 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 74 | | 7 | | | 81 | | | 81 | |
| Link Speed (mph) | | 35 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 3156 | | | 2581 | | | 187 | | | 529 | |
| Travel Time (s) | | 61.5 | | | 50.3 | | | 3.6 | | | 10.3 | |
| 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 |
| Heavy Vehicles (%) | 5% | 2% | 0% | 1% | 12% | 2% | 11% | 0% | 2% | 2% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 47 | 943 | 53 | 113 | 975 | 0 | 0 | 91 | 0 | 0 | 68 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | | 8 | | | 4 | | |
| Total Split (s) | 30.4 | 51.8 | 51.8 | 30.4 | 51.8 | | 41.0 | 41.0 | | 41.0 | 41.0 | |
| Total Lost Time (s) | 5.4 | 6.8 | 6.8 | 5.4 | 6.8 | | | 6.0 | | | 6.0 | |
| Act Effct Green (s) | 55.0 | 47.5 | 47.5 | 58.8 | 54.3 | | | 7.6 | | | 7.6 | |
| Actuated g/C Ratio | 0.71 | 0.61 | 0.61 | 0.76 | 0.70 | | | 0.10 | | | 0.10 | |
| v/c Ratio | 0.14 | 0.82 | 0.05 | 0.34 | 0.82 | | | 0.41 | | | 0.31 | |
| Control Delay (s/veh) | 3.9 | 22.0 | 1.5 | 5.7 | 21.7 | | | 16.4 | | | 10.7 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay (s/veh) | 3.9 | 22.0 | 1.5 | 5.7 | 21.7 | | | 16.4 | | | 10.7 | |
| LOS | A | C | A | A | C | | | B | | | B | |
| Approach Delay (s/veh) | | 20.2 | | | 20.1 | | | 16.5 | | | 10.8 | |
| Approach LOS | | C | | | C | | | B | | | B | |
| Queue Length 50th (ft) | 4 | 343 | 0 | 10 | 404 | | | 4 | | | 0 | |
| Queue Length 95th (ft) | 12 | #694 | 10 | 25 | #763 | | | 47 | | | 29 | |
| Internal Link Dist (ft) | | 3076 | | | 2501 | | | 107 | | | 449 | |
| Turn Bay Length (ft) | 200 | | 200 | 340 | | | | | | | | |
| Base Capacity (vph) | 692 | 1141 | 1018 | 693 | 1179 | | | 720 | | | 710 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | 0.07 | 0.83 | 0.05 | 0.16 | 0.83 | | | 0.13 | | | 0.10 | |
| Intersection Summary | | | | | | | | | | | | |
| Area Type: | Other | | | | | | | | | | | |
| Cycle Length: | 123.2 | | | | | | | | | | | |
| Actuated Cycle Length: | 77.6 | | | | | | | | | | | |
| Control Type: | Semi Act-Uncoord | | | | | | | | | | | |
| Maximum v/c Ratio: | 0.83 | | | | | | | | | | | |

No Build PM Peak Hour
 14: Bending Branch Way/Krassner Drive & Malabar Road

Lanes, Volumes, Timings

01/29/2024

Intersection Signal Delay (s/veh): 19.7

Intersection LOS: B

Intersection Capacity Utilization 78.8%

ICU Level of Service D

Analysis Period (min) 15

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























Queue shown is maximum after two cycles.

Splits and Phases: 14: Bending Branch Way/Krassner Drive & Malabar Road

| | | |
|--|--|--|
|  Ø1 30.4 s |  Ø2 51.8 s |  Ø4 41 s |
|  Ø5 30.4 s |  Ø6 51.8 s |  Ø8 41 s |

No Build PM Peak Hour
19: Jupiter Boulevard & Malabar Road

Lanes, Volumes, Timings
01/29/2024

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  | |  |  |  |  |  |  |
| Traffic Volume (vph) | 123 | 546 | 293 | 55 | 619 | 258 | 262 | 214 | 38 | 200 | 176 | 202 |
| Future Volume (vph) | 123 | 546 | 293 | 55 | 619 | 258 | 262 | 214 | 38 | 200 | 176 | 202 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 175 | | 0 | 220 | | 0 | 220 | | 220 | 240 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Satd. Flow (prot) | 1787 | 1772 | 0 | 1736 | 1754 | 0 | 1671 | 1667 | 1482 | 1787 | 1706 | 0 |
| Flt Permitted | 0.051 | | | 0.056 | | | 0.157 | | | 0.325 | | |
| Satd. Flow (perm) | 96 | 1772 | 0 | 102 | 1754 | 0 | 276 | 1667 | 1482 | 611 | 1706 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 18 | | | 14 | | | | 158 | | | 28 |
| Link Speed (mph) | | 35 | | | 35 | | | 35 | | | | 35 |
| Link Distance (ft) | | 3773 | | | 2837 | | | 1439 | | | | 601 |
| Travel Time (s) | | 73.5 | | | 55.3 | | | 28.0 | | | | 11.7 |
| 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 |
| Heavy Vehicles (%) | 1% | 2% | 1% | 4% | 5% | 0% | 8% | 14% | 9% | 1% | 3% | 2% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 132 | 902 | 0 | 59 | 943 | 0 | 282 | 230 | 41 | 215 | 406 | 0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | Perm | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | | 7 | 4 | |
| Permitted Phases | 2 | | | 6 | | | 8 | | 8 | 4 | | |
| Total Split (s) | 37.0 | 78.0 | | 37.0 | 78.0 | | 27.0 | 28.0 | 28.0 | 37.0 | 33.0 | |
| Total Lost Time (s) | 7.0 | 8.0 | | 7.0 | 8.0 | | 7.0 | 8.0 | 8.0 | 7.0 | 8.0 | |
| Act Effect Green (s) | 89.9 | 77.8 | | 79.2 | 70.1 | | 46.5 | 25.4 | 25.4 | 46.8 | 25.8 | |
| Actuated g/C Ratio | 0.57 | 0.49 | | 0.50 | 0.44 | | 0.29 | 0.16 | 0.16 | 0.29 | 0.16 | |
| v/c Ratio | 0.68 | 1.03 | | 0.44 | 1.20 | | 1.10 | 0.86 | 0.11 | 0.65 | 1.35 | |
| Control Delay (s/veh) | 52.5 | 77.5 | | 31.9 | 144.2 | | 130.3 | 93.5 | 0.6 | 50.3 | 223.8 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay (s/veh) | 52.5 | 77.5 | | 31.9 | 144.2 | | 130.3 | 93.5 | 0.6 | 50.3 | 223.8 | |
| LOS | D | E | | C | F | | F | F | A | D | F | |
| Approach Delay (s/veh) | | 74.4 | | | 137.7 | | | 105.4 | | | 163.8 | |
| Approach LOS | | E | | | F | | | F | | | F | |
| Queue Length 50th (ft) | 83 | ~1008 | | 26 | ~1169 | | ~278 | 235 | 0 | 167 | ~530 | |
| Queue Length 95th (ft) | 162 | #1369 | | 64 | #1583 | | #541 | #487 | 0 | 257 | #765 | |
| Internal Link Dist (ft) | | 3693 | | | 2757 | | | 1359 | | | 521 | |
| Turn Bay Length (ft) | 175 | | | 220 | | | 220 | | 220 | 240 | | |
| Base Capacity (vph) | 374 | 875 | | 366 | 780 | | 256 | 266 | 369 | 428 | 344 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.35 | 1.03 | | 0.16 | 1.21 | | 1.10 | 0.86 | 0.11 | 0.50 | 1.18 | |

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 159.1
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.35

No Build PM Peak Hour 19: Jupiter Boulevard & Malabar Road

Lanes, Volumes, Timings
01/29/2024

Intersection Signal Delay (s/veh): 116.8

Intersection LOS: F

Intersection Capacity Utilization 116.2%

ICU Level of Service H

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.







Splits and Phases: 19: Jupiter Boulevard & Malabar Road

| | | | |
|--|--|---|--|
|  Ø1 37 s |  Ø2 78 s |  Ø3 27 s |  Ø4 33 s |
|  Ø5 37 s |  Ø6 78 s |  Ø7 37 s |  Ø8 28 s |

Future Build Capacity Analyses

Build AM Peak Hour
3: Malabar Road & St. Johns Heritage Parkway

HCM 7th TWSC
01/29/2024

| Intersection | | | | | | |
|--------------------------|---|---|---|---|---|---|
| Int Delay, s/veh | 793.4 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations |  |  |  |  |  |  |
| Traffic Vol, veh/h | 187 | 349 | 693 | 616 | 339 | 274 |
| Future Vol, veh/h | 187 | 349 | 693 | 616 | 339 | 274 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 350 | - | - | 250 | 0 | 340 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 79 | 79 | 79 | 79 | 79 | 79 |
| Heavy Vehicles, % | 7 | 6 | 3 | 3 | 2 | 5 |
| Mvmt Flow | 237 | 442 | 877 | 780 | 429 | 347 |

| Major/Minor | Major1 | Major2 | Minor2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 1657 | 0 | 0 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Critical Hdwy | 4.17 | - | - |
| Critical Hdwy Stg 1 | - | - | - |
| Critical Hdwy Stg 2 | - | - | - |
| Follow-up Hdwy | 2.263 | - | - |
| Pot Cap-1 Maneuver | 376 | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | 376 | - | - |
| Mov Cap-2 Maneuver | - | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |






| Approach | EB | WB | SB |
|-----------------------------|----|----|------------|
| HCM Control Delay, s/v10.31 | | 0 | \$ 3172.21 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|---------------------------|------|-----|-----|-----|-----------|-------|
| Capacity (veh/h) | 376 | - | - | - | 33 | 343 |
| HCM Lane V/C Ratio | 0.63 | - | - | - | 13.077 | 1.011 |
| HCM Control Delay (s/veh) | 29.6 | - | - | - | \$ 5665.9 | 87 |
| HCM Lane LOS | D | - | - | - | F | F |
| HCM 95th %tile Q(veh) | 4.1 | - | - | - | 52.6 | 11.6 |

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

Build AM Peak Hour
6: St. Johns Heritage Parkway & Pace Drive

HCM 7th TWSC
01/29/2024






| Intersection | | | | | | |
|--------------------------|---|---|---|---|------|---|
| Int Delay, s/veh | 76.3 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations |  |  |  |  | |  |
| Traffic Vol, veh/h | 163 | 327 | 870 | 78 | 74 | 498 |
| Future Vol, veh/h | 163 | 327 | 870 | 78 | 74 | 498 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 400 | - | 300 | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 4 | 2 | 2 | 5 | 6 | 4 |
| Mvmt Flow | 181 | 363 | 967 | 87 | 82 | 553 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|-------|---|
| Conflicting Flow All | 1684 | 967 | 0 | 0 | 1053 | 0 |
| Stage 1 | 967 | - | - | - | - | - |
| Stage 2 | 718 | - | - | - | - | - |
| Critical Hdwy | 6.44 | 6.22 | - | - | 4.16 | - |
| Critical Hdwy Stg 1 | 5.44 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.44 | - | - | - | - | - |
| Follow-up Hdwy | 3.536 | 3.318 | - | - | 2.254 | - |
| Pot Cap-1 Maneuver | ~ 102 | ~ 309 | - | - | 646 | - |
| Stage 1 | 366 | - | - | - | - | - |
| Stage 2 | 480 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | ~ 84 | ~ 309 | - | - | 646 | - |
| Mov Cap-2 Maneuver | ~ 84 | - | - | - | - | - |
| Stage 1 | 366 | - | - | - | - | - |
| Stage 2 | 391 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-------|----|------|
| HCM Control Delay, s | 311.1 | 0 | 1.47 |
| HCM LOS | F | | |








| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | WBLn2 | SBL | SBT |
|---------------------------|-----|----------|----------------|-------|-----|
| Capacity (veh/h) | - | - | 84 309 | 233 | - |
| HCM Lane V/C Ratio | - | - | 2.169 1.178 | 0.127 | - |
| HCM Control Delay (s/veh) | - | - | \$ 644.6 144.9 | 11.4 | 0 |
| HCM Lane LOS | - | - | F F | B | A |
| HCM 95th %tile Q(veh) | - | - | 16.4 15.6 | 0.4 | - |

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

| Intersection | | | | | | |
|--|---|---|---|---|-------|---|
| Int Delay, s/veh | 283.2 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations |  |  |  |  | |  |
| Traffic Vol, veh/h | 159 | 440 | 1460 | 87 | 84 | 257 |
| Future Vol, veh/h | 159 | 440 | 1460 | 87 | 84 | 257 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 0 | 1 | 1 | 0 | 8 | 6 |
| Mvmt Flow | 169 | 468 | 1553 | 93 | 89 | 273 |
| Major/Minor | Minor1 | Major1 | Major2 | | | |
| Conflicting Flow All | 2005 | 1553 | 0 | 0 | 1646 | 0 |
| Stage 1 | 1553 | - | - | - | - | - |
| Stage 2 | 452 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.21 | - | - | 4.18 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.309 | - | - | 2.272 | - |
| Pot Cap-1 Maneuver | ~ 66 | ~ 140 | - | - | 377 | - |
| Stage 1 | 194 | - | - | - | - | - |
| Stage 2 | 645 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | ~ 48 | ~ 140 | - | - | 377 | - |
| Mov Cap-2 Maneuver | ~ 48 | - | - | - | - | - |
| Stage 1 | 194 | - | - | - | - | - |
| Stage 2 | 465 | - | - | - | - | - |
| Approach | WB | NB | SB | | | |
| HCM Control Delay, s/veh | 173.2 | 0 | 4.31 | | | |
| HCM LOS | F | | | | | |
| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
| Capacity (veh/h) | - | - | 48 | 140 | 320 | - |
| HCM Lane V/C Ratio | - | - | 3.549 | 3.339 | 0.237 | - |
| HCM Control Delay (s/veh) | - | \$ 1324 | \$ 1118.5 | | 17.5 | 0 |
| HCM Lane LOS | - | - | F | F | C | A |
| HCM 95th %tile Q(veh) | - | - | 18.6 | 44.9 | 0.9 | - |
| Notes | | | | | | |
| ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon | | | | | | |

Build AM Peak Hour
9: East Site Driveway/Thunderbird Avenue & Malabar Road

HCM 7th TWSC
01/29/2024

| Intersection | | | | | | | | | | | | |
|--------------------------|---|---|---|---|---|------|------|---|------|------|---|------|
| Int Delay, s/veh | 54.6 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  | | |  | | |  | |
| Traffic Vol, veh/h | 7 | 654 | 20 | 31 | 1224 | 7 | 48 | 3 | 48 | 3 | 2 | 21 |
| Future Vol, veh/h | 7 | 654 | 20 | 31 | 1224 | 7 | 48 | 3 | 48 | 3 | 2 | 21 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 220 | - | 300 | 220 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 0 | 4 | 0 | 0 | 3 | 14 | 0 | 0 | 0 | 67 | 0 | 0 |
| Mvmt Flow | 8 | 769 | 24 | 36 | 1440 | 8 | 56 | 4 | 56 | 4 | 2 | 25 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|-----|--------|------|------|
| Conflicting Flow All | 1448 | 0 | 0 | 793 | 0 | 0 | 2300 | 2307 | 769 | 2305 | 2326 | 1444 |
| Stage 1 | - | - | - | - | - | - | 786 | 786 | - | 1517 | 1517 | - |
| Stage 2 | - | - | - | - | - | - | 1514 | 1521 | - | 788 | 809 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.77 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.77 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.77 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 4.103 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 474 | - | - | 837 | - | - | ~ 28 | 39 | 404 | 17 | 38 | 164 |
| Stage 1 | - | - | - | - | - | - | 388 | 406 | - | 106 | 183 | - |
| Stage 2 | - | - | - | - | - | - | 151 | 183 | - | 302 | 396 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 474 | - | - | 837 | - | - | ~ 21 | 36 | 404 | 13 | 35 | 164 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | ~ 21 | 36 | - | 13 | 35 | - |
| Stage 1 | - | - | - | - | - | - | 382 | 399 | - | 102 | 175 | - |
| Stage 2 | - | - | - | - | - | - | 121 | 175 | - | 253 | 389 | - |




| Approach | EB | WB | NB | SB |
|------------------------|------|------|------------|--------|
| HCM Control Delay, s/v | 0.13 | 0.23 | \$ 1106.43 | 111.28 |
| HCM LOS | | | F | F |






| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---------------------------|-----------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 39 | 474 | - | - | 837 | - | - | 62 |
| HCM Lane V/C Ratio | 2.973 | 0.017 | - | - | 0.044 | - | - | 0.497 |
| HCM Control Delay (s/veh) | \$ 1106.4 | 12.7 | - | - | 9.5 | - | - | 111.3 |
| HCM Lane LOS | F | B | - | - | A | - | - | F |
| HCM 95th %tile Q(veh) | 13 | 0.1 | - | - | 0.1 | - | - | 2 |

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

Build AM Peak Hour
18: Hurley Boulevard & Malabar Road

HCM 7th TWSC
01/29/2024

| Intersection | | | | | | |
|----------------------------|---|------------------------|--------|---|---|--------------------------------|
| Int Delay, s/veh | 148.7 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations |  | | |  |  | |
| Traffic Vol, veh/h | 907 | 75 | 57 | 1035 | 114 | 70 |
| Future Vol, veh/h | 907 | 75 | 57 | 1035 | 114 | 70 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 3 | 5 | 8 | 3 | 3 | 5 |
| Mvmt Flow | 1008 | 83 | 63 | 1150 | 127 | 78 |
| | | | | | | |
| Major/Minor | Major1 | | Major2 | | Minor1 | |
| Conflicting Flow All | 0 | 0 | 1091 | 0 | 2326 | 1049 |
| Stage 1 | - | - | - | - | 1049 | - |
| Stage 2 | - | - | - | - | 1277 | - |
| Critical Hdwy | - | - | 4.18 | - | 6.43 | 6.25 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.43 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.43 | - |
| Follow-up Hdwy | - | - | 2.272 | - | 3.527 | 3.345 |
| Pot Cap-1 Maneuver | - | - | 618 | - | ~ 41 | 272 |
| Stage 1 | - | - | - | - | 336 | - |
| Stage 2 | - | - | - | - | 261 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 618 | - | ~ 29 | 272 |
| Mov Cap-2 Maneuver | - | - | - | - | ~ 29 | - |
| Stage 1 | - | - | - | - | 336 | - |
| Stage 2 | - | - | - | - | 187 | - |
| | | | | | | |
| | | | | | | |
| Approach | EB | | WB | | NB | |
| HCM Control Delay, s/v | 0 | | 0.6 | | \$ 1821.14 | |
| HCM LOS | F | | | | | |
| | | | | | | |
| | | | | | | |
| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT | |
| Capacity (veh/h) | 44 | - | - | 94 | - | |
| HCM Lane V/C Ratio | 4.636 | - | - | 0.103 | - | |
| HCM Control Delay (s/veh) | \$ 1821.1 | - | - | 11.5 | 0 | |
| HCM Lane LOS | F | - | - | B | A | |
| HCM 95th %tile Q(veh) | 23.3 | - | - | 0.3 | - | |
| Notes | | | | | | |
| ~: Volume exceeds capacity | | \$: Delay exceeds 300s | | +: Computation Not Defined | | *: All major volume in platoon |

| Intersection | | | | | | |
|--------------------------|---|------|---|---|---|---|
| Int Delay, s/veh | 12.8 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations |  | |  |  |  |  |
| Traffic Vol, veh/h | 856 | 47 | 115 | 717 | 42 | 194 |
| Future Vol, veh/h | 856 | 47 | 115 | 717 | 42 | 194 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 250 | - | - | 115 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, % | 4 | 5 | 6 | 4 | 3 | 3 |
| Mvmt Flow | 995 | 55 | 134 | 834 | 49 | 226 |

| Major/Minor | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 1050 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Critical Hdwy | - | - | 4.16 |
| Critical Hdwy Stg 1 | - | - | - |
| Critical Hdwy Stg 2 | - | - | - |
| Follow-up Hdwy | - | - | 2.254 |
| Pot Cap-1 Maneuver | - | - | 648 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | - | - | 648 |
| Mov Cap-2 Maneuver | - | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |

| Approach | EB | WB | NB |
|------------------------|----|------|--------|
| HCM Control Delay, s/v | 0 | 1.66 | 100.79 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---------------------------|----------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 43 | 285 | - | - | 648 | - |
| HCM Lane V/C Ratio | 1.126 | 0.792 | - | - | 0.206 | - |
| HCM Control Delay (s/veh) | \$ 323.5 | 52.6 | - | - | 12 | - |
| HCM Lane LOS | F | F | - | - | B | - |
| HCM 95th %tile Q(veh) | 4.6 | 6.2 | - | - | 0.8 | - |

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

| Intersection | |
|---------------------------|------|
| Intersection Delay, s/veh | 55.9 |
| Intersection LOS | F |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 24 | 399 | 44 | 25 | 404 | 41 | 85 | 116 | 44 | 56 | 84 | 20 |
| Future Vol, veh/h | 24 | 399 | 44 | 25 | 404 | 41 | 85 | 116 | 44 | 56 | 84 | 20 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles, % | 5 | 4 | 10 | 4 | 4 | 5 | 1 | 1 | 8 | 0 | 7 | 0 |
| Mvmt Flow | 26 | 438 | 48 | 27 | 444 | 45 | 93 | 127 | 48 | 62 | 92 | 22 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|------|------|------|------|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay, s/veh | 70.7 | 71.4 | 22.9 | 17.9 |
| HCM LOS | F | F | C | C |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|--------------------------|-------|-------|-------|-------|
| Vol Left, % | 35% | 5% | 5% | 35% |
| Vol Thru, % | 47% | 85% | 86% | 53% |
| Vol Right, % | 18% | 9% | 9% | 13% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 245 | 467 | 470 | 160 |
| LT Vol | 85 | 24 | 25 | 56 |
| Through Vol | 116 | 399 | 404 | 84 |
| RT Vol | 44 | 44 | 41 | 20 |
| Lane Flow Rate | 269 | 513 | 516 | 176 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.601 | 1.012 | 1.015 | 0.415 |
| Departure Headway (Hd) | 8.262 | 7.297 | 7.279 | 8.781 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 439 | 503 | 501 | 413 |
| Service Time | 6.262 | 5.297 | 5.279 | 6.781 |
| HCM Lane V/C Ratio | 0.613 | 1.02 | 1.03 | 0.426 |
| HCM Control Delay, s/veh | 22.9 | 70.7 | 71.4 | 17.9 |
| HCM Lane LOS | C | F | F | C |
| HCM 95th-tile Q | 3.8 | 14.1 | 14.2 | 2 |

Intersection




















Int Delay, s/veh 1.4

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| Traffic Vol, veh/h | 635 | 20 | 30 | 1263 | 14 | 46 |
| Future Vol, veh/h | 635 | 20 | 30 | 1263 | 14 | 46 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 200 | 110 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 690 | 22 | 33 | 1373 | 15 | 50 |

| Major/Minor | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 712 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Critical Hdwy | - | - | 4.12 |
| Critical Hdwy Stg 1 | - | - | - |
| Critical Hdwy Stg 2 | - | - | - |
| Follow-up Hdwy | - | - | 2.218 |
| Pot Cap-1 Maneuver | - | - | 888 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | - | - | 888 |
| Mov Cap-2 Maneuver | - | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |

| Approach | EB | WB | NB |
|------------------------|----|------|-------|
| HCM Control Delay, s/v | 0 | 0.21 | 41.27 |
| HCM LOS | | | E |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---------------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 162 | - | - | 888 | - |
| HCM Lane V/C Ratio | 0.401 | - | - | 0.037 | - |
| HCM Control Delay (s/veh) | 41.3 | - | - | 9.2 | - |
| HCM Lane LOS | E | - | - | A | - |
| HCM 95th %tile Q(veh) | 1.8 | - | - | 0.1 | - |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  | | |  | | |  | |
| Traffic Volume (vph) | 22 | 795 | 19 | 62 | 1073 | 67 | 72 | 3 | 88 | 92 | 1 | 47 |
| Future Volume (vph) | 22 | 795 | 19 | 62 | 1073 | 67 | 72 | 3 | 88 | 92 | 1 | 47 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | 200 | 340 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Satd. Flow (prot) | 1719 | 1810 | 1429 | 1736 | 1831 | 0 | 0 | 1682 | 0 | 0 | 1734 | 0 |
| Flt Permitted | 0.084 | | | 0.133 | | | | 0.807 | | | 0.669 | |
| Satd. Flow (perm) | 152 | 1810 | 1429 | 243 | 1831 | 0 | 0 | 1388 | 0 | 0 | 1198 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 74 | | 3 | | | 48 | | | 21 | |
| Link Speed (mph) | | 35 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 3156 | | | 2581 | | | 187 | | | 529 | |
| Travel Time (s) | | 61.5 | | | 50.3 | | | 3.6 | | | 10.3 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 5% | 5% | 13% | 4% | 3% | 0% | 3% | 33% | 1% | 1% | 100% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 24 | 864 | 21 | 67 | 1239 | 0 | 0 | 177 | 0 | 0 | 152 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | | 8 | | | 4 | | |
| Total Split (s) | 30.4 | 51.8 | 51.8 | 30.4 | 51.8 | | 41.0 | 41.0 | | 41.0 | 41.0 | |
| Total Lost Time (s) | 5.4 | 6.8 | 6.8 | 5.4 | 6.8 | | | 6.0 | | | 6.0 | |
| Act Effect Green (s) | 51.7 | 45.7 | 45.7 | 55.0 | 50.8 | | | 14.4 | | | 14.4 | |
| Actuated g/C Ratio | 0.63 | 0.55 | 0.55 | 0.67 | 0.62 | | | 0.17 | | | 0.17 | |
| v/c Ratio | 0.11 | 0.86 | 0.02 | 0.23 | 1.09 | | | 0.62 | | | 0.67 | |
| Control Delay (s/veh) | 6.7 | 29.7 | 0.0 | 7.2 | 77.7 | | | 33.6 | | | 43.2 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay (s/veh) | 6.7 | 29.7 | 0.0 | 7.2 | 77.7 | | | 33.6 | | | 43.2 | |
| LOS | A | C | A | A | E | | | C | | | D | |
| Approach Delay (s/veh) | | 28.4 | | | 74.1 | | | 33.7 | | | 43.2 | |
| Approach LOS | | C | | | E | | | C | | | D | |
| Queue Length 50th (ft) | 3 | 383 | 0 | 10 | 566 | | | 63 | | | 65 | |
| Queue Length 95th (ft) | 13 | #762 | 0 | 28 | #1235 | | | 131 | | | 131 | |
| Internal Link Dist (ft) | | 3076 | | | 2501 | | | 107 | | | 449 | |
| Turn Bay Length (ft) | 200 | | 200 | 340 | | | | | | | | |
| Base Capacity (vph) | 586 | 1001 | 824 | 625 | 1128 | | | 624 | | | 527 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | 0.04 | 0.86 | 0.03 | 0.11 | 1.10 | | | 0.28 | | | 0.29 | |

Intersection Summary

Area Type: Other

Cycle Length: 123.2

Actuated Cycle Length: 82.5

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.10

Intersection Signal Delay (s/veh): 53.1

Intersection LOS: D

Intersection Capacity Utilization 83.5%

ICU Level of Service E

Analysis Period (min) 15

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























Queue shown is maximum after two cycles.

Splits and Phases: 14: Bending Branch Way/Krassner Drive & Malabar Road

| | | |
|---|---|---|
| <div>  <div>Ø1</div> </div> <div> <div>30.4 s</div> <div></div> </div> | <div>  <div>Ø2</div> </div> <div> <div>51.8 s</div> <div></div> </div> | <div>  <div>Ø4</div> </div> <div> <div>41 s</div> <div></div> </div> |
| <div>  <div>Ø5</div> </div> <div> <div>30.4 s</div> <div></div> </div> | <div>  <div>Ø6</div> </div> <div> <div>51.8 s</div> <div></div> </div> | <div>  <div>Ø8</div> </div> <div> <div>41 s</div> <div></div> </div> |

Build AM Peak Hour
19: Jupiter Boulevard & Malabar Road

Lanes, Volumes, Timings
01/29/2024









| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  | |  |  |  |  |  |  |
| Traffic Volume (vph) | 226 | 604 | 188 | 49 | 567 | 136 | 286 | 231 | 42 | 231 | 188 | 153 |
| Future Volume (vph) | 226 | 604 | 188 | 49 | 567 | 136 | 286 | 231 | 42 | 231 | 188 | 153 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 175 | | 0 | 220 | | 0 | 220 | | 220 | 240 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Satd. Flow (prot) | 1805 | 1766 | 0 | 1770 | 1764 | 0 | 1752 | 1845 | 1615 | 1719 | 1714 | 0 |
| Flt Permitted | 0.051 | | | 0.110 | | | 0.176 | | | 0.158 | | |
| Satd. Flow (perm) | 97 | 1766 | 0 | 205 | 1764 | 0 | 325 | 1845 | 1615 | 286 | 1714 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 10 | | | 8 | | | | 158 | | 20 | |
| Link Speed (mph) | | 35 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 3773 | | | 2837 | | | 1439 | | | 601 | |
| Travel Time (s) | | 73.5 | | | 55.3 | | | 28.0 | | | 11.7 | |
| 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 |
| Heavy Vehicles (%) | 0% | 3% | 6% | 2% | 5% | 3% | 3% | 3% | 0% | 5% | 3% | 4% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 240 | 843 | 0 | 52 | 748 | 0 | 304 | 246 | 45 | 246 | 363 | 0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | Perm | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | | 7 | 4 | |
| Permitted Phases | 2 | | | 6 | | | 8 | | 8 | 4 | | |
| Total Split (s) | 37.0 | 78.0 | | 37.0 | 78.0 | | 27.0 | 28.0 | 28.0 | 37.0 | 33.0 | |
| Total Lost Time (s) | 7.0 | 8.0 | | 7.0 | 8.0 | | 7.0 | 8.0 | 8.0 | 7.0 | 8.0 | |
| Act Effct Green (s) | 101.4 | 88.3 | | 78.9 | 70.1 | | 43.7 | 22.7 | 22.7 | 51.3 | 27.0 | |
| Actuated g/C Ratio | 0.59 | 0.52 | | 0.46 | 0.41 | | 0.26 | 0.13 | 0.13 | 0.30 | 0.16 | |
| v/c Ratio | 0.82 | 0.91 | | 0.31 | 1.02 | | 1.21 | 1.00 | 0.12 | 0.84 | 1.26 | |
| Control Delay (s/veh) | 72.9 | 53.8 | | 22.3 | 87.7 | | 170.4 | 128.8 | 0.7 | 72.9 | 193.4 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay (s/veh) | 72.9 | 53.8 | | 22.3 | 87.7 | | 170.4 | 128.8 | 0.7 | 72.9 | 193.4 | |
| LOS | E | D | | C | F | | F | F | A | E | F | |
| Approach Delay (s/veh) | | 58.1 | | | 83.5 | | | 140.4 | | | 144.8 | |
| Approach LOS | | E | | | F | | | F | | | F | |
| Queue Length 50th (ft) | 207 | 851 | | 23 | ~868 | | ~365 | ~314 | 0 | 219 | ~500 | |
| Queue Length 95th (ft) | 324 | #1242 | | 46 | #1242 | | #624 | #544 | 0 | 332 | #721 | |
| Internal Link Dist (ft) | | 3693 | | | 2757 | | | 1359 | | | 521 | |
| Turn Bay Length (ft) | 175 | | | 220 | | | 220 | | 220 | 240 | | |
| Base Capacity (vph) | 358 | 919 | | 394 | 730 | | 251 | 245 | 351 | 345 | 318 | |
| 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 | 0.67 | 0.92 | | 0.13 | 1.02 | | 1.21 | 1.00 | 0.13 | 0.71 | 1.14 | |
| Intersection Summary | | | | | | | | | | | | |
| Area Type: | Other | | | | | | | | | | | |
| Cycle Length: | 180 | | | | | | | | | | | |
| Actuated Cycle Length: | 170.5 | | | | | | | | | | | |
| Control Type: | Actuated-Uncoordinated | | | | | | | | | | | |
| Maximum v/c Ratio: | 1.26 | | | | | | | | | | | |

Build AM Peak Hour
19: Jupiter Boulevard & Malabar Road

Lanes, Volumes, Timings
01/29/2024







| | |
|---|------------------------|
| Intersection Signal Delay (s/veh): 97.6 | Intersection LOS: F |
| Intersection Capacity Utilization 110.7% | ICU Level of Service H |
| Analysis Period (min) 15 | |
| ~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles. | |
| # 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles. | |

Splits and Phases: 19: Jupiter Boulevard & Malabar Road

| | | | |
|--|--|--|--|
|  Ø1 37 s |  Ø2 78 s |  Ø3 27 s |  Ø4 33 s |
|  Ø5 37 s |  Ø6 78 s |  Ø7 37 s |  Ø8 28 s |

Build PM Peak Hour
3: Malabar Road & St. Johns Heritage Parkway

HCM 7th TWSC
01/29/2024






| Intersection | | | | | | |
|--------------------------|---|---|---|---|---|---|
| Int Delay, s/veh | 360.7 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations |  |  |  |  |  |  |
| Traffic Vol, veh/h | 67 | 261 | 270 | 461 | 871 | 59 |
| Future Vol, veh/h | 67 | 261 | 270 | 461 | 871 | 59 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 350 | - | - | 250 | 0 | 340 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 22 | 12 | 1 | 15 |
| Mvmt Flow | 74 | 290 | 300 | 512 | 968 | 66 |

| Major/Minor | Major1 | Major2 | Minor2 |
|----------------------|--------|--------|---------------|
| Conflicting Flow All | 812 | 0 | 0 739 300 |
| Stage 1 | - | - | - 300 - |
| Stage 2 | - | - | - 439 - |
| Critical Hdwy | 4.12 | - | - 6.41 6.35 |
| Critical Hdwy Stg 1 | - | - | - 5.41 - |
| Critical Hdwy Stg 2 | - | - | - 5.41 - |
| Follow-up Hdwy | 2.218 | - | - 3.509 3.435 |
| Pot Cap-1 Maneuver | 814 | - | - ~ 386 710 |
| Stage 1 | - | - | - ~ 754 - |
| Stage 2 | - | - | - ~ 652 - |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | 814 | - | - ~ 351 710 |
| Mov Cap-2 Maneuver | - | - | - ~ 351 - |
| Stage 1 | - | - | - ~ 685 - |
| Stage 2 | - | - | - ~ 652 - |

| Approach | EB | WB | SB |
|-----------------------------|----|----|-----------|
| HCM Control Delay, s/v 2.02 | | 0 | \$ 770.72 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|---------------------------|-------|-----|-----|-----|----------|-------|
| Capacity (veh/h) | 814 | - | - | - | 351 | 710 |
| HCM Lane V/C Ratio | 0.091 | - | - | - | 2.758 | 0.092 |
| HCM Control Delay (s/veh) | 9.9 | - | - | - | \$ 822.2 | 10.6 |
| HCM Lane LOS | A | - | - | - | F | B |
| HCM 95th %tile Q(veh) | 0.3 | - | - | - | 81.6 | 0.3 |

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






| Intersection | | | | | | |
|--------------------------|---|---|---|---|------|---|
| Int Delay, s/veh | 111.4 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations |  |  |  |  | |  |
| Traffic Vol, veh/h | 94 | 95 | 508 | 89 | 277 | 934 |
| Future Vol, veh/h | 94 | 95 | 508 | 89 | 277 | 934 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 400 | - | 300 | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 16 | 0 | 9 | 11 | 1 | 1 |
| Mvmt Flow | 98 | 99 | 529 | 93 | 289 | 973 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|-------|---|
| Conflicting Flow All | 2079 | 529 | 0 | 0 | 622 | 0 |
| Stage 1 | 529 | - | - | - | - | - |
| Stage 2 | 1550 | - | - | - | - | - |
| Critical Hdwy | 6.56 | 6.2 | - | - | 4.11 | - |
| Critical Hdwy Stg 1 | 5.56 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.56 | - | - | - | - | - |
| Follow-up Hdwy | 3.644 | 3.3 | - | - | 2.209 | - |
| Pot Cap-1 Maneuver | ~ 54 | 553 | - | - | 964 | - |
| Stage 1 | 564 | - | - | - | - | - |
| Stage 2 | 179 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | ~ 19 | 553 | - | - | 964 | - |
| Mov Cap-2 Maneuver | ~ 19 | - | - | - | - | - |
| Stage 1 | 564 | - | - | - | - | - |
| Stage 2 | ~ 62 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---------------------------|-------|----|------|
| HCM Control Delay (s/veh) | 61.55 | 0 | 2.36 |
| HCM LOS | F | | |








| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---------------------------|-----|-----|--------|-------|-------|-----|
| Capacity (veh/h) | - | - | 19 | 553 | 412 | - |
| HCM Lane V/C Ratio | - | - | 5.245 | 0.179 | 0.299 | - |
| HCM Control Delay (s/veh) | - | \$ | 2322.4 | 12.9 | 10.3 | 0 |
| HCM Lane LOS | - | - | F | B | B | A |
| HCM 95th %tile Q(veh) | - | - | 12.8 | 0.6 | 1.3 | - |

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

| Intersection | | | | | | |
|----------------------------|---|---|---|---|-------|---|
| Int Delay, s/veh | 2.2 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations |  |  |  |  | |  |
| Traffic Vol, veh/h | 154 | 122 | 500 | 86 | 447 | 1171 |
| Future Vol, veh/h | 154 | 122 | 500 | 86 | 447 | 1171 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 6 | 3 | 8 | 0 | 1 | 0 |
| Mvmt Flow | 160 | 127 | 521 | 90 | 466 | 1220 |
| | | | | | | |
| Major/Minor | Minor1 | Major1 | | Major2 | | |
| Conflicting Flow All | 2672 | 521 | 0 | 0 | 610 | 0 |
| Stage 1 | 521 | - | - | - | - | - |
| Stage 2 | 2151 | - | - | - | - | - |
| Critical Hdwy | 6.46 | 6.23 | - | - | 4.11 | - |
| Critical Hdwy Stg 1 | 5.46 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.46 | - | - | - | - | - |
| Follow-up Hdwy | 3.554 | 3.327 | - | - | 2.209 | - |
| Pot Cap-1 Maneuver | ~ 24 | 554 | - | - | 973 | - |
| Stage 1 | 588 | - | - | - | - | - |
| Stage 2 | ~ 94 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 0 | 554 | - | - | 973 | - |
| Mov Cap-2 Maneuver | 0 | - | - | - | - | - |
| Stage 1 | 588 | - | - | - | - | - |
| Stage 2 | 0 | - | - | - | - | - |
| | | | | | | |
| Approach | WB | NB | | SB | | |
| HCM Control Delay, s/v | | 0 | | 3.33 | | |
| HCM LOS | - | | | | | |
| | | | | | | |
| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
| Capacity (veh/h) | - | - | - | 554 | ~ 314 | - |
| HCM Lane V/C Ratio | - | - | - | 0.23 | 0.478 | - |
| HCM Control Delay (s/veh) | - | - | - | 13.4 | 12 | 0 |
| HCM Lane LOS | - | - | - | B | B | A |
| HCM 95th %tile Q(veh) | - | - | - | 0.9 | 2.6 | - |
| Notes | | | | | | |
| ~: Volume exceeds capacity | | \$: Delay exceeds 300s | | +: Computation Not Defined | | *: All major volume in platoon |

Build PM Peak Hour
9: East Site Driveway/Thunderbird Avenue & Malabar Road

HCM 7th TWSC
01/29/2024




| Intersection | | | | | | | | | | | | |
|--------------------------|---|---|---|---|---|------|------|---|------|------|---|------|
| Int Delay, s/veh | 56.4 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  | | |  | | |  | |
| Traffic Vol, veh/h | 11 | 1029 | 48 | 63 | 725 | 8 | 58 | 2 | 54 | 6 | 3 | 3 |
| Future Vol, veh/h | 11 | 1029 | 48 | 63 | 725 | 8 | 58 | 2 | 54 | 6 | 3 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 220 | - | 300 | 220 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 1 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 13 | 1169 | 55 | 72 | 824 | 9 | 66 | 2 | 61 | 7 | 3 | 3 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|-----|
| Conflicting Flow All | 833 | 0 | 0 | 1224 | 0 | 0 | 2163 | 2170 | 1169 | 2167 | 2220 | 828 |
| Stage 1 | - | - | - | - | - | - | 1194 | 1194 | - | 972 | 972 | - |
| Stage 2 | - | - | - | - | - | - | 969 | 976 | - | 1195 | 1249 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 809 | - | - | 577 | - | - | ~ 35 | 47 | 237 | 34 | 44 | 374 |
| Stage 1 | - | - | - | - | - | - | 230 | 262 | - | 306 | 334 | - |
| Stage 2 | - | - | - | - | - | - | 308 | 332 | - | 229 | 247 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 809 | - | - | 577 | - | - | ~ 27 | 41 | 237 | 21 | 38 | 374 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | ~ 27 | 41 | - | 21 | 38 | - |
| Stage 1 | - | - | - | - | - | - | 226 | 258 | - | 268 | 292 | - |
| Stage 2 | - | - | - | - | - | - | 264 | 291 | - | 166 | 243 | - |

| Approach | EB | | WB | | NB | | SB | |
|------------------------|-----|--|------|--|-----------|--|--------|--|
| HCM Control Delay, s/v | 0.1 | | 0.96 | | \$ 966.91 | | 183.29 | |
| HCM LOS | | | | | F | | F | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---------------------------|----------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 47 | 809 | - | - | 577 | - | - | 32 |
| HCM Lane V/C Ratio | 2.734 | 0.015 | - | - | 0.124 | - | - | 0.425 |
| HCM Control Delay (s/veh) | \$ 966.9 | 9.5 | - | - | 12.1 | - | - | 183.3 |
| HCM Lane LOS | F | A | - | - | B | - | - | F |
| HCM 95th %tile Q(veh) | 13.8 | 0 | - | - | 0.4 | - | - | 1.4 |

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






| Intersection | | | | | | |
|--------------------------|---|------|------|---|---|------|
| Int Delay, s/veh | 43.2 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations |  | | |  |  | |
| Traffic Vol, veh/h | 944 | 131 | 97 | 1076 | 54 | 51 |
| Future Vol, veh/h | 944 | 131 | 97 | 1076 | 54 | 51 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 98 | 98 | 98 | 98 | 98 | 98 |
| Heavy Vehicles, % | 2 | 0 | 1 | 7 | 16 | 4 |
| Mvmt Flow | 963 | 134 | 99 | 1098 | 55 | 52 |

| Major/Minor | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 1097 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Critical Hdwy | - | - | 4.11 |
| Critical Hdwy Stg 1 | - | - | - |
| Critical Hdwy Stg 2 | - | - | - |
| Follow-up Hdwy | - | - | 2.209 |
| Pot Cap-1 Maneuver | - | - | 640 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | - | - | 640 |
| Mov Cap-2 Maneuver | - | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |

| Approach | EB | WB | NB |
|------------------------|----|------|-----------|
| HCM Control Delay, s/v | 0 | 0.96 | \$ 957.95 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---------------------------|--------|-----|-----|-------|-----|
| Capacity (veh/h) | 40 | - | - | 149 | - |
| HCM Lane V/C Ratio | 2.647 | - | - | 0.155 | - |
| HCM Control Delay (s/veh) | \$ 958 | - | - | 11.7 | 0 |
| HCM Lane LOS | F | - | - | B | A |
| HCM 95th %tile Q(veh) | 11.8 | - | - | 0.5 | - |

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

| Intersection | | | | | | |
|--------------------------|---|------|---|---|---|---|
| Int Delay, s/veh | 3.1 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations |  | |  |  |  |  |
| Traffic Vol, veh/h | 759 | 34 | 203 | 1048 | 11 | 105 |
| Future Vol, veh/h | 759 | 34 | 203 | 1048 | 11 | 105 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 250 | - | - | 115 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 2 | 0 | 1 | 2 | 0 | 3 |
| Mvmt Flow | 816 | 37 | 218 | 1127 | 12 | 113 |

| Major/Minor | Major1 | Major2 | Minor1 | | | |
|----------------------|--------|--------|--------|---|------|-------|
| Conflicting Flow All | 0 | 0 | 853 | 0 | 2398 | 834 |
| Stage 1 | - | - | - | - | 834 | - |
| Stage 2 | - | - | - | - | 1563 | - |
| Critical Hdwy | - | - | 4.11 | - | 6.4 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | - | - | 2.209 | - | 3.5 | 3.327 |
| Pot Cap-1 Maneuver | - | - | 791 | - | 37 | 366 |
| Stage 1 | - | - | - | - | 430 | - |
| Stage 2 | - | - | - | - | 192 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 791 | - | 27 | 366 |
| Mov Cap-2 Maneuver | - | - | - | - | 27 | - |
| Stage 1 | - | - | - | - | 430 | - |
| Stage 2 | - | - | - | - | 139 | - |

| Approach | EB | WB | NB |
|------------------------|----|------|-------|
| HCM Control Delay, s/v | 0 | 1.83 | 37.87 |
| HCM LOS | | | E |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---------------------------|-------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 27 | 366 | - | - | 791 | - |
| HCM Lane V/C Ratio | 0.437 | 0.308 | - | - | 0.276 | - |
| HCM Control Delay (s/veh) | 216.7 | 19.1 | - | - | 11.3 | - |
| HCM Lane LOS | F | C | - | - | B | - |
| HCM 95th %tile Q(veh) | 1.4 | 1.3 | - | - | 1.1 | - |




















| Intersection | |
|---------------------------|------|
| Intersection Delay, s/veh | 58.6 |
| Intersection LOS | F |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 6 | 393 | 74 | 62 | 410 | 35 | 69 | 63 | 53 | 37 | 136 | 15 |
| Future Vol, veh/h | 6 | 393 | 74 | 62 | 410 | 35 | 69 | 63 | 53 | 37 | 136 | 15 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 17 | 3 | 0 | 0 | 3 | 6 | 5 | 4 | 8 | 3 | 3 | 0 |
| Mvmt Flow | 7 | 427 | 80 | 67 | 446 | 38 | 75 | 68 | 58 | 40 | 148 | 16 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|------|------|------|------|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay, s/veh | 67.7 | 79.7 | 18.2 | 18.5 |
| HCM LOS | F | F | C | C |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|--------------------------|-------|-------|-------|-------|
| Vol Left, % | 37% | 1% | 12% | 20% |
| Vol Thru, % | 34% | 83% | 81% | 72% |
| Vol Right, % | 29% | 16% | 7% | 8% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 185 | 473 | 507 | 188 |
| LT Vol | 69 | 6 | 62 | 37 |
| Through Vol | 63 | 393 | 410 | 136 |
| RT Vol | 53 | 74 | 35 | 15 |
| Lane Flow Rate | 201 | 514 | 551 | 204 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.453 | 1.001 | 1.05 | 0.462 |
| Departure Headway (Hd) | 8.444 | 7.257 | 6.965 | 8.477 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 430 | 504 | 524 | 427 |
| Service Time | 6.444 | 5.257 | 4.965 | 6.477 |
| HCM Lane V/C Ratio | 0.467 | 1.02 | 1.052 | 0.478 |
| HCM Control Delay, s/veh | 18.2 | 67.7 | 79.7 | 18.5 |
| HCM Lane LOS | C | F | F | C |
| HCM 95th-tile Q | 2.3 | 13.7 | 16 | 2.4 |

| Intersection | | | | | | |
|---------------------------|--------|------|--------|-------|--------|-------|
| Int Delay, s/veh | 2 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑ | ↗ | ↖ | ↑ | ↘↗ | |
| Traffic Vol, veh/h | 1035 | 50 | 61 | 725 | 12 | 53 |
| Future Vol, veh/h | 1035 | 50 | 61 | 725 | 12 | 53 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 200 | 110 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1125 | 54 | 66 | 788 | 13 | 58 |
| | | | | | | |
| Major/Minor | Major1 | | Major2 | | Minor1 | |
| Conflicting Flow All | 0 | 0 | 1179 | 0 | 2046 | 1125 |
| Stage 1 | - | - | - | - | 1125 | - |
| Stage 2 | - | - | - | - | 921 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 592 | - | 62 | 250 |
| Stage 1 | - | - | - | - | 310 | - |
| Stage 2 | - | - | - | - | 388 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 592 | - | 55 | 250 |
| Mov Cap-2 Maneuver | - | - | - | - | 55 | - |
| Stage 1 | - | - | - | - | 310 | - |
| Stage 2 | - | - | - | - | 345 | - |
| | | | | | | |
| | | | | | | |
| Approach | EB | | WB | | NB | |
| HCM Control Delay, s/v | 0 | | 0.92 | | 48.45 | |
| HCM LOS | | | | | E | |
| | | | | | | |
| | | | | | | |
| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT | |
| Capacity (veh/h) | 151 | - | - | 592 | - | |
| HCM Lane V/C Ratio | 0.469 | - | - | 0.112 | - | |
| HCM Control Delay (s/veh) | 48.4 | - | - | 11.8 | - | |
| HCM Lane LOS | E | - | - | B | - | |
| HCM 95th %tile Q(veh) | 2.2 | - | - | 0.4 | - | |

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  | | |  | | |  | |
| Traffic Volume (vph) | 44 | 965 | 50 | 106 | 903 | 119 | 20 | 0 | 66 | 53 | 0 | 11 |
| Future Volume (vph) | 44 | 965 | 50 | 106 | 903 | 119 | 20 | 0 | 66 | 53 | 0 | 11 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | 200 | 340 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Satd. Flow (prot) | 1719 | 1863 | 1615 | 1787 | 1683 | 0 | 0 | 1618 | 0 | 0 | 1751 | 0 |
| Flt Permitted | 0.092 | | | 0.083 | | | | 0.915 | | | 0.808 | |
| Satd. Flow (perm) | 166 | 1863 | 1615 | 156 | 1683 | 0 | 0 | 1497 | 0 | 0 | 1474 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 74 | | 6 | | | 81 | | | 81 | |
| Link Speed (mph) | | 35 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 3156 | | | 2581 | | | 187 | | | 529 | |
| Travel Time (s) | | 61.5 | | | 50.3 | | | 3.6 | | | 10.3 | |
| 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 |
| Heavy Vehicles (%) | 5% | 2% | 0% | 1% | 12% | 2% | 11% | 0% | 2% | 2% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 47 | 1027 | 53 | 113 | 1088 | 0 | 0 | 91 | 0 | 0 | 68 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | | 8 | | | 4 | | |
| Total Split (s) | 30.4 | 51.8 | 51.8 | 30.4 | 51.8 | | 41.0 | 41.0 | | 41.0 | 41.0 | |
| Total Lost Time (s) | 5.4 | 6.8 | 6.8 | 5.4 | 6.8 | | | 6.0 | | | 6.0 | |
| Act Effect Green (s) | 55.0 | 47.5 | 47.5 | 58.8 | 54.3 | | | 7.6 | | | 7.6 | |
| Actuated g/C Ratio | 0.71 | 0.61 | 0.61 | 0.76 | 0.70 | | | 0.10 | | | 0.10 | |
| v/c Ratio | 0.19 | 0.90 | 0.05 | 0.42 | 0.92 | | | 0.41 | | | 0.31 | |
| Control Delay (s/veh) | 5.0 | 28.2 | 1.5 | 12.1 | 30.8 | | | 16.4 | | | 10.7 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay (s/veh) | 5.0 | 28.2 | 1.5 | 12.1 | 30.8 | | | 16.4 | | | 10.7 | |
| LOS | A | C | A | B | C | | | B | | | B | |
| Approach Delay (s/veh) | | 26.0 | | | 29.0 | | | 16.5 | | | 10.8 | |
| Approach LOS | | C | | | C | | | B | | | B | |
| Queue Length 50th (ft) | 4 | 412 | 0 | 10 | ~596 | | | 4 | | | 0 | |
| Queue Length 95th (ft) | 12 | #790 | 10 | 49 | #894 | | | 47 | | | 29 | |
| Internal Link Dist (ft) | | 3076 | | | 2501 | | | 107 | | | 449 | |
| Turn Bay Length (ft) | 200 | | 200 | 340 | | | | | | | | |
| Base Capacity (vph) | 632 | 1141 | 1018 | 649 | 1179 | | | 720 | | | 710 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | 0.07 | 0.90 | 0.05 | 0.17 | 0.92 | | | 0.13 | | | 0.10 | |

Intersection Summary

Area Type: Other

Cycle Length: 123.2

Actuated Cycle Length: 77.6

Control Type: Semi Act-Uncoord






Maximum v/c Ratio: 0.92

Build PM Peak Hour
14: Bending Branch Way/Krassner Drive & Malabar Road

Lanes, Volumes, Timings
01/29/2024























| | |
|---|------------------------|
| Intersection Signal Delay (s/veh): 26.7 | Intersection LOS: C |
| Intersection Capacity Utilization 84.4% | ICU Level of Service E |
| Analysis Period (min) 15 | |
| ~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles. | |
| # 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles. | |

Splits and Phases: 14: Bending Branch Way/Krassner Drive & Malabar Road

| | | |
|--|--|--|
|  Ø1 30.4 s |  Ø2 51.8 s |  Ø4 41 s |
|  Ø5 30.4 s |  Ø6 51.8 s |  Ø8 41 s |

Build PM Peak Hour
19: Jupiter Boulevard & Malabar Road

Lanes, Volumes, Timings
01/29/2024









| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  | |  |  |  |  |  |  |
| Traffic Volume (vph) | 143 | 586 | 309 | 55 | 673 | 258 | 283 | 214 | 38 | 200 | 176 | 229 |
| Future Volume (vph) | 143 | 586 | 309 | 55 | 673 | 258 | 283 | 214 | 38 | 200 | 176 | 229 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 175 | | 0 | 220 | | 0 | 220 | | 220 | 240 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Satd. Flow (prot) | 1787 | 1772 | 0 | 1736 | 1757 | 0 | 1671 | 1667 | 1482 | 1787 | 1697 | 0 |
| Flt Permitted | 0.051 | | | 0.056 | | | 0.158 | | | 0.312 | | |
| Satd. Flow (perm) | 96 | 1772 | 0 | 102 | 1757 | 0 | 278 | 1667 | 1482 | 587 | 1697 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 17 | | | 13 | | | | 158 | | | 31 |
| Link Speed (mph) | | 35 | | | 35 | | | 35 | | | | 35 |
| Link Distance (ft) | | 3773 | | | 2837 | | | 1439 | | | | 601 |
| Travel Time (s) | | 73.5 | | | 55.3 | | | 28.0 | | | | 11.7 |
| 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 |
| Heavy Vehicles (%) | 1% | 2% | 1% | 4% | 5% | 0% | 8% | 14% | 9% | 1% | 3% | 2% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 154 | 962 | 0 | 59 | 1001 | 0 | 304 | 230 | 41 | 215 | 435 | 0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | Perm | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | | 7 | 4 | |
| Permitted Phases | 2 | | | 6 | | | 8 | | 8 | 4 | | |
| Total Split (s) | 37.0 | 78.0 | | 37.0 | 78.0 | | 27.0 | 28.0 | 28.0 | 37.0 | 33.0 | |
| Total Lost Time (s) | 7.0 | 8.0 | | 7.0 | 8.0 | | 7.0 | 8.0 | 8.0 | 7.0 | 8.0 | |
| Act Effct Green (s) | 92.8 | 79.8 | | 79.2 | 70.1 | | 46.3 | 25.3 | 25.3 | 47.1 | 25.9 | |
| Actuated g/C Ratio | 0.58 | 0.50 | | 0.49 | 0.43 | | 0.29 | 0.16 | 0.16 | 0.29 | 0.16 | |
| v/c Ratio | 0.72 | 1.08 | | 0.44 | 1.29 | | 1.20 | 0.88 | 0.11 | 0.66 | 1.45 | |
| Control Delay (s/veh) | 57.3 | 94.3 | | 33.2 | 180.9 | | 165.1 | 97.3 | 0.6 | 52.0 | 265.1 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay (s/veh) | 57.3 | 94.3 | | 33.2 | 180.9 | | 165.1 | 97.3 | 0.6 | 52.0 | 265.1 | |
| LOS | E | F | | C | F | | F | F | A | D | F | |
| Approach Delay (s/veh) | | 89.3 | | | 172.8 | | | 126.3 | | | 194.7 | |
| Approach LOS | | F | | | F | | | F | | | F | |
| Queue Length 50th (ft) | 106 | ~1142 | | 26 | ~1323 | | ~335 | 239 | 0 | 171 | ~600 | |
| Queue Length 95th (ft) | 194 | #1525 | | 67 | #1768 | | #615 | #500 | 0 | 264 | #850 | |
| Internal Link Dist (ft) | | 3693 | | | 2757 | | | 1359 | | | 521 | |
| Turn Bay Length (ft) | 175 | | | 220 | | | 220 | | 220 | 240 | | |
| Base Capacity (vph) | 370 | 886 | | 363 | 771 | | 252 | 261 | 365 | 420 | 341 | |
| 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 | 0.42 | 1.09 | | 0.16 | 1.30 | | 1.21 | 0.88 | 0.11 | 0.51 | 1.28 | |
| Intersection Summary | | | | | | | | | | | | |
| Area Type: | Other | | | | | | | | | | | |
| Cycle Length: | 180 | | | | | | | | | | | |
| Actuated Cycle Length: | 161.2 | | | | | | | | | | | |
| Control Type: | Actuated-Uncoordinated | | | | | | | | | | | |
| Maximum v/c Ratio: | 1.46 | | | | | | | | | | | |

Build PM Peak Hour
19: Jupiter Boulevard & Malabar Road

Lanes, Volumes, Timings
01/29/2024

| | |
|---|------------------------|
| Intersection Signal Delay (s/veh): 141.7 | Intersection LOS: F |
| Intersection Capacity Utilization 123.0% | ICU Level of Service H |
| Analysis Period (min) 15 | |
| ~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles. | |
| # 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles. | |

Splits and Phases: 19: Jupiter Boulevard & Malabar Road






| | | | |
|--|--|--|--|
|  Ø1 37 s |  Ø2 78 s |  Ø3 27 s |  Ø4 33 s |
|  Ø5 37 s |  Ø6 78 s |  Ø7 37 s |  Ø8 28 s |

Appendix I

Capacity Analyses with Mitigation

No Build AM Peak Hour with Improvements
6: St. Johns Heritage Parkway & Pace Drive

HCM 7th TWSC
01/30/2024

| Intersection | | | | | | |
|--------------------------|---|---|---|---|------|---|
| Int Delay, s/veh | 30.6 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations |  |  |  |  | |  |
| Traffic Vol, veh/h | 160 | 327 | 821 | 73 | 74 | 466 |
| Future Vol, veh/h | 160 | 327 | 821 | 73 | 74 | 466 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 400 | - | 300 | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 4 | 2 | 2 | 5 | 6 | 4 |
| Mvmt Flow | 178 | 363 | 912 | 81 | 82 | 518 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 1336 | 456 | 0 | 0 | 993 |
| Stage 1 | 912 | - | - | - | - |
| Stage 2 | 423 | - | - | - | - |
| Critical Hdwy | 6.88 | 6.94 | - | - | 4.22 |
| Critical Hdwy Stg 1 | 5.88 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.88 | - | - | - | - |
| Follow-up Hdwy | 3.54 | 3.32 | - | - | 2.26 |
| Pot Cap-1 Maneuver | ~ 142 | 551 | - | - | 668 |
| Stage 1 | 347 | - | - | - | - |
| Stage 2 | 623 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | ~ 122 | 551 | - | - | 668 |
| Mov Cap-2 Maneuver | ~ 122 | - | - | - | - |
| Stage 1 | 347 | - | - | - | - |
| Stage 2 | 533 | - | - | - | - |






| Approach | WB | NB | SB |
|----------------------------|----|----|------|
| HCM Control Delay, s/17.85 | | 0 | 2.58 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1WBLn2 | SBL | SBT |
|---------------------------|-----|-----------------|-------|-----|
| Capacity (veh/h) | - | - 122 551 | 493 | - |
| HCM Lane V/C Ratio | - | - 1.459 0.659 | 0.123 | - |
| HCM Control Delay (s/veh) | - | - \$ 311.2 23.3 | 11.1 | 1.2 |
| HCM Lane LOS | - | - F C | B | A |
| HCM 95th %tile Q(veh) | - | - 12.4 4.8 | 0.4 | - |

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









No Build AM Peak Hour with Improvements
7: St. Johns Heritage Parkway & Emerson Drive

HCM 7th TWSC
01/30/2024

| Intersection | | | | | | |
|----------------------------|---|---|---|---|-------|---|
| Int Delay, s/veh | 107.2 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations |  |  |  |  | |  |
| Traffic Vol, veh/h | 156 | 440 | 1415 | 82 | 84 | 228 |
| Future Vol, veh/h | 156 | 440 | 1415 | 82 | 84 | 228 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 0 | 1 | 1 | 0 | 8 | 6 |
| Mvmt Flow | 166 | 468 | 1505 | 87 | 89 | 243 |
| | | | | | | |
| Major/Minor | Minor1 | Major1 | | Major2 | | |
| Conflicting Flow All | 1805 | 753 | 0 | 0 | 1593 | 0 |
| Stage 1 | 1505 | - | - | - | - | - |
| Stage 2 | 300 | - | - | - | - | - |
| Critical Hdwy | 6.8 | 6.92 | - | - | 4.26 | - |
| Critical Hdwy Stg 1 | 5.8 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.31 | - | - | 2.28 | - |
| Pot Cap-1 Maneuver | ~ 72 | ~ 355 | - | - | 381 | - |
| Stage 1 | 173 | - | - | - | - | - |
| Stage 2 | 731 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | ~ 54 | ~ 355 | - | - | 381 | - |
| Mov Cap-2 Maneuver | ~ 54 | - | - | - | - | - |
| Stage 1 | 173 | - | - | - | - | - |
| Stage 2 | 547 | - | - | - | - | - |
| | | | | | | |
| Approach | WB | NB | | SB | | |
| HCM Control Delay, s/veh | 429.26 | 0 | | 6.5 | | |
| HCM LOS | F | | | | | |
| | | | | | | |
| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
| Capacity (veh/h) | - | - | 54 | 355 | 355 | - |
| HCM Lane V/C Ratio | - | - | 3.075 | 1.32 | 0.235 | - |
| HCM Control Delay (s/veh) | - | \$ | 1095.6 | 193 | 17.3 | 2.5 |
| HCM Lane LOS | - | - | F | F | C | A |
| HCM 95th %tile Q(veh) | - | - | 17.5 | 22.1 | 0.9 | - |
| Notes | | | | | | |
| ~: Volume exceeds capacity | | \$: Delay exceeds 300s | | +: Computation Not Defined | | *: All major volume in platoon |

No Build AM Peak Hour with Improvements
9: East Site Driveway/Thunderbird Avenue & Malabar Road

HCM 7th TWSC
01/30/2024

| Intersection | | | | | | | | | | | | |
|--------------------------|---|---|---|---|---|---|------|---|------|------|---|------|
| Int Delay, s/veh | 0.5 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  | |  | | |  | |
| Traffic Vol, veh/h | 7 | 608 | 0 | 0 | 1194 | 7 | 0 | 0 | 0 | 3 | 0 | 21 |
| Future Vol, veh/h | 7 | 608 | 0 | 0 | 1194 | 7 | 0 | 0 | 0 | 3 | 0 | 21 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 220 | - | 300 | 220 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 0 | 4 | 0 | 0 | 3 | 14 | 0 | 0 | 0 | 67 | 0 | 0 |
| Mvmt Flow | 8 | 715 | 0 | 0 | 1405 | 8 | 0 | 0 | 0 | 4 | 0 | 25 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|-----|--------|------|-----|
| Conflicting Flow All | 1413 | 0 | 0 | 715 | 0 | 0 | 1434 | 2145 | 358 | 1783 | 2141 | 706 |
| Stage 1 | - | - | - | - | - | - | 732 | 732 | - | 1409 | 1409 | - |
| Stage 2 | - | - | - | - | - | - | 702 | 1413 | - | 374 | 732 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 8.84 | 6.5 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 7.84 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 7.84 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 4.17 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 489 | - | - | 894 | - | - | 96 | 49 | 645 | 26 | 49 | 383 |
| Stage 1 | - | - | - | - | - | - | 384 | 430 | - | 81 | 207 | - |
| Stage 2 | - | - | - | - | - | - | 399 | 206 | - | 471 | 430 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 489 | - | - | 894 | - | - | 88 | 48 | 645 | 25 | 49 | 383 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 88 | 48 | - | 25 | 49 | - |
| Stage 1 | - | - | - | - | - | - | 377 | 423 | - | 81 | 207 | - |
| Stage 2 | - | - | - | - | - | - | 374 | 206 | - | 463 | 423 | - |

| Approach | EB | WB | NB | SB |
|-----------------------------|----|----|----|-------|
| HCM Control Delay, s/v 0.14 | | 0 | 0 | 37.69 |
| HCM LOS | | | A | E |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---------------------------|-------|-------|-----|-----|-----|-----|-----|-------|
| Capacity (veh/h) | - | 489 | - | - | 894 | - | - | 138 |
| HCM Lane V/C Ratio | - | 0.017 | - | - | - | - | - | 0.205 |
| HCM Control Delay (s/veh) | 0 | 12.5 | - | - | 0 | - | - | 37.7 |
| HCM Lane LOS | A | B | - | - | A | - | - | E |
| HCM 95th %tile Q(veh) | - | 0.1 | - | - | 0 | - | - | 0.7 |

No Build AM Peak Hour with Improvements
18: Hurley Boulevard & Malabar Road

HCM 7th TWSC
01/30/2024

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 36.3 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑↑ | | | ↑↑ | ↑ | |
| Traffic Vol, veh/h | 816 | 72 | 57 | 976 | 112 | 70 |
| Future Vol, veh/h | 816 | 72 | 57 | 976 | 112 | 70 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 3 | 5 | 8 | 3 | 3 | 5 |
| Mvmt Flow | 907 | 80 | 63 | 1084 | 124 | 78 |

| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|-----------|
| Conflicting Flow All | 0 | 0 | 987 | 0 | 1616 493 |
| Stage 1 | - | - | - | - | 947 - |
| Stage 2 | - | - | - | - | 669 - |
| Critical Hdwy | - | - | 4.26 | - | 6.86 7 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.86 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.86 - |
| Follow-up Hdwy | - | - | 2.28 | - | 3.53 3.35 |
| Pot Cap-1 Maneuver | - | - | 661 | - | ~ 94 513 |
| Stage 1 | - | - | - | - | 335 - |
| Stage 2 | - | - | - | - | 468 - |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 661 | - | ~ 81 513 |
| Mov Cap-2 Maneuver | - | - | - | - | ~ 81 - |
| Stage 1 | - | - | - | - | 335 - |
| Stage 2 | - | - | - | - | 404 - |

| Approach | EB | WB | NB |
|------------------------|----|------|-----------|
| HCM Control Delay, s/v | 0 | 1.89 | \$ 408.62 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---------------------------|----------|-----|-----|-------|-----|
| Capacity (veh/h) | 119 | - | - | 199 | - |
| HCM Lane V/C Ratio | 1.693 | - | - | 0.096 | - |
| HCM Control Delay (s/veh) | \$ 408.6 | - | - | 11 | 1.4 |
| HCM Lane LOS | F | - | - | B | A |
| HCM 95th %tile Q(veh) | 15.3 | - | - | 0.3 | - |

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

No Build AM Peak Hour with Improvements
22: Garvey Road & Malabar Road

HCM 7th TWSC
01/30/2024

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 5 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑↑ | | ↑ | ↑↑ | ↑ | ↑ |
| Traffic Vol, veh/h | 811 | 44 | 115 | 688 | 40 | 194 |
| Future Vol, veh/h | 811 | 44 | 115 | 688 | 40 | 194 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 250 | - | - | 115 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, % | 4 | 5 | 6 | 4 | 3 | 3 |
| Mvmt Flow | 943 | 51 | 134 | 800 | 47 | 226 |

| Major/Minor | Major1 | Major2 | Minor1 | | | |
|----------------------|--------|--------|--------|---|------|------|
| Conflicting Flow All | 0 | 0 | 994 | 0 | 1636 | 497 |
| Stage 1 | - | - | - | - | 969 | - |
| Stage 2 | - | - | - | - | 667 | - |
| Critical Hdwy | - | - | 4.22 | - | 6.86 | 6.96 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.86 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.86 | - |
| Follow-up Hdwy | - | - | 2.26 | - | 3.53 | 3.33 |
| Pot Cap-1 Maneuver | - | - | 668 | - | 91 | 516 |
| Stage 1 | - | - | - | - | 326 | - |
| Stage 2 | - | - | - | - | 469 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 668 | - | 72 | 516 |
| Mov Cap-2 Maneuver | - | - | - | - | 72 | - |
| Stage 1 | - | - | - | - | 326 | - |
| Stage 2 | - | - | - | - | 375 | - |

| Approach | EB | WB | NB |
|------------------------|----|------|-------|
| HCM Control Delay, s/v | 0 | 1.68 | 34.57 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---------------------------|-------|-------|-----|-----|------|-----|
| Capacity (veh/h) | 72 | 516 | - | - | 668 | - |
| HCM Lane V/C Ratio | 0.642 | 0.437 | - | - | 0.2 | - |
| HCM Control Delay (s/veh) | 118.4 | 17.3 | - | - | 11.7 | - |
| HCM Lane LOS | F | C | - | - | B | - |
| HCM 95th %tile Q(veh) | 2.9 | 2.2 | - | - | 0.7 | - |

No Build AM Peak Hour with Improvements
25: Garvey Road

HCM 7th AWSC
01/30/2024

| Intersection | |
|---------------------------|------|
| Intersection Delay, s/veh | 52.5 |
| Intersection LOS | F |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 24 | 380 | 44 | 25 | 392 | 41 | 82 | 114 | 44 | 56 | 81 | 20 |
| Future Vol, veh/h | 24 | 380 | 44 | 25 | 392 | 41 | 82 | 114 | 44 | 56 | 81 | 20 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles, % | 5 | 4 | 10 | 4 | 4 | 5 | 1 | 1 | 8 | 0 | 7 | 0 |
| Mvmt Flow | 26 | 418 | 48 | 27 | 431 | 45 | 90 | 125 | 48 | 62 | 89 | 22 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|------|------|------|------|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay, s/veh | 64.4 | 68.5 | 22.5 | 17.6 |
| HCM LOS | F | F | C | C |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|--------------------------|-------|-------|-------|-------|
| Vol Left, % | 34% | 5% | 5% | 36% |
| Vol Thru, % | 48% | 85% | 86% | 52% |
| Vol Right, % | 18% | 10% | 9% | 13% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 240 | 448 | 458 | 157 |
| LT Vol | 82 | 24 | 25 | 56 |
| Through Vol | 114 | 380 | 392 | 81 |
| RT Vol | 44 | 44 | 41 | 20 |
| Lane Flow Rate | 264 | 492 | 503 | 173 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.594 | 0.988 | 1.005 | 0.412 |
| Departure Headway (Hd) | 8.102 | 7.226 | 7.19 | 8.691 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 443 | 502 | 508 | 418 |
| Service Time | 6.188 | 5.254 | 5.217 | 6.691 |
| HCM Lane V/C Ratio | 0.596 | 0.98 | 0.99 | 0.414 |
| HCM Control Delay, s/veh | 22.5 | 64.4 | 68.5 | 17.6 |
| HCM Lane LOS | C | F | F | C |
| HCM 95th-tile Q | 3.8 | 13.2 | 13.9 | 2 |

No Build AM Peak Hour with Improvements
3: Malabar Road & St. Johns Heritage Parkway

Lanes, Volumes, Timings
01/30/2024



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|-------------------------|-------|------|------|------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 187 | 344 | 685 | 562 | 304 | 274 |
| Future Volume (vph) | 187 | 344 | 685 | 562 | 304 | 274 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 350 | | | 250 | 0 | 340 |
| Storage Lanes | 1 | | | 1 | 1 | 1 |
| Taper Length (ft) | 25 | | | | 25 | |
| Satd. Flow (prot) | 1687 | 3406 | 3505 | 1568 | 1770 | 1538 |
| Flt Permitted | 0.145 | | | | 0.950 | |
| Satd. Flow (perm) | 257 | 3406 | 3505 | 1568 | 1770 | 1538 |
| Right Turn on Red | | | | Yes | | Yes |
| Satd. Flow (RTOR) | | | | 711 | | 25 |
| Link Speed (mph) | | 35 | 35 | | 35 | |
| Link Distance (ft) | | 2248 | 2950 | | 6746 | |
| Travel Time (s) | | 43.8 | 57.5 | | 131.4 | |
| Peak Hour Factor | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 |
| Heavy Vehicles (%) | 7% | 6% | 3% | 3% | 2% | 5% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 237 | 435 | 867 | 711 | 385 | 347 |
| Turn Type | pm+pt | NA | NA | Perm | Prot | pt+ov |
| Protected Phases | 7 | 4 | 8 | | 6 | 6 7 |
| Permitted Phases | 4 | | | 8 | | |
| Total Split (s) | 19.0 | 54.0 | 35.0 | 35.0 | 36.0 | |
| Total Lost Time (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | |
| Act Effect Green (s) | 45.4 | 45.4 | 26.6 | 26.6 | 22.4 | 41.3 |
| Actuated g/C Ratio | 0.55 | 0.55 | 0.32 | 0.32 | 0.27 | 0.50 |
| v/c Ratio | 0.68 | 0.23 | 0.76 | 0.71 | 0.79 | 0.44 |
| Control Delay (s/veh) | 25.0 | 10.5 | 31.0 | 6.8 | 40.7 | 14.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 25.0 | 10.5 | 31.0 | 6.8 | 40.7 | 14.0 |
| LOS | C | B | C | A | D | B |
| Approach Delay (s/veh) | | 15.6 | 20.1 | | 28.1 | |
| Approach LOS | | B | C | | C | |
| Queue Length 50th (ft) | 62 | 58 | 215 | 0 | 188 | 103 |
| Queue Length 95th (ft) | 116 | 82 | 257 | 29 | 241 | 138 |
| Internal Link Dist (ft) | | 2168 | 2870 | | 6666 | |
| Turn Bay Length (ft) | 350 | | | 250 | | 340 |
| Base Capacity (vph) | 354 | 1978 | 1212 | 1007 | 634 | 765 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.67 | 0.22 | 0.72 | 0.71 | 0.61 | 0.45 |

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 82
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.80

No Build AM Peak Hour with Improvements
3: Malabar Road & St. Johns Heritage Parkway

Lanes, Volumes, Timings
01/30/2024




















| | |
|---|------------------------|
| Intersection Signal Delay (s/veh): 21.1 | Intersection LOS: C |
| Intersection Capacity Utilization 63.6% | ICU Level of Service B |
| Analysis Period (min) 15 | |

Splits and Phases: 3: Malabar Road & St. Johns Heritage Parkway



No Build AM Peak Hour with Improvements
14: Bending Branch Way/Krassner Drive & Malabar Road

Lanes, Volumes, Timings
01/30/2024

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  | | |  | | |  | |
| Traffic Volume (vph) | 21 | 701 | 19 | 62 | 1012 | 67 | 72 | 3 | 88 | 92 | 1 | 47 |
| Future Volume (vph) | 21 | 701 | 19 | 62 | 1012 | 67 | 72 | 3 | 88 | 92 | 1 | 47 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | 200 | 340 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Satd. Flow (prot) | 1719 | 3438 | 1429 | 1736 | 3480 | 0 | 0 | 1682 | 0 | 0 | 1734 | 0 |
| Flt Permitted | 0.166 | | | 0.312 | | | | 0.820 | | | 0.726 | |
| Satd. Flow (perm) | 300 | 3438 | 1429 | 570 | 3480 | 0 | 0 | 1410 | 0 | 0 | 1300 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 102 | | 11 | | | 63 | | | 27 | |
| Link Speed (mph) | | 35 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 3156 | | | 2581 | | | 187 | | | 529 | |
| Travel Time (s) | | 61.5 | | | 50.3 | | | 3.6 | | | 10.3 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 5% | 5% | 13% | 4% | 3% | 0% | 3% | 33% | 1% | 1% | 100% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 23 | 762 | 21 | 67 | 1173 | 0 | 0 | 177 | 0 | 0 | 152 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | | 8 | | | 4 | | |
| Total Split (s) | 11.0 | 51.0 | 51.0 | 11.0 | 51.0 | | 28.0 | 28.0 | | 28.0 | 28.0 | |
| Total Lost Time (s) | 5.4 | 6.8 | 6.8 | 5.4 | 6.8 | | | 6.0 | | | 6.0 | |
| Act Effect Green (s) | 31.6 | 27.2 | 27.2 | 32.8 | 29.7 | | | 12.7 | | | 12.7 | |
| Actuated g/C Ratio | 0.53 | 0.45 | 0.45 | 0.55 | 0.50 | | | 0.21 | | | 0.21 | |
| v/c Ratio | 0.07 | 0.48 | 0.02 | 0.15 | 0.67 | | | 0.50 | | | 0.51 | |
| Control Delay (s/veh) | 6.2 | 13.5 | 0.0 | 6.5 | 14.7 | | | 22.5 | | | 27.8 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay (s/veh) | 6.2 | 13.5 | 0.0 | 6.5 | 14.7 | | | 22.5 | | | 27.8 | |
| LOS | A | B | A | A | B | | | C | | | C | |
| Approach Delay (s/veh) | | 13.0 | | | 14.3 | | | 22.5 | | | 27.9 | |
| Approach LOS | | B | | | B | | | C | | | C | |
| Queue Length 50th (ft) | 3 | 103 | 0 | 8 | 115 | | | 32 | | | 35 | |
| Queue Length 95th (ft) | 13 | 187 | 0 | 28 | 325 | | | 116 | | | 120 | |
| Internal Link Dist (ft) | | 3076 | | | 2501 | | | 107 | | | 449 | |
| Turn Bay Length (ft) | 200 | | 200 | 340 | | | | | | | | |
| Base Capacity (vph) | 307 | 2672 | 1133 | 435 | 2707 | | | 618 | | | 551 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | 0.07 | 0.29 | 0.02 | 0.15 | 0.43 | | | 0.29 | | | 0.28 | |

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 59.9

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.68

No Build AM Peak Hour with Improvements
 14: Bending Branch Way/Krassner Drive & Malabar Road

Lanes, Volumes, Timings

01/30/2024

Intersection Signal Delay (s/veh): 15.3

Intersection LOS: B

Intersection Capacity Utilization 61.7%

ICU Level of Service B























Analysis Period (min) 15

Splits and Phases: 14: Bending Branch Way/Krassner Drive & Malabar Road



No Build AM Peak Hour with Improvements
19: Jupiter Boulevard & Malabar Road

Lanes, Volumes, Timings
01/30/2024

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  | |  |  |  |  |  |  |
| Traffic Volume (vph) | 202 | 556 | 169 | 49 | 536 | 136 | 274 | 231 | 42 | 231 | 188 | 137 |
| Future Volume (vph) | 202 | 556 | 169 | 49 | 536 | 136 | 274 | 231 | 42 | 231 | 188 | 137 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 175 | | 0 | 220 | | 0 | 220 | | 220 | 240 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Satd. Flow (prot) | 1805 | 3359 | 0 | 1770 | 3348 | 0 | 1752 | 1845 | 1615 | 1719 | 1721 | 0 |
| Flt Permitted | 0.199 | | | 0.256 | | | 0.280 | | | 0.512 | | |
| Satd. Flow (perm) | 378 | 3359 | 0 | 477 | 3348 | 0 | 517 | 1845 | 1615 | 926 | 1721 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 43 | | | 33 | | | | 230 | | | 38 |
| Link Speed (mph) | | 35 | | | 35 | | | 35 | | | | 35 |
| Link Distance (ft) | | 3773 | | | 2837 | | | 1439 | | | | 601 |
| Travel Time (s) | | 73.5 | | | 55.3 | | | 28.0 | | | | 11.7 |
| 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 |
| Heavy Vehicles (%) | 0% | 3% | 6% | 2% | 5% | 3% | 3% | 3% | 0% | 5% | 3% | 4% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 215 | 771 | 0 | 52 | 715 | 0 | 291 | 246 | 45 | 246 | 346 | 0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | Perm | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | | 7 | 4 | |
| Permitted Phases | 2 | | | 6 | | | 8 | | 8 | 4 | | |
| Total Split (s) | 14.0 | 31.0 | | 13.0 | 30.0 | | 18.0 | 28.0 | 28.0 | 18.0 | 28.0 | |
| Total Lost Time (s) | 7.0 | 8.0 | | 7.0 | 8.0 | | 7.0 | 8.0 | 8.0 | 7.0 | 8.0 | |
| Act Effect Green (s) | 32.8 | 27.7 | | 28.4 | 21.4 | | 31.4 | 19.4 | 19.4 | 30.6 | 19.0 | |
| Actuated g/C Ratio | 0.37 | 0.31 | | 0.32 | 0.24 | | 0.36 | 0.22 | 0.22 | 0.35 | 0.21 | |
| v/c Ratio | 0.84 | 0.71 | | 0.21 | 0.85 | | 0.86 | 0.60 | 0.08 | 0.59 | 0.86 | |
| Control Delay (s/veh) | 51.5 | 31.6 | | 18.8 | 42.5 | | 45.8 | 38.5 | 0.3 | 24.2 | 52.5 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay (s/veh) | 51.5 | 31.6 | | 18.8 | 42.5 | | 45.8 | 38.5 | 0.3 | 24.2 | 52.5 | |
| LOS | D | C | | B | D | | D | D | A | C | D | |
| Approach Delay (s/veh) | | 36.0 | | | 40.9 | | | 39.2 | | | 40.8 | |
| Approach LOS | | D | | | D | | | D | | | D | |
| Queue Length 50th (ft) | 80 | 209 | | 18 | 195 | | 109 | 126 | 0 | 90 | 169 | |
| Queue Length 95th (ft) | #187 | #310 | | 40 | #289 | | #226 | 204 | 0 | 146 | #318 | |
| Internal Link Dist (ft) | | 3693 | | | 2757 | | | 1359 | | | 521 | |
| Turn Bay Length (ft) | 175 | | | 220 | | | 220 | | 220 | 240 | | |
| Base Capacity (vph) | 253 | 1082 | | 240 | 858 | | 337 | 418 | 543 | 423 | 419 | |
| 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 | 0.85 | 0.71 | | 0.22 | 0.83 | | 0.86 | 0.59 | 0.08 | 0.58 | 0.83 | |
| Intersection Summary | | | | | | | | | | | | |
| Area Type: | Other | | | | | | | | | | | |
| Cycle Length: 90 | | | | | | | | | | | | |
| Actuated Cycle Length: 88.4 | | | | | | | | | | | | |
| Control Type: Actuated-Uncoordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.87 | | | | | | | | | | | | |

No Build AM Peak Hour with Improvements 19: Jupiter Boulevard & Malabar Road

Lanes, Volumes, Timings
01/30/2024

Intersection Signal Delay (s/veh): 38.9

Intersection LOS: D

Intersection Capacity Utilization 88.8%

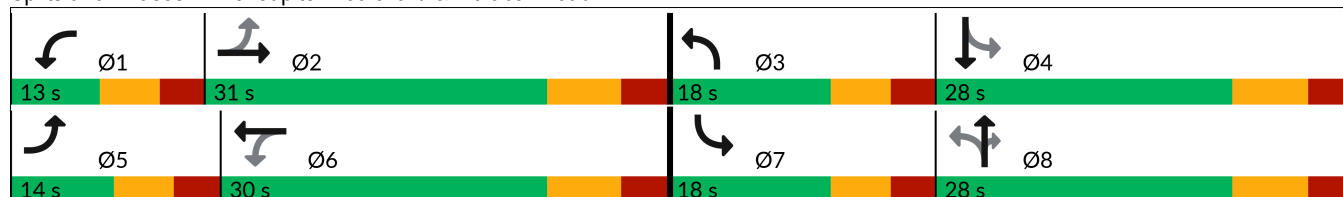
ICU Level of Service E

Analysis Period (min) 15

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






Queue shown is maximum after two cycles.

Splits and Phases: 19: Jupiter Boulevard & Malabar Road



No Build PM Peak Hour with Improvements
6: St. Johns Heritage Parkway & Pace Drive

HCM 7th TWSC
01/30/2024

| Intersection | | | | | | |
|--------------------------|---|---|---|---|------|---|
| Int Delay, s/veh | 24 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations |  |  |  |  | |  |
| Traffic Vol, veh/h | 89 | 95 | 467 | 85 | 277 | 878 |
| Future Vol, veh/h | 89 | 95 | 467 | 85 | 277 | 878 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 400 | - | 300 | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 16 | 0 | 9 | 11 | 1 | 1 |
| Mvmt Flow | 93 | 99 | 486 | 89 | 289 | 915 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|------|---|
| Conflicting Flow All | 1521 | 243 | 0 | 0 | 575 | 0 |
| Stage 1 | 486 | - | - | - | - | - |
| Stage 2 | 1034 | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.9 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 6.12 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | - | - | - | - | - |
| Follow-up Hdwy | 3.66 | 3.3 | - | - | 2.21 | - |
| Pot Cap-1 Maneuver | 95 | 764 | - | - | 1001 | - |
| Stage 1 | 545 | - | - | - | - | - |
| Stage 2 | 274 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | ~ 59 | 764 | - | - | 1001 | - |
| Mov Cap-2 Maneuver | ~ 59 | - | - | - | - | - |
| Stage 1 | 545 | - | - | - | - | - |
| Stage 2 | 168 | - | - | - | - | - |






| Approach | WB | NB | SB |
|----------------------------|----|----|------|
| HCM Control Delay, s/20.33 | | 0 | 4.22 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1WBLn2 | SBL | SBT |
|---------------------------|-----|-----------------|-------|-----|
| Capacity (veh/h) | - | - 59 764 | 747 | - |
| HCM Lane V/C Ratio | - | - 1.583 0.13 | 0.288 | - |
| HCM Control Delay (s/veh) | - | - \$ 444.4 10.4 | 10 | 2.4 |
| HCM Lane LOS | - | - F B | B | A |
| HCM 95th %tile Q(veh) | - | - 8.4 0.4 | 1.2 | - |

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








No Build PM Peak Hour with Improvements
7: St. Johns Heritage Parkway & Emerson Drive

HCM 7th TWSC
01/30/2024

| Intersection | | | | | | |
|------------------------------|---|---|---|---|-------|---|
| Int Delay, s/veh | 282.9 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations |  |  |  |  | |  |
| Traffic Vol, veh/h | 149 | 122 | 463 | 82 | 447 | 1120 |
| Future Vol, veh/h | 149 | 122 | 463 | 82 | 447 | 1120 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 6 | 3 | 8 | 0 | 1 | 0 |
| Mvmt Flow | 155 | 127 | 482 | 85 | 466 | 1167 |
| | | | | | | |
| Major/Minor | Minor1 | Major1 | | Major2 | | |
| Conflicting Flow All | 1997 | 241 | 0 | 0 | 568 | 0 |
| Stage 1 | 482 | - | - | - | - | - |
| Stage 2 | 1515 | - | - | - | - | - |
| Critical Hdwy | 6.92 | 6.96 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.92 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.92 | - | - | - | - | - |
| Follow-up Hdwy | 3.56 | 3.33 | - | - | 2.21 | - |
| Pot Cap-1 Maneuver | ~ 50 | 757 | - | - | 1007 | - |
| Stage 1 | 575 | - | - | - | - | - |
| Stage 2 | 162 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | ~ 16 | 757 | - | - | 1007 | - |
| Mov Cap-2 Maneuver | ~ 16 | - | - | - | - | - |
| Stage 1 | 575 | - | - | - | - | - |
| Stage 2 | ~ 51 | - | - | - | - | - |
| | | | | | | |
| Approach | WB | NB | | SB | | |
| HCM Control Delay, s/\$ 2450 | | 0 | | 6.47 | | |
| HCM LOS | F | | | | | |
| | | | | | | |
| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
| Capacity (veh/h) | - | - | 16 | 757 | 681 | - |
| HCM Lane V/C Ratio | - | - | 9.833 | 0.168 | 0.462 | - |
| HCM Control Delay (s/veh) | - | \$ 4447.3 | 10.7 | 11.6 | 4.4 | |
| HCM Lane LOS | - | - | F | B | B | A |
| HCM 95th %tile Q(veh) | - | - | 20.3 | 0.6 | 2.5 | - |
| Notes | | | | | | |
| ~: Volume exceeds capacity | | \$: Delay exceeds 300s | | +: Computation Not Defined | | *: All major volume in platoon |

No Build PM Peak Hour with Improvements
9: East Site Driveway/Thunderbird Avenue & Malabar Road

HCM 7th TWSC
01/30/2024

| Intersection | | | | | | | | | | | | |
|--------------------------|---|---|---|---|---|------|------|---|------|------|---|------|
| Int Delay, s/veh | 0.2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  | | |  | | |  | |
| Traffic Vol, veh/h | 11 | 1004 | 0 | 0 | 682 | 8 | 0 | 0 | 0 | 6 | 0 | 3 |
| Future Vol, veh/h | 11 | 1004 | 0 | 0 | 682 | 8 | 0 | 0 | 0 | 6 | 0 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 220 | - | 300 | 220 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 1 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 13 | 1141 | 0 | 0 | 775 | 9 | 0 | 0 | 0 | 7 | 0 | 3 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|-----|--------|------|-----|
| Conflicting Flow All | 784 | 0 | 0 | 1141 | 0 | 0 | 1553 | 1950 | 570 | 1375 | 1945 | 392 |
| Stage 1 | - | - | - | - | - | - | 1166 | 1166 | - | 780 | 780 | - |
| Stage 2 | - | - | - | - | - | - | 388 | 784 | - | 595 | 1166 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.5 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.5 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 843 | - | - | 620 | - | - | 78 | 65 | 469 | 106 | 66 | 613 |
| Stage 1 | - | - | - | - | - | - | 209 | 270 | - | 359 | 409 | - |
| Stage 2 | - | - | - | - | - | - | 613 | 407 | - | 462 | 270 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 843 | - | - | 620 | - | - | 77 | 64 | 469 | 105 | 65 | 613 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 77 | 64 | - | 105 | 65 | - |
| Stage 1 | - | - | - | - | - | - | 206 | 266 | - | 359 | 409 | - |
| Stage 2 | - | - | - | - | - | - | 610 | 407 | - | 456 | 266 | - |

| Approach | EB | WB | NB | SB |
|------------------------|-----|----|----|-------|
| HCM Control Delay, s/v | 0.1 | 0 | 0 | 31.76 |
| HCM LOS | | | A | D |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---------------------------|-------|-------|-----|-----|-----|-----|-----|-------|
| Capacity (veh/h) | - | 843 | - | - | 620 | - | - | 145 |
| HCM Lane V/C Ratio | - | 0.015 | - | - | - | - | - | 0.071 |
| HCM Control Delay (s/veh) | 0 | 9.3 | - | - | 0 | - | - | 31.8 |
| HCM Lane LOS | A | A | - | - | A | - | - | D |
| HCM 95th %tile Q(veh) | - | 0 | - | - | 0 | - | - | 0.2 |

No Build PM Peak Hour with Improvements
18: Hurley Boulevard & Malabar Road

HCM 7th TWSC
01/30/2024

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 7.6 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑↑ | | | ↑↑ | ↑↑ | |
| Traffic Vol, veh/h | 868 | 128 | 97 | 974 | 50 | 51 |
| Future Vol, veh/h | 868 | 128 | 97 | 974 | 50 | 51 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 98 | 98 | 98 | 98 | 98 | 98 |
| Heavy Vehicles, % | 2 | 0 | 1 | 7 | 16 | 4 |
| Mvmt Flow | 886 | 131 | 99 | 994 | 51 | 52 |

| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 0 | 0 | 1016 | 0 | 1646 |
| Stage 1 | - | - | - | - | 951 |
| Stage 2 | - | - | - | - | 695 |
| Critical Hdwy | - | - | 4.12 | - | 7.12 |
| Critical Hdwy Stg 1 | - | - | - | - | 6.12 |
| Critical Hdwy Stg 2 | - | - | - | - | 6.12 |
| Follow-up Hdwy | - | - | 2.21 | - | 3.66 |
| Pot Cap-1 Maneuver | - | - | 684 | - | 78 |
| Stage 1 | - | - | - | - | 305 |
| Stage 2 | - | - | - | - | 421 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 684 | - | 63 |
| Mov Cap-2 Maneuver | - | - | - | - | 63 |
| Stage 1 | - | - | - | - | 305 |
| Stage 2 | - | - | - | - | 337 |

| Approach | EB | WB | NB |
|------------------------|----|-----|--------|
| HCM Control Delay, s/v | 0 | 2.7 | 135.54 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---------------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 112 | - | - | 326 | - |
| HCM Lane V/C Ratio | 0.919 | - | - | 0.145 | - |
| HCM Control Delay (s/veh) | 135.5 | - | - | 11.1 | 1.9 |
| HCM Lane LOS | F | - | - | B | A |
| HCM 95th %tile Q(veh) | 5.7 | - | - | 0.5 | - |

No Build PM Peak Hour with Improvements
22: Garvey Road & Malabar Road

HCM 7th TWSC
01/30/2024

Intersection

Int Delay, s/veh 2

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | ↑↑ | | ↘ | ↑↑ | ↘ | ↘ |
| Traffic Vol, veh/h | 722 | 31 | 203 | 998 | 7 | 105 |
| Future Vol, veh/h | 722 | 31 | 203 | 998 | 7 | 105 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 250 | - | - | 115 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 2 | 0 | 1 | 2 | 0 | 3 |
| Mvmt Flow | 776 | 33 | 218 | 1073 | 8 | 113 |

| Major/Minor | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 810 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Critical Hdwy | - | - | 4.12 |
| Critical Hdwy Stg 1 | - | - | - |
| Critical Hdwy Stg 2 | - | - | - |
| Follow-up Hdwy | - | - | 2.21 |
| Pot Cap-1 Maneuver | - | - | 818 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | - | - | 818 |
| Mov Cap-2 Maneuver | - | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |

| Approach | EB | WB | NB |
|------------------------|----|------|-------|
| HCM Control Delay, s/v | 0 | 1.86 | 16.64 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---------------------------|-------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 56 | 593 | - | - | 818 | - |
| HCM Lane V/C Ratio | 0.134 | 0.191 | - | - | 0.267 | - |
| HCM Control Delay (s/veh) | 78.8 | 12.5 | - | - | 11 | - |
| HCM Lane LOS | F | B | - | - | B | - |
| HCM 95th %tile Q(veh) | 0.4 | 0.7 | - | - | 1.1 | - |

No Build PM Peak Hour with Improvements
25: Garvey Road

HCM 7th AWSC
01/30/2024

| Intersection | |
|---------------------------|----|
| Intersection Delay, s/veh | 51 |
| Intersection LOS | F |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 6 | 377 | 74 | 62 | 389 | 35 | 69 | 59 | 53 | 37 | 133 | 15 |
| Future Vol, veh/h | 6 | 377 | 74 | 62 | 389 | 35 | 69 | 59 | 53 | 37 | 133 | 15 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 17 | 3 | 0 | 0 | 3 | 6 | 5 | 4 | 8 | 3 | 3 | 0 |
| Mvmt Flow | 7 | 410 | 80 | 67 | 423 | 38 | 75 | 64 | 58 | 40 | 145 | 16 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|------|------|------|------|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay, s/veh | 61.3 | 66.2 | 17.9 | 18.2 |
| HCM LOS | F | F | C | C |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|--------------------------|-------|-------|-------|-------|
| Vol Left, % | 38% | 1% | 13% | 20% |
| Vol Thru, % | 33% | 82% | 80% | 72% |
| Vol Right, % | 29% | 16% | 7% | 8% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 181 | 457 | 486 | 185 |
| LT Vol | 69 | 6 | 62 | 37 |
| Through Vol | 59 | 377 | 389 | 133 |
| RT Vol | 53 | 74 | 35 | 15 |
| Lane Flow Rate | 197 | 497 | 528 | 201 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.448 | 0.977 | 1.002 | 0.459 |
| Departure Headway (Hd) | 8.297 | 7.082 | 6.83 | 8.327 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 437 | 512 | 528 | 434 |
| Service Time | 6.297 | 5.164 | 4.91 | 6.327 |
| HCM Lane V/C Ratio | 0.451 | 0.971 | 1 | 0.463 |
| HCM Control Delay, s/veh | 17.9 | 61.3 | 66.2 | 18.2 |
| HCM Lane LOS | C | F | F | C |
| HCM 95th-tile Q | 2.3 | 12.9 | 14.1 | 2.4 |

No Build PM Peak Hour with Improvements
3: Malabar Road & St. Johns Heritage Parkway

Lanes, Volumes, Timings
01/30/2024



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|-------------------------|-------|------|------|------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 67 | 252 | 263 | 416 | 810 | 59 |
| Future Volume (vph) | 67 | 252 | 263 | 416 | 810 | 59 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 350 | | | 250 | 0 | 340 |
| Storage Lanes | 1 | | | 1 | 1 | 1 |
| Taper Length (ft) | 25 | | | | 25 | |
| Satd. Flow (prot) | 1770 | 3539 | 2959 | 1442 | 1787 | 1404 |
| Flt Permitted | 0.389 | | | | 0.950 | |
| Satd. Flow (perm) | 725 | 3539 | 2959 | 1442 | 1787 | 1404 |
| Right Turn on Red | | | | Yes | | Yes |
| Satd. Flow (RTOR) | | | | 462 | | 66 |
| Link Speed (mph) | | 35 | 35 | | 35 | |
| Link Distance (ft) | | 2248 | 2950 | | 6746 | |
| Travel Time (s) | | 43.8 | 57.5 | | 131.4 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Heavy Vehicles (%) | 2% | 2% | 22% | 12% | 1% | 15% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 74 | 280 | 292 | 462 | 900 | 66 |
| Turn Type | pm+pt | NA | NA | Perm | Prot | pt+ov |
| Protected Phases | 7 | 4 | 8 | | 6 | 6 7 |
| Permitted Phases | 4 | | | 8 | | |
| Total Split (s) | 13.0 | 38.0 | 25.0 | 25.0 | 52.0 | |
| Total Lost Time (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | |
| Act Effect Green (s) | 24.7 | 24.7 | 14.8 | 14.8 | 45.0 | 58.1 |
| Actuated g/C Ratio | 0.29 | 0.29 | 0.18 | 0.18 | 0.54 | 0.69 |
| v/c Ratio | 0.25 | 0.26 | 0.56 | 0.72 | 0.93 | 0.06 |
| Control Delay (s/veh) | 22.9 | 22.5 | 36.6 | 10.8 | 39.6 | 1.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 22.9 | 22.5 | 36.6 | 10.8 | 39.6 | 1.7 |
| LOS | C | C | D | B | D | A |
| Approach Delay (s/veh) | | 22.7 | 20.8 | | 37.0 | |
| Approach LOS | | C | C | | D | |
| Queue Length 50th (ft) | 28 | 58 | 78 | 0 | 462 | 0 |
| Queue Length 95th (ft) | 59 | 89 | 118 | 91 | #770 | 13 |
| Internal Link Dist (ft) | | 2168 | 2870 | | 6666 | |
| Turn Bay Length (ft) | 350 | | | 250 | | 340 |
| Base Capacity (vph) | 289 | 1326 | 644 | 675 | 972 | 976 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.26 | 0.21 | 0.45 | 0.68 | 0.93 | 0.07 |

Intersection Summary

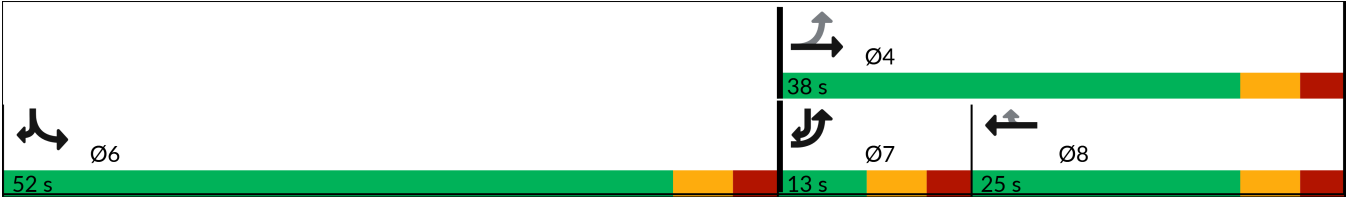
Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 83.8
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.94

No Build PM Peak Hour with Improvements
3: Malabar Road & St. Johns Heritage Parkway

Lanes, Volumes, Timings
01/30/2024

| | |
|---|------------------------|
| Intersection Signal Delay (s/veh): 28.7 | Intersection LOS: C |
| Intersection Capacity Utilization 75.7% | ICU Level of Service D |
| Analysis Period (min) 15 | |
| # 95th percentile volume exceeds capacity, queue may be longer. | |
| Queue shown is maximum after two cycles. | |




















Splits and Phases: 3: Malabar Road & St. Johns Heritage Parkway



No Build PM Peak Hour with Improvements
14: Bending Branch Way/Krassner Drive & Malabar Road

Lanes, Volumes, Timings

01/30/2024

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  | | |  | | |  | |
| Traffic Volume (vph) | 44 | 886 | 50 | 106 | 797 | 119 | 20 | 0 | 66 | 53 | 0 | 11 |
| Future Volume (vph) | 44 | 886 | 50 | 106 | 797 | 119 | 20 | 0 | 66 | 53 | 0 | 11 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | 200 | 340 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Satd. Flow (prot) | 1719 | 3539 | 1615 | 1787 | 3196 | 0 | 0 | 1618 | 0 | 0 | 1751 | 0 |
| Flt Permitted | 0.276 | | | 0.240 | | | | 0.900 | | | 0.702 | |
| Satd. Flow (perm) | 499 | 3539 | 1615 | 451 | 3196 | 0 | 0 | 1472 | 0 | 0 | 1281 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 102 | | 27 | | | 112 | | | 112 | |
| Link Speed (mph) | | 35 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 3156 | | | 2581 | | | 187 | | | 529 | |
| Travel Time (s) | | 61.5 | | | 50.3 | | | 3.6 | | | 10.3 | |
| 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 |
| Heavy Vehicles (%) | 5% | 2% | 0% | 1% | 12% | 2% | 11% | 0% | 2% | 2% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 47 | 943 | 53 | 113 | 975 | 0 | 0 | 91 | 0 | 0 | 68 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | | 8 | | | 4 | | |
| Total Split (s) | 11.0 | 50.0 | 50.0 | 14.0 | 53.0 | | 26.0 | 26.0 | | 26.0 | 26.0 | |
| Total Lost Time (s) | 5.4 | 6.8 | 6.8 | 5.4 | 6.8 | | | 6.0 | | | 6.0 | |
| Act Effct Green (s) | 32.0 | 28.5 | 28.5 | 35.0 | 31.8 | | | 7.6 | | | 7.6 | |
| Actuated g/C Ratio | 0.61 | 0.54 | 0.54 | 0.67 | 0.61 | | | 0.14 | | | 0.14 | |
| v/c Ratio | 0.10 | 0.49 | 0.05 | 0.23 | 0.50 | | | 0.29 | | | 0.24 | |
| Control Delay (s/veh) | 4.1 | 12.3 | 0.7 | 4.6 | 10.3 | | | 7.4 | | | 4.5 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay (s/veh) | 4.1 | 12.3 | 0.7 | 4.6 | 10.3 | | | 7.4 | | | 4.5 | |
| LOS | A | B | A | A | B | | | A | | | A | |
| Approach Delay (s/veh) | | 11.4 | | | 9.8 | | | 7.5 | | | 4.6 | |
| Approach LOS | | B | | | A | | | A | | | A | |
| Queue Length 50th (ft) | 4 | 121 | 0 | 10 | 123 | | | 0 | | | 0 | |
| Queue Length 95th (ft) | 12 | 184 | 5 | 24 | 182 | | | 28 | | | 14 | |
| Internal Link Dist (ft) | | 3076 | | | 2501 | | | 107 | | | 449 | |
| Turn Bay Length (ft) | 200 | | 200 | 340 | | | | | | | | |
| Base Capacity (vph) | 440 | 2865 | 1326 | 536 | 2726 | | | 656 | | | 580 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | 0.11 | 0.33 | 0.04 | 0.21 | 0.36 | | | 0.14 | | | 0.12 | |
| Intersection Summary | | | | | | | | | | | | |
| Area Type: | Other | | | | | | | | | | | |
| Cycle Length: 90 | | | | | | | | | | | | |
| Actuated Cycle Length: 52.5 | | | | | | | | | | | | |
| Control Type: Semi Act-Uncoord | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.50 | | | | | | | | | | | | |

No Build PM Peak Hour with Improvements
14: Bending Branch Way/Krassner Drive & Malabar Road

Lanes, Volumes, Timings
01/30/2024























| | |
|---|------------------------|
| Intersection Signal Delay (s/veh): 10.3 | Intersection LOS: B |
| Intersection Capacity Utilization 55.8% | ICU Level of Service B |
| Analysis Period (min) 15 | |

Splits and Phases: 14: Bending Branch Way/Krassner Drive & Malabar Road



No Build PM Peak Hour with Improvements
19: Jupiter Boulevard & Malabar Road

Lanes, Volumes, Timings
01/30/2024

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  | |  |  |  |  |  |  |
| Traffic Volume (vph) | 123 | 546 | 293 | 55 | 619 | 258 | 262 | 214 | 38 | 200 | 176 | 202 |
| Future Volume (vph) | 123 | 546 | 293 | 55 | 619 | 258 | 262 | 214 | 38 | 200 | 176 | 202 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 175 | | 0 | 220 | | 0 | 220 | | 220 | 240 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Satd. Flow (prot) | 1787 | 3367 | 0 | 1736 | 3333 | 0 | 1671 | 1667 | 1482 | 1787 | 1706 | 0 |
| Flt Permitted | 0.150 | | | 0.157 | | | 0.190 | | | 0.609 | | |
| Satd. Flow (perm) | 282 | 3367 | 0 | 287 | 3333 | 0 | 334 | 1667 | 1482 | 1146 | 1706 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 107 | | | 69 | | | | 230 | | 58 | |
| Link Speed (mph) | | 35 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 3773 | | | 2837 | | | 1439 | | | 601 | |
| Travel Time (s) | | 73.5 | | | 55.3 | | | 28.0 | | | 11.7 | |
| 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 |
| Heavy Vehicles (%) | 1% | 2% | 1% | 4% | 5% | 0% | 8% | 14% | 9% | 1% | 3% | 2% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 132 | 902 | 0 | 59 | 943 | 0 | 282 | 230 | 41 | 215 | 406 | 0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | Perm | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | | 7 | 4 | |
| Permitted Phases | 2 | | | 6 | | | 8 | | 8 | 4 | | |
| Total Split (s) | 13.0 | 32.0 | | 13.0 | 32.0 | | 18.0 | 29.0 | 29.0 | 16.0 | 27.0 | |
| Total Lost Time (s) | 7.0 | 8.0 | | 7.0 | 8.0 | | 7.0 | 8.0 | 8.0 | 7.0 | 8.0 | |
| Act Effct Green (s) | 32.4 | 26.6 | | 31.0 | 24.0 | | 33.1 | 21.1 | 21.1 | 28.9 | 19.0 | |
| Actuated g/C Ratio | 0.36 | 0.30 | | 0.34 | 0.27 | | 0.37 | 0.23 | 0.23 | 0.32 | 0.21 | |
| v/c Ratio | 0.65 | 0.84 | | 0.30 | 1.00 | | 0.98 | 0.58 | 0.07 | 0.49 | 1.00 | |
| Control Delay (s/veh) | 34.6 | 36.0 | | 20.1 | 62.2 | | 74.5 | 37.7 | 0.2 | 22.7 | 77.8 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay (s/veh) | 34.6 | 36.0 | | 20.1 | 62.2 | | 74.5 | 37.7 | 0.2 | 22.7 | 77.8 | |
| LOS | C | D | | C | E | | E | D | A | C | E | |
| Approach Delay (s/veh) | | 35.9 | | | 59.8 | | | 53.8 | | | 58.8 | |
| Approach LOS | | D | | | E | | | D | | | E | |
| Queue Length 50th (ft) | 46 | 234 | | 20 | ~266 | | 110 | 117 | 0 | 78 | ~203 | |
| Queue Length 95th (ft) | #104 | #356 | | 43 | #405 | | #273 | 193 | 0 | 130 | #395 | |
| Internal Link Dist (ft) | | 3693 | | | 2757 | | | 1359 | | | 521 | |
| Turn Bay Length (ft) | 175 | | | 220 | | | 220 | | 220 | 240 | | |
| Base Capacity (vph) | 201 | 1070 | | 195 | 939 | | 286 | 390 | 524 | 433 | 405 | |
| 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 | 0.66 | 0.84 | | 0.30 | 1.00 | | 0.99 | 0.59 | 0.08 | 0.50 | 1.00 | |

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.00

No Build PM Peak Hour with Improvements

19: Jupiter Boulevard & Malabar Road

Lanes, Volumes, Timings
01/30/2024

Intersection Signal Delay (s/veh): 50.9

Intersection LOS: D

Intersection Capacity Utilization 93.3%

ICU Level of Service F

Analysis Period (min) 15

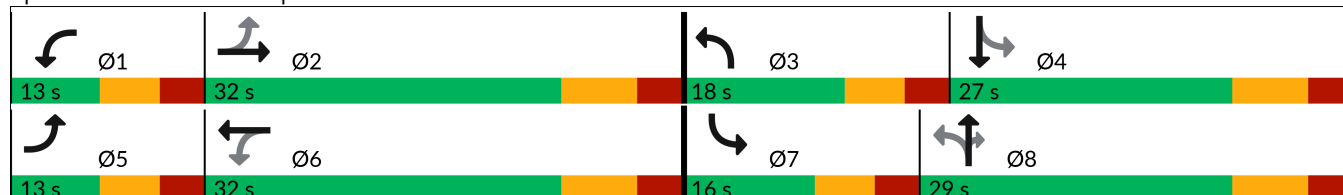
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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






Queue shown is maximum after two cycles.

Splits and Phases: 19: Jupiter Boulevard & Malabar Road



Build AM Peak Hour with Background Improvements
6: St. Johns Heritage Parkway & Pace Drive

HCM 7th TWSC
01/30/2024

| Intersection | | | | | | |
|--------------------------|---|---|---|---|------|---|
| Int Delay, s/veh | 38.2 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations |  |  |  |  | |  |
| Traffic Vol, veh/h | 163 | 327 | 870 | 78 | 74 | 498 |
| Future Vol, veh/h | 163 | 327 | 870 | 78 | 74 | 498 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 400 | - | 300 | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 4 | 2 | 2 | 5 | 6 | 4 |
| Mvmt Flow | 181 | 363 | 967 | 87 | 82 | 553 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 1408 | 483 | 0 | 0 | 1053 |
| Stage 1 | 967 | - | - | - | - |
| Stage 2 | 441 | - | - | - | - |
| Critical Hdwy | 6.88 | 6.94 | - | - | 4.22 |
| Critical Hdwy Stg 1 | 5.88 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.88 | - | - | - | - |
| Follow-up Hdwy | 3.54 | 3.32 | - | - | 2.26 |
| Pot Cap-1 Maneuver | ~ 127 | 529 | - | - | 633 |
| Stage 1 | 325 | - | - | - | - |
| Stage 2 | 610 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | ~ 108 | 529 | - | - | 633 |
| Mov Cap-2 Maneuver | ~ 108 | - | - | - | - |
| Stage 1 | 325 | - | - | - | - |
| Stage 2 | 516 | - | - | - | - |






| Approach | WB | NB | SB |
|--------------------------|-------|----|------|
| HCM Control Delay, s/veh | 53.76 | 0 | 2.68 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | WBLn2 | SBL | SBT |
|---------------------------|-----|----------|----------|-------|------|
| Capacity (veh/h) | - | - | 108 | 529 | 466 |
| HCM Lane V/C Ratio | - | - | 1.679 | 0.686 | 0.13 |
| HCM Control Delay (s/veh) | - | - | \$ 411.3 | 25.4 | 11.5 |
| HCM Lane LOS | - | - | F | D | B |
| HCM 95th %tile Q(veh) | - | - | 14 | 5.2 | 0.4 |

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

Build AM Peak Hour with Background Improvements
7: St. Johns Heritage Parkway & Emerson Drive

HCM 7th TWSC
01/30/2024

| Intersection | | | | | | |
|--------------------------|---|---|---|---|------|---|
| Int Delay, s/veh | 122.8 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations |  |  |  |  | |  |
| Traffic Vol, veh/h | 159 | 440 | 1460 | 87 | 84 | 257 |
| Future Vol, veh/h | 159 | 440 | 1460 | 87 | 84 | 257 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 0 | 1 | 1 | 0 | 8 | 6 |
| Mvmt Flow | 169 | 468 | 1553 | 93 | 89 | 273 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 1869 | 777 | 0 | 0 | 1646 |
| Stage 1 | 1553 | - | - | - | - |
| Stage 2 | 315 | - | - | - | - |
| Critical Hdwy | 6.8 | 6.92 | - | - | 4.26 |
| Critical Hdwy Stg 1 | 5.8 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.31 | - | - | 2.28 |
| Pot Cap-1 Maneuver | ~ 65 | ~ 342 | - | - | 363 |
| Stage 1 | ~ 163 | - | - | - | - |
| Stage 2 | 718 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | ~ 48 | ~ 342 | - | - | 363 |
| Mov Cap-2 Maneuver | ~ 48 | - | - | - | - |
| Stage 1 | ~ 163 | - | - | - | - |
| Stage 2 | 527 | - | - | - | - |









| Approach | WB | NB | SB |
|----------------------|--------|----|------|
| HCM Control Delay, s | 505.88 | 0 | 6.67 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1WBLn2 | SBL | SBT |
|---------------------------|-----|-----------------|-------|-----|
| Capacity (veh/h) | - | - 48 342 | 335 | - |
| HCM Lane V/C Ratio | - | - 3.526 1.369 | 0.246 | - |
| HCM Control Delay (s/veh) | - | \$ 1313.4 214.1 | 18.1 | 2.9 |
| HCM Lane LOS | - | - F F | C | A |
| HCM 95th %tile Q(veh) | - | - 18.6 23.3 | 1 | - |

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

Build AM Peak Hour with Background Improvements
9: East Site Driveway/Thunderbird Avenue & Malabar Road

HCM 7th TWSC
01/30/2024

| Intersection | | | | | | | | | | | | |
|--------------------------|---|---|---|---|---|---|------|---|------|------|---|------|
| Int Delay, s/veh | 10.4 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  | |  | | |  | |
| Traffic Vol, veh/h | 7 | 654 | 20 | 31 | 1224 | 7 | 48 | 3 | 48 | 3 | 2 | 21 |
| Future Vol, veh/h | 7 | 654 | 20 | 31 | 1224 | 7 | 48 | 3 | 48 | 3 | 2 | 21 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 220 | - | 300 | 220 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 0 | 4 | 0 | 0 | 3 | 14 | 0 | 0 | 0 | 67 | 0 | 0 |
| Mvmt Flow | 8 | 769 | 24 | 36 | 1440 | 8 | 56 | 4 | 56 | 4 | 2 | 25 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|-----|--------|------|-----|
| Conflicting Flow All | 1448 | 0 | 0 | 793 | 0 | 0 | 1580 | 2307 | 385 | 1920 | 2326 | 724 |
| Stage 1 | - | - | - | - | - | - | 786 | 786 | - | 1517 | 1517 | - |
| Stage 2 | - | - | - | - | - | - | 794 | 1521 | - | 403 | 809 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 8.84 | 6.5 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 7.84 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 7.84 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 4.17 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 474 | - | - | 837 | - | - | 75 | 39 | 619 | 19 | 38 | 373 |
| Stage 1 | - | - | - | - | - | - | 356 | 406 | - | 67 | 183 | - |
| Stage 2 | - | - | - | - | - | - | 352 | 183 | - | 449 | 396 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 474 | - | - | 837 | - | - | 62 | 36 | 619 | 15 | 35 | 373 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 62 | 36 | - | 15 | 35 | - |
| Stage 1 | - | - | - | - | - | - | 350 | 399 | - | 64 | 175 | - |
| Stage 2 | - | - | - | - | - | - | 310 | 175 | - | 398 | 389 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|------------------------|------|--|--|------|--|--|--------|--|--|-------|--|--|
| HCM Control Delay, s/v | 0.13 | | | 0.23 | | | 195.18 | | | 71.73 | | |
| HCM LOS | | | | | | | F | | | F | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---------------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 105 | 474 | - | - | 837 | - | - | 83 |
| HCM Lane V/C Ratio | 1.105 | 0.017 | - | - | 0.044 | - | - | 0.368 |
| HCM Control Delay (s/veh) | 195.2 | 12.7 | - | - | 9.5 | - | - | 71.7 |
| HCM Lane LOS | F | B | - | - | A | - | - | F |
| HCM 95th %tile Q(veh) | 7.3 | 0.1 | - | - | 0.1 | - | - | 1.4 |

Build AM Peak Hour with Background Improvements
18: Hurley Boulevard & Malabar Road

HCM 7th TWSC
01/30/2024

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 51.4 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑↑ | | | ↑↑ | ↑ | |
| Traffic Vol, veh/h | 907 | 75 | 57 | 1035 | 114 | 70 |
| Future Vol, veh/h | 907 | 75 | 57 | 1035 | 114 | 70 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 3 | 5 | 8 | 3 | 3 | 5 |
| Mvmt Flow | 1008 | 83 | 63 | 1150 | 127 | 78 |

| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 0 | 0 | 1091 | 0 | 1751 |
| Stage 1 | - | - | - | - | 1049 |
| Stage 2 | - | - | - | - | 702 |
| Critical Hdwy | - | - | 4.26 | - | 6.86 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.86 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.86 |
| Follow-up Hdwy | - | - | 2.28 | - | 3.53 |
| Pot Cap-1 Maneuver | - | - | 601 | - | ~ 76 |
| Stage 1 | - | - | - | - | 296 |
| Stage 2 | - | - | - | - | 450 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 601 | - | ~ 64 |
| Mov Cap-2 Maneuver | - | - | - | - | ~ 64 |
| Stage 1 | - | - | - | - | 296 |
| Stage 2 | - | - | - | - | 380 |

| Approach | EB | WB | NB |
|------------------------|----|------|----------|
| HCM Control Delay, s/v | 0 | 2.16 | \$ 618.2 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---------------------------|----------|-----|-----|-------|-----|
| Capacity (veh/h) | 96 | - | - | 188 | - |
| HCM Lane V/C Ratio | 2.139 | - | - | 0.105 | - |
| HCM Control Delay (s/veh) | \$ 618.2 | - | - | 11.7 | 1.6 |
| HCM Lane LOS | F | - | - | B | A |
| HCM 95th %tile Q(veh) | 17.9 | - | - | 0.4 | - |

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

Build AM Peak Hour with Background Improvements
22: Garvey Road & Malabar Road

HCM 7th TWSC
01/30/2024

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 5.8 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑↑ | | ↑ | ↑↑ | ↑ | ↑ |
| Traffic Vol, veh/h | 856 | 47 | 115 | 717 | 42 | 194 |
| Future Vol, veh/h | 856 | 47 | 115 | 717 | 42 | 194 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 250 | - | - | 115 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, % | 4 | 5 | 6 | 4 | 3 | 3 |
| Mvmt Flow | 995 | 55 | 134 | 834 | 49 | 226 |

| Major/Minor | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 1050 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Critical Hdwy | - | - | 4.22 |
| Critical Hdwy Stg 1 | - | - | - |
| Critical Hdwy Stg 2 | - | - | - |
| Follow-up Hdwy | - | - | 2.26 |
| Pot Cap-1 Maneuver | - | - | 635 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | - | - | 635 |
| Mov Cap-2 Maneuver | - | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |

| Approach | EB | WB | NB |
|------------------------|----|------|-------|
| HCM Control Delay, s/v | 0 | 1.68 | 42.78 |
| HCM LOS | | | E |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---------------------------|-------|-------|-----|-----|------|-----|
| Capacity (veh/h) | 64 | 495 | - | - | 635 | - |
| HCM Lane V/C Ratio | 0.761 | 0.456 | - | - | 0.21 | - |
| HCM Control Delay (s/veh) | 156.1 | 18.2 | - | - | 12.2 | - |
| HCM Lane LOS | F | C | - | - | B | - |
| HCM 95th %tile Q(veh) | 3.4 | 2.4 | - | - | 0.8 | - |

Build AM Peak Hour with Background Improvements
13: West Site Driveway & Malabar Road

HCM 7th TWSC
01/30/2024

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.7 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑↑ | ↑ | ↑ | ↑↑ | ↑ | ↑ |
| Traffic Vol, veh/h | 635 | 20 | 30 | 1263 | 14 | 46 |
| Future Vol, veh/h | 635 | 20 | 30 | 1263 | 14 | 46 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 200 | 110 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 690 | 22 | 33 | 1373 | 15 | 50 |

| Major/Minor | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 712 |
| 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 | - | - | 884 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | - | - | 884 |
| Mov Cap-2 Maneuver | - | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |

| Approach | EB | WB | NB |
|------------------------|----|------|-------|
| HCM Control Delay, s/v | 0 | 0.21 | 19.21 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---------------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 318 | - | - | 884 | - |
| HCM Lane V/C Ratio | 0.205 | - | - | 0.037 | - |
| HCM Control Delay (s/veh) | 19.2 | - | - | 9.2 | - |
| HCM Lane LOS | C | - | - | A | - |
| HCM 95th %tile Q(veh) | 0.8 | - | - | 0.1 | - |

Build AM Peak Hour with Background Improvements
25: Garvey Road

HCM 7th AWSC
01/30/2024

| Intersection | |
|---------------------------|------|
| Intersection Delay, s/veh | 55.9 |
| Intersection LOS | F |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 24 | 399 | 44 | 25 | 404 | 41 | 85 | 116 | 44 | 56 | 84 | 20 |
| Future Vol, veh/h | 24 | 399 | 44 | 25 | 404 | 41 | 85 | 116 | 44 | 56 | 84 | 20 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles, % | 5 | 4 | 10 | 4 | 4 | 5 | 1 | 1 | 8 | 0 | 7 | 0 |
| Mvmt Flow | 26 | 438 | 48 | 27 | 444 | 45 | 93 | 127 | 48 | 62 | 92 | 22 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

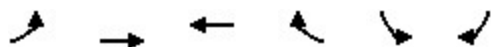
| Approach | EB | WB | NB | SB |
|----------------------------|------|------|------|------|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay, s/veh | 70.7 | 71.4 | 22.9 | 17.9 |
| HCM LOS | F | F | C | C |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|--------------------------|-------|-------|-------|-------|
| Vol Left, % | 35% | 5% | 5% | 35% |
| Vol Thru, % | 47% | 85% | 86% | 53% |
| Vol Right, % | 18% | 9% | 9% | 13% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 245 | 467 | 470 | 160 |
| LT Vol | 85 | 24 | 25 | 56 |
| Through Vol | 116 | 399 | 404 | 84 |
| RT Vol | 44 | 44 | 41 | 20 |
| Lane Flow Rate | 269 | 513 | 516 | 176 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.601 | 1.012 | 1.015 | 0.415 |
| Departure Headway (Hd) | 8.262 | 7.297 | 7.279 | 8.781 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 439 | 503 | 501 | 413 |
| Service Time | 6.262 | 5.297 | 5.279 | 6.781 |
| HCM Lane V/C Ratio | 0.613 | 1.02 | 1.03 | 0.426 |
| HCM Control Delay, s/veh | 22.9 | 70.7 | 71.4 | 17.9 |
| HCM Lane LOS | C | F | F | C |
| HCM 95th-tile Q | 3.8 | 14.1 | 14.2 | 2 |

Build AM Peak Hour with Background Improvements

3: Malabar Road & St. Johns Heritage Parkway

Lanes, Volumes, Timings
01/30/2024



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|-------------------------|-------|------|------|------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 187 | 349 | 693 | 616 | 339 | 274 |
| Future Volume (vph) | 187 | 349 | 693 | 616 | 339 | 274 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 350 | | | 250 | 0 | 340 |
| Storage Lanes | 1 | | | 1 | 1 | 1 |
| Taper Length (ft) | 25 | | | | 25 | |
| Satd. Flow (prot) | 1687 | 3406 | 3505 | 1568 | 1770 | 1538 |
| Flt Permitted | 0.136 | | | | 0.950 | |
| Satd. Flow (perm) | 241 | 3406 | 3505 | 1568 | 1770 | 1538 |
| Right Turn on Red | | | | Yes | | Yes |
| Satd. Flow (RTOR) | | | | 780 | | 24 |
| Link Speed (mph) | | 35 | 35 | | 35 | |
| Link Distance (ft) | | 2248 | 2950 | | 6746 | |
| Travel Time (s) | | 43.8 | 57.5 | | 131.4 | |
| Peak Hour Factor | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 |
| Heavy Vehicles (%) | 7% | 6% | 3% | 3% | 2% | 5% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 237 | 442 | 877 | 780 | 429 | 347 |
| Turn Type | pm+pt | NA | NA | Perm | Prot | pt+ov |
| Protected Phases | 7 | 4 | 8 | | 6 | 6 7 |
| Permitted Phases | 4 | | | 8 | | |
| Total Split (s) | 19.0 | 54.0 | 35.0 | 35.0 | 36.0 | |
| Total Lost Time (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | |
| Act Effect Green (s) | 45.8 | 45.8 | 26.9 | 26.9 | 24.3 | 43.1 |
| Actuated g/C Ratio | 0.54 | 0.54 | 0.32 | 0.32 | 0.29 | 0.51 |
| v/c Ratio | 0.71 | 0.23 | 0.78 | 0.75 | 0.83 | 0.43 |
| Control Delay (s/veh) | 28.1 | 11.1 | 32.6 | 7.4 | 44.0 | 13.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 28.1 | 11.1 | 32.6 | 7.4 | 44.0 | 13.8 |
| LOS | C | B | C | A | D | B |
| Approach Delay (s/veh) | | 17.1 | 20.8 | | 30.6 | |
| Approach LOS | | B | C | | C | |
| Queue Length 50th (ft) | 67 | 65 | 231 | 0 | 216 | 103 |
| Queue Length 95th (ft) | 121 | 83 | 261 | 27 | 273 | 138 |
| Internal Link Dist (ft) | | 2168 | 2870 | | 6666 | |
| Turn Bay Length (ft) | 350 | | | 250 | | 340 |
| Base Capacity (vph) | 338 | 1918 | 1176 | 1044 | 615 | 787 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.70 | 0.23 | 0.75 | 0.75 | 0.70 | 0.44 |

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 84.2
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.84




















| | |
|---|------------------------|
| Intersection Signal Delay (s/veh): 22.4 | Intersection LOS: C |
| Intersection Capacity Utilization 65.8% | ICU Level of Service C |
| Analysis Period (min) 15 | |

Splits and Phases: 3: Malabar Road & St. Johns Heritage Parkway



Build AM Peak Hour with Background Improvements
14: Bending Branch Way/Krassner Drive & Malabar Road

Lanes, Volumes, Timings
01/30/2024

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  | | |  | | |  | |
| Traffic Volume (vph) | 22 | 795 | 19 | 62 | 1073 | 67 | 72 | 3 | 88 | 92 | 1 | 47 |
| Future Volume (vph) | 22 | 795 | 19 | 62 | 1073 | 67 | 72 | 3 | 88 | 92 | 1 | 47 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | 200 | 340 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Satd. Flow (prot) | 1719 | 3438 | 1429 | 1736 | 3479 | 0 | 0 | 1682 | 0 | 0 | 1734 | 0 |
| Flt Permitted | 0.147 | | | 0.267 | | | | 0.819 | | | 0.721 | |
| Satd. Flow (perm) | 266 | 3438 | 1429 | 488 | 3479 | 0 | 0 | 1408 | 0 | 0 | 1291 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 102 | | 10 | | | 63 | | | 27 | |
| Link Speed (mph) | | 35 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 3156 | | | 2581 | | | 187 | | | 529 | |
| Travel Time (s) | | 61.5 | | | 50.3 | | | 3.6 | | | 10.3 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 5% | 5% | 13% | 4% | 3% | 0% | 3% | 33% | 1% | 1% | 100% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 24 | 864 | 21 | 67 | 1239 | 0 | 0 | 177 | 0 | 0 | 152 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | | 8 | | | 4 | | |
| Total Split (s) | 11.0 | 51.0 | 51.0 | 11.0 | 51.0 | | 28.0 | 28.0 | | 28.0 | 28.0 | |
| Total Lost Time (s) | 5.4 | 6.8 | 6.8 | 5.4 | 6.8 | | | 6.0 | | | 6.0 | |
| Act Effect Green (s) | 33.5 | 29.1 | 29.1 | 34.7 | 31.5 | | | 12.9 | | | 12.9 | |
| Actuated g/C Ratio | 0.54 | 0.47 | 0.47 | 0.56 | 0.51 | | | 0.21 | | | 0.21 | |
| v/c Ratio | 0.08 | 0.53 | 0.02 | 0.16 | 0.69 | | | 0.51 | | | 0.52 | |
| Control Delay (s/veh) | 6.3 | 13.9 | 0.0 | 6.7 | 15.1 | | | 23.3 | | | 29.0 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay (s/veh) | 6.3 | 13.9 | 0.0 | 6.7 | 15.1 | | | 23.3 | | | 29.0 | |
| LOS | A | B | A | A | B | | | C | | | C | |
| Approach Delay (s/veh) | | 13.5 | | | 14.7 | | | 23.3 | | | 29.0 | |
| Approach LOS | | B | | | B | | | C | | | C | |
| Queue Length 50th (ft) | 3 | 124 | 0 | 8 | 127 | | | 34 | | | 38 | |
| Queue Length 95th (ft) | 13 | 218 | 0 | 28 | 353 | | | 116 | | | 120 | |
| Internal Link Dist (ft) | | 3076 | | | 2501 | | | 107 | | | 449 | |
| Turn Bay Length (ft) | 200 | | 200 | 340 | | | | | | | | |
| Base Capacity (vph) | 291 | 2613 | 1111 | 399 | 2647 | | | 597 | | | 529 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | 0.08 | 0.33 | 0.02 | 0.17 | 0.47 | | | 0.30 | | | 0.29 | |

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 61.9

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.70

Build AM Peak Hour with Background Improvements
14: Bending Branch Way/Krassner Drive & Malabar Road

Lanes, Volumes, Timings
01/30/2024


| | |
|---|------------------------|
| Intersection Signal Delay (s/veh): 15.7 | Intersection LOS: B |
| Intersection Capacity Utilization 63.4% | ICU Level of Service B |
| Analysis Period (min) 15 | |

Splits and Phases: 14: Bending Branch Way/Krassner Drive & Malabar Road

| | | |
|--|--|--|
|  Ø1 |  Ø2 |  Ø4 |
| 11 s | 51 s | 28 s |
|  Ø5 |  Ø6 |  Ø8 |
| 11 s | 51 s | 28 s |

Build AM Peak Hour with Background Improvements
19: Jupiter Boulevard & Malabar Road

Lanes, Volumes, Timings
01/30/2024

| |  | | | | | | | | | | | |
|-------------------------|--|------|------|-------|------|------|-------|------|------|-------|------|------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 226 | 604 | 188 | 49 | 567 | 136 | 286 | 231 | 42 | 231 | 188 | 153 |
| Future Volume (vph) | 226 | 604 | 188 | 49 | 567 | 136 | 286 | 231 | 42 | 231 | 188 | 153 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 175 | | 0 | 220 | | 0 | 220 | | 220 | 240 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Satd. Flow (prot) | 1805 | 3355 | 0 | 1770 | 3351 | 0 | 1752 | 1845 | 1615 | 1719 | 1714 | 0 |
| Flt Permitted | 0.181 | | | 0.205 | | | 0.248 | | | 0.511 | | |
| Satd. Flow (perm) | 344 | 3355 | 0 | 382 | 3351 | 0 | 457 | 1845 | 1615 | 925 | 1714 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 44 | | | 31 | | | | 230 | | 42 | |
| Link Speed (mph) | | 35 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 3773 | | | 2837 | | | 1439 | | | 601 | |
| Travel Time (s) | | 73.5 | | | 55.3 | | | 28.0 | | | 11.7 | |
| 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 |
| Heavy Vehicles (%) | 0% | 3% | 6% | 2% | 5% | 3% | 3% | 3% | 0% | 5% | 3% | 4% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 240 | 843 | 0 | 52 | 748 | 0 | 304 | 246 | 45 | 246 | 363 | 0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | Perm | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | | 7 | 4 | |
| Permitted Phases | 2 | | | 6 | | | 8 | | 8 | 4 | | |
| Total Split (s) | 14.0 | 31.0 | | 13.0 | 30.0 | | 18.0 | 28.0 | 28.0 | 18.0 | 28.0 | |
| Total Lost Time (s) | 7.0 | 8.0 | | 7.0 | 8.0 | | 7.0 | 8.0 | 8.0 | 7.0 | 8.0 | |
| Act Effect Green (s) | 33.2 | 28.0 | | 28.7 | 21.7 | | 31.7 | 19.7 | 19.7 | 31.0 | 19.3 | |
| Actuated g/C Ratio | 0.37 | 0.31 | | 0.32 | 0.24 | | 0.36 | 0.22 | 0.22 | 0.35 | 0.22 | |
| v/c Ratio | 0.98 | 0.77 | | 0.24 | 0.89 | | 0.94 | 0.60 | 0.08 | 0.59 | 0.89 | |
| Control Delay (s/veh) | 80.7 | 34.3 | | 19.4 | 45.7 | | 60.5 | 38.4 | 0.3 | 24.2 | 56.7 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay (s/veh) | 80.7 | 34.3 | | 19.4 | 45.7 | | 60.5 | 38.4 | 0.3 | 24.2 | 56.7 | |
| LOS | F | C | | B | D | | E | D | A | C | E | |
| Approach Delay (s/veh) | | 44.7 | | | 44.1 | | | 46.9 | | | 43.7 | |
| Approach LOS | | D | | | D | | | D | | | D | |
| Queue Length 50th (ft) | ~95 | 236 | | 18 | 208 | | 115 | 126 | 0 | 90 | 179 | |
| Queue Length 95th (ft) | #239 | #360 | | 40 | #313 | | #261 | 204 | 0 | 146 | #339 | |
| Internal Link Dist (ft) | | 3693 | | | 2757 | | | 1359 | | | 521 | |
| Turn Bay Length (ft) | 175 | | | 220 | | | 220 | | 220 | 240 | | |
| Base Capacity (vph) | 243 | 1085 | | 216 | 851 | | 322 | 414 | 540 | 423 | 417 | |
| 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 | 0.99 | 0.78 | | 0.24 | 0.88 | | 0.94 | 0.59 | 0.08 | 0.58 | 0.87 | |

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 89.1
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.99

Build AM Peak Hour with Background Improvements

19: Jupiter Boulevard & Malabar Road

Lanes, Volumes, Timings
01/30/2024

Intersection Signal Delay (s/veh): 44.7

Intersection LOS: D

Intersection Capacity Utilization 92.6%

ICU Level of Service F

Analysis Period (min) 15









~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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






Queue shown is maximum after two cycles.

Splits and Phases: 19: Jupiter Boulevard & Malabar Road

| | | | |
|--|--|--|--|
|  Ø1 13 s |  Ø2 31 s |  Ø3 18 s |  Ø4 28 s |
|  Ø5 14 s |  Ø6 30 s |  Ø7 18 s |  Ø8 28 s |

Build PM Peak Hour with Background Improvements
6: St. Johns Heritage Parkway & Pace Drive

HCM 7th TWSC
01/30/2024

| Intersection | | | | | | |
|--------------------------|---|---|---|---|------|---|
| Int Delay, s/veh | 32.5 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations |  |  |  |  | |  |
| Traffic Vol, veh/h | 94 | 95 | 508 | 89 | 277 | 934 |
| Future Vol, veh/h | 94 | 95 | 508 | 89 | 277 | 934 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 400 | - | 300 | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 16 | 0 | 9 | 11 | 1 | 1 |
| Mvmt Flow | 98 | 99 | 529 | 93 | 289 | 973 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|------|---|
| Conflicting Flow All | 1593 | 265 | 0 | 0 | 622 | 0 |
| Stage 1 | 529 | - | - | - | - | - |
| Stage 2 | 1064 | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.9 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 6.12 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | - | - | - | - | - |
| Follow-up Hdwy | 3.66 | 3.3 | - | - | 2.21 | - |
| Pot Cap-1 Maneuver | ~ 85 | 740 | - | - | 962 | - |
| Stage 1 | 517 | - | - | - | - | - |
| Stage 2 | 264 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | ~ 50 | 740 | - | - | 962 | - |
| Mov Cap-2 Maneuver | ~ 50 | - | - | - | - | - |
| Stage 1 | 517 | - | - | - | - | - |
| Stage 2 | 155 | - | - | - | - | - |






| Approach | WB | NB | SB |
|--------------------------|-------|----|------|
| HCM Control Delay, s/veh | 14.63 | 0 | 4.42 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---------------------------|-----|-----|----------|-------|------|-----|
| Capacity (veh/h) | - | - | 50 | 740 | 702 | - |
| HCM Lane V/C Ratio | - | - | 1.954 | 0.134 | 0.3 | - |
| HCM Control Delay (s/veh) | - | - | \$ 621.9 | 10.6 | 10.3 | 2.7 |
| HCM Lane LOS | - | - | F | B | B | A |
| HCM 95th %tile Q(veh) | - | - | 9.7 | 0.5 | 1.3 | - |

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

Build PM Peak Hour with Background Improvements
7: St. Johns Heritage Parkway & Emerson Drive

HCM 7th TWSC
01/30/2024

| Intersection | | | | | | |
|--------------------------|---|---|---|---|------|---|
| Int Delay, s/veh | 376.1 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations |  |  |  |  | |  |
| Traffic Vol, veh/h | 154 | 122 | 500 | 86 | 447 | 1171 |
| Future Vol, veh/h | 154 | 122 | 500 | 86 | 447 | 1171 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 6 | 3 | 8 | 0 | 1 | 0 |
| Mvmt Flow | 160 | 127 | 521 | 90 | 466 | 1220 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|------|---|
| Conflicting Flow All | 2062 | 260 | 0 | 0 | 610 | 0 |
| Stage 1 | 521 | - | - | - | - | - |
| Stage 2 | 1541 | - | - | - | - | - |
| Critical Hdwy | 6.92 | 6.96 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.92 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.92 | - | - | - | - | - |
| Follow-up Hdwy | 3.56 | 3.33 | - | - | 2.21 | - |
| Pot Cap-1 Maneuver | ~ 45 | 735 | - | - | 971 | - |
| Stage 1 | 549 | - | - | - | - | - |
| Stage 2 | ~ 156 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | ~ 12 | 735 | - | - | 971 | - |
| Mov Cap-2 Maneuver | ~ 12 | - | - | - | - | - |
| Stage 1 | 549 | - | - | - | - | - |
| Stage 2 | ~ 43 | - | - | - | - | - |








| Approach | WB | NB | SB |
|--------------------------|-------|----|------|
| HCM Control Delay, s/veh | 338.9 | 0 | 6.93 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1WBLn2 | SBL | SBT |
|---------------------------|-----|----------------|-------|-----|
| Capacity (veh/h) | - | - 12 735 | 642 | - |
| HCM Lane V/C Ratio | - | - 12.958 0.173 | 0.479 | - |
| HCM Control Delay (s/veh) | - | \$ 5975.4 10.9 | 12.1 | 5 |
| HCM Lane LOS | - | - F B | B | A |
| HCM 95th %tile Q(veh) | - | - 21.3 0.6 | 2.7 | - |

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

Build PM Peak Hour with Background Improvements
9: East Site Driveway/Thunderbird Avenue & Malabar Road

HCM 7th TWSC
01/30/2024

| Intersection | | | | | | | | | | | | |
|--------------------------|---|---|---|---|---|------|------|---|------|------|---|------|
| Int Delay, s/veh | 26.4 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  | | |  | | |  | |
| Traffic Vol, veh/h | 11 | 1029 | 48 | 63 | 725 | 8 | 58 | 2 | 54 | 6 | 3 | 3 |
| Future Vol, veh/h | 11 | 1029 | 48 | 63 | 725 | 8 | 58 | 2 | 54 | 6 | 3 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 220 | - | 300 | 220 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 1 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 13 | 1169 | 55 | 72 | 824 | 9 | 66 | 2 | 61 | 7 | 3 | 3 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|-----|--------|------|-----|
| Conflicting Flow All | 833 | 0 | 0 | 1224 | 0 | 0 | 1751 | 2170 | 585 | 1582 | 2220 | 416 |
| Stage 1 | - | - | - | - | - | - | 1194 | 1194 | - | 972 | 972 | - |
| Stage 2 | - | - | - | - | - | - | 557 | 976 | - | 611 | 1249 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.5 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.5 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 809 | - | - | 577 | - | - | ~ 56 | 47 | 460 | 75 | 44 | 591 |
| Stage 1 | - | - | - | - | - | - | 201 | 262 | - | 275 | 334 | - |
| Stage 2 | - | - | - | - | - | - | 487 | 332 | - | 453 | 247 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 809 | - | - | 577 | - | - | ~ 44 | 41 | 460 | 53 | 38 | 591 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | ~ 44 | 41 | - | 53 | 38 | - |
| Stage 1 | - | - | - | - | - | - | 198 | 258 | - | 241 | 292 | - |
| Stage 2 | - | - | - | - | - | - | 419 | 291 | - | 383 | 243 | - |

| Approach | EB | WB | NB | SB |
|------------------------|-----|------|-----------|-------|
| HCM Control Delay, s/v | 0.1 | 0.96 | \$ 449.52 | 80.51 |
| HCM LOS | | | F | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---------------------------|----------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 77 | 809 | - | - | 577 | - | - | 61 |
| HCM Lane V/C Ratio | 1.685 | 0.015 | - | - | 0.124 | - | - | 0.224 |
| HCM Control Delay (s/veh) | \$ 449.5 | 9.5 | - | - | 12.1 | - | - | 80.5 |
| HCM Lane LOS | F | A | - | - | B | - | - | F |
| HCM 95th %tile Q(veh) | 11 | 0 | - | - | 0.4 | - | - | 0.8 |

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

Build PM Peak Hour with Background Improvements
18: Hurley Boulevard & Malabar Road

HCM 7th TWSC
01/30/2024

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 13 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑↑ | | | ↑↑ | ↑ | |
| Traffic Vol, veh/h | 944 | 131 | 97 | 1076 | 54 | 51 |
| Future Vol, veh/h | 944 | 131 | 97 | 1076 | 54 | 51 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 98 | 98 | 98 | 98 | 98 | 98 |
| Heavy Vehicles, % | 2 | 0 | 1 | 7 | 16 | 4 |
| Mvmt Flow | 963 | 134 | 99 | 1098 | 55 | 52 |

| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 0 | 0 | 1097 | 0 | 1777 |
| Stage 1 | - | - | - | - | 1030 |
| Stage 2 | - | - | - | - | 747 |
| Critical Hdwy | - | - | 4.12 | - | 7.12 |
| Critical Hdwy Stg 1 | - | - | - | - | 6.12 |
| Critical Hdwy Stg 2 | - | - | - | - | 6.12 |
| Follow-up Hdwy | - | - | 2.21 | - | 3.66 |
| Pot Cap-1 Maneuver | - | - | 638 | - | 63 |
| Stage 1 | - | - | - | - | 275 |
| Stage 2 | - | - | - | - | 394 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 638 | - | ~ 49 |
| Mov Cap-2 Maneuver | - | - | - | - | ~ 49 |
| Stage 1 | - | - | - | - | 275 |
| Stage 2 | - | - | - | - | 306 |

| Approach | EB | WB | NB |
|------------------------|----|------|--------|
| HCM Control Delay, s/v | 0 | 2.99 | 258.26 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---------------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 87 | - | - | 298 | - |
| HCM Lane V/C Ratio | 1.231 | - | - | 0.155 | - |
| HCM Control Delay (s/veh) | 258.3 | - | - | 11.7 | 2.2 |
| HCM Lane LOS | F | - | - | B | A |
| HCM 95th %tile Q(veh) | 7.7 | - | - | 0.5 | - |

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

Build PM Peak Hour with Background Improvements
22: Garvey Road & Malabar Road

HCM 7th TWSC
01/30/2024

Intersection

Int Delay, s/veh 2.2

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | ↑↑ | | ↑ | ↑↑ | ↑ | ↑ |
| Traffic Vol, veh/h | 759 | 34 | 203 | 1048 | 11 | 105 |
| Future Vol, veh/h | 759 | 34 | 203 | 1048 | 11 | 105 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 250 | - | - | 115 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 2 | 0 | 1 | 2 | 0 | 3 |
| Mvmt Flow | 816 | 37 | 218 | 1127 | 12 | 113 |

| Major/Minor | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 853 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Critical Hdwy | - | - | 4.12 |
| Critical Hdwy Stg 1 | - | - | - |
| Critical Hdwy Stg 2 | - | - | - |
| Follow-up Hdwy | - | - | 2.21 |
| Pot Cap-1 Maneuver | - | - | 789 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | - | - | 789 |
| Mov Cap-2 Maneuver | - | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |

| Approach | EB | WB | NB |
|------------------------|----|------|-------|
| HCM Control Delay, s/v | 0 | 1.83 | 20.92 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---------------------------|-------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 50 | 574 | - | - | 789 | - |
| HCM Lane V/C Ratio | 0.237 | 0.197 | - | - | 0.277 | - |
| HCM Control Delay (s/veh) | 98.3 | 12.8 | - | - | 11.3 | - |
| HCM Lane LOS | F | B | - | - | B | - |
| HCM 95th %tile Q(veh) | 0.8 | 0.7 | - | - | 1.1 | - |

Build PM Peak Hour with Background Improvements
13: West Site Driveway & Malabar Road

HCM 7th TWSC
01/30/2024

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.2 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑↑ | ↑ | ↑ | ↑↑ | ↑ | ↑ |
| Traffic Vol, veh/h | 1035 | 50 | 61 | 725 | 12 | 53 |
| Future Vol, veh/h | 1035 | 50 | 61 | 725 | 12 | 53 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 200 | 110 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1125 | 54 | 66 | 788 | 13 | 58 |

| Major/Minor | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 1179 |
| 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 | - | - | 588 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | - | - | 588 |
| Mov Cap-2 Maneuver | - | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |

| Approach | EB | WB | NB |
|------------------------|----|------|-------|
| HCM Control Delay, s/v | 0 | 0.92 | 25.41 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---------------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 246 | - | - | 588 | - |
| HCM Lane V/C Ratio | 0.287 | - | - | 0.113 | - |
| HCM Control Delay (s/veh) | 25.4 | - | - | 11.9 | - |
| HCM Lane LOS | D | - | - | B | - |
| HCM 95th %tile Q(veh) | 1.1 | - | - | 0.4 | - |

Build PM Peak Hour with Background Improvements
25: Garvey Road

HCM 7th AWSC
01/30/2024

| Intersection | |
|---------------------------|------|
| Intersection Delay, s/veh | 58.6 |
| Intersection LOS | F |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 6 | 393 | 74 | 62 | 410 | 35 | 69 | 63 | 53 | 37 | 136 | 15 |
| Future Vol, veh/h | 6 | 393 | 74 | 62 | 410 | 35 | 69 | 63 | 53 | 37 | 136 | 15 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 17 | 3 | 0 | 0 | 3 | 6 | 5 | 4 | 8 | 3 | 3 | 0 |
| Mvmt Flow | 7 | 427 | 80 | 67 | 446 | 38 | 75 | 68 | 58 | 40 | 148 | 16 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|------|------|------|------|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay, s/veh | 67.7 | 79.7 | 18.2 | 18.5 |
| HCM LOS | F | F | C | C |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|--------------------------|-------|-------|-------|-------|
| Vol Left, % | 37% | 1% | 12% | 20% |
| Vol Thru, % | 34% | 83% | 81% | 72% |
| Vol Right, % | 29% | 16% | 7% | 8% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 185 | 473 | 507 | 188 |
| LT Vol | 69 | 6 | 62 | 37 |
| Through Vol | 63 | 393 | 410 | 136 |
| RT Vol | 53 | 74 | 35 | 15 |
| Lane Flow Rate | 201 | 514 | 551 | 204 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.453 | 1.001 | 1.05 | 0.462 |
| Departure Headway (Hd) | 8.444 | 7.257 | 6.965 | 8.477 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 430 | 504 | 524 | 427 |
| Service Time | 6.444 | 5.257 | 4.965 | 6.477 |
| HCM Lane V/C Ratio | 0.467 | 1.02 | 1.052 | 0.478 |
| HCM Control Delay, s/veh | 18.2 | 67.7 | 79.7 | 18.5 |
| HCM Lane LOS | C | F | F | C |
| HCM 95th-tile Q | 2.3 | 13.7 | 16 | 2.4 |

Build PM Peak Hour with Background Improvements

3: Malabar Road & St. Johns Heritage Parkway

Lanes, Volumes, Timings
01/30/2024



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|-------------------------|-------|------|------|------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 67 | 261 | 270 | 461 | 871 | 59 |
| Future Volume (vph) | 67 | 261 | 270 | 461 | 871 | 59 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 350 | | | 250 | 0 | 340 |
| Storage Lanes | 1 | | | 1 | 1 | 1 |
| Taper Length (ft) | 25 | | | | 25 | |
| Satd. Flow (prot) | 1770 | 3539 | 2959 | 1442 | 1787 | 1404 |
| Flt Permitted | 0.387 | | | | 0.950 | |
| Satd. Flow (perm) | 721 | 3539 | 2959 | 1442 | 1787 | 1404 |
| Right Turn on Red | | | | Yes | | Yes |
| Satd. Flow (RTOR) | | | | 512 | | 66 |
| Link Speed (mph) | | 35 | 35 | | 35 | |
| Link Distance (ft) | | 2248 | 2950 | | 6746 | |
| Travel Time (s) | | 43.8 | 57.5 | | 131.4 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Heavy Vehicles (%) | 2% | 2% | 22% | 12% | 1% | 15% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 74 | 290 | 300 | 512 | 968 | 66 |
| Turn Type | pm+pt | NA | NA | Perm | Prot | pt+ov |
| Protected Phases | 7 | 4 | 8 | | 6 | 6 7 |
| Permitted Phases | 4 | | | 8 | | |
| Total Split (s) | 13.0 | 38.0 | 25.0 | 25.0 | 52.0 | |
| Total Lost Time (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | |
| Act Effect Green (s) | 24.8 | 24.8 | 14.9 | 14.9 | 45.5 | 58.6 |
| Actuated g/C Ratio | 0.29 | 0.29 | 0.18 | 0.18 | 0.54 | 0.69 |
| v/c Ratio | 0.25 | 0.27 | 0.57 | 0.75 | 1.00 | 0.06 |
| Control Delay (s/veh) | 22.9 | 22.8 | 37.1 | 11.3 | 54.1 | 1.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 22.9 | 22.8 | 37.1 | 11.3 | 54.1 | 1.7 |
| LOS | C | C | D | B | D | A |
| Approach Delay (s/veh) | | 22.8 | 20.9 | | 50.8 | |
| Approach LOS | | C | C | | D | |
| Queue Length 50th (ft) | 28 | 61 | 80 | 0 | ~595 | 0 |
| Queue Length 95th (ft) | 59 | 92 | 122 | 98 | #856 | 13 |
| Internal Link Dist (ft) | | 2168 | 2870 | | 6666 | |
| Turn Bay Length (ft) | 350 | | | 250 | | 340 |
| Base Capacity (vph) | 287 | 1312 | 637 | 712 | 962 | 994 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.26 | 0.22 | 0.47 | 0.72 | 1.01 | 0.07 |

Intersection Summary

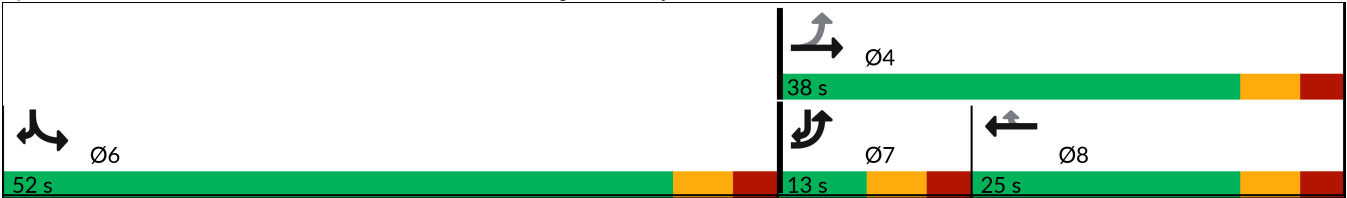
Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 84.4
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.01

Build PM Peak Hour with Background Improvements
3: Malabar Road & St. Johns Heritage Parkway

Lanes, Volumes, Timings
01/30/2024




















| | |
|---|------------------------|
| Intersection Signal Delay (s/veh): 35.2 | Intersection LOS: D |
| Intersection Capacity Utilization 79.1% | ICU Level of Service D |
| Analysis Period (min) 15 | |
| ~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles. | |
| # 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles. | |

Splits and Phases: 3: Malabar Road & St. Johns Heritage Parkway



Build PM Peak Hour with Background Improvements
14: Bending Branch Way/Krassner Drive & Malabar Road

Lanes, Volumes, Timings
01/30/2024

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  | | |  | | |  | |
| Traffic Volume (vph) | 44 | 965 | 50 | 106 | 903 | 119 | 20 | 0 | 66 | 53 | 0 | 11 |
| Future Volume (vph) | 44 | 965 | 50 | 106 | 903 | 119 | 20 | 0 | 66 | 53 | 0 | 11 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | 200 | 340 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Satd. Flow (prot) | 1719 | 3539 | 1615 | 1787 | 3199 | 0 | 0 | 1618 | 0 | 0 | 1751 | 0 |
| Flt Permitted | 0.233 | | | 0.213 | | | | 0.900 | | | 0.745 | |
| Satd. Flow (perm) | 422 | 3539 | 1615 | 401 | 3199 | 0 | 0 | 1472 | 0 | 0 | 1359 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 102 | | 23 | | | 112 | | | 112 | |
| Link Speed (mph) | | 35 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 3156 | | | 2581 | | | 187 | | | 529 | |
| Travel Time (s) | | 61.5 | | | 50.3 | | | 3.6 | | | 10.3 | |
| 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 |
| Heavy Vehicles (%) | 5% | 2% | 0% | 1% | 12% | 2% | 11% | 0% | 2% | 2% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 47 | 1027 | 53 | 113 | 1088 | 0 | 0 | 91 | 0 | 0 | 68 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | | 8 | | | 4 | | |
| Total Split (s) | 11.0 | 50.0 | 50.0 | 14.0 | 53.0 | | 26.0 | 26.0 | | 26.0 | 26.0 | |
| Total Lost Time (s) | 5.4 | 6.8 | 6.8 | 5.4 | 6.8 | | | 6.0 | | | 6.0 | |
| Act Effect Green (s) | 34.8 | 31.4 | 31.4 | 37.7 | 34.7 | | | 7.7 | | | 7.7 | |
| Actuated g/C Ratio | 0.63 | 0.57 | 0.57 | 0.68 | 0.63 | | | 0.14 | | | 0.14 | |
| v/c Ratio | 0.11 | 0.51 | 0.05 | 0.25 | 0.54 | | | 0.30 | | | 0.23 | |
| Control Delay (s/veh) | 4.0 | 12.1 | 0.6 | 4.6 | 10.4 | | | 7.7 | | | 4.5 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay (s/veh) | 4.0 | 12.1 | 0.6 | 4.6 | 10.4 | | | 7.7 | | | 4.5 | |
| LOS | A | B | A | A | B | | | A | | | A | |
| Approach Delay (s/veh) | | 11.2 | | | 9.9 | | | 7.8 | | | 4.5 | |
| Approach LOS | | B | | | A | | | A | | | A | |
| Queue Length 50th (ft) | 4 | 137 | 0 | 10 | 145 | | | 0 | | | 0 | |
| Queue Length 95th (ft) | 12 | 205 | 4 | 24 | 214 | | | 29 | | | 15 | |
| Internal Link Dist (ft) | | 3076 | | | 2501 | | | 107 | | | 449 | |
| Turn Bay Length (ft) | 200 | | 200 | 340 | | | | | | | | |
| Base Capacity (vph) | 405 | 2747 | 1276 | 508 | 2616 | | | 635 | | | 592 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | 0.12 | 0.37 | 0.04 | 0.22 | 0.42 | | | 0.14 | | | 0.11 | |

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 55.3

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.54

Build PM Peak Hour with Background Improvements
14: Bending Branch Way/Krassner Drive & Malabar Road

Lanes, Volumes, Timings
01/30/2024























| | |
|---|------------------------|
| Intersection Signal Delay (s/veh): 10.3 | Intersection LOS: B |
| Intersection Capacity Utilization 58.4% | ICU Level of Service B |
| Analysis Period (min) 15 | |

Splits and Phases: 14: Bending Branch Way/Krassner Drive & Malabar Road



Build PM Peak Hour with Background Improvements
19: Jupiter Boulevard & Malabar Road

Lanes, Volumes, Timings
01/30/2024

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  | |  |  |  |  |  |  |
| Traffic Volume (vph) | 143 | 586 | 309 | 55 | 673 | 258 | 283 | 214 | 38 | 200 | 176 | 229 |
| Future Volume (vph) | 143 | 586 | 309 | 55 | 673 | 258 | 283 | 214 | 38 | 200 | 176 | 229 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 175 | | 0 | 220 | | 0 | 220 | | 220 | 240 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Satd. Flow (prot) | 1787 | 3367 | 0 | 1736 | 3338 | 0 | 1671 | 1667 | 1482 | 1787 | 1697 | 0 |
| Flt Permitted | 0.150 | | | 0.157 | | | 0.190 | | | 0.609 | | |
| Satd. Flow (perm) | 282 | 3367 | 0 | 287 | 3338 | 0 | 334 | 1667 | 1482 | 1146 | 1697 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 104 | | | 60 | | | | 230 | | 66 | |
| Link Speed (mph) | | 35 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 3773 | | | 2837 | | | 1439 | | | 601 | |
| Travel Time (s) | | 73.5 | | | 55.3 | | | 28.0 | | | 11.7 | |
| 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 |
| Heavy Vehicles (%) | 1% | 2% | 1% | 4% | 5% | 0% | 8% | 14% | 9% | 1% | 3% | 2% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 154 | 962 | 0 | 59 | 1001 | 0 | 304 | 230 | 41 | 215 | 435 | 0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | Perm | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | | 7 | 4 | |
| Permitted Phases | 2 | | | 6 | | | 8 | | 8 | 4 | | |
| Total Split (s) | 13.0 | 32.0 | | 13.0 | 32.0 | | 18.0 | 29.0 | 29.0 | 16.0 | 27.0 | |
| Total Lost Time (s) | 7.0 | 8.0 | | 7.0 | 8.0 | | 7.0 | 8.0 | 8.0 | 7.0 | 8.0 | |
| Act Effct Green (s) | 32.4 | 26.6 | | 31.0 | 24.0 | | 33.1 | 21.1 | 21.1 | 28.9 | 19.0 | |
| Actuated g/C Ratio | 0.36 | 0.30 | | 0.34 | 0.27 | | 0.37 | 0.23 | 0.23 | 0.32 | 0.21 | |
| v/c Ratio | 0.76 | 0.90 | | 0.30 | 1.07 | | 1.06 | 0.58 | 0.07 | 0.49 | 1.06 | |
| Control Delay (s/veh) | 44.6 | 41.2 | | 20.1 | 82.0 | | 95.7 | 37.7 | 0.2 | 22.7 | 92.7 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay (s/veh) | 44.6 | 41.2 | | 20.1 | 82.0 | | 95.7 | 37.7 | 0.2 | 22.7 | 92.7 | |
| LOS | D | D | | C | F | | F | D | A | C | F | |
| Approach Delay (s/veh) | | 41.7 | | | 78.6 | | | 65.8 | | | 69.6 | |
| Approach LOS | | D | | | E | | | E | | | E | |
| Queue Length 50th (ft) | 54 | 260 | | 20 | ~322 | | ~141 | 117 | 0 | 78 | ~243 | |
| Queue Length 95th (ft) | #136 | #398 | | 43 | #448 | | #305 | 193 | 0 | 130 | #429 | |
| Internal Link Dist (ft) | | 3693 | | | 2757 | | | 1359 | | | 521 | |
| Turn Bay Length (ft) | 175 | | | 220 | | | 220 | | 220 | 240 | | |
| Base Capacity (vph) | 201 | 1068 | | 195 | 934 | | 286 | 390 | 524 | 433 | 410 | |
| 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 | 0.77 | 0.90 | | 0.30 | 1.07 | | 1.06 | 0.59 | 0.08 | 0.50 | 1.06 | |

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.07

Build PM Peak Hour with Background Improvements

19: Jupiter Boulevard & Malabar Road

Lanes, Volumes, Timings
01/30/2024

Intersection Signal Delay (s/veh): 62.6

Intersection LOS: E

Intersection Capacity Utilization 98.7%

ICU Level of Service F

Analysis Period (min) 15

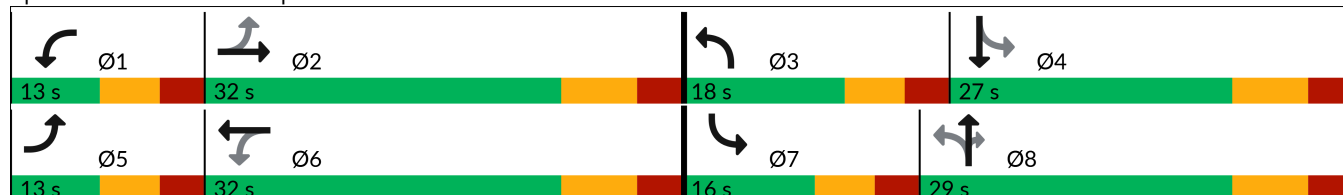
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 19: Jupiter Boulevard & Malabar Road



No Build AM Peak Hour with Additional Improvements
3: Malabar Road & St. Johns Heritage Parkway

Lanes, Volumes, Timings
02/01/2024



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|-------------------------|-------|------|------|------|-------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 187 | 344 | 685 | 562 | 304 | 274 |
| Future Volume (vph) | 187 | 344 | 685 | 562 | 304 | 274 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 350 | | | 250 | 0 | 340 |
| Storage Lanes | 1 | | | 1 | 2 | 0 |
| Taper Length (ft) | 25 | | | | 25 | |
| Satd. Flow (prot) | 1687 | 3406 | 3505 | 1568 | 3225 | 0 |
| Flt Permitted | 0.167 | | | | 0.974 | |
| Satd. Flow (perm) | 297 | 3406 | 3505 | 1568 | 3225 | 0 |
| Right Turn on Red | | | | Yes | | Yes |
| Satd. Flow (RTOR) | | | | 711 | 246 | |
| Link Speed (mph) | | 35 | 35 | | 35 | |
| Link Distance (ft) | | 2248 | 2950 | | 6746 | |
| Travel Time (s) | | 43.8 | 57.5 | | 131.4 | |
| Peak Hour Factor | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 |
| Heavy Vehicles (%) | 7% | 6% | 3% | 3% | 2% | 5% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 237 | 435 | 867 | 711 | 732 | 0 |
| Turn Type | pm+pt | NA | NA | Perm | Prot | |
| Protected Phases | 7 | 4 | 8 | | 6 | |
| Permitted Phases | 4 | | | 8 | | |
| Total Split (s) | 20.0 | 59.0 | 39.0 | 39.0 | 31.0 | |
| Total Lost Time (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | |
| Act Effect Green (s) | 47.9 | 47.9 | 28.4 | 28.4 | 18.1 | |
| Actuated g/C Ratio | 0.60 | 0.60 | 0.35 | 0.35 | 0.23 | |
| v/c Ratio | 0.60 | 0.21 | 0.69 | 0.70 | 0.79 | |
| Control Delay (s/veh) | 17.0 | 8.2 | 26.3 | 6.0 | 26.7 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay (s/veh) | 17.0 | 8.2 | 26.3 | 6.0 | 26.7 | |
| LOS | B | A | C | A | C | |
| Approach Delay (s/veh) | | 11.4 | 17.2 | | 26.7 | |
| Approach LOS | | B | B | | C | |
| Queue Length 50th (ft) | 52 | 50 | 199 | 0 | 128 | |
| Queue Length 95th (ft) | 91 | 71 | 239 | 26 | 151 | |
| Internal Link Dist (ft) | | 2168 | 2870 | | 6666 | |
| Turn Bay Length (ft) | 350 | | | 250 | | |
| Base Capacity (vph) | 406 | 2253 | 1426 | 1059 | 1155 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.58 | 0.19 | 0.61 | 0.67 | 0.63 | |

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 80.3
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.80

No Build AM Peak Hour with Additional Improvements
3: Malabar Road & St. Johns Heritage Parkway

Lanes, Volumes, Timings

02/01/2024

Intersection Signal Delay (s/veh): 18.2

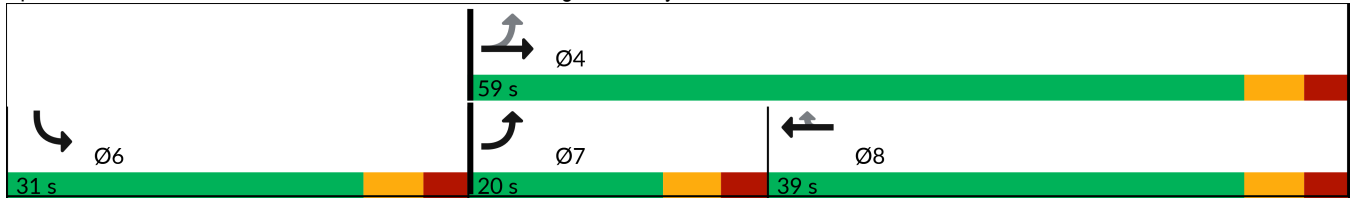
Intersection LOS: B

Intersection Capacity Utilization 64.1%

ICU Level of Service C












Analysis Period (min) 15

Splits and Phases: 3: Malabar Road & St. Johns Heritage Parkway



No Build AM Peak Hour with Additional Improvements
6: St. Johns Heritage Parkway & Pace Drive

Lanes, Volumes, Timings
02/01/2024

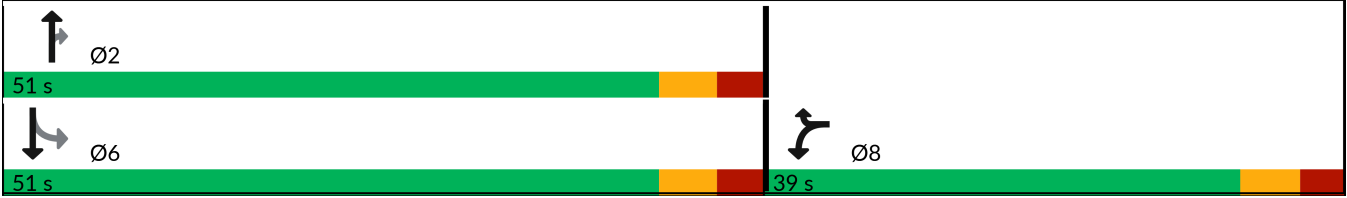
| |  |  |  |  |  |  |
|--------------------------------------|---|---|---|---|---|---|
| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations |  |  |  |  | |  |
| Traffic Volume (vph) | 160 | 327 | 821 | 73 | 74 | 466 |
| Future Volume (vph) | 160 | 327 | 821 | 73 | 74 | 466 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | 400 | | 300 | 150 | |
| Storage Lanes | 1 | 1 | | 1 | 0 | |
| Taper Length (ft) | 25 | | | | 25 | |
| Satd. Flow (prot) | 1736 | 1583 | 3539 | 1538 | 0 | 3438 |
| Flt Permitted | 0.950 | | | | | 0.681 |
| Satd. Flow (perm) | 1736 | 1583 | 3539 | 1538 | 0 | 2358 |
| Right Turn on Red | | Yes | | Yes | | |
| Satd. Flow (RTOR) | | 92 | | 81 | | |
| Link Speed (mph) | 35 | | 35 | | | 35 |
| Link Distance (ft) | 807 | | 6746 | | | 5383 |
| Travel Time (s) | 15.7 | | 131.4 | | | 104.9 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Heavy Vehicles (%) | 4% | 2% | 2% | 5% | 6% | 4% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 178 | 363 | 912 | 81 | 0 | 600 |
| Turn Type | Prot | Prot | NA | Perm | Perm | NA |
| Protected Phases | 8 | 8 | 2 | | | 6 |
| Permitted Phases | | | | 2 | 6 | |
| Total Split (s) | 39.0 | 39.0 | 51.0 | 51.0 | 51.0 | 51.0 |
| Total Lost Time (s) | 7.0 | 7.0 | 7.0 | 7.0 | | 7.0 |
| Act Effect Green (s) | 15.7 | 15.7 | 22.3 | 22.3 | | 22.3 |
| Actuated g/C Ratio | 0.30 | 0.30 | 0.42 | 0.42 | | 0.42 |
| v/c Ratio | 0.34 | 0.68 | 0.61 | 0.11 | | 0.60 |
| Control Delay (s/veh) | 17.8 | 20.1 | 14.3 | 3.5 | | 15.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 |
| Total Delay (s/veh) | 17.8 | 20.1 | 14.3 | 3.5 | | 15.3 |
| LOS | B | C | B | A | | B |
| Approach Delay (s/veh) | 19.4 | | 13.5 | | | 15.4 |
| Approach LOS | B | | B | | | B |
| Queue Length 50th (ft) | 41 | 68 | 103 | 0 | | 67 |
| Queue Length 95th (ft) | 107 | 186 | 214 | 22 | | 153 |
| Internal Link Dist (ft) | 727 | | 6666 | | | 5303 |
| Turn Bay Length (ft) | | 400 | | 300 | | |
| Base Capacity (vph) | 1123 | 1056 | 2964 | 1301 | | 1974 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | | 0 |
| Reduced v/c Ratio | 0.16 | 0.34 | 0.31 | 0.06 | | 0.30 |
| Intersection Summary | | | | | | |
| Area Type: | Other | | | | | |
| Cycle Length: 90 | | | | | | |
| Actuated Cycle Length: 53 | | | | | | |
| Control Type: Actuated-Uncoordinated | | | | | | |
| Maximum v/c Ratio: 0.68 | | | | | | |

No Build AM Peak Hour with Additional Improvements
6: St. Johns Heritage Parkway & Pace Drive

Lanes, Volumes, Timings
02/01/2024

| | |
|---|------------------------|
| Intersection Signal Delay (s/veh): 15.5 | Intersection LOS: B |
| Intersection Capacity Utilization 64.1% | ICU Level of Service C |
| Analysis Period (min) 15 | |

Splits and Phases: 6: St. Johns Heritage Parkway & Pace Drive



No Build AM Peak Hour with Additional Improvements
7: St. Johns Heritage Parkway & Emerson Drive

Lanes, Volumes, Timings
02/01/2024

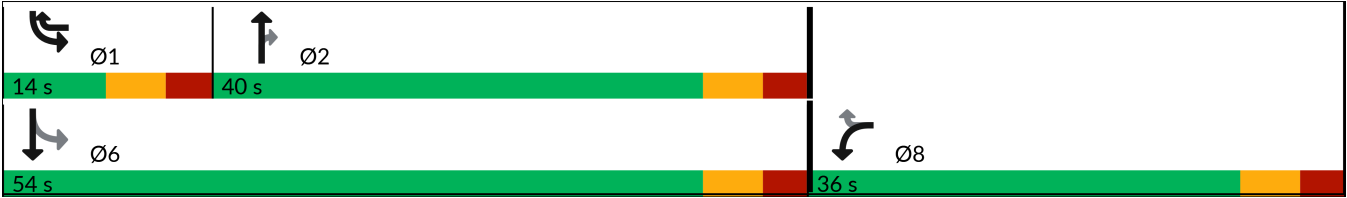
| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|--------------------------------------|-------|-------|-------|------|-------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 156 | 440 | 1415 | 82 | 84 | 228 |
| Future Volume (vph) | 156 | 440 | 1415 | 82 | 84 | 228 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | 240 | | 300 | 150 | |
| Storage Lanes | 1 | 1 | | 1 | 1 | |
| Taper Length (ft) | 25 | | | | 25 | |
| Satd. Flow (prot) | 1805 | 1599 | 3574 | 1615 | 1671 | 3406 |
| Flt Permitted | 0.950 | | | | 0.100 | |
| Satd. Flow (perm) | 1805 | 1599 | 3574 | 1615 | 176 | 3406 |
| Right Turn on Red | | Yes | | Yes | | |
| Satd. Flow (RTOR) | | 4 | | 87 | | |
| Link Speed (mph) | 35 | | 35 | | | 35 |
| Link Distance (ft) | 580 | | 5383 | | | 4398 |
| Travel Time (s) | 11.3 | | 104.9 | | | 85.7 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles (%) | 0% | 1% | 1% | 0% | 8% | 6% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 166 | 468 | 1505 | 87 | 89 | 243 |
| Turn Type | Prot | pm+ov | NA | Perm | pm+pt | NA |
| Protected Phases | 8 | 1 | 2 | | 1 | 6 |
| Permitted Phases | | 8 | | 2 | 6 | |
| Total Split (s) | 36.0 | 14.0 | 40.0 | 40.0 | 14.0 | 54.0 |
| Total Lost Time (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 |
| Act Effect Green (s) | 11.9 | 25.9 | 33.0 | 33.0 | 47.1 | 47.1 |
| Actuated g/C Ratio | 0.16 | 0.35 | 0.45 | 0.45 | 0.65 | 0.65 |
| v/c Ratio | 0.56 | 0.82 | 0.93 | 0.11 | 0.34 | 0.11 |
| Control Delay (s/veh) | 35.7 | 34.5 | 31.9 | 3.7 | 9.3 | 5.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 35.7 | 34.5 | 31.9 | 3.7 | 9.3 | 5.5 |
| LOS | D | C | C | A | A | A |
| Approach Delay (s/veh) | 34.9 | | 30.4 | | | 6.6 |
| Approach LOS | C | | C | | | A |
| Queue Length 50th (ft) | 70 | 186 | 322 | 0 | 13 | 18 |
| Queue Length 95th (ft) | 126 | #307 | #531 | 24 | 34 | 37 |
| Internal Link Dist (ft) | 500 | | 5303 | | | 4318 |
| Turn Bay Length (ft) | | 240 | | 300 | 150 | |
| Base Capacity (vph) | 718 | 570 | 1617 | 778 | 257 | 2196 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.23 | 0.82 | 0.93 | 0.11 | 0.35 | 0.11 |
| Intersection Summary | | | | | | |
| Area Type: | Other | | | | | |
| Cycle Length: 90 | | | | | | |
| Actuated Cycle Length: 73 | | | | | | |
| Control Type: Actuated-Uncoordinated | | | | | | |
| Maximum v/c Ratio: 0.93 | | | | | | |

No Build AM Peak Hour with Additional Improvements
7: St. Johns Heritage Parkway & Emerson Drive

Lanes, Volumes, Timings
02/01/2024




















| | |
|---|------------------------|
| Intersection Signal Delay (s/veh): 28.4 | Intersection LOS: C |
| Intersection Capacity Utilization 78.0% | ICU Level of Service D |
| Analysis Period (min) 15 | |
| # 95th percentile volume exceeds capacity, queue may be longer. | |
| Queue shown is maximum after two cycles. | |

Splits and Phases: 7: St. Johns Heritage Parkway & Emerson Drive



No Build AM Peak Hour with Additional Improvements
14: Bending Branch Way/Krassner Drive & Malabar Road

Lanes, Volumes, Timings
02/01/2024

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  | | |  | | |  | |
| Traffic Volume (vph) | 21 | 701 | 19 | 62 | 1012 | 67 | 72 | 3 | 88 | 92 | 1 | 47 |
| Future Volume (vph) | 21 | 701 | 19 | 62 | 1012 | 67 | 72 | 3 | 88 | 92 | 1 | 47 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | 200 | 340 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Satd. Flow (prot) | 1719 | 3438 | 1429 | 1736 | 3480 | 0 | 0 | 1682 | 0 | 0 | 1734 | 0 |
| Flt Permitted | 0.166 | | | 0.312 | | | | 0.820 | | | 0.726 | |
| Satd. Flow (perm) | 300 | 3438 | 1429 | 570 | 3480 | 0 | 0 | 1410 | 0 | 0 | 1300 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 102 | | 11 | | | 63 | | | 27 | |
| Link Speed (mph) | | 35 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 3156 | | | 2581 | | | 187 | | | 529 | |
| Travel Time (s) | | 61.5 | | | 50.3 | | | 3.6 | | | 10.3 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 5% | 5% | 13% | 4% | 3% | 0% | 3% | 33% | 1% | 1% | 100% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 23 | 762 | 21 | 67 | 1173 | 0 | 0 | 177 | 0 | 0 | 152 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | | 8 | | | 4 | | |
| Total Split (s) | 11.0 | 51.0 | 51.0 | 11.0 | 51.0 | | 28.0 | 28.0 | | 28.0 | 28.0 | |
| Total Lost Time (s) | 5.4 | 6.8 | 6.8 | 5.4 | 6.8 | | | 6.0 | | | 6.0 | |
| Act Effect Green (s) | 31.6 | 27.2 | 27.2 | 32.8 | 29.7 | | | 12.7 | | | 12.7 | |
| Actuated g/C Ratio | 0.53 | 0.45 | 0.45 | 0.55 | 0.50 | | | 0.21 | | | 0.21 | |
| v/c Ratio | 0.07 | 0.48 | 0.02 | 0.15 | 0.67 | | | 0.50 | | | 0.51 | |
| Control Delay (s/veh) | 6.2 | 13.5 | 0.0 | 6.5 | 14.7 | | | 22.5 | | | 27.8 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay (s/veh) | 6.2 | 13.5 | 0.0 | 6.5 | 14.7 | | | 22.5 | | | 27.8 | |
| LOS | A | B | A | A | B | | | C | | | C | |
| Approach Delay (s/veh) | | 13.0 | | | 14.3 | | | 22.5 | | | 27.9 | |
| Approach LOS | | B | | | B | | | C | | | C | |
| Queue Length 50th (ft) | 3 | 103 | 0 | 8 | 115 | | | 32 | | | 35 | |
| Queue Length 95th (ft) | 13 | 187 | 0 | 28 | 325 | | | 116 | | | 120 | |
| Internal Link Dist (ft) | | 3076 | | | 2501 | | | 107 | | | 449 | |
| Turn Bay Length (ft) | 200 | | 200 | 340 | | | | | | | | |
| Base Capacity (vph) | 307 | 2672 | 1133 | 435 | 2707 | | | 618 | | | 551 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | 0.07 | 0.29 | 0.02 | 0.15 | 0.43 | | | 0.29 | | | 0.28 | |

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 59.9

Control Type: Semi Act-Uncoord


Maximum v/c Ratio: 0.68

No Build AM Peak Hour with Additional Improvements
14: Bending Branch Way/Krassner Drive & Malabar Road

Lanes, Volumes, Timings
02/01/2024

| | |
|---|------------------------|
| Intersection Signal Delay (s/veh): 15.3 | Intersection LOS: B |
| Intersection Capacity Utilization 61.7% | ICU Level of Service B |
| Analysis Period (min) 15 | |

Splits and Phases: 14: Bending Branch Way/Krassner Drive & Malabar Road

| | | |
|--|--|--|
|  Ø1 |  Ø2 |  Ø4 |
| 11 s | 51 s | 28 s |
|  Ø5 |  Ø6 |  Ø8 |
| 11 s | 51 s | 28 s |

No Build AM Peak Hour with Additional Improvements
18: Hurley Boulevard & Malabar Road

Lanes, Volumes, Timings
02/01/2024

| | → | ↘ | ↙ | ← | ↖ | ↗ |
|-------------------------|------|------|------|-------|-------|------|
| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑↑ | | | ↑↑ | ↘↗ | |
| Traffic Volume (vph) | 816 | 72 | 57 | 976 | 112 | 70 |
| Future Volume (vph) | 816 | 72 | 57 | 976 | 112 | 70 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Satd. Flow (prot) | 3457 | 0 | 0 | 3485 | 1684 | 0 |
| Flt Permitted | | | | 0.838 | 0.970 | |
| Satd. Flow (perm) | 3457 | 0 | 0 | 2929 | 1684 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | 20 | | | | 33 | |
| Link Speed (mph) | 35 | | | 35 | 35 | |
| Link Distance (ft) | 2581 | | | 3773 | 988 | |
| Travel Time (s) | 50.3 | | | 73.5 | 19.2 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Heavy Vehicles (%) | 3% | 5% | 8% | 3% | 3% | 5% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 987 | 0 | 0 | 1147 | 202 | 0 |
| Turn Type | NA | | Perm | NA | Prot | |
| Protected Phases | 4 | | | 8 | 2 | |
| Permitted Phases | | | 8 | | | |
| Total Split (s) | 63.0 | | 63.0 | 63.0 | 27.0 | |
| Total Lost Time (s) | 6.0 | | | 6.0 | 6.0 | |
| Act Effect Green (s) | 34.9 | | | 34.9 | 11.7 | |
| Actuated g/C Ratio | 0.59 | | | 0.59 | 0.20 | |
| v/c Ratio | 0.48 | | | 0.66 | 0.55 | |
| Control Delay (s/veh) | 7.9 | | | 10.7 | 24.8 | |
| Queue Delay | 0.0 | | | 0.0 | 0.0 | |
| Total Delay (s/veh) | 7.9 | | | 10.7 | 24.8 | |
| LOS | A | | | B | C | |
| Approach Delay (s/veh) | 7.9 | | | 10.7 | 24.8 | |
| Approach LOS | A | | | B | C | |
| Queue Length 50th (ft) | 84 | | | 117 | 47 | |
| Queue Length 95th (ft) | 162 | | | 231 | 133 | |
| Internal Link Dist (ft) | 2501 | | | 3693 | 908 | |
| Turn Bay Length (ft) | | | | | | |
| Base Capacity (vph) | 3227 | | | 2733 | 637 | |
| Starvation Cap Reductn | 0 | | | 0 | 0 | |
| Spillback Cap Reductn | 0 | | | 0 | 0 | |
| Storage Cap Reductn | 0 | | | 0 | 0 | |
| Reduced v/c Ratio | 0.31 | | | 0.42 | 0.32 | |

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 58.9

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay (s/veh): 10.8

Intersection LOS: B

Intersection Capacity Utilization 79.0%

ICU Level of Service D




























Analysis Period (min) 15

Splits and Phases: 18: Hurley Boulevard & Malabar Road



No Build AM Peak Hour with Additional Improvements
19: Jupiter Boulevard & Malabar Road

Lanes, Volumes, Timings
02/01/2024

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |   |  |  |   |  |  |  |  |  |   |  |
| Traffic Volume (vph) | 202 | 556 | 169 | 49 | 536 | 136 | 274 | 231 | 42 | 231 | 188 | 137 |
| Future Volume (vph) | 202 | 556 | 169 | 49 | 536 | 136 | 274 | 231 | 42 | 231 | 188 | 137 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | 200 | 220 | | 220 | 250 | | 220 | 240 | | 240 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Satd. Flow (prot) | 1805 | 3505 | 1524 | 1770 | 3438 | 1568 | 1752 | 1845 | 1615 | 1719 | 1845 | 1553 |
| Flt Permitted | 0.266 | | | 0.429 | | | 0.421 | | | 0.606 | | |
| Satd. Flow (perm) | 505 | 3505 | 1524 | 799 | 3438 | 1568 | 777 | 1845 | 1615 | 1097 | 1845 | 1553 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 180 | | | 145 | | | 115 | | | 115 |
| Link Speed (mph) | | 35 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 3773 | | | 2837 | | | 1439 | | | 601 | |
| Travel Time (s) | | 73.5 | | | 55.3 | | | 28.0 | | | 11.7 | |
| 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 |
| Heavy Vehicles (%) | 0% | 3% | 6% | 2% | 5% | 3% | 3% | 3% | 0% | 5% | 3% | 4% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 215 | 591 | 180 | 52 | 570 | 145 | 291 | 246 | 45 | 246 | 200 | 146 |
| Turn Type | pm+pt | NA | pm+ov | pm+pt | NA | pm+ov | pm+pt | NA | pm+ov | pm+pt | NA | pm+ov |
| Protected Phases | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | 1 | 7 | 4 | 5 |
| Permitted Phases | 2 | | 2 | 6 | | 6 | 8 | | 8 | 4 | | 4 |
| Total Split (s) | 17.0 | 34.0 | 20.0 | 13.0 | 30.0 | 15.0 | 20.0 | 28.0 | 13.0 | 15.0 | 23.0 | 17.0 |
| Total Lost Time (s) | 7.0 | 8.0 | 7.0 | 7.0 | 8.0 | 4.5 | 7.0 | 8.0 | 7.0 | 4.5 | 8.0 | 7.0 |
| Act Effect Green (s) | 35.2 | 26.5 | 47.2 | 26.7 | 19.7 | 37.9 | 32.2 | 18.6 | 32.7 | 27.3 | 13.6 | 31.4 |
| Actuated g/C Ratio | 0.41 | 0.31 | 0.55 | 0.31 | 0.23 | 0.44 | 0.37 | 0.22 | 0.38 | 0.32 | 0.16 | 0.37 |
| v/c Ratio | 0.60 | 0.54 | 0.19 | 0.16 | 0.72 | 0.18 | 0.67 | 0.61 | 0.06 | 0.58 | 0.68 | 0.22 |
| Control Delay (s/veh) | 23.8 | 28.2 | 2.3 | 16.3 | 36.6 | 3.3 | 28.0 | 38.5 | 0.1 | 24.5 | 47.8 | 7.0 |
| 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) | 23.8 | 28.2 | 2.3 | 16.3 | 36.6 | 3.3 | 28.0 | 38.5 | 0.1 | 24.5 | 47.8 | 7.0 |
| LOS | C | C | A | B | D | A | C | D | A | C | D | A |
| Approach Delay (s/veh) | | 22.6 | | | 29.0 | | | 30.3 | | | 28.1 | |
| Approach LOS | | C | | | C | | | C | | | C | |
| Queue Length 50th (ft) | 75 | 150 | 0 | 16 | 154 | 0 | 116 | 126 | 0 | 91 | 108 | 11 |
| Queue Length 95th (ft) | 124 | 205 | 30 | 37 | 212 | 32 | 185 | 204 | 0 | 148 | #183 | 50 |
| Internal Link Dist (ft) | | 3693 | | | 2757 | | | 1359 | | | 521 | |
| Turn Bay Length (ft) | 200 | | 200 | 220 | | 220 | 250 | | 220 | 240 | | 240 |
| Base Capacity (vph) | 359 | 1105 | 924 | 317 | 886 | 779 | 443 | 432 | 685 | 430 | 324 | 645 |
| 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 | 0.60 | 0.53 | 0.19 | 0.16 | 0.64 | 0.19 | 0.66 | 0.57 | 0.07 | 0.57 | 0.62 | 0.23 |

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 85.9

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.72

No Build AM Peak Hour with Additional Improvements
19: Jupiter Boulevard & Malabar Road

Lanes, Volumes, Timings
02/01/2024

| | |
|---|------------------------|
| Intersection Signal Delay (s/veh): 26.9 | Intersection LOS: C |
| Intersection Capacity Utilization 76.1% | ICU Level of Service D |
| Analysis Period (min) 15 | |
| # 95th percentile volume exceeds capacity, queue may be longer. | |
| Queue shown is maximum after two cycles. | |

Splits and Phases: 19: Jupiter Boulevard & Malabar Road

| | | | |
|--|--|--|--|
|  Ø1 13 s |  Ø2 34 s |  Ø3 20 s |  Ø4 23 s |
|  Ø5 17 s |  Ø6 30 s |  Ø7 15 s |  Ø8 28 s |

No Build AM Peak Hour with Additional Improvements
22: Garvey Road & Malabar Road

Lanes, Volumes, Timings
02/01/2024

| | → | ↘ | ↙ | ← | ↖ | ↗ |
|--------------------------------------|-------|------|-------|------|-------|------|
| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑↑ | | ↘ | ↑↑ | ↘ | ↗ |
| Traffic Volume (vph) | 811 | 44 | 115 | 688 | 40 | 194 |
| Future Volume (vph) | 811 | 44 | 115 | 688 | 40 | 194 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | | 0 | 250 | | 0 | 115 |
| Storage Lanes | | 0 | 1 | | 1 | 1 |
| Taper Length (ft) | | | 25 | | 25 | |
| Satd. Flow (prot) | 3442 | 0 | 1703 | 3471 | 1752 | 1568 |
| Flt Permitted | | | 0.259 | | 0.950 | |
| Satd. Flow (perm) | 3442 | 0 | 464 | 3471 | 1752 | 1568 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | 11 | | | | | 148 |
| Link Speed (mph) | 35 | | | 35 | 35 | |
| Link Distance (ft) | 2837 | | | 1530 | 4212 | |
| Travel Time (s) | 55.3 | | | 29.8 | 82.1 | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Heavy Vehicles (%) | 4% | 5% | 6% | 4% | 3% | 3% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 994 | 0 | 134 | 800 | 47 | 226 |
| Turn Type | NA | | Perm | NA | Prot | Prot |
| Protected Phases | 4 | | | 8 | 2 | 2 |
| Permitted Phases | | | 8 | | | |
| Total Split (s) | 63.0 | | 63.0 | 63.0 | 27.0 | 27.0 |
| Total Lost Time (s) | 7.0 | | 7.0 | 7.0 | 7.0 | 7.0 |
| Act Effct Green (s) | 23.5 | | 23.5 | 23.5 | 8.9 | 8.9 |
| Actuated g/C Ratio | 0.49 | | 0.49 | 0.49 | 0.19 | 0.19 |
| v/c Ratio | 0.58 | | 0.58 | 0.46 | 0.14 | 0.54 |
| Control Delay (s/veh) | 9.6 | | 20.3 | 8.5 | 20.8 | 14.1 |
| Queue Delay | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 9.6 | | 20.3 | 8.5 | 20.8 | 14.1 |
| LOS | A | | C | A | C | B |
| Approach Delay (s/veh) | 9.6 | | | 10.2 | 15.3 | |
| Approach LOS | A | | | B | B | |
| Queue Length 50th (ft) | 79 | | 21 | 60 | 9 | 16 |
| Queue Length 95th (ft) | 152 | | 75 | 117 | 43 | 84 |
| Internal Link Dist (ft) | 2757 | | | 1450 | 4132 | |
| Turn Bay Length (ft) | | | 250 | | | 115 |
| Base Capacity (vph) | 3263 | | 440 | 3290 | 800 | 796 |
| Starvation Cap Reductn | 0 | | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.30 | | 0.30 | 0.24 | 0.06 | 0.28 |
| Intersection Summary | | | | | | |
| Area Type: | Other | | | | | |
| Cycle Length: 90 | | | | | | |
| Actuated Cycle Length: 47.7 | | | | | | |
| Control Type: Actuated-Uncoordinated | | | | | | |
| Maximum v/c Ratio: 0.59 | | | | | | |

No Build AM Peak Hour with Additional Improvements
22: Garvey Road & Malabar Road

Lanes, Volumes, Timings
02/01/2024

















| | |
|---|------------------------|
| Intersection Signal Delay (s/veh): 10.6 | Intersection LOS: B |
| Intersection Capacity Utilization 51.9% | ICU Level of Service A |
| Analysis Period (min) 15 | |

Splits and Phases: 22: Garvey Road & Malabar Road

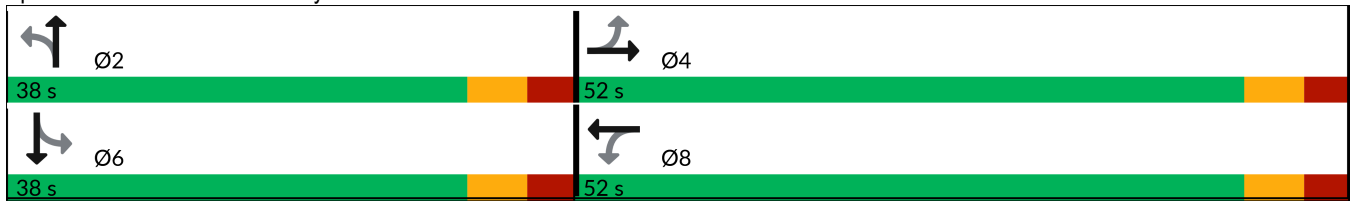


No Build AM Peak Hour with Additional Improvements
25: Garvey Road

Lanes, Volumes, Timings
02/01/2024









| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Traffic Volume (vph) | 24 | 380 | 44 | 25 | 392 | 41 | 82 | 114 | 44 | 56 | 81 | 20 |
| Future Volume (vph) | 24 | 380 | 44 | 25 | 392 | 41 | 82 | 114 | 44 | 56 | 81 | 20 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Satd. Flow (prot) | 0 | 1787 | 0 | 0 | 1798 | 0 | 0 | 1780 | 0 | 0 | 1770 | 0 |
| Flt Permitted | | 0.955 | | | 0.954 | | | 0.818 | | | 0.806 | |
| Satd. Flow (perm) | 0 | 1712 | 0 | 0 | 1720 | 0 | 0 | 1482 | 0 | 0 | 1453 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 9 | | | 8 | | | 14 | | | 9 | |
| Link Speed (mph) | | 35 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 440 | | | 2310 | | | 1061 | | | 4212 | |
| Travel Time (s) | | 8.6 | | | 45.0 | | | 20.7 | | | 82.1 | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles (%) | 5% | 4% | 10% | 4% | 4% | 5% | 1% | 1% | 8% | 0% | 7% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 492 | 0 | 0 | 503 | 0 | 0 | 263 | 0 | 0 | 173 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Total Split (s) | 52.0 | 52.0 | | 52.0 | 52.0 | | 38.0 | 38.0 | | 38.0 | 38.0 | |
| Total Lost Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | 7.0 | |
| Act Effct Green (s) | | 20.5 | | | 20.5 | | | 14.4 | | | 14.4 | |
| Actuated g/C Ratio | | 0.41 | | | 0.41 | | | 0.29 | | | 0.29 | |
| v/c Ratio | | 0.69 | | | 0.70 | | | 0.60 | | | 0.40 | |
| Control Delay (s/veh) | | 18.1 | | | 18.5 | | | 22.2 | | | 18.2 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay (s/veh) | | 18.1 | | | 18.5 | | | 22.2 | | | 18.2 | |
| LOS | | B | | | B | | | C | | | B | |
| Approach Delay (s/veh) | | 18.1 | | | 18.6 | | | 22.2 | | | 18.2 | |
| Approach LOS | | B | | | B | | | C | | | B | |
| Queue Length 50th (ft) | | 102 | | | 105 | | | 57 | | | 35 | |
| Queue Length 95th (ft) | | 243 | | | 250 | | | 158 | | | 104 | |
| Internal Link Dist (ft) | | 360 | | | 2230 | | | 981 | | | 4132 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 1501 | | | 1508 | | | 989 | | | 968 | |
| Starvation Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.33 | | | 0.33 | | | 0.27 | | | 0.18 | |
| Intersection Summary | | | | | | | | | | | | |
| Area Type: | Other | | | | | | | | | | | |
| Cycle Length: 90 | | | | | | | | | | | | |
| Actuated Cycle Length: 49.9 | | | | | | | | | | | | |
| Control Type: Actuated-Uncoordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.71 | | | | | | | | | | | | |
| Intersection Signal Delay (s/veh): 19.0 | Intersection LOS: B | | | | | | | | | | | |
| Intersection Capacity Utilization 60.0% | ICU Level of Service B | | | | | | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |

Splits and Phases: 25: Garvey Road



No Build AM Peak Hour with Additional Improvements
9: East Site Driveway/Thunderbird Avenue & Malabar Road

HCM 7th TWSC
02/01/2024

| Intersection | | | | | | | | | | | | |
|--------------------------|---|---|---|---|---|---|------|---|------|------|---|------|
| Int Delay, s/veh | 0.5 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  | |  | | |  | |
| Traffic Vol, veh/h | 7 | 608 | 0 | 0 | 1194 | 7 | 0 | 0 | 0 | 3 | 0 | 21 |
| Future Vol, veh/h | 7 | 608 | 0 | 0 | 1194 | 7 | 0 | 0 | 0 | 3 | 0 | 21 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 220 | - | 300 | 220 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 0 | 4 | 0 | 0 | 3 | 14 | 0 | 0 | 0 | 67 | 0 | 0 |
| Mvmt Flow | 8 | 715 | 0 | 0 | 1405 | 8 | 0 | 0 | 0 | 4 | 0 | 25 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|-----|--------|------|-----|
| Conflicting Flow All | 1413 | 0 | 0 | 715 | 0 | 0 | 1434 | 2145 | 358 | 1783 | 2141 | 706 |
| Stage 1 | - | - | - | - | - | - | 732 | 732 | - | 1409 | 1409 | - |
| Stage 2 | - | - | - | - | - | - | 702 | 1413 | - | 374 | 732 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 8.84 | 6.5 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 7.84 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 7.84 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 4.17 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 489 | - | - | 894 | - | - | 96 | 49 | 645 | 26 | 49 | 383 |
| Stage 1 | - | - | - | - | - | - | 384 | 430 | - | 81 | 207 | - |
| Stage 2 | - | - | - | - | - | - | 399 | 206 | - | 471 | 430 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 489 | - | - | 894 | - | - | 88 | 48 | 645 | 25 | 49 | 383 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 88 | 48 | - | 25 | 49 | - |
| Stage 1 | - | - | - | - | - | - | 377 | 423 | - | 81 | 207 | - |
| Stage 2 | - | - | - | - | - | - | 374 | 206 | - | 463 | 423 | - |

| Approach | EB | WB | NB | SB |
|-----------------------------|----|----|----|-------|
| HCM Control Delay, s/v 0.14 | | 0 | 0 | 37.69 |
| HCM LOS | | | A | E |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---------------------------|-------|-------|-----|-----|-----|-----|-----|-------|
| Capacity (veh/h) | - | 489 | - | - | 894 | - | - | 138 |
| HCM Lane V/C Ratio | - | 0.017 | - | - | - | - | - | 0.205 |
| HCM Control Delay (s/veh) | 0 | 12.5 | - | - | 0 | - | - | 37.7 |
| HCM Lane LOS | A | B | - | - | A | - | - | E |
| HCM 95th %tile Q(veh) | - | 0.1 | - | - | 0 | - | - | 0.7 |

No Build PM Peak Hour with Additional Improvements
3: Malabar Road & St. Johns Heritage Parkway

Lanes, Volumes, Timings
02/01/2024



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|-------------------------|-------|------|------|------|-------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 67 | 252 | 263 | 416 | 810 | 59 |
| Future Volume (vph) | 67 | 252 | 263 | 416 | 810 | 59 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 350 | | | 250 | 0 | 340 |
| Storage Lanes | 1 | | | 1 | 2 | 0 |
| Taper Length (ft) | 25 | | | | 25 | |
| Satd. Flow (prot) | 1770 | 3539 | 2959 | 1442 | 3418 | 0 |
| Flt Permitted | 0.392 | | | | 0.955 | |
| Satd. Flow (perm) | 730 | 3539 | 2959 | 1442 | 3418 | 0 |
| Right Turn on Red | | | | Yes | | Yes |
| Satd. Flow (RTOR) | | | | 462 | 10 | |
| Link Speed (mph) | | 35 | 35 | | 35 | |
| Link Distance (ft) | | 2248 | 2950 | | 6746 | |
| Travel Time (s) | | 43.8 | 57.5 | | 131.4 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Heavy Vehicles (%) | 2% | 2% | 22% | 12% | 1% | 15% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 74 | 280 | 292 | 462 | 966 | 0 |
| Turn Type | pm+pt | NA | NA | Perm | Prot | |
| Protected Phases | 7 | 4 | 8 | | 6 | |
| Permitted Phases | 4 | | | 8 | | |
| Total Split (s) | 13.0 | 48.0 | 35.0 | 35.0 | 42.0 | |
| Total Lost Time (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | |
| Act Effct Green (s) | 24.7 | 24.7 | 15.1 | 15.1 | 23.5 | |
| Actuated g/C Ratio | 0.39 | 0.39 | 0.24 | 0.24 | 0.37 | |
| v/c Ratio | 0.18 | 0.20 | 0.41 | 0.66 | 0.75 | |
| Control Delay (s/veh) | 14.4 | 13.6 | 24.7 | 8.0 | 22.3 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay (s/veh) | 14.4 | 13.6 | 24.7 | 8.0 | 22.3 | |
| LOS | B | B | C | A | C | |
| Approach Delay (s/veh) | | 13.8 | 14.5 | | 22.4 | |
| Approach LOS | | B | B | | C | |
| Queue Length 50th (ft) | 17 | 35 | 52 | 0 | 165 | |
| Queue Length 95th (ft) | 49 | 73 | 102 | 76 | 279 | |
| Internal Link Dist (ft) | | 2168 | 2870 | | 6666 | |
| Turn Bay Length (ft) | 350 | | | 250 | | |
| Base Capacity (vph) | 390 | 2395 | 1420 | 932 | 2054 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.19 | 0.12 | 0.21 | 0.50 | 0.47 | |

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 63.4
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.76

No Build PM Peak Hour with Additional Improvements
3: Malabar Road & St. Johns Heritage Parkway

Lanes, Volumes, Timings
02/01/2024












| | |
|---|------------------------|
| Intersection Signal Delay (s/veh): 18.1 | Intersection LOS: B |
| Intersection Capacity Utilization 55.8% | ICU Level of Service B |
| Analysis Period (min) 15 | |

Splits and Phases: 3: Malabar Road & St. Johns Heritage Parkway



No Build PM Peak Hour with Additional Improvements
6: St. Johns Heritage Parkway & Pace Drive

Lanes, Volumes, Timings
02/01/2024

| |  |  |  |  |  |  |
|--------------------------------------|---|---|---|---|---|---|
| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations |  |  |  |  | |  |
| Traffic Volume (vph) | 89 | 95 | 467 | 85 | 277 | 878 |
| Future Volume (vph) | 89 | 95 | 467 | 85 | 277 | 878 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | 400 | | 300 | 150 | |
| Storage Lanes | 1 | 1 | | 1 | 0 | |
| Taper Length (ft) | 25 | | | | 25 | |
| Satd. Flow (prot) | 1556 | 1615 | 3312 | 1455 | 0 | 3531 |
| Flt Permitted | 0.950 | | | | | 0.716 |
| Satd. Flow (perm) | 1556 | 1615 | 3312 | 1455 | 0 | 2559 |
| Right Turn on Red | | Yes | | Yes | | |
| Satd. Flow (RTOR) | | 99 | | 89 | | |
| Link Speed (mph) | 35 | | 35 | | | 35 |
| Link Distance (ft) | 807 | | 6746 | | | 5383 |
| Travel Time (s) | 15.7 | | 131.4 | | | 104.9 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 16% | 0% | 9% | 11% | 1% | 1% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 93 | 99 | 486 | 89 | 0 | 1204 |
| Turn Type | Prot | Prot | NA | Perm | Perm | NA |
| Protected Phases | 8 | 8 | 2 | | | 6 |
| Permitted Phases | | | | 2 | 6 | |
| Total Split (s) | 26.0 | 26.0 | 64.0 | 64.0 | 64.0 | 64.0 |
| Total Lost Time (s) | 7.0 | 7.0 | 7.0 | 7.0 | | 7.0 |
| Act Effect Green (s) | 10.1 | 10.1 | 42.8 | 42.8 | | 42.8 |
| Actuated g/C Ratio | 0.17 | 0.17 | 0.70 | 0.70 | | 0.70 |
| v/c Ratio | 0.36 | 0.28 | 0.20 | 0.08 | | 0.67 |
| Control Delay (s/veh) | 31.3 | 9.4 | 5.2 | 1.4 | | 10.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 |
| Total Delay (s/veh) | 31.3 | 9.4 | 5.2 | 1.4 | | 10.2 |
| LOS | C | A | A | A | | B |
| Approach Delay (s/veh) | 20.0 | | 4.6 | | | 10.2 |
| Approach LOS | C | | A | | | B |
| Queue Length 50th (ft) | 30 | 0 | 36 | 0 | | 144 |
| Queue Length 95th (ft) | 90 | 41 | 66 | 14 | | 261 |
| Internal Link Dist (ft) | 727 | | 6666 | | | 5303 |
| Turn Bay Length (ft) | | 400 | | 300 | | |
| Base Capacity (vph) | 524 | 610 | 2963 | 1311 | | 2290 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | | 0 |
| Reduced v/c Ratio | 0.18 | 0.16 | 0.16 | 0.07 | | 0.53 |
| Intersection Summary | | | | | | |
| Area Type: | Other | | | | | |
| Cycle Length: 90 | | | | | | |
| Actuated Cycle Length: 61 | | | | | | |
| Control Type: Actuated-Uncoordinated | | | | | | |
| Maximum v/c Ratio: 0.67 | | | | | | |

No Build PM Peak Hour with Additional Improvements
6: St. Johns Heritage Parkway & Pace Drive

Lanes, Volumes, Timings
02/01/2024















| | |
|---|------------------------|
| Intersection Signal Delay (s/veh): 9.6 | Intersection LOS: A |
| Intersection Capacity Utilization 68.6% | ICU Level of Service C |
| Analysis Period (min) 15 | |

Splits and Phases: 6: St. Johns Heritage Parkway & Pace Drive



No Build PM Peak Hour with Additional Improvements
7: St. Johns Heritage Parkway & Emerson Drive

Lanes, Volumes, Timings
02/01/2024

| |  |  |  |  |  |  |
|--------------------------------------|---|---|---|---|---|---|
| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations |  |  |   |  |  |   |
| Traffic Volume (vph) | 149 | 122 | 463 | 82 | 447 | 1120 |
| Future Volume (vph) | 149 | 122 | 463 | 82 | 447 | 1120 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | 240 | | 300 | 150 | |
| Storage Lanes | 1 | 1 | | 1 | 1 | |
| Taper Length (ft) | 25 | | | | 25 | |
| Satd. Flow (prot) | 1703 | 1568 | 3343 | 1615 | 1787 | 3610 |
| Flt Permitted | 0.950 | | | | 0.324 | |
| Satd. Flow (perm) | 1703 | 1568 | 3343 | 1615 | 610 | 3610 |
| Right Turn on Red | | Yes | | Yes | | |
| Satd. Flow (RTOR) | | 127 | | 85 | | |
| Link Speed (mph) | 35 | | 35 | | | 35 |
| Link Distance (ft) | 580 | | 5383 | | | 4398 |
| Travel Time (s) | 11.3 | | 104.9 | | | 85.7 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 6% | 3% | 8% | 0% | 1% | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 155 | 127 | 482 | 85 | 466 | 1167 |
| Turn Type | Prot | pm+ov | NA | Perm | pm+pt | NA |
| Protected Phases | 8 | 1 | 2 | | 1 | 6 |
| Permitted Phases | | 8 | | 2 | 6 | |
| Total Split (s) | 24.0 | 14.0 | 52.0 | 52.0 | 14.0 | 66.0 |
| Total Lost Time (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 |
| Act Effct Green (s) | 10.4 | 20.8 | 14.5 | 14.5 | 29.4 | 31.8 |
| Actuated g/C Ratio | 0.21 | 0.41 | 0.29 | 0.29 | 0.59 | 0.63 |
| v/c Ratio | 0.43 | 0.17 | 0.50 | 0.16 | 0.87 | 0.51 |
| Control Delay (s/veh) | 24.3 | 3.1 | 17.8 | 5.0 | 32.3 | 8.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 24.3 | 3.1 | 17.8 | 5.0 | 32.3 | 8.7 |
| LOS | C | A | B | A | C | A |
| Approach Delay (s/veh) | 14.8 | | 15.9 | | | 15.5 |
| Approach LOS | B | | B | | | B |
| Queue Length 50th (ft) | 42 | 0 | 65 | 0 | 79 | 113 |
| Queue Length 95th (ft) | 103 | 26 | 113 | 25 | #273 | 197 |
| Internal Link Dist (ft) | 500 | | 5303 | | | 4318 |
| Turn Bay Length (ft) | | 240 | | 300 | 150 | |
| Base Capacity (vph) | 616 | 722 | 2880 | 1403 | 533 | 3536 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.25 | 0.18 | 0.17 | 0.06 | 0.87 | 0.33 |
| Intersection Summary | | | | | | |
| Area Type: | Other | | | | | |
| Cycle Length: 90 | | | | | | |
| Actuated Cycle Length: 50.2 | | | | | | |
| Control Type: Actuated-Uncoordinated | | | | | | |
| Maximum v/c Ratio: 0.87 | | | | | | |

No Build PM Peak Hour with Additional Improvements
7: St. Johns Heritage Parkway & Emerson Drive

Lanes, Volumes, Timings
02/01/2024

| | |
|---|------------------------|
| Intersection Signal Delay (s/veh): 15.5 | Intersection LOS: B |
| Intersection Capacity Utilization 63.3% | ICU Level of Service B |
| Analysis Period (min) 15 | |
| # 95th percentile volume exceeds capacity, queue may be longer. | |
| Queue shown is maximum after two cycles. | |




















Splits and Phases: 7: St. Johns Heritage Parkway & Emerson Drive



No Build PM Peak Hour with Additional Improvements
14: Bending Branch Way/Krassner Drive & Malabar Road

Lanes, Volumes, Timings

02/01/2024

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  | | |  | | |  | |
| Traffic Volume (vph) | 44 | 886 | 50 | 106 | 797 | 119 | 20 | 0 | 66 | 53 | 0 | 11 |
| Future Volume (vph) | 44 | 886 | 50 | 106 | 797 | 119 | 20 | 0 | 66 | 53 | 0 | 11 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | 200 | 340 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Satd. Flow (prot) | 1719 | 3539 | 1615 | 1787 | 3196 | 0 | 0 | 1618 | 0 | 0 | 1751 | 0 |
| Flt Permitted | 0.266 | | | 0.251 | | | | 0.900 | | | 0.702 | |
| Satd. Flow (perm) | 481 | 3539 | 1615 | 472 | 3196 | 0 | 0 | 1472 | 0 | 0 | 1281 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 102 | | 26 | | | 112 | | | 112 | |
| Link Speed (mph) | | 35 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 3156 | | | 2581 | | | 187 | | | 529 | |
| Travel Time (s) | | 61.5 | | | 50.3 | | | 3.6 | | | 10.3 | |
| 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 |
| Heavy Vehicles (%) | 5% | 2% | 0% | 1% | 12% | 2% | 11% | 0% | 2% | 2% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 47 | 943 | 53 | 113 | 975 | 0 | 0 | 91 | 0 | 0 | 68 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | | 8 | | | 4 | | |
| Total Split (s) | 11.0 | 51.0 | 51.0 | 11.0 | 51.0 | | 28.0 | 28.0 | | 28.0 | 28.0 | |
| Total Lost Time (s) | 5.4 | 6.8 | 6.8 | 5.4 | 6.8 | | | 6.0 | | | 6.0 | |
| Act Effct Green (s) | 32.4 | 28.8 | 28.8 | 33.5 | 31.1 | | | 7.5 | | | 7.5 | |
| Actuated g/C Ratio | 0.62 | 0.55 | 0.55 | 0.65 | 0.60 | | | 0.14 | | | 0.14 | |
| v/c Ratio | 0.10 | 0.48 | 0.05 | 0.25 | 0.50 | | | 0.29 | | | 0.24 | |
| Control Delay (s/veh) | 3.9 | 11.4 | 0.7 | 5.0 | 10.5 | | | 7.3 | | | 4.5 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay (s/veh) | 3.9 | 11.4 | 0.7 | 5.0 | 10.5 | | | 7.3 | | | 4.5 | |
| LOS | A | B | A | A | B | | | A | | | A | |
| Approach Delay (s/veh) | | 10.5 | | | 10.0 | | | 7.4 | | | 4.6 | |
| Approach LOS | | B | | | A | | | A | | | A | |
| Queue Length 50th (ft) | 4 | 116 | 0 | 10 | 123 | | | 0 | | | 0 | |
| Queue Length 95th (ft) | 12 | 170 | 5 | 24 | 183 | | | 28 | | | 14 | |
| Internal Link Dist (ft) | | 3076 | | | 2501 | | | 107 | | | 449 | |
| Turn Bay Length (ft) | 200 | | 200 | 340 | | | | | | | | |
| Base Capacity (vph) | 440 | 2947 | 1362 | 453 | 2666 | | | 717 | | | 632 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | 0.11 | 0.32 | 0.04 | 0.25 | 0.37 | | | 0.13 | | | 0.11 | |

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 51.9

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.51

No Build PM Peak Hour with Additional Improvements
14: Bending Branch Way/Krassner Drive & Malabar Road

Lanes, Volumes, Timings
02/01/2024

| | |
|---|------------------------|
| Intersection Signal Delay (s/veh): 10.0 | Intersection LOS: A |
| Intersection Capacity Utilization 55.8% | ICU Level of Service B |
| Analysis Period (min) 15 | |

Splits and Phases: 14: Bending Branch Way/Krassner Drive & Malabar Road

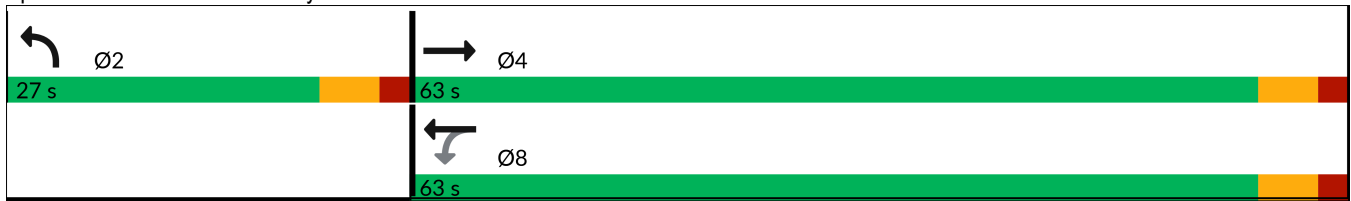
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|--|--|--|
|  Ø1 11 s |  Ø2 51 s |  Ø4 28 s |
|  Ø5 11 s |  Ø6 51 s |  Ø8 28 s |

No Build PM Peak Hour with Additional Improvements
18: Hurley Boulevard & Malabar Road

Lanes, Volumes, Timings
02/01/2024

























| | → | ↘ | ↙ | ← | ↖ | ↗ |
|---|-------|------|------|------------------------|-------|------|
| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑↑ | | | ↑↑ | ↖↗ | |
| Traffic Volume (vph) | 868 | 128 | 97 | 974 | 50 | 51 |
| Future Volume (vph) | 868 | 128 | 97 | 974 | 50 | 51 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Satd. Flow (prot) | 3481 | 0 | 0 | 3374 | 1572 | 0 |
| Flt Permitted | | | | 0.756 | 0.976 | |
| Satd. Flow (perm) | 3481 | 0 | 0 | 2564 | 1572 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | 35 | | | | 52 | |
| Link Speed (mph) | 35 | | | 35 | 35 | |
| Link Distance (ft) | 2581 | | | 3773 | 988 | |
| Travel Time (s) | 50.3 | | | 73.5 | 19.2 | |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Heavy Vehicles (%) | 2% | 0% | 1% | 7% | 16% | 4% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 1017 | 0 | 0 | 1093 | 103 | 0 |
| Turn Type | NA | | Perm | NA | Prot | |
| Protected Phases | 4 | | | 8 | 2 | |
| Permitted Phases | | | 8 | | | |
| Total Split (s) | 63.0 | | 63.0 | 63.0 | 27.0 | |
| Total Lost Time (s) | 6.0 | | | 6.0 | 6.0 | |
| Act Effct Green (s) | 43.0 | | | 43.0 | 8.3 | |
| Actuated g/C Ratio | 0.74 | | | 0.74 | 0.14 | |
| v/c Ratio | 0.39 | | | 0.57 | 0.38 | |
| Control Delay (s/veh) | 4.7 | | | 7.0 | 19.5 | |
| Queue Delay | 0.0 | | | 0.0 | 0.0 | |
| Total Delay (s/veh) | 4.7 | | | 7.0 | 19.5 | |
| LOS | A | | | A | B | |
| Approach Delay (s/veh) | 4.8 | | | 7.1 | 19.5 | |
| Approach LOS | A | | | A | B | |
| Queue Length 50th (ft) | 68 | | | 96 | 17 | |
| Queue Length 95th (ft) | 126 | | | 185 | 63 | |
| Internal Link Dist (ft) | 2501 | | | 3693 | 908 | |
| Turn Bay Length (ft) | | | | | | |
| Base Capacity (vph) | 3190 | | | 2348 | 644 | |
| Starvation Cap Reductn | 0 | | | 0 | 0 | |
| Spillback Cap Reductn | 0 | | | 0 | 0 | |
| Storage Cap Reductn | 0 | | | 0 | 0 | |
| Reduced v/c Ratio | 0.32 | | | 0.47 | 0.16 | |
| Intersection Summary | | | | | | |
| Area Type: | Other | | | | | |
| Cycle Length: 90 | | | | | | |
| Actuated Cycle Length: 58.2 | | | | | | |
| Control Type: Actuated-Uncoordinated | | | | | | |
| Maximum v/c Ratio: 0.58 | | | | | | |
| Intersection Signal Delay (s/veh): 6.6 | | | | Intersection LOS: A | | |
| Intersection Capacity Utilization 78.7% | | | | ICU Level of Service D | | |
| Analysis Period (min) 15 | | | | | | |

Splits and Phases: 18: Hurley Boulevard & Malabar Road



No Build PM Peak Hour with Additional Improvements
19: Jupiter Boulevard & Malabar Road

Lanes, Volumes, Timings
02/01/2024

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (vph) | 123 | 546 | 293 | 55 | 619 | 258 | 262 | 214 | 38 | 200 | 176 | 202 |
| Future Volume (vph) | 123 | 546 | 293 | 55 | 619 | 258 | 262 | 214 | 38 | 200 | 176 | 202 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | 200 | 220 | | 220 | 250 | | 220 | 240 | | 240 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Satd. Flow (prot) | 1787 | 3539 | 1599 | 1736 | 3438 | 1615 | 1671 | 1667 | 1482 | 1787 | 1845 | 1583 |
| Flt Permitted | 0.272 | | | 0.377 | | | 0.396 | | | 0.615 | | |
| Satd. Flow (perm) | 512 | 3539 | 1599 | 689 | 3438 | 1615 | 697 | 1667 | 1482 | 1157 | 1845 | 1583 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 315 | | | 277 | | | 115 | | | 115 |
| Link Speed (mph) | | 35 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 3773 | | | 2837 | | | 1439 | | | 601 | |
| Travel Time (s) | | 73.5 | | | 55.3 | | | 28.0 | | | 11.7 | |
| 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 |
| Heavy Vehicles (%) | 1% | 2% | 1% | 4% | 5% | 0% | 8% | 14% | 9% | 1% | 3% | 2% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 132 | 587 | 315 | 59 | 666 | 277 | 282 | 230 | 41 | 215 | 189 | 217 |
| Turn Type | pm+pt | NA | pm+ov | pm+pt | NA | pm+ov | pm+pt | NA | pm+ov | pm+pt | NA | pm+ov |
| Protected Phases | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | 1 | 7 | 4 | 5 |
| Permitted Phases | 2 | | 2 | 6 | | 6 | 8 | | 8 | 4 | | 4 |
| Total Split (s) | 13.0 | 35.0 | 21.0 | 13.0 | 35.0 | 14.0 | 21.0 | 28.0 | 13.0 | 14.0 | 21.0 | 13.0 |
| Total Lost Time (s) | 7.0 | 8.0 | 7.0 | 7.0 | 8.0 | 4.5 | 7.0 | 8.0 | 7.0 | 4.5 | 8.0 | 7.0 |
| Act Effect Green (s) | 31.8 | 26.1 | 47.4 | 30.1 | 23.1 | 40.3 | 33.2 | 18.9 | 33.0 | 25.1 | 12.4 | 26.5 |
| Actuated g/C Ratio | 0.37 | 0.31 | 0.56 | 0.35 | 0.27 | 0.47 | 0.39 | 0.22 | 0.39 | 0.30 | 0.15 | 0.31 |
| v/c Ratio | 0.46 | 0.53 | 0.30 | 0.18 | 0.71 | 0.30 | 0.66 | 0.61 | 0.06 | 0.52 | 0.70 | 0.37 |
| Control Delay (s/veh) | 21.1 | 27.7 | 2.1 | 15.7 | 32.6 | 2.6 | 28.1 | 38.8 | 0.1 | 23.2 | 51.1 | 13.8 |
| 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) | 21.1 | 27.7 | 2.1 | 15.7 | 32.6 | 2.6 | 28.1 | 38.8 | 0.1 | 23.2 | 51.1 | 13.8 |
| LOS | C | C | A | B | C | A | C | D | A | C | D | B |
| Approach Delay (s/veh) | | 19.1 | | | 23.4 | | | 30.5 | | | 28.4 | |
| Approach LOS | | B | | | C | | | C | | | C | |
| Queue Length 50th (ft) | 43 | 146 | 0 | 18 | 172 | 0 | 109 | 114 | 0 | 74 | 100 | 41 |
| Queue Length 95th (ft) | 78 | 200 | 36 | 40 | 232 | 38 | 186 | 196 | 0 | 131 | #198 | 103 |
| Internal Link Dist (ft) | | 3693 | | | 2757 | | | 1359 | | | 521 | |
| Turn Bay Length (ft) | 200 | | 200 | 220 | | 220 | 250 | | 220 | 240 | | 240 |
| Base Capacity (vph) | 282 | 1156 | 1044 | 319 | 1099 | 918 | 437 | 394 | 646 | 417 | 284 | 572 |
| 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 | 0.47 | 0.51 | 0.30 | 0.18 | 0.61 | 0.30 | 0.65 | 0.58 | 0.06 | 0.52 | 0.67 | 0.38 |

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 84.9

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.71

No Build PM Peak Hour with Additional Improvements 19: Jupiter Boulevard & Malabar Road

Lanes, Volumes, Timings
02/01/2024

Intersection Signal Delay (s/veh): 24.2

Intersection LOS: C

Intersection Capacity Utilization 72.7%









ICU Level of Service C

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 19: Jupiter Boulevard & Malabar Road

| | | | |
|--|--|--|--|
|  Ø1 |  Ø2 |  Ø3 |  Ø4 |
| 13 s | 35 s | 21 s | 21 s |
|  Ø5 |  Ø6 |  Ø7 |  Ø8 |
| 13 s | 35 s | 14 s | 28 s |

No Build PM Peak Hour with Additional Improvements
22: Garvey Road & Malabar Road

Lanes, Volumes, Timings
02/01/2024

| | → | ↘ | ↙ | ← | ↖ | ↗ |
|--------------------------------------|-------|------|-------|------|-------|------|
| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑↑ | | ↘ | ↑↑ | ↘ | ↗ |
| Traffic Volume (vph) | 722 | 31 | 203 | 998 | 7 | 105 |
| Future Volume (vph) | 722 | 31 | 203 | 998 | 7 | 105 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | | 0 | 250 | | 0 | 115 |
| Storage Lanes | | 0 | 1 | | 1 | 1 |
| Taper Length (ft) | | | 25 | | 25 | |
| Satd. Flow (prot) | 3521 | 0 | 1787 | 3539 | 1805 | 1568 |
| Flt Permitted | | | 0.346 | | 0.950 | |
| Satd. Flow (perm) | 3521 | 0 | 651 | 3539 | 1805 | 1568 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | 9 | | | | | 113 |
| Link Speed (mph) | 35 | | | 35 | 35 | |
| Link Distance (ft) | 2837 | | | 1530 | 4212 | |
| Travel Time (s) | 55.3 | | | 29.8 | 82.1 | |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 2% | 0% | 1% | 2% | 0% | 3% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 809 | 0 | 218 | 1073 | 8 | 113 |
| Turn Type | NA | | Perm | NA | Prot | Prot |
| Protected Phases | 4 | | | 8 | 2 | 2 |
| Permitted Phases | | | 8 | | | |
| Total Split (s) | 63.0 | | 63.0 | 63.0 | 27.0 | 27.0 |
| Total Lost Time (s) | 7.0 | | 7.0 | 7.0 | 7.0 | 7.0 |
| Act Effect Green (s) | 27.4 | | 27.4 | 27.4 | 6.8 | 6.8 |
| Actuated g/C Ratio | 0.56 | | 0.56 | 0.56 | 0.14 | 0.14 |
| v/c Ratio | 0.41 | | 0.60 | 0.54 | 0.03 | 0.35 |
| Control Delay (s/veh) | 6.2 | | 14.5 | 7.4 | 24.8 | 10.2 |
| Queue Delay | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 6.2 | | 14.5 | 7.4 | 24.8 | 10.2 |
| LOS | A | | B | A | C | B |
| Approach Delay (s/veh) | 6.3 | | | 8.6 | 11.2 | |
| Approach LOS | A | | | A | B | |
| Queue Length 50th (ft) | 52 | | 31 | 76 | 2 | 0 |
| Queue Length 95th (ft) | 93 | | 93 | 135 | 15 | 43 |
| Internal Link Dist (ft) | 2757 | | | 1450 | 4132 | |
| Turn Bay Length (ft) | | | 250 | | | 115 |
| Base Capacity (vph) | 3340 | | 617 | 3357 | 789 | 749 |
| Starvation Cap Reductn | 0 | | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.24 | | 0.35 | 0.32 | 0.01 | 0.15 |
| Intersection Summary | | | | | | |
| Area Type: | Other | | | | | |
| Cycle Length: 90 | | | | | | |
| Actuated Cycle Length: 49.3 | | | | | | |
| Control Type: Actuated-Uncoordinated | | | | | | |
| Maximum v/c Ratio: 0.60 | | | | | | |

No Build PM Peak Hour with Additional Improvements
22: Garvey Road & Malabar Road

Lanes, Volumes, Timings
02/01/2024

















| | |
|---|------------------------|
| Intersection Signal Delay (s/veh): 7.9 | Intersection LOS: A |
| Intersection Capacity Utilization 53.9% | ICU Level of Service A |
| Analysis Period (min) 15 | |

Splits and Phases: 22: Garvey Road & Malabar Road

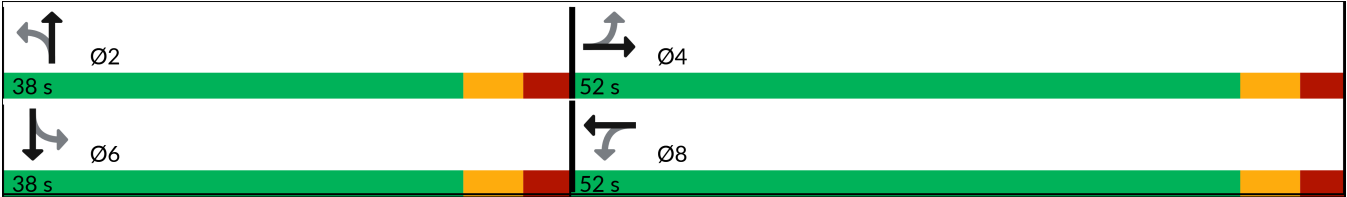


No Build PM Peak Hour with Additional Improvements
25: Garvey Road

Lanes, Volumes, Timings
02/01/2024








| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Traffic Volume (vph) | 6 | 377 | 74 | 62 | 389 | 35 | 69 | 59 | 53 | 37 | 133 | 15 |
| Future Volume (vph) | 6 | 377 | 74 | 62 | 389 | 35 | 69 | 59 | 53 | 37 | 133 | 15 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Satd. Flow (prot) | 0 | 1807 | 0 | 0 | 1818 | 0 | 0 | 1695 | 0 | 0 | 1810 | 0 |
| Flt Permitted | | 0.991 | | | 0.888 | | | 0.818 | | | 0.890 | |
| Satd. Flow (perm) | 0 | 1793 | 0 | 0 | 1624 | 0 | 0 | 1413 | 0 | 0 | 1627 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 15 | | | 6 | | | 25 | | | 5 | |
| Link Speed (mph) | | 35 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 440 | | | 2310 | | | 1061 | | | 4212 | |
| Travel Time (s) | | 8.6 | | | 45.0 | | | 20.7 | | | 82.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 17% | 3% | 0% | 0% | 3% | 6% | 5% | 4% | 8% | 3% | 3% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 497 | 0 | 0 | 528 | 0 | 0 | 197 | 0 | 0 | 201 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Total Split (s) | 52.0 | 52.0 | | 52.0 | 52.0 | | 38.0 | 38.0 | | 38.0 | 38.0 | |
| Total Lost Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | 7.0 | |
| Act Effct Green (s) | | 21.8 | | | 21.8 | | | 12.6 | | | 12.6 | |
| Actuated g/C Ratio | | 0.44 | | | 0.44 | | | 0.25 | | | 0.25 | |
| v/c Ratio | | 0.62 | | | 0.73 | | | 0.52 | | | 0.48 | |
| Control Delay (s/veh) | | 14.3 | | | 18.4 | | | 20.9 | | | 21.2 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay (s/veh) | | 14.3 | | | 18.4 | | | 20.9 | | | 21.2 | |
| LOS | | B | | | B | | | C | | | C | |
| Approach Delay (s/veh) | | 14.3 | | | 18.5 | | | 20.9 | | | 21.2 | |
| Approach LOS | | B | | | B | | | C | | | C | |
| Queue Length 50th (ft) | | 91 | | | 107 | | | 40 | | | 45 | |
| Queue Length 95th (ft) | | 218 | | | 258 | | | 120 | | | 127 | |
| Internal Link Dist (ft) | | 360 | | | 2230 | | | 981 | | | 4132 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 1578 | | | 1428 | | | 959 | | | 1096 | |
| Starvation Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.31 | | | 0.37 | | | 0.21 | | | 0.18 | |
| Intersection Summary | | | | | | | | | | | | |
| Area Type: | Other | | | | | | | | | | | |
| Cycle Length: 90 | | | | | | | | | | | | |
| Actuated Cycle Length: 49.5 | | | | | | | | | | | | |
| Control Type: Actuated-Uncoordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.73 | | | | | | | | | | | | |
| Intersection Signal Delay (s/veh): 17.7 | Intersection LOS: B | | | | | | | | | | | |
| Intersection Capacity Utilization 86.5% | ICU Level of Service E | | | | | | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |

Splits and Phases: 25: Garvey Road



No Build PM Peak Hour with Additional Improvements
9: East Site Driveway/Thunderbird Avenue & Malabar Road

HCM 7th TWSC
02/01/2024

| Intersection | | | | | | | | | | | | |
|--------------------------|---|---|---|---|---|------|------|---|------|------|---|------|
| Int Delay, s/veh | 0.2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  | | |  | | |  | |
| Traffic Vol, veh/h | 11 | 1004 | 0 | 0 | 682 | 8 | 0 | 0 | 0 | 6 | 0 | 3 |
| Future Vol, veh/h | 11 | 1004 | 0 | 0 | 682 | 8 | 0 | 0 | 0 | 6 | 0 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 220 | - | 300 | 220 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 1 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 13 | 1141 | 0 | 0 | 775 | 9 | 0 | 0 | 0 | 7 | 0 | 3 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|-----|--------|------|-----|
| Conflicting Flow All | 784 | 0 | 0 | 1141 | 0 | 0 | 1553 | 1950 | 570 | 1375 | 1945 | 392 |
| Stage 1 | - | - | - | - | - | - | 1166 | 1166 | - | 780 | 780 | - |
| Stage 2 | - | - | - | - | - | - | 388 | 784 | - | 595 | 1166 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.5 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.5 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 843 | - | - | 620 | - | - | 78 | 65 | 469 | 106 | 66 | 613 |
| Stage 1 | - | - | - | - | - | - | 209 | 270 | - | 359 | 409 | - |
| Stage 2 | - | - | - | - | - | - | 613 | 407 | - | 462 | 270 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 843 | - | - | 620 | - | - | 77 | 64 | 469 | 105 | 65 | 613 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 77 | 64 | - | 105 | 65 | - |
| Stage 1 | - | - | - | - | - | - | 206 | 266 | - | 359 | 409 | - |
| Stage 2 | - | - | - | - | - | - | 610 | 407 | - | 456 | 266 | - |

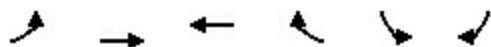
| Approach | EB | WB | NB | SB |
|------------------------|-----|----|----|-------|
| HCM Control Delay, s/v | 0.1 | 0 | 0 | 31.76 |
| HCM LOS | | | A | D |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---------------------------|-------|-------|-----|-----|-----|-----|-----|-------|
| Capacity (veh/h) | - | 843 | - | - | 620 | - | - | 145 |
| HCM Lane V/C Ratio | - | 0.015 | - | - | - | - | - | 0.071 |
| HCM Control Delay (s/veh) | 0 | 9.3 | - | - | 0 | - | - | 31.8 |
| HCM Lane LOS | A | A | - | - | A | - | - | D |
| HCM 95th %tile Q(veh) | - | 0 | - | - | 0 | - | - | 0.2 |

Build AM Peak Hour with Additional Improvements

3: Malabar Road & St. Johns Heritage Parkway

Lanes, Volumes, Timings
02/01/2024



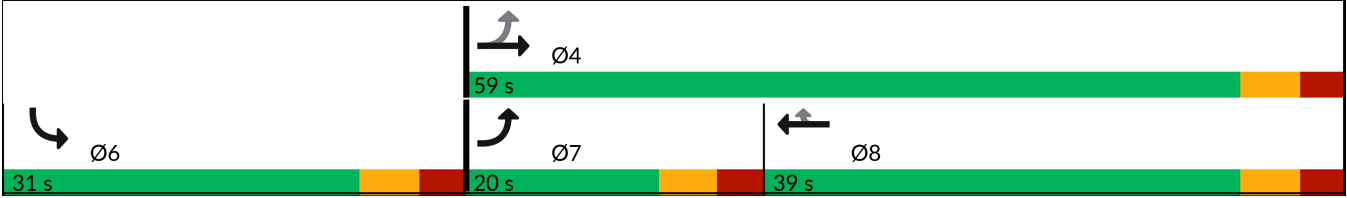
| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|-------------------------|-------|------|------|------|-------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 187 | 349 | 693 | 616 | 339 | 274 |
| Future Volume (vph) | 187 | 349 | 693 | 616 | 339 | 274 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 350 | | | 250 | 0 | 340 |
| Storage Lanes | 1 | | | 1 | 2 | 0 |
| Taper Length (ft) | 25 | | | | 25 | |
| Satd. Flow (prot) | 1687 | 3406 | 3505 | 1568 | 3238 | 0 |
| Flt Permitted | 0.161 | | | | 0.973 | |
| Satd. Flow (perm) | 286 | 3406 | 3505 | 1568 | 3238 | 0 |
| Right Turn on Red | | | | Yes | | Yes |
| Satd. Flow (RTOR) | | | | 780 | 223 | |
| Link Speed (mph) | | 35 | 35 | | 35 | |
| Link Distance (ft) | | 2248 | 2950 | | 6746 | |
| Travel Time (s) | | 43.8 | 57.5 | | 131.4 | |
| Peak Hour Factor | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 |
| Heavy Vehicles (%) | 7% | 6% | 3% | 3% | 2% | 5% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 237 | 442 | 877 | 780 | 776 | 0 |
| Turn Type | pm+pt | NA | NA | Perm | Prot | |
| Protected Phases | 7 | 4 | 8 | | 6 | |
| Permitted Phases | 4 | | | 8 | | |
| Total Split (s) | 20.0 | 59.0 | 39.0 | 39.0 | 31.0 | |
| Total Lost Time (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | |
| Act Effect Green (s) | 48.6 | 48.6 | 29.2 | 29.2 | 19.5 | |
| Actuated g/C Ratio | 0.59 | 0.59 | 0.35 | 0.35 | 0.24 | |
| v/c Ratio | 0.62 | 0.21 | 0.70 | 0.73 | 0.82 | |
| Control Delay (s/veh) | 18.4 | 8.6 | 27.0 | 6.6 | 29.7 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay (s/veh) | 18.4 | 8.6 | 27.0 | 6.6 | 29.7 | |
| LOS | B | A | C | A | C | |
| Approach Delay (s/veh) | | 12.1 | 17.5 | | 29.8 | |
| Approach LOS | | B | B | | C | |
| Queue Length 50th (ft) | 57 | 54 | 211 | 0 | 150 | |
| Queue Length 95th (ft) | 95 | 72 | 242 | 25 | 173 | |
| Internal Link Dist (ft) | | 2168 | 2870 | | 6666 | |
| Turn Bay Length (ft) | 350 | | | 250 | | |
| Base Capacity (vph) | 393 | 2187 | 1385 | 1091 | 1116 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.60 | 0.20 | 0.63 | 0.71 | 0.70 | |

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 82.3
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.83












| | |
|---|------------------------|
| Intersection Signal Delay (s/veh): 19.4 | Intersection LOS: B |
| Intersection Capacity Utilization 65.3% | ICU Level of Service C |
| Analysis Period (min) 15 | |

Splits and Phases: 3: Malabar Road & St. Johns Heritage Parkway



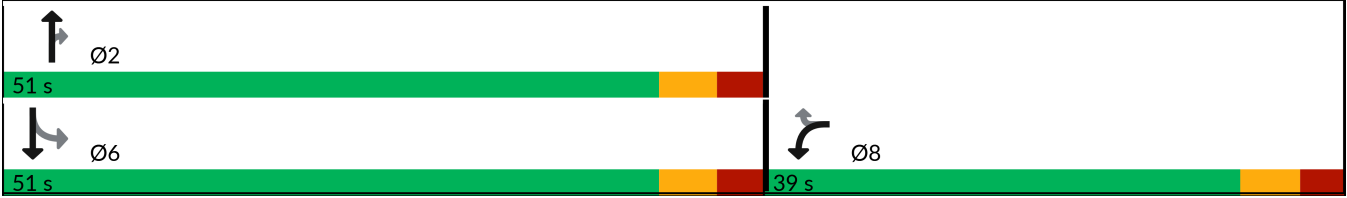
Build AM Peak Hour with Additional Improvements
6: St. Johns Heritage Parkway & Pace Drive

Lanes, Volumes, Timings
02/01/2024

| |  |  |  |  |  |  |
|--------------------------------------|---|---|---|---|---|---|
| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations |  |  |  |  | |  |
| Traffic Volume (vph) | 163 | 327 | 870 | 78 | 74 | 498 |
| Future Volume (vph) | 163 | 327 | 870 | 78 | 74 | 498 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | 400 | | 300 | 150 | |
| Storage Lanes | 1 | 1 | | 1 | 0 | |
| Taper Length (ft) | 25 | | | | 25 | |
| Satd. Flow (prot) | 1736 | 1583 | 3539 | 1538 | 0 | 3442 |
| Flt Permitted | 0.950 | | | | | 0.671 |
| Satd. Flow (perm) | 1736 | 1583 | 3539 | 1538 | 0 | 2323 |
| Right Turn on Red | | Yes | | Yes | | |
| Satd. Flow (RTOR) | | 78 | | 87 | | |
| Link Speed (mph) | 35 | | 35 | | | 35 |
| Link Distance (ft) | 807 | | 6746 | | | 5383 |
| Travel Time (s) | 15.7 | | 131.4 | | | 104.9 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Heavy Vehicles (%) | 4% | 2% | 2% | 5% | 6% | 4% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 181 | 363 | 967 | 87 | 0 | 635 |
| Turn Type | Prot | Perm | NA | Perm | Perm | NA |
| Protected Phases | 8 | | 2 | | | 6 |
| Permitted Phases | | 8 | | 2 | 6 | |
| Total Split (s) | 39.0 | 39.0 | 51.0 | 51.0 | 51.0 | 51.0 |
| Total Lost Time (s) | 7.0 | 7.0 | 7.0 | 7.0 | | 7.0 |
| Act Effct Green (s) | 16.7 | 16.7 | 24.3 | 24.3 | | 24.3 |
| Actuated g/C Ratio | 0.30 | 0.30 | 0.43 | 0.43 | | 0.43 |
| v/c Ratio | 0.35 | 0.69 | 0.63 | 0.12 | | 0.63 |
| Control Delay (s/veh) | 18.7 | 21.9 | 14.8 | 3.4 | | 16.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 |
| Total Delay (s/veh) | 18.7 | 21.9 | 14.8 | 3.4 | | 16.1 |
| LOS | B | C | B | A | | B |
| Approach Delay (s/veh) | 20.9 | | 13.9 | | | 16.2 |
| Approach LOS | C | | B | | | B |
| Queue Length 50th (ft) | 44 | 75 | 116 | 0 | | 76 |
| Queue Length 95th (ft) | 115 | 204 | 240 | 23 | | 172 |
| Internal Link Dist (ft) | 727 | | 6666 | | | 5303 |
| Turn Bay Length (ft) | | 400 | | 300 | | |
| Base Capacity (vph) | 1064 | 1000 | 2858 | 1259 | | 1876 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | | 0 |
| Reduced v/c Ratio | 0.17 | 0.36 | 0.34 | 0.07 | | 0.34 |
| Intersection Summary | | | | | | |
| Area Type: | Other | | | | | |
| Cycle Length: 90 | | | | | | |
| Actuated Cycle Length: 56.1 | | | | | | |
| Control Type: Actuated-Uncoordinated | | | | | | |
| Maximum v/c Ratio: 0.69 | | | | | | |

| | |
|---|------------------------|
| Intersection Signal Delay (s/veh): 16.3 | Intersection LOS: B |
| Intersection Capacity Utilization 66.5% | ICU Level of Service C |
| Analysis Period (min) 15 | |

Splits and Phases: 6: St. Johns Heritage Parkway & Pace Drive



Build AM Peak Hour with Additional Improvements
7: St. Johns Heritage Parkway & Emerson Drive

Lanes, Volumes, Timings
02/01/2024

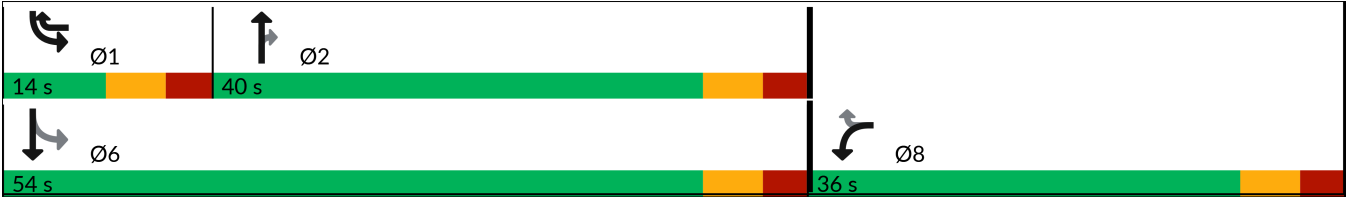
| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|--------------------------------------|-------|-------|-------|------|-------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 159 | 440 | 1460 | 87 | 84 | 257 |
| Future Volume (vph) | 159 | 440 | 1460 | 87 | 84 | 257 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | 240 | | 300 | 150 | |
| Storage Lanes | 1 | 1 | | 1 | 1 | |
| Taper Length (ft) | 25 | | | | 25 | |
| Satd. Flow (prot) | 1805 | 1599 | 3574 | 1615 | 1671 | 3406 |
| Flt Permitted | 0.950 | | | | 0.100 | |
| Satd. Flow (perm) | 1805 | 1599 | 3574 | 1615 | 176 | 3406 |
| Right Turn on Red | | Yes | | Yes | | |
| Satd. Flow (RTOR) | | 3 | | 93 | | |
| Link Speed (mph) | 35 | | 35 | | | 35 |
| Link Distance (ft) | 580 | | 5383 | | | 4398 |
| Travel Time (s) | 11.3 | | 104.9 | | | 85.7 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles (%) | 0% | 1% | 1% | 0% | 8% | 6% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 169 | 468 | 1553 | 93 | 89 | 273 |
| Turn Type | Prot | pm+ov | NA | Perm | pm+pt | NA |
| Protected Phases | 8 | 1 | 2 | | 1 | 6 |
| Permitted Phases | | 8 | | 2 | 6 | |
| Total Split (s) | 36.0 | 14.0 | 40.0 | 40.0 | 14.0 | 54.0 |
| Total Lost Time (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 |
| Act Effect Green (s) | 12.0 | 26.0 | 33.0 | 33.0 | 47.1 | 47.1 |
| Actuated g/C Ratio | 0.16 | 0.36 | 0.45 | 0.45 | 0.64 | 0.64 |
| v/c Ratio | 0.57 | 0.81 | 0.96 | 0.11 | 0.34 | 0.12 |
| Control Delay (s/veh) | 35.9 | 34.4 | 36.6 | 3.7 | 9.4 | 5.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 35.9 | 34.4 | 36.6 | 3.7 | 9.4 | 5.6 |
| LOS | D | C | D | A | A | A |
| Approach Delay (s/veh) | 34.8 | | 34.8 | | | 6.6 |
| Approach LOS | C | | C | | | A |
| Queue Length 50th (ft) | 71 | 187 | 342 | 0 | 13 | 21 |
| Queue Length 95th (ft) | 128 | #305 | #560 | 25 | 34 | 42 |
| Internal Link Dist (ft) | 500 | | 5303 | | | 4318 |
| Turn Bay Length (ft) | | 240 | | 300 | 150 | |
| Base Capacity (vph) | 716 | 571 | 1615 | 781 | 256 | 2192 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.24 | 0.82 | 0.96 | 0.12 | 0.35 | 0.12 |
| Intersection Summary | | | | | | |
| Area Type: | Other | | | | | |
| Cycle Length: 90 | | | | | | |
| Actuated Cycle Length: 73.1 | | | | | | |
| Control Type: Actuated-Uncoordinated | | | | | | |
| Maximum v/c Ratio: 0.96 | | | | | | |

Build AM Peak Hour with Additional Improvements
7: St. Johns Heritage Parkway & Emerson Drive

Lanes, Volumes, Timings
02/01/2024

| | |
|---|------------------------|
| Intersection Signal Delay (s/veh): 30.9 | Intersection LOS: C |
| Intersection Capacity Utilization 79.3% | ICU Level of Service D |
| Analysis Period (min) 15 | |
| # 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles. | |




















Splits and Phases: 7: St. Johns Heritage Parkway & Emerson Drive



Build AM Peak Hour with Additional Improvements
9: East Site Driveway/Thunderbird Avenue & Malabar Road

Lanes, Volumes, Timings

02/01/2024

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  | | |  | | |  | |
| Traffic Volume (vph) | 7 | 654 | 20 | 31 | 1224 | 7 | 48 | 3 | 48 | 3 | 2 | 21 |
| Future Volume (vph) | 7 | 654 | 20 | 31 | 1224 | 7 | 48 | 3 | 48 | 3 | 2 | 21 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 220 | | 300 | 220 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Satd. Flow (prot) | 1805 | 3471 | 1615 | 1805 | 3499 | 0 | 0 | 1734 | 0 | 0 | 1549 | 0 |
| Flt Permitted | 0.144 | | | 0.360 | | | | 0.831 | | | 0.941 | |
| Satd. Flow (perm) | 274 | 3471 | 1615 | 684 | 3499 | 0 | 0 | 1476 | 0 | 0 | 1466 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 48 | | 1 | | | 49 | | | 25 | |
| Link Speed (mph) | | 35 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 663 | | | 3156 | | | 566 | | | 556 | |
| Travel Time (s) | | 12.9 | | | 61.5 | | | 11.0 | | | 10.8 | |
| 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 |
| Heavy Vehicles (%) | 0% | 4% | 0% | 0% | 3% | 14% | 0% | 0% | 0% | 67% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 8 | 769 | 24 | 36 | 1448 | 0 | 0 | 116 | 0 | 0 | 31 | 0 |
| Turn Type | Perm | NA | Perm | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | | 2 | | | 6 | | |
| Total Split (s) | 61.0 | 61.0 | 61.0 | 61.0 | 61.0 | | 29.0 | 29.0 | | 29.0 | 29.0 | |
| Total Lost Time (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | | 7.0 | | | 7.0 | |
| Act Effect Green (s) | 42.6 | 42.6 | 42.6 | 42.6 | 42.6 | | | 8.9 | | | 8.9 | |
| Actuated g/C Ratio | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | | | 0.15 | | | 0.15 | |
| v/c Ratio | 0.04 | 0.31 | 0.02 | 0.07 | 0.58 | | | 0.44 | | | 0.13 | |
| Control Delay (s/veh) | 5.5 | 5.5 | 0.6 | 5.3 | 7.9 | | | 22.8 | | | 14.7 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay (s/veh) | 5.5 | 5.5 | 0.6 | 5.3 | 7.9 | | | 22.8 | | | 14.7 | |
| LOS | A | A | A | A | A | | | C | | | B | |
| Approach Delay (s/veh) | | 5.4 | | | 7.9 | | | 22.9 | | | 14.7 | |
| Approach LOS | | A | | | A | | | C | | | B | |
| Queue Length 50th (ft) | 1 | 58 | 0 | 4 | 148 | | | 21 | | | 2 | |
| Queue Length 95th (ft) | 6 | 98 | 3 | 15 | 232 | | | 71 | | | 23 | |
| Internal Link Dist (ft) | | 583 | | | 3076 | | | 486 | | | 476 | |
| Turn Bay Length (ft) | 220 | | 300 | 220 | | | | | | | | |
| Base Capacity (vph) | 237 | 3010 | 1406 | 593 | 3034 | | | 604 | | | 585 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | 0.03 | 0.26 | 0.02 | 0.06 | 0.48 | | | 0.19 | | | 0.05 | |

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 60.2
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.58

Build AM Peak Hour with Additional Improvements
9: East Site Driveway/Thunderbird Avenue & Malabar Road

Lanes, Volumes, Timings
02/01/2024

| | |
|---|------------------------|
| Intersection Signal Delay (s/veh): 7.9 | Intersection LOS: A |
| Intersection Capacity Utilization 58.1% | ICU Level of Service B |
| Analysis Period (min) 15 | |




















Splits and Phases: 9: East Site Driveway/Thunderbird Avenue & Malabar Road



Build AM Peak Hour with Additional Improvements
14: Bending Branch Way/Krassner Drive & Malabar Road

Lanes, Volumes, Timings

02/01/2024

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  | | |  | | |  | |
| Traffic Volume (vph) | 22 | 795 | 19 | 62 | 1073 | 67 | 72 | 3 | 88 | 92 | 1 | 47 |
| Future Volume (vph) | 22 | 795 | 19 | 62 | 1073 | 67 | 72 | 3 | 88 | 92 | 1 | 47 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | 200 | 340 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Satd. Flow (prot) | 1719 | 3438 | 1429 | 1736 | 3479 | 0 | 0 | 1682 | 0 | 0 | 1734 | 0 |
| Flt Permitted | 0.147 | | | 0.267 | | | | 0.819 | | | 0.721 | |
| Satd. Flow (perm) | 266 | 3438 | 1429 | 488 | 3479 | 0 | 0 | 1408 | 0 | 0 | 1291 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 102 | | 10 | | | 63 | | | 27 | |
| Link Speed (mph) | | 35 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 3156 | | | 2581 | | | 187 | | | 529 | |
| Travel Time (s) | | 61.5 | | | 50.3 | | | 3.6 | | | 10.3 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 5% | 5% | 13% | 4% | 3% | 0% | 3% | 33% | 1% | 1% | 100% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 24 | 864 | 21 | 67 | 1239 | 0 | 0 | 177 | 0 | 0 | 152 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | | 8 | | | 4 | | |
| Total Split (s) | 11.0 | 51.0 | 51.0 | 11.0 | 51.0 | | 28.0 | 28.0 | | 28.0 | 28.0 | |
| Total Lost Time (s) | 5.4 | 6.8 | 6.8 | 5.4 | 6.8 | | | 6.0 | | | 6.0 | |
| Act Effect Green (s) | 33.5 | 29.1 | 29.1 | 34.7 | 31.5 | | | 12.9 | | | 12.9 | |
| Actuated g/C Ratio | 0.54 | 0.47 | 0.47 | 0.56 | 0.51 | | | 0.21 | | | 0.21 | |
| v/c Ratio | 0.08 | 0.53 | 0.02 | 0.16 | 0.69 | | | 0.51 | | | 0.52 | |
| Control Delay (s/veh) | 6.3 | 13.9 | 0.0 | 6.7 | 15.1 | | | 23.3 | | | 29.0 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay (s/veh) | 6.3 | 13.9 | 0.0 | 6.7 | 15.1 | | | 23.3 | | | 29.0 | |
| LOS | A | B | A | A | B | | | C | | | C | |
| Approach Delay (s/veh) | | 13.5 | | | 14.7 | | | 23.3 | | | 29.0 | |
| Approach LOS | | B | | | B | | | C | | | C | |
| Queue Length 50th (ft) | 3 | 124 | 0 | 8 | 127 | | | 34 | | | 38 | |
| Queue Length 95th (ft) | 13 | 218 | 0 | 28 | 353 | | | 116 | | | 120 | |
| Internal Link Dist (ft) | | 3076 | | | 2501 | | | 107 | | | 449 | |
| Turn Bay Length (ft) | 200 | | 200 | 340 | | | | | | | | |
| Base Capacity (vph) | 291 | 2613 | 1111 | 399 | 2647 | | | 597 | | | 529 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | 0.08 | 0.33 | 0.02 | 0.17 | 0.47 | | | 0.30 | | | 0.29 | |

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 61.9

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.70

Build AM Peak Hour with Additional Improvements
14: Bending Branch Way/Krassner Drive & Malabar Road

Lanes, Volumes, Timings
02/01/2024

| | |
|---|------------------------|
| Intersection Signal Delay (s/veh): 15.7 | Intersection LOS: B |
| Intersection Capacity Utilization 63.4% | ICU Level of Service B |
| Analysis Period (min) 15 | |

Splits and Phases: 14: Bending Branch Way/Krassner Drive & Malabar Road

| | | |
|--|--|--|
|  Ø1 11 s |  Ø2 51 s |  Ø4 28 s |
|  Ø5 11 s |  Ø6 51 s |  Ø8 28 s |

Build AM Peak Hour with Additional Improvements
18: Hurley Boulevard & Malabar Road

Lanes, Volumes, Timings
02/01/2024

| | → | ↘ | ↙ | ← | ↖ | ↗ |
|-------------------------|------|------|------|-------|-------|------|
| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑↑ | | | ↑↑ | ↘↙ | |
| Traffic Volume (vph) | 907 | 75 | 57 | 1035 | 114 | 70 |
| Future Volume (vph) | 907 | 75 | 57 | 1035 | 114 | 70 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Satd. Flow (prot) | 3461 | 0 | 0 | 3486 | 1686 | 0 |
| Flt Permitted | | | | 0.827 | 0.970 | |
| Satd. Flow (perm) | 3461 | 0 | 0 | 2891 | 1686 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | 18 | | | | 32 | |
| Link Speed (mph) | 35 | | | 35 | 35 | |
| Link Distance (ft) | 2581 | | | 3773 | 988 | |
| Travel Time (s) | 50.3 | | | 73.5 | 19.2 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Heavy Vehicles (%) | 3% | 5% | 8% | 3% | 3% | 5% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 1091 | 0 | 0 | 1213 | 205 | 0 |
| Turn Type | NA | | Perm | NA | Prot | |
| Protected Phases | 4 | | | 8 | 2 | |
| Permitted Phases | | | 8 | | | |
| Total Split (s) | 63.0 | | 63.0 | 63.0 | 27.0 | |
| Total Lost Time (s) | 6.0 | | | 6.0 | 6.0 | |
| Act Effect Green (s) | 38.5 | | | 38.5 | 12.4 | |
| Actuated g/C Ratio | 0.61 | | | 0.61 | 0.20 | |
| v/c Ratio | 0.51 | | | 0.68 | 0.57 | |
| Control Delay (s/veh) | 8.2 | | | 11.2 | 27.4 | |
| Queue Delay | 0.0 | | | 0.0 | 0.0 | |
| Total Delay (s/veh) | 8.2 | | | 11.2 | 27.4 | |
| LOS | A | | | B | C | |
| Approach Delay (s/veh) | 8.3 | | | 11.3 | 27.4 | |
| Approach LOS | A | | | B | C | |
| Queue Length 50th (ft) | 101 | | | 135 | 53 | |
| Queue Length 95th (ft) | 195 | | | 269 | 149 | |
| Internal Link Dist (ft) | 2501 | | | 3693 | 908 | |
| Turn Bay Length (ft) | | | | | | |
| Base Capacity (vph) | 3129 | | | 2612 | 599 | |
| Starvation Cap Reductn | 0 | | | 0 | 0 | |
| Spillback Cap Reductn | 0 | | | 0 | 0 | |
| Storage Cap Reductn | 0 | | | 0 | 0 | |
| Reduced v/c Ratio | 0.35 | | | 0.46 | 0.34 | |

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 63.3

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay (s/veh): 11.3

Intersection LOS: B

Intersection Capacity Utilization 83.3%

ICU Level of Service E




























Analysis Period (min) 15

Splits and Phases: 18: Hurley Boulevard & Malabar Road



Build AM Peak Hour with Additional Improvements
19: Jupiter Boulevard & Malabar Road

Lanes, Volumes, Timings
02/01/2024

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |   |  |  |   |  |  |  |  |  |   |  |
| Traffic Volume (vph) | 226 | 604 | 188 | 49 | 567 | 136 | 286 | 231 | 42 | 231 | 188 | 153 |
| Future Volume (vph) | 226 | 604 | 188 | 49 | 567 | 136 | 286 | 231 | 42 | 231 | 188 | 153 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | 200 | 220 | | 220 | 250 | | 220 | 240 | | 240 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Satd. Flow (prot) | 1805 | 3505 | 1524 | 1770 | 3438 | 1568 | 1752 | 1845 | 1615 | 1719 | 1845 | 1553 |
| Flt Permitted | 0.243 | | | 0.392 | | | 0.422 | | | 0.606 | | |
| Satd. Flow (perm) | 462 | 3505 | 1524 | 730 | 3438 | 1568 | 778 | 1845 | 1615 | 1097 | 1845 | 1553 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 200 | | | 145 | | | 115 | | | 115 |
| Link Speed (mph) | | 35 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 3773 | | | 2837 | | | 1439 | | | 601 | |
| Travel Time (s) | | 73.5 | | | 55.3 | | | 28.0 | | | 11.7 | |
| 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 |
| Heavy Vehicles (%) | 0% | 3% | 6% | 2% | 5% | 3% | 3% | 3% | 0% | 5% | 3% | 4% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 240 | 643 | 200 | 52 | 603 | 145 | 304 | 246 | 45 | 246 | 200 | 163 |
| Turn Type | pm+pt | NA | pm+ov | pm+pt | NA | pm+ov | pm+pt | NA | pm+ov | pm+pt | NA | pm+ov |
| Protected Phases | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | 1 | 7 | 4 | 5 |
| Permitted Phases | 2 | | 2 | 6 | | 6 | 8 | | 8 | 4 | | 4 |
| Total Split (s) | 17.0 | 34.0 | 20.0 | 13.0 | 30.0 | 15.0 | 20.0 | 28.0 | 13.0 | 15.0 | 23.0 | 17.0 |
| Total Lost Time (s) | 7.0 | 8.0 | 7.0 | 7.0 | 8.0 | 4.5 | 7.0 | 8.0 | 7.0 | 4.5 | 8.0 | 7.0 |
| Act Effect Green (s) | 35.8 | 27.0 | 47.6 | 27.1 | 20.0 | 38.2 | 32.2 | 18.6 | 32.6 | 27.3 | 13.6 | 31.7 |
| Actuated g/C Ratio | 0.41 | 0.31 | 0.55 | 0.31 | 0.23 | 0.44 | 0.37 | 0.22 | 0.38 | 0.32 | 0.16 | 0.37 |
| v/c Ratio | 0.69 | 0.58 | 0.21 | 0.17 | 0.75 | 0.18 | 0.70 | 0.62 | 0.06 | 0.58 | 0.68 | 0.25 |
| Control Delay (s/veh) | 28.4 | 29.0 | 2.3 | 16.5 | 37.9 | 3.3 | 29.9 | 38.8 | 0.1 | 24.7 | 48.2 | 8.1 |
| 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) | 28.4 | 29.0 | 2.3 | 16.5 | 37.9 | 3.3 | 29.9 | 38.8 | 0.1 | 24.7 | 48.2 | 8.1 |
| LOS | C | C | A | B | D | A | C | D | A | C | D | A |
| Approach Delay (s/veh) | | 23.9 | | | 30.3 | | | 31.4 | | | 28.0 | |
| Approach LOS | | C | | | C | | | C | | | C | |
| Queue Length 50th (ft) | 85 | 166 | 0 | 16 | 165 | 0 | 123 | 126 | 0 | 91 | 108 | 18 |
| Queue Length 95th (ft) | #143 | 225 | 31 | 37 | 225 | 32 | #196 | 204 | 0 | 148 | #183 | 59 |
| Internal Link Dist (ft) | | 3693 | | | 2757 | | | 1359 | | | 521 | |
| Turn Bay Length (ft) | 200 | | 200 | 220 | | 220 | 250 | | 220 | 240 | | 240 |
| Base Capacity (vph) | 347 | 1112 | 936 | 301 | 879 | 780 | 441 | 429 | 681 | 427 | 321 | 642 |
| 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 | 0.69 | 0.58 | 0.21 | 0.17 | 0.69 | 0.19 | 0.69 | 0.57 | 0.07 | 0.58 | 0.62 | 0.25 |

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 86.4

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.76

Build AM Peak Hour with Additional Improvements
19: Jupiter Boulevard & Malabar Road

Lanes, Volumes, Timings
02/01/2024







| | |
|---|------------------------|
| Intersection Signal Delay (s/veh): 27.8 | Intersection LOS: C |
| Intersection Capacity Utilization 78.9% | ICU Level of Service D |
| Analysis Period (min) 15 | |
| # 95th percentile volume exceeds capacity, queue may be longer. | |
| Queue shown is maximum after two cycles. | |

Splits and Phases: 19: Jupiter Boulevard & Malabar Road

| | | | |
|--|--|--|--|
|  Ø1 13 s |  Ø2 34 s |  Ø3 20 s |  Ø4 23 s |
|  Ø5 17 s |  Ø6 30 s |  Ø7 15 s |  Ø8 28 s |

Build AM Peak Hour with Additional Improvements
22: Garvey Road & Malabar Road

Lanes, Volumes, Timings
02/01/2024

| |  |  |  |  |  |  |
|--------------------------------------|---|---|---|---|---|---|
| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑↑ | | ↱ | ↑↑ | ↱ | ↱ |
| Traffic Volume (vph) | 856 | 47 | 115 | 717 | 42 | 194 |
| Future Volume (vph) | 856 | 47 | 115 | 717 | 42 | 194 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | | 0 | 250 | | 0 | 115 |
| Storage Lanes | | 0 | 1 | | 1 | 1 |
| Taper Length (ft) | | | 25 | | 25 | |
| Satd. Flow (prot) | 3442 | 0 | 1703 | 3471 | 1752 | 1568 |
| Flt Permitted | | | 0.236 | | 0.950 | |
| Satd. Flow (perm) | 3442 | 0 | 423 | 3471 | 1752 | 1568 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | 12 | | | | | 132 |
| Link Speed (mph) | 35 | | | 35 | 35 | |
| Link Distance (ft) | 2837 | | | 1530 | 4212 | |
| Travel Time (s) | 55.3 | | | 29.8 | 82.1 | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Heavy Vehicles (%) | 4% | 5% | 6% | 4% | 3% | 3% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 1050 | 0 | 134 | 834 | 49 | 226 |
| Turn Type | NA | | Perm | NA | Prot | Prot |
| Protected Phases | 4 | | | 8 | 2 | 2 |
| Permitted Phases | | | 8 | | | |
| Total Split (s) | 63.0 | | 63.0 | 63.0 | 27.0 | 27.0 |
| Total Lost Time (s) | 7.0 | | 7.0 | 7.0 | 7.0 | 7.0 |
| Act Effect Green (s) | 26.3 | | 26.3 | 26.3 | 9.8 | 9.8 |
| Actuated g/C Ratio | 0.51 | | 0.51 | 0.51 | 0.19 | 0.19 |
| v/c Ratio | 0.59 | | 0.62 | 0.47 | 0.14 | 0.56 |
| Control Delay (s/veh) | 9.8 | | 23.3 | 8.6 | 22.9 | 16.7 |
| Queue Delay | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 9.8 | | 23.3 | 8.6 | 22.9 | 16.7 |
| LOS | A | | C | A | C | B |
| Approach Delay (s/veh) | 9.8 | | | 10.7 | 17.8 | |
| Approach LOS | A | | | B | B | |
| Queue Length 50th (ft) | 89 | | 22 | 65 | 10 | 20 |
| Queue Length 95th (ft) | 174 | | 85 | 131 | 49 | 103 |
| Internal Link Dist (ft) | 2757 | | | 1450 | 4132 | |
| Turn Bay Length (ft) | | | 250 | | | 115 |
| Base Capacity (vph) | 3191 | | 392 | 3218 | 758 | 753 |
| Starvation Cap Reductn | 0 | | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.33 | | 0.34 | 0.26 | 0.06 | 0.30 |
| Intersection Summary | | | | | | |
| Area Type: | Other | | | | | |
| Cycle Length: 90 | | | | | | |
| Actuated Cycle Length: 51.7 | | | | | | |
| Control Type: Actuated-Uncoordinated | | | | | | |
| Maximum v/c Ratio: 0.62 | | | | | | |

















| | |
|---|------------------------|
| Intersection Signal Delay (s/veh): 11.1 | Intersection LOS: B |
| Intersection Capacity Utilization 53.2% | ICU Level of Service A |
| Analysis Period (min) 15 | |

Splits and Phases: 22: Garvey Road & Malabar Road

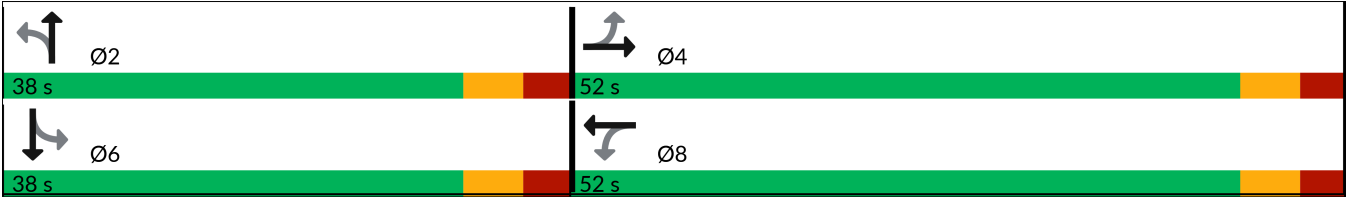


Build AM Peak Hour with Additional Improvements
25: Garvey Road

Lanes, Volumes, Timings
02/01/2024

| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Traffic Volume (vph) | 24 | 399 | 44 | 25 | 404 | 41 | 85 | 116 | 44 | 56 | 84 | 20 |
| Future Volume (vph) | 24 | 399 | 44 | 25 | 404 | 41 | 85 | 116 | 44 | 56 | 84 | 20 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Satd. Flow (prot) | 0 | 1787 | 0 | 0 | 1798 | 0 | 0 | 1783 | 0 | 0 | 1771 | 0 |
| Flt Permitted | | 0.956 | | | 0.955 | | | 0.814 | | | 0.803 | |
| Satd. Flow (perm) | 0 | 1714 | 0 | 0 | 1722 | 0 | 0 | 1476 | 0 | 0 | 1447 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 8 | | | 8 | | | 13 | | | 9 | |
| Link Speed (mph) | | 35 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 440 | | | 2310 | | | 1061 | | | 4212 | |
| Travel Time (s) | | 8.6 | | | 45.0 | | | 20.7 | | | 82.1 | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles (%) | 5% | 4% | 10% | 4% | 4% | 5% | 1% | 1% | 8% | 0% | 7% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 512 | 0 | 0 | 516 | 0 | 0 | 268 | 0 | 0 | 176 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Total Split (s) | 52.0 | 52.0 | | 52.0 | 52.0 | | 38.0 | 38.0 | | 38.0 | 38.0 | |
| Total Lost Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | 7.0 | |
| Act Effct Green (s) | | 21.7 | | | 21.7 | | | 15.1 | | | 15.1 | |
| Actuated g/C Ratio | | 0.42 | | | 0.42 | | | 0.29 | | | 0.29 | |
| v/c Ratio | | 0.71 | | | 0.71 | | | 0.61 | | | 0.41 | |
| Control Delay (s/veh) | | 18.7 | | | 18.8 | | | 23.2 | | | 18.9 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay (s/veh) | | 18.7 | | | 18.8 | | | 23.2 | | | 18.9 | |
| LOS | | B | | | B | | | C | | | B | |
| Approach Delay (s/veh) | | 18.8 | | | 18.8 | | | 23.2 | | | 19.0 | |
| Approach LOS | | B | | | B | | | C | | | B | |
| Queue Length 50th (ft) | | 112 | | | 113 | | | 62 | | | 38 | |
| Queue Length 95th (ft) | | 264 | | | 267 | | | 170 | | | 111 | |
| Internal Link Dist (ft) | | 360 | | | 2230 | | | 981 | | | 4132 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 1468 | | | 1475 | | | 956 | | | 936 | |
| Starvation Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.35 | | | 0.35 | | | 0.28 | | | 0.19 | |
| Intersection Summary | | | | | | | | | | | | |
| Area Type: | Other | | | | | | | | | | | |
| Cycle Length: 90 | | | | | | | | | | | | |
| Actuated Cycle Length: 51.8 | | | | | | | | | | | | |
| Control Type: Actuated-Uncoordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.71 | | | | | | | | | | | | |
| Intersection Signal Delay (s/veh): 19.6 | Intersection LOS: B | | | | | | | | | | | |
| Intersection Capacity Utilization 61.4% | ICU Level of Service B | | | | | | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |

Splits and Phases: 25: Garvey Road



Build AM Peak Hour with Additional Improvements
13: West Site Driveway & Malabar Road

HCM 7th TWSC
01/30/2024

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.7 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑↑ | ↑ | ↑ | ↑↑ | ↑ | ↑ |
| Traffic Vol, veh/h | 635 | 20 | 30 | 1263 | 14 | 46 |
| Future Vol, veh/h | 635 | 20 | 30 | 1263 | 14 | 46 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 200 | 110 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 690 | 22 | 33 | 1373 | 15 | 50 |

| Major/Minor | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 712 |
| 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 | - | - | 884 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | - | - | 884 |
| Mov Cap-2 Maneuver | - | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |

| Approach | EB | WB | NB |
|------------------------|----|------|-------|
| HCM Control Delay, s/v | 0 | 0.21 | 19.21 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---------------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 318 | - | - | 884 | - |
| HCM Lane V/C Ratio | 0.205 | - | - | 0.037 | - |
| HCM Control Delay (s/veh) | 19.2 | - | - | 9.2 | - |
| HCM Lane LOS | C | - | - | A | - |
| HCM 95th %tile Q(veh) | 0.8 | - | - | 0.1 | - |

Build PM Peak Hour with Additional Improvements

3: Malabar Road & St. Johns Heritage Parkway

Lanes, Volumes, Timings
02/01/2024



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|-------------------------|-------|------|------|------|-------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 67 | 261 | 270 | 461 | 871 | 59 |
| Future Volume (vph) | 67 | 261 | 270 | 461 | 871 | 59 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 350 | | | 250 | 0 | 340 |
| Storage Lanes | 1 | | | 1 | 2 | 0 |
| Taper Length (ft) | 25 | | | | 25 | |
| Satd. Flow (prot) | 1770 | 3539 | 2959 | 1442 | 3420 | 0 |
| Flt Permitted | 0.393 | | | | 0.955 | |
| Satd. Flow (perm) | 732 | 3539 | 2959 | 1442 | 3420 | 0 |
| Right Turn on Red | | | | Yes | | Yes |
| Satd. Flow (RTOR) | | | | 512 | 9 | |
| Link Speed (mph) | | 35 | 35 | | 35 | |
| Link Distance (ft) | | 2248 | 2950 | | 6746 | |
| Travel Time (s) | | 43.8 | 57.5 | | 131.4 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Heavy Vehicles (%) | 2% | 2% | 22% | 12% | 1% | 15% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 74 | 290 | 300 | 512 | 1034 | 0 |
| Turn Type | pm+pt | NA | NA | Perm | Prot | |
| Protected Phases | 7 | 4 | 8 | | 6 | |
| Permitted Phases | 4 | | | 8 | | |
| Total Split (s) | 13.0 | 48.0 | 35.0 | 35.0 | 42.0 | |
| Total Lost Time (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | |
| Act Effect Green (s) | 25.3 | 25.3 | 15.7 | 15.7 | 25.4 | |
| Actuated g/C Ratio | 0.38 | 0.38 | 0.24 | 0.24 | 0.39 | |
| v/c Ratio | 0.19 | 0.21 | 0.42 | 0.69 | 0.78 | |
| Control Delay (s/veh) | 14.8 | 14.1 | 25.2 | 8.3 | 23.5 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay (s/veh) | 14.8 | 14.1 | 25.2 | 8.3 | 23.5 | |
| LOS | B | B | C | A | C | |
| Approach Delay (s/veh) | | 14.3 | 14.6 | | 23.5 | |
| Approach LOS | | B | B | | C | |
| Queue Length 50th (ft) | 18 | 40 | 57 | 0 | 185 | |
| Queue Length 95th (ft) | 48 | 75 | 104 | 79 | 325 | |
| Internal Link Dist (ft) | | 2168 | 2870 | | 6666 | |
| Turn Bay Length (ft) | 350 | | | 250 | | |
| Base Capacity (vph) | 383 | 2332 | 1362 | 940 | 1972 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.19 | 0.12 | 0.22 | 0.54 | 0.52 | |

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 65.9
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.78

Build PM Peak Hour with Additional Improvements
3: Malabar Road & St. Johns Heritage Parkway

Lanes, Volumes, Timings
02/01/2024












| | |
|---|------------------------|
| Intersection Signal Delay (s/veh): 18.7 | Intersection LOS: B |
| Intersection Capacity Utilization 57.5% | ICU Level of Service B |
| Analysis Period (min) 15 | |

Splits and Phases: 3: Malabar Road & St. Johns Heritage Parkway



Build PM Peak Hour with Additional Improvements
6: St. Johns Heritage Parkway & Pace Drive

Lanes, Volumes, Timings
02/01/2024

| |  |  |  |  |  |  |
|--------------------------------------|---|---|---|---|---|---|
| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations |  |  |  |  | |  |
| Traffic Volume (vph) | 94 | 95 | 508 | 89 | 277 | 934 |
| Future Volume (vph) | 94 | 95 | 508 | 89 | 277 | 934 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | 400 | | 300 | 150 | |
| Storage Lanes | 1 | 1 | | 1 | 0 | |
| Taper Length (ft) | 25 | | | | 25 | |
| Satd. Flow (prot) | 1556 | 1615 | 3312 | 1455 | 0 | 3535 |
| Flt Permitted | 0.950 | | | | | 0.708 |
| Satd. Flow (perm) | 1556 | 1615 | 3312 | 1455 | 0 | 2531 |
| Right Turn on Red | | Yes | | Yes | | |
| Satd. Flow (RTOR) | | 99 | | 93 | | |
| Link Speed (mph) | 35 | | 35 | | | 35 |
| Link Distance (ft) | 807 | | 6746 | | | 5383 |
| Travel Time (s) | 15.7 | | 131.4 | | | 104.9 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 16% | 0% | 9% | 11% | 1% | 1% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 98 | 99 | 529 | 93 | 0 | 1262 |
| Turn Type | Prot | Prot | NA | Perm | Perm | NA |
| Protected Phases | 8 | 8 | 2 | | | 6 |
| Permitted Phases | | | | 2 | 6 | |
| Total Split (s) | 25.0 | 25.0 | 65.0 | 65.0 | 65.0 | 65.0 |
| Total Lost Time (s) | 7.0 | 7.0 | 7.0 | 7.0 | | 7.0 |
| Act Effect Green (s) | 10.3 | 10.3 | 46.7 | 46.7 | | 46.7 |
| Actuated g/C Ratio | 0.16 | 0.16 | 0.71 | 0.71 | | 0.71 |
| v/c Ratio | 0.40 | 0.29 | 0.22 | 0.08 | | 0.70 |
| Control Delay (s/veh) | 33.6 | 9.7 | 5.2 | 1.4 | | 10.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 |
| Total Delay (s/veh) | 33.6 | 9.7 | 5.2 | 1.4 | | 10.9 |
| LOS | C | A | A | A | | B |
| Approach Delay (s/veh) | 21.6 | | 4.7 | | | 10.9 |
| Approach LOS | C | | A | | | B |
| Queue Length 50th (ft) | 34 | 0 | 41 | 0 | | 163 |
| Queue Length 95th (ft) | 95 | 41 | 74 | 14 | | 298 |
| Internal Link Dist (ft) | 727 | | 6666 | | | 5303 |
| Turn Bay Length (ft) | | 400 | | 300 | | |
| Base Capacity (vph) | 446 | 534 | 2897 | 1284 | | 2214 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | | 0 |
| Reduced v/c Ratio | 0.22 | 0.19 | 0.18 | 0.07 | | 0.57 |
| Intersection Summary | | | | | | |
| Area Type: | Other | | | | | |
| Cycle Length: 90 | | | | | | |
| Actuated Cycle Length: 65.7 | | | | | | |
| Control Type: Actuated-Uncoordinated | | | | | | |
| Maximum v/c Ratio: 0.70 | | | | | | |

Build PM Peak Hour with Additional Improvements
6: St. Johns Heritage Parkway & Pace Drive

Lanes, Volumes, Timings
02/01/2024








| | |
|---|------------------------|
| Intersection Signal Delay (s/veh): 10.1 | Intersection LOS: B |
| Intersection Capacity Utilization 71.2% | ICU Level of Service C |
| Analysis Period (min) 15 | |

Splits and Phases: 6: St. Johns Heritage Parkway & Pace Drive



Build PM Peak Hour with Additional Improvements
7: St. Johns Heritage Parkway & Emerson Drive

Lanes, Volumes, Timings
02/01/2024

| |  | | | | | |
|--------------------------------------|---|---|---|---|---|---|
| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations |  |  |  |  |  |  |
| Traffic Volume (vph) | 154 | 122 | 500 | 86 | 447 | 1171 |
| Future Volume (vph) | 154 | 122 | 500 | 86 | 447 | 1171 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | 240 | | 300 | 150 | |
| Storage Lanes | 1 | 1 | | 1 | 1 | |
| Taper Length (ft) | 25 | | | | 25 | |
| Satd. Flow (prot) | 1703 | 1568 | 3343 | 1615 | 1787 | 3610 |
| Flt Permitted | 0.950 | | | | 0.320 | |
| Satd. Flow (perm) | 1703 | 1568 | 3343 | 1615 | 602 | 3610 |
| Right Turn on Red | | Yes | | Yes | | |
| Satd. Flow (RTOR) | | 127 | | 90 | | |
| Link Speed (mph) | 35 | | 35 | | | 35 |
| Link Distance (ft) | 580 | | 5383 | | | 4398 |
| Travel Time (s) | 11.3 | | 104.9 | | | 85.7 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 6% | 3% | 8% | 0% | 1% | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 160 | 127 | 521 | 90 | 466 | 1220 |
| Turn Type | Prot | pm+ov | NA | Perm | pm+pt | NA |
| Protected Phases | 8 | 1 | 2 | | 1 | 6 |
| Permitted Phases | | 8 | | 2 | 6 | |
| Total Split (s) | 24.0 | 14.0 | 52.0 | 52.0 | 14.0 | 66.0 |
| Total Lost Time (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 |
| Act Effect Green (s) | 10.7 | 21.1 | 15.6 | 15.6 | 30.6 | 33.0 |
| Actuated g/C Ratio | 0.21 | 0.41 | 0.30 | 0.30 | 0.59 | 0.64 |
| v/c Ratio | 0.45 | 0.17 | 0.51 | 0.16 | 0.88 | 0.52 |
| Control Delay (s/veh) | 25.3 | 3.2 | 17.8 | 4.7 | 33.2 | 8.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 25.3 | 3.2 | 17.8 | 4.7 | 33.2 | 8.9 |
| LOS | C | A | B | A | C | A |
| Approach Delay (s/veh) | 15.6 | | 16.0 | | | 15.6 |
| Approach LOS | B | | B | | | B |
| Queue Length 50th (ft) | 45 | 0 | 72 | 0 | 80 | 122 |
| Queue Length 95th (ft) | 110 | 27 | 124 | 26 | #281 | 214 |
| Internal Link Dist (ft) | 500 | | 5303 | | | 4318 |
| Turn Bay Length (ft) | | 240 | | 300 | 150 | |
| Base Capacity (vph) | 601 | 713 | 2819 | 1376 | 529 | 3506 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.27 | 0.18 | 0.18 | 0.07 | 0.88 | 0.35 |
| Intersection Summary | | | | | | |
| Area Type: | Other | | | | | |
| Cycle Length: 90 | | | | | | |
| Actuated Cycle Length: 51.7 | | | | | | |
| Control Type: Actuated-Uncoordinated | | | | | | |
| Maximum v/c Ratio: 0.88 | | | | | | |

Build PM Peak Hour with Additional Improvements
7: St. Johns Heritage Parkway & Emerson Drive

Lanes, Volumes, Timings
02/01/2024

| | |
|---|------------------------|
| Intersection Signal Delay (s/veh): 15.7 | Intersection LOS: B |
| Intersection Capacity Utilization 64.6% | ICU Level of Service C |
| Analysis Period (min) 15 | |
| # 95th percentile volume exceeds capacity, queue may be longer. | |
| Queue shown is maximum after two cycles. | |




















Splits and Phases: 7: St. Johns Heritage Parkway & Emerson Drive



Build PM Peak Hour with Additional Improvements
9: East Site Driveway/Thunderbird Avenue & Malabar Road

Lanes, Volumes, Timings

02/01/2024

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  | | |  | | |  | |
| Traffic Volume (vph) | 11 | 1029 | 48 | 63 | 725 | 8 | 58 | 2 | 54 | 6 | 3 | 3 |
| Future Volume (vph) | 11 | 1029 | 48 | 63 | 725 | 8 | 58 | 2 | 54 | 6 | 3 | 3 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 220 | | 300 | 220 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Satd. Flow (prot) | 1805 | 3574 | 1615 | 1805 | 3165 | 0 | 0 | 1734 | 0 | 0 | 1793 | 0 |
| Flt Permitted | 0.338 | | | 0.212 | | | | 0.832 | | | 0.763 | |
| Satd. Flow (perm) | 642 | 3574 | 1615 | 403 | 3165 | 0 | 0 | 1480 | 0 | 0 | 1405 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 55 | | 2 | | | 47 | | | 3 | |
| Link Speed (mph) | | 35 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 663 | | | 3156 | | | 566 | | | 556 | |
| Travel Time (s) | | 12.9 | | | 61.5 | | | 11.0 | | | 10.8 | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles (%) | 0% | 1% | 0% | 0% | 14% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 13 | 1169 | 55 | 72 | 833 | 0 | 0 | 129 | 0 | 0 | 13 | 0 |
| Turn Type | Perm | NA | Perm | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | | 2 | | | 6 | | |
| Total Split (s) | 61.0 | 61.0 | 61.0 | 61.0 | 61.0 | | 29.0 | 29.0 | | 29.0 | 29.0 | |
| Total Lost Time (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | | 7.0 | | | 7.0 | |
| Act Effect Green (s) | 34.3 | 34.3 | 34.3 | 34.3 | 34.3 | | | 8.8 | | | 8.8 | |
| Actuated g/C Ratio | 0.66 | 0.66 | 0.66 | 0.66 | 0.66 | | | 0.17 | | | 0.17 | |
| v/c Ratio | 0.03 | 0.49 | 0.05 | 0.27 | 0.40 | | | 0.44 | | | 0.05 | |
| Control Delay (s/veh) | 6.0 | 7.8 | 2.1 | 10.2 | 7.1 | | | 19.7 | | | 18.0 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay (s/veh) | 6.0 | 7.8 | 2.1 | 10.2 | 7.1 | | | 19.7 | | | 18.0 | |
| LOS | A | A | A | B | A | | | B | | | B | |
| Approach Delay (s/veh) | | 7.6 | | | 7.4 | | | 19.7 | | | 18.1 | |
| Approach LOS | | A | | | A | | | B | | | B | |
| Queue Length 50th (ft) | 2 | 104 | 0 | 10 | 68 | | | 22 | | | 3 | |
| Queue Length 95th (ft) | 8 | 181 | 12 | 37 | 122 | | | 69 | | | 16 | |
| Internal Link Dist (ft) | | 583 | | | 3076 | | | 486 | | | 476 | |
| Turn Bay Length (ft) | 220 | | 300 | 220 | | | | | | | | |
| Base Capacity (vph) | 619 | 3448 | 1560 | 389 | 3053 | | | 670 | | | 612 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | 0.02 | 0.34 | 0.04 | 0.19 | 0.27 | | | 0.19 | | | 0.02 | |
| Intersection Summary | | | | | | | | | | | | |
| Area Type: | Other | | | | | | | | | | | |
| Cycle Length: 90 | | | | | | | | | | | | |
| Actuated Cycle Length: 52.2 | | | | | | | | | | | | |
| Control Type: Actuated-Uncoordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.50 | | | | | | | | | | | | |




















| | |
|---|------------------------|
| Intersection Signal Delay (s/veh): 8.3 | Intersection LOS: A |
| Intersection Capacity Utilization 58.4% | ICU Level of Service B |
| Analysis Period (min) 15 | |

Splits and Phases: 9: East Site Driveway/Thunderbird Avenue & Malabar Road



Build PM Peak Hour with Additional Improvements
14: Bending Branch Way/Krassner Drive & Malabar Road

Lanes, Volumes, Timings
02/01/2024

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  | | |  | | |  | |
| Traffic Volume (vph) | 44 | 965 | 50 | 106 | 903 | 119 | 20 | 0 | 66 | 53 | 0 | 11 |
| Future Volume (vph) | 44 | 965 | 50 | 106 | 903 | 119 | 20 | 0 | 66 | 53 | 0 | 11 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | 200 | 340 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Satd. Flow (prot) | 1719 | 3539 | 1615 | 1787 | 3199 | 0 | 0 | 1618 | 0 | 0 | 1751 | 0 |
| Flt Permitted | 0.226 | | | 0.225 | | | | 0.900 | | | 0.725 | |
| Satd. Flow (perm) | 409 | 3539 | 1615 | 423 | 3199 | 0 | 0 | 1472 | 0 | 0 | 1323 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 102 | | 22 | | | 112 | | | 112 | |
| Link Speed (mph) | | 35 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 3156 | | | 2581 | | | 187 | | | 529 | |
| Travel Time (s) | | 61.5 | | | 50.3 | | | 3.6 | | | 10.3 | |
| 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 |
| Heavy Vehicles (%) | 5% | 2% | 0% | 1% | 12% | 2% | 11% | 0% | 2% | 2% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 47 | 1027 | 53 | 113 | 1088 | 0 | 0 | 91 | 0 | 0 | 68 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | | 8 | | | 4 | | |
| Total Split (s) | 11.0 | 51.0 | 51.0 | 11.0 | 51.0 | | 28.0 | 28.0 | | 28.0 | 28.0 | |
| Total Lost Time (s) | 5.4 | 6.8 | 6.8 | 5.4 | 6.8 | | | 6.0 | | | 6.0 | |
| Act Effect Green (s) | 35.5 | 32.1 | 32.1 | 36.7 | 34.5 | | | 7.7 | | | 7.7 | |
| Actuated g/C Ratio | 0.64 | 0.58 | 0.58 | 0.67 | 0.63 | | | 0.14 | | | 0.14 | |
| v/c Ratio | 0.11 | 0.49 | 0.05 | 0.26 | 0.54 | | | 0.30 | | | 0.24 | |
| Control Delay (s/veh) | 3.8 | 11.0 | 0.5 | 4.9 | 10.5 | | | 7.7 | | | 4.5 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay (s/veh) | 3.8 | 11.0 | 0.5 | 4.9 | 10.5 | | | 7.7 | | | 4.5 | |
| LOS | A | B | A | A | B | | | A | | | A | |
| Approach Delay (s/veh) | | 10.3 | | | 10.0 | | | 7.8 | | | 4.6 | |
| Approach LOS | | B | | | A | | | A | | | A | |
| Queue Length 50th (ft) | 4 | 131 | 0 | 10 | 145 | | | 0 | | | 0 | |
| Queue Length 95th (ft) | 12 | 187 | 4 | 23 | 213 | | | 29 | | | 15 | |
| Internal Link Dist (ft) | | 3076 | | | 2501 | | | 107 | | | 449 | |
| Turn Bay Length (ft) | 200 | | 200 | 340 | | | | | | | | |
| Base Capacity (vph) | 405 | 2903 | 1343 | 429 | 2628 | | | 690 | | | 627 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | 0.12 | 0.35 | 0.04 | 0.26 | 0.41 | | | 0.13 | | | 0.11 | |

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 55.1

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.54

Build PM Peak Hour with Additional Improvements
14: Bending Branch Way/Krassner Drive & Malabar Road

Lanes, Volumes, Timings
02/01/2024

| | |
|---|------------------------|
| Intersection Signal Delay (s/veh): 9.9 | Intersection LOS: A |
| Intersection Capacity Utilization 58.4% | ICU Level of Service B |
| Analysis Period (min) 15 | |

Splits and Phases: 14: Bending Branch Way/Krassner Drive & Malabar Road

| | | |
|--|--|--|
|  Ø1 11 s |  Ø2 51 s |  Ø4 28 s |
|  Ø5 11 s |  Ø6 51 s |  Ø8 28 s |

Build PM Peak Hour with Additional Improvements
18: Hurley Boulevard & Malabar Road

Lanes, Volumes, Timings
02/01/2024

| | → | ↘ | ↙ | ← | ↖ | ↗ |
|-------------------------|------|------|------|-------|-------|------|
| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑↑ | | | ↑↑ | ↘↙ | |
| Traffic Volume (vph) | 944 | 131 | 97 | 1076 | 54 | 51 |
| Future Volume (vph) | 944 | 131 | 97 | 1076 | 54 | 51 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Satd. Flow (prot) | 3484 | 0 | 0 | 3376 | 1571 | 0 |
| Flt Permitted | | | | 0.747 | 0.975 | |
| Satd. Flow (perm) | 3484 | 0 | 0 | 2532 | 1571 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | 33 | | | | 49 | |
| Link Speed (mph) | 35 | | | 35 | 35 | |
| Link Distance (ft) | 2581 | | | 3773 | 988 | |
| Travel Time (s) | 50.3 | | | 73.5 | 19.2 | |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Heavy Vehicles (%) | 2% | 0% | 1% | 7% | 16% | 4% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 1097 | 0 | 0 | 1197 | 107 | 0 |
| Turn Type | NA | | Perm | NA | Prot | |
| Protected Phases | 4 | | | 8 | 2 | |
| Permitted Phases | | | 8 | | | |
| Total Split (s) | 63.0 | | 63.0 | 63.0 | 27.0 | |
| Total Lost Time (s) | 6.0 | | | 6.0 | 6.0 | |
| Act Effect Green (s) | 48.2 | | | 48.2 | 8.8 | |
| Actuated g/C Ratio | 0.76 | | | 0.76 | 0.14 | |
| v/c Ratio | 0.41 | | | 0.62 | 0.41 | |
| Control Delay (s/veh) | 4.7 | | | 7.6 | 23.2 | |
| Queue Delay | 0.0 | | | 0.0 | 0.0 | |
| Total Delay (s/veh) | 4.7 | | | 7.6 | 23.2 | |
| LOS | A | | | A | C | |
| Approach Delay (s/veh) | 4.8 | | | 7.6 | 23.3 | |
| Approach LOS | A | | | A | C | |
| Queue Length 50th (ft) | 80 | | | 119 | 22 | |
| Queue Length 95th (ft) | 141 | | | 222 | 74 | |
| Internal Link Dist (ft) | 2501 | | | 3693 | 908 | |
| Turn Bay Length (ft) | | | | | | |
| Base Capacity (vph) | 2986 | | | 2166 | 594 | |
| Starvation Cap Reductn | 0 | | | 0 | 0 | |
| Spillback Cap Reductn | 0 | | | 0 | 0 | |
| Storage Cap Reductn | 0 | | | 0 | 0 | |
| Reduced v/c Ratio | 0.37 | | | 0.55 | 0.18 | |

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 63.8

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.63

Intersection Signal Delay (s/veh): 7.0

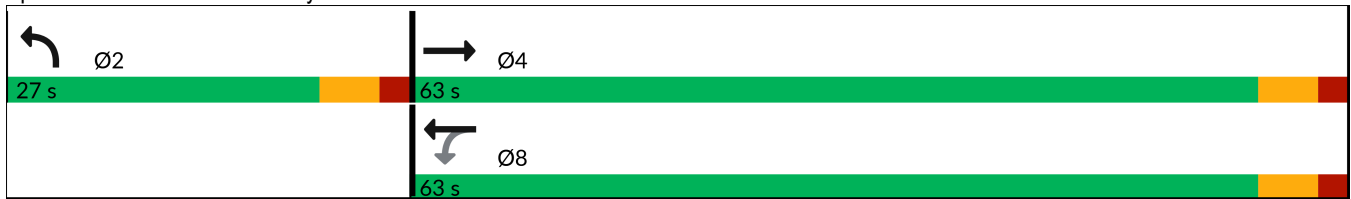
Intersection LOS: A

Intersection Capacity Utilization 83.9%

ICU Level of Service E

























Analysis Period (min) 15

Splits and Phases: 18: Hurley Boulevard & Malabar Road



Build PM Peak Hour with Additional Improvements
19: Jupiter Boulevard & Malabar Road

Lanes, Volumes, Timings
02/01/2024

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (vph) | 143 | 586 | 309 | 55 | 673 | 258 | 283 | 214 | 38 | 200 | 176 | 229 |
| Future Volume (vph) | 143 | 586 | 309 | 55 | 673 | 258 | 283 | 214 | 38 | 200 | 176 | 229 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | 200 | 220 | | 220 | 250 | | 220 | 240 | | 240 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Satd. Flow (prot) | 1787 | 3539 | 1599 | 1736 | 3438 | 1615 | 1671 | 1667 | 1482 | 1787 | 1845 | 1583 |
| Flt Permitted | 0.239 | | | 0.345 | | | 0.387 | | | 0.615 | | |
| Satd. Flow (perm) | 450 | 3539 | 1599 | 630 | 3438 | 1615 | 681 | 1667 | 1482 | 1157 | 1845 | 1583 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 332 | | | 277 | | | 115 | | | 115 |
| Link Speed (mph) | | 35 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 3773 | | | 2837 | | | 1439 | | | 601 | |
| Travel Time (s) | | 73.5 | | | 55.3 | | | 28.0 | | | 11.7 | |
| 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 |
| Heavy Vehicles (%) | 1% | 2% | 1% | 4% | 5% | 0% | 8% | 14% | 9% | 1% | 3% | 2% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 154 | 630 | 332 | 59 | 724 | 277 | 304 | 230 | 41 | 215 | 189 | 246 |
| Turn Type | pm+pt | NA | pm+ov | pm+pt | NA | pm+ov | pm+pt | NA | pm+ov | pm+pt | NA | pm+ov |
| Protected Phases | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | 1 | 7 | 4 | 5 |
| Permitted Phases | 2 | | 2 | 6 | | 6 | 8 | | 8 | 4 | | 4 |
| Total Split (s) | 13.0 | 35.0 | 21.0 | 13.0 | 35.0 | 14.0 | 21.0 | 28.0 | 13.0 | 14.0 | 21.0 | 13.0 |
| Total Lost Time (s) | 7.0 | 8.0 | 7.0 | 7.0 | 8.0 | 4.5 | 7.0 | 8.0 | 7.0 | 4.5 | 8.0 | 7.0 |
| Act Effect Green (s) | 32.9 | 27.3 | 48.7 | 31.3 | 24.3 | 41.5 | 33.5 | 19.1 | 33.1 | 25.1 | 12.4 | 26.4 |
| Actuated g/C Ratio | 0.38 | 0.32 | 0.56 | 0.36 | 0.28 | 0.48 | 0.39 | 0.22 | 0.38 | 0.29 | 0.14 | 0.31 |
| v/c Ratio | 0.58 | 0.56 | 0.31 | 0.19 | 0.74 | 0.30 | 0.72 | 0.62 | 0.06 | 0.53 | 0.71 | 0.43 |
| Control Delay (s/veh) | 25.5 | 28.0 | 2.1 | 15.8 | 33.7 | 2.5 | 32.0 | 39.4 | 0.1 | 23.8 | 52.5 | 15.8 |
| 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) | 25.5 | 28.0 | 2.1 | 15.8 | 33.7 | 2.5 | 32.0 | 39.4 | 0.1 | 23.8 | 52.5 | 15.8 |
| LOS | C | C | A | B | C | A | C | D | A | C | D | B |
| Approach Delay (s/veh) | | 20.0 | | | 24.6 | | | 32.7 | | | 29.2 | |
| Approach LOS | | B | | | C | | | C | | | C | |
| Queue Length 50th (ft) | 50 | 159 | 0 | 18 | 191 | 0 | 126 | 118 | 0 | 79 | 104 | 56 |
| Queue Length 95th (ft) | 89 | 216 | 37 | 40 | 255 | 38 | #215 | 196 | 0 | 131 | #198 | 124 |
| Internal Link Dist (ft) | | 3693 | | | 2757 | | | 1359 | | | 521 | |
| Turn Bay Length (ft) | 200 | | 200 | 220 | | 220 | 250 | | 220 | 240 | | 240 |
| Base Capacity (vph) | 265 | 1150 | 1057 | 306 | 1082 | 926 | 428 | 388 | 640 | 411 | 279 | 565 |
| 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 | 0.58 | 0.55 | 0.31 | 0.19 | 0.67 | 0.30 | 0.71 | 0.59 | 0.06 | 0.52 | 0.68 | 0.44 |

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 86.2

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.75

Build PM Peak Hour with Additional Improvements

19: Jupiter Boulevard & Malabar Road

Lanes, Volumes, Timings

02/01/2024

Intersection Signal Delay (s/veh): 25.3

Intersection LOS: C

Intersection Capacity Utilization 76.5%

ICU Level of Service D

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 19: Jupiter Boulevard & Malabar Road

| | | | |
|--|--|--|--|
|  Ø1 |  Ø2 |  Ø3 |  Ø4 |
| 13 s | 35 s | 21 s | 21 s |
|  Ø5 |  Ø6 |  Ø7 |  Ø8 |
| 13 s | 35 s | 14 s | 28 s |

Build PM Peak Hour with Additional Improvements
22: Garvey Road & Malabar Road

Lanes, Volumes, Timings
02/01/2024

| | → | ↘ | ↙ | ← | ↖ | ↗ |
|--------------------------------------|-------|------|-------|------|-------|------|
| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑↑ | | ↘ | ↑↑ | ↘ | ↗ |
| Traffic Volume (vph) | 759 | 34 | 203 | 1048 | 11 | 105 |
| Future Volume (vph) | 759 | 34 | 203 | 1048 | 11 | 105 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | | 0 | 250 | | 0 | 115 |
| Storage Lanes | | 0 | 1 | | 1 | 1 |
| Taper Length (ft) | | | 25 | | 25 | |
| Satd. Flow (prot) | 3517 | 0 | 1787 | 3539 | 1805 | 1568 |
| Flt Permitted | | | 0.332 | | 0.950 | |
| Satd. Flow (perm) | 3517 | 0 | 625 | 3539 | 1805 | 1568 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | 10 | | | | | 113 |
| Link Speed (mph) | 35 | | | 35 | 35 | |
| Link Distance (ft) | 2837 | | | 1530 | 4212 | |
| Travel Time (s) | 55.3 | | | 29.8 | 82.1 | |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 2% | 0% | 1% | 2% | 0% | 3% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 853 | 0 | 218 | 1127 | 12 | 113 |
| Turn Type | NA | | Perm | NA | Prot | Prot |
| Protected Phases | 4 | | | 8 | 2 | 2 |
| Permitted Phases | | | 8 | | | |
| Total Split (s) | 63.0 | | 63.0 | 63.0 | 27.0 | 27.0 |
| Total Lost Time (s) | 7.0 | | 7.0 | 7.0 | 7.0 | 7.0 |
| Act Effct Green (s) | 29.2 | | 29.2 | 29.2 | 6.9 | 6.9 |
| Actuated g/C Ratio | 0.57 | | 0.57 | 0.57 | 0.13 | 0.13 |
| v/c Ratio | 0.42 | | 0.61 | 0.56 | 0.04 | 0.36 |
| Control Delay (s/veh) | 6.1 | | 14.8 | 7.4 | 26.7 | 10.7 |
| Queue Delay | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 6.1 | | 14.8 | 7.4 | 26.7 | 10.7 |
| LOS | A | | B | A | C | B |
| Approach Delay (s/veh) | 6.2 | | | 8.6 | 12.3 | |
| Approach LOS | A | | | A | B | |
| Queue Length 50th (ft) | 55 | | 32 | 83 | 3 | 0 |
| Queue Length 95th (ft) | 98 | | 95 | 143 | 21 | 45 |
| Internal Link Dist (ft) | 2757 | | | 1450 | 4132 | |
| Turn Bay Length (ft) | | | 250 | | | 115 |
| Base Capacity (vph) | 3295 | | 585 | 3315 | 765 | 729 |
| Starvation Cap Reductn | 0 | | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.26 | | 0.37 | 0.34 | 0.02 | 0.16 |
| Intersection Summary | | | | | | |
| Area Type: | Other | | | | | |
| Cycle Length: 90 | | | | | | |
| Actuated Cycle Length: 51.4 | | | | | | |
| Control Type: Actuated-Uncoordinated | | | | | | |
| Maximum v/c Ratio: 0.61 | | | | | | |

















| | |
|---|------------------------|
| Intersection Signal Delay (s/veh): 7.9 | Intersection LOS: A |
| Intersection Capacity Utilization 55.0% | ICU Level of Service A |
| Analysis Period (min) 15 | |

Splits and Phases: 22: Garvey Road & Malabar Road



Build PM Peak Hour with Additional Improvements
25: Garvey Road

Lanes, Volumes, Timings
02/01/2024

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Traffic Volume (vph) | 6 | 393 | 74 | 62 | 410 | 35 | 69 | 63 | 53 | 37 | 136 | 15 |
| Future Volume (vph) | 6 | 393 | 74 | 62 | 410 | 35 | 69 | 63 | 53 | 37 | 136 | 15 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Satd. Flow (prot) | 0 | 1809 | 0 | 0 | 1820 | 0 | 0 | 1699 | 0 | 0 | 1810 | 0 |
| Flt Permitted | | 0.991 | | | 0.890 | | | 0.823 | | | 0.894 | |
| Satd. Flow (perm) | 0 | 1794 | 0 | 0 | 1629 | 0 | 0 | 1424 | 0 | 0 | 1635 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 15 | | | 6 | | | 25 | | | 5 | |
| Link Speed (mph) | | 35 | | | 35 | | | 35 | | | 35 | |
| Link Distance (ft) | | 440 | | | 2310 | | | 1061 | | | 4212 | |
| Travel Time (s) | | 8.6 | | | 45.0 | | | 20.7 | | | 82.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 17% | 3% | 0% | 0% | 3% | 6% | 5% | 4% | 8% | 3% | 3% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 514 | 0 | 0 | 551 | 0 | 0 | 201 | 0 | 0 | 204 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Total Split (s) | 52.0 | 52.0 | | 52.0 | 52.0 | | 38.0 | 38.0 | | 38.0 | 38.0 | |
| Total Lost Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | 7.0 | |
| Act Effct Green (s) | | 22.9 | | | 22.9 | | | 13.0 | | | 13.0 | |
| Actuated g/C Ratio | | 0.45 | | | 0.45 | | | 0.25 | | | 0.25 | |
| v/c Ratio | | 0.63 | | | 0.74 | | | 0.52 | | | 0.48 | |
| Control Delay (s/veh) | | 14.4 | | | 18.9 | | | 21.6 | | | 21.9 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay (s/veh) | | 14.4 | | | 18.9 | | | 21.6 | | | 21.9 | |
| LOS | | B | | | B | | | C | | | C | |
| Approach Delay (s/veh) | | 14.5 | | | 18.9 | | | 21.7 | | | 22.0 | |
| Approach LOS | | B | | | B | | | C | | | C | |
| Queue Length 50th (ft) | | 98 | | | 116 | | | 42 | | | 48 | |
| Queue Length 95th (ft) | | 229 | | | 275 | | | 127 | | | 134 | |
| Internal Link Dist (ft) | | 360 | | | 2230 | | | 981 | | | 4132 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 1550 | | | 1406 | | | 941 | | | 1072 | |
| Starvation Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.33 | | | 0.39 | | | 0.21 | | | 0.19 | |

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 51

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay (s/veh): 18.2

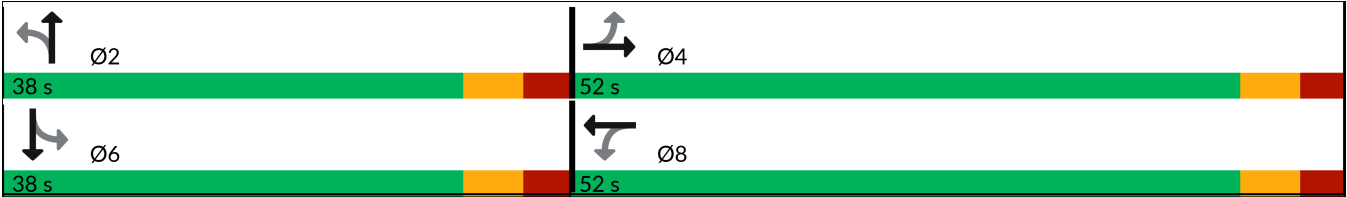
Intersection LOS: B

Intersection Capacity Utilization 88.7%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 25: Garvey Road



Build PM Peak Hour with Additional Improvements
13: West Site Driveway & Malabar Road

HCM 7th TWSC
01/30/2024

| Intersection | | | | | | |
|---------------------------|--------|------|--------|-------|--------|------|
| Int Delay, s/veh | 1.2 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑↑ | ↗ | ↖ | ↑↑ | ↘ | |
| Traffic Vol, veh/h | 1035 | 50 | 61 | 725 | 12 | 53 |
| Future Vol, veh/h | 1035 | 50 | 61 | 725 | 12 | 53 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 200 | 110 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1125 | 54 | 66 | 788 | 13 | 58 |
| | | | | | | |
| Major/Minor | Major1 | | Major2 | | Minor1 | |
| Conflicting Flow All | 0 | 0 | 1179 | 0 | 1652 | 563 |
| Stage 1 | - | - | - | - | 1125 | - |
| Stage 2 | - | - | - | - | 527 | - |
| Critical Hdwy | - | - | 4.14 | - | 6.84 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.84 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.84 | - |
| Follow-up Hdwy | - | - | 2.22 | - | 3.52 | 3.32 |
| Pot Cap-1 Maneuver | - | - | 588 | - | 89 | 470 |
| Stage 1 | - | - | - | - | 272 | - |
| Stage 2 | - | - | - | - | 557 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 588 | - | 79 | 470 |
| Mov Cap-2 Maneuver | - | - | - | - | 79 | - |
| Stage 1 | - | - | - | - | 272 | - |
| Stage 2 | - | - | - | - | 494 | - |
| | | | | | | |
| | | | | | | |
| Approach | EB | | WB | | NB | |
| HCM Control Delay, s/v | 0 | | 0.92 | | 25.41 | |
| HCM LOS | D | | | | | |
| | | | | | | |
| | | | | | | |
| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT | |
| Capacity (veh/h) | 246 | - | - | 588 | - | |
| HCM Lane V/C Ratio | 0.287 | - | - | 0.113 | - | |
| HCM Control Delay (s/veh) | 25.4 | - | - | 11.9 | - | |
| HCM Lane LOS | D | - | - | B | - | |
| HCM 95th %tile Q(veh) | 1.1 | - | - | 0.4 | - | |

Appendix J
NCHRP Report 457 Sheets

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

| Roadway geometry: | 4-lane roadway |
|---|----------------|
| Variable | Value |
| Major-road speed, mph: | 40 |
| Major-road volume (one direction), veh/h: | 681 |
| Right-turn volume, veh/h: | 20 |

OUTPUT

| Variable | Value |
|--|-------|
| Limiting right-turn volume, veh/h: | 102 |
| Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway: | |
| Do NOT add right-turn bay. | |

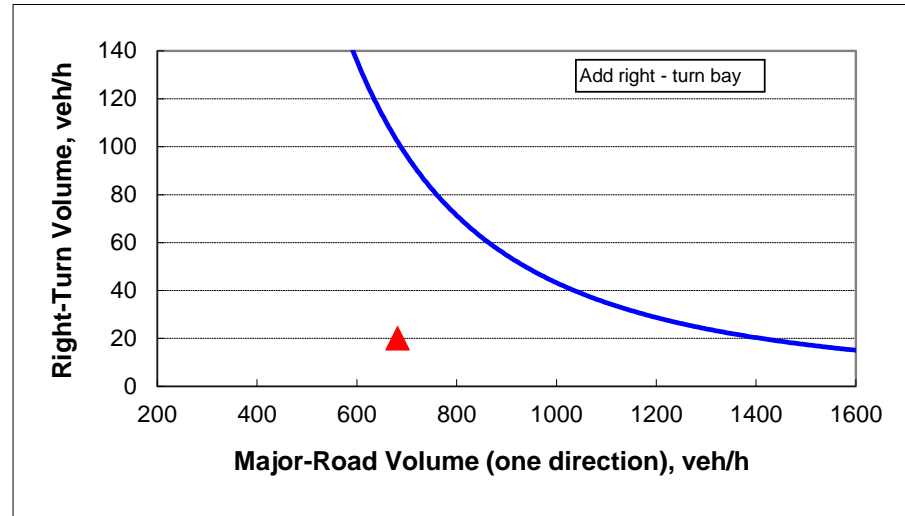


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

| Roadway geometry: | 4-lane roadway |
|---|----------------|
| Variable | Value |
| Major-road speed, mph: | 40 |
| Major-road volume (one direction), veh/h: | 1088 |
| Right-turn volume, veh/h: | 48 |

OUTPUT

| Variable | Value |
|--|-------|
| Limiting right-turn volume, veh/h: | 36 |
| Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway: | |
| Add right-turn bay. | |

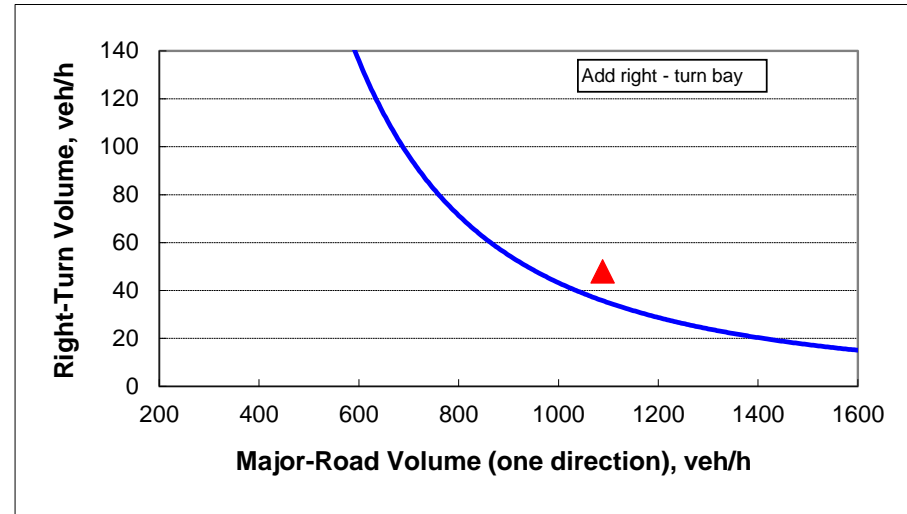


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

| Roadway geometry: | 4-lane roadway |
|---|----------------|
| Variable | Value |
| Major-road speed, mph: | 40 |
| Major-road volume (one direction), veh/h: | 1262 |
| Right-turn volume, veh/h: | 7 |

OUTPUT

| Variable | Value |
|---|-------|
| Limiting right-turn volume, veh/h: | 26 |
| Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway: | |
| Do NOT add right-turn bay. | |

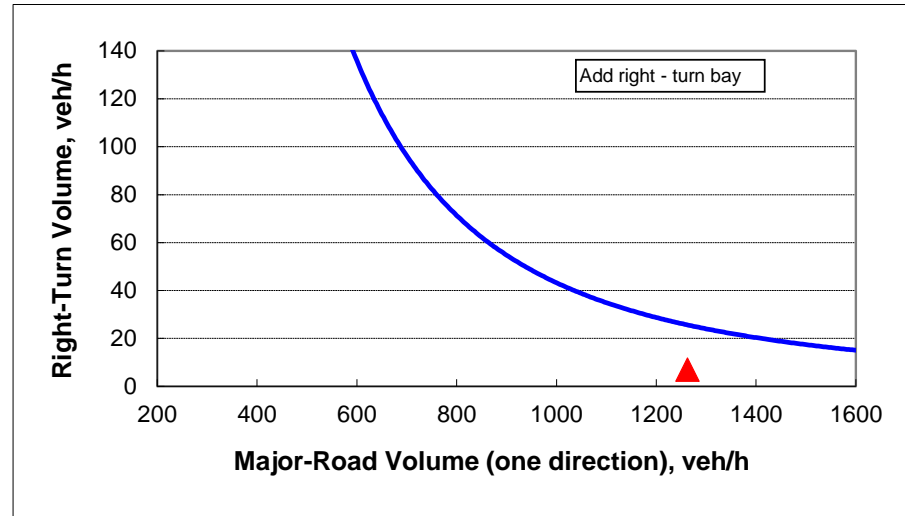


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

| Roadway geometry: | 4-lane roadway |
|---|----------------|
| Variable | Value |
| Major-road speed, mph: | 40 |
| Major-road volume (one direction), veh/h: | 796 |
| Right-turn volume, veh/h: | 8 |

OUTPUT

| Variable | Value |
|--|-------|
| Limiting right-turn volume, veh/h: | 72 |
| Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway: | |
| Do NOT add right-turn bay. | |

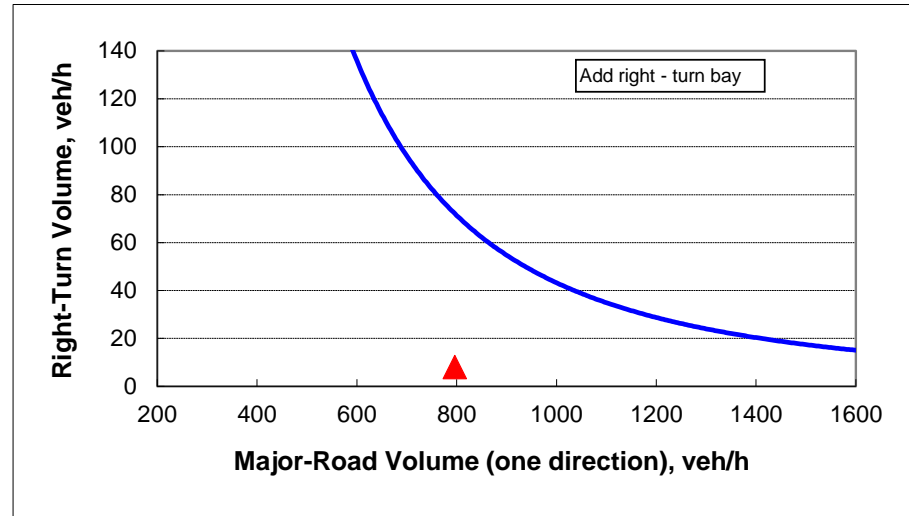


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

| Roadway geometry: | 4-lane roadway |
|---|----------------|
| Variable | Value |
| Major-road speed, mph: | 40 |
| Major-road volume (one direction), veh/h: | 655 |
| Right-turn volume, veh/h: | 20 |

OUTPUT

| Variable | Value |
|--|-------|
| Limiting right-turn volume, veh/h: | 112 |
| Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway: | |
| Do NOT add right-turn bay. | |

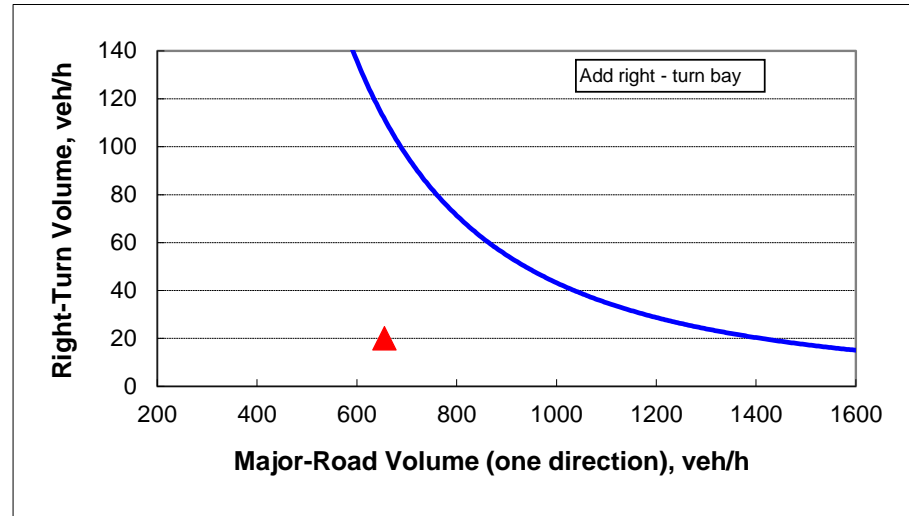


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

| Roadway geometry: | 4-lane roadway |
|---|----------------|
| Variable | Value |
| Major-road speed, mph: | 40 |
| Major-road volume (one direction), veh/h: | 1085 |
| Right-turn volume, veh/h: | 50 |

OUTPUT

| Variable | Value |
|--|-------|
| Limiting right-turn volume, veh/h: | 36 |
| Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway: | |
| Add right-turn bay. | |

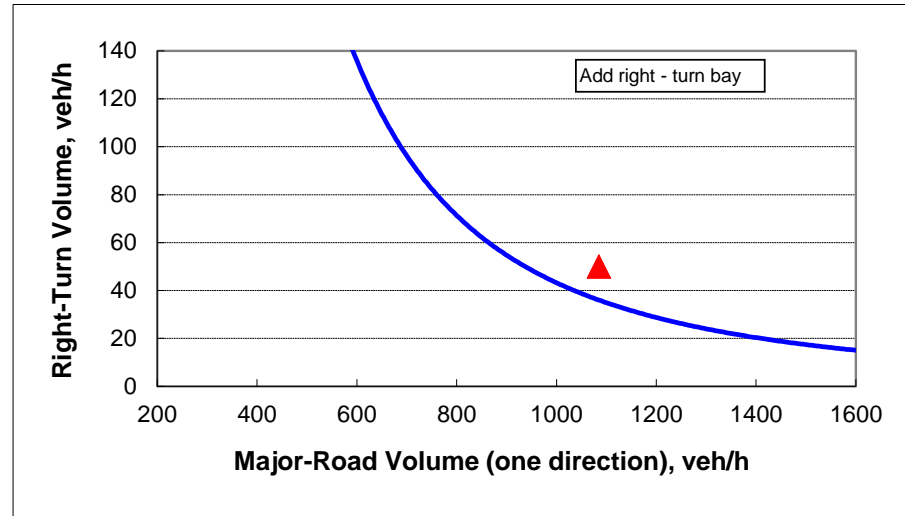


Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

4-lane roadway

INPUT

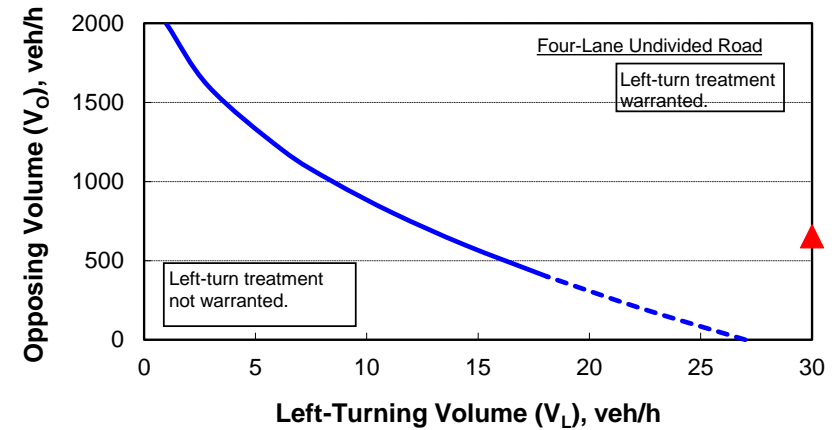
| Variable | Value |
|---------------------------------------|-------|
| Left-turning volume (V_L), veh/h: | 30 |
| Advancing volume (V_A), veh/h: | 1293 |
| Opposing volume (V_O), veh/h: | 655 |

OUTPUT

| Variable | Message |
|--|---------|
| Opposing volume (V_O) check: | O.K. |
| Combined volume (V_A and V_O) check: | O.K. |
| Guidance for determining the need for a major-road left-turn bay: | |
| Left-turn treatment warranted. | |

CALIBRATION CONSTANTS

| Variable | Value |
|---------------------------------------|-------|
| Average time for making left-turn, s: | 4.0 |
| Critical headway, s: | 6.0 |



Note: When $V_O < 400$ veh/h (dashed line), a left-turn lane is not normally warranted unless the advancing volume (V_A) in the same direction as the left-turning traffic exceeds 400 veh/h ($V_A > 400$ veh/h).

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

4-lane roadway

INPUT

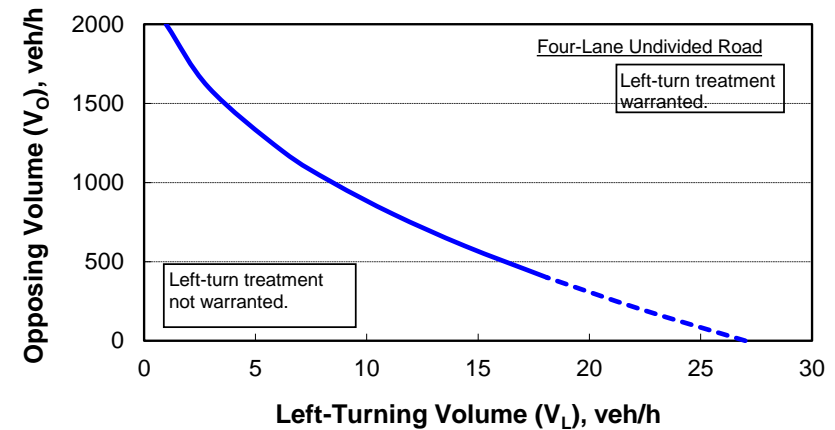
| Variable | Value |
|---------------------------------------|-------|
| Left-turning volume (V_L), veh/h: | 61 |
| Advancing volume (V_A), veh/h: | 786 |
| Opposing volume (V_O), veh/h: | 1085 |

OUTPUT

| Variable | Message |
|--|---------|
| Opposing volume (V_O) check: | O.K. |
| Combined volume (V_A and V_O) check: | O.K. |
| Guidance for determining the need for a major-road left-turn bay: | |
| Left-turn treatment warranted. | |

CALIBRATION CONSTANTS

| Variable | Value |
|---------------------------------------|-------|
| Average time for making left-turn, s: | 4.0 |
| Critical headway, s: | 6.0 |



Note: When $V_O < 400$ veh/h (dashed line), a left-turn lane is not normally warranted unless the advancing volume (V_A) in the same direction as the left-turning traffic exceeds 400 veh/h ($V_A > 400$ veh/h).