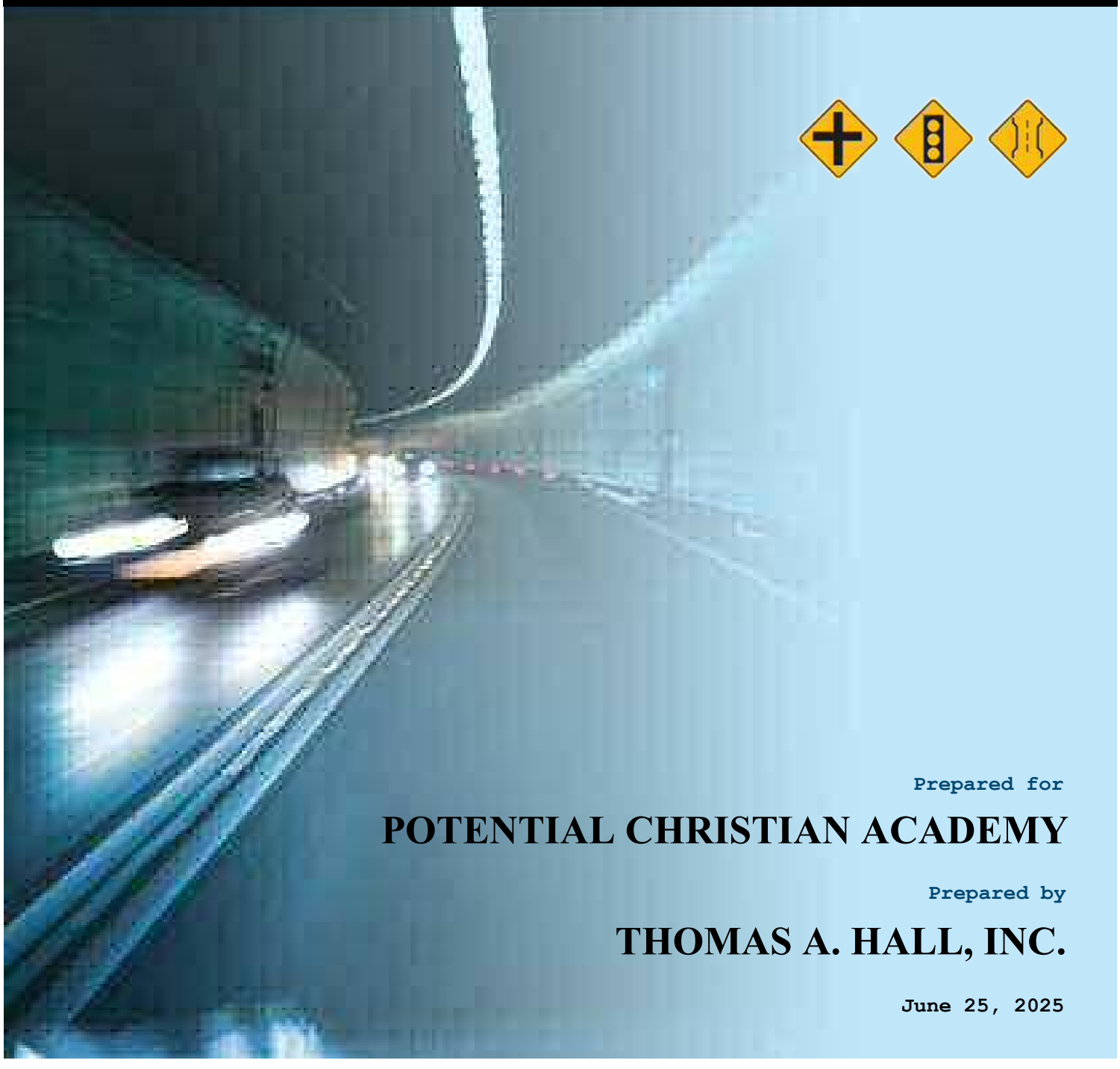
Potential Christian Academy Traffic Impact Study (Revised)

Cooper City, Florida



Prepared for

POTENTIAL CHRISTIAN ACADEMY

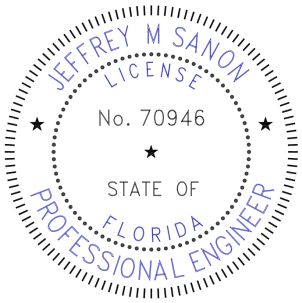
Prepared by

THOMAS A. HALL, INC.

June 25, 2025

POTENTIAL CHRISTIAN ACADEMY TRAFFIC IMPACT STUDY (REVISED)

Cooper City, Florida



Digitally signed by Jeffrey M Sanon
DN: c=US, o=Unaffiliated, dnQualifier=A01410D00000195A4FC7DC2001BD9AF, cn=Jeffrey M Sanon
Date: 2025.06.30 10:09:20 -04'00'

Prepared for:

POTENTIAL CHRISTIAN ACADEMY

Prepared by:

THOMAS A. HALL, INC.

June 25, 2025

Table of Contents

Executive Summary ii
Introduction 1
Figure 1 – Site Location 2
Data Collection 3
Figure 2 – Permitted Movements 4
Analyses 5
Adjustment Factors 5
Table 1 – AM Peak-Hour Turning-Movement Counts 6
Table 2 – Mid-Afternoon Peak-Hour Turning-Movement Counts 7
Table 3 – P.M. Peak-Hour Turning-Movement Counts 8
Figure 3 – Existing Traffic Volumes *Existing Conditions* 9
Table 4 – Existing Peak-hour Queue Length, Level of Service and Delay Findings 11
Background Traffic Conditions 12
Project Trip Generation 12
Figure 4 – Background Traffic Volumes 13
Table 5 - Background Peak Hour Queue Length, Level of Service and Delay Summary 14
Table 6 – Daily Trip Generation 15
Table 7 - AM Peak-Hour Trip Generation 15
Table 8 – Mid-Afternoon Peak-Hour Trip Generation 15
Table 9 – PM Peak-Hour Trip Generation 15
Project Distribution and Assignment 16
Figure 5 – Project Trip Distribution 17
Figure 6 – Project Trip Assignment 18
Total Traffic Conditions 19
Figure 7 – Total Traffic Volumes 21
Table 10 - Total Traffic Peak Hour Queue Length, Level of Service and Delay Summary 22
Table 11 – Proposed Traffic Signal Timing Modifications 23
Queueing and Circulation Analysis 24
Right-Turn Deceleration Lane Analysis 25
Parking Analysis 26
Conclusions 27

Appendices

Appendix A – Traffic Counts ..... A
Appendix B – Existing Signal Timing ..... B
Appendix C – Adjustment Factors C
Appendix D – Existing Traffic Conditions Analyses ..... D
Appendix E– Background Traffic Conditions Analysis ..... E
Appendix F – Total Traffic Conditions Analysis ..... F
Appendix G - Queue Analysis ..... G
Appendix H – ITE Trip Generation and Parking Generation Tables ..... H
Appendix I - Site Plan I

Executive Summary

Potential Christian Academy proposes to expand their existing school at 12401 Stirling Road in Cooper City by building three new modular buildings and increase the number of classrooms and student counts in the existing buildings. The proposed new school buildings will each be 4,352 square feet in size. This is a revised report that addresses comments received from Cooper City staff and their consultants.

Potential Christian Academy currently serves 412 students. The expanded school plans to have a maximum enrollment of 745 students with classes running between 7:30 a.m. and 3:00 p.m. daily. After school care will also be available and will provide care until 6:00 p.m.

The 765 students will be divided into the following groups:

- Pre-K – 173 children;
- K through 5 – 264 children;
- 6 through 12 – 308 children.

The school currently has one arrival time, 8:00 a.m. Some Pre-School students depart at 12:30 p.m., but some leave with the Elementary School students at 2:30 p.m. Upper School students depart at 2:45 p.m. Note that some students remain in aftercare until 6:00 p.m. and some students stay for athletics and other after school activities (dance, etc.).

Trip generation characteristics were obtained from the Institute of Transportation Engineers' (ITE) *Trip Generation* manual, 11th Edition. The proposed Potential Christian Academy expansion is for a private school serving grades K through 12. Note, however, that City staff objected to the ITE trip generation estimates as being too low. For this reason, although they are presented in the tables, it is the trip generation estimates calculated from traffic counts conducted at the existing school's driveways that were used in this analysis. Those project trips are provided to the right of the ITE trip generation in Tables 6 through 9. Potential Christian Academy is expected to generate 1,540 net new daily trips, 421 net new a.m. peak-hour trips, 184 net new mid-day peak-hour trips, and 174 net new p.m. peak-hour trips.

Based on the results of this analysis, it is concluded that the proposed Potential Christian Academy Expansion will not have a significant impact on the adjacent roadway network's levels of service. In addition, on-site vehicle queue storage is not expected to have any impact on adjacent roadway traffic and the parking supply is more than adequate for the project's demand.

Introduction

Potential Christian Academy proposes to expand their existing school at 12401 Stirling Road in Cooper City by building three new modular buildings and increase the number of classrooms and student counts in the existing buildings. The proposed new school buildings will each be 4,352 square feet in size. This is a revised report that addresses comments received from Cooper City staff and their consultants.

Potential Christian Academy currently serves 412 students. The expanded school plans to have a maximum enrollment of 745 students with classes running between 7:30 a.m. and 3:00 p.m. daily. After school care will also be available and will provide care until 6:00 p.m.

The 765 students will be divided into the following groups:

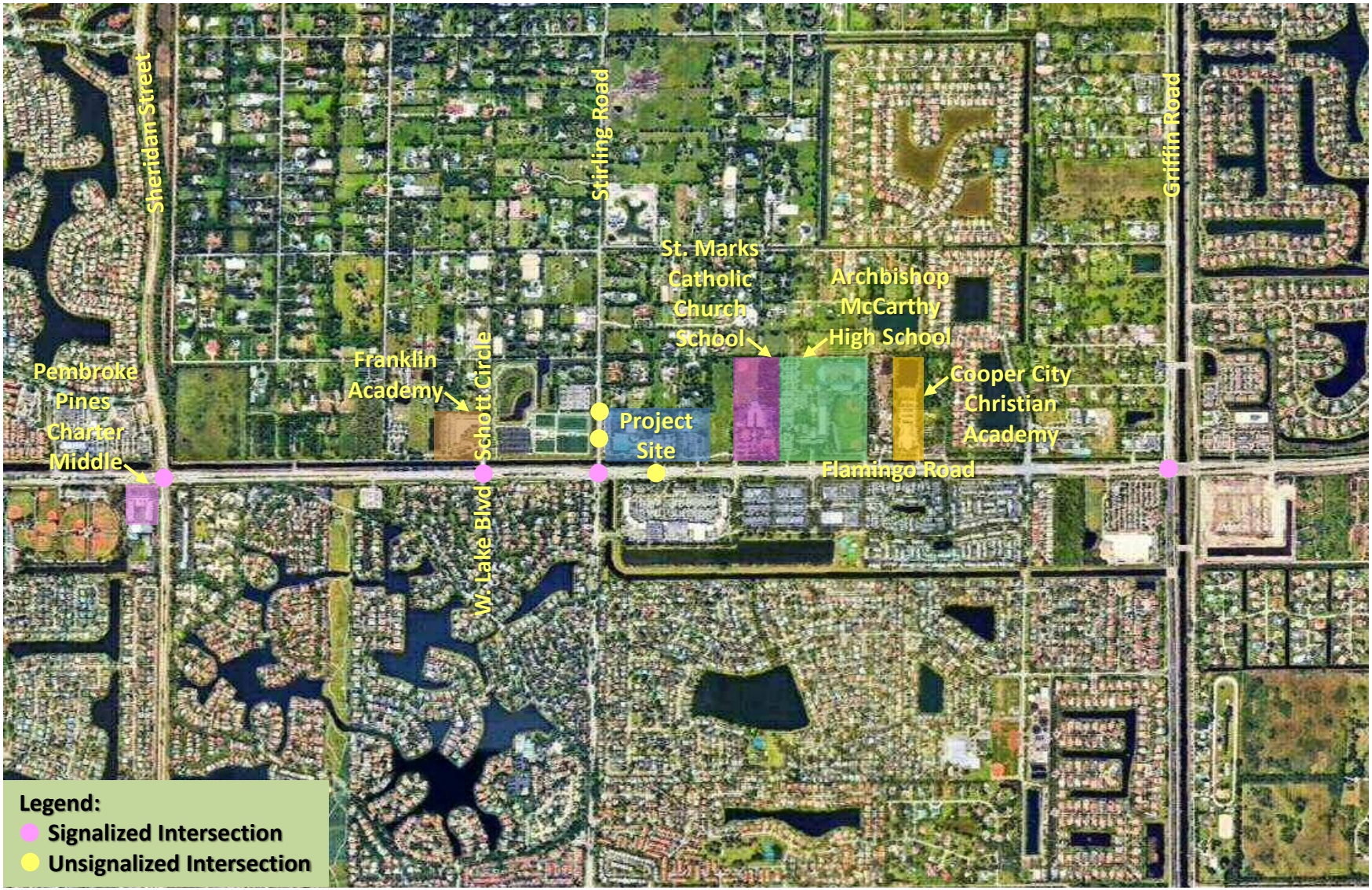
- Pre-K – 173 children;
- K through 5 – 264 children;
- 6 through 12 – 308 children.

The school currently has one arrival time, 8:00 a.m. Some Pre-School students depart at 12:30 p.m., but some leave with the Elementary School students at 2:30 p.m. Upper School students depart at 2:45 p.m. Note that some students remain in aftercare until 6:00 p.m. and some students stay for athletics and other after school activities (dance, etc.).

As the site plan shows (see **Appendix I – Site Plan**), access to the school site is by way of three driveways. Two full-access driveways connect to Stirling Road while the other right-turn-in/right-turn-out driveway connects to Flamingo Road. Despite the two-way design approaching Stirling Road, both driveways are intended to operate as one-way driveways during school student drop-off and pick-up times. During those times, student traffic will enter at the eastern driveway connecting to Stirling Road and exit at the western driveway connection to Stirling Road.

The purpose of this study is to analyze the traffic impacts of trips generated by the school in the build-out year of 2025. It is assumed that the school will enjoy full enrollment at that time. The study area was defined in an earlier telephone conversation with the Cooper City's planning staff. The study area includes the signalized intersections of Flamingo Road at Griffin Road, Flamingo Road at Stirling Road, Flamingo Road at Schott Circle/West Lake Boulevard, and Flamingo Road at Sheridan Street as well as the project driveway connections to the local roadway network. In addition, City staff emphasized the need to define the internal circulation within the site and the student drop-off/pick-up operation.

Figure 1 – Project Site Location, shows the location of the development.



Thomas A. Hall, Inc.

Figure 1 – Proposed Study Area

Potential Christian Academy
Cooper City, Florida

Data Collection

Turning-movement counts were collected in November and December of 2024 and January of 2025. The turning-movement counts were collected for the morning peak-hour (7:00-9:00 a.m.), mid-day school peak-hour (2:00-4:00 p.m.) and the afternoon peak-hour (4:00-6:00 p.m.). Copies of the traffic counts may be found in **Appendix A – Traffic Counts**.

The turning-movement counts were collected to determine the existing conditions at the significant intersections within the study area.

Existing traffic signal timing and phasing plans were obtained from Broward County's Traffic Engineering Division for the four signalized intersections within the study area. Copies of the existing signal timing and phasing plans may be found in **Appendix B – Existing Signal Timing**.

A preliminary field review was conducted on November 20, 2024 to verify pertinent roadway geometry, pavement markings, signing, etc. In addition to the field review, aerial maps were consulted to verify intersection spacing, storage lane lengths and lane assignments.

A description of the studied roadways follows:

- Flamingo Road is a state-maintained, six-lane, median-divided, north-south principal arterial roadway in the study area. It has a posted speed limit of 45 mph;

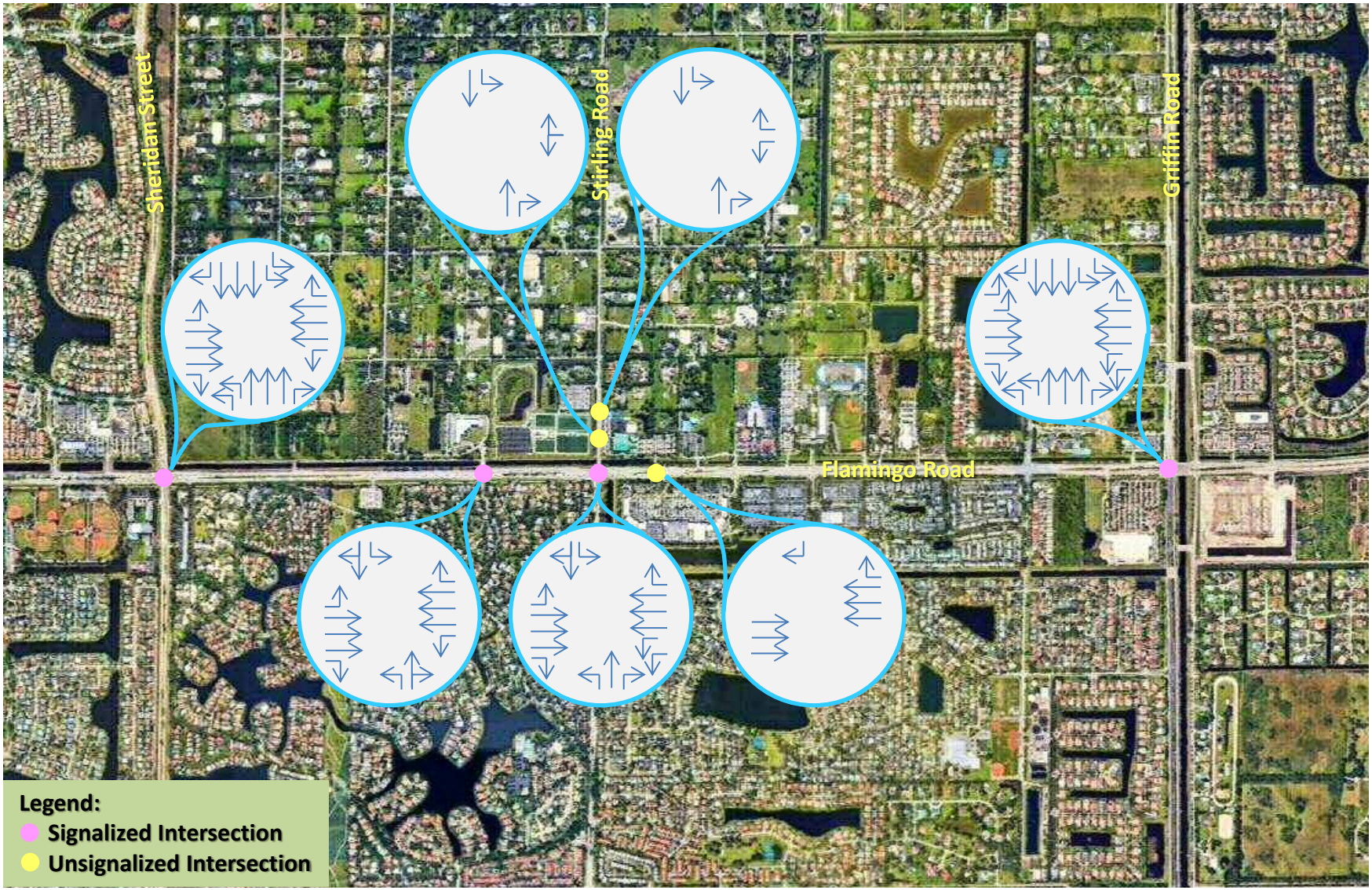
- Griffin Road (SR 818) in the study area is a state-maintained, east-west, six-lane, median-divided, principal arterial roadway east of Flamingo Road and a county-maintained, minor arterial west of Flamingo Road with a posted speed limit of 45 mph;

- Stirling Road is a county-maintained, four-lane, median-divided, east-west minor arterial roadway with a posted speed limit of 45 mph east of Flamingo Road. West of Flamingo Road, Stirling Road is a county-maintained, two-lane, undivided, minor collector roadway with a 25 mph speed limit.

- Sheridan Street is a county-maintained, four-lane, median-divided, east-west principal arterial roadway with a 45 mph speed limit.

- Schott Circle/West Lake Boulevard are local east-west streets. Schott Circle is a two-lane undivided street with a 15 mph speed limit and West Lake Boulevard is a four-lane, median-divided street with a 30 mph speed limit.

Figure 2 – Permitted Movements shows the traffic movements that are permitted at each of the studied intersections.



Thomas A. Hall, Inc.

Figure 2 – Permitted Movements
Potential Christian Academy
Cooper City, Florida

Analyses

Adjustment Factors

The 2024 turning-movement counts were adjusted to peak season by the application of a Peak Season Conversion Factor (PSCF) of 1.04 obtained from the Florida Department of Transportation's (FDOT) *2023 Peak Season Factor Category Report*. The 2025 turning-movement counts required no adjustment because the PSCF was 1.0. **Table 1 – AM Peak-Hour Turning-Movement Counts**, **Table 2 – Mid-Day Peak-Hour Turning-Movement Counts** and **Table 3 – PM Peak-Hour Turning-Movement Counts** show the peak season, peak-hour morning, mid-day and afternoon peak-hour traffic volumes within the study area during the arrival and departure times of the Potential Christian Academy.

A copy of the 2023 PSCF is provided in **Appendix C - Adjustment Factors**.

Note that a review of FDOT's Historical Annual Average Daily Traffic was completed and is provided in Appendix C. As the table, entitled "Annual Growth Factor" shows, there was minimal growth in traffic volumes between 2018 and 2023 in the study area. In spite of the lack of documented growth in traffic volumes, a modest 0.5 percent annual growth factor was applied to the base traffic counts.

Table 1
AM Peak-Hour Turning-Movement Counts
Potential Christian Academy

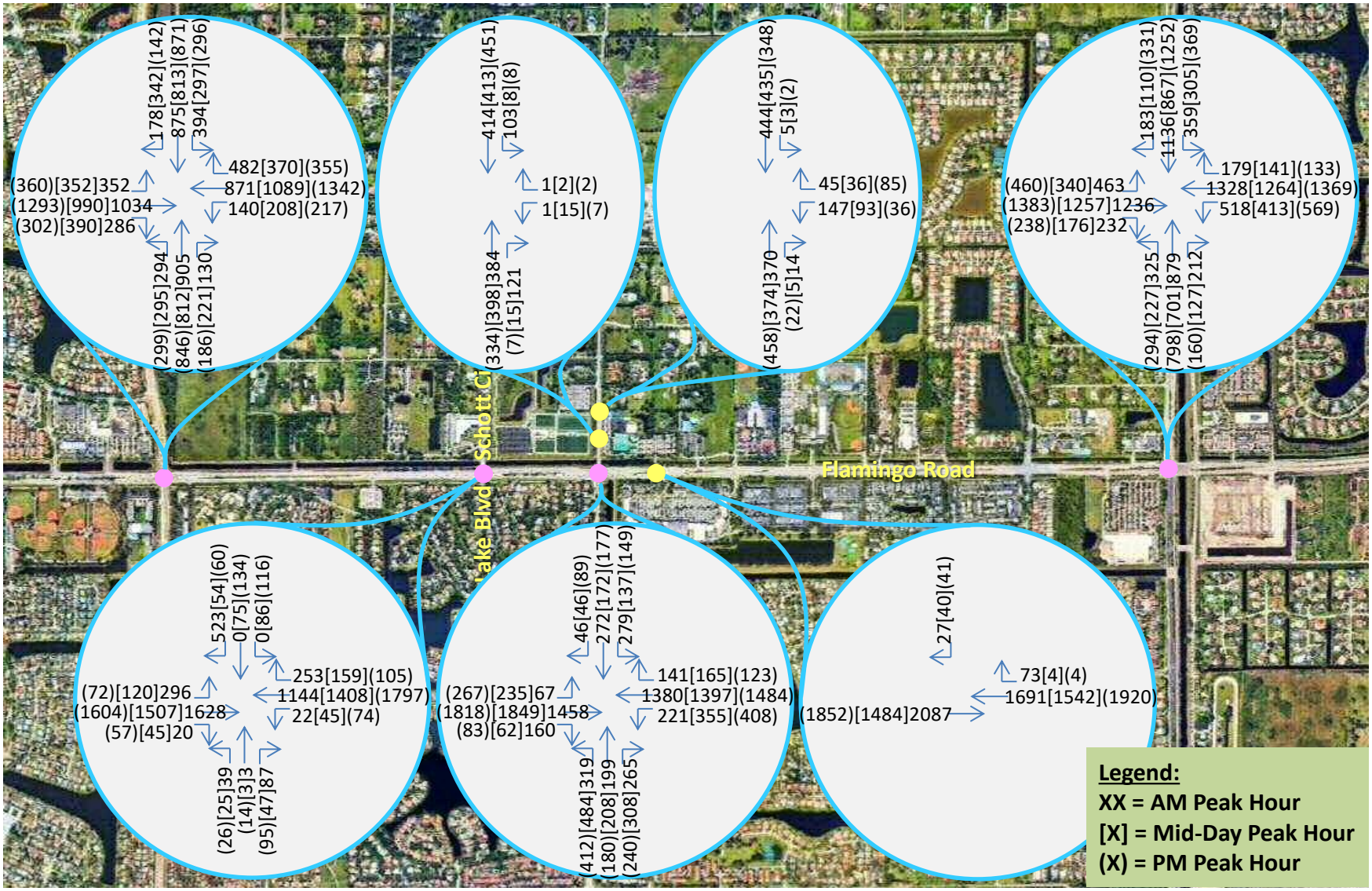
Intersection	Adjustment	From West				From East				From South				From North				
		Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Total
Stirling Road at East Project Driveway	2024 Raw Count	0	99	398	0	0	0	369	116	0	0	0	0	0	1	0	1	984
	PSCF	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**
	2024 Peak Season Volume	0	103	414	0	0	0	384	121	0	0	0	0	0	1	0	1	1,023
	Annual Compound Growth	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**
	Committed Development																	0
	2025 Background Traffic	**0**	**103**	**416**	**0**	**0**	**0**	**386**	**121**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1,028**
	Project Traffic		53						138									191
	Total Future Traffic	**0**	**156**	**416**	**0**	**0**	**0**	**386**	**259**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1,219**
Stirling Road at West Project Driveway	2024 Raw Count	0	5	427	0	1	0	356	13	0	0	0	0	0	141	0	43	986
	PSCF	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**
	2024 Peak Season Volume	0	5	444	0	1	0	370	14	0	0	0	0	0	147	0	45	1,025
	Annual Compound Growth	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**
	Committed Development																	0
	2025 Background Traffic	**0**	**5**	**446**	**0**	**1**	**0**	**372**	**14**	**0**	**0**	**0**	**0**	**0**	**147**	**0**	**45**	**1,031**
	Project Traffic														97		36	133
	Total Future Traffic	**0**	**5**	**446**	**0**	**1**	**0**	**372**	**14**	**0**	**0**	**0**	**0**	**0**	**244**	**0**	**81**	**1,164**
Flamingo Road at North Project Driveway	2024 Raw Count	0	0	0	26	0	0	0	0	0	0	2026	0	0	0	1642	71	3765
	PSCF	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**
	2024 Peak Season Volume	0	0	0	27	0	0	0	0	0	0	2,087	0	0	0	1,691	73	3,878
	Annual Compound Growth	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**
	Committed Development																	0
	2025 Background Traffic	**0**	**0**	**0**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**2,097**	**0**	**0**	**0**	**1,700**	**73**	**3,897**
	Project Traffic				40												57	97
	Total Future Traffic	**0**	**0**	**0**	**67**	**0**	**0**	**0**	**0**	**0**	**0**	**2,097**	**0**	**0**	**0**	**1,700**	**130**	**3,994**
Stirling Road at Flamingo Road	2024 Raw Count	0	271	264	45	22	287	193	257	19	46	1416	155	32	183	1340	137	4667
	PSCF	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**
	2024 Peak Season Volume	0	279	272	46	23	296	199	265	20	47	1,458	160	33	188	1,380	141	4,807
	Annual Compound Growth	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**
	Committed Development																	0
	2025 Background Traffic	**0**	**281**	**273**	**47**	**23**	**297**	**200**	**266**	**20**	**48**	**1,466**	**160**	**33**	**189**	**1,387**	**142**	**4,831**
	Project Traffic			45	52			64			74			40				275
	Total Future Traffic	**0**	**281**	**318**	**99**	**23**	**297**	**264**	**266**	**20**	**122**	**1,466**	**160**	**73**	**189**	**1,387**	**142**	**5,106**
Griffin Road at Flamingo Road	2024 Raw Count	20	328	1103	178	11	305	853	206	57	392	1200	225	62	441	1289	174	6844
	PSCF	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**
	2024 Peak Season Volume	21	338	1,136	183	11	314	879	212	59	404	1,236	232	64	454	1,328	179	7,049
	Annual Compound Growth	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**
	Committed Development																	0
	2025 Background Traffic	**21**	**340**	**1,142**	**184**	**11**	**316**	**883**	**213**	**59**	**406**	**1,242**	**233**	**64**	**457**	**1,334**	**180**	**7,085**
	Project Traffic						12					31	9			45		97
	Total Future Traffic	**21**	**340**	**1,142**	**184**	**11**	**328**	**883**	**213**	**59**	**406**	**1,273**	**242**	**64**	**457**	**1,379**	**180**	**7,182**
Schott Circle/W. Lake Boulevard	2025 Raw Count	0	0	0	523	0	39	3	87	0	296	1628	20	2	14	1144	253	4009
	PSCF	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**
	2025Peak Season Volume	0	0	0	523	0	39	3	87	0	296	1,628	20	2	14	1,144	253	4,009
	Annual Compound Growth	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**
	Committed Development																	0
	2025 Background Traffic	**0**	**0**	**0**	**523**	**0**	**39**	**3**	**87**	**0**	**296**	**1,628**	**20**	**2**	**14**	**1,144**	**253**	**4,009**
	Project Traffic											74				52		126
	Total Future Traffic	**0**	**0**	**0**	**523**	**0**	**39**	**3**	**87**	**0**	**296**	**1,702**	**20**	**2**	**14**	**1,196**	**253**	**4,135**
Sheridan Street at Flamingo Road	2025 Raw Count	2	392	875	178	8	286	905	130	30	322	1034	286	6	134	871	482	5941
	PSCF	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**
	2025 Peak Season Volume	2	392	875	178	8	286	905	130	30	322	1,034	286	6	134	871	482	5,941
	Annual Compound Growth	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**
	Committed Development																	0
	2025 Background Traffic	**2**	**392**	**875**	**178**	**8**	**286**	**905**	**130**	**30**	**322**	**1,034**	**286**	**6**	**134**	**871**	**482**	**5,941**
	Project Traffic		47									27				19	33	126
	Total Future Traffic	**2**	**439**	**875**	**178**	**8**	**286**	**905**	**130**	**30**	**322**	**1,061**	**286**	**6**	**134**	**890**	**515**	**6,067**

Table 2
Mid-Day Peak-Hour Turning-Movement Counts
Potential Christian Academy

Intersection	Adjustment	From West				From East				From South				From North				
		Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Total
Stirling Road at East Project Driveway	2024 Raw Count	0	8	397	0	0	0	383	26	0	0	0	0	0	14	0	2	830
	PSCF	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**
	2024 Peak Season Volume	0	8	413	0	0	0	398	27	0	0	0	0	0	15	0	2	863
	Annual Compound Growth	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**
	Committed Development																	0
	2025 Background Traffic	**0**	**8**	**415**	**0**	**0**	**0**	**400**	**27**	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**2**	**868**
	Project Traffic		8						21									29
	Total Future Traffic	**0**	**16**	**415**	**0**	**0**	**0**	**400**	**48**	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**2**	**897**
Stirling Road at West Project Driveway	2024 Raw Count	0	3	418	0	0	0	360	5	0	0	0	0	0	89	0	35	910
	PSCF	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**
	2024 Peak Season Volume	0	3	435	0	0	0	374	5	0	0	0	0	0	93	0	36	946
	Annual Compound Growth	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**
	Committed Development																	0
	2025 Background Traffic	**0**	**3**	**437**	**0**	**0**	**0**	**376**	**5**	**0**	**0**	**0**	**0**	**0**	**93**	**0**	**37**	**951**
	Project Traffic														82		30	112
	Total Future Traffic	**0**	**3**	**437**	**0**	**0**	**0**	**376**	**5**	**0**	**0**	**0**	**0**	**0**	**175**	**0**	**67**	**1,063**
Flamingo Road at North Project Driveway	2024 Raw Count	0	0	0	39	0	0	0	4	0	0	1381	60	21	56	1441	4	3006
	PSCF	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**
	2024 Peak Season Volume	0	0	0	40	0	0	0	4	0	0	1,422	62	22	58	1,484	4	3,096
	Annual Compound Growth	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**
	Committed Development																	0
	2025 Background Traffic	**0**	**0**	**0**	**40**	**0**	**0**	**0**	**4**	**0**	**0**	**1,430**	**62**	**22**	**58**	**1,492**	**4**	**3,112**
	Project Traffic				34												9	43
	Total Future Traffic	**0**	**0**	**0**	**74**	**0**	**0**	**0**	**4**	**0**	**0**	**1,430**	**62**	**22**	**58**	**1,492**	**13**	**3,155**
Stirling Road at Flamingo Road	2024 Raw Count	0	133	167	45	24	446	202	299	21	207	1795	60	45	300	1356	160	5260
	PSCF	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**
	2024 Peak Season Volume	0	137	172	46	25	459	208	308	22	213	1,849	62	46	309	1,397	165	5,418
	Annual Compound Growth	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**
	Committed Development																	0
	2025 Background Traffic	**0**	**138**	**173**	**47**	**25**	**462**	**209**	**310**	**22**	**214**	**1,858**	**62**	**47**	**311**	**1,404**	**166**	**5,445**
	Project Traffic			38	44			10			11			34				137
	Total Future Traffic	**0**	**138**	**211**	**91**	**25**	**462**	**219**	**310**	**22**	**225**	**1,858**	**62**	**81**	**311**	**1,404**	**166**	**5,582**
Griffin Road at Flamingo Road	2024 Raw Count	17	279	842	107	10	211	681	123	51	279	1220	171	93	308	1227	137	5756
	PSCF	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**
	2024 Peak Season Volume	18	287	867	110	10	217	701	127	53	287	1,257	176	96	317	1,264	141	5,929
	Annual Compound Growth	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**
	Committed Development																	0
	2025 Background Traffic	**18**	**289**	**872**	**111**	**10**	**218**	**705**	**127**	**53**	**289**	**1,263**	**177**	**96**	**319**	**1,270**	**142**	**5,958**
	Project Traffic						2					27	7			7		43
	Total Future Traffic	**18**	**289**	**872**	**111**	**10**	**220**	**705**	**127**	**53**	**289**	**1,290**	**184**	**96**	**319**	**1,277**	**142**	**6,001**
Schott Circle/W. Lake Boulevard	2025 Raw Count	0	3	0	342	0	25	3	47	0	120	1507	45	6	39	1408	159	3704
	PSCF	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**
	2025Peak Season Volume	0	3	0	342	0	25	3	47	0	120	1,507	45	6	39	1,408	159	3,704
	Annual Compound Growth	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**
	Committed Development																	0
	2025 Background Traffic	**0**	**3**	**0**	**342**	**0**	**25**	**3**	**47**	**0**	**120**	**1,507**	**45**	**6**	**39**	**1,408**	**159**	**3,704**
	Project Traffic											11				44		55
	Total Future Traffic	**0**	**3**	**0**	**342**	**0**	**25**	**3**	**47**	**0**	**120**	**1,518**	**45**	**6**	**39**	**1,452**	**159**	**3,759**
Sheridan Street at Flamingo Road	2025 Raw Count	2	295	813	236	5	290	812	221	68	284	990	390	10	198	1089	370	6073
	PSCF	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**
	2025 Peak Season Volume	2	295	813	236	5	290	812	221	68	284	990	390	10	198	1,089	370	6,073
	Annual Compound Growth	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**
	Committed Development																	0
	2025 Background Traffic	**2**	**295**	**813**	**236**	**5**	**290**	**812**	**221**	**68**	**284**	**990**	**390**	**10**	**198**	**1,089**	**370**	**6,073**
	Project Traffic		7									4				16	28	55
	Total Future Traffic	**2**	**302**	**813**	**236**	**5**	**290**	**812**	**221**	**68**	**284**	**994**	**390**	**10**	**198**	**1,105**	**398**	**6,128**

Table 3
PM Peak-Hour Turning-Movement Counts
Potential Christian Academy

Intersection	Adjustment	From West				From East				From South				From North				
		Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Total
Stirling Road at East Project Driveway	2024 Raw Count	0	6	434	0	0	0	321	21	0	0	0	0	0	7	0	2	791
	PSCF	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**
	2024 Peak Season Volume	0	6	451	0	0	0	334	22	0	0	0	0	0	7	0	2	823
	Annual Compound Growth	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**
	Committed Development																	0
	2025 Background Traffic	**0**	**6**	**454**	**0**	**0**	**0**	**336**	**22**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**2**	**827**
	Project Traffic		7					17										24
	Total Future Traffic	**0**	**13**	**454**	**0**	**0**	**0**	**353**	**22**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**2**	**851**
Stirling Road at West Project Driveway	2024 Raw Count	0	2	335	0	0	0	440	5	0	0	0	0	0	44	0	82	908
	PSCF	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**	**1.04**
	2024 Peak Season Volume	0	2	348	0	0	0	458	5	0	0	0	0	0	46	0	85	944
	Annual Compound Growth	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**
	Committed Development																	0
	2025 Background Traffic	**0**	**2**	**350**	**0**	**0**	**0**	**460**	**5**	**0**	**0**	**0**	**0**	**0**	**46**	**0**	**86**	**949**
	Project Traffic														80		30	110
	Total Future Traffic	**0**	**2**	**350**	**0**	**0**	**0**	**460**	**5**	**0**	**0**	**0**	**0**	**0**	**126**	**0**	**116**	**1,059**
Flamingo Road at North Project Driveway	2024 Raw Count	0	0	0	40	0	0	0	0	0	0	1798	0	0	0	1864	4	3706
	PSCF	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**
	2024 Peak Season Volume	0	0	0	41	0	0	0	0	0	0	1,852	0	0	0	1,920	4	3,817
	Annual Compound Growth	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**
	Committed Development																	0
	2025 Background Traffic	**0**	**0**	**0**	**41**	**0**	**0**	**0**	**0**	**0**	**0**	**1,861**	**0**	**0**	**0**	**1,930**	**4**	**3,836**
	Project Traffic				33												7	40
	Total Future Traffic	**0**	**0**	**0**	**74**	**0**	**0**	**0**	**0**	**0**	**0**	**1,861**	**0**	**0**	**0**	**1,930**	**11**	**3,876**
Stirling Road at Flamingo Road	2024 Raw Count	0	145	172	86	27	373	175	233	23	236	1765	81	41	355	1441	119	5272
	PSCF	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**
	2024 Peak Season Volume	0	149	177	89	28	384	180	240	24	243	1,818	83	42	366	1,484	123	5,430
	Annual Compound Growth	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**
	Committed Development																	0
	2025 Background Traffic	**0**	**150**	**178**	**89**	**28**	**386**	**181**	**241**	**24**	**244**	**1,827**	**84**	**42**	**367**	**1,492**	**123**	**5,457**
	Project Traffic			37	43			8			9			33				130
	Total Future Traffic	**0**	**150**	**215**	**132**	**28**	**386**	**189**	**241**	**24**	**253**	**1,827**	**84**	**75**	**367**	**1,492**	**123**	**5,587**
Griffin Road at Flamingo Road	2024 Raw Count	25	333	1216	321	11	275	775	155	69	378	1343	231	105	448	1329	129	7143
	PSCF	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**	**1.03**
	2024 Peak Season Volume	26	343	1,252	331	11	283	798	160	71	389	1,383	238	108	461	1,369	133	7,357
	Annual Compound Growth	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**	**0.500%**
	Committed Development																	0
	2025 Background Traffic	**26**	**345**	**1,259**	**332**	**11**	**285**	**802**	**160**	**71**	**391**	**1,390**	**239**	**109**	**464**	**1,376**	**134**	**7,394**
	Project Traffic						2					26	7			5		40
	Total Future Traffic	**26**	**345**	**1,259**	**332**	**11**	**287**	**802**	**160**	**71**	**391**	**1,416**	**246**	**109**	**464**	**1,381**	**134**	**7,434**
Schott Circle/W. Lake Boulevard	2025 Raw Count	0	56	2	81	0	26	14	95	2	70	1604	57	3	71	1797	105	3983
	PSCF	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**
	2025Peak Season Volume	0	56	2	81	0	26	14	95	2	70	1,604	57	3	71	1,797	105	3,983
	Annual Compound Growth	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**
	Committed Development																	0
	2025 Background Traffic	**0**	**56**	**2**	**81**	**0**	**26**	**14**	**95**	**2**	**70**	**1,604**	**57**	**3**	**71**	**1,797**	**105**	**3,983**
	Project Traffic											9				43		52
	Total Future Traffic	**0**	**56**	**2**	**81**	**0**	**26**	**14**	**95**	**2**	**70**	**1,613**	**57**	**3**	**71**	**1,840**	**105**	**4,035**
Sheridan Street at Flamingo Road	2025 Raw Count	1	295	871	142	9	290	846	186	18	342	1293	302	7	210	1342	355	6509
	PSCF	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**
	2025 Peak Season Volume	1	295	871	142	9	290	846	186	18	342	1,293	302	7	210	1,342	355	6,509
	Annual Compound Growth	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**	**0.000%**
	Committed Development																	0
	2025 Background Traffic	**1**	**295**	**871**	**142**	**9**	**290**	**846**	**186**	**18**	**342**	**1,293**	**302**	**7**	**210**	**1,342**	**355**	**6,509**
	Project Traffic		6									3				16	27	52
	Total Future Traffic	**1**	**301**	**871**	**142**	**9**	**290**	**846**	**186**	**18**	**342**	**1,296**	**302**	**7**	**210**	**1,358**	**382**	**6,561**



Thomas A. Hall, Inc.

Figure 3 – Existing Traffic Volumes

Potential Christian Academy

Cooper City, Florida

Existing Conditions

Synchro signal operations analysis software was used to construct a model of the existing roadway network in the study area. The model relied upon the adjusted peak-hour, peak-season, turning-movement counts shown in Tables 1, 2 and 3 and **Figure 3 – Existing Traffic Volumes** and the existing signal timing and phasing plans provided by Broward County.

Copies of the Synchro reports for existing a.m., mid-afternoon, and p.m. peak-hour, peak-season conditions may be found in **Appendix E – Existing Conditions Analyses**. As the Synchro reports indicate, the existing traffic signal cycle lengths were used to evaluate the existing intersection operations. As reported in **Table 4 – Existing Peak Hour Queue Length, Level of Service and Delay Summary**, the studied signal-controlled intersections all currently operate at Level of Service (LOS) E or F in the a.m. while one intersection, Flamingo Road at Schott Circle/West Lake Boulevard improves to LOS C and B in the mid-afternoon and p.m peak hours, respectively. The unsignalized intersections all operate at an acceptable level of service.

In addition to the signalized intersection levels of service generally operating below an acceptable LOS D during the a.m., mid-afternoon, and p.m. peak hours, the storage length for many auxiliary lanes are exceeded. In fact, 16 auxiliary lanes' storage lengths are exceeded at the four signalized intersections. The intersection of Flamingo Road at Schott Circle/West Lake Boulevard only has an issue with the westbound left-turn lane being exceeded in storage length during the a.m. peak hour. Otherwise, this intersection does not have any storage queues that are in excess of the storage lane lengths.

At the intersection of Flamingo Road and Griffin Road, six auxiliary lane storage lengths are exceeded for one or more peak hour. At the intersection of Flamingo Road and Stirling Road two auxiliary lane storage lengths are exceeded for one or more peak hour. At Flamingo Road and Sheridan Street, seven auxiliary lane storage lengths are exceeded for every peak hour.

Table 4
Existing Peak Hour Queue Length, Level of Service and Delay Summary
Potential Christian Academy

Intersection	Auxiliary Lane Length	Existing AM Conditions Movement	LOS	Delay	Queue Length (Vehicles)	Queue Length (Feet)	Existing Mid-Day Movement	LOS	Delay	Queue Length (Vehicles)	Queue Length (Feet)	Existing PM Conditions Movement	LOS	Delay	Queue Length (Vehicles)	Queue Length (Feet)
Stirling Road at East Project Driveway	N/A	**Overall**	**N/A**	**1.0**	**N/A**	**N/A**	**Overall**	**N/A**	**0.4**	**N/A**	**N/A**	**Overall**	**N/A**	**0.3**	**N/A**	**N/A**
	150'	EBL	A	9.7	0.5	12.5	EBL	A	8.4	0.0	0.0	EBL	A	8.2	0.0	0.0
	N/A	EBTR	A	0.0	0.0	0.0	EBTR	A	0.0	0.0	0.0	EBTR	A	0.0	0.0	0.0
	N/A	WBT	A	0.0	0.0	0.0	WBT	A	0.0	0.0	0.0	WBT	A	0.0	0.0	0.0
	N/A	WBR	A	0.0	0.0	0.0	WBR	A	0.0	0.0	0.0	WBR	A	0.0	0.0	0.0
	N/A	SBLR	C	22.3	0.1	2.5	SBLR	C	18.2	0.2	5.0	SBLR	C	16.4	0.1	2.5
Stirling Road at West Project Driveway	N/A	**Overall**	**N/A**	**32.9**	**N/A**	**N/A**	**Overall**	**N/A**	**3.1**	**N/A**	**N/A**	**Overall**	**N/A**	**2.1**	**N/A**	**N/A**
	200'	EBL	A	8.6	0.0	0.0	EBL	A	8.3	0.0	0.0	EBL	A	8.5	0.0	0.0
	N/A	EBT	A	0.0	0.0	0.0	EBT	A	0.0	0.0	0.0	EBT	A	0.0	0.0	0.0
	N/A	WBT	A	0.0	0.0	0.0	WBT	A	0.0	0.0	0.0	WBT	A	0.0	0.0	0.0
	150'	WBR	A	0.0	0.0	0.0	WBR	A	0.0	0.0	0.0	WBR	A	0.0	0.0	0.0
	N/A	SBL	F	163.1	13.7	342.5	SBL	D	25.5	1.8	45.0	SBL	C	19.0	0.6	15.0
	N/A	SBR	B	12.8	0.6	15.0	SBR	B	11.3	0.2	5.0	SBR	B	12.8	0.6	15.0
Flamingo Road at North Project Driveway	N/A	**Overall**	**N/A**	**0.3**	**N/A**	**N/A**	**Overall**	**N/A**	**0.3**	**N/A**	**N/A**	**Overall**	**N/A**	**0.4**	**N/A**	**N/A**
	N/A	EBR	D	26.7	1.1	27.5	EBR	C	19.1	0.5	12.5	EBR	D	28.4	1.1	27.5
	N/A	NBT	A	0.0	0.0	0.0	NBT	A	0.0	0.0	0.0	NBT	A	0.0	0.0	0.0
	N/A	SBT	A	0.0	0.0	0.0	SBT	A	0.0	0.0	0.0	SBT	A	0.0	0.0	0.0
	185'	SBR	A	0.0	0.0	0.0	SBR	A	0.0	0.0	0.0	SBR	A	0.0	0.0	0.0
Stirling Road at Flamingo Road	N/A	**Overall**	**E**	**65.9**	**N/A**	**N/A**	**Overall**	**F**	**115.7**	**N/A**	**N/A**	**Overall**	**F**	**113.0**	**N/A**	**N/A**
	400'	EBL	E	69.7	8.8	220.0	EBL	D	47.2	9.3	232.5	EBL	D	48.0	9.0	225.0
	N/A	EBTR	F	80.4	80.4	2010.0	EBTR	E	65.1	16.2	405.0	EBTR	E	75.6	18.3	457.5
	1000'	WBL	F	208.6	30.3	757.5	WBL	F	374.9	48.3	1207.5	WBL	F	311.2	45.7	1142.5
	N/A	WBT	E	57.2	12.4	310.0	WBT	D	54.7	12.8	320.0	WBT	D	54.1	11.0	275.0
	640'	WBR	E	71.3	17.7	442.5	WBR	F	81.3	21.9	547.5	WBR	E	60.0	15.0	375.0
	590'	NBL	F	82.1	5.6	140.0	NBL	F	428.3	34.0	850.0	NBL	F	485.4	38.0	950.0
	N/A	NBT	E	61.2	28.5	712.5	NBT	F	85.0	42.6	1065.0	NBT	E	71.6	37.6	940.0
	600'	NBR	D	46.8	10.4	260.0	NBR	D	43.0	4.7	117.5	NBR	D	43.2	6.1	152.5
	635'	SBL	F	93.1	9.4	235.0	SBL	F	198.6	19.4	485.0	SBL	F	267.7	24.4	610.0
	N/A	SBT	C	34.7	21.1	527.5	SBT	D	40.3	24.2	605.0	SBT	D	40.2	25.4	635.0
	290'	SBR	C	27.0	6.5	162.5	SBR	C	31.0	8.5	212.5	SBR	C	28.8	6.1	152.5
Griffin Road at Flamingo Road	N/A	**Overall**	**F**	**102.4**	**N/A**	**N/A**	**Overall**	**E**	**66.3**	**N/A**	**N/A**	**Overall**	**F**	**120.7**	**N/A**	**N/A**
	450'	EBL	F	162.5	18.0	450.0	EBL	F	89.0	12.3	307.5	EBL	F	92.3	14.8	370.0
	N/A	EBT	E	68.7	25.1	627.5	EBT	F	94.6	22.1	552.5	EBT	F	243.4	44.9	1122.5
	450'	EBR	E	55.6	11.9	297.5	EBR	E	65.3	8.2	205.0	EBR	F	171.6	31.8	795.0
	415'	WBL	F	190.9	18.2	455.0	WBL	F	87.3	9.6	240.0	WBL	F	89.1	12.4	310.0
	N/A	WBT	E	63.0	19.7	492.5	WBT	F	86.5	17.8	445.0	WBT	F	105.1	22.2	555.0
	295'	WBR	E	59.5	14.4	360.0	WBR	E	70.8	9.7	242.5	WBR	E	74.7	12.4	310.0
	550'	NBL	F	155.5	22.3	557.5	NBL	F	82.9	13.3	332.5	NBL	F	84.7	17.3	432.5
	N/A	NBT	D	45.6	22.8	570.0	NBT	D	37.6	21.2	530.0	NBT	D	43.7	24.7	617.5
	550'	NBR	D	55.0	12.9	322.5	NBR	C	31.5	9.1	227.5	NBR	D	37.3	12.6	315.0
	285'	SBL	F	442.5	35.5	887.5	SBL	F	134.6	19.3	482.5	SBL	F	327.1	37.6	940.0
	N/A	SBT	D	54.0	26.2	655.0	SBT	D	37.7	21.6	540.0	SBT	D	51.8	28.5	712.5
	170'	SBR	D	43.5	10.5	262.5	SBR	C	30.4	7.5	187.5	SBR	D	38.3	8.3	207.5
Schott Circle at West Lake Boulevard	N/A	**Overall**	**F**	**112.7**	**N/A**	**N/A**	**Overall**	**C**	**24.3**	**N/A**	**N/A**	**Overall**	**B**	**10.4**	**N/A**	**N/A**
	195'	EBL	A	0.0	0.0	0.0	EBL	D	44.0	0.2	5.0	EBL	E	74.1	5.6	140.0
	N/A	EBTR	F	480.2	105.3	2632.5	EBTR	F	110.6	34.3	857.5	EBTR	E	62.2	7.5	187.5
	85'	WBL	F	205.0	6.1	152.5	WBL	F	106.3	2.8	70.0	WBL	E	68.2	2.2	55.0
	N/A	WBTR	D	45.8	5.8	145.0	WBTR	D	42.3	3.3	82.5	WBTR	E	63.4	9.0	225.0
	865'	NBL	F	122.4	21.3	532.5	NBL	B	15.1	4.1	102.5	NBL	A	6.7	1.5	37.5
	N/A	NBT	C	22.6	22.5	562.5	NBT	C	23.4	19.5	487.5	NBT	B	11.7	13.8	345.0
	175'	NBR	B	13.5	0.7	17.5	NBR	B	15.7	1.6	40.0	NBR	A	7.7	1.3	32.5
	150'	SBL	C	20.7	0.5	12.5	SBL	B	19.0	1.3	32.5	SBL	A	9.5	1.2	30.0
	N/A	SBT	C	34.4	16.7	417.5	SBT	A	0.1	0.0	0.0	SBT	A	0.1	0.0	0.0
	1000'	SBR	C	31.5	11.2	280.0	SBR	A	0.0	0.0	0.0	SBR	A	0.0	0.0	0.0
Sheridan Street at Flamingo Road	N/A	**Overall**	**E**	**73.0**	**N/A**	**N/A**	**Overall**	**E**	**62.5**	**N/A**	**N/A**	**Overall**	**E**	**66.1**	**N/A**	**N/A**
	235'	EBL	F	101.4	16.8	420.0	EBL	F	93.4	12.1	302.5	EBL	F	92.2	11.7	292.5
	N/A	EBT	E	61.7	28.0	700.0	EBT	E	70.1	26.1	652.5	EBT	E	73.5	27.6	690.0
	190'	EBR	D	42.9	10.5	262.5	EBR	D	52.2	14.1	352.5	EBR	D	46.5	8.4	210.0
	290'	WBL	F	98.6	12.2	305.0	WBL	F	91.8	11.8	295.0	WBL	F	92.5	12.1	302.5
	N/A	WBT	F	85.0	31.0	775.0	WBT	E	70.2	25.6	640.0	WBT	E	72.5	27.2	680.0
	110'	WBR	D	46.3	7.9	197.5	WBR	D	51.8	13.0	325.0	WBR	D	48.8	11.0	275.0
	310'	NBL	F	84.6	13.2	330.0	NBL	F	90.2	13.6	340.0	NBL	F	92.9	14.5	362.5
	N/A	NBT	D	45.4	18.1	452.5	NBT	D	42.7	18.0	450.0	NBT	D	49.4	24.3	607.5
	295'	NBR	D	46.5	15.6	390.0	NBR	D	53.6	23.5	587.5	NBR	D	46.4	17.1	427.5
	305'	SBL	E	76.8	5.6	140.0	SBL	F	81.2	8.3	207.5	SBL	F	82.1	8.7	217.5
	N/A	SBT	D	52.8	16.4	410.0	SBT	D	50.2	20.3	507.5	SBT	E	63.0	27.4	685.0
	295'	SBR	F	151.5	41.3	1032.5	SBR	E	59.7	22.5	562.5	SBR	E	60.7	21.7	542.5

Background Traffic Conditions

Future 2025 build-out year (background) traffic volumes without the project were derived by applying a 0.5 percent annual growth factor to the 2024 turning-movement counts. The 2025 counts, being peak season counts, did not have a growth factor employed to adjust them to peak season counts. Cooper City's planning staff confirmed that there were no approved, but not yet constructed projects within the study area.

Tables 1, 2 and 3 show the peak-season background traffic volumes expected during the future build-out year of 2025.

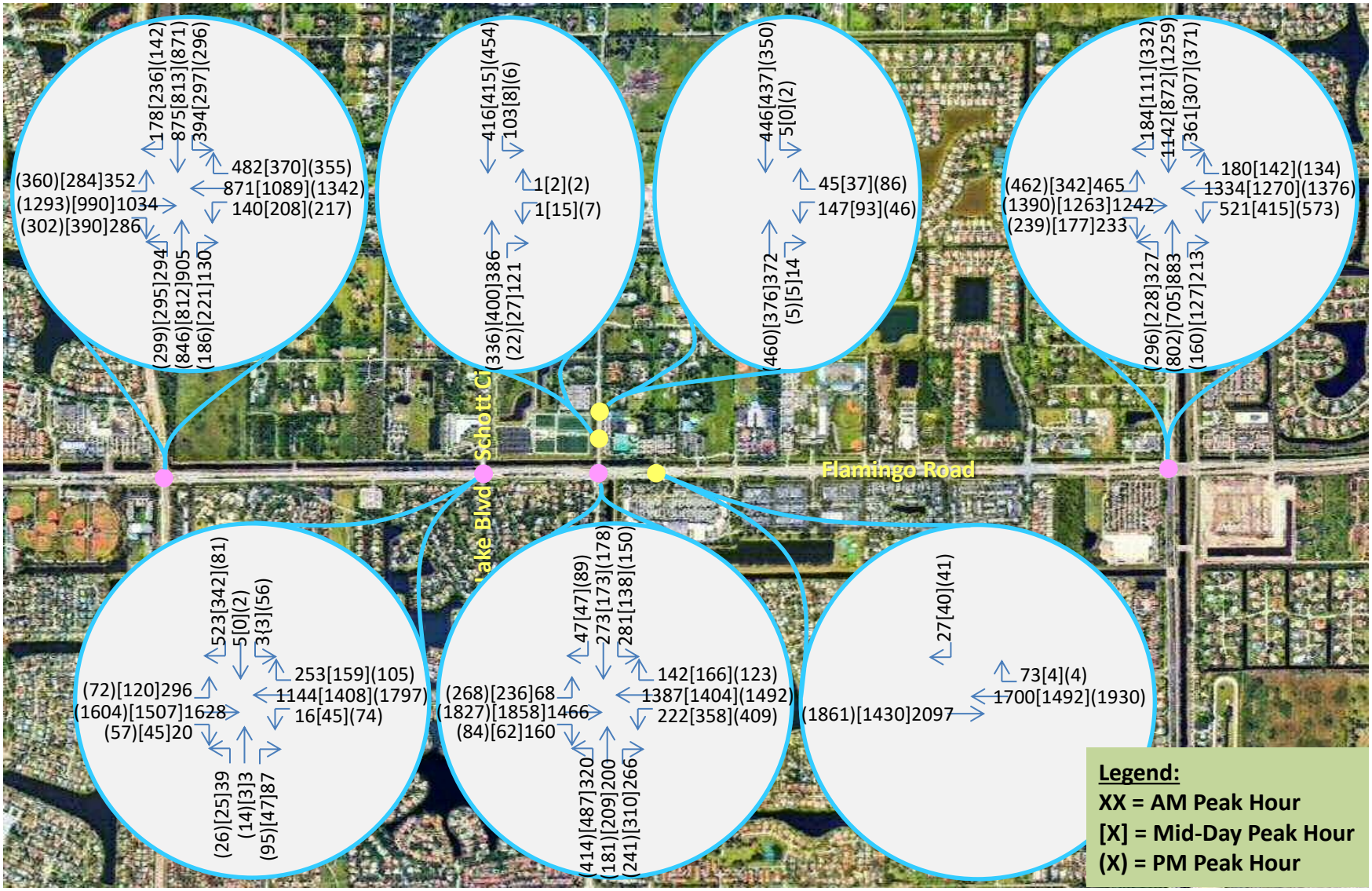
Appendix E – Background Traffic Conditions Analyses contains copies of the Synchro reports for the studied intersections. **Table 5 - Background Peak Hour Queue Length, Level of Service and Delay Summary** provides a summary of the critical elements of the background conditions analyses and demonstrates that all intersection operations are expected to operate in the same manner as in the Existing Conditions analyses. All unsignalized intersections are expected to operate at an acceptable level of service.

Although the signalized intersections' levels of service are expected to remain similar to the Existing Conditions, an additional auxiliary lane's length is exceeded by the vehicle queue. At the intersection of Flamingo Road at Griffin Road, the eastbound left-turn lane's storage length is expected to be exceeded in the a.m. peak hour.

Project Trip Generation

Table 6 – Daily Trip Generation, Table 7 – AM Peak Hour Trip Generation, Table 8 – Mid-Day Peak Hour Trip Generation and Table 9 – PM Peak Hour Trip Generation depict the trip generation for the project site. Trip generation characteristics were obtained from the Institute of Transportation Engineers' (ITE) *Trip Generation* manual, 11th Edition. The proposed Potential Christian Academy expansion is for a private school serving one-year olds through grade 12. Note, however, that City staff objected to the ITE trip generation estimates as being too low. For this reason, although they are presented in the tables, it is the trip generation estimates calculated from traffic counts conducted at the existing school's driveways that were used in this analysis. Those project trips are provided to the right of the ITE trip generation in Tables 6 through 9. Potential Christian Academy is expected to generate 1,540 net new daily trips, 421 net new a.m. peak-hour trips, 184 net new mid-day peak-hour trips, and 174 net new p.m. peak-hour trips.

Calculations of future trips from existing trips was completed by totaling the current entering and exiting trips, dividing them by the existing student population of 412 students and then multiplying that number by the 745 students expected to be in the school at buildout in 2025. For example, 304 entering student trips / 412 existing students = 0.74 trips per student; 0.74 trips per student x 745 future students = 552 entering student trips.



Thomas A. Hall, Inc.

Figure 4 – Background Traffic Volumes

Potential Christian Academy

Cooper City, Florida

Table 5
Background Peak Hour Queue Length, Level of Service and Delay Summary
Potential Christian Academy

Intersection	Auxiliary Lane Length	Background AM Conditions Movement	LOS	Delay	Queue Length (Vehicles)	Queue Length (Feet)	Background Mid-Day Movement	LOS	Delay	Queue Length (Vehicles)	Queue Length (Feet)	Background PM Conditions Movement	LOS	Delay	Queue Length (Vehicles)	Queue Length (Feet)
Stirling Road at East Project Driveway	N/A	**Overall**	**N/A**	**1.0**	**N/A**	**N/A**	**Overall**	**N/A**	**0.4**	**N/A**	**N/A**	**Overall**	**N/A**	**0.3**	**N/A**	**N/A**
	150'	EBL	A	9.7	0.5	12.5	EBL	A	8.4	0.0	0.0	EBL	A	8.2	0.0	0.0
	N/A	EBTR	A	0.0	0.0	0.0	EBTR	A	0.0	0.0	0.0	EBTR	A	0.0	0.0	0.0
	N/A	WBT	A	0.0	0.0	0.0	WBT	A	0.0	0.0	0.0	WBT	A	0.0	0.0	0.0
	N/A	WBR	A	0.0	0.0	0.0	WBR	A	0.0	0.0	0.0	WBR	A	0.0	0.0	0.0
	N/A	SBLR	C	22.4	0.1	2.5	SBLR	C	18.2	0.2	5.0	SBLR	C	16.5	0.1	2.5
Stirling Road at West Project Driveway	N/A	**Overall**	**N/A**	**33.4**	**N/A**	**N/A**	**Overall**	**N/A**	**3.1**	**N/A**	**N/A**	**Overall**	**N/A**	**2.1**	**N/A**	**N/A**
	200'	EBL	A	8.6	0.0	0.0	EBL	A	8.3	0.0	0.0	EBL	A	8.5	0.0	0.0
	N/A	EBT	A	0.0	0.0	0.0	EBT	A	0.0	0.0	0.0	EBT	A	0.0	0.0	0.0
	N/A	WBT	A	0.0	0.0	0.0	WBT	A	0.0	0.0	0.0	WBT	A	0.0	0.0	0.0
	150'	WBR	A	0.0	0.0	0.0	WBR	A	0.0	0.0	0.0	WBR	A	0.0	0.0	0.0
	N/A	SBL	F	166.6	13.9	347.5	SBL	D	25.7	1.8	45.0	SBL	C	19.1	0.6	15.0
	N/A	SBR	B	12.8	0.6	15.0	SBR	B	11.4	0.2	5.0	SBR	B	12.8	0.6	15.0
Flamingo Road at North Project Driveway	N/A	**Overall**	**N/A**	**0.3**	**N/A**	**N/A**	**Overall**	**N/A**	**0.3**	**N/A**	**N/A**	**Overall**	**N/A**	**0.4**	**N/A**	**N/A**
	N/A	EBR	D	27.0	1.1	27.5	EBR	C	19.2	0.5	12.5	EBR	D	28.7	1.1	27.5
	N/A	NBT	A	0.0	0.0	0.0	NBT	A	0.0	0.0	0.0	NBT	A	0.0	0.0	0.0
	N/A	SBT	A	0.0	0.0	0.0	SBT	A	0.0	0.0	0.0	SBT	A	0.0	0.0	0.0
	185'	SBR	A	0.0	0.0	0.0	SBR	A	0.0	0.0	0.0	SBR	A	0.0	0.0	0.0
Stirling Road at Flamingo Road	N/A	**Overall**	**E**	**66.2**	**N/A**	**N/A**	**Overall**	**F**	**117.5**	**N/A**	**N/A**	**Overall**	**F**	**113.7**	**N/A**	**N/A**
	400'	EBL	E	70.5	9.0	225.0	EBL	D	47.0	9.4	235.0	EBL	D	48.0	9.1	227.5
	N/A	EBTR	F	80.5	22.4	560.0	EBTR	E	65.3	16.4	410.0	EBTR	E	75.7	18.3	457.5
	1000'	WBL	F	210.1	30.4	760.0	WBL	F	379.6	48.9	1222.5	WBL	F	314.2	46.0	1150.0
	N/A	WBT	E	57.1	12.4	310.0	WBT	D	54.5	12.8	320.0	WBT	D	54.2	11.1	277.5
	640'	WBR	E	71.1	17.7	442.5	WBR	F	81.4	22.0	550.0	WBR	E	60.1	15.1	377.5
	590'	NBL	F	82.4	5.7	142.5	NBL	F	431.1	34.2	855.0	NBL	F	488.2	38.2	955.0
	N/A	NBT	E	61.5	28.6	715.0	NBT	F	87.3	43.2	1080.0	NBT	E	72.2	37.8	945.0
	600'	NBR	D	47.0	10.4	260.0	NBR	D	43.2	4.7	117.5	NBR	D	43.2	6.2	155.0
	635'	SBL	F	93.3	9.4	235.0	SBL	F	203.6	19.7	492.5	SBL	F	269.1	24.5	612.5
	N/A	SBT	D	35.1	21.3	532.5	SBT	D	40.6	24.4	610.0	SBT	D	40.5	25.6	640.0
	290'	SBR	C	27.2	6.6	165.0	SBR	C	31.2	8.6	215.0	SBR	C	28.8	6.2	155.0
Griffin Road at Flamingo Road	N/A	**Overall**	**F**	**103.2**	**N/A**	**N/A**	**Overall**	**E**	**66.8**	**N/A**	**N/A**	**Overall**	**F**	**122.0**	**N/A**	**N/A**
	450'	EBL	F	164.6	18.2	455.0	EBL	F	89.7	12.4	310.0	EBL	F	92.4	14.9	372.5
	N/A	EBT	E	68.7	25.2	630.0	EBT	F	95.1	22.3	557.5	EBT	F	246.7	45.4	1135.0
	450'	EBR	E	55.5	11.9	297.5	EBR	E	65.3	8.3	207.5	EBR	F	172.9	32.0	800.0
	415'	WBL	F	193.4	18.3	457.5	WBL	F	87.3	9.7	242.5	WBL	F	89.2	12.4	310.0
	N/A	WBT	E	62.9	19.8	495.0	WBT	F	86.7	17.9	447.5	WBT	F	106.2	22.4	560.0
	295'	WBR	E	59.4	14.5	362.5	WBR	E	70.7	9.7	242.5	WBR	E	74.7	12.4	310.0
	550'	NBL	F	157.1	22.4	560.0	NBL	F	82.8	13.4	335.0	NBL	F	84.7	17.4	435.0
	N/A	NBT	D	45.9	23.0	575.0	NBT	D	37.8	21.3	532.5	NBT	D	43.9	24.9	622.5
	550'	NBR	D	40.7	12.9	322.5	NBR	C	31.6	9.1	227.5	NBR	D	37.4	12.6	315.0
	285'	SBL	F	446.8	35.8	895.0	SBL	F	137.4	19.6	490.0	SBL	F	332.3	38.1	952.5
	N/A	SBT	D	54.4	26.4	660.0	SBT	D	38.0	21.7	542.5	SBT	D	52.2	28.8	720.0
	170'	SBR	D	43.8	10.7	267.5	SBR	C	30.6	7.6	190.0	SBR	D	38.5	8.4	210.0
Schott Circle at West Lake Boulevard	N/A	**Overall**	**F**	**112.7**	**N/A**	**N/A**	**Overall**	**C**	**24.3**	**N/A**	**N/A**	**Overall**	**B**	**10.4**	**N/A**	**N/A**
	195'	EBL	A	0.0	0.0	0.0	EBL	D	44.0	0.2	5.0	EBL	E	74.1	5.6	140.0
	N/A	EBTR	F	480.2	105.3	2632.5	EBTR	F	110.6	34.3	857.5	EBTR	E	62.2	7.5	187.5
	85'	WBL	F	205.0	6.1	152.5	WBL	F	106.3	2.8	70.0	WBL	E	68.2	2.2	55.0
	N/A	WBTR	D	45.8	5.8	145.0	WBTR	D	42.3	3.3	82.5	WBTR	E	63.4	9.0	225.0
	865'	NBL	F	122.4	21.3	532.5	NBL	B	15.1	4.1	102.5	NBL	A	6.7	1.5	37.5
	N/A	NBT	C	22.6	22.5	562.5	NBT	C	23.4	19.5	487.5	NBT	B	11.7	13.8	345.0
	175'	NBR	B	13.5	0.7	17.5	NBR	B	15.7	1.6	40.0	NBR	A	7.7	1.3	32.5
	150'	SBL	C	20.7	0.5	12.5	SBL	B	19.0	1.3	32.5	SBL	A	9.5	1.2	30.0
	N/A	SBT	C	34.4	16.6	415.0	SBT	A	0.1	0.0	0.0	SBT	A	0.1	0.0	0.0
	1000'	SBR	C	31.5	11.1	277.5	SBR	A	0.0	0.0	0.0	SBR	A	0.0	0.0	0.0
Sheridan Street at Flamingo Road	N/A	**Overall**	**E**	**73.0**	**N/A**	**N/A**	**Overall**	**E**	**62.5**	**N/A**	**N/A**	**Overall**	**E**	**66.1**	**N/A**	**N/A**
	235'	EBL	F	101.4	16.8	420.0	EBL	F	93.4	12.1	302.5	EBL	F	92.2	11.7	292.5
	N/A	EBT	E	61.7	28.0	700.0	EBT	E	70.1	26.1	652.5	EBT	E	73.5	27.6	690.0
	190'	EBR	D	42.9	10.5	262.5	EBR	D	52.2	14.1	352.5	EBR	D	46.5	8.4	210.0
	290'	WBL	F	98.6	12.2	305.0	WBL	F	91.8	11.8	295.0	WBL	F	92.5	12.1	302.5
	N/A	WBT	F	85.0	31.0	775.0	WBT	E	70.2	25.6	640.0	WBT	E	72.5	27.2	680.0
	110'	WBR	D	46.3	7.9	197.5	WBR	D	51.8	13.0	325.0	WBR	D	48.8	11.0	275.0
	310'	NBL	F	84.6	13.2	330.0	NBL	F	90.2	13.6	340.0	NBL	F	92.9	14.5	362.5
	N/A	NBT	D	45.4	18.1	452.5	NBT	D	42.7	18.0	450.0	NBT	D	49.4	24.3	607.5
	295'	NBR	D	46.5	15.6	390.0	NBR	D	53.6	23.5	587.5	NBR	D	46.4	17.1	427.5
	305'	SBL	E	76.8	5.6	140.0	SBL	F	81.2	8.3	207.5	SBL	F	82.1	8.7	217.5
	N/A	SBT	D	52.8	16.4	410.0	SBT	D	50.2	20.3	507.5	SBT	E	63.0	27.4	685.0
	295'	SBR	F	151.5	41.3	1032.5	SBR	E	59.7	22.5	562.5	SBR	E	60.7	21.7	542.5

Table 6
Daily Trip Generation
Potential Christian Academy

Land Use	ITE Code	Intensity		Trip Generation Rate[1]	ITE Total Trips			New Trips From Counts		
					In	Out	Total	In	Out	Total
Existing Use										
Private School (k-12)	532	412	students	T=X(2.48) (50/50)	511	511	1,022	952	953	1,905
Sub-Total					511	511	1,022	952	953	1,905
Proposed Use										
Private School (k-12)	532	745	students	T=X(2.48) (50/50)	924	924	1,848	1,723	1,722	3,445
Sub-Total					924	924	1,848	1,723	1,722	3,445
Net Increase					**413**	**413**	**826**	**771**	**769**	**1,540**

[1] Trip generation data obtained from the Institute of Transportation Engineers' *Trip Generration* manual, 11th Edition.

Table 7
AM Peak Hour Trip Generation
Potential Christian Academy

Land Use	ITE Code	Intensity		Trip Generation Rate[1]	ITE Total Trips			New Trips From Counts		
					In	Out	Total	In	Out	Total
Existing Use										
Private School (k-12)	532	412	students	T = 0.77(X) + 13.81 (63/37)	209	122	331	304	212	516
Sub-Total					209	122	331	304	212	516
Proposed Use										
Private School (k-12)	532	745	students	T = 0.77(X) + 13.81 (63/37)	370	217	587	552	385	937
Sub-Total					370	217	587	552	385	937
Total					**162**	**95**	**256**	**248**	**173**	**421**

[1] Trip generation data obtained from the Institute of Transportation Engineers' *Trip Generration* manual, 11th Edition.

Table 8
PM Peak Hour Trip Generation
Potential Christian Academy

Land Use	ITE Code	Intensity		Trip Generation Rate[1]	ITE Total Trips			New Trips From Counts		
					In	Out	Total	In	Out	Total
Existing Use										
Private School (k-12)	532	412	students	T=X(0.17) (43/57)	30	40	70	38	175	213
Sub-Total					30	40	70	38	175	213
Proposed Use										
Private School (k-12)	532	745	students	T=X(0.17) (43/57)	54	73	127	69	318	387
Sub-Total					54	73	127	69	318	387
Total					**24**	**33**	**57**	**31**	**143**	**174**

[1] Trip generation data obtained from the Institute of Transportation Engineers' *Trip Generration* manual, 11th Edition.

Table 9
PM Peak Hour of the Project Trip Generation (Mid-Day)
Potential Christian Academy

Land Use	ITE Code	Intensity		Trip Generation Rate[1]	ITE Total Trips			New Trips From Counts		
					In	Out	Total	In	Out	Total
Existing Use										
Private School (k-12)	532	410	students	T = 0.41(X) + 88.78 (42/58)	108	149	257	46	179	225
Sub-Total					108	149	257	46	179	225
Proposed Use										
Private School (k-12)	532	745	students	T = 0.41(X) + 88.78 (42/58)	166	228	394	84	325	409
Sub-Total					166	228	394	84	325	409
Total					**58**	**79**	**137**	**38**	**146**	**184**

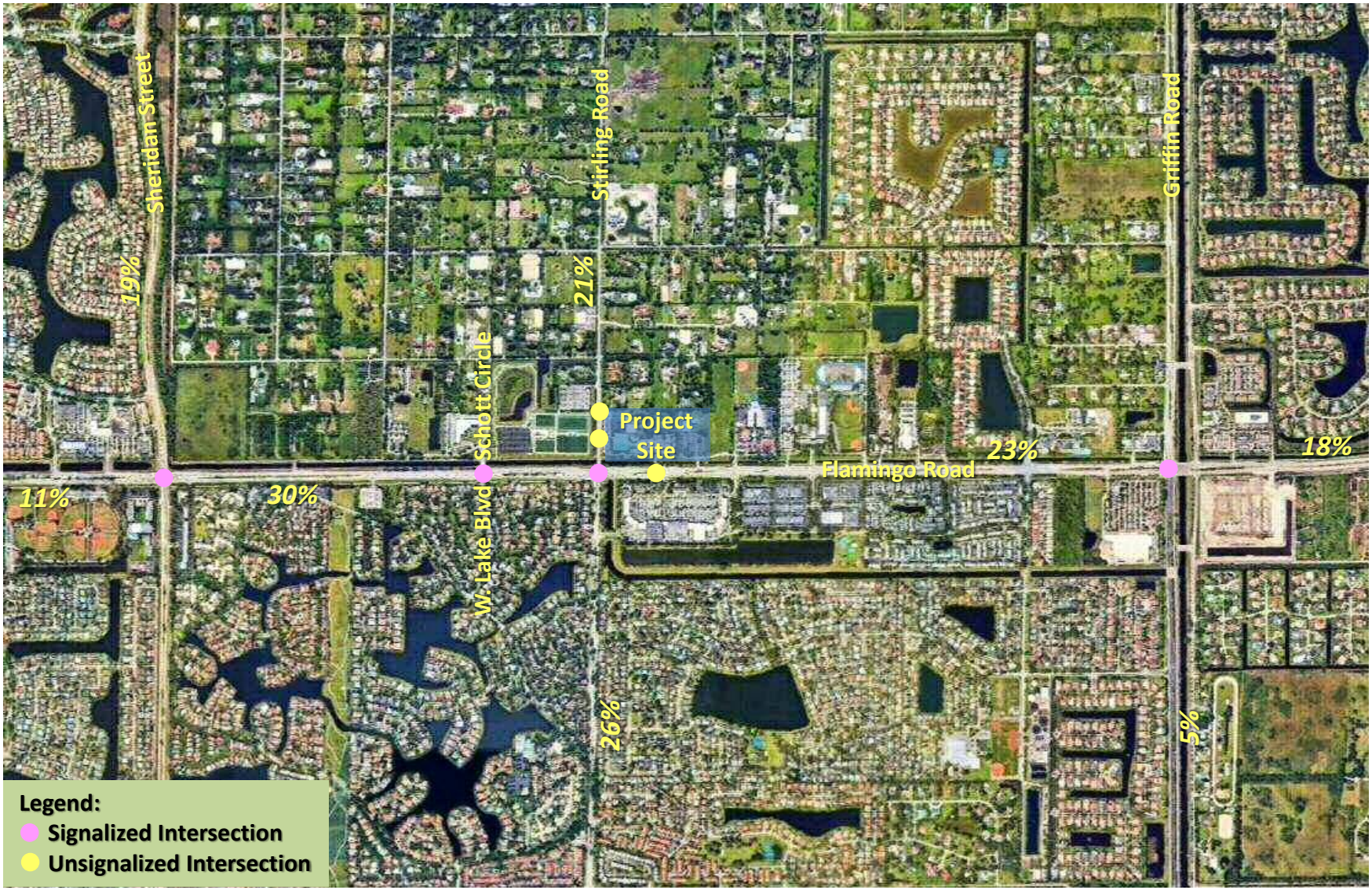
[1] Trip generation data obtained from the Institute of Transportation Engineers' *Trip Generration* manual, 11th Edition.

The daily trip generation was developed by calculating the average rate of increase in the observed traffic volumes versus the ITE trip generation volumes for the peak hours (1.864) and applying that rate to the ITE daily trip generation volumes, i.e., 1,017 x 1.864 = 1,896.

Project Distribution and Assignment

Cardinal distribution was based on a review of existing traffic volumes as well as knowledge of the local roadway network and the location of 172 of the current students' homes. A graphic copy of the trip distribution worksheet is provided in Appendix C. **Figure 5 – Project Trip Distribution** shows the traffic distribution on study area roadways.

Figure 6 – Project Trip Assignment shows the peak-hour project trips assigned to the study area roadway network in accordance with the trip distribution.

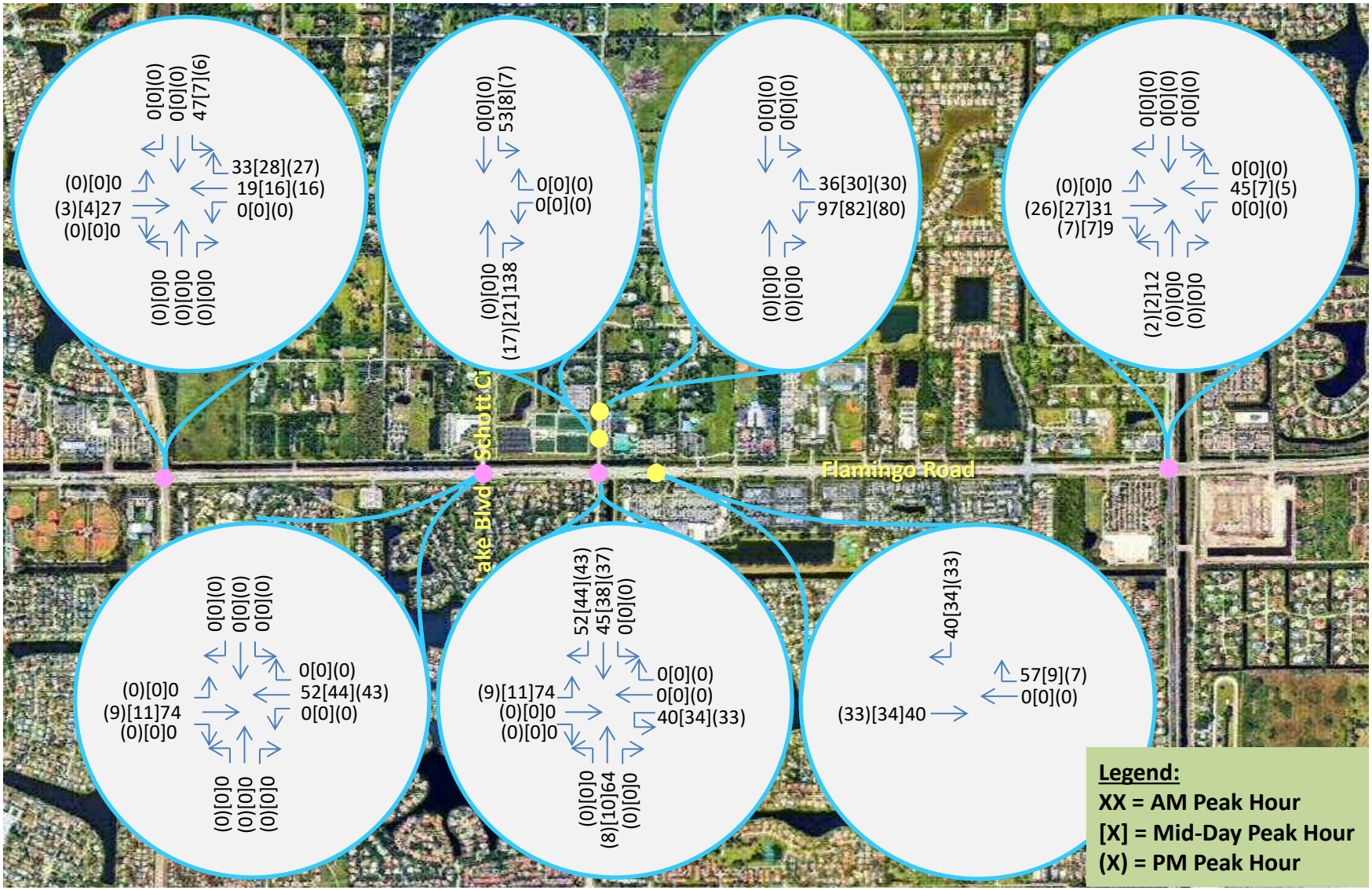


Thomas A. Hall, Inc.

Figure 5 – Project Trip Distribution

Potential Christian Academy

Cooper City, Florida



Thomas A. Hall, Inc.

Figure 6 – Project Trip Assignment

Potential Christian Academy

Cooper City, Florida

Total Traffic Conditions

Future total traffic volumes including project traffic were obtained by adding the 2025 background traffic volumes to the project traffic volumes shown in Figure 6. **Figure 7 – Total Traffic Volumes** shows the resulting total traffic volumes. The future total traffic volumes are also shown in **Table 1 – AM Peak-Hour Turning-Movement Counts, Table 2 – Mid-Afternoon Peak-Hour Turning-Movement Counts** and **Table 3 – PM Peak-Hour Turning-Movement Counts.**

Appendix F – Total Traffic Conditions Analyses contains copies of the Synchro reports for this third analysis condition. **Table 10 - Total Traffic Peak Hour Queue Length, Level of Service and Delay Summary** provides a summary of the critical elements of these analyses and demonstrates that the studied signal-controlled intersections are expected to remain at the same LOS E or F as shown in the Background Conditions. As in the Background Condition, the midday and p.m. peak hour operation of the intersection of Flamingo Road at Schott Circle/West Lake Boulevard is expected to be at LOS C and B, respectively.

In most instances, queue storage requirements decreased for auxiliary lanes at the studied intersections. Improvements in signal timing at the intersections improved both the level of service and queue storage lengths. However, the southbound right-turn lane on Flamingo Road at Sheridan Street is expected to have a queue increase of 202 feet in the morning peak hour as a result of the increased traffic generated by the expansion of the Potential Christian Academy. This additional queue storage requirement should be addressed by the school.

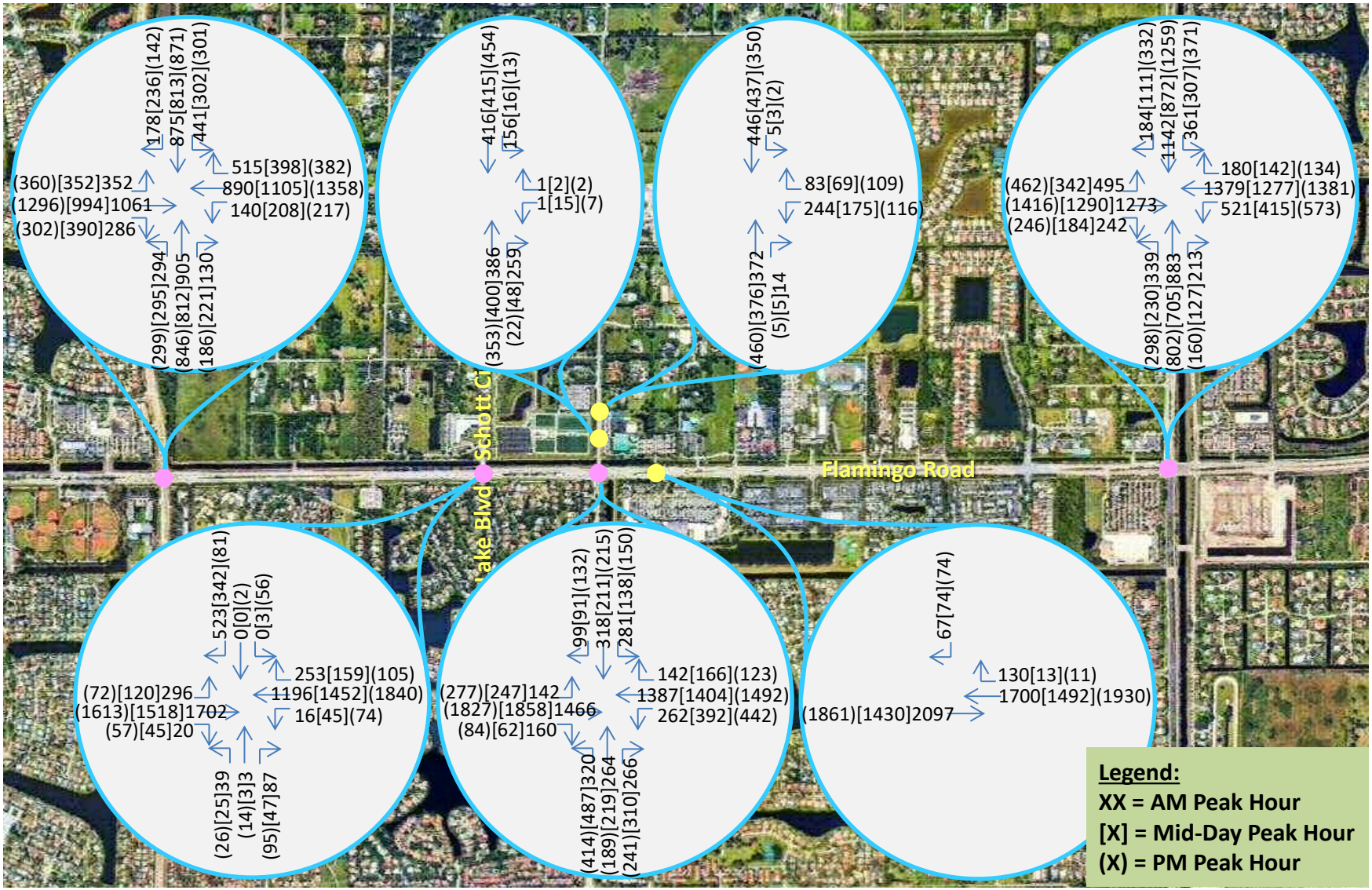
The unsignalized intersection of Stirling Road at the west school driveway, which serves as an exit for parent traffic, is expected to operate with severe delays for traffic exiting from the school in the a.m. and p.m. peak hours. The Synchro analysis estimates that vehicle queues within the school property during the a.m. peak hour could be 875 feet (35 vehicles) long. While this is a long vehicle queue, it should be noted that the Potential Christian Academy can accommodate a vehicle queue in excess of 2,800 feet (112 vehicles)—well beyond what is required per the analysis.

It also should be noted that the Synchro unsignalized intersection analysis, which is based on the Transportation Research Board's (TRB) Highway Capacity Manual, tends to overestimate side street delay and queue storage requirements. For example, a review of the existing southbound left-turn movement's delay and queue storage requirements shown in **Table 4 – Existing Peak Hour Queue Length, Level of Service and Delay Summary** indicates an expected 163.1 second delay and a queue storage requirement of 342.5 feet (13.7 vehicles). Field observations, on the other hand, revealed that at no time was the delay or the queue storage length longer than a small fraction of these values. (In fact, there were times when no vehicles at all were waiting to enter Stirling Road.) This is due to the inability of the software to accurately assess a) two-way gap sizes on Stirling Road and b) gap acceptance by driver's attempting to enter Stirling Road.

In spite of the Synchro model's unsignalized intersection analysis limitations, it is recognized that, as the roadway and school traffic volumes increase, the side street delay and queue storage lengths are expected to grow longer. It is very possible, however, that the values shown in **Table 10 - Total Traffic Peak Hour Queue Length, Level of Service and Delay Summary** never occur.

Police control of the intersection of Stirling Road at the western driveway could improve the operation of the driveway. Also, providing separate hours of arrival for different grades at the school could reduce the vehicle delay. However, the delay and vehicle queue lengths for exiting traffic all occur within the school property and do not represent an issue on the external roadway network.

Table 11 – Proposed Traffic Signal Timing Modifications displays both the existing peak hour intersection signal timings and the future signal timings used in the Total Traffic Conditions analysis. The proposed signal timings are recommended for use in the future condition as they better address the change in traffic volumes at the studied intersections.



Thomas A. Hall, Inc.

Figure 7 – Total Traffic Volumes

Potential Christian Academy

Cooper City, Florida

Table 10
Total Peak Hour Queue Length, Level of Service and Delay Summary
Potential Christian Academy

Intersection	Auxiliary Lane Length	Total AM Conditions Movement	LOS	Delay	Queue Length (Vehicles)	Queue Length (Feet)	Total Mid-Day Movement	LOS	Delay	Queue Length (Vehicles)	Queue Length (Feet)	Total PM Conditions Movement	LOS	Delay	Queue Length (Vehicles)	Queue Length (Feet)
Stirling Road at East Project Driveway	N/A	**Overall**	**N/A**	**1.5**	**N/A**	**N/A**	**Overall**	**N/A**	**0.5**	**N/A**	**N/A**	**Overall**	**N/A**	**0.3**	**N/A**	**N/A**
	150'	EBL	B	11.4	1.0	25.0	EBL	A	8.5	0.1	2.5	EBL	A	8.3	0.0	0.0
	N/A	EBTR	A	0.0	0.0	0.0	EBTR	A	0.0	0.0	0.0	EBTR	A	0.0	0.0	0.0
	N/A	WBT	A	0.0	0.0	0.0	WBT	A	0.0	0.0	0.0	WBT	A	0.0	0.0	0.0
	N/A	WBR	A	0.0	0.0	0.0	WBR	A	0.0	0.0	0.0	WBR	A	0.0	0.0	0.0
	N/A	SBLR	D	31.2	0.1	2.5	SBLR	C	19.0	0.2	5.0	SBLR	C	17.1	0.1	2.5
Stirling Road at West Project Driveway	N/A	**Overall**	**N/A**	**138.5**	**N/A**	**N/A**	**Overall**	**N/A**	**8.9**	**N/A**	**N/A**	**Overall**	**N/A**	**4.6**	**N/A**	**N/A**
	200'	EBL	A	8.6	0.0	0.0	EBL	A	8.3	0.0	0.0	EBL	A	8.5	0.0	0.0
	N/A	EBT	A	0.0	0.0	0.0	EBT	A	0.0	0.0	0.0	EBT	A	0.0	0.0	0.0
	N/A	WBT	A	0.0	0.0	0.0	WBT	A	0.0	0.0	0.0	WBT	A	0.0	0.0	0.0
	150'	WBR	A	0.0	0.0	0.0	WBR	A	0.0	0.0	0.0	WBR	A	0.0	0.0	0.0
	N/A	SBL	F	496.5	35.0	875.0	SBL	E	47.4	5.5	137.5	SBL	D	26.2	2.3	57.5
	N/A	SBR	B	14.2	12.0	300.0	SBR	B	11.8	0.5	12.5	SBR	B	13.5	0.9	22.5
Flamingo Road at North Project Driveway	N/A	**Overall**	**N/A**	**1.4**	**N/A**	**N/A**	**Overall**	**N/A**	**0.6**	**N/A**	**N/A**	**Overall**	**N/A**	**1.0**	**N/A**	**N/A**
	N/A	EBR	F	50.2	4.4	110.0	EBR	C	21.7	1.1	27.5	EBR	E	38.2	2.5	62.5
	N/A	NBT	A	0.0	0.0	0.0	NBT	A	0.0	0.0	0.0	NBT	A	0.0	0.0	0.0
	N/A	SBT	A	0.0	0.0	0.0	SBT	A	0.0	0.0	0.0	SBT	A	0.0	0.0	0.0
	185'	SBR	A	0.0	0.0	0.0	SBR	A	0.0	0.0	0.0	SBR	A	0.0	0.0	0.0
Stirling Road at Flamingo Road	N/A	**Overall**	**E**	**55.0**	**N/A**	**N/A**	**Overall**	**F**	**83.6**	**N/A**	**N/A**	**Overall**	**E**	**74.2**	**N/A**	**N/A**
	400'	EBL	D	41.5	14.5	362.5	EBL	D	48.6	9.6	240.0	EBL	D	53.5	2.6	65.0
	N/A	EBTR	F	105.0	32.3	807.5	EBTR	F	193.9	34.4	860.0	EBTR	F	202.1	35.1	877.5
	1000'	WBL	F	108.2	20.6	515.0	WBL	F	249.1	50.5	1262.5	WBL	F	198.7	38.3	957.5
	N/A	WBT	D	48.9	14.5	362.5	WBT	D	47.6	12.4	310.0	WBT	D	44.9	10.4	260.0
	640'	WBR	D	52.3	15.2	380.0	WBR	E	59.5	18.9	472.5	WBR	D	48.5	13.4	335.0
	590'	NBL	F	117.5	11.3	282.5	NBL	F	221.9	27.4	685.0	NBL	F	161.6	25.7	642.5
	N/A	NBT	D	50.6	25.6	640.0	NBT	D	39.8	32.3	807.5	NBT	D	37.9	29.9	747.5
	600'	NBR	D	37.8	9.0	225.0	NBR	C	22.4	3.1	77.5	NBR	C	22.9	4.0	100.0
	635'	SBL	F	103.9	11.2	280.0	SBL	F	215.3	21.7	542.5	SBL	F	179.5	22.1	552.5
	N/A	SBT	C	26.2	17.9	447.5	SBT	C	24.2	18.4	460.0	SBT	C	25.6	19.8	495.0
	290'	SBR	C	20.4	5.4	135.0	SBR	B	18.9	6.4	160.0	SBR	B	18.6	4.6	115.0
Griffin Road at Flamingo Road	N/A	**Overall**	**F**	**80.5**	**N/A**	**N/A**	**Overall**	**E**	**62.3**	**N/A**	**N/A**	**Overall**	**F**	**82.5**	**N/A**	**N/A**
	450'	EBL	F	164.6	18.0	450.0	EBL	F	92.9	12.4	310.0	EBL	F	99.5	15.2	380.0
	N/A	EBT	E	69.2	24.9	622.5	EBT	E	78.5	20.2	505.0	EBT	F	93.2	30.8	770.0
	450'	EBR	E	55.7	11.8	295.0	EBR	E	62.6	8.0	200.0	EBR	E	78.3	23.0	575.0
	415'	WBL	F	100.1	14.7	367.5	WBL	F	94.7	10.0	250.0	WBL	F	133.0	14.7	367.5
	N/A	WBT	E	57.1	18.6	465.0	WBT	E	76.5	16.7	417.5	WBT	E	67.4	18.2	455.0
	295'	WBR	D	54.4	13.7	342.5	WBR	E	67.7	9.4	235.0	WBR	E	61.1	11.2	280.0
	550'	NBL	F	140.0	21.3	532.5	NBL	F	92.1	13.8	345.0	NBL	F	109.7	19.2	480.0
	N/A	NBT	E	64.1	26.9	672.5	NBT	D	43.6	22.8	570.0	NBT	E	79.3	32.3	807.5
	550'	NBR	D	55.0	15.1	377.5	NBR	D	36.2	9.9	247.5	NBR	E	57.1	15.4	385.0
	285'	SBL	F	146.3	23.7	592.5	SBL	F	89.5	16.3	407.5	SBL	F	106.8	24.6	615.0
	N/A	SBT	E	64.9	28.9	722.5	SBT	D	39.8	21.8	545.0	SBT	E	63.0	30.8	770.0
	170'	SBR	D	49.3	11.0	275.0	SBR	C	31.9	7.6	190.0	SBR	D	44.1	8.8	220.0
Schott Circle at West Lake Boulevard	N/A	**Overall**	**E**	**77.7**	**N/A**	**N/A**	**Overall**	**C**	**21.5**	**N/A**	**N/A**	**Overall**	**B**	**10.3**	**N/A**	**N/A**
	195'	EBL	A	0.0	0.0	0.0	EBL	D	38.8	0.2	5.0	EBL	E	74.1	5.6	140.0
	N/A	EBTR	F	180.5	71.4	1785.0	EBTR	E	67.1	28.1	702.5	EBTR	E	62.2	7.6	190.0
	85'	WBL	F	205.0	6.1	152.5	WBL	E	76.3	2.2	55.0	WBL	E	68.2	2.2	55.0
	N/A	WBTR	C	30.2	4.6	115.0	WBTR	D	37.2	3.1	77.5	WBTR	E	63.4	9.0	225.0
	865'	NBL	E	74.0	16.4	410.0	NBL	B	18.5	4.7	117.5	NBL	A	6.7	1.4	35.0
	N/A	NBT	D	44.4	31.0	775.0	NBT	C	28.7	21.1	527.5	NBT	B	11.7	13.1	327.5
	175'	NBR	C	24.2	1.0	25.0	NBR	B	19.1	1.7	42.5	NBR	A	7.7	1.2	30.0
	150'	SBL	D	44.0	0.9	22.5	SBL	C	23.3	1.3	32.5	SBL	A	9.6	1.1	27.5
	N/A	SBT	E	71.4	21.7	542.5	SBT	A	0.7	0.5	12.5	SBT	A	0.1	0.0	0.0
	1000'	SBR	E	64.9	14.0	350.0	SBR	A	0.6	0.2	5.0	SBR	A	0.0	0.0	0.0
Sheridan Street at Flamingo Road	N/A	**Overall**	**E**	**78.7**	**N/A**	**N/A**	**Overall**	**E**	**62.5**	**N/A**	**N/A**	**Overall**	**E**	**66.6**	**N/A**	**N/A**
	235'	EBL	F	88.6	17.2	430.0	EBL	F	89.6	12.0	300.0	EBL	F	103.4	12.4	310.0
	N/A	EBT	D	51.7	25.4	635.0	EBT	E	68.8	25.5	637.5	EBT	E	75.0	27.3	682.5
	190'	EBR	D	39.1	9.9	247.5	EBR	D	51.8	13.8	345.0	EBR	D	46.7	8.3	207.5
	290'	WBL	F	89.7	11.6	290.0	WBL	F	89.5	11.5	287.5	WBL	F	101.7	12.4	310.0
	N/A	WBT	E	73.0	28.5	712.5	WBT	E	70.8	25.2	630.0	WBT	E	74.9	27.1	677.5
	110'	WBR	D	44.7	7.7	192.5	WBR	D	51.8	12.8	320.0	WBR	D	49.2	10.8	270.0
	310'	NBL	F	104.2	14.3	357.5	NBL	F	88.3	13.3	332.5	NBL	F	92.9	14.3	357.5
	N/A	NBT	D	50.4	19.1	477.5	NBT	D	43.0	17.7	442.5	NBT	D	47.4	23.4	585.0
	295'	NBR	D	51.5	16.1	402.5	NBR	D	54.0	23.1	577.5	NBR	D	44.5	16.4	410.0
	305'	SBL	F	92.7	5.4	135.0	SBL	F	80.8	8.1	202.5	SBL	F	88.3	8.8	220.0
	N/A	SBT	E	56.5	15.3	382.5	SBT	D	50.8	20.1	502.5	SBT	E	59.7	26.5	662.5
	295'	SBR	F	235.0	49.5	1237.5	SBR	E	65.1	24.3	607.5	SBR	E	62.0	23.0	575.0

Table 11
Proposed Traffic Signal Timing Modifications
Potential Christian Academy

AM Peak Hour Intersection	Signal Timing	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flamingo Rd. at Stirling Rd.	Existing	25	52	-	25	52	52	20	63	63	20	63	63
	Proposed	30	47	-	33	50	50	21	59	59	21	59	59
Flamingo Rd. at Griffin Rd.	Existing	25	63	63	23	61	61	30	64	64	23	64	64
	Proposed	25	63	63	30	68	68	31	54	54	33	56	56
Flamingo Rd. at Schott Circle	Existing	49	49	-	49	49	-	20	91	91	20	91	91
	Proposed	71	71	-	71	71	-	36	77	77	12	53	53
Flamingo Rd. at Sheridan St.	Existing	30	58	58	23	51	51	30	56	56	23	49	49
	Proposed	34	63	63	25	54	54	25	57	57	15	47	47
Mid-Day Peak Hour Intersection	**Signal Timing**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Flamingo Rd. at Stirling Rd.	Existing	26	53	-	27	54	54	21	58	58	22	59	59
	Proposed	20	34	-	37	51	51	27	66	66	2	62	62
Flamingo Rd. at Griffin Rd.	Existing	35	38	38	35	38	38	45	78	78	29	62	62
	Proposed	32	48	48	27	43	43	34	66	66	39	71	71
Flamingo Rd. at Schott Circle	Existing	52	52	-	52	52	-	20	88	88	20	88	88
	Proposed	64	64	-	64	64	-	24	83	83	13	72	72
Flamingo Rd. at Sheridan St.	Existing	25	53	53	24	52	52	27	59	59	24	56	56
	Proposed	27	54	54	25	52	52	28	57	57	24	53	53
PM Peak Hour Intersection	**Signal Timing**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Flamingo Rd. at Stirling Rd.	Existing	26	53	-	27	54	54	21	58	58	22	59	59
	Proposed	15	34	-	34	53	53	31	66	66	26	61	61
Flamingo Rd. at Griffin Rd.	Existing	35	38	38	35	38	38	45	78	78	29	62	62
	Proposed	31	54	54	24	47	47	33	61	61	41	69	69
Flamingo Rd. at Schott Circle	Existing	52	52	-	52	52	-	20	88	88	20	88	88
	Proposed	49	49	-	49	49	-	17	94	94	17	94	94
Flamingo Rd. at Sheridan St.	Existing	25	53	53	24	52	52	27	59	59	24	56	56
	Proposed	24	52	52	23	51	51	27	64	64	21	58	58

Queueing and Circulation Analysis

A key element of school operations is the queuing of vehicles for the drop-off/pick-up operations by parents. Potential Christian Academy has developed internal traffic flow plans for the student drop-off/pick-up operations within the site. Those plans are provided as graphic figures and may be found in **Appendix I – Site Plan**.

Note that the school's traffic flow plans also shows the location of school staff who will supervise the drop-off/pick-up operations. The school staff members will ensure that on-site traffic circulates well. School staff will be posted at all internal crossings within the site and will also be posted at the drop-off/pick-up locations on the east and north sides of the school to receive and direct students. Also note that Pre K1 and Pre K2 students are not dropped off, but are walked into the school.

A queue analysis was completed for the a.m., mid-day, and p.m. peak hours using information contained in the ITE volume entitled *Transportation and Land Management*. At an average of 22 feet per vehicle, and with a conservative 50-seconds-long drop-off time and two lanes of drop-off, the twelve-vehicle queue in the morning arrival time is the longest. At 12 vehicles in length it is 264 feet long (12 vehicles x 22 feet per vehicle = 264 feet). In the afternoon, with fewer attendants, the queue storage required on a random arrival basis is ten vehicles long (220 feet). The evening pick-up operation only requires two attendants and has a queue length of two vehicles (44 feet). Comparing this vehicle queue length to the 1,500 feet provided, it appears that the available queue storage length will accommodate the demand.

It should be noted that there are a number of other private and charter schools in the immediate study area. Those schools include: Archbishop MeCarthy High School, St. Marks Catholic Church, and Cooper City Christian Academy to the immediate north of Potential Christian Academy and Franklin Academy and Pembroke Pines Charter School to the south. These schools all operate with relatively similar operating hours. All of them appear to commence receiving students at 7:30 a.m. and have classes beginning at 8:00 a.m, 8:15 a.m. or 8:30 a.m. and classes ending at 2:15 p.m., 2:30 p.m., 3:00 p.m., or 3:30 p.m. (McCarthy High School).

Potential Christian Academy fits into a similar operational pattern with the Lower School students arriving between 7:30 a.m. and classes beginning at 8:00 a.m. Only the Upper School (6^{th} through 12^{th} Grades) classes are to begin at 8:20 a.m. Classes end for the Lower School grades at 2:30 p.m. and at 3:00 p.m. for the Upper School. This means that the Potential Christian Academy is currently, and proposes to continue to be, operating in the same hours as predominate with the neighboring schools.

Field observations have revealed all of the schools in the study area, with the exception of Franklin Academy, manage to operate their student drop-off/pick-up operations with a relatively low impact on Flamingo Road and the other adjacent roadways providing access. Franklin Academy stands alone as having a profound impact on traffic operations along Flamingo Road—even requiring that the southbound three through lanes be

reduced to two lanes during student drop-off times. This, in turn, means that southbound traffic on Flamingo Road backs up during the morning rush hour to Stirling Road and, for a brief period, even beyond. None of the other schools have anything approaching this in traffic impacts on the roadway network.

In spite of Franklin Academy's less than desirable operations, the existing Potential Christian Academy traffic operates with essentially no impact on either Flamingo Road or Stirling Road. The proposed increase in student population is not expected to change this impact on these roadways because entrance to the school is unimpeded, thus avoiding backups onto the roadways and because the delays required to exit the school are contained within the large campus driveway system.

Right-Turn Deceleration Lane Analysis

The Florida Department of Transportation's (FDOT) *Design Manual*, Chapter 214.5 states as follows:

"Exclusive right-turn lanes at unsignalized driveways can be used to reduce rear-end collisions, increase capacity, and reduce differentials in speed. Vehicles can wait in a right-turn lane for pedestrians to cross the driveway without impeding the flow of through traffic. Consider right-turn lanes into driveways with high peak hour right-turn volumes on high-speed roadways."

Applying these considerations to the entrance to the Potential Christian Academy on Stirling Road reveals:

1. A westbound right-turn lane could reduce rear-end collisions
2. A westbound right-turn lane could increase capacity, but capacity is already high
3. The speed differential between 25 mph westbound through traffic on Stirling Road and driveway traffic is slight
4. Pedestrian traffic on this portion of Stirling Road is negligible to nonexistent
5. The estimated future peak-hour westbound right-turn volume is 259 vehicles, or just over one vehicle every 15 seconds, and the speed limit on Stirling Road is a low 25 mph.

Based on the FDOT criteria, no right-turn deceleration lane is warranted.

Broward County's Land Development Code, in Section 5-192(C)(2) concerning non-trafficways roadways, which Stirling Road west of Flamingo Road is, does not require right-turn lanes for roadways with a posted speed limit less than 40 mph.

Based on the County criteria, no right-turn deceleration lane is warranted.

Parking Analysis

There are 337 parking spaces, including nine handicap spaces, provided in the parking lot of the School.

As was mentioned previously, the Pre-K students who attend the Potential Christian Academy will be dropped off and picked up by their parents. The parents will be expected to park their vehicle and escort their child into and out of the school. In order to estimate the number of parking spaces required for this operation, the following procedure was followed.

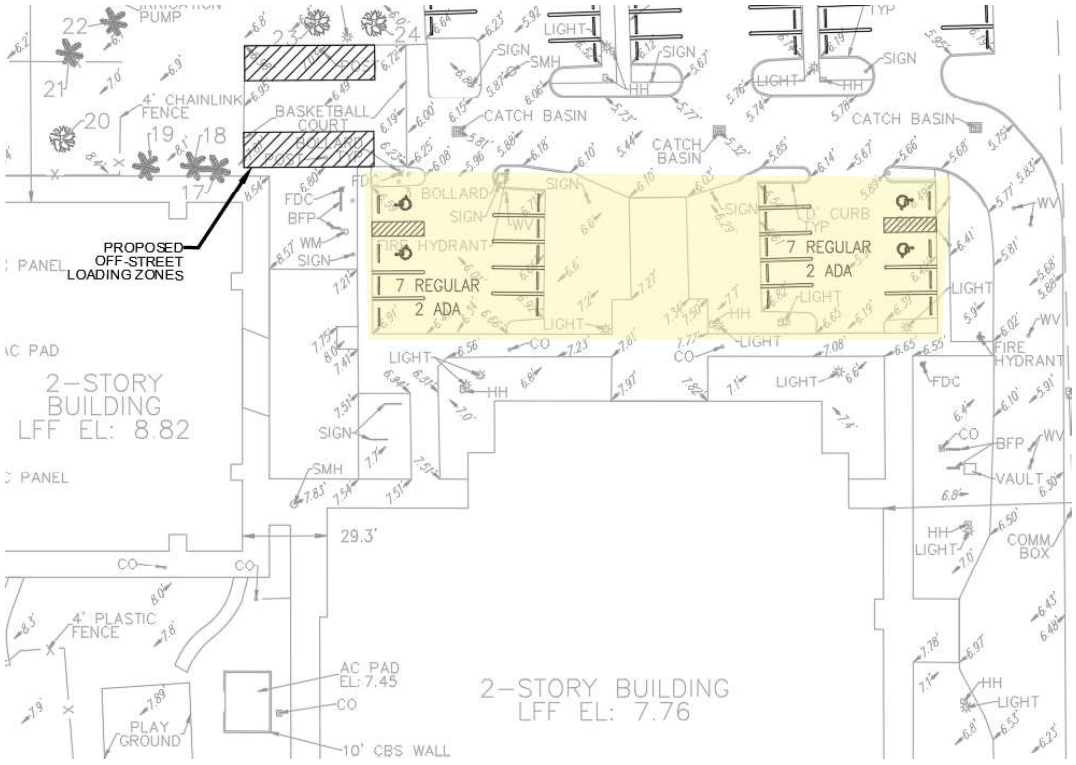
Given:

1. 68 students in Pre-K;

ITE's *Parking Generation* manual, 5th Edition, estimates the peak parking demand rate for a daycare (the nearest land use for which data is available) to be P = 0.30(X) - 4.690. With 68 students, this equals 16 parking spaces in the peak period:

(68 students x 0.30 - 4.690 = 15.71 ≈ 16 parking spaces required during the peak period of parking demand.)

It is proposed that 16 regular parking spaces and one handicap parking space be set aside for use by parents dropping off or picking up their K1 and K2 children. The school personnel located at the entrance to the queue storage lane will assist parents who cross the storage lane with their Pre-K students.



14 Regular and 4 ADA Pre-K Parking Spots

Conclusions

Based on the results of this analysis, it is concluded that the proposed Potential Christian Academy Expansion will not have a significant impact on the adjacent roadway network's levels of service. In addition, on-site vehicle queue storage is not expected to have any impact on adjacent roadway traffic and the parking supply is more than adequate for the project's demand.

Appendix A – Traffic Counts

THOMAS A. HALL, INC.

STIRLING RD AT EAST DRIVEWAY
BROWARD COUNTY, FLORIDA
COUNTED BY:
UNSIGNALIZED

1355 ADAMS STREET
HOLLYWOOD, FL 33019
954-288-4447

Site Code: 10031
Start Date: 11/20/2024
File I.D.: COOPER CITY
Page: 1

ALL VEHICLES

	STIRLING RD From West				STIRLING RD From East				EAST DRIVEWAY From South				EAST DRIVEWAY From North				
Date 11/20/2024	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Total
7:00	0	1	33	0	0	0	29	7	0	0	0	0	0	0	0	0	70
7:15	0	5	97	0	0	0	77	5	0	0	0	0	0	0	0	0	184
7:30	0	28	102	0	0	0	91	37	0	0	0	0	0	0	0	1	259
7:45	0	49	108	0	0	0	107	57	0	0	0	0	0	1	0	0	322
Hr Total	0	83	340	0	0	0	304	106	0	0	0	0	0	1	0	1	835
8:00	0	17	91	0	0	0	94	17	0	0	0	0	0	0	0	0	219
8:15	0	6	70	0	0	0	54	8	0	0	0	0	0	1	0	0	139
8:30	0	2	56	0	0	0	59	6	0	0	0	0	0	1	0	0	124
8:45	0	1	43	0	0	0	51	6	0	0	0	0	0	0	0	0	101
Hr Total	0	26	260	0	0	0	258	37	0	0	0	0	0	2	0	0	583
* BREAK *																	
14:00	0	2	72	0	0	0	50	4	0	0	0	0	0	0	0	1	129
14:15	0	8	48	0	0	0	48	14	0	0	0	0	0	0	0	0	118
14:30	0	11	106	0	0	0	102	26	0	0	0	0	0	1	0	0	246
14:45	0	13	116	0	0	0	94	31	0	0	0	0	0	0	0	0	0
Hr Total	0	34	342	0	0	0	294	75	0	0	0	0	0	1	0	1	493
15:00	0	5	120	0	0	0	108	12	0	0	0	0	0	3	0	1	249
15:15	0	0	117	0	0	0	110	4	0	0	0	0	0	4	0	0	235
15:30	0	0	83	0	0	0	77	4	0	0	0	0	0	3	0	1	168
15:45	0	3	77	0	0	0	88	6	0	0	0	0	0	4	0	0	178
Hr Total	0	8	397	0	0	0	383	26	0	0	0	0	0	14	0	2	830
* BREAK *																	
16:00	0	0	106	0	0	0	75	7	0	0	0	0	0	1	0	0	189
16:15	0	2	85	0	0	0	68	5	0	0	0	0	0	2	0	0	162
16:30	0	4	74	0	0	0	77	2	0	0	0	0	0	2	0	1	160
16:45	0	3	94	0	0	0	72	8	0	0	0	0	0	1	0	0	178
Hr Total	0	9	359	0	0	0	292	22	0	0	0	0	0	6	0	1	689
17:00	0	0	120	0	0	0	80	6	0	0	0	0	0	3	0	0	209
17:15	0	1	131	0	0	0	93	4	0	0	0	0	0	1	0	1	231
17:30	0	2	89	0	0	0	76	3	0	0	0	0	0	2	0	1	173
17:45	0	2	84	0	0	0	72	3	0	0	0	0	0	1	0	1	163
Hr Total	0	5	424	0	0	0	321	16	0	0	0	0	0	7	0	3	776
TOTAL	0	165	2122	0	0	0	1852	282	0	0	0	0	0	31	0	8	4206

ALL VEHICLES

	STIRLING RD From West				STIRLING RD From East				EAST DRIVEWAY From South				EAST DRIVEWAY From North				
	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Total
Date 11/20/2024																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 11/20/2024																	
Peak start	07:15				07:15				07:15				07:15				
Volume	0	99	398	0	0	0	369	116	0	0	0	0	0	1	0	1	984
Percent	0%	20%	80%	0%	0%	0%	76%	24%	#####	#####	#####	#####	0%	50%	0%	50%	
Pk total	497				485				0				2				
Highest	7:45				7:45				7:45				7:45				
Volume	0	49	108	0	0	0	107	57	0	0	0	0	0	1	0	0	
Hi total	157				164				0				1				
PHF	0.79				0.74				#####				0.50				
Peak Hour Analysis By Entire Intersection for the Period: 14:00 to 16:00 on 11/20/2024																	
Peak start	15:00				15:00				15:00				15:00				
Volume	0	8	397	0	0	0	383	26	0	0	0	0	0	14	0	2	830
Percent	0%	2%	98%	0%	0%	0%	94%	6%	#####	#####	#####	#####	0%	88%	0%	13%	
Pk total	405				409				0				16				
Highest	15:00				15:15				15:15				15:30				
Volume	0	5	120	0	0	0	110	4	0	0	0	0	0	3	0	1	
Hi total	125				114				0				4				
PHF	0.81				0.90				#####				1.00				
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 11/20/2024																	
Peak start	16:45				16:45				16:45				16:45				
Volume	0	6	434	0	0	0	321	21	0	0	0	0	0	7	0	2	791
Percent	0%	1%	99%	0%	0%	0%	94%	6%	#####	#####	#####	#####	0%	78%	0%	22%	
Pk total	440				342				0				9				
Highest	17:15				17:15				17:00				17:30				
Volume	0	1	131	0	0	0	93	4	0	0	0	0	0	2	0	1	
Hi total	132				97				0				3				
PHF	0.83				0.88				#####				0.75				

THOMAS A. HALL, INC.

STIRLING RD AT WEST DRIVEWAY
BROWARD COUNTY,FLORIDA
COUNTED BY:
UNSIGNALIZED

1355 ADAMS STREET
HOLLYWOOD, FL 33019
954-288-4447

Site Code: 10031
Start Date: 11/21/2024
File I.D.: COOPER CITY

ALL VEHICLES

	STIRLING RD From West				STIRLING RD From East				WEST DRIVEWAY From South				WEST DRIVEWAY From North				
Date 11/21/2024	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Total
7:00	0	0	39	0	0	0	26	3	0	0	0	0	0	0	0	1	69
7:15	0	2	100	0	1	0	51	5	0	0	0	0	0	2	0	2	163
7:30	0	2	128	0	0	0	84	4	0	0	0	0	0	41	0	10	269
7:45	0	0	101	0	0	0	91	2	0	0	0	0	0	66	0	25	285
Hr Total	0	4	368	0	1	0	252	14	0	0	0	0	0	109	0	38	786
8:00	0	1	98	0	0	0	130	2	0	0	0	0	0	32	0	6	269
8:15	0	1	61	0	0	0	50	0	0	0	0	0	0	7	0	3	122
8:30	0	1	60	0	0	0	49	1	0	0	0	0	0	2	0	2	115
8:45	0	4	44	0	0	0	56	2	0	0	0	0	0	4	0	3	113
Hr Total	0	7	263	0	0	0	285	5	0	0	0	0	0	45	0	14	619
* BREAK *																	
14:00	0	0	65	0	0	0	56	1	0	0	0	0	0	3	0	0	125
14:15	0	1	60	0	0	0	50	2	0	0	0	0	0	4	0	1	118
14:30	0	0	109	0	0	0	81	1	0	0	0	0	0	28	0	14	233
14:45	0	1	120	0	0	0	106	2	0	0	0	0	0	30	0	8	267
Hr Total	0	2	354	0	0	0	293	6	0	0	0	0	0	65	0	23	743
* BREAK *																	
15:00	0	1	112	0	0	0	93	1	0	0	0	0	0	25	0	12	244
15:15	0	1	77	0	0	0	80	1	0	0	0	0	0	6	0	1	166
15:30	0	0	96	0	0	0	94	1	0	0	0	0	0	5	0	2	198
15:45	0	1	87	0	0	0	81	3	0	0	0	0	0	12	0	3	187
Hr Total	0	3	372	0	0	0	348	6	0	0	0	0	0	48	0	18	795
* BREAK *																	
16:00	0	2	54	0	0	0	88	1	0	0	0	0	0	9	0	2	156
16:15	0	0	96	0	0	0	92	0	0	0	0	0	0	5	0	1	194
16:30	0	0	88	0	0	0	89	0	0	0	0	0	0	4	0	2	183
16:45	0	0	73	0	0	0	85	3	0	0	0	0	1	4	0	0	166
Hr Total	0	2	311	0	0	0	354	4	0	0	0	0	1	22	0	5	699
17:00	0	0	76	0	0	0	101	2	0	0	0	0	0	12	0	21	212
17:15	0	0	87	0	0	0	109	1	0	0	0	0	0	12	0	23	232
17:30	0	0	91	0	0	0	104	2	0	0	0	0	0	8	0	23	228
17:45	0	2	81	0	0	0	126	0	0	0	0	0	0	12	0	15	236
Hr Total	0	2	335	0	0	0	440	5	0	0	0	0	0	44	0	82	908
TOTAL	0	20	2003	0	1	0	1972	40	0	0	0	0	1	333	0	180	4550

ALL VEHICLES

	STIRLING RD From West				STIRLING RD From East				WEST DRIVEWAY From South				WEST DRIVEWAY From North				
	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Total
Date 11/21/2024																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 11/21/2024																	
Peak start	7:15				7:15				7:15				7:15				
Volume	0	5	427	0	1	0	356	13	0	0	0	0	0	141	0	43	986
Percent	0%	1%	99%	0%	0%	0%	96%	4%	#####	#####	#####	#####	0%	77%	0%	23%	
Pk total	432				370				0				184				
Highest	7:30				8:00				7:45				7:45				
Volume	0	2	128	0	0	0	130	2	0	0	0	0	0	66	0	25	
Hi total	130				132				0				91				
PHF	0.83				0.70				#####				0.51				
Peak Hour Analysis By Entire Intersection for the Period: 11:00 to 01:00 on 11/21/2024																	
Peak start	14:30				14:30				14:30				14:30				
Volume	0	3	418	0	0	0	360	5	0	0	0	0	0	89	0	35	910
Percent	0%	1%	99%	0%	0%	0%	99%	1%	#####	#####	#####	#####	0%	72%	0%	28%	
Pk total	421				365				0				124				
Highest	14:45				14:45				14:45				14:45				
Volume	0	1	120	0	0	0	106	2	0	0	0	0	0	30	0	8	
Hi total	121				108				0				38				
PHF	0.87				0.84				#####				0.82				
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 11/21/2024																	
Peak start	17:00				17:00				17:00				17:00				
Volume	0	2	335	0	0	0	440	5	0	0	0	0	0	44	0	82	908
Percent	0%	1%	99%	0%	0%	0%	99%	1%	#####	#####	#####	#####	0%	35%	0%	65%	
Pk total	337				445				0				126				
Highest	17:30				17:45				17:45				17:15				
Volume	0	0	91	0	0	0	126	0	0	0	0	0	0	12	0	23	
Hi total	91				126				0				35				
PHF	0.93				0.88				#####				0.90				

THOMAS A. HALL, INC.

FLAMINGO RD AT NORTH DRIVEWAY
BROWARD COUNTY, FLORIDA
COUNTED BY:
UNSIGNALIZED

1355 ADAMS STREET
HOLLYWOOD, FL 33019
954-288-4447

Site Code: 10031
Start Date: 12/4/2024
File I.D.: COOPER CIT

ALL VEHICLES

	NORTH DRIVEWAY From West				NORTH DRIVEWAY From East				FLAMINGO RD From South				FLAMINGO RD From North				
Date 12/4/2024	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Total
7:00	0	0	0	0	0	0	0	3	0	0	318	10	2	8	265	1	607
7:15	0	0	0	0	0	0	0	9	0	0	452	16	5	12	375	12	881
7:30	0	0	0	7	0	0	0	11	0	0	544	19	7	16	390	14	1008
7:45	0	0	0	4	0	0	0	22	0	0	522	30	2	23	352	29	984
Hr Total	0	0	0	11	0	0	0	45	0	0	1836	75	16	59	1382	56	3480
8:00	0	0	0	15	0	0	0	12	0	0	423	20	3	25	432	16	946
8:15	0	0	0	6	0	0	0	17	0	0	391	33	5	17	347	4	820
8:30	0	0	0	2	0	0	0	7	0	0	383	22	4	12	355	2	787
8:45	0	0	0	3	0	0	0	10	0	0	393	18	6	14	327	2	773
Hr Total	0	0	0	26	0	0	0	46	0	0	1590	93	18	68	1461	24	3326
* BREAK *																	
14:00	0	0	0	8	0	0	0	1	0	0	314	22	4	16	333	1	699
14:15	0	0	0	12	0	0	0	12	0	0	325	19	4	14	351	8	745
14:30	0	0	0	15	0	0	0	9	0	0	343	25	6	15	325	14	752
14:45	0	0	0	11	0	0	0	2	0	0	318	20	5	18	316	2	692
Hr Total	0	0	0	46	0	0	0	24	0	0	1300	86	19	63	1325	25	2888
15:00	0	0	0	10	0	0	0	1	0	0	325	12	7	12	355	1	723
15:15	0	0	0	10	0	0	0	2	0	0	366	15	5	20	363	2	783
15:30	0	0	0	8	0	0	0	1	0	0	351	19	6	14	354	0	753
15:45	0	0	0	11	0	0	0	0	0	0	339	14	3	10	369	1	747
Hr Total	0	0	0	39	0	0	0	4	0	0	1381	60	21	56	1441	4	3006
* BREAK *																	
16:00	0	0	0	11	0	0	0	2	0	0	401	22	7	13	414	2	872
16:15	0	0	0	10	0	0	0	2	0	0	422	19	7	14	432	0	906
16:30	0	0	0	14	0	0	0	1	0	0	414	17	5	11	435	1	898
16:45	0	0	0	8	0	0	0	1	0	0	436	23	4	16	444	2	934
Hr Total	0	0	0	43	0	0	0	6	0	0	1673	81	23	54	1725	5	3610
17:00	0	0	0	7	0	0	0	2	0	0	441	26	5	18	459	1	959
17:15	0	0	0	11	0	0	0	2	0	0	419	22	5	14	448	0	921
17:30	0	0	0	9	0	0	0	3	0	0	391	13	9	16	419	2	862
17:45	0	0	0	10	0	0	0	0	0	0	377	15	2	8	392	4	808
Hr Total	0	0	0	37	0	0	0	7	0	0	1628	76	21	56	1718	7	3550
TOTAL	0	0	0	202	0	0	0	132	0	0	9408	471	118	356	9052	121	19860

ALL VEHICLES

	NORTH DRIVEWAY From West				NORTH DRIVEWAY From East				FLAMINGO RD From South				FLAMINGO RD From North				
Date 12/4/2024	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Total
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 12/4/2024																	
Peak start	7:15				7:15				7:15				7:15				
Volume	0	0	0	26	0	0	0	54	0	0	1941	85	17	76	1549	71	3819
Percent	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	96%	4%	1%	4%	90%	4%	
Pk total	26				54				2026				1713				
Highest	8:00				7:45				7:30				8:00				
Volume	0	0	0	15	0	0	0	22	0	0	544	19	3	25	432	16	
Hi total	15				22				563				476				
PHF	0.43				0.61				0.90				0.90				
Peak Hour Analysis By Entire Intersection for the Period: 11:00 to 01:00 on 12/4/2024																	
Peak start	15:00				15:00				15:00				15:00				
Volume	0	0	0	39	0	0	0	4	0	0	1381	60	21	56	1441	4	3006
Percent	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	96%	4%	1%	4%	95%	0%	
Pk total	39				4				1441				1522				
Highest	15:45				15:15				15:15				15:15				
Volume	0	0	0	11	0	0	0	2	0	0	366	15	5	20	363	2	
Hi total	11				2				381				390				
PHF	0.89				0.50				0.95				0.98				
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 12/4/2024																	
Peak start	16:30				17:00				17:00				17:00				
Volume	0	0	0	40	0	0	0	6	0	0	1710	88	19	59	1786	4	3712
Percent	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	95%	5%	1%	3%	96%	0%	
Pk total	40				6				1798				1868				
Highest	16:30				17:15				17:00				17:00				
Volume	0	0	0	14	0	0	0	2	0	0	441	26	5	18	459	1	
Hi total	14				2				467				483				
PHF	0.71				0.75				0.96				0.97				

THOMAS A. HALL, INC.

STIRLING RD AT FLAMINGO RD
BROWARD COUNTY, FLORIDA
COUNTED BY:
SIGNALIZED

1355 ADAMS STREET
HOLLYWOOD, FL 33019
954-288-4447

Site Code: 10031
Start Date: 12/11/2025
File I.D.: COOPER CITY

ALL VEHICLES

	STIRLING RD From West				STIRLING RD From East				FLAMINGO RD From South				FLAMINGO RD From North				
Date 12/11/2025	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Total
7:00	0	53	30	9	1	73	17	41	0	7	339	27	1	30	229	11	868
7:15	0	75	60	8	3	79	44	76	2	8	361	40	3	45	304	44	1152
7:30	0	66	69	12	5	64	52	69	3	11	347	38	3	51	333	39	1162
7:45	0	72	71	14	7	71	46	55	7	15	373	46	12	42	364	29	1224
Hr Total	0	266	230	43	16	287	159	241	12	41	1420	151	19	168	1230	123	4406
8:00	0	58	64	11	7	73	51	57	7	12	335	31	14	45	339	25	1129
8:15	0	64	50	9	6	76	55	51	9	14	363	29	7	36	311	19	1099
8:30	0	50	41	7	4	66	41	62	7	9	340	33	8	29	312	16	1025
8:45	0	34	29	10	3	60	39	48	8	9	307	28	9	34	323	18	959
Hr Total	0	206	184	37	20	275	186	218	31	44	1345	121	38	144	1285	78	4212
* BREAK *																	
14:00	0	19	19	14	6	63	35	50	5	31	392	18	10	33	241	22	958
14:15	0	27	16	15	5	56	39	53	7	30	402	21	8	35	239	23	976
14:30	0	36	43	13	4	80	38	71	4	40	387	16	9	75	301	56	1173
14:45	0	55	39	13	3	111	57	66	6	47	528	18	12	79	381	46	1461
Hr Total	0	137	117	55	18	310	169	240	22	148	1709	73	39	222	1162	147	4568
15:00	0	32	38	18	7	121	55	60	4	44	417	12	7	32	298	32	1177
15:15	0	24	44	6	5	122	51	85	4	42	421	12	17	100	335	36	1304
15:30	0	22	46	8	9	92	39	88	7	74	429	18	9	89	342	46	1318
15:45	0	39	46	15	4	95	45	74	3	55	454	21	10	86	343	40	1330
Hr Total	0	117	174	47	25	430	190	307	18	215	1721	63	43	307	1318	154	5129
* BREAK *																	
16:00	0	26	31	27	4	89	41	53	5	67	451	31	14	119	379	27	1364
16:15	0	44	48	23	5	94	39	60	5	60	492	14	8	84	294	23	1293
16:30	0	36	43	17	9	95	44	66	4	63	484	20	9	74	357	38	1359
16:45	0	39	50	19	9	95	51	54	9	46	338	16	10	78	411	31	1256
Hr Total	0	145	172	86	27	373	175	233	23	236	1765	81	41	355	1441	119	5272
17:00	0	33	49	21	8	88	58	59	8	49	267	10	6	62	285	19	1022
17:15	0	28	44	18	7	81	49	47	6	51	278	13	6	54	302	25	1009
17:30	0	31	45	19	9	77	50	51	4	43	274	15	7	43	297	22	987
17:45	0	36	37	14	4	58	38	39	4	39	285	9	2	36	277	19	897
Hr Total	0	128	175	72	28	304	195	196	22	182	1104	47	21	195	1161	85	3915
TOTAL	0	999	1052	340	134	1979	1074	1435	128	866	9064	536	201	1391	7597	706	27502

THOMAS A. HALL, INC.
1355 ADAMS STREET
HOLLYWOOD, FL 33019
954-288-4447

STIRLING RD AT FLAMINGO RD
BROWARD COUNTY, FLORIDA
COUNTED BY:
SIGNALIZED

Site Code: 10031
Start Date: 12/11/25
File I.D.: COOPER CIT

ALL VEHICLES

	STIRLING RD From West				STIRLING RD From East				FLAMINGO RD From South				FLAMINGO RD From North				
Date 12/11/2025	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Total
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 12/11/2025																	
Peak start	7:15				7:15				7:15				7:15				
Volume	0	271	264	45	22	287	193	257	19	46	1416	155	32	183	1340	137	4667
Percent	0%	47%	46%	8%	3%	38%	25%	34%	1%	3%	87%	9%	2%	11%	79%	8%	
Pk total	580				759				1636				1692				
Highest	7:45				7:15				7:45				7:45				
Volume	0	72	71	14	3	79	44	76	7	15	373	46	12	42	364	29	
Hi total	157				202				441				447				
PHF	0.92				0.94				0.93				0.95				
Peak Hour Analysis By Entire Intersection for the Period: 11:00 to 01:00 on 12/11/2025																	
Peak start	14:45				14:45				14:45				14:45				
Volume	0	133	167	45	24	446	202	299	21	207	1795	60	45	300	1356	160	5260
Percent	0%	39%	48%	13%	2%	46%	21%	31%	1%	10%	86%	3%	2%	16%	73%	9%	
Pk total	345				971				2083				1861				
Highest	14:45				15:15				14:45				14:45				
Volume	0	55	39	13	5	122	51	85	6	47	528	18	12	79	381	46	
Hi total	107				263				599				518				
PHF	0.81				0.92				0.87				0.90				
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 12/11/2025																	
Peak start	16:00				16:00				16:00				16:00				
Volume	0	145	172	86	27	373	175	233	23	236	1765	81	41	355	1441	119	5272
Percent	0%	36%	43%	21%	3%	46%	22%	29%	1%	11%	84%	4%	2%	18%	74%	6%	
Pk total	403				808				2105				1956				
Highest	16:45				16:30				16:15				16:00				
Volume	0	39	50	19	9	95	44	66	5	60	492	14	14	119	379	27	
Hi total	108				214				571				539				
PHF	0.93				0.94				0.92				0.91				

THOMAS A. HALL, INC.

GRIFFIN RD AT FLAMINGO RD
BROWARD COUNTY, FLORIDA
COUNTED BY:
SIGNALIZED

1355 ADAMS STREET
HOLLYWOOD, FL 33019
954-288-4447

Site Code: 10031
Start Date: 1/9/2025
File I.D.: COOPER CITY

ALL VEHICLES

	GRIFFIN RD From West				GRIFFIN RD From East				FLAMINGO RD From South				FLAMINGO RD From North				
Date 1/9/2025	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Total
7:00	2	56	157	17	2	66	167	46	8	66	243	42	4	49	281	50	1256
7:15	3	87	207	31	2	73	197	62	5	58	251	56	6	94	302	42	1476
7:30	4	79	249	57	2	76	177	58	9	105	284	72	4	135	325	36	1672
7:45	9	82	271	39	5	74	222	44	16	99	311	55	11	114	333	55	1740
Hr Total	18	304	884	144	11	289	763	210	38	328	1089	225	25	392	1241	183	6144
8:00	3	76	299	38	1	73	216	55	21	101	318	51	22	101	314	44	1733
8:15	4	91	284	44	3	82	238	49	11	87	287	47	25	91	317	39	1699
8:30	1	71	276	28	4	70	244	51	13	81	271	43	19	79	311	38	1600
8:45	2	73	281	29	5	58	201	43	8	70	246	49	20	55	289	49	1478
Hr Total	10	311	1140	139	13	283	899	198	53	339	1122	190	86	326	1231	170	6510
* BREAK *																	
14:00	5	56	241	21	3	49	148	33	12	44	255	39	12	41	278	33	1270
14:15	3	58	222	19	1	44	142	22	11	43	241	36	11	44	293	35	1225
14:30	1	66	216	22	1	55	158	26	15	41	243	42	15	55	301	41	1298
14:45	4	84	233	14	4	48	161	33	9	59	253	44	10	59	298	38	1351
Hr Total	13	264	912	76	9	196	609	114	47	187	992	161	48	199	1170	147	5144
15:00	4	72	212	16	5	44	154	29	11	51	301	39	12	66	304	33	1353
15:15	3	74	216	18	1	61	182	24	12	66	312	41	22	84	311	29	1456
15:30	4	69	201	36	3	51	177	36	14	74	299	49	28	70	298	39	1448
15:45	6	64	213	37	1	55	168	34	14	88	308	42	31	88	314	36	1499
Hr Total	17	279	842	107	10	211	681	123	51	279	1220	171	93	308	1227	137	5756
* BREAK *																	
16:00	3	74	223	51	1	64	171	24	21	96	317	54	38	72	310	22	1541
16:15	11	95	225	64	5	65	197	43	19	111	254	52	20	105	338	22	1626
16:30	4	86	266	55	2	71	211	39	23	101	262	61	25	111	264	27	1608
16:45	8	91	289	77	3	77	201	45	18	115	334	49	24	101	316	35	1783
Hr Total	26	346	1003	247	11	277	780	151	17	423	1167	216	107	389	1228	106	6558
17:00	6	76	301	82	2	69	199	44	16	90	333	53	31	135	311	36	1784
17:15	5	86	312	92	1	71	195	40	21	94	343	68	22	121	394	31	1896
17:30	6	80	314	70	5	58	180	26	14	79	333	61	28	91	308	27	1680
17:45	1	62	268	53	1	51	161	29	11	65	339	44	17	78	335	24	1539
Hr Total	18	304	1195	297	9	249	735	139	62	328	1348	226	98	425	1348	118	6899
TOTAL	102	1808	5976	1010	63	1505	4467	935	268	1884	6938	1189	457	2039	7445	861	37011

ALL VEHICLES

	GRIFFIN RD From West				GRIFFIN RD From East				FLAMINGO RD From South				FLAMINGO RD From North				
Date 1/9/2025	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Total
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 1/9/2025																	
Peak start	7:30				7:30				7:30				7:30				
Volume	20	328	1103	178	11	305	853	206	57	392	1200	225	62	441	1289	174	6844
Percent	1%	20%	68%	11%	1%	22%	62%	15%	3%	21%	64%	12%	3%	22%	66%	9%	
Pk total	1629				1375				1874				1966				
Highest	8:15				8:15				8:00				7:45				
Volume	4	91	284	44	3	82	238	49	21	101	318	51	11	114	333	55	
Hi total	423				372				491				513				
PHF	0.96				0.92				0.95				0.96				
Peak Hour Analysis By Entire Intersection for the Period: 11:00 to 01:00 on 1/9/2025																	
Peak start	15:00				15:00				15:00				15:00				
Volume	17	279	842	107	10	211	681	123	51	279	1220	171	93	308	1227	137	5756
Percent	1%	22%	68%	9%	1%	21%	66%	12%	3%	16%	71%	10%	5%	17%	70%	8%	
Pk total	1245				1025				1721				1765				
Highest	15:45				15:15				15:45				15:45				
Volume	6	64	213	37	1	61	182	24	14	88	308	42	31	88	314	36	
Hi total	320				268				452				469				
PHF	0.97				0.96				0.95				0.94				
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 1/9/2025																	
Peak start	16:45				16:45				16:45				16:45				
Volume	25	333	1216	321	11	275	775	155	69	378	1343	231	105	448	1329	129	7143
Percent	1%	18%	64%	17%	1%	23%	64%	13%	3%	19%	66%	11%	5%	22%	66%	6%	
Pk total	1895				1216				2021				2011				
Highest	17:15				16:45				17:15				17:15				
Volume	5	86	312	92	3	77	201	45	21	94	343	68	22	121	394	31	
Hi total	495				326				526				568				
PHF	0.96				0.93				0.96				0.89				

THOMAS A. HALL, INC.

FLAMINGO RD AT W LAKE BLVD
BROWARD COUNTY, FLORIDA
COUNTED BY:
SIGNALIZED

1355 ADAMS STREET
HOLLYWOOD, FL 33019
954-288-4447

Site Code: 10031
Start Date: 1/30/2025
File I.D.: COOPER CITY

ALL VEHICLES

	SCHOTT CIRCLE From West				W. LAKE BLVD. From East				FLAMINGO RD. From South				FLAMINGO RD. From North				
Date 1/30/2025	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Total
* BREAK *																	
14:00	0	0	0	24	0	6	0	11	0	63	285	4	1	8	282	60	744
14:15	0	0	0	70	0	7	1	14	0	35	344	9	0	7	294	21	802
14:30	0	0	0	92	0	5	0	13	0	30	331	7	3	8	324	20	833
14:45	0	0	0	80	0	8	0	12	0	11	353	6	1	10	381	18	880
Hr Total	0	0	0	266	0	26	1	50	0	139	1313	26	5	33	1281	119	3259
15:00	0	0	0	50	0	8	0	15	0	54	342	13	1	11	358	70	922
15:15	0	0	0	95	0	5	2	9	0	24	379	14	0	8	320	39	895
15:30	0	3	0	117	0	4	1	11	0	31	433	12	4	10	349	32	1007
15:45	0	33	2	36	0	11	1	15	1	21	361	6	1	13	338	18	857
Hr Total	0	36	2	298	0	28	4	50	1	130	1515	45	6	42	1365	159	3681

ALL VEHICLES

	SCHOTT CIRCLE From West				W. LAKE BLVD. From East				FLAMINGO RD. From South				FLAMINGO RD. From North				
	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Total
Date 1/30/2025																	
Peak Hour Analysis By Entire Intersection for the Period: 11:00 to 01:00 on 1/30/2025																	
Peak start	14:45				14:45				14:45				14:45				
Volume	0	3	0	342	0	25	3	47	0	120	1507	45	6	39	1408	159	3704
Percent	0%	1%	0%	99%	0%	33%	4%	63%	0%	7%	90%	3%	0%	2%	87%	10%	
Pk total	345				75				1672				1612				
Highest	15:30				15:00				15:30				15:00				
Volume	0	3	0	117	0	8	0	15	0	31	433	12	1	11	358	70	
Hi total	120				23				476				440				
PHF	0.72				0.82				0.88				0.92				

THOMAS A. HALL, INC.

FLAMINGO ROAD AT SHERIDAN STREET
BROWARD COUNTY
COUNTED BY:
SIGNALIZED

1355 ADAMS STREET
HOLLYWOOD, FL 33019
954-288-4447

Site Code: 10031
Start Date: 1/30/2025
File I.D.: COOPER CIT

ALL VEHICLES

	SHERIDAN STREET From West				SHERIDAN STREET From East				FLAMINGO ROAD From South				FLAMINGO ROAD From North				
Date 1/30/2025	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Total
* BREAK *																	
14:00	2	49	174	50	1	58	171	49	3	50	231	54	0	33	246	42	1213
14:15	0	71	203	49	2	85	204	54	4	61	192	48	1	36	207	58	1275
14:30	3	80	202	63	2	70	170	57	4	53	218	60	0	45	296	117	1440
14:45	1	80	190	60	1	69	200	57	9	56	251	77	2	56	302	98	1509
Hr Total	6	280	769	222	6	282	745	217	20	220	892	239	3	170	1051	315	5437
15:00	1	83	200	63	2	73	194	47	17	73	236	92	0	46	256	95	1478
15:15	0	74	225	61	2	75	201	57	17	88	228	102	6	47	229	87	1499
15:30	0	58	198	52	0	73	217	60	25	67	275	119	2	49	302	90	1587
15:45	1	78	212	48	2	62	213	43	5	84	279	59	4	37	284	75	1486
Hr Total	2	293	835	224	6	283	825	207	64	312	1018	372	12	179	1071	347	6050

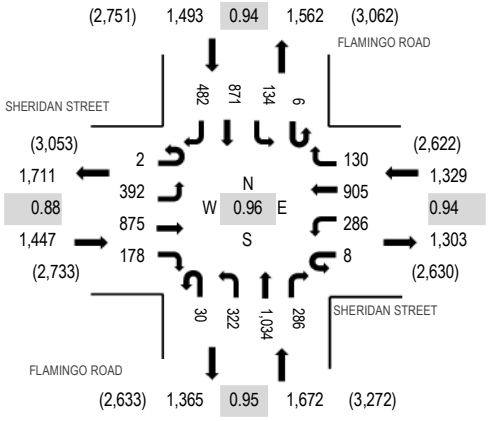
ALL VEHICLES

	SHERIDAN STREET From West				SHERIDAN STREET From East				FLAMINGO ROAD From South				FLAMINGO ROAD From North				
	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Total
Date 1/30/2025																	
Peak Hour Analysis By Entire Intersection for the Period: 11:00 to 01:00 on 1/30/2025																	
Peak start	14:45				14:45				14:45				14:45				
Volume	2	295	813	236	5	290	812	221	68	284	990	390	10	198	1089	370	6073
Percent	0%	22%	60%	18%	0%	22%	61%	17%	4%	16%	57%	23%	1%	12%	65%	22%	
Pk total	1346				1328				1732				1667				
Highest	15:00				15:30				15:30				14:45				
Volume	0	74	225	61	0	73	217	60	25	67	275	119	2	56	302	98	
Hi total	360				350				486				458				
PHF	0.93				0.95				0.89				0.91				

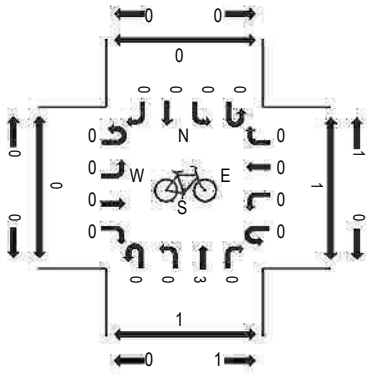
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 FLAMINGO ROAD & SHERIDAN STREET AM
Date: Thursday, January 30, 2025
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

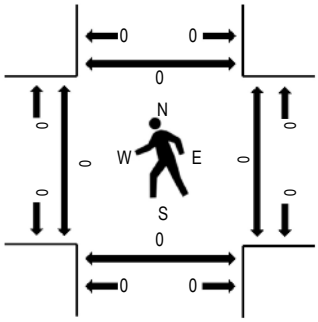
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SHERIDAN STREET Eastbound				SHERIDAN STREET Westbound				FLAMINGO ROAD Northbound				FLAMINGO ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	65	200	28	3	39	214	75	0	61	203	46	1	48	154	53	1,190	5,693	0	0	0	0
7:15 AM	0	77	210	40	2	57	185	94	1	55	318	40	1	60	220	85	1,445	5,918	0	0	1	0
7:30 AM	0	127	242	41	1	61	234	43	6	81	270	60	4	54	190	131	1,545	5,941	0	0	0	0
7:45 AM	0	107	192	37	1	90	243	33	4	75	297	53	1	20	231	129	1,513	5,837	0	0	0	0
8:00 AM	1	82	211	63	3	54	188	26	6	87	219	68	1	32	244	130	1,415	5,685	0	0	0	0
8:15 AM	1	76	230	37	3	81	240	28	14	79	248	105	0	28	206	92	1,468		0	0	0	0
8:30 AM	1	70	195	51	5	74	214	39	38	84	209	117	0	30	252	62	1,441		0	5	0	0
8:45 AM	0	72	245	32	4	52	193	43	25	76	233	94	0	28	205	59	1,361		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	1	5	2	0	0	0	0	0	0	1	0	0	2	1	0	12
Lights	2	387	847	173	8	281	895	127	30	320	1,023	279	6	129	855	475	5,837
Mediums	0	4	23	3	0	5	10	3	0	2	10	7	0	3	15	7	92
Total	2	392	875	178	8	286	905	130	30	322	1,034	286	6	134	871	482	5,941

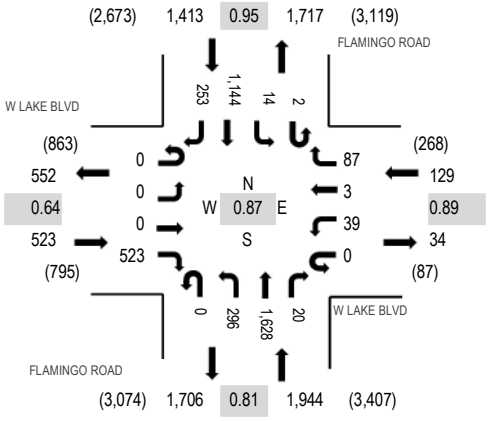
Heavy Vehicle Percentage and Peak Hour Factor

	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%				1.4%				1.2%				1.9%			1.8%
Heavy Vehicle %	0.0%	1.3%	3.2%	2.8%	0.0%	1.7%	1.1%	2.3%	0.0%	0.6%	1.1%	2.4%	0.0%	3.7%	1.8%	1.5%	1.8%
Peak Hour Factor		0.88				0.94				0.95				0.94			0.96
Peak Hour Factor	0.75	0.77	0.90	0.75	0.75	0.83	0.93	0.65	0.55	0.94	0.87	0.82	0.44	0.76	0.93	0.92	0.96

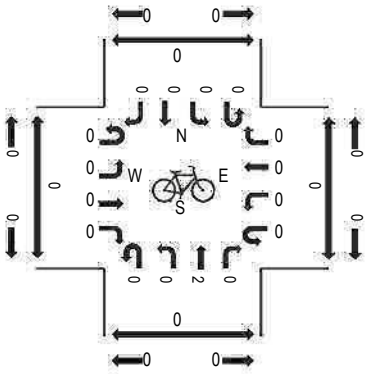
(303) 216-2439
www.alltrafficdata.net

Location: 2 FLAMINGO ROAD & W LAKE BLVD AM
Date: Thursday, January 30, 2025
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

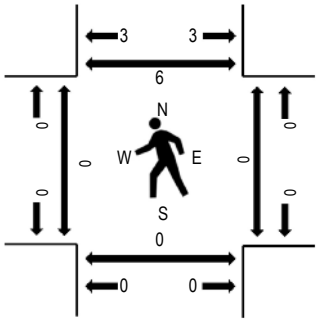
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	W LAKE BLVD Eastbound				W LAKE BLVD Westbound				FLAMINGO ROAD Northbound				FLAMINGO ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	130	0	18	0	22	0	90	275	5	0	4	186	90	820	3,953	2	0	0	1
7:15 AM	0	0	0	219	0	9	0	20	0	136	365	8	1	3	220	128	1,109	4,009	0	0	0	2
7:30 AM	0	0	0	167	0	5	1	16	0	83	515	2	0	2	298	57	1,146	3,813	0	0	0	2
7:45 AM	0	0	0	48	0	12	1	23	0	38	425	6	1	5	297	22	878	3,366	0	0	0	0
8:00 AM	0	0	0	89	0	13	1	28	0	39	323	4	0	4	329	46	876	3,190	0	0	0	2
8:15 AM	0	0	0	93	0	5	3	27	0	43	363	7	1	6	320	45	913		0	1	0	4
8:30 AM	0	5	0	26	1	5	1	30	0	15	292	3	0	10	298	13	699		0	0	0	0
8:45 AM	0	9	0	9	0	8	2	17	0	4	360	6	1	11	270	5	702		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	2	0	0	2	0	6
Lights	0	0	0	515	0	39	2	85	0	292	1,614	17	2	14	1,124	250	3,954
Mediums	0	0	0	8	0	0	1	0	0	4	14	1	0	0	18	3	49
Total	0	0	0	523	0	39	3	87	0	296	1,628	20	2	14	1,144	253	4,009

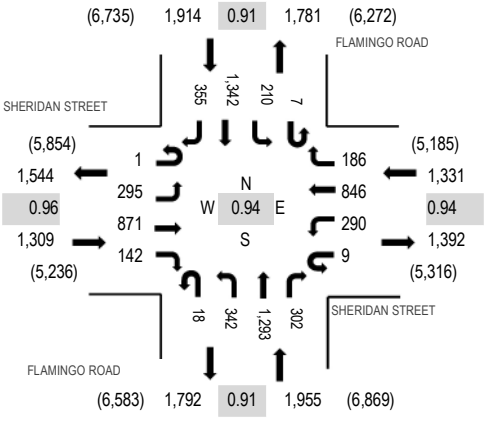
Heavy Vehicle Percentage and Peak Hour Factor

	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 %		1.5%				2.3%				1.1%				1.6%			1.4%
Heavy Vehicle %	0.0%	0.0%	0.0%	1.5%	0.0%	0.0%	33.3%	2.3%	0.0%	1.4%	0.9%	15.0%	0.0%	0.0%	1.7%	1.2%	1.4%
Peak Hour Factor		0.64				0.89				0.81				0.95			0.87
Peak Hour Factor	0.00	0.39	0.00	0.64	0.25	0.61	0.58	0.90	0.00	0.64	0.79	0.66	0.50	0.70	0.95	0.58	0.87

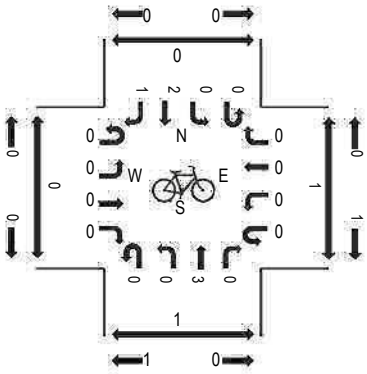
(303) 216-2439
www.alltrafficdata.net

Location: 1 FLAMINGO ROAD & SHERIDAN STREET PM
Date: Thursday, January 30, 2025
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

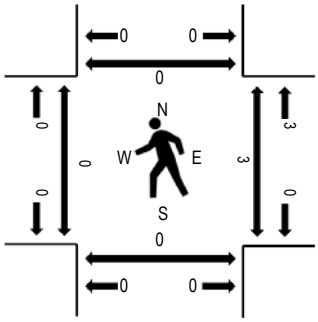
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SHERIDAN STREET Eastbound				SHERIDAN STREET Westbound				FLAMINGO ROAD Northbound				FLAMINGO ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
2:00 PM	2	49	174	50	1	58	171	49	3	50	231	54	0	33	246	42	1,213	5,437	0	0	1	0
2:15 PM	0	71	203	49	2	85	204	54	4	61	192	48	1	36	207	58	1,275	5,702	0	0	1	0
2:30 PM	3	80	202	63	2	70	170	57	4	53	218	60	0	45	296	117	1,440	5,926	0	1	1	0
2:45 PM	1	80	190	60	1	69	200	57	9	56	251	77	2	56	302	98	1,509	6,073	0	0	1	0
3:00 PM	1	83	200	63	2	73	194	47	17	73	236	92	0	46	256	95	1,478	6,050	0	2	1	0
3:15 PM	0	74	225	61	2	75	201	57	17	88	228	102	6	47	229	87	1,499	6,057	0	0	2	0
3:30 PM	0	58	198	52	0	73	217	60	25	67	275	119	2	49	302	90	1,587	6,051	0	0	5	0
3:45 PM	1	78	212	48	2	62	213	43	5	84	279	59	4	37	284	75	1,486	5,965	0	1	5	0
4:00 PM	0	90	227	43	2	66	214	43	3	73	237	73	1	27	287	99	1,485	6,029	0	0	0	0
4:15 PM	0	54	193	40	5	62	199	29	10	85	328	80	1	49	286	72	1,493	6,004	0	0	0	0
4:30 PM	0	60	237	48	2	47	212	49	7	91	272	67	2	45	250	112	1,501	6,174	0	0	1	0
4:45 PM	0	51	220	33	1	78	228	46	3	68	306	74	0	46	311	85	1,550	6,397	0	0	1	0
5:00 PM	1	52	199	34	2	65	188	40	7	94	271	64	2	42	316	83	1,460	6,509	0	0	0	0
5:15 PM	0	84	239	35	4	82	237	35	4	91	294	75	2	56	316	109	1,663		0	2	0	0
5:30 PM	0	69	209	37	2	85	221	54	4	79	352	84	2	60	367	99	1,724		0	0	0	0
5:45 PM	0	90	224	36	1	58	200	57	3	78	376	79	1	52	343	64	1,662		0	1	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	4	0	0	1	3	1	0	0	2	0	0	1	0	0	12
Lights	1	293	862	140	9	288	842	185	18	339	1,286	302	7	207	1,334	354	6,467
Mediums	0	2	5	2	0	1	1	0	0	3	5	0	0	2	8	1	30
Total	1	295	871	142	9	290	846	186	18	342	1,293	302	7	210	1,342	355	6,509

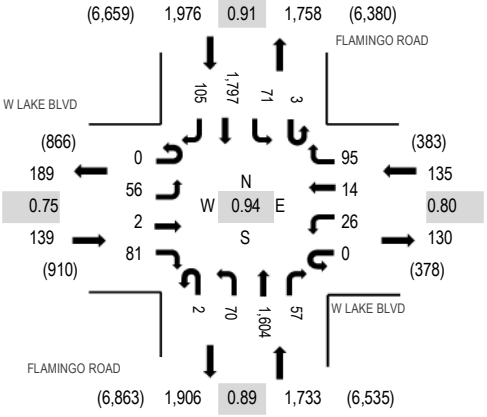
Heavy Vehicle Percentage and Peak Hour Factor

	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 %		1.0%				0.5%				0.5%				0.6%			0.6%
Heavy Vehicle %	0.0%	0.7%	1.0%	1.4%	0.0%	0.7%	0.5%	0.5%	0.0%	0.9%	0.5%	0.0%	0.0%	1.4%	0.6%	0.3%	0.6%
Peak Hour Factor		0.96				0.94				0.91				0.91			0.94
Peak Hour Factor	0.50	0.95	0.94	0.98	0.55	0.91	0.92	0.92	0.68	0.91	0.86	0.82	0.54	0.88	0.91	0.85	0.94

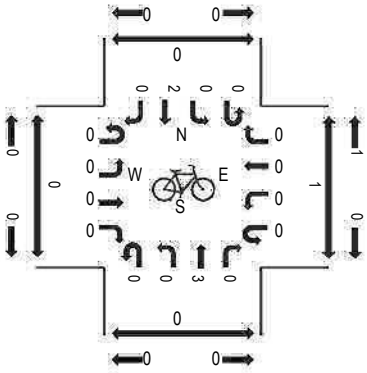
(303) 216-2439
www.alltrafficdata.net

Location: 2 FLAMINGO ROAD & W LAKE BLVD PM
Date: Thursday, January 30, 2025
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

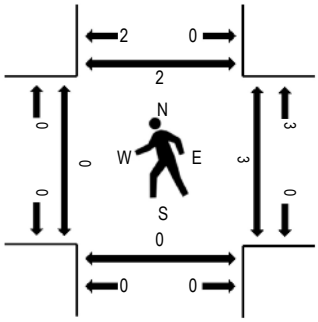
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	W LAKE BLVD Eastbound				W LAKE BLVD Westbound				FLAMINGO ROAD Northbound				FLAMINGO ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
2:00 PM	0	0	0	24	0	6	0	11	0	63	285	4	1	8	282	60	744	3,259	0	0	0	0
2:15 PM	0	0	0	70	0	7	1	14	0	35	344	9	0	7	294	21	802	3,437	0	0	0	0
2:30 PM	0	0	0	92	0	5	0	13	0	30	331	7	3	8	324	20	833	3,530	0	0	0	0
2:45 PM	0	0	0	80	0	8	0	12	0	11	353	6	1	10	381	18	880	3,704	1	0	0	0
3:00 PM	0	0	0	50	0	8	0	15	0	54	342	13	1	11	358	70	922	3,681	0	0	0	0
3:15 PM	0	0	0	95	0	5	2	9	0	24	379	14	0	8	320	39	895	3,704	0	0	0	14
3:30 PM	0	3	0	117	0	4	1	11	0	31	433	12	4	10	349	32	1,007	3,641	1	0	0	4
3:45 PM	0	33	2	36	0	11	1	15	1	21	361	6	1	13	338	18	857	3,475	0	0	0	0
4:00 PM	0	19	2	51	0	7	0	21	0	20	373	9	1	12	412	18	945	3,564	0	0	0	0
4:15 PM	0	22	2	21	0	8	1	16	0	14	386	13	0	8	332	9	832	3,481	0	0	0	0
4:30 PM	0	7	0	21	0	8	1	13	1	15	352	11	0	15	382	15	841	3,670	0	0	0	0
4:45 PM	0	12	1	11	0	5	0	9	0	14	415	10	1	17	433	18	946	3,875	0	0	0	0
5:00 PM	0	14	0	20	0	7	0	26	0	13	330	11	0	14	409	18	862	3,983	0	0	0	0
5:15 PM	0	13	0	22	0	6	0	23	2	14	383	15	2	15	506	20	1,021		0	3	0	2
5:30 PM	0	14	1	22	0	5	4	22	0	19	443	16	0	19	464	17	1,046		0	0	0	0
5:45 PM	0	15	1	17	0	8	10	24	0	24	448	15	1	23	418	50	1,054		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	3	0	0	0	1	0	5
Lights	0	56	2	81	0	26	14	94	2	70	1,594	57	3	71	1,784	105	3,959
Mediums	0	0	0	0	0	0	0	0	0	0	7	0	0	0	12	0	19
Total	0	56	2	81	0	26	14	95	2	70	1,604	57	3	71	1,797	105	3,983

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%				0.7%				0.6%				0.7%			0.6%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.7%	0.0%	0.6%
Peak Hour Factor		0.75				0.80				0.89				0.91			0.94
Peak Hour Factor	0.00	0.61	0.75	0.73	0.00	0.77	0.35	0.91	0.38	0.55	0.90	0.89	0.38	0.77	0.90	0.57	0.94

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0473 - SR 818 / GRIFFIN RD - E OF SR 823/FLAMINGO RD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	28500 C	E 14500	W 14000	9.00	54.20	5.40
2022	27000 C	E 15000	W 12000	9.00	53.80	5.30
2021	24500 C	E 11500	W 13000	9.00	54.00	5.30
2020	30000 C	E 14000	W 16000	9.00	55.10	5.30
2019	32500 C	E 17000	W 15500	9.00	56.00	3.30
2018	28500 C	E 14500	W 14000	9.00	56.30	3.30
2017	31500 C	E 17000	W 14500	9.00	57.10	3.30
2016	27500 C	E 14500	W 13000	9.00	56.10	5.30
2015	29000 C	E 15000	W 14000	9.00	56.20	5.30
2014	25500 C	E 13000	W 12500	9.00	56.80	5.30
2013	28500 C	E 14000	W 14500	9.00	56.20	3.80
2012	28000 C	E 13500	W 14500	9.00	57.00	6.50
2011	25000 C	E 11500	W 13500	9.00	59.10	4.80
2010	26000 C	E 14000	W 12000	9.60	57.92	3.70
2009	24500 C	E 13000	W 11500	9.71	58.42	4.90
2008	26500 C	E 13500	W 13000	9.67	56.67	4.50

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0084 - SR 823/FLAMINGO RD - N OF STIRLING RD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	38500 C	N 19500	S 19000	9.00	54.20	3.10
2022	40500 C	N 20500	S 20000	9.00	53.80	2.10
2021	39500 C	N 20000	S 19500	9.00	54.00	2.10
2020	32500 C	N 16000	S 16500	9.00	55.10	2.10
2019	41500 C	N 20500	S 21000	9.00	56.00	2.00
2018	39000 C	N 19500	S 19500	9.00	56.30	2.00
2017	37500 C	N 19000	S 18500	9.00	57.10	2.00
2016	40500 C	N 20000	S 20500	9.00	56.10	5.10
2015	40000 C	N 20500	S 19500	9.00	56.20	5.10
2014	41000 C	N 21000	S 20000	9.00	56.80	2.20
2013	39000 C	N 19500	S 19500	9.00	56.20	2.10
2012	38000 C	N 19000	S 19000	9.00	57.00	3.80
2011	37000 F	0	0	9.00	59.10	6.60
2010	36000 C	N 18500	S 17500	9.60	57.92	3.70
2009	39500 C	N 19500	S 20000	9.71	58.42	3.70
2008	40500 C	N 20500	S 20000	9.67	56.67	1.70

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0086 - SR 823/FLAMINGO RD - N OF SHERIDAN ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	38500 C	N 19500	S 19000	9.00	54.20	1.60
2022	44500 C	N 22500	S 22000	9.00	53.80	1.60
2021	42000 C	N 21500	S 20500	9.00	54.00	2.40
2020	37500 F	N 20000	S 17500	9.00	55.10	2.40
2019	39500 C	N 21000	S 18500	9.00	56.00	2.40
2018	40000 C	N 20500	S 19500	9.00	56.30	5.20
2017	42500 C	N 21500	S 21000	9.00	57.10	5.20
2016	40500 C	N 21500	S 19000	9.00	56.10	5.20
2015	39000 C	N 19500	S 19500	9.00	56.20	2.10
2014	39000 C	N 20500	S 18500	9.00	56.80	2.80
2013	38500 C	N 20500	S 18000	9.00	56.20	1.60
2012	36500 C	N 18000	S 18500	9.00	57.00	2.80
2011	36500 C	N 18000	S 18500	9.00	59.10	2.80
2010	37000 C	N 18500	S 18500	9.60	57.92	2.80
2009	38500 C	N 19000	S 19500	9.71	58.42	4.80
2008	41000 C	N 20500	S 20500	9.67	56.67	2.70

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9091 - STIRLING RD., W OF PALM AVE.

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	28000 C	E 13500	W 14500	9.00	54.20	3.00
2022	19600 S	E 9100	W 10500	9.00	53.80	5.40
2021	19700 F	E 9200	W 10500	9.00	54.00	14.30
2020	19800 C	E 9300	W 10500	9.00	55.10	8.80
2019	30000 T	E 14500	W 15500	9.00	56.00	5.50
2018	30000 S	E 14500	W 15500	9.00	56.30	6.00
2017	30000 F	E 14500	W 15500	9.00	57.10	6.20
2016	29000 C	E 14000	W 15000	9.00	56.10	2.90
2015	28000 V	0	0	9.00	56.20	3.40
2014	27500 R			9.00	56.80	7.40
2013	27000 T	0	0	9.00	56.20	7.60
2012	26500 S	0	0	9.00	57.00	5.90
2011	26000 F	0	0	9.00	59.10	6.30
2010	25000 C	E 12000	W 13000	9.60	57.92	9.30
2009	27000 F	E 14000	W 13000	9.71	58.42	5.30
2008	27000 C	E 14000	W 13000	9.67	56.67	6.50

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 8002 - STIRLING RD, WEST OF 136 AVE.

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	4600 C	E 2200	W 2400	9.00	54.20	5.00
2022	3700 S	E 1800	W 1900	9.00	53.80	4.50
2021	3700 F	E 1800	W 1900	9.00	54.00	4.50
2020	3700 C	E 1800	W 1900	9.00	55.10	4.50
2019	4300 S	E 2100	W 2200	9.00	56.00	4.60
2018	4300 F	E 2100	W 2200	9.00	56.30	4.60
2017	4300 C	E 2100	W 2200	9.00	57.10	4.60
2016	4000 S	E 1800	W 2200	9.00	56.10	4.80
2015	3900 F	E 1800	W 2100	9.00	56.20	4.80
2014	3900 C	E 1800	W 2100	9.00	56.80	4.80

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

Appendix B – Existing Signal Timing

Station : 3063 - Flamingo Rd & Griffin Rd (Standard File)

Phase	1 (SL)	2 (NT)	3 (WL)	4 (ET)	5 (NL)	6 (ST)	7 (EL)	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		40		46		39		54								
Min Green	5	10	5	6	5	10	5	6								
Gap Ext	1.5	3	1.5	2	1.5	3	1.5	2								
Max1	20	50	20	40	20	50	20	40								
Max2																
Yellow Clr	5	5	5	5	5	5	5	5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call	ON		ON		ON		ON		ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

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

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 1/21/2025 8:55:46 AM

Station : 3063 - Flamingo Rd & Griffin Rd (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6	30	2	2	180	59	2	5	10	17		30	64	23	63	30	64	25	61								
9		3	3	160	122	3	3	10	17		26	68	28	38	35	59	23	43								
14	30	4	4	180	33	4	5	10	17		29	78	35	38	45	62	35	38								
20		3	3	160	122	3	3	10	17		26	68	28	38	35	59	23	43								
Day Plan 2											**Easy**															
		100	254																							
7	30	5	5	160	13	5	9	10	17		39	61	22	38	27	73	22	38								
21		100	254																							
Day Plan 3											**Easy**															
		100	254																							

8	30	5	5	160	13	5	9	10	17		39	61	22	38	27	73	22	38									
20		100	254																								

Station : 3063 - Flamingo Rd & Griffin Rd (Standard File)

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

Scheduler

	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																																2
5	1												1							1																																2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1				1																													2
8							1						1	1	1	1	1						1																												2
9							1						1											1																												2
10									1				1							1	1	1	1	1	1	1																											2
11											1						1																													1	1	1	1	1	1	1	2
12											1							1																														1	1	1	1	1	1	2
13												1		1				1																															1					2
14												1		1	1	1	1	1																																1				2
15												1		1																																					1			2
16												1		1				1																																			1	2
17																																																						1
18																																																						1
19																																																						1
20																																																						1
21																																																						1
22																																																						1
23																																																						1
24																																																						1
25																																																						1

| | | |

Station : 3325 - Flamingo Rd & Stirling Rd (Standard File)

Phase	1 (SL)	2 (NT)	3 (WL)	4 (ET)	5 (NL)	6 (ST)	7 (EL)	8 (WT)	9	10	11	12	13	14	15	16
Walk		7						7								
Ped Clearance		31						39								
Min Green	5	10	4	6	5	10	4	6								
Gap Ext	1.5	3	1.5	2	1.5	3	1.5	2								
Max1	25	50	20	35	15	50	20	35								
Max2																
Yellow Clr	5	5	5	4	5	5	4	5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

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

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 1/21/2025 8:56:15 AM

Station : 3325 - Flamingo Rd & Stirling Rd (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	92	2	1	10	50		20	63	25	52	20	63	25	52								
9		3	3	160	92	3	1	10	50		20	63	25	52	20	63	25	52								
15		4	4	160	13	4	1	10	50		22	58	27	53	21	59	26	54								
20		3	3	160	92	3	1	10	50		20	63	25	52	20	63	25	52								
Day Plan 2											**Easy**															
		3	3	160	92	3	1	10	50		20	63	25	52	20	63	25	52								
1		100	254																							
6	30	3	3	160	92	3	1	10	50		20	63	25	52	20	63	25	52								
Day Plan 3											**Easy**															
		3	3	160	92	3	1	10	50		20	63	25	52	20	63	25	52								

1		100	254																									
6	30	3	3	160	92	3	1	10	50		20	63	25	52	20	63	25	52										
23		100	254																									

Station : 3325 - Flamingo Rd & Stirling Rd (Standard File)

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

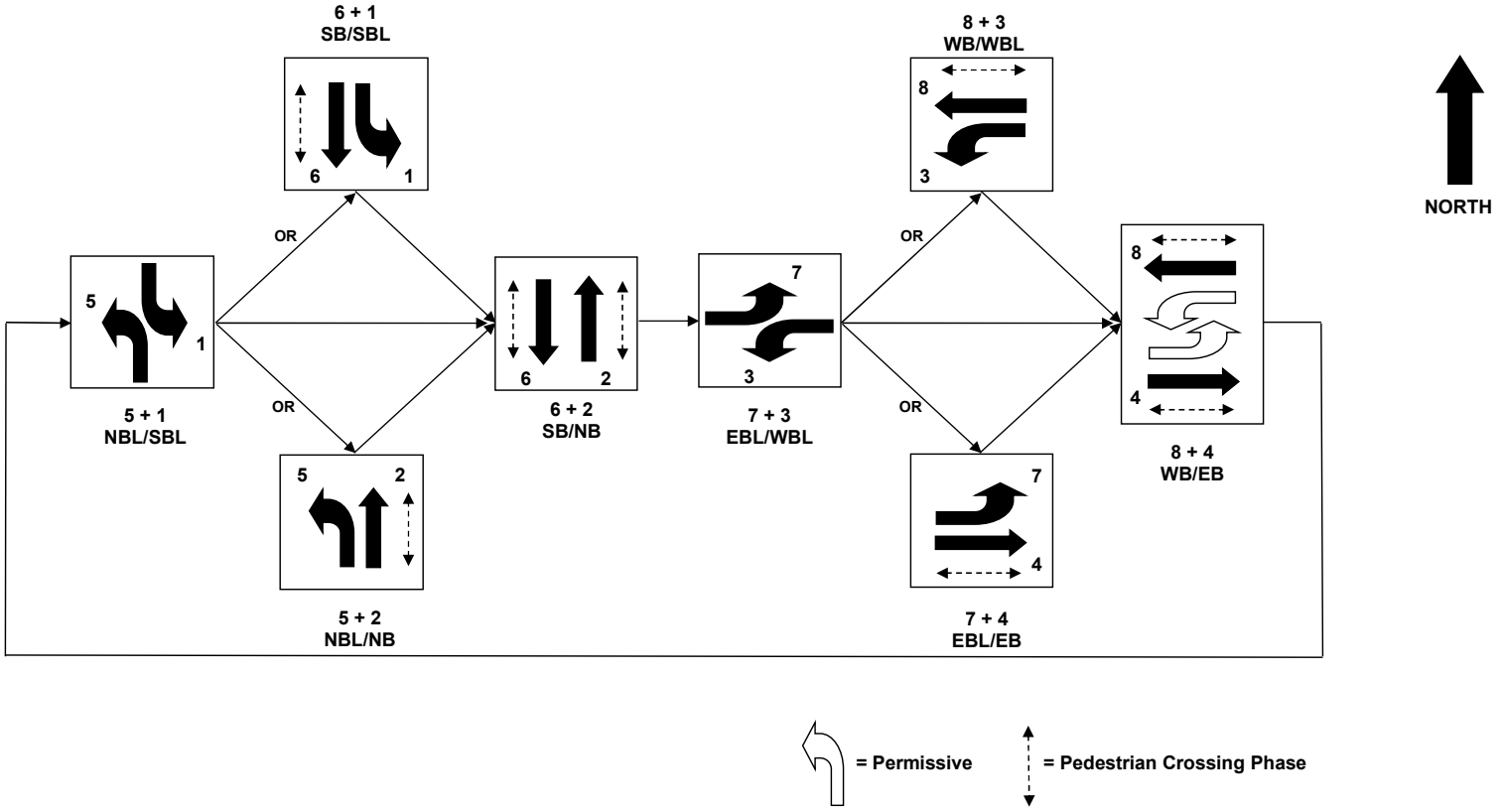
Scheduler

	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																																2
5	1												1							1																																2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1				1																													2
8							1						1	1	1	1	1						1																												2
9							1						1											1																												2
10									1				1							1	1	1	1	1	1	1																										2
11											1						1																													1	1	1	1	1	1	1	2
12											1							1																														1	1	1	1	1	1	2
13												1		1				1																															1					2
14												1		1	1	1	1	1																															1				2
15												1		1																																				1			2
16												1		1				1																																		1	2
17																																																				1
18																																																				1
19																																																				1
20																																																				1
21																																																				1
22																																																				1
23																																																				1
24																																																				1
25																																																				1

| | | |

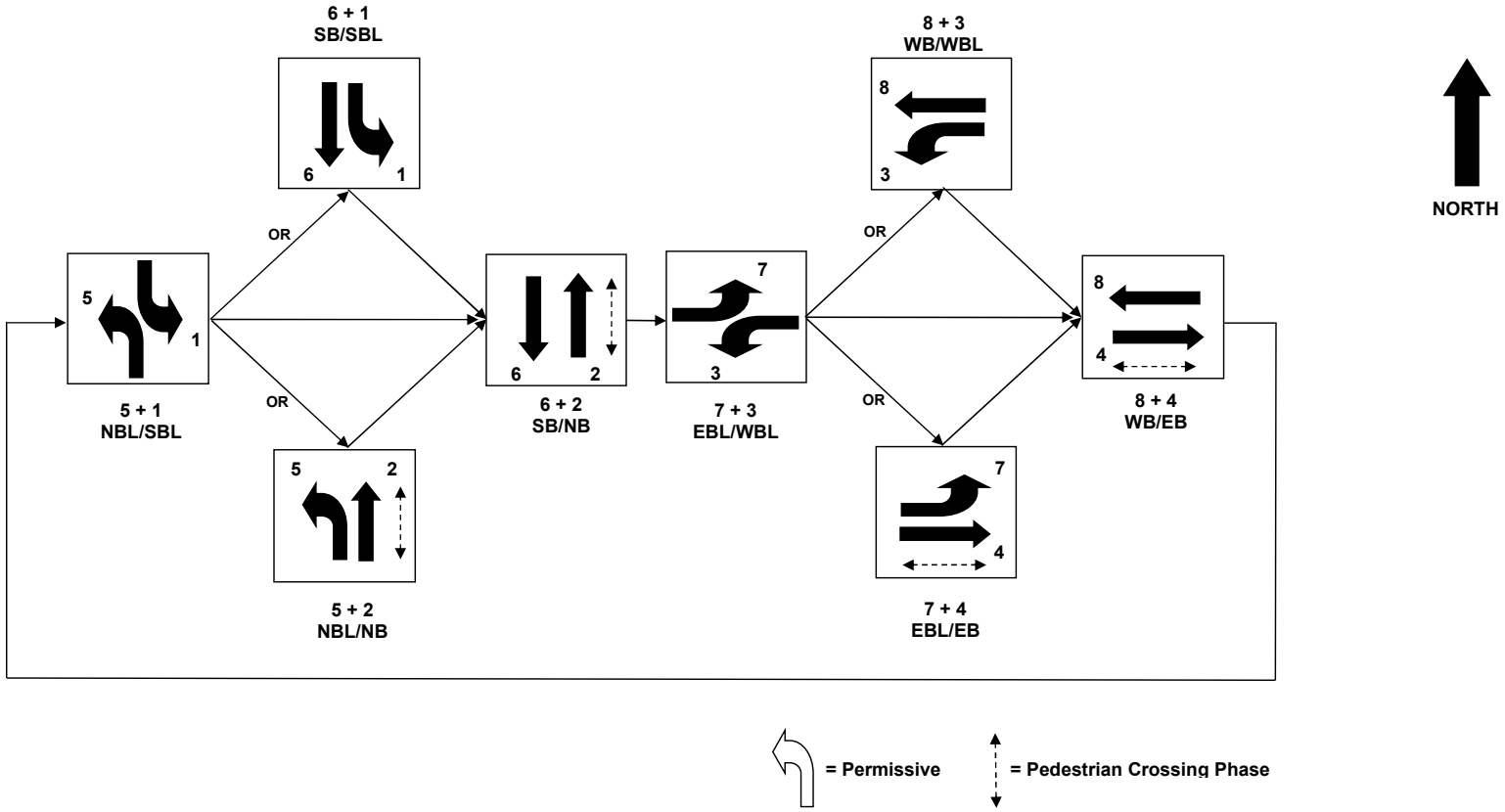
Sequence of Operation

Flamingo Road (SR 823) and Stirling Road
Intersection Number 3325 (Cooper City) Mod 12 and Higher



Sequence of Operation

Flamingo Road (SR 823) and Sheridan Street
Intersection Number 3378 (Cooper City) Mod 13 and Higher



Station : 3378 - Flamingo Rd & Sheridan St (Standard File)

Phase	1 (SL)	2 (NT)	3 (WL)	4 (ET)	5 (NL)	6 (ST)	7 (EL)	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		7												
Ped Clearance		39		40												
Min Green	5	10	5	6	5	10	5	6								
Gap Ext	1.5	3	1.5	2	1.5	3	1.5	2								
Max1	20	50	20	45	20	50	20	45								
Max2																
Yellow Clr	5	5	5	5	5	5	5	5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	3	2	2	3	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

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

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 1/21/2025 8:56:01 AM

Station : 3378 - Flamingo Rd & Sheridan St (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	18	2	5	2	50		23	56	23	58	30	49	30	51								
9		3	3	160	6	3	1	5	50		24	59	25	52	27	56	26	51								
15		4	4	160	88	4	5	10	50		24	59	24	53	27	56	25	52								
20		3	3	160	6	3	1	5	50		24	59	25	52	27	56	26	51								
23		100	254																							
Day Plan 2											**Easy**															
		100	254																							
7	30	3	3	160	6	3	1	5	50		24	59	25	52	27	56	26	51								
23		100	254																							
Day Plan 3											**Easy**															
		100	254																							

8	30	3	3	160	6	3	1	5	50		24	59	25	52	27	56	26	51									
22		100	254																								

Station : 3378 - Flamingo Rd & Sheridan St (Standard File)

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

Scheduler

	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																																2
5	1												1							1																																2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1				1																													2
8							1						1	1	1	1	1						1																												2
9							1						1											1																												2
10									1				1							1	1	1	1	1	1	1																										2
11											1						1																													1	1	1	1	1	1	1	2
12											1							1																														1	1	1	1	1	1	2
13												1		1				1																															1					2
14												1		1	1	1	1	1																															1				2
15												1		1																																				1			2
16												1		1				1																																		1	2
17																																																				1
18																																																				1
19																																																				1
20																																																				1
21																																																				1
22																																																				1
23																																																				1
24																																																				1
25																																																				1

| | | |

Station : 3564 - Flamingo Rd & Schott Cir/W Lake Blvd (Standard File)

Phase	1 (SL)	2 (NT)	3	4 (ET)	5 (NL)	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Walk		7						7								
Ped Clearance		23						36								
Min Green	4	20		6	4	20		6								
Gap Ext	1.5	3	1	2	1.5	3	1	2								
Max1	15	50		25	15	50		25								
Max2																
Yellow Clr	5	5	3.5	4	5	5	3.5	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	1.5	2	2	2	1.5	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON		ON	ON	ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

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

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 1/21/2025 8:55:29 AM

Station : 3564 - Flamingo Rd & Schott Cir/W Lake Blvd (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	158	2	1		50		20	91		49	20	91		49								
9		3	3	160	126	3	1		50		20	91		49	20	91		49								
15		4	4	160	41	4	1	5	35		20	88		52	20	88		52								
20		100	254																							
Day Plan 2											**Easy**															
		100	254																							
6		3	3	160	126	3	1		50		20	91		49	20	91		49								
21		100	254																							
Day Plan 3											**Easy**															
		100	254																							

6		3	3	160	126	3	1		50		20	91		49	20	91		49										
21		100	254																									

Station : 3564 - Flamingo Rd & Schott Cir/W Lake Blvd (Standard File)

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

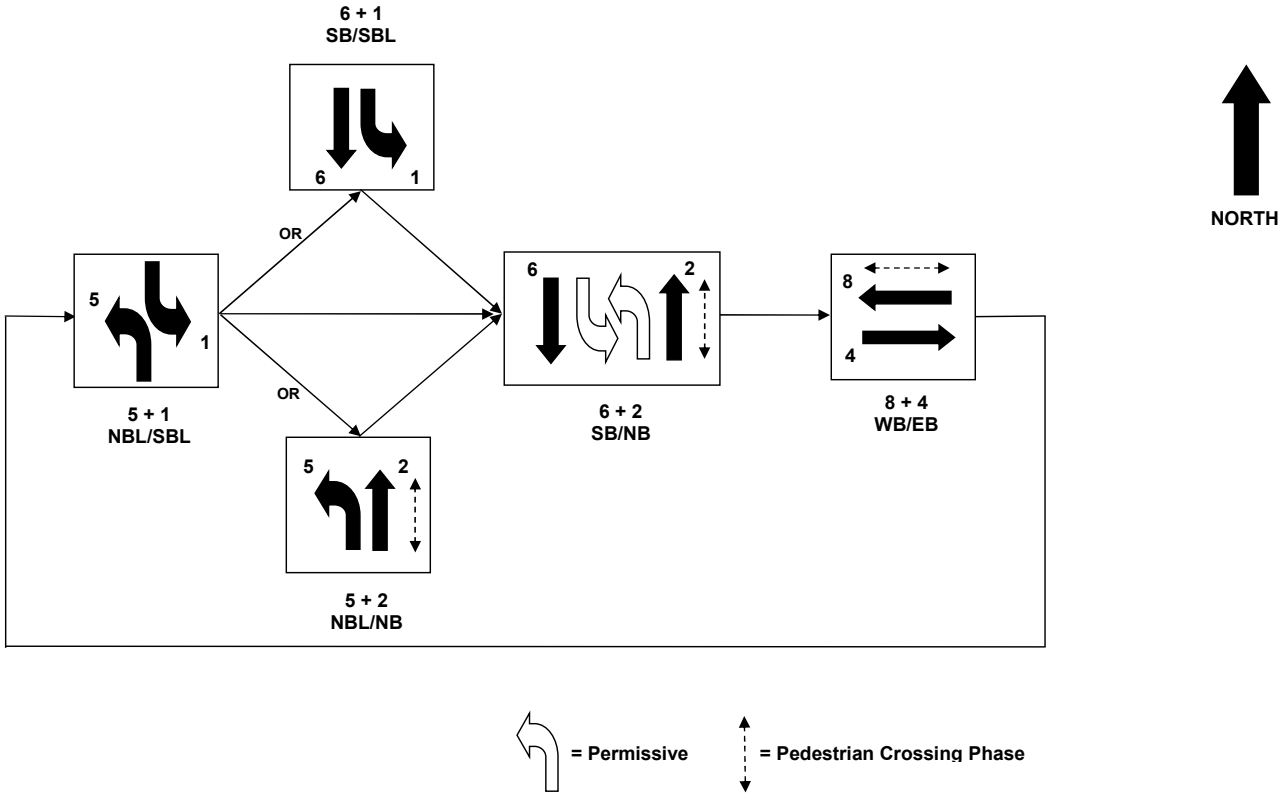
Scheduler

	Month											Day of Weekk							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1			1																																2
5	1												1								1																																2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1					1																													2
8							1						1	1	1	1	1						1																													2
9							1						1											1																													2
10									1				1							1	1	1	1	1	1	1																											2
11											1						1																																				2
12											1							1																																			2
13												1		1				1																																			2
14												1		1	1	1	1	1																																			2
15												1		1																																							2
16												1		1				1																																			2
17																																																				1
18																																																				1
19																																																				1
20																																																				1
21																																																				1
22																																																				1
23																																																				1
24																																																				1
25																																																				1

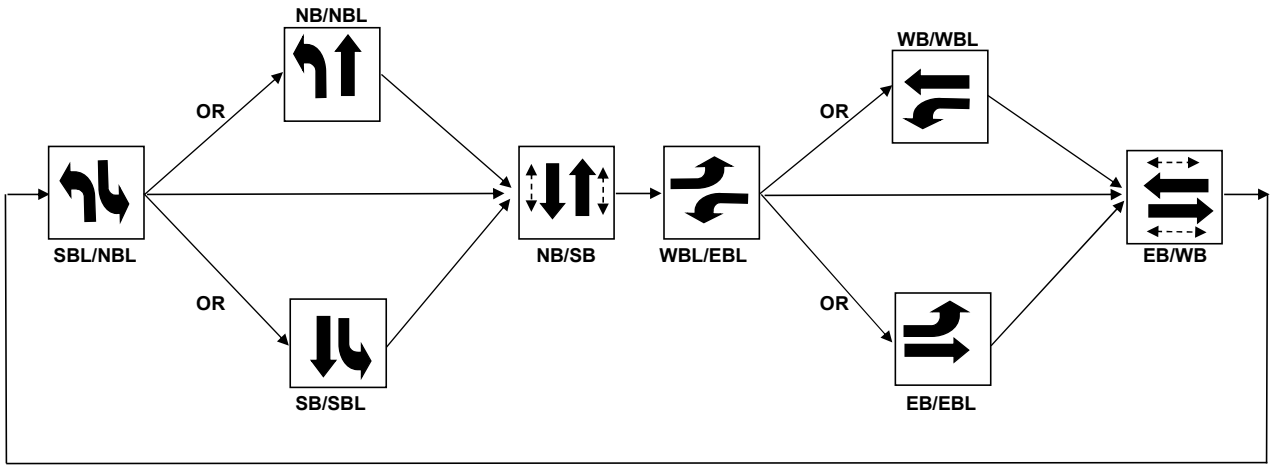
| | | |

Sequence of Operation

Flamingo Road (SR 823) and Schott Circle/West Lake Boulevard
Intersection Number 3564 (Cooper City) Mod 1 and Higher



Sequence of Operation for Flamingo Rd (SR 823) and Griffin Rd (3063)



BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3063	**Initial Operation Date**	2/13/69
Controller Type	2070 (BIU)	**System Number**	3063
Modification Number	26	**Modification Date**	07/10/2024
Drawing/Project No	446371-1-52-01	**FPL Grid Number**	86575098402
Intersection	FLAMINGO ROAD (SR 823) and GRIFFIN ROAD		
Municipality	COOPER CITY		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	SBL	NB	WBL	EB	NBL	SB	EBL	WB
Initial Green(MIN)	5	10	5	6	5	10	5	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.0	1.5	3.0	1.5	2.0
Maximum Green I	20	50	20	40	20	50	20	40
Maximum Green II								
Yellow Clearance	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		40		46		39		54
Permissive	DUAL		DUAL		DUAL		DUAL	
Flash Operation	RED	RED	RED	RED	RED	RED	RED	RED

Attachment

NOTES:

1. DUAL ENTRY EAST/WEST.
2. PHASE 8 PED IS FOR HORSE CROSSING AT ORANGE DRIVE.
3. N/S SIGNAL AT ORANGE DRIVE OVERLAPS WITH ALL PHASES EXCEPT P8.
4. MOD. 26 UPDATES PEDESTRIAN CLEARANCES PER FDOT IMPROVEMENT PROJECT.

Submitted By _____ **Approved By** _____

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3325	**Initial Operation Date**	3/12/84
Controller Type	2070	**System Number**	3325
Modification Number	12	**Modification Date**	10/23/2014
Drawing/Project No	421670-1-52-01	**FPL Grid Number**	86574075000
Intersection	FLAMINGO ROAD (SR 823) and STIRLING ROAD		
Municipality	COOPER CITY		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	SBL	NB	WBL	EB	NBL	SB	EBL	WB
Initial Green(MIN)	5	10	4	6	5	10	4	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.0	1.5	3.0	1.5	2.0
Maximum Green I	25	50	20	35	15	50	20	35
Maximum Green II								
Yellow Clearance	5.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay								
Walk		7+A						7+A
Pedestrian Clearance		31						39
Permissive	NO		5 SECT		NO		5 SECT	
Flash Operation	RED	YELLOW		RED	RED	YELLOW		RED

Attachment

NOTES:

1. DUAL ENTRY HARDWIRED EAST/WEST.
2. AUDIBLE PEDESTRIAN SIGNALS: EAST/WEST BEEP, NORTH/SOUTH TONE.
3. MOD. 12 UPDATES YELLOW CLEARANCE VALUES PER FDOT STANDARDS.

Submitted By _____ **Approved By** _____

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3378	**Initial Operation Date**	9/27/88
Controller Type	2070 LN	**System Number**	3378
Modification Number	13	**Modification Date**	01/14/2016
Drawing/Project No	421670-1-52-01	**FPL Grid Number**	86573074301
Intersection	FLAMINGO ROAD (SR 823) and SHERIDAN STREET		
Municipality	COOPER CITY		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	SBL	NB	WBL	EB	NBL	SB	EBL	WB
Initial Green(MIN)	5	10	5	6	5	10	5	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.0	1.5	3.0	1.5	2.0
Maximum Green I	20	50	20	45	20	50	20	45
Maximum Green II								
Yellow Clearance	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All Red Clearance	2.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay				20-RT				20-RT
Walk		7+A		7+A				
Pedestrian Clearance		39		40				
Permissive	DUAL		DUAL		DUAL		DUAL	
Flash Operation	RED	RED	RED	RED	RED	RED	RED	RED

Attachment

NOTES:

1. DUAL ENTRY HARDWIRED EAST/WEST.
2. AUDIBLE PEDESTRIAN SIGNALS: P2 (NB) PROVIDES A TONE AND P4 (EB) PROVIDES A BEEP.
3. PHOTO ENFORCEMENT, CITY OF PEMBROKE PINES.
4. MOD. 13 UPDATES EB/EBL GAP VALUES.

Submitted By _____ **Approved By** _____

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3564	**Initial Operation Date**	12/10/2013
Controller Type	2070 TS2-BIU	**System Number**	3564
Modification Number	1	**Modification Date**	10/23/2014
Drawing/Project No	CGA 11-4253-7	**FPL Grid Number**	
Intersection	FLAMINGO ROAD (SR 823) and SCHOTT CIRCLE / WEST LAKE BLVD		
Municipality	COOPER CITY		

Controller Phase	1	2	4	5	6	8
Face Number	1	2	4	5	6	8
Direction	SBL	NB	EB	NBL	SB	WB
Initial Green(MIN)	4	20	6	4	20	6
Vehicle Ext.(GAP)	1.5	3.0	2.0	1.5	3.0	2.0
Maximum Green I	15	50	25	15	50	25
Maximum Green II						
Yellow Clearance	5.0	5.0	4.0	5.0	5.0	4.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN	OFF	OFF	MIN	OFF
Detector Delay						
Walk		7				7
Pedestrian Clearance		23				36
Permissive	YES			YES		
Flash Operation		YELLOW	RED		YELLOW	RED

Attachment

NOTES:

1. ANTI-BACKDOWN DIODES NORTH/SOUTH. DUAL ENTRY HARDWIRED EAST/WEST.
2. MOD. 1 UPDATES PHASES 1 & 5 YELLOW CLEARANCE VALUES PER FDOT STANDARDS.

Submitted By _____ **Approved By** _____

Appendix C – Adjustment Factors

2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8630 WEST-W OF US441

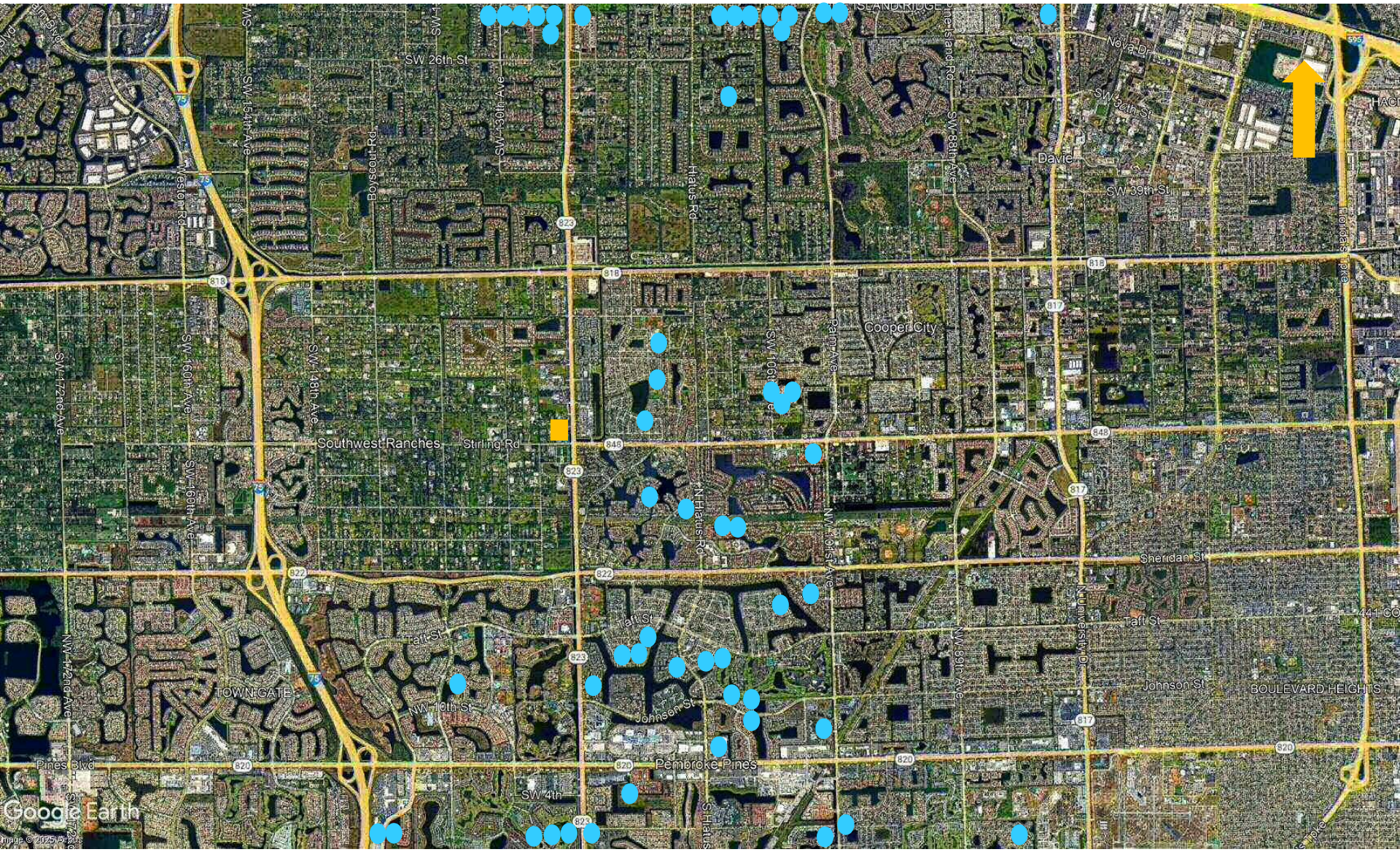
MOCF: 0.98

WEEK	DATES	SF	PSCF
1	01/01/2023 - 01/07/2023	1.01	1.03
2	01/08/2023 - 01/14/2023	1.01	1.03
3	01/15/2023 - 01/21/2023	1.00	1.02
4	01/22/2023 - 01/28/2023	0.99	1.01
* 5	01/29/2023 - 02/04/2023	0.98	1.00
* 6	02/05/2023 - 02/11/2023	0.98	1.00
* 7	02/12/2023 - 02/18/2023	0.97	0.99
* 8	02/19/2023 - 02/25/2023	0.97	0.99
* 9	02/26/2023 - 03/04/2023	0.97	0.99
*10	03/05/2023 - 03/11/2023	0.97	0.99
*11	03/12/2023 - 03/18/2023	0.97	0.99
*12	03/19/2023 - 03/25/2023	0.97	0.99
*13	03/26/2023 - 04/01/2023	0.98	1.00
*14	04/02/2023 - 04/08/2023	0.99	1.01
*15	04/09/2023 - 04/15/2023	0.99	1.01
*16	04/16/2023 - 04/22/2023	0.99	1.01
*17	04/23/2023 - 04/29/2023	0.99	1.01
18	04/30/2023 - 05/06/2023	0.99	1.01
19	05/07/2023 - 05/13/2023	0.99	1.01
20	05/14/2023 - 05/20/2023	0.99	1.01
21	05/21/2023 - 05/27/2023	1.00	1.02
22	05/28/2023 - 06/03/2023	1.01	1.03
23	06/04/2023 - 06/10/2023	1.02	1.04
24	06/11/2023 - 06/17/2023	1.02	1.04
25	06/18/2023 - 06/24/2023	1.03	1.05
26	06/25/2023 - 07/01/2023	1.04	1.06
27	07/02/2023 - 07/08/2023	1.04	1.06
28	07/09/2023 - 07/15/2023	1.05	1.07
29	07/16/2023 - 07/22/2023	1.04	1.06
30	07/23/2023 - 07/29/2023	1.04	1.06
31	07/30/2023 - 08/05/2023	1.03	1.05
32	08/06/2023 - 08/12/2023	1.02	1.04
33	08/13/2023 - 08/19/2023	1.02	1.04
34	08/20/2023 - 08/26/2023	1.02	1.04
35	08/27/2023 - 09/02/2023	1.02	1.04
36	09/03/2023 - 09/09/2023	1.02	1.04
37	09/10/2023 - 09/16/2023	1.02	1.04
38	09/17/2023 - 09/23/2023	1.01	1.03
39	09/24/2023 - 09/30/2023	1.00	1.02
40	10/01/2023 - 10/07/2023	1.00	1.02
41	10/08/2023 - 10/14/2023	0.99	1.01
42	10/15/2023 - 10/21/2023	0.98	1.00
43	10/22/2023 - 10/28/2023	0.99	1.01
44	10/29/2023 - 11/04/2023	1.00	1.02
45	11/05/2023 - 11/11/2023	1.01	1.03
46	11/12/2023 - 11/18/2023	1.02	1.04
47	11/19/2023 - 11/25/2023	1.02	1.04
48	11/26/2023 - 12/02/2023	1.02	1.04
49	12/03/2023 - 12/09/2023	1.01	1.03
50	12/10/2023 - 12/16/2023	1.01	1.03
51	12/17/2023 - 12/23/2023	1.01	1.03
52	12/24/2023 - 12/30/2023	1.01	1.03
53	12/31/2023 - 12/31/2023	1.00	1.02

* PEAK SEASON

Annual Growth Factor Worksheet
Potential Christian Academy

Count Station	2018 AADT	2023 AADT	Annual Compound Growth	Adjusted Annual Compound Growth
Site 860473 - Griffin Rd. E of Flamingo Rd.	28500	28500	0.00%	0.00%
Site 860084 - Flamingo Rd. N of Stirling Rd.	39000	38500	-0.26%	-0.26%
Site 86086 - Flamingo Rd. N of Sheridan St.	40000	38500	-0.35%	-0.35%
Site 869091 - Stirling Rd. W of Palm Ave.	30000	28000	-0.63%	-0.63%
Site 868002 - Stirling Rd. W of 136 Ave.	4300	4600	1.70%	1.70%
Site 867349 - Sheridan St. E of Flamingo Rd.	39000	32000	-3.88%	-3.88%
Site 867348 - Sheridan St. W of Flamingo Rd.	42500	39500	-1.45%	-1.45%
Assumed Annual Compound Growth Rate				**-0.49%**



Thomas A. Hall, Inc.

Trip Distribution Worksheet

Potential Christian Academy

Cooper City, Florida

Appendix D – Existing Traffic Conditions Analyses

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	27	0	2087	1691	73
Future Vol, veh/h	0	27	0	2087	1691	73
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	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	43	43	61	61	90	90
Heavy Vehicles, %	2	2	2	2	3	3
Mvmt Flow	0	63	0	3421	1879	81

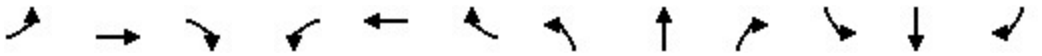
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	939	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	228	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	228	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	26.74	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	228	-	-
HCM Lane V/C Ratio	-	0.276	-	-
HCM Control Delay (s/veh)	-	26.7	-	-
HCM Lane LOS	-	D	-	-
HCM 95th %tile Q(veh)	-	1.1	-	-

HCM 7th Signalized Intersection Summary
2: Flamingo Road & Griffin Road

02/07/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	359	1136	183	325	879	212	463	1236	232	518	1328	179
Future Volume (veh/h)	359	1136	183	325	879	212	463	1236	232	518	1328	179
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	374	1183	191	353	955	230	487	1301	244	540	1383	186
Peak Hour Factor	0.96	0.96	0.96	0.92	0.92	0.92	0.95	0.95	0.95	0.96	0.96	0.96
Percent Heavy Veh, %	5	5	5	5	5	5	3	3	3	3	3	3
Cap, veh/h	337	1341	416	300	1286	399	438	2014	625	305	1817	564
Arrive On Green	0.10	0.27	0.27	0.09	0.26	0.26	0.13	0.40	0.40	0.09	0.36	0.36
Sat Flow, veh/h	3374	4985	1547	3374	4985	1547	3428	5066	1572	3428	5066	1572
Grp Volume(v), veh/h	374	1183	191	353	955	230	487	1301	244	540	1383	186
Grp Sat Flow(s),veh/h/ln	1687	1662	1547	1687	1662	1547	1714	1689	1572	1714	1689	1572
Q Serve(g_s), s	18.0	40.9	18.5	16.0	31.7	23.3	23.0	37.5	19.9	16.0	43.4	15.5
Cycle Q Clear(g_c), s	18.0	40.9	18.5	16.0	31.7	23.3	23.0	37.5	19.9	16.0	43.4	15.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	337	1341	416	300	1286	399	438	2014	625	305	1817	564
V/C Ratio(X)	1.11	0.88	0.46	1.18	0.74	0.58	1.11	0.65	0.39	1.77	0.76	0.33
Avail Cap(c_a), veh/h	337	1551	481	300	1495	464	438	2014	625	305	1817	564
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	81.0	63.0	54.8	82.0	61.3	58.2	78.5	44.0	38.7	82.0	50.9	42.0
Incr Delay (d2), s/veh	81.5	5.7	0.8	108.9	1.7	1.3	77.0	1.6	1.8	360.5	3.1	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	18.0	25.1	11.9	18.2	19.7	14.4	22.3	22.8	12.9	35.5	26.2	10.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	162.5	68.7	55.6	190.9	63.0	59.5	155.5	45.6	40.5	442.5	54.0	43.5
LnGrp LOS	F	E	E	F	E	E	F	D	D	F	D	D
Approach Vol, veh/h		1748			1538			2032			2109	
Approach Delay, s/veh		87.4			91.8			71.3			152.5	
Approach LOS		F			F			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	78.6	23.0	55.4	30.0	71.6	25.0	53.4
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	16.0	57.0	16.0	56.0	23.0	57.0	18.0	54.0
Max Q Clear Time (g_c+I1), s	18.0	39.5	18.0	42.9	25.0	45.4	20.0	33.7
Green Ext Time (p_c), s	0.0	7.2	0.0	5.5	0.0	5.9	0.0	5.6

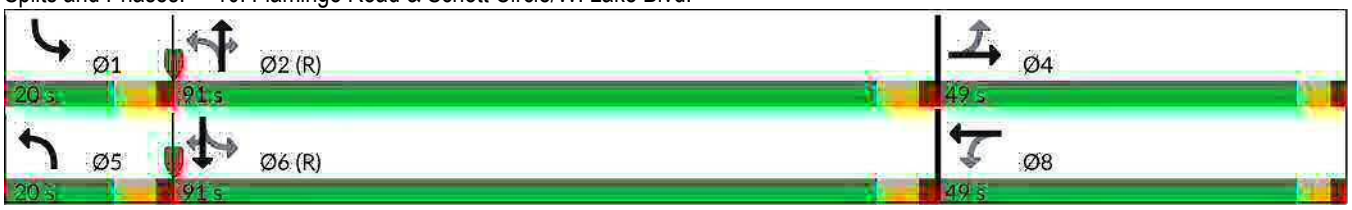
Intersection Summary	
HCM 7th Control Delay, s/veh	102.4
HCM 7th LOS	F

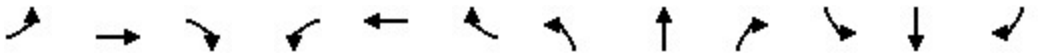
Notes

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

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Flamingo Road & Schott Circle/W. Lake Blvd.



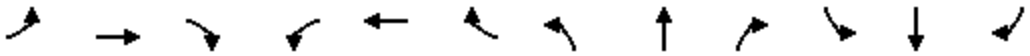


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	523	39	3	87	296	1628	20	16	1144	253
Future Volume (veh/h)	0	0	523	39	3	87	296	1628	20	16	1144	253
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	0	0	817	44	3	98	365	2010	25	17	1204	266
Peak Hour Factor	0.64	0.64	0.64	0.89	0.89	0.89	0.81	0.81	0.81	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	3	3	3
Cap, veh/h	45	0	426	45	13	415	313	3028	940	136	2659	826
Arrive On Green	0.00	0.00	0.27	0.27	0.27	0.27	0.08	0.59	0.59	0.01	0.35	0.35
Sat Flow, veh/h	1294	0	1585	669	47	1545	1781	5106	1585	1767	5066	1572
Grp Volume(v), veh/h	0	0	817	44	0	101	365	2010	25	17	1204	266
Grp Sat Flow(s),veh/h/ln	1294	0	1585	669	0	1592	1781	1702	1585	1767	1689	1572
Q Serve(g_s), s	0.0	0.0	43.0	0.0	0.0	7.9	13.0	42.3	1.0	0.7	29.3	19.8
Cycle Q Clear(g_c), s	0.0	0.0	43.0	43.0	0.0	7.9	13.0	42.3	1.0	0.7	29.3	19.8
Prop In Lane	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	45	0	426	45	0	428	313	3028	940	136	2659	826
V/C Ratio(X)	0.00	0.00	1.92	0.98	0.00	0.24	1.17	0.66	0.03	0.12	0.45	0.32
Avail Cap(c_a), veh/h	45	0	426	45	0	428	313	3028	940	256	2659	826
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	0.66	0.66	0.66	0.41	0.41	0.41
Uniform Delay (d), s/veh	0.0	0.0	58.5	80.0	0.0	45.7	26.5	21.9	13.5	20.7	34.1	31.0
Incr Delay (d2), s/veh	0.0	0.0	421.7	125.0	0.0	0.1	95.9	0.8	0.0	0.1	0.2	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	105.3	6.1	0.0	5.8	21.3	22.5	0.7	0.5	16.7	11.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	480.2	205.0	0.0	45.8	122.4	22.6	13.5	20.7	34.4	31.5
LnGrp LOS			F	F		D	F	C	B	C	C	C
Approach Vol, veh/h		817			145			2400			1487	
Approach Delay, s/veh		480.2			94.1			37.7			33.7	
Approach LOS		F			F			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.1	101.9		49.0	20.0	91.0		49.0				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	13.0	84.0		43.0	13.0	84.0		43.0				
Max Q Clear Time (g_c+I1), s	2.7	44.3		45.0	15.0	31.3		45.0				
Green Ext Time (p_c), s	0.0	24.1		0.0	0.0	13.9		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	112.7
HCM 7th LOS	F

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	394	875	178	294	905	130	352	1034	286	140	871	482
Future Volume (vph)	394	875	178	294	905	130	352	1034	286	140	871	482
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		190	290		110	310		295	305		295
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3335	3438	1538	3400	3505	1568	3433	5085	1583	3400	5036	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3335	3438	1538	3400	3505	1568	3433	5085	1583	3400	5036	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			123			123			274			245
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1367			1213			1072			3934	
Travel Time (s)		20.7			18.4			16.2			59.6	
Peak Hour Factor	0.88	0.88	0.88	0.94	0.94	0.94	0.95	0.95	0.95	0.94	0.94	0.94
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	448	994	202	313	963	138	371	1088	301	149	927	513
Shared Lane Traffic (%)												
Lane Group Flow (vph)	448	994	202	313	963	138	371	1088	301	149	927	513
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	

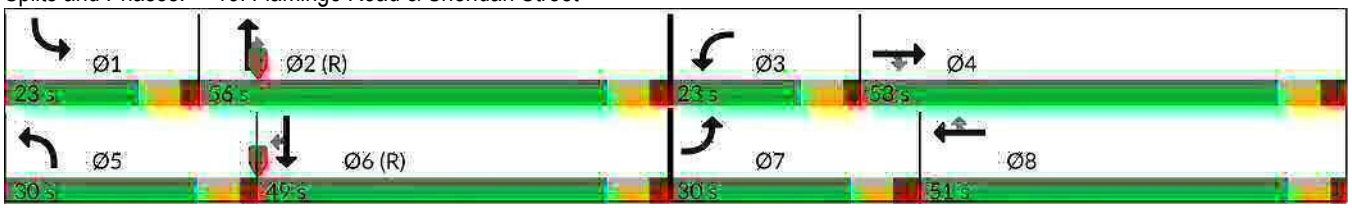


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	13.0	55.0	55.0	12.0	25.0	25.0	12.0	53.0	53.0	12.0	25.0	25.0
Total Split (s)	30.0	58.0	58.0	23.0	51.0	51.0	30.0	56.0	56.0	23.0	49.0	49.0
Total Split (%)	18.8%	36.3%	36.3%	14.4%	31.9%	31.9%	18.8%	35.0%	35.0%	14.4%	30.6%	30.6%
Maximum Green (s)	22.0	50.0	50.0	16.0	44.0	44.0	23.0	49.0	49.0	16.0	42.0	42.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	3.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	8.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.5	2.0	2.0	1.5	2.0	2.0	1.5	3.0	3.0	1.5	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		7.0	7.0					7.0	7.0			
Flash Don't Walk (s)		40.0	40.0					39.0	39.0			
Pedestrian Calls (#/hr)		0	0					0	0			
Act Effct Green (s)	22.0	50.2	50.2	15.8	44.0	44.0	20.3	54.1	54.1	10.9	44.7	44.7
Actuated g/C Ratio	0.14	0.31	0.31	0.10	0.28	0.28	0.13	0.34	0.34	0.07	0.28	0.28
v/c Ratio	0.98	0.92	0.36	0.93	1.00	0.27	0.85	0.63	0.42	0.64	0.66	0.84
Control Delay (s/veh)	104.5	67.2	18.2	104.6	86.1	10.5	86.7	47.0	7.9	86.9	73.9	55.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	104.5	67.2	18.2	104.6	86.1	10.5	86.7	47.0	7.9	86.9	73.9	55.5
LOS	F	E	B	F	F	B	F	D	A	F	E	E
Approach Delay (s/veh)		71.4			82.8			48.7			69.2	
Approach LOS		E			F			D			E	
Queue Length 50th (ft)	244	531	60	170	534	12	197	352	19	78	356	343
Queue Length 95th (ft)	#345	#631	127	#263	#687	68	254	418	97	m89	m343	m344
Internal Link Dist (ft)		1287			1133			992			3854	
Turn Bay Length (ft)	235		190	290		110	310		295	305		295
Base Capacity (vph)	458	1077	566	340	963	520	493	1718	716	340	1405	614
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	0.98	0.92	0.36	0.92	1.00	0.27	0.75	0.63	0.42	0.44	0.66	0.84

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 18 (11%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 135			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay (s/veh): 67.1		Intersection LOS: E	
Intersection Capacity Utilization 87.3%		ICU Level of Service E	
Analysis Period (min) 15			

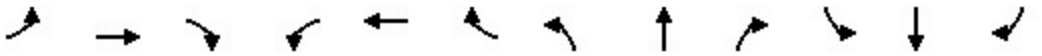
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 13: Flamingo Road & Sheridan Street



HCM 7th Signalized Intersection Summary
13: Flamingo Road & Sheridan Street

02/07/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	394	875	178	294	905	130	352	1034	286	140	871	482
Future Volume (veh/h)	394	875	178	294	905	130	352	1034	286	140	871	482
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1856	1856	1856	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	448	994	202	313	963	138	371	1088	301	149	927	513
Peak Hour Factor	0.88	0.88	0.88	0.94	0.94	0.94	0.95	0.95	0.95	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	3	3	3	2	2	2	3	3	3
Cap, veh/h	464	1106	493	343	970	432	414	1757	545	192	1419	441
Arrive On Green	0.14	0.32	0.32	0.10	0.28	0.28	0.12	0.34	0.34	0.06	0.28	0.28
Sat Flow, veh/h	3374	3469	1547	3428	3526	1572	3456	5106	1585	3428	5066	1572
Grp Volume(v), veh/h	448	994	202	313	963	138	371	1088	301	149	927	513
Grp Sat Flow(s),veh/h/ln	1687	1735	1547	1714	1763	1572	1728	1702	1585	1714	1689	1572
Q Serve(g_s), s	21.1	43.8	16.4	14.5	43.6	11.2	16.9	28.4	24.6	6.9	25.8	44.8
Cycle Q Clear(g_c), s	21.1	43.8	16.4	14.5	43.6	11.2	16.9	28.4	24.6	6.9	25.8	44.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	464	1106	493	343	970	432	414	1757	545	192	1419	441
V/C Ratio(X)	0.97	0.90	0.41	0.91	0.99	0.32	0.90	0.62	0.55	0.78	0.65	1.16
Avail Cap(c_a), veh/h	464	1106	493	343	970	432	497	1757	545	343	1419	441
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	0.88
Uniform Delay (d), s/veh	68.6	52.0	42.7	71.3	57.9	46.1	69.4	43.7	42.5	74.5	50.7	57.6
Incr Delay (d2), s/veh	32.8	9.7	0.2	27.3	27.2	0.2	15.1	1.7	4.0	2.3	2.1	94.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.8	28.0	10.5	12.2	31.0	7.9	13.2	18.1	15.6	5.6	16.4	41.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	101.4	61.7	42.9	98.6	85.0	46.3	84.6	45.4	46.5	76.8	52.8	151.5
LnGrp LOS	F	E	D	F	F	D	F	D	D	E	D	F
Approach Vol, veh/h		1644			1414			1760			1589	
Approach Delay, s/veh		70.2			84.2			53.8			86.9	
Approach LOS		E			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.9	62.1	23.0	59.0	26.2	51.8	30.0	52.0
Change Period (Y+Rc), s	7.0	7.0	7.0	8.0	7.0	7.0	8.0	* 8
Max Green Setting (Gmax), s	16.0	49.0	16.0	50.0	23.0	42.0	22.0	* 44
Max Q Clear Time (g_c+I1), s	8.9	30.4	16.5	45.8	18.9	46.8	23.1	45.6
Green Ext Time (p_c), s	0.1	8.7	0.0	2.2	0.2	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	73.0
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

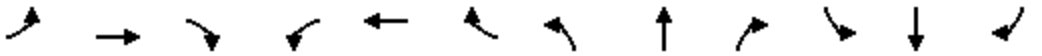
Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	103	414	384	121	1	1
Future Vol, veh/h	103	414	384	121	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	79	79	74	74	50	50
Heavy Vehicles, %	5	5	5	5	2	2
Mvmt Flow	130	524	519	164	2	2

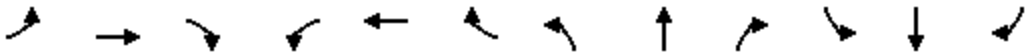
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	682	0	-	0	1385	601
Stage 1	-	-	-	-	601	-
Stage 2	-	-	-	-	785	-
Critical Hdwy	4.15	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.245	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	897	-	-	-	158	500
Stage 1	-	-	-	-	548	-
Stage 2	-	-	-	-	450	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	897	-	-	-	135	500
Mov Cap-2 Maneuver	-	-	-	-	135	-
Stage 1	-	-	-	-	468	-
Stage 2	-	-	-	-	450	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.93	0	22.26
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	897	-	-	-	213
HCM Lane V/C Ratio	0.145	-	-	-	0.019
HCM Control Delay (s/veh)	9.7	-	-	-	22.3
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.5	-	-	-	0.1



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	279	272	46	319	199	265	67	1458	160	221	1380	141
Future Volume (vph)	279	272	46	319	199	265	67	1458	160	221	1380	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		0	1000		640	590		600	635		290
Storage Lanes	1		0	1		1	1		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.97	0.91	1.00
Frt		0.978				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	1770	0	1752	1845	1568	1770	5085	1583	3400	5036	1568
Flt Permitted	0.457			0.172			0.950			0.950		
Satd. Flow (perm)	827	1770	0	317	1845	1568	1770	5085	1583	3400	5036	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				213			172			123
Link Speed (mph)		25			45			45			45	
Link Distance (ft)		567			1223			1443			427	
Travel Time (s)		15.5			18.5			21.9			6.5	
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.93	0.93	0.93	0.95	0.95	0.95
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	303	296	50	339	212	282	72	1568	172	233	1453	148
Shared Lane Traffic (%)												
Lane Group Flow (vph)	303	346	0	339	212	282	72	1568	172	233	1453	148
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	40	40		40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8			2			6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	6.0		4.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	10.0	24.0		11.0	50.0	50.0	12.0	45.0	45.0	12.0	25.0	25.0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	25.0	52.0		25.0	52.0	52.0	20.0	63.0	63.0	20.0	63.0	63.0
Total Split (%)	15.6%	32.5%		15.6%	32.5%	32.5%	12.5%	39.4%	39.4%	12.5%	39.4%	39.4%
Maximum Green (s)	19.0	46.0		18.0	45.0	45.0	13.0	56.0	56.0	13.0	56.0	56.0
Yellow Time (s)	4.0	4.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.5	2.0		1.5	2.0	2.0	1.5	3.0	3.0	1.5	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)								7.0	7.0			
Flash Don't Walk (s)								31.0	31.0			
Pedestrian Calls (#/hr)								0	0			
Act Effct Green (s)	54.3	35.4		52.6	34.6	34.6	10.1	65.3	65.3	14.3	69.4	69.4
Actuated g/C Ratio	0.34	0.22		0.33	0.22	0.22	0.06	0.41	0.41	0.09	0.43	0.43
v/c Ratio	0.79	0.88		1.28	0.53	0.56	0.64	0.76	0.23	0.77	0.67	0.20
Control Delay (s/veh)	53.6	81.2		184.9	59.4	17.7	80.6	59.4	21.7	87.8	39.5	8.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	53.6	81.2		184.9	59.4	17.7	80.6	59.4	21.7	87.8	39.5	8.6
LOS	D	F		F	E	B	F	E	C	F	D	A
Approach Delay (s/veh)		68.3			96.4			56.7			43.1	
Approach LOS		E			F			E			D	
Queue Length 50th (ft)	239	348		~373	199	60	78	634	74	124	441	15
Queue Length 95th (ft)	299	440		#541	266	147	m121	686	159	#190	571	70
Internal Link Dist (ft)		487			1143			1363			347	
Turn Bay Length (ft)	400			1000		640	590		600	635		290
Base Capacity (vph)	387	512		265	518	594	145	2075	747	310	2184	749
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.68		1.28	0.41	0.47	0.50	0.76	0.23	0.75	0.67	0.20

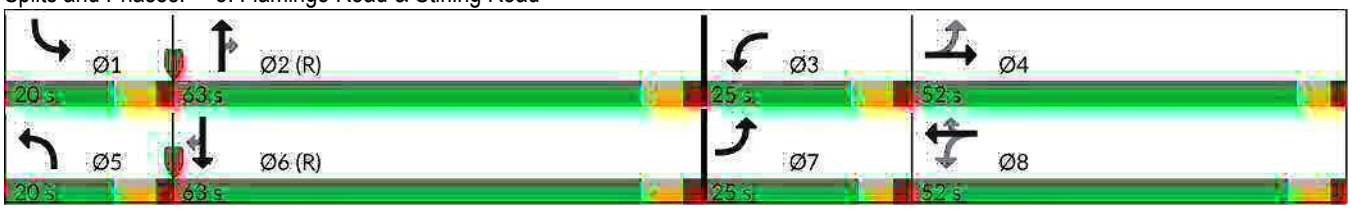
Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 92 (58%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.28			
Intersection Signal Delay (s/veh): 59.7		Intersection LOS: E	
Intersection Capacity Utilization 91.8%		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.

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

Splits and Phases: 5: Flamingo Road & Stirling Road



Intersection	
Int Delay, s/veh	32.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	444	370	14	147	45
Future Vol, veh/h	5	444	370	14	147	45
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	-	-	150	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	70	70	51	51
Heavy Vehicles, %	5	5	5	5	2	2
Mvmt Flow	6	535	529	20	288	88

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	549	0	-	0	1076	529
Stage 1	-	-	-	-	529	-
Stage 2	-	-	-	-	547	-
Critical Hdwy	4.15	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.245	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1006	-	-	-	~ 243	550
Stage 1	-	-	-	-	591	-
Stage 2	-	-	-	-	580	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1006	-	-	-	~ 241	550
Mov Cap-2 Maneuver	-	-	-	-	~ 241	-
Stage 1	-	-	-	-	588	-
Stage 2	-	-	-	-	580	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.1	0	127.85
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1006	-	-	-	241	550
HCM Lane V/C Ratio	0.006	-	-	-	1.194	0.16
HCM Ctrl Dly (s/v)	8.6	-	-	-	163.1	12.8
HCM Lane LOS	A	-	-	-	F	B
HCM 95th %tile Q(veh)	0	-	-	-	13.7	0.6

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

Intersection	
Int Delay, s/veh	55.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	444	370	14	147	45
Future Vol, veh/h	5	444	370	14	147	45
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	-	-	150	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	70	70	51	51
Heavy Vehicles, %	5	5	5	5	2	2
Mvmt Flow	6	535	529	20	288	88

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	549	0	-	0	1076	529
Stage 1	-	-	-	-	529	-
Stage 2	-	-	-	-	547	-
Critical Hdwy	4.15	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.245	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1006	-	-	-	~ 243	550
Stage 1	-	-	-	-	591	-
Stage 2	-	-	-	-	580	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1006	-	-	-	~ 241	550
Mov Cap-2 Maneuver	-	-	-	-	~ 241	-
Stage 1	-	-	-	-	588	-
Stage 2	-	-	-	-	580	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.1	0	217.01
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1006	-	-	-	278
HCM Lane V/C Ratio	0.006	-	-	-	1.354
HCM Control Delay (s/veh)	8.6	-	-	-	217
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	19.5

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

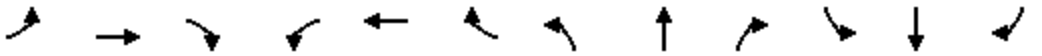
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	40	0	1484	1484	4
Future Vol, veh/h	0	40	0	1484	1484	4
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	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	95	95	98	98
Heavy Vehicles, %	2	2	2	2	3	3
Mvmt Flow	0	45	0	1562	1514	4

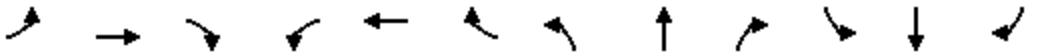
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	757	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	300	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	300	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	19.08	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	300	-	-
HCM Lane V/C Ratio	-	0.15	-	-
HCM Control Delay (s/veh)	-	19.1	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.5	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	305	867	110	227	701	127	340	1257	176	411	1264	141
Future Volume (vph)	305	867	110	227	701	127	340	1257	176	411	1264	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		450	415		295	550		550	285		170
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3335	4940	1538	3335	4940	1538	3400	5036	1568	3400	5036	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3335	4940	1538	3335	4940	1538	3400	5036	1568	3400	5036	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			152			152			185			152
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		718			927			6655			724	
Travel Time (s)		10.9			14.0			100.8			11.0	
Peak Hour Factor	0.97	0.97	0.97	0.96	0.96	0.96	0.95	0.95	0.95	0.94	0.94	0.94
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	314	894	113	236	730	132	358	1323	185	437	1345	150
Shared Lane Traffic (%)												
Lane Group Flow (vph)	314	894	113	236	730	132	358	1323	185	437	1345	150
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	40	40	40	40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.0	20.0	20.0	12.0	20.0	20.0	12.0	54.0	54.0	12.0	53.0	53.0



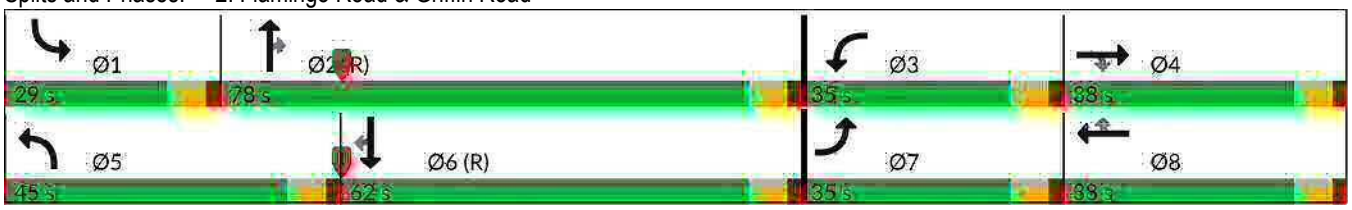
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	35.0	38.0	38.0	35.0	38.0	38.0	45.0	78.0	78.0	29.0	62.0	62.0
Total Split (%)	19.4%	21.1%	21.1%	19.4%	21.1%	21.1%	25.0%	43.3%	43.3%	16.1%	34.4%	34.4%
Maximum Green (s)	28.0	31.0	31.0	28.0	31.0	31.0	38.0	71.0	71.0	22.0	55.0	55.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)								7.0	7.0		7.0	7.0
Flash Don't Walk (s)								40.0	40.0		39.0	39.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	22.2	40.7	40.7	18.0	36.5	36.5	24.3	71.0	71.0	22.3	69.0	69.0
Actuated g/C Ratio	0.12	0.23	0.23	0.10	0.20	0.20	0.14	0.39	0.39	0.12	0.38	0.38
v/c Ratio	0.76	0.80	0.24	0.71	0.73	0.30	0.78	0.67	0.25	1.04	0.70	0.22
Control Delay (s/veh)	88.7	72.2	3.5	90.0	72.4	6.9	87.3	46.8	4.9	127.3	49.6	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	88.7	72.2	3.5	90.0	72.4	6.9	87.3	46.8	4.9	127.3	49.6	5.6
LOS	F	E	A	F	E	A	F	D	A	F	D	A
Approach Delay (s/veh)		70.2			68.3			50.4			63.8	
Approach LOS		E			E			D			E	
Queue Length 50th (ft)	188	369	0	141	298	0	214	470	0	~288	491	0
Queue Length 95th (ft)	238	#444	19	187	364	44	265	524	54	#408	576	51
Internal Link Dist (ft)		638			847			6575			644	
Turn Bay Length (ft)	450		450	415		295	550		550	285		170
Base Capacity (vph)	518	1116	465	518	1001	433	717	1986	730	421	1931	695
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	0.61	0.80	0.24	0.46	0.73	0.30	0.50	0.67	0.25	1.04	0.70	0.22

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 33 (18%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay (s/veh): 61.9		Intersection LOS: E	
Intersection Capacity Utilization 82.6%		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: 2: Flamingo Road & Griffin Road



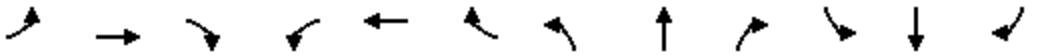
HCM 7th Signalized Intersection Summary
2: Flamingo Road & Griffin Road

02/07/2025

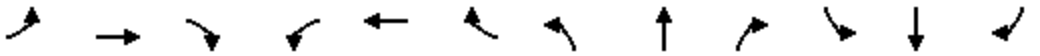
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	305	867	110	227	701	127	340	1257	176	411	1264	141
Future Volume (veh/h)	305	867	110	227	701	127	340	1257	176	411	1264	141
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	314	894	113	236	730	132	358	1323	185	437	1345	150
Peak Hour Factor	0.97	0.97	0.97	0.96	0.96	0.96	0.95	0.95	0.95	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5	3	3	3	3	3	3
Cap, veh/h	364	924	287	284	808	251	416	2292	712	419	2296	713
Arrive On Green	0.11	0.19	0.19	0.08	0.16	0.16	0.12	0.45	0.45	0.12	0.45	0.45
Sat Flow, veh/h	3374	4985	1547	3374	4985	1547	3428	5066	1572	3428	5066	1572
Grp Volume(v), veh/h	314	894	113	236	730	132	358	1323	185	437	1345	150
Grp Sat Flow(s),veh/h/ln	1687	1662	1547	1687	1662	1547	1714	1689	1572	1714	1689	1572
Q Serve(g_s), s	16.5	32.0	11.6	12.4	25.9	14.1	18.4	34.8	13.1	22.0	35.6	10.4
Cycle Q Clear(g_c), s	16.5	32.0	11.6	12.4	25.9	14.1	18.4	34.8	13.1	22.0	35.6	10.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	364	924	287	284	808	251	416	2292	712	419	2296	713
V/C Ratio(X)	0.86	0.97	0.39	0.83	0.90	0.53	0.86	0.58	0.26	1.04	0.59	0.21
Avail Cap(c_a), veh/h	525	924	287	525	858	266	724	2292	712	419	2296	713
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	79.0	72.8	64.4	81.1	74.0	69.1	77.6	36.5	30.6	79.0	36.6	29.7
Incr Delay (d2), s/veh	10.0	21.9	0.9	6.2	12.5	1.7	5.3	1.1	0.9	55.6	1.1	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.3	22.1	8.2	9.6	17.8	9.7	13.3	21.2	9.1	19.3	21.6	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	89.0	94.6	65.3	87.3	86.5	70.8	82.9	37.6	31.5	134.6	37.7	30.4
LnGrp LOS	F	F	E	F	F	E	F	D	C	F	D	C
Approach Vol, veh/h		1321			1098			1866			1932	
Approach Delay, s/veh		90.8			84.8			45.7			59.1	
Approach LOS		F			F			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	29.0	88.4	22.2	40.4	28.8	88.6	26.4	36.2
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	22.0	71.0	28.0	31.0	38.0	55.0	28.0	31.0
Max Q Clear Time (g_c+I1), s	24.0	36.8	14.4	34.0	20.4	37.6	18.5	27.9
Green Ext Time (p_c), s	0.0	8.8	0.8	0.0	1.4	7.0	0.9	1.3

Intersection Summary	
HCM 7th Control Delay, s/veh	66.3
HCM 7th LOS	E



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	0	342	25	3	47	120	1507	45	45	1408	159
Future Volume (vph)	3	0	342	25	3	47	120	1507	45	45	1408	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	85		0	865		175	150		1000
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt		0.850			0.860				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1770	1602	0	1770	5085	1583	1752	5036	1568
Flt Permitted	0.717			0.103			0.112			0.097		
Satd. Flow (perm)	1336	1583	0	192	1602	0	209	5085	1583	179	5036	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		166			57				68			173
Link Speed (mph)		15			30			45			45	
Link Distance (ft)		780			708			3934			1443	
Travel Time (s)		35.5			16.1			59.6			21.9	
Peak Hour Factor	0.72	0.72	0.72	0.82	0.82	0.82	0.88	0.88	0.88	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	4	0	475	30	4	57	136	1713	51	49	1530	173
Shared Lane Traffic (%)												
Lane Group Flow (vph)	4	475	0	30	61	0	136	1713	51	49	1530	173
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	

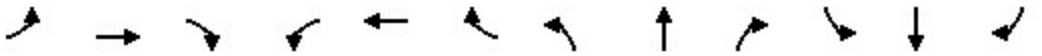


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		4.0	20.0	20.0	4.0	20.0	20.0
Minimum Split (s)	12.0	12.0		49.0	49.0		12.0	53.0	53.0	12.0	27.0	27.0
Total Split (s)	52.0	52.0		52.0	52.0		20.0	88.0	88.0	20.0	88.0	88.0
Total Split (%)	32.5%	32.5%		32.5%	32.5%		12.5%	55.0%	55.0%	12.5%	55.0%	55.0%
Maximum Green (s)	46.0	46.0		46.0	46.0		13.0	81.0	81.0	13.0	81.0	81.0
Yellow Time (s)	4.0	4.0		4.0	4.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		1.5	3.0	3.0	1.5	3.0	3.0
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)				7.0	7.0			7.0	7.0			
Flash Don't Walk (s)				36.0	36.0			23.0	23.0			
Pedestrian Calls (#/hr)				0	0			0	0			
Act Effct Green (s)	38.8	38.8		38.8	38.8		105.6	97.9	97.9	98.0	92.4	92.4
Actuated g/C Ratio	0.24	0.24		0.24	0.24		0.66	0.61	0.61	0.61	0.58	0.58
v/c Ratio	0.01	0.93		0.65	0.14		0.61	0.55	0.05	0.30	0.53	0.18
Control Delay (s/veh)	41.7	64.0		108.4	11.4		24.4	34.2	10.6	7.2	5.7	0.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	41.7	64.0		108.4	11.4		24.4	34.2	10.6	7.2	5.7	0.2
LOS	D	E		F	B		C	C	B	A	A	A
Approach Delay (s/veh)		63.8			43.4			32.9			5.2	
Approach LOS		E			D			C			A	
Queue Length 50th (ft)	3	336		28	3		88	622	13	4	43	0
Queue Length 95th (ft)	11	306		#70	33		m131	673	m32	m5	m161	m2
Internal Link Dist (ft)		700			628			3854			1363	
Turn Bay Length (ft)	195			85			865		175	150		1000
Base Capacity (vph)	384	573		55	501		267	3110	994	245	2909	979
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.83		0.55	0.12		0.51	0.55	0.05	0.20	0.53	0.18

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 41 (26%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay (s/veh): 25.1		Intersection LOS: C	
Intersection Capacity Utilization 71.7%		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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Flamingo Road & Schott Circle/W. Lake Blvd.

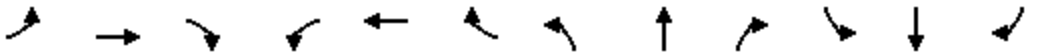


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	342	25	3	47	120	1507	45	45	1408	159
Future Volume (veh/h)	3	0	342	25	3	47	120	1507	45	45	1408	159
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	4	0	475	30	4	57	136	1712	51	49	1530	173
Peak Hour Factor	0.72	0.72	0.72	0.82	0.82	0.82	0.88	0.88	0.88	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	3	3	3
Cap, veh/h	393	0	456	45	30	430	284	2886	896	177	2739	850
Arrive On Green	0.29	0.00	0.29	0.29	0.29	0.29	0.05	0.57	0.57	0.04	1.00	1.00
Sat Flow, veh/h	1341	0	1585	919	105	1496	1781	5106	1585	1767	5066	1572
Grp Volume(v), veh/h	4	0	475	30	0	61	136	1712	51	49	1530	173
Grp Sat Flow(s),veh/h/ln	1341	0	1585	919	0	1601	1781	1702	1585	1767	1689	1572
Q Serve(g_s), s	0.4	0.0	46.0	0.0	0.0	4.5	5.5	35.1	2.3	2.0	0.0	0.0
Cycle Q Clear(g_c), s	4.9	0.0	46.0	46.0	0.0	4.5	5.5	35.1	2.3	2.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.93	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	393	0	456	45	0	460	284	2886	896	177	2739	850
V/C Ratio(X)	0.01	0.00	1.04	0.67	0.00	0.13	0.48	0.59	0.06	0.28	0.56	0.20
Avail Cap(c_a), veh/h	393	0	456	45	0	460	345	2886	896	282	2739	850
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.71	0.71	0.71	0.09	0.09	0.09
Uniform Delay (d), s/veh	44.0	0.0	57.0	80.0	0.0	42.2	14.7	22.8	15.6	19.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	53.6	26.3	0.0	0.0	0.3	0.6	0.1	0.0	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	0.0	34.3	2.8	0.0	3.3	4.1	19.5	1.6	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.0	0.0	110.6	106.3	0.0	42.3	15.1	23.4	15.7	19.0	0.1	0.0
LnGrp LOS	D		F	F		D	B	C	B	B	A	A
Approach Vol, veh/h		479			91			1899			1752	
Approach Delay, s/veh		110.1			63.4			22.6			0.6	
Approach LOS		F			E			C			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.6	97.4		52.0	14.5	93.5		52.0				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	13.0	81.0		46.0	13.0	81.0		46.0				
Max Q Clear Time (g_c+I1), s	4.0	37.1		48.0	7.5	2.0		48.0				
Green Ext Time (p_c), s	0.0	20.3		0.0	0.0	20.8		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			24.3									
HCM 7th LOS			C									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	297	813	236	295	812	221	332	990	390	208	1089	370
Future Volume (vph)	297	813	236	295	812	221	332	990	390	208	1089	370
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		190	290		110	310		295	305		295
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3335	3438	1538	3400	3505	1568	3433	5085	1583	3400	5036	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3335	3438	1538	3400	3505	1568	3433	5085	1583	3400	5036	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			149			123			260			252
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1367			1213			1072			3934	
Travel Time (s)		20.7			18.4			16.2			59.6	
Peak Hour Factor	0.93	0.93	0.93	0.95	0.95	0.95	0.89	0.89	0.89	0.91	0.91	0.91
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	319	874	254	311	855	233	373	1112	438	229	1197	407
Shared Lane Traffic (%)												
Lane Group Flow (vph)	319	874	254	311	855	233	373	1112	438	229	1197	407
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	

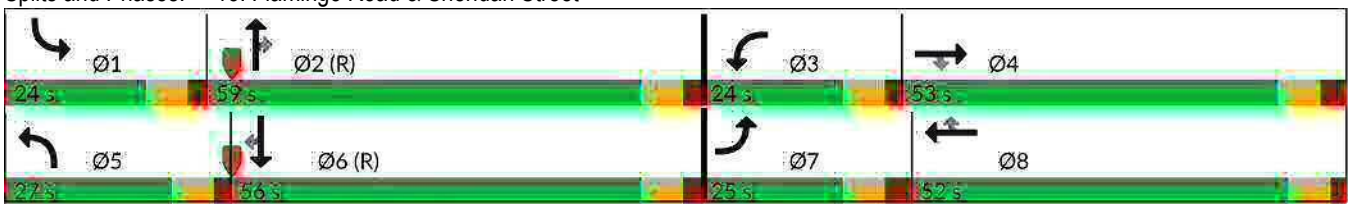


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	13.0	20.0	20.0	12.0	25.0	25.0	12.0	53.0	53.0	12.0	25.0	25.0
Total Split (s)	25.0	53.0	53.0	24.0	52.0	52.0	27.0	59.0	59.0	24.0	56.0	56.0
Total Split (%)	15.6%	33.1%	33.1%	15.0%	32.5%	32.5%	16.9%	36.9%	36.9%	15.0%	35.0%	35.0%
Maximum Green (s)	17.0	45.0	45.0	17.0	45.0	45.0	20.0	52.0	52.0	17.0	49.0	49.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	3.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	8.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.5	2.0	2.0	1.5	2.0	2.0	1.5	3.0	3.0	1.5	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)								7.0	7.0			
Flash Don't Walk (s)								39.0	39.0			
Pedestrian Calls (#/hr)								0	0			
Act Effct Green (s)	16.7	43.5	43.5	16.5	43.3	43.3	19.3	56.8	56.8	14.2	51.7	51.7
Actuated g/C Ratio	0.10	0.27	0.27	0.10	0.27	0.27	0.12	0.36	0.36	0.09	0.32	0.32
v/c Ratio	0.92	0.93	0.48	0.89	0.90	0.45	0.90	0.62	0.60	0.76	0.74	0.60
Control Delay (s/veh)	101.9	73.9	22.3	97.3	69.4	24.7	94.3	45.2	20.8	96.4	37.7	11.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	101.9	73.9	22.3	97.3	69.4	24.7	94.3	45.2	20.8	96.4	37.7	11.9
LOS	F	E	C	F	E	C	F	D	C	F	D	B
Approach Delay (s/veh)		71.0			68.2			49.2			39.3	
Approach LOS		E			E			D			D	
Queue Length 50th (ft)	173	467	88	168	450	92	200	360	155	129	316	40
Queue Length 95th (ft)	#262	#583	178	#249	538	178	#280	416	278	m170	308	m103
Internal Link Dist (ft)		1287			1133			992			3854	
Turn Bay Length (ft)	235		190	290		110	310		295	305		295
Base Capacity (vph)	354	966	539	361	985	529	429	1803	729	361	1628	677
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.90	0.47	0.86	0.87	0.44	0.87	0.62	0.60	0.63	0.74	0.60

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 88 (55%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay (s/veh): 55.3		Intersection LOS: E	
Intersection Capacity Utilization 85.6%		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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 13: Flamingo Road & Sheridan Street



HCM 7th Signalized Intersection Summary
13: Flamingo Road & Sheridan Street

02/07/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	297	813	236	295	812	221	332	990	390	208	1089	370
Future Volume (veh/h)	297	813	236	295	812	221	332	990	390	208	1089	370
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1856	1856	1856	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	319	874	254	311	855	233	373	1112	438	229	1197	407
Peak Hour Factor	0.93	0.93	0.93	0.95	0.95	0.95	0.89	0.89	0.89	0.91	0.91	0.91
Percent Heavy Veh, %	5	5	5	3	3	3	2	2	2	3	3	3
Cap, veh/h	357	946	422	351	926	413	413	1862	578	271	1643	510
Arrive On Green	0.11	0.27	0.27	0.10	0.26	0.26	0.12	0.36	0.36	0.08	0.32	0.32
Sat Flow, veh/h	3374	3469	1547	3428	3526	1572	3456	5106	1585	3428	5066	1572
Grp Volume(v), veh/h	319	874	254	311	855	233	373	1112	438	229	1197	407
Grp Sat Flow(s),veh/h/ln	1687	1735	1547	1714	1763	1572	1728	1702	1585	1714	1689	1572
Q Serve(g_s), s	14.9	39.2	22.9	14.3	37.8	20.5	17.0	28.3	38.8	10.5	33.4	37.7
Cycle Q Clear(g_c), s	14.9	39.2	22.9	14.3	37.8	20.5	17.0	28.3	38.8	10.5	33.4	37.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	357	946	422	351	926	413	413	1862	578	271	1643	510
V/C Ratio(X)	0.89	0.92	0.60	0.89	0.92	0.56	0.90	0.60	0.76	0.84	0.73	0.80
Avail Cap(c_a), veh/h	358	976	435	364	992	442	432	1862	578	364	1643	510
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.84	0.84	0.84
Uniform Delay (d), s/veh	70.6	56.6	50.6	70.9	57.4	51.1	69.5	41.3	44.6	72.7	47.8	49.3
Incr Delay (d2), s/veh	22.8	13.5	1.5	20.9	12.7	0.7	20.7	1.4	9.0	8.5	2.4	10.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.1	26.1	14.1	11.8	25.6	13.0	13.6	18.0	23.5	8.3	20.3	22.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	93.4	70.1	52.2	91.8	70.2	51.8	90.2	42.7	53.6	81.2	50.2	59.7
LnGrp LOS	F	E	D	F	E	D	F	D	D	F	D	E
Approach Vol, veh/h		1447			1399			1923			1833	
Approach Delay, s/veh		72.1			71.9			54.4			56.2	
Approach LOS		E			E			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.7	65.4	23.4	51.6	26.1	58.9	24.9	50.0
Change Period (Y+Rc), s	7.0	7.0	7.0	8.0	7.0	7.0	8.0	* 8
Max Green Setting (Gmax), s	17.0	52.0	17.0	45.0	20.0	49.0	17.0	* 45
Max Q Clear Time (g_c+I1), s	12.5	40.8	16.3	41.2	19.0	39.7	16.9	39.8
Green Ext Time (p_c), s	0.1	6.8	0.0	1.8	0.1	6.2	0.0	2.3

Intersection Summary	
HCM 7th Control Delay, s/veh	62.5
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

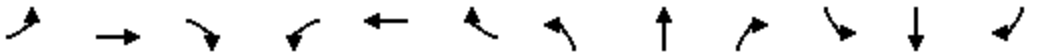
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	413	398	27	15	2
Future Vol, veh/h	8	413	398	27	15	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	90	90	100	100
Heavy Vehicles, %	5	5	5	5	2	2
Mvmt Flow	10	510	442	30	15	2

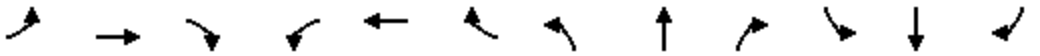
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	472	0	-	0	987	457
Stage 1	-	-	-	-	457	-
Stage 2	-	-	-	-	530	-
Critical Hdwy	4.15	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.245	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1074	-	-	-	274	603
Stage 1	-	-	-	-	637	-
Stage 2	-	-	-	-	591	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1074	-	-	-	272	603
Mov Cap-2 Maneuver	-	-	-	-	272	-
Stage 1	-	-	-	-	632	-
Stage 2	-	-	-	-	591	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.16	0	18.15
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1074	-	-	-	291
HCM Lane V/C Ratio	0.009	-	-	-	0.058
HCM Control Delay (s/veh)	8.4	-	-	-	18.2
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2



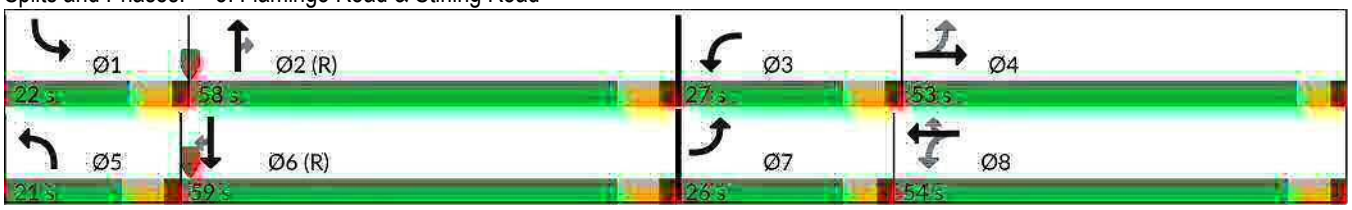
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	137	172	46	484	208	308	235	1849	62	355	1397	165
Future Volume (vph)	137	172	46	484	208	308	235	1849	62	355	1397	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		0	1000		640	590		600	635		290
Storage Lanes	1		0	1		1	1		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.97	0.91	1.00
Frt		0.968				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	1752	0	1752	1845	1568	1770	5085	1583	3400	5036	1568
Flt Permitted	0.501			0.187			0.950			0.950		
Satd. Flow (perm)	907	1752	0	345	1845	1568	1770	5085	1583	3400	5036	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9				298			116			135
Link Speed (mph)		25			45			45			45	
Link Distance (ft)		567			1223			1443			427	
Travel Time (s)		15.5			18.5			21.9			6.5	
Peak Hour Factor	0.81	0.81	0.81	0.92	0.92	0.92	0.87	0.87	0.87	0.90	0.90	0.90
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	169	212	57	526	226	335	270	2125	71	394	1552	183
Shared Lane Traffic (%)												
Lane Group Flow (vph)	169	269	0	526	226	335	270	2125	71	394	1552	183
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	40	40		40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8			2			6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	6.0		4.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	10.0	24.0		11.0	50.0	50.0	12.0	45.0	45.0	12.0	25.0	25.0

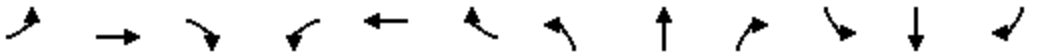


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	26.0	53.0		27.0	54.0	54.0	21.0	58.0	58.0	22.0	59.0	59.0
Total Split (%)	16.3%	33.1%		16.9%	33.8%	33.8%	13.1%	36.3%	36.3%	13.8%	36.9%	36.9%
Maximum Green (s)	20.0	47.0		20.0	47.0	47.0	14.0	51.0	51.0	15.0	52.0	52.0
Yellow Time (s)	4.0	4.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.5	2.0		1.5	2.0	2.0	1.5	3.0	3.0	1.5	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)								7.0	7.0			
Flash Don't Walk (s)								31.0	31.0			
Pedestrian Calls (#/hr)								0	0			
Act Effct Green (s)	43.8	28.6		52.4	33.3	33.3	32.4	55.7	55.7	28.8	52.0	52.0
Actuated g/C Ratio	0.27	0.18		0.33	0.21	0.21	0.20	0.35	0.35	0.18	0.33	0.33
v/c Ratio	0.52	0.84		1.83	0.59	0.60	0.75	1.20	0.11	0.64	0.95	0.31
Control Delay (s/veh)	43.1	83.2		411.6	63.5	13.0	77.8	148.5	14.4	67.3	65.5	13.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.1	83.2		411.6	63.5	13.0	77.8	148.5	14.4	67.3	65.5	13.0
LOS	D	F		F	E	B	E	F	B	E	E	B
Approach Delay (s/veh)		67.7			216.4			136.9			61.4	
Approach LOS		E			F			F			E	
Queue Length 50th (ft)	128	267		~752	216	32	291	~941	12	202	582	35
Queue Length 95th (ft)	155	309		#969	300	130	#481	#1056	48	268	#678	100
Internal Link Dist (ft)		487			1143			1363			347	
Turn Bay Length (ft)	400			1000		640	590		600	635		290
Base Capacity (vph)	376	521		288	541	671	358	1769	626	611	1636	600
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.52		1.83	0.42	0.50	0.75	1.20	0.11	0.64	0.95	0.31

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 13 (8%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.83			
Intersection Signal Delay (s/veh): 119.8		Intersection LOS: F	
Intersection Capacity Utilization 107.0%		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: 5: Flamingo Road & Stirling Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	137	172	46	484	208	308	235	1849	62	355	1397	165
Future Volume (veh/h)	137	172	46	484	208	308	235	1849	62	355	1397	165
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1856	1856	1856	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	169	212	57	526	226	335	270	2125	71	394	1552	183
Peak Hour Factor	0.81	0.81	0.81	0.92	0.92	0.92	0.87	0.87	0.87	0.90	0.90	0.90
Percent Heavy Veh, %	5	5	5	3	3	3	2	2	2	3	3	3
Cap, veh/h	303	260	70	311	423	359	156	2138	664	321	2152	668
Arrive On Green	0.09	0.19	0.19	0.13	0.23	0.23	0.03	0.14	0.14	0.09	0.42	0.42
Sat Flow, veh/h	1739	1386	373	1767	1856	1572	1781	5106	1585	3428	5066	1572
Grp Volume(v), veh/h	169	0	269	526	226	335	270	2125	71	394	1552	183
Grp Sat Flow(s),veh/h/ln	1739	0	1759	1767	1856	1572	1781	1702	1585	1714	1689	1572
Q Serve(g_s), s	12.4	0.0	23.5	20.0	17.1	33.4	14.0	66.5	6.3	15.0	40.6	12.1
Cycle Q Clear(g_c), s	12.4	0.0	23.5	20.0	17.1	33.4	14.0	66.5	6.3	15.0	40.6	12.1
Prop In Lane	1.00		0.21	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	303	0	330	311	423	359	156	2138	664	321	2152	668
V/C Ratio(X)	0.56	0.00	0.82	1.69	0.53	0.93	1.73	0.99	0.11	1.23	0.72	0.27
Avail Cap(c_a), veh/h	363	0	517	311	545	462	156	2138	664	321	2152	668
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.82	0.82	0.82	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.6	0.0	62.3	50.0	54.3	60.6	77.7	68.7	42.8	72.5	38.1	29.9
Incr Delay (d2), s/veh	0.6	0.0	2.8	324.8	0.4	20.7	350.6	16.3	0.3	126.1	2.1	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.3	0.0	16.2	48.3	12.8	21.9	34.0	42.6	4.7	19.4	24.2	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	47.2	0.0	65.1	374.9	54.7	81.3	428.3	85.0	43.0	198.6	40.3	31.0
LnGrp LOS	D		E	F	D	F	F	F	D	F	D	C
Approach Vol, veh/h		438			1087			2466			2129	
Approach Delay, s/veh		58.2			217.8			121.4			68.8	
Approach LOS		E			F			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	74.0	27.0	37.0	21.0	75.0	20.5	43.5
Change Period (Y+Rc), s	7.0	7.0	7.0	* 7	7.0	7.0	6.0	7.0
Max Green Setting (Gmax), s	15.0	51.0	20.0	* 47	14.0	52.0	20.0	47.0
Max Q Clear Time (g_c+I1), s	17.0	68.5	22.0	25.5	16.0	42.6	14.4	35.4
Green Ext Time (p_c), s	0.0	0.0	0.0	0.5	0.0	5.6	0.1	1.1

Intersection Summary	
HCM 7th Control Delay, s/veh	115.7
HCM 7th LOS	F

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	435	374	5	93	36
Future Vol, veh/h	3	435	374	5	93	36
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	-	-	150	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	84	84	82	82
Heavy Vehicles, %	5	5	5	5	2	2
Mvmt Flow	3	500	445	6	113	44

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	451	0	-	0	952	445
Stage 1	-	-	-	-	445	-
Stage 2	-	-	-	-	507	-
Critical Hdwy	4.15	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.245	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1094	-	-	-	288	613
Stage 1	-	-	-	-	646	-
Stage 2	-	-	-	-	605	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1094	-	-	-	287	613
Mov Cap-2 Maneuver	-	-	-	-	287	-
Stage 1	-	-	-	-	644	-
Stage 2	-	-	-	-	605	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.06	0	24.71
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1094	-	-	-	337
HCM Lane V/C Ratio	0.003	-	-	-	0.467
HCM Control Delay (s/veh)	8.3	-	-	-	24.7
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	2.4

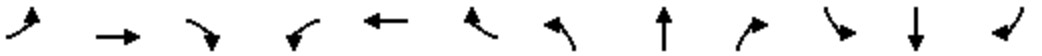
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	41	0	1852	1920	4
Future Vol, veh/h	0	41	0	1852	1920	4
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	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	96	96	97	97
Heavy Vehicles, %	2	2	2	2	3	3
Mvmt Flow	0	58	0	1929	1979	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	990	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	211	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	211	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	28.41	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	211	-	-
HCM Lane V/C Ratio	-	0.274	-	-
HCM Control Delay (s/veh)	-	28.4	-	-
HCM Lane LOS	-	D	-	-
HCM 95th %tile Q(veh)	-	1.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	369	1252	331	294	798	160	460	1383	238	569	1369	133
Future Volume (vph)	369	1252	331	294	798	160	460	1383	238	569	1369	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		450	415		295	550		550	285		170
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3335	4940	1538	3335	4940	1538	3400	5036	1568	3400	5036	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3335	4940	1538	3335	4940	1538	3400	5036	1568	3400	5036	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			315			169			248			152
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		718			927			6655			724	
Travel Time (s)		10.9			14.0			100.8			11.0	
Peak Hour Factor	0.96	0.96	0.97	0.93	0.93	0.93	0.96	0.96	0.96	0.89	0.89	0.89
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	384	1304	341	316	858	172	479	1441	248	639	1538	149
Shared Lane Traffic (%)												
Lane Group Flow (vph)	384	1304	341	316	858	172	479	1441	248	639	1538	149
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	40	40	40	40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.0	20.0	20.0	12.0	20.0	20.0	12.0	54.0	54.0	12.0	53.0	53.0

Intersection	
Int Delay, s/veh	3.1

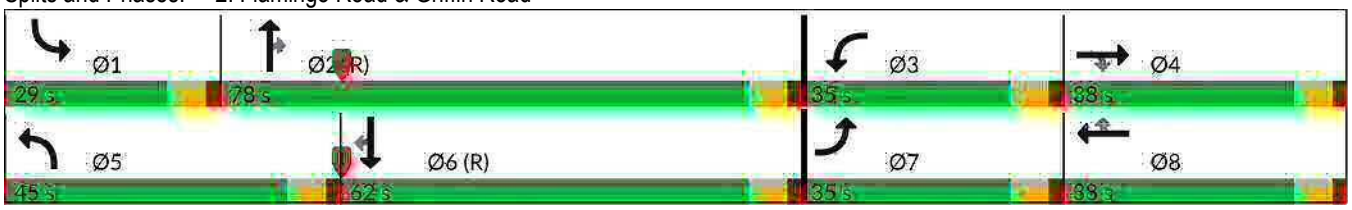
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	435	374	5	93	36
Future Vol, veh/h	3	435	374	5	93	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	150	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	84	84	82	82
Heavy Vehicles, %	5	5	5	5	2	2
Mvmt Flow	3	500	445	6	113	44

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	451	0	-	0	952	445
Stage 1	-	-	-	-	445	-
Stage 2	-	-	-	-	507	-
Critical Hdwy	4.15	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.245	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1094	-	-	-	288	613
Stage 1	-	-	-	-	646	-
Stage 2	-	-	-	-	605	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1094	-	-	-	287	613
Mov Cap-2 Maneuver	-	-	-	-	287	-
Stage 1	-	-	-	-	644	-
Stage 2	-	-	-	-	605	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.06	0	21.56
HCM LOS			C

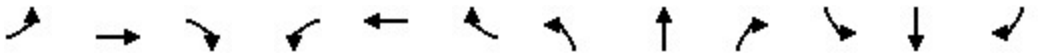
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1094	-	-	-	287	613
HCM Lane V/C Ratio	0.003	-	-	-	0.395	0.072
HCM Ctrl Dly (s/v)	8.3	-	-	-	25.5	11.3
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0	-	-	-	1.8	0.2

Splits and Phases: 2: Flamingo Road & Griffin Road



HCM 7th Signalized Intersection Summary
2: Flamingo Road & Griffin Road

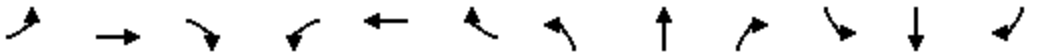
02/07/2025



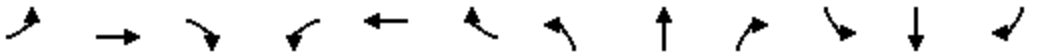
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	369	1252	331	294	798	160	460	1383	238	569	1369	133
Future Volume (veh/h)	369	1252	331	294	798	160	460	1383	238	569	1369	133
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	384	1304	341	316	858	172	479	1441	248	639	1538	149
Peak Hour Factor	0.96	0.96	0.97	0.93	0.93	0.93	0.96	0.96	0.96	0.89	0.89	0.89
Percent Heavy Veh, %	5	5	5	5	5	5	3	3	3	3	3	3
Cap, veh/h	431	956	297	365	858	266	539	2138	664	419	1961	609
Arrive On Green	0.13	0.19	0.19	0.11	0.17	0.17	0.16	0.42	0.42	0.12	0.39	0.39
Sat Flow, veh/h	3374	4985	1547	3374	4985	1547	3428	5066	1572	3428	5066	1572
Grp Volume(v), veh/h	384	1304	341	316	858	172	479	1441	248	639	1538	149
Grp Sat Flow(s),veh/h/ln	1687	1662	1547	1687	1662	1547	1714	1689	1572	1714	1689	1572
Q Serve(g_s), s	20.2	34.5	34.5	16.6	31.0	18.6	24.6	41.4	19.5	22.0	48.1	11.5
Cycle Q Clear(g_c), s	20.2	34.5	34.5	16.6	31.0	18.6	24.6	41.4	19.5	22.0	48.1	11.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	431	956	297	365	858	266	539	2138	664	419	1961	609
V/C Ratio(X)	0.89	1.36	1.15	0.86	1.00	0.65	0.89	0.67	0.37	1.52	0.78	0.24
Avail Cap(c_a), veh/h	525	956	297	525	858	266	724	2138	664	419	1961	609
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	77.2	72.7	72.7	79.0	74.5	69.4	74.3	42.0	35.7	79.0	48.5	37.3
Incr Delay (d2), s/veh	15.0	170.7	98.9	10.1	30.6	5.3	10.4	1.7	1.6	248.1	3.2	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.8	44.9	31.8	12.4	22.2	12.4	17.3	24.7	12.6	37.6	28.5	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	92.3	243.4	171.6	89.1	105.1	74.7	84.7	43.7	37.3	327.1	51.8	38.3
LnGrp LOS	F	F	F	F	F	E	F	D	D	F	D	D
Approach Vol, veh/h		2029			1346			2168			2326	
Approach Delay, s/veh		202.7			97.4			52.0			126.6	
Approach LOS		F			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	29.0	83.0	26.5	41.5	35.3	76.7	30.0	38.0
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	22.0	71.0	28.0	31.0	38.0	55.0	28.0	31.0
Max Q Clear Time (g_c+I1), s	24.0	43.4	18.6	36.5	26.6	50.1	22.2	33.0
Green Ext Time (p_c), s	0.0	9.7	0.9	0.0	1.7	3.3	0.9	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	120.7
HCM 7th LOS	F



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	2	81	26	14	95	72	1604	57	74	1797	105
Future Volume (vph)	56	2	81	26	14	95	72	1604	57	74	1797	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	85		0	865		175	150		1000
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt		0.854			0.870				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1591	0	1770	1621	0	1770	5085	1583	1752	5036	1568
Flt Permitted	0.402			0.523			0.081			0.100		
Satd. Flow (perm)	749	1591	0	974	1621	0	151	5085	1583	184	5036	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		108			119				68			115
Link Speed (mph)		15			30			45			45	
Link Distance (ft)		780			708			3934			1443	
Travel Time (s)		35.5			16.1			59.6			21.9	
Peak Hour Factor	0.75	0.75	0.75	0.80	0.80	0.80	0.89	0.89	0.89	0.91	0.91	0.91
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	75	3	108	33	18	119	81	1802	64	81	1975	115
Shared Lane Traffic (%)												
Lane Group Flow (vph)	75	111	0	33	137	0	81	1802	64	81	1975	115
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	

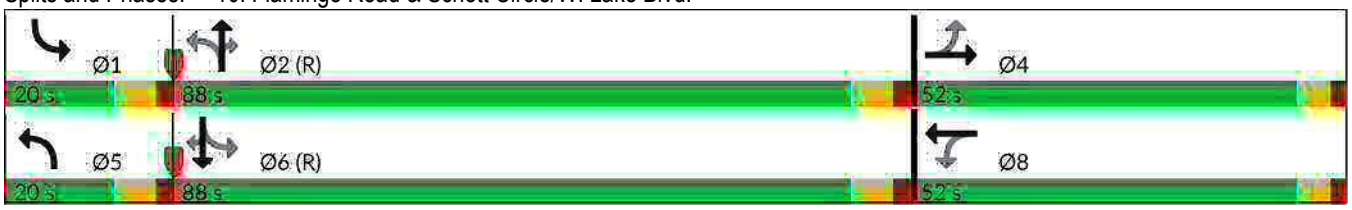


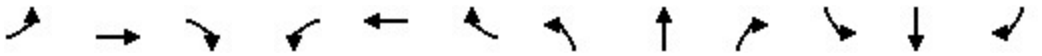
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		4.0	20.0	20.0	4.0	20.0	20.0
Minimum Split (s)	12.0	12.0		49.0	49.0		12.0	53.0	53.0	12.0	27.0	27.0
Total Split (s)	52.0	52.0		52.0	52.0		20.0	88.0	88.0	20.0	88.0	88.0
Total Split (%)	32.5%	32.5%		32.5%	32.5%		12.5%	55.0%	55.0%	12.5%	55.0%	55.0%
Maximum Green (s)	46.0	46.0		46.0	46.0		13.0	81.0	81.0	13.0	81.0	81.0
Yellow Time (s)	4.0	4.0		4.0	4.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		1.5	3.0	3.0	1.5	3.0	3.0
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)				7.0	7.0			7.0	7.0			
Flash Don't Walk (s)				36.0	36.0			23.0	23.0			
Pedestrian Calls (#/hr)				0	0			0	0			
Act Effct Green (s)	14.9	14.9		14.9	14.9		124.7	118.2	118.2	125.5	118.7	118.7
Actuated g/C Ratio	0.09	0.09		0.09	0.09		0.78	0.74	0.74	0.78	0.74	0.74
v/c Ratio	1.09	0.45		0.37	0.53		0.45	0.48	0.05	0.38	0.53	0.10
Control Delay (s/veh)	196.7	17.1		77.1	22.0		17.6	18.0	3.6	11.3	2.7	0.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	196.7	17.1		77.1	22.0		17.6	18.0	3.6	11.3	2.7	0.0
LOS	F	B		E	C		B	B	A	B	A	A
Approach Delay (s/veh)		89.5			32.7			17.5			2.9	
Approach LOS		F			C			B			A	
Queue Length 50th (ft)	~87	3		33	18		20	562	11	6	62	0
Queue Length 95th (ft)	#119	35		61	60		m23	713	m23	m7	m68	m0
Internal Link Dist (ft)		700			628			3854			1363	
Turn Bay Length (ft)	195			85			865		175	150		1000
Base Capacity (vph)	215	534		280	550		255	3757	1187	277	3735	1192
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.21		0.12	0.25		0.32	0.48	0.05	0.29	0.53	0.10

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 41 (26%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.09			
Intersection Signal Delay (s/veh): 14.0		Intersection LOS: B	
Intersection Capacity Utilization 65.1%		ICU Level of Service C	
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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Flamingo Road & Schott Circle/W. Lake Blvd.



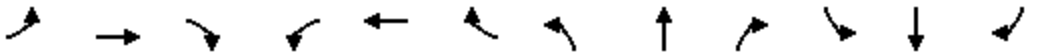


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	2	81	26	14	95	72	1604	57	74	1797	105
Future Volume (veh/h)	56	2	81	26	14	95	72	1604	57	74	1797	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	75	3	108	32	18	119	81	1802	64	81	1975	115
Peak Hour Factor	0.75	0.75	0.75	0.80	0.80	0.80	0.89	0.89	0.89	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	3	3	3
Cap, veh/h	139	7	237	160	33	215	227	3555	1104	220	3529	1095
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.03	0.70	0.70	0.05	1.00	1.00
Sat Flow, veh/h	1252	43	1549	1282	213	1405	1781	5106	1585	1767	5066	1572
Grp Volume(v), veh/h	75	0	111	32	0	137	81	1802	64	81	1975	115
Grp Sat Flow(s),veh/h/ln	1252	0	1592	1282	0	1617	1781	1702	1585	1767	1689	1572
Q Serve(g_s), s	9.4	0.0	10.2	3.7	0.0	12.5	2.1	26.5	2.0	2.2	0.0	0.0
Cycle Q Clear(g_c), s	22.0	0.0	10.2	13.9	0.0	12.5	2.1	26.5	2.0	2.2	0.0	0.0
Prop In Lane	1.00		0.97	1.00		0.87	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	139	0	244	160	0	248	227	3555	1104	220	3529	1095
V/C Ratio(X)	0.54	0.00	0.46	0.20	0.00	0.55	0.36	0.51	0.06	0.37	0.56	0.10
Avail Cap(c_a), veh/h	307	0	458	332	0	465	327	3555	1104	318	3529	1095
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.54	0.54	0.54	0.09	0.09	0.09
Uniform Delay (d), s/veh	72.8	0.0	61.7	68.0	0.0	62.7	6.5	11.4	7.7	9.5	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.5	0.2	0.0	0.7	0.2	0.3	0.1	0.0	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.6	0.0	7.5	2.2	0.0	9.0	1.5	13.8	1.3	1.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	74.1	0.0	62.2	68.2	0.0	63.4	6.7	11.7	7.7	9.5	0.1	0.0
LnGrp LOS	E		E	E		E	A	B	A	A	A	A
Approach Vol, veh/h		186			169			1947			2171	
Approach Delay, s/veh		67.0			64.3			11.4			0.4	
Approach LOS		E			E			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	118.4		30.5	11.0	118.5		30.5				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	13.0	81.0		46.0	13.0	81.0		46.0				
Max Q Clear Time (g_c+I1), s	4.2	28.5		24.0	4.1	2.0		15.9				
Green Ext Time (p_c), s	0.0	23.8		0.5	0.0	33.4		0.6				

Intersection Summary		
HCM 7th Control Delay, s/veh	10.4	
HCM 7th LOS	B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	296	871	142	299	846	186	360	1293	302	217	1342	355
Future Volume (vph)	296	871	142	299	846	186	360	1293	302	217	1342	355
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		190	290		110	310		295	305		295
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3335	3438	1538	3400	3505	1568	3433	5085	1583	3400	5036	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3335	3438	1538	3400	3505	1568	3433	5085	1583	3400	5036	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			123			123			257			249
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1367			1213			1072			3934	
Travel Time (s)		20.7			18.4			16.2			59.6	
Peak Hour Factor	0.96	0.96	0.96	0.94	0.94	0.94	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	308	907	148	318	900	198	396	1421	332	238	1475	390
Shared Lane Traffic (%)												
Lane Group Flow (vph)	308	907	148	318	900	198	396	1421	332	238	1475	390
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	

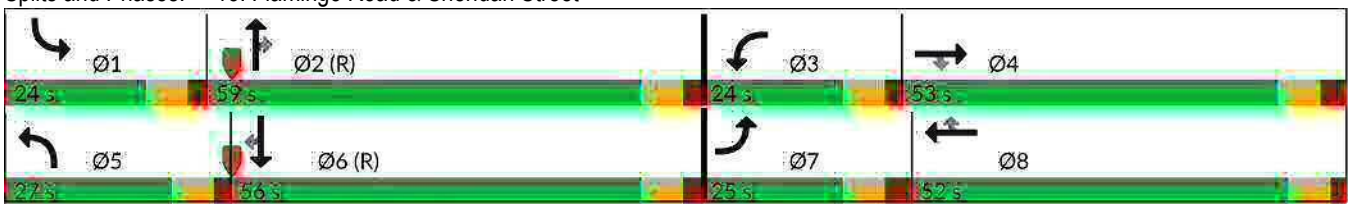


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	13.0	20.0	20.0	12.0	25.0	25.0	12.0	53.0	53.0	12.0	25.0	25.0
Total Split (s)	25.0	53.0	53.0	24.0	52.0	52.0	27.0	59.0	59.0	24.0	56.0	56.0
Total Split (%)	15.6%	33.1%	33.1%	15.0%	32.5%	32.5%	16.9%	36.9%	36.9%	15.0%	35.0%	35.0%
Maximum Green (s)	17.0	45.0	45.0	17.0	45.0	45.0	20.0	52.0	52.0	17.0	49.0	49.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	3.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	8.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.5	2.0	2.0	1.5	2.0	2.0	1.5	3.0	3.0	1.5	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)								7.0	7.0			
Flash Don't Walk (s)								39.0	39.0			
Pedestrian Calls (#/hr)								0	0			
Act Effct Green (s)	16.5	44.2	44.2	16.6	44.3	44.3	19.7	55.7	55.7	14.6	50.6	50.6
Actuated g/C Ratio	0.10	0.28	0.28	0.10	0.28	0.28	0.12	0.35	0.35	0.09	0.32	0.32
v/c Ratio	0.90	0.96	0.29	0.90	0.93	0.38	0.94	0.80	0.46	0.77	0.93	0.59
Control Delay (s/veh)	98.5	76.8	12.0	99.2	72.3	19.6	99.7	52.1	12.1	105.7	44.4	10.0
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)	98.5	76.8	12.0	99.2	72.3	19.6	99.7	52.1	12.1	105.7	44.4	10.0
LOS	F	E	B	F	E	B	F	D	B	F	D	A
Approach Delay (s/veh)		74.7			71.0			54.7			45.0	
Approach LOS		E			E			D			D	
Queue Length 50th (ft)	166	491	19	172	482	60	214	502	55	135	409	51
Queue Length 95th (ft)	#250	#621	79	#257	#602	135	#314	575	150	175	#641	91
Internal Link Dist (ft)		1287			1133			992			3854	
Turn Bay Length (ft)	235		190	290		110	310		295	305		295
Base Capacity (vph)	354	966	520	361	985	529	429	1768	718	361	1592	665
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	0.87	0.94	0.28	0.88	0.91	0.37	0.92	0.80	0.46	0.66	0.93	0.59

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 88 (55%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay (s/veh): 58.9		Intersection LOS: E	
Intersection Capacity Utilization 93.0%		ICU Level of Service F	
Analysis Period (min) 15			

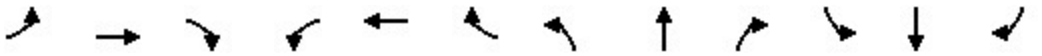
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 13: Flamingo Road & Sheridan Street



HCM 7th Signalized Intersection Summary
13: Flamingo Road & Sheridan Street

02/07/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	296	871	142	299	846	186	360	1293	302	217	1342	355
Future Volume (veh/h)	296	871	142	299	846	186	360	1293	302	217	1342	355
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1856	1856	1856	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	308	907	148	318	900	198	396	1421	332	238	1475	390
Peak Hour Factor	0.96	0.96	0.96	0.94	0.94	0.94	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	5	5	5	3	3	3	2	2	2	3	3	3
Cap, veh/h	347	959	428	357	958	427	432	1819	565	280	1586	492
Arrive On Green	0.10	0.28	0.28	0.10	0.27	0.27	0.13	0.36	0.36	0.08	0.31	0.31
Sat Flow, veh/h	3374	3469	1547	3428	3526	1572	3456	5106	1585	3428	5066	1572
Grp Volume(v), veh/h	308	907	148	318	900	198	396	1421	332	238	1475	390
Grp Sat Flow(s),veh/h/ln	1687	1735	1547	1714	1763	1572	1728	1702	1585	1714	1689	1572
Q Serve(g_s), s	14.4	41.0	12.2	14.7	39.9	16.8	18.1	39.7	27.3	11.0	45.2	36.3
Cycle Q Clear(g_c), s	14.4	41.0	12.2	14.7	39.9	16.8	18.1	39.7	27.3	11.0	45.2	36.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	347	959	428	357	958	427	432	1819	565	280	1586	492
V/C Ratio(X)	0.89	0.95	0.35	0.89	0.94	0.46	0.92	0.78	0.59	0.85	0.93	0.79
Avail Cap(c_a), veh/h	358	976	435	364	992	442	432	1819	565	364	1586	492
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.84	0.84	0.84
Uniform Delay (d), s/veh	70.9	56.7	46.3	70.8	57.0	48.6	69.2	45.9	41.9	72.5	53.3	50.2
Incr Delay (d2), s/veh	21.4	16.8	0.2	21.7	15.5	0.3	23.8	3.4	4.4	9.6	9.7	10.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.7	27.6	8.4	12.1	27.2	11.0	14.5	24.3	17.1	8.7	27.4	21.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	92.2	73.5	46.5	92.5	72.5	48.8	92.9	49.4	46.4	82.1	63.0	60.7
LnGrp LOS	F	E	D	F	E	D	F	D	D	F	E	E
Approach Vol, veh/h		1363			1416			2149			2103	
Approach Delay, s/veh		74.8			73.7			56.9			64.7	
Approach LOS		E			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.1	64.0	23.7	52.2	27.0	57.1	24.5	51.5
Change Period (Y+Rc), s	7.0	7.0	7.0	8.0	7.0	7.0	8.0	* 8
Max Green Setting (Gmax), s	17.0	52.0	17.0	45.0	20.0	49.0	17.0	* 45
Max Q Clear Time (g_c+I1), s	13.0	41.7	16.7	43.0	20.1	47.2	16.4	41.9
Green Ext Time (p_c), s	0.1	7.3	0.0	1.0	0.0	1.6	0.0	1.5

Intersection Summary	
HCM 7th Control Delay, s/veh	66.1
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

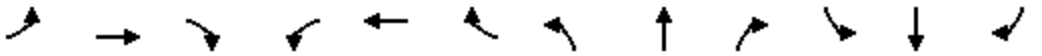
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	451	334	22	7	2
Future Vol, veh/h	6	451	334	22	7	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	88	88	75	75
Heavy Vehicles, %	5	5	5	5	2	2
Mvmt Flow	7	543	380	25	9	3

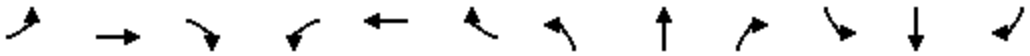
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	405	0	-	0	950	392
Stage 1	-	-	-	-	392	-
Stage 2	-	-	-	-	558	-
Critical Hdwy	4.15	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.245	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1138	-	-	-	289	657
Stage 1	-	-	-	-	683	-
Stage 2	-	-	-	-	573	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1138	-	-	-	287	657
Mov Cap-2 Maneuver	-	-	-	-	287	-
Stage 1	-	-	-	-	678	-
Stage 2	-	-	-	-	573	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.11	0	16.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1138	-	-	-	328
HCM Lane V/C Ratio	0.006	-	-	-	0.037
HCM Control Delay (s/veh)	8.2	-	-	-	16.4
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	149	177	89	412	180	240	267	1818	83	408	1484	123
Future Volume (vph)	149	177	89	412	180	240	267	1818	83	408	1484	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		0	1000		640	590		600	635		290
Storage Lanes	1		0	1		1	1		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.97	0.91	1.00
Frt		0.950				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	1719	0	1752	1845	1568	1770	5085	1583	3400	5036	1568
Flt Permitted	0.613			0.173			0.950			0.950		
Satd. Flow (perm)	1109	1719	0	319	1845	1568	1770	5085	1583	3400	5036	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16				255			116			116
Link Speed (mph)		25			45			45			45	
Link Distance (ft)		567			1223			1443			427	
Travel Time (s)		15.5			18.5			21.9			6.5	
Peak Hour Factor	0.93	0.93	0.93	0.94	0.94	0.94	0.92	0.92	0.92	0.91	0.91	0.91
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	160	190	96	438	191	255	290	1976	90	448	1631	135
Shared Lane Traffic (%)												
Lane Group Flow (vph)	160	286	0	438	191	255	290	1976	90	448	1631	135
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	40	40		40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8			2			6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	6.0		4.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	10.0	24.0		11.0	50.0	50.0	12.0	45.0	45.0	12.0	25.0	25.0



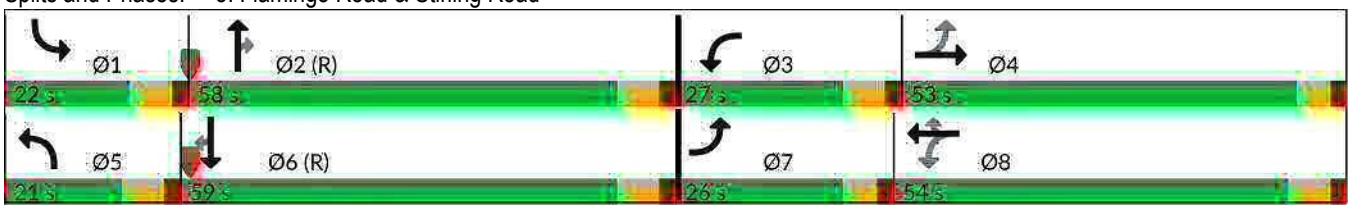
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	26.0	53.0		27.0	54.0	54.0	21.0	58.0	58.0	22.0	59.0	59.0
Total Split (%)	16.3%	33.1%		16.9%	33.8%	33.8%	13.1%	36.3%	36.3%	13.8%	36.9%	36.9%
Maximum Green (s)	20.0	47.0		20.0	47.0	47.0	14.0	51.0	51.0	15.0	52.0	52.0
Yellow Time (s)	4.0	4.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.5	2.0		1.5	2.0	2.0	1.5	3.0	3.0	1.5	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)								7.0	7.0			
Flash Don't Walk (s)								31.0	31.0			
Pedestrian Calls (#/hr)								0	0			
Act Effct Green (s)	44.5	30.1		54.5	35.7	35.7	30.9	51.2	51.2	31.8	52.0	52.0
Actuated g/C Ratio	0.28	0.19		0.34	0.22	0.22	0.19	0.32	0.32	0.20	0.33	0.33
v/c Ratio	0.44	0.85		1.53	0.46	0.47	0.85	1.22	0.15	0.66	1.00	0.23
Control Delay (s/veh)	39.8	81.4		284.5	57.3	8.0	99.2	139.7	8.2	65.2	74.8	9.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	39.8	81.4		284.5	57.3	8.0	99.2	139.7	8.2	65.2	74.8	9.8
LOS	D	F		F	E	A	F	F	A	E	E	A
Approach Delay (s/veh)		66.5			155.6			129.7			68.9	
Approach LOS		E			F			F			E	
Queue Length 50th (ft)	119	278		~560	175	0	309	~896	7	226	626	14
Queue Length 95th (ft)	164	365		#763	248	74	#578	#1000	44	#352	#740	65
Internal Link Dist (ft)		487			1143			1363			347	
Turn Bay Length (ft)	400			1000		640	590		600	635		290
Base Capacity (vph)	423	516		287	541	640	342	1626	585	674	1636	587
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.55		1.53	0.35	0.40	0.85	1.22	0.15	0.66	1.00	0.23

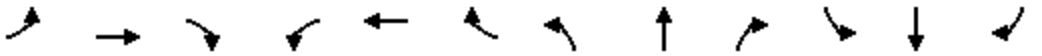
Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 13 (8%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.53			
Intersection Signal Delay (s/veh): 106.0		Intersection LOS: F	
Intersection Capacity Utilization 106.8%		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: 5: Flamingo Road & Stirling Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	149	177	89	412	180	240	267	1818	83	408	1484	123
Future Volume (veh/h)	149	177	89	412	180	240	267	1818	83	408	1484	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1856	1856	1856	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	160	190	96	438	191	255	290	1976	90	448	1631	135
Peak Hour Factor	0.93	0.93	0.93	0.94	0.94	0.94	0.92	0.92	0.92	0.91	0.91	0.91
Percent Heavy Veh, %	5	5	5	3	3	3	2	2	2	3	3	3
Cap, veh/h	320	205	104	283	414	351	156	2180	677	321	2194	681
Arrive On Green	0.09	0.18	0.18	0.13	0.22	0.22	0.03	0.14	0.14	0.09	0.43	0.43
Sat Flow, veh/h	1739	1144	578	1767	1856	1572	1781	5106	1585	3428	5066	1572
Grp Volume(v), veh/h	160	0	286	438	191	255	290	1976	90	448	1631	135
Grp Sat Flow(s),veh/h/ln	1739	0	1722	1767	1856	1572	1781	1702	1585	1714	1689	1572
Q Serve(g_s), s	11.9	0.0	26.2	20.0	14.3	24.1	14.0	61.0	8.0	15.0	43.1	8.5
Cycle Q Clear(g_c), s	11.9	0.0	26.2	20.0	14.3	24.1	14.0	61.0	8.0	15.0	43.1	8.5
Prop In Lane	1.00		0.34	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	320	0	309	283	414	351	156	2180	677	321	2194	681
V/C Ratio(X)	0.50	0.00	0.93	1.55	0.46	0.73	1.86	0.91	0.13	1.39	0.74	0.20
Avail Cap(c_a), veh/h	386	0	506	283	545	462	156	2180	677	321	2194	681
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.6	0.0	64.6	48.2	53.8	57.6	77.7	65.6	42.8	72.5	37.9	28.1
Incr Delay (d2), s/veh	0.4	0.0	11.0	263.0	0.3	2.4	407.7	6.0	0.4	195.2	2.3	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.0	0.0	18.3	45.7	11.0	15.0	38.0	37.6	6.1	24.4	25.4	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.0	0.0	75.6	311.2	54.1	60.0	485.4	71.6	43.2	267.7	40.2	28.8
LnGrp LOS	D		E	F	D	E	F	E	D	F	D	C
Approach Vol, veh/h		446			884			2356			2214	
Approach Delay, s/veh		65.7			183.2			121.4			85.6	
Approach LOS		E			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	75.3	27.0	35.7	21.0	76.3	20.0	42.7
Change Period (Y+Rc), s	7.0	7.0	7.0	* 7	7.0	7.0	6.0	7.0
Max Green Setting (Gmax), s	15.0	51.0	20.0	* 47	14.0	52.0	20.0	47.0
Max Q Clear Time (g_c+I1), s	17.0	63.0	22.0	28.2	16.0	45.1	13.9	26.1
Green Ext Time (p_c), s	0.0	0.0	0.0	0.5	0.0	4.6	0.1	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	113.0
HCM 7th LOS	F

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	2.1

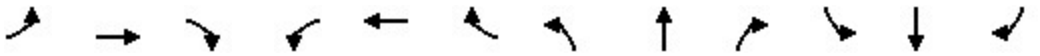
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	348	458	5	46	85
Future Vol, veh/h	2	348	458	5	46	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	150	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	88	88	90	90
Heavy Vehicles, %	5	5	5	5	2	2
Mvmt Flow	2	374	520	6	51	94

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	526	0	-	0	899	520
Stage 1	-	-	-	-	520	-
Stage 2	-	-	-	-	378	-
Critical Hdwy	4.15	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.245	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1026	-	-	-	309	556
Stage 1	-	-	-	-	596	-
Stage 2	-	-	-	-	692	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1026	-	-	-	309	556
Mov Cap-2 Maneuver	-	-	-	-	309	-
Stage 1	-	-	-	-	595	-
Stage 2	-	-	-	-	692	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.05	0	14.96
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1026	-	-	-	309	556
HCM Lane V/C Ratio	0.002	-	-	-	0.165	0.17
HCM Ctrl Dly (s/v)	8.5	-	-	-	19	12.8
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0	-	-	-	0.6	0.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	297	813	236	295	812	221	332	990	390	208	1089	370
Future Volume (vph)	297	813	236	295	812	221	332	990	390	208	1089	370
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		190	290		110	310		295	305		295
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3335	3438	1538	3400	3505	1568	3433	5085	1583	3400	5036	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3335	3438	1538	3400	3505	1568	3433	5085	1583	3400	5036	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			149			123			260			252
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1367			1213			1072			3934	
Travel Time (s)		31.1			27.6			24.4			89.4	
Peak Hour Factor	0.93	0.93	0.93	0.95	0.95	0.95	0.89	0.89	0.89	0.91	0.91	0.91
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	319	874	254	311	855	233	373	1112	438	229	1197	407
Shared Lane Traffic (%)												
Lane Group Flow (vph)	319	874	254	311	855	233	373	1112	438	229	1197	407
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	

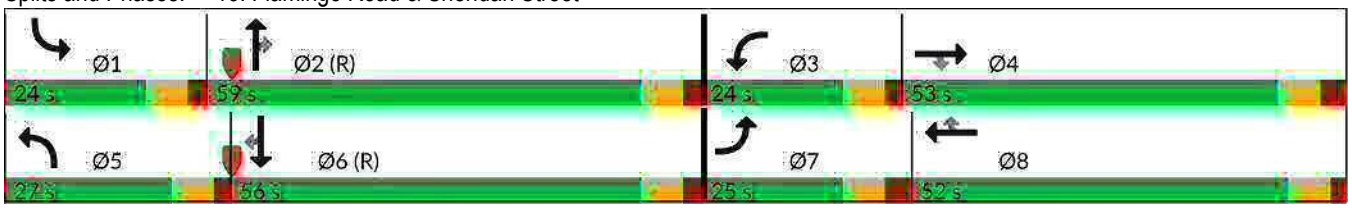


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	13.0	20.0	20.0	12.0	25.0	25.0	12.0	53.0	53.0	12.0	25.0	25.0
Total Split (s)	25.0	53.0	53.0	24.0	52.0	52.0	27.0	59.0	59.0	24.0	56.0	56.0
Total Split (%)	15.6%	33.1%	33.1%	15.0%	32.5%	32.5%	16.9%	36.9%	36.9%	15.0%	35.0%	35.0%
Maximum Green (s)	17.0	45.0	45.0	17.0	45.0	45.0	20.0	52.0	52.0	17.0	49.0	49.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	3.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	8.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.5	2.0	2.0	1.5	2.0	2.0	1.5	3.0	3.0	1.5	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)								7.0	7.0			
Flash Don't Walk (s)								39.0	39.0			
Pedestrian Calls (#/hr)								0	0			
Act Effct Green (s)	16.7	43.8	43.8	16.5	43.6	43.6	19.3	56.5	56.5	14.2	51.5	51.5
Actuated g/C Ratio	0.10	0.27	0.27	0.10	0.27	0.27	0.12	0.35	0.35	0.09	0.32	0.32
v/c Ratio	0.92	0.93	0.48	0.89	0.90	0.45	0.90	0.62	0.60	0.76	0.74	0.60
Control Delay (s/veh)	101.9	72.9	22.3	97.3	68.6	24.7	94.3	45.4	20.9	82.2	71.0	39.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	101.9	72.9	22.3	97.3	68.6	24.7	94.3	45.4	20.9	82.2	71.0	39.7
LOS	F	E	C	F	E	C	F	D	C	F	E	D
Approach Delay (s/veh)		70.4			67.7			49.3			65.4	
Approach LOS		E			E			D			E	
Queue Length 50th (ft)	173	467	88	168	450	92	200	360	155	123	408	181
Queue Length 95th (ft)	#262	#583	178	#249	538	178	#280	416	278	m167	485	m311
Internal Link Dist (ft)		1287			1133			992			3854	
Turn Bay Length (ft)	235		190	290		110	310		295	305		295
Base Capacity (vph)	354	966	539	361	985	529	429	1795	727	361	1619	675
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	0.90	0.90	0.47	0.86	0.87	0.44	0.87	0.62	0.60	0.63	0.74	0.60

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 88 (55%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay (s/veh): 62.3		Intersection LOS: E	
Intersection Capacity Utilization 85.6%		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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 13: Flamingo Road & Sheridan Street



Appendix E– Background Traffic Conditions Analysis

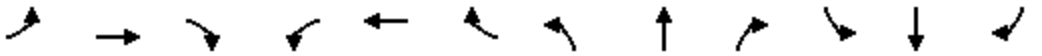
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	27	0	2097	1700	73
Future Vol, veh/h	0	27	0	2097	1700	73
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	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	43	43	61	61	90	90
Heavy Vehicles, %	2	2	2	2	3	3
Mvmt Flow	0	63	0	3438	1889	81

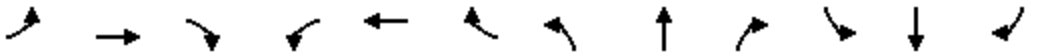
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	944	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	226	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	226	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	26.96	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	226	-	-
HCM Lane V/C Ratio	-	0.278	-	-
HCM Control Delay (s/veh)	-	27	-	-
HCM Lane LOS	-	D	-	-
HCM 95th %tile Q(veh)	-	1.1	-	-



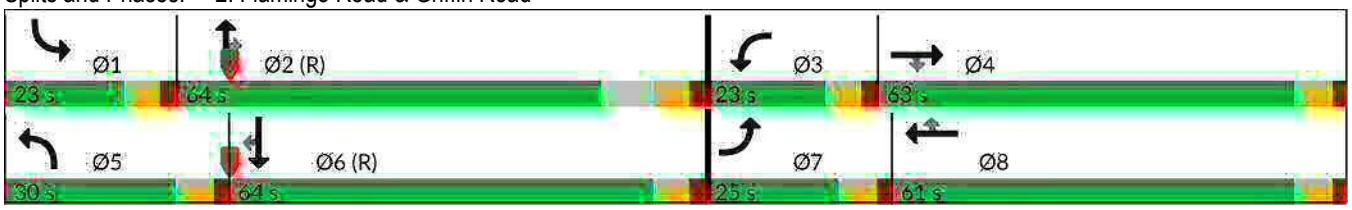
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	361	1142	184	327	883	213	465	1242	233	521	1334	180
Future Volume (vph)	361	1142	184	327	883	213	465	1242	233	521	1334	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		450	415		295	550		550	285		170
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3335	4940	1538	3335	4940	1538	3400	5036	1568	3400	5036	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3335	4940	1538	3335	4940	1538	3400	5036	1568	3400	5036	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			192			202			206			109
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		718			927			6655			724	
Travel Time (s)		10.9			14.0			100.8			11.0	
Peak Hour Factor	0.96	0.96	0.96	0.92	0.92	0.92	0.95	0.95	0.95	0.96	0.96	0.96
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	376	1190	192	355	960	232	489	1307	245	543	1390	188
Shared Lane Traffic (%)												
Lane Group Flow (vph)	376	1190	192	355	960	232	489	1307	245	543	1390	188
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	40	40	40	40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.0	60.0	60.0	12.0	68.0	68.0	12.0	54.0	54.0	12.0	53.0	53.0

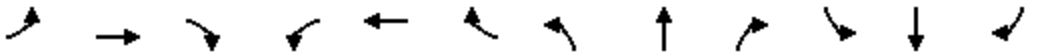


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	25.0	63.0	63.0	23.0	61.0	61.0	30.0	64.0	64.0	23.0	64.0	64.0
Total Split (%)	13.9%	35.0%	35.0%	12.8%	33.9%	33.9%	16.7%	35.6%	35.6%	12.8%	35.6%	35.6%
Maximum Green (s)	18.0	56.0	56.0	16.0	54.0	54.0	23.0	57.0	57.0	16.0	57.0	57.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		46.0	46.0		54.0	54.0		40.0	40.0		39.0	39.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	18.0	50.7	50.7	16.0	48.7	48.7	28.3	64.0	64.0	21.3	57.0	57.0
Actuated g/C Ratio	0.10	0.28	0.28	0.09	0.27	0.27	0.16	0.36	0.36	0.12	0.32	0.32
v/c Ratio	1.13	0.86	0.34	1.20	0.72	0.41	0.92	0.73	0.36	1.35	0.87	0.33
Control Delay (s/veh)	157.6	67.9	6.9	182.2	62.5	11.1	95.3	53.4	9.5	227.4	65.2	20.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	157.6	67.9	6.9	182.2	62.5	11.1	95.3	53.4	9.5	227.4	65.2	20.7
LOS	F	E	A	F	E	B	F	D	A	F	E	C
Approach Delay (s/veh)		80.4			82.3			58.2			102.8	
Approach LOS		F			F			E			F	
Queue Length 50th (ft)	~263	488	0	~260	377	26	300	493	31	~441	571	68
Queue Length 95th (ft)	#378	529	63	#374	416	102	#465	551	103	#620	634	142
Internal Link Dist (ft)		638			847			6575			644	
Turn Bay Length (ft)	450		450	415		295	550		550	285		170
Base Capacity (vph)	333	1536	610	296	1482	602	534	1790	690	402	1594	571
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	1.13	0.77	0.31	1.20	0.65	0.39	0.92	0.73	0.36	1.35	0.87	0.33

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 59 (33%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.35			
Intersection Signal Delay (s/veh): 81.1		Intersection LOS: F	
Intersection Capacity Utilization 93.8%		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: 2: Flamingo Road & Griffin Road





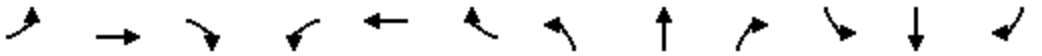
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	361	1142	184	327	883	213	465	1242	233	521	1334	180
Future Volume (veh/h)	361	1142	184	327	883	213	465	1242	233	521	1334	180
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	376	1190	192	355	960	232	489	1307	245	543	1390	188
Peak Hour Factor	0.96	0.96	0.96	0.92	0.92	0.92	0.95	0.95	0.95	0.96	0.96	0.96
Percent Heavy Veh, %	5	5	5	5	5	5	3	3	3	3	3	3
Cap, veh/h	337	1348	418	300	1292	401	438	2007	623	305	1810	562
Arrive On Green	0.10	0.27	0.27	0.09	0.26	0.26	0.13	0.40	0.40	0.09	0.36	0.36
Sat Flow, veh/h	3374	4985	1547	3374	4985	1547	3428	5066	1572	3428	5066	1572
Grp Volume(v), veh/h	376	1190	192	355	960	232	489	1307	245	543	1390	188
Grp Sat Flow(s),veh/h/ln	1687	1662	1547	1687	1662	1547	1714	1689	1572	1714	1689	1572
Q Serve(g_s), s	18.0	41.2	18.6	16.0	31.8	23.5	23.0	37.8	20.1	16.0	43.7	15.7
Cycle Q Clear(g_c), s	18.0	41.2	18.6	16.0	31.8	23.5	23.0	37.8	20.1	16.0	43.7	15.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	337	1348	418	300	1292	401	438	2007	623	305	1810	562
V/C Ratio(X)	1.11	0.88	0.46	1.18	0.74	0.58	1.12	0.65	0.39	1.78	0.77	0.33
Avail Cap(c_a), veh/h	337	1551	481	300	1495	464	438	2007	623	305	1810	562
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	81.0	62.9	54.7	82.0	61.2	58.1	78.5	44.2	38.9	82.0	51.2	42.2
Incr Delay (d2), s/veh	83.6	5.8	0.8	111.4	1.7	1.3	78.6	1.7	1.9	364.8	3.2	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	18.2	25.2	11.9	18.3	19.8	14.5	22.4	23.0	12.9	35.8	26.4	10.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	164.6	68.7	55.5	193.4	62.9	59.4	157.1	45.9	40.7	446.8	54.4	43.8
LnGrp LOS	F	E	E	F	E	E	F	D	D	F	D	D
Approach Vol, veh/h		1758			1547			2041			2121	
Approach Delay, s/veh		87.8			92.3			71.9			153.9	
Approach LOS		F			F			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	78.3	23.0	55.7	30.0	71.3	25.0	53.7
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	16.0	57.0	16.0	56.0	23.0	57.0	18.0	54.0
Max Q Clear Time (g_c+I1), s	18.0	39.8	18.0	43.2	25.0	45.7	20.0	33.8
Green Ext Time (p_c), s	0.0	7.2	0.0	5.5	0.0	5.8	0.0	5.6

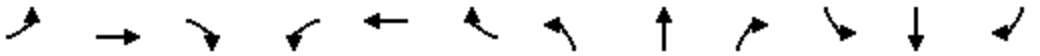
Intersection Summary	
HCM 7th Control Delay, s/veh	103.2
HCM 7th LOS	F

Notes

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	523	39	3	87	296	1628	20	16	1144	253
Future Volume (vph)	0	0	523	39	3	87	296	1628	20	16	1144	253
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	85		0	865		175	150		1000
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt		0.850			0.854				0.850			0.850
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	1863	1583	0	1770	1591	0	1770	5085	1583	1752	5036	1568
Flt Permitted				0.093			0.162			0.062		
Satd. Flow (perm)	1863	1583	0	173	1591	0	302	5085	1583	114	5036	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		190			98				68			266
Link Speed (mph)		15			30			45			45	
Link Distance (ft)		780			708			3934			1443	
Travel Time (s)		35.5			16.1			59.6			21.9	
Peak Hour Factor	0.64	0.64	0.64	0.89	0.89	0.89	0.81	0.81	0.81	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	0	0	817	44	3	98	365	2010	25	17	1204	266
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	817	0	44	101	0	365	2010	25	17	1204	266
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	

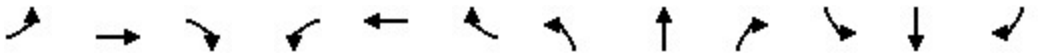


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		4.0	20.0	20.0	4.0	20.0	20.0
Minimum Split (s)	12.0	12.0		49.0	49.0		12.0	53.0	53.0	12.0	27.0	27.0
Total Split (s)	49.0	49.0		49.0	49.0		20.0	91.0	91.0	20.0	91.0	91.0
Total Split (%)	30.6%	30.6%		30.6%	30.6%		12.5%	56.9%	56.9%	12.5%	56.9%	56.9%
Maximum Green (s)	43.0	43.0		43.0	43.0		13.0	84.0	84.0	13.0	84.0	84.0
Yellow Time (s)	4.0	4.0		4.0	4.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		1.5	3.0	3.0	1.5	3.0	3.0
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)				7.0	7.0			7.0	7.0			
Flash Don't Walk (s)				36.0	36.0			23.0	23.0			
Pedestrian Calls (#/hr)				0	0			0	0			
Act Effct Green (s)		43.0		43.0	43.0		104.0	96.9	96.9	88.6	84.0	84.0
Actuated g/C Ratio		0.27		0.27	0.27		0.65	0.61	0.61	0.55	0.53	0.53
v/c Ratio		1.45		0.96	0.20		1.16	0.65	0.03	0.16	0.46	0.28
Control Delay (s/veh)		243.0		177.7	9.2		135.1	31.6	2.8	12.8	36.9	16.0
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		243.0		177.7	9.2		135.1	31.6	2.8	12.8	36.9	16.0
LOS		F		F	A		F	C	A	B	D	B
Approach Delay (s/veh)		243.0			60.4			47.0			32.9	
Approach LOS		F			E			D			C	
Queue Length 50th (ft)		~1012		46	2		~292	535	0	10	414	127
Queue Length 95th (ft)		#680		#134	49		m#419	577	m3	m7	m442	m205
Internal Link Dist (ft)		700			628			3854			1363	
Turn Bay Length (ft)				85			865		175	150		1000
Base Capacity (vph)		564		46	499		315	3079	985	202	2643	949
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		1.45		0.96	0.20		1.16	0.65	0.03	0.08	0.46	0.28

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 158 (99%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.45			
Intersection Signal Delay (s/veh): 76.1		Intersection LOS: E	
Intersection Capacity Utilization 87.6%		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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Flamingo Road & Schott Circle/W. Lake Blvd.

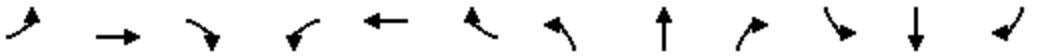


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	523	39	3	87	296	1628	20	16	1144	253
Future Volume (veh/h)	0	0	523	39	3	87	296	1628	20	16	1144	253
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	0	0	817	44	3	98	365	2010	25	17	1204	266
Peak Hour Factor	0.64	0.64	0.64	0.89	0.89	0.89	0.81	0.81	0.81	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	3	3	3
Cap, veh/h	45	0	426	45	13	415	313	3028	940	136	2659	826
Arrive On Green	0.00	0.00	0.27	0.27	0.27	0.27	0.08	0.59	0.59	0.01	0.35	0.35
Sat Flow, veh/h	1294	0	1585	669	47	1545	1781	5106	1585	1767	5066	1572
Grp Volume(v), veh/h	0	0	817	44	0	101	365	2010	25	17	1204	266
Grp Sat Flow(s),veh/h/ln	1294	0	1585	669	0	1592	1781	1702	1585	1767	1689	1572
Q Serve(g_s), s	0.0	0.0	43.0	0.0	0.0	7.9	13.0	42.3	1.0	0.7	29.3	19.8
Cycle Q Clear(g_c), s	0.0	0.0	43.0	43.0	0.0	7.9	13.0	42.3	1.0	0.7	29.3	19.8
Prop In Lane	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	45	0	426	45	0	428	313	3028	940	136	2659	826
V/C Ratio(X)	0.00	0.00	1.92	0.98	0.00	0.24	1.17	0.66	0.03	0.12	0.45	0.32
Avail Cap(c_a), veh/h	45	0	426	45	0	428	313	3028	940	256	2659	826
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	0.66	0.66	0.66	0.40	0.40	0.40
Uniform Delay (d), s/veh	0.0	0.0	58.5	80.0	0.0	45.7	26.5	21.9	13.5	20.7	34.1	31.0
Incr Delay (d2), s/veh	0.0	0.0	421.7	125.0	0.0	0.1	95.9	0.8	0.0	0.1	0.2	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	105.3	6.1	0.0	5.8	21.3	22.5	0.7	0.5	16.6	11.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	480.2	205.0	0.0	45.8	122.4	22.6	13.5	20.7	34.4	31.5
LnGrp LOS			F	F		D	F	C	B	C	C	C
Approach Vol, veh/h		817			145			2400			1487	
Approach Delay, s/veh		480.2			94.1			37.7			33.7	
Approach LOS		F			F			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.1	101.9		49.0	20.0	91.0		49.0				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	13.0	84.0		43.0	13.0	84.0		43.0				
Max Q Clear Time (g_c+I1), s	2.7	44.3		45.0	15.0	31.3		45.0				
Green Ext Time (p_c), s	0.0	24.1		0.0	0.0	13.9		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		112.7
HCM 7th LOS		F

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	394	875	178	294	905	130	352	1034	286	140	871	482
Future Volume (vph)	394	875	178	294	905	130	352	1034	286	140	871	482
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		190	290		110	310		295	305		295
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3335	3438	1538	3400	3505	1568	3433	5085	1583	3400	5036	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3335	3438	1538	3400	3505	1568	3433	5085	1583	3400	5036	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			123			123			274			245
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1367			1213			1072			3934	
Travel Time (s)		20.7			18.4			16.2			59.6	
Peak Hour Factor	0.88	0.88	0.88	0.94	0.94	0.94	0.95	0.95	0.95	0.94	0.94	0.94
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	448	994	202	313	963	138	371	1088	301	149	927	513
Shared Lane Traffic (%)												
Lane Group Flow (vph)	448	994	202	313	963	138	371	1088	301	149	927	513
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	

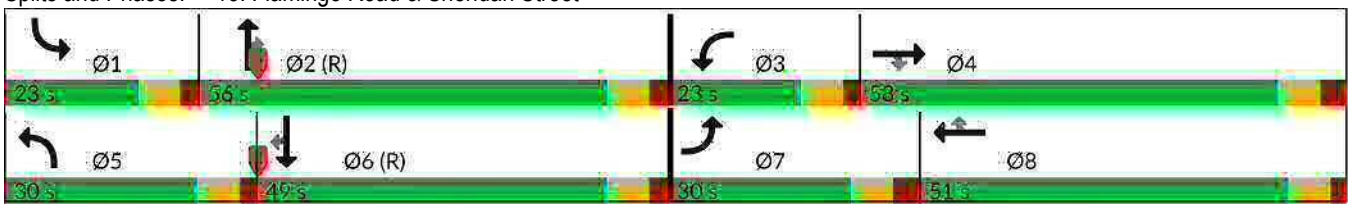


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	13.0	55.0	55.0	12.0	25.0	25.0	12.0	53.0	53.0	12.0	25.0	25.0
Total Split (s)	30.0	58.0	58.0	23.0	51.0	51.0	30.0	56.0	56.0	23.0	49.0	49.0
Total Split (%)	18.8%	36.3%	36.3%	14.4%	31.9%	31.9%	18.8%	35.0%	35.0%	14.4%	30.6%	30.6%
Maximum Green (s)	22.0	50.0	50.0	16.0	44.0	44.0	23.0	49.0	49.0	16.0	42.0	42.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	3.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	8.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.5	2.0	2.0	1.5	2.0	2.0	1.5	3.0	3.0	1.5	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		7.0	7.0					7.0	7.0			
Flash Don't Walk (s)		40.0	40.0					39.0	39.0			
Pedestrian Calls (#/hr)		0	0					0	0			
Act Effct Green (s)	22.0	50.2	50.2	15.8	44.0	44.0	20.3	54.1	54.1	10.9	44.7	44.7
Actuated g/C Ratio	0.14	0.31	0.31	0.10	0.28	0.28	0.13	0.34	0.34	0.07	0.28	0.28
v/c Ratio	0.98	0.92	0.36	0.93	1.00	0.27	0.85	0.63	0.42	0.64	0.66	0.84
Control Delay (s/veh)	104.5	67.2	18.2	104.6	86.1	10.5	86.7	47.0	7.9	86.9	73.9	55.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	104.5	67.2	18.2	104.6	86.1	10.5	86.7	47.0	7.9	86.9	73.9	55.5
LOS	F	E	B	F	F	B	F	D	A	F	E	E
Approach Delay (s/veh)		71.4			82.8			48.7			69.2	
Approach LOS		E			F			D			E	
Queue Length 50th (ft)	244	531	60	170	534	12	197	352	19	78	357	343
Queue Length 95th (ft)	#345	#631	127	#263	#687	68	254	418	97	m88	m343	m344
Internal Link Dist (ft)		1287			1133			992			3854	
Turn Bay Length (ft)	235		190	290		110	310		295	305		295
Base Capacity (vph)	458	1077	566	340	963	520	493	1718	716	340	1405	614
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	0.98	0.92	0.36	0.92	1.00	0.27	0.75	0.63	0.42	0.44	0.66	0.84

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 18 (11%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 135			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay (s/veh): 67.1		Intersection LOS: E	
Intersection Capacity Utilization 87.3%		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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 13: Flamingo Road & Sheridan Street



HCM 7th Signalized Intersection Summary
13: Flamingo Road & Sheridan Street

02/07/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	394	875	178	294	905	130	352	1034	286	140	871	482
Future Volume (veh/h)	394	875	178	294	905	130	352	1034	286	140	871	482
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1856	1856	1856	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	448	994	202	313	963	138	371	1088	301	149	927	513
Peak Hour Factor	0.88	0.88	0.88	0.94	0.94	0.94	0.95	0.95	0.95	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	3	3	3	2	2	2	3	3	3
Cap, veh/h	464	1106	493	343	970	432	414	1757	545	192	1419	441
Arrive On Green	0.14	0.32	0.32	0.10	0.28	0.28	0.12	0.34	0.34	0.06	0.28	0.28
Sat Flow, veh/h	3374	3469	1547	3428	3526	1572	3456	5106	1585	3428	5066	1572
Grp Volume(v), veh/h	448	994	202	313	963	138	371	1088	301	149	927	513
Grp Sat Flow(s),veh/h/ln	1687	1735	1547	1714	1763	1572	1728	1702	1585	1714	1689	1572
Q Serve(g_s), s	21.1	43.8	16.4	14.5	43.6	11.2	16.9	28.4	24.6	6.9	25.8	44.8
Cycle Q Clear(g_c), s	21.1	43.8	16.4	14.5	43.6	11.2	16.9	28.4	24.6	6.9	25.8	44.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	464	1106	493	343	970	432	414	1757	545	192	1419	441
V/C Ratio(X)	0.97	0.90	0.41	0.91	0.99	0.32	0.90	0.62	0.55	0.78	0.65	1.16
Avail Cap(c_a), veh/h	464	1106	493	343	970	432	497	1757	545	343	1419	441
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	0.88
Uniform Delay (d), s/veh	68.6	52.0	42.7	71.3	57.9	46.1	69.4	43.7	42.5	74.5	50.7	57.6
Incr Delay (d2), s/veh	32.8	9.7	0.2	27.3	27.2	0.2	15.1	1.7	4.0	2.3	2.1	94.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.8	28.0	10.5	12.2	31.0	7.9	13.2	18.1	15.6	5.6	16.4	41.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	101.4	61.7	42.9	98.6	85.0	46.3	84.6	45.4	46.5	76.8	52.8	151.5
LnGrp LOS	F	E	D	F	F	D	F	D	D	E	D	F
Approach Vol, veh/h		1644			1414			1760			1589	
Approach Delay, s/veh		70.2			84.2			53.8			86.9	
Approach LOS		E			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.9	62.1	23.0	59.0	26.2	51.8	30.0	52.0
Change Period (Y+Rc), s	7.0	7.0	7.0	8.0	7.0	7.0	8.0	* 8
Max Green Setting (Gmax), s	16.0	49.0	16.0	50.0	23.0	42.0	22.0	* 44
Max Q Clear Time (g_c+I1), s	8.9	30.4	16.5	45.8	18.9	46.8	23.1	45.6
Green Ext Time (p_c), s	0.1	8.7	0.0	2.2	0.2	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	73.0
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

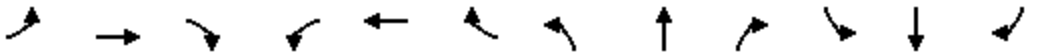
Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	103	416	386	121	1	1
Future Vol, veh/h	103	416	386	121	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	79	79	74	74	50	50
Heavy Vehicles, %	5	5	5	5	2	2
Mvmt Flow	130	527	522	164	2	2

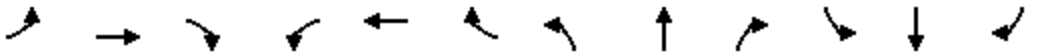
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	685	0	-	0	1391	603
Stage 1	-	-	-	-	603	-
Stage 2	-	-	-	-	787	-
Critical Hdwy	4.15	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.245	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	894	-	-	-	157	499
Stage 1	-	-	-	-	546	-
Stage 2	-	-	-	-	448	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	894	-	-	-	134	499
Mov Cap-2 Maneuver	-	-	-	-	134	-
Stage 1	-	-	-	-	466	-
Stage 2	-	-	-	-	448	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.93	0	22.38
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	894	-	-	-	211
HCM Lane V/C Ratio	0.146	-	-	-	0.019
HCM Control Delay (s/veh)	9.7	-	-	-	22.4
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.5	-	-	-	0.1



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	281	273	47	320	200	266	68	1466	160	222	1387	142
Future Volume (vph)	281	273	47	320	200	266	68	1466	160	222	1387	142
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		0	1000		640	590		600	635		290
Storage Lanes	1		0	1		1	1		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.97	0.91	1.00
Frt		0.978				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	1770	0	1752	1845	1568	1770	5085	1583	3400	5036	1568
Flt Permitted	0.455			0.173			0.950			0.950		
Satd. Flow (perm)	823	1770	0	319	1845	1568	1770	5085	1583	3400	5036	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				212			172			123
Link Speed (mph)		25			45			45			45	
Link Distance (ft)		567			1223			1443			427	
Travel Time (s)		15.5			18.5			21.9			6.5	
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.93	0.93	0.93	0.95	0.95	0.95
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	305	297	51	340	213	283	73	1576	172	234	1460	149
Shared Lane Traffic (%)												
Lane Group Flow (vph)	305	348	0	340	213	283	73	1576	172	234	1460	149
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	40	40		40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8			2			6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	6.0		4.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	10.0	24.0		11.0	50.0	50.0	12.0	45.0	45.0	12.0	25.0	25.0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	25.0	52.0		25.0	52.0	52.0	20.0	63.0	63.0	20.0	63.0	63.0
Total Split (%)	15.6%	32.5%		15.6%	32.5%	32.5%	12.5%	39.4%	39.4%	12.5%	39.4%	39.4%
Maximum Green (s)	19.0	46.0		18.0	45.0	45.0	13.0	56.0	56.0	13.0	56.0	56.0
Yellow Time (s)	4.0	4.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.5	2.0		1.5	2.0	2.0	1.5	3.0	3.0	1.5	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)								7.0	7.0			
Flash Don't Walk (s)								31.0	31.0			
Pedestrian Calls (#/hr)								0	0			
Act Effct Green (s)	54.5	35.6		52.8	34.8	34.8	10.2	65.1	65.1	14.3	69.2	69.2
Actuated g/C Ratio	0.34	0.22		0.33	0.22	0.22	0.06	0.41	0.41	0.09	0.43	0.43
v/c Ratio	0.79	0.87		1.28	0.53	0.56	0.65	0.76	0.23	0.77	0.67	0.20
Control Delay (s/veh)	53.9	81.0		184.7	59.3	17.9	81.2	59.8	21.7	87.8	39.8	8.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	53.9	81.0		184.7	59.3	17.9	81.2	59.8	21.7	87.8	39.8	8.7
LOS	D	F		F	E	B	F	E	C	F	D	A
Approach Delay (s/veh)		68.3			96.3			57.1			43.4	
Approach LOS		E			F			E			D	
Queue Length 50th (ft)	240	350		~373	199	62	79	638	74	124	446	16
Queue Length 95th (ft)	300	443		#541	266	149	m123	689	159	#193	575	71
Internal Link Dist (ft)		487			1143			1363			347	
Turn Bay Length (ft)	400			1000		640	590		600	635		290
Base Capacity (vph)	387	512		266	518	593	144	2067	745	311	2177	747
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.68		1.28	0.41	0.48	0.51	0.76	0.23	0.75	0.67	0.20

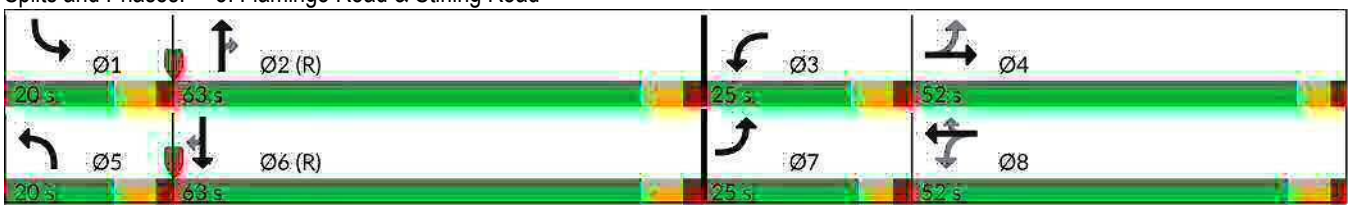
Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 92 (58%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.28			
Intersection Signal Delay (s/veh): 60.0		Intersection LOS: E	
Intersection Capacity Utilization 92.1%		ICU Level of Service F	
Analysis Period (min) 15			

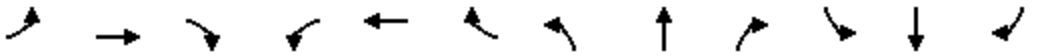
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

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

Splits and Phases: 5: Flamingo Road & Stirling Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	281	273	47	320	200	266	68	1466	160	222	1387	142
Future Volume (veh/h)	281	273	47	320	200	266	68	1466	160	222	1387	142
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1856	1856	1856	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	305	297	51	340	213	283	73	1576	172	234	1460	149
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.93	0.93	0.93	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	3	3	3	2	2	2	3	3	3
Cap, veh/h	345	317	54	260	387	328	92	2164	672	274	2292	711
Arrive On Green	0.12	0.21	0.21	0.11	0.21	0.21	0.02	0.14	0.14	0.08	0.45	0.45
Sat Flow, veh/h	1739	1518	261	1767	1856	1572	1781	5106	1585	3428	5066	1572
Grp Volume(v), veh/h	305	0	348	340	213	283	73	1576	172	234	1460	149
Grp Sat Flow(s),veh/h/ln	1739	0	1779	1767	1856	1572	1781	1702	1585	1714	1689	1572
Q Serve(g_s), s	19.0	0.0	30.8	18.0	16.4	27.8	6.5	47.3	15.5	10.8	35.5	9.2
Cycle Q Clear(g_c), s	19.0	0.0	30.8	18.0	16.4	27.8	6.5	47.3	15.5	10.8	35.5	9.2
Prop In Lane	1.00		0.15	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	345	0	371	260	387	328	92	2164	672	274	2292	711
V/C Ratio(X)	0.88	0.00	0.94	1.31	0.55	0.86	0.80	0.73	0.26	0.85	0.64	0.21
Avail Cap(c_a), veh/h	345	0	511	260	522	442	145	2164	672	279	2292	711
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.71	0.71	0.71	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.4	0.0	62.3	47.6	56.6	61.1	77.8	60.0	46.3	72.7	33.7	26.5
Incr Delay (d2), s/veh	22.1	0.0	18.2	162.5	0.5	10.0	4.6	1.6	0.7	20.6	1.4	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.0	0.0	22.4	30.4	12.4	17.7	5.7	28.6	10.4	9.4	21.3	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	70.5	0.0	80.5	210.1	57.1	71.1	82.4	61.5	47.0	93.3	35.1	27.2
LnGrp LOS	E		F	F	E	E	F	E	D	F	D	C
Approach Vol, veh/h		653			836			1821			1843	
Approach Delay, s/veh		75.8			124.1			61.0			41.8	
Approach LOS		E			F			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.8	74.8	25.0	40.4	15.2	79.4	25.0	40.4
Change Period (Y+Rc), s	7.0	7.0	7.0	* 7	7.0	7.0	6.0	7.0
Max Green Setting (Gmax), s	13.0	56.0	18.0	* 46	13.0	56.0	19.0	45.0
Max Q Clear Time (g_c+I1), s	12.8	49.3	20.0	32.8	8.5	37.5	21.0	29.8
Green Ext Time (p_c), s	0.0	4.4	0.0	0.6	0.0	7.9	0.0	1.0

Intersection Summary	
HCM 7th Control Delay, s/veh	66.2
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	33.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	446	372	14	147	45
Future Vol, veh/h	5	446	372	14	147	45
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	-	-	150	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	70	70	51	51
Heavy Vehicles, %	5	5	5	5	2	2
Mvmt Flow	6	537	531	20	288	88

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	551	0	-	0	1081	531
Stage 1	-	-	-	-	531	-
Stage 2	-	-	-	-	549	-
Critical Hdwy	4.15	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.245	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1004	-	-	-	~ 241	548
Stage 1	-	-	-	-	589	-
Stage 2	-	-	-	-	578	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1004	-	-	-	~ 240	548
Mov Cap-2 Maneuver	-	-	-	-	~ 240	-
Stage 1	-	-	-	-	586	-
Stage 2	-	-	-	-	578	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.1	0	130.56
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1004	-	-	-	240	548
HCM Lane V/C Ratio	0.006	-	-	-	1.203	0.161
HCM Ctrl Dly (s/v)	8.6	-	-	-	166.6	12.8
HCM Lane LOS	A	-	-	-	F	B
HCM 95th %tile Q(veh)	0	-	-	-	13.9	0.6

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

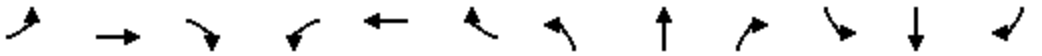
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	40	0	1430	1492	4
Future Vol, veh/h	0	40	0	1430	1492	4
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	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	95	95	98	98
Heavy Vehicles, %	2	2	2	2	3	3
Mvmt Flow	0	45	0	1505	1522	4

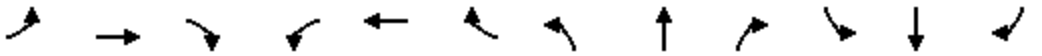
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	761	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	299	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	299	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	19.19	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	299	-	-
HCM Lane V/C Ratio	-	0.151	-	-
HCM Control Delay (s/veh)	-	19.2	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.5	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	307	872	111	228	705	127	342	1263	177	415	1270	142
Future Volume (vph)	307	872	111	228	705	127	342	1263	177	415	1270	142
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		450	415		295	550		550	285		170
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3335	4940	1538	3335	4940	1538	3400	5036	1568	3400	5036	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3335	4940	1538	3335	4940	1538	3400	5036	1568	3400	5036	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			152			152			186			152
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		718			927			6655			724	
Travel Time (s)		10.9			14.0			100.8			11.0	
Peak Hour Factor	0.97	0.97	0.97	0.96	0.96	0.96	0.95	0.95	0.95	0.94	0.94	0.94
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	316	899	114	238	734	132	360	1329	186	441	1351	151
Shared Lane Traffic (%)												
Lane Group Flow (vph)	316	899	114	238	734	132	360	1329	186	441	1351	151
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	40	40	40	40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.0	20.0	20.0	12.0	20.0	20.0	12.0	54.0	54.0	12.0	53.0	53.0



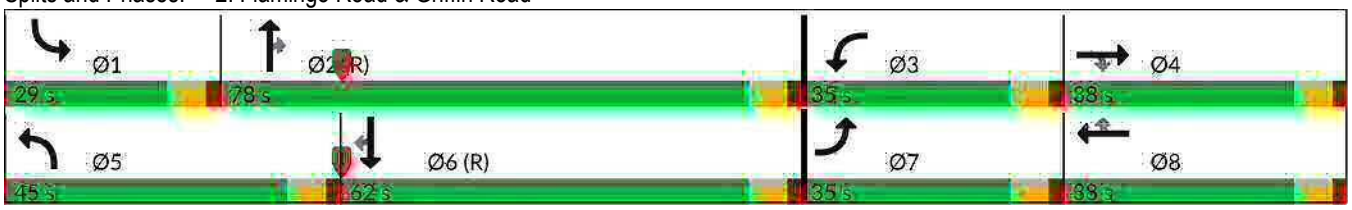
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	35.0	38.0	38.0	35.0	38.0	38.0	45.0	78.0	78.0	29.0	62.0	62.0
Total Split (%)	19.4%	21.1%	21.1%	19.4%	21.1%	21.1%	25.0%	43.3%	43.3%	16.1%	34.4%	34.4%
Maximum Green (s)	28.0	31.0	31.0	28.0	31.0	31.0	38.0	71.0	71.0	22.0	55.0	55.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)								7.0	7.0		7.0	7.0
Flash Don't Walk (s)								40.0	40.0		39.0	39.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	22.3	40.9	40.9	18.1	36.7	36.7	24.4	71.0	71.0	22.0	68.6	68.6
Actuated g/C Ratio	0.12	0.23	0.23	0.10	0.20	0.20	0.14	0.39	0.39	0.12	0.38	0.38
v/c Ratio	0.77	0.80	0.24	0.71	0.73	0.30	0.78	0.67	0.25	1.06	0.70	0.22
Control Delay (s/veh)	88.7	72.1	3.6	90.0	72.3	6.9	87.4	46.9	4.9	133.6	50.1	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	88.7	72.1	3.6	90.0	72.3	6.9	87.4	46.9	4.9	133.6	50.1	5.7
LOS	F	E	A	F	E	A	F	D	A	F	D	A
Approach Delay (s/veh)		70.1			68.3			50.5			65.6	
Approach LOS		E			E			D			E	
Queue Length 50th (ft)	189	372	0	142	301	0	215	473	0	~293	494	0
Queue Length 95th (ft)	239	#457	21	189	367	44	267	527	53	#413	580	52
Internal Link Dist (ft)		638			847			6575			644	
Turn Bay Length (ft)	450		450	415		295	550		550	285		170
Base Capacity (vph)	518	1121	466	518	1007	434	717	1986	731	415	1920	691
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	0.61	0.80	0.24	0.46	0.73	0.30	0.50	0.67	0.25	1.06	0.70	0.22

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 33 (18%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.06			
Intersection Signal Delay (s/veh): 62.5		Intersection LOS: E	
Intersection Capacity Utilization 82.9%		ICU Level of Service E	
Analysis Period (min) 15			

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

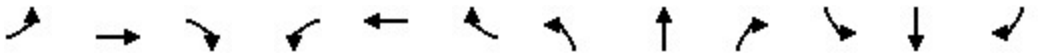
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Flamingo Road & Griffin Road



HCM 7th Signalized Intersection Summary
2: Flamingo Road & Griffin Road

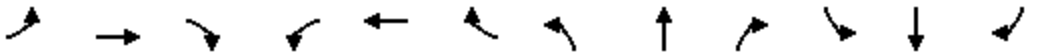
02/07/2025



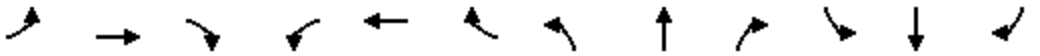
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	307	872	111	228	705	127	342	1263	177	415	1270	142
Future Volume (veh/h)	307	872	111	228	705	127	342	1263	177	415	1270	142
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	316	899	114	238	734	132	360	1329	186	441	1351	151
Peak Hour Factor	0.97	0.97	0.97	0.96	0.96	0.96	0.95	0.95	0.95	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5	3	3	3	3	3	3
Cap, veh/h	365	927	288	286	810	252	418	2286	710	419	2287	710
Arrive On Green	0.11	0.19	0.19	0.08	0.16	0.16	0.12	0.45	0.45	0.12	0.45	0.45
Sat Flow, veh/h	3374	4985	1547	3374	4985	1547	3428	5066	1572	3428	5066	1572
Grp Volume(v), veh/h	316	899	114	238	734	132	360	1329	186	441	1351	151
Grp Sat Flow(s),veh/h/ln	1687	1662	1547	1687	1662	1547	1714	1689	1572	1714	1689	1572
Q Serve(g_s), s	16.6	32.2	11.7	12.5	26.0	14.1	18.5	35.1	13.2	22.0	35.9	10.5
Cycle Q Clear(g_c), s	16.6	32.2	11.7	12.5	26.0	14.1	18.5	35.1	13.2	22.0	35.9	10.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	365	927	288	286	810	252	418	2286	710	419	2287	710
V/C Ratio(X)	0.86	0.97	0.40	0.83	0.91	0.52	0.86	0.58	0.26	1.05	0.59	0.21
Avail Cap(c_a), veh/h	525	927	288	525	858	266	724	2286	710	419	2287	710
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	79.0	72.8	64.4	81.1	74.0	69.0	77.5	36.7	30.7	79.0	36.9	29.9
Incr Delay (d2), s/veh	10.1	22.4	0.9	6.2	12.7	1.7	5.3	1.1	0.9	58.4	1.1	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.4	22.3	8.3	9.7	17.9	9.7	13.4	21.3	9.1	19.6	21.7	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	89.1	95.1	65.3	87.3	86.7	70.7	82.8	37.8	31.6	137.4	38.0	30.6
LnGrp LOS	F	F	E	F	F	E	F	D	C	F	D	C
Approach Vol, veh/h		1329			1104			1875			1943	
Approach Delay, s/veh		91.1			84.9			45.8			60.0	
Approach LOS		F			F			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	29.0	88.2	22.3	40.5	29.0	88.3	26.5	36.3
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	22.0	71.0	28.0	31.0	38.0	55.0	28.0	31.0
Max Q Clear Time (g_c+I1), s	24.0	37.1	14.5	34.2	20.5	37.9	18.6	28.0
Green Ext Time (p_c), s	0.0	8.8	0.8	0.0	1.4	7.0	0.9	1.2

Intersection Summary	
HCM 7th Control Delay, s/veh	66.8
HCM 7th LOS	E



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	0	342	25	3	47	120	1507	45	45	1408	159
Future Volume (vph)	3	0	342	25	3	47	120	1507	45	45	1408	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	85		0	865		175	150		1000
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt		0.850			0.860				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1770	1602	0	1770	5085	1583	1752	5036	1568
Flt Permitted	0.717			0.103			0.112			0.097		
Satd. Flow (perm)	1336	1583	0	192	1602	0	209	5085	1583	179	5036	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		166			57				68			173
Link Speed (mph)		15			30			45			45	
Link Distance (ft)		780			708			3934			1443	
Travel Time (s)		35.5			16.1			59.6			21.9	
Peak Hour Factor	0.72	0.72	0.72	0.82	0.82	0.82	0.88	0.88	0.88	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	4	0	475	30	4	57	136	1713	51	49	1530	173
Shared Lane Traffic (%)												
Lane Group Flow (vph)	4	475	0	30	61	0	136	1713	51	49	1530	173
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	

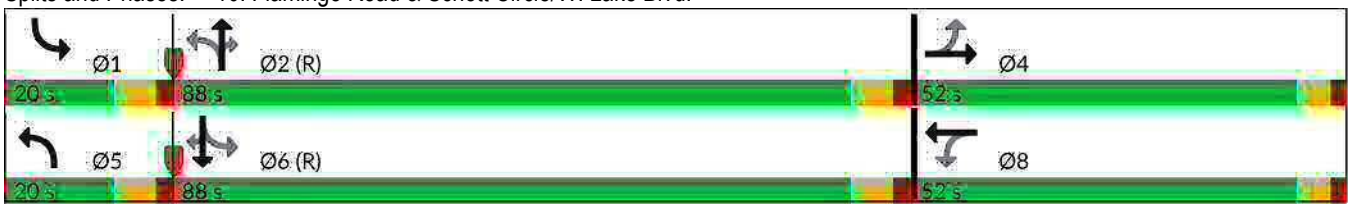


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		4.0	20.0	20.0	4.0	20.0	20.0
Minimum Split (s)	12.0	12.0		49.0	49.0		12.0	53.0	53.0	12.0	27.0	27.0
Total Split (s)	52.0	52.0		52.0	52.0		20.0	88.0	88.0	20.0	88.0	88.0
Total Split (%)	32.5%	32.5%		32.5%	32.5%		12.5%	55.0%	55.0%	12.5%	55.0%	55.0%
Maximum Green (s)	46.0	46.0		46.0	46.0		13.0	81.0	81.0	13.0	81.0	81.0
Yellow Time (s)	4.0	4.0		4.0	4.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		1.5	3.0	3.0	1.5	3.0	3.0
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)				7.0	7.0			7.0	7.0			
Flash Don't Walk (s)				36.0	36.0			23.0	23.0			
Pedestrian Calls (#/hr)				0	0			0	0			
Act Effct Green (s)	38.8	38.8		38.8	38.8		105.6	97.9	97.9	98.0	92.4	92.4
Actuated g/C Ratio	0.24	0.24		0.24	0.24		0.66	0.61	0.61	0.61	0.58	0.58
v/c Ratio	0.01	0.93		0.65	0.14		0.61	0.55	0.05	0.30	0.53	0.18
Control Delay (s/veh)	41.7	64.0		108.4	11.4		24.4	34.2	10.6	7.3	5.7	0.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	41.7	64.0		108.4	11.4		24.4	34.2	10.6	7.3	5.7	0.2
LOS	D	E		F	B		C	C	B	A	A	A
Approach Delay (s/veh)		63.8			43.4			32.9			5.2	
Approach LOS		E			D			C			A	
Queue Length 50th (ft)	3	336		28	3		88	622	13	4	44	0
Queue Length 95th (ft)	11	306		#70	33		m131	673	m32	m4	m160	m2
Internal Link Dist (ft)		700			628			3854			1363	
Turn Bay Length (ft)	195			85			865		175	150		1000
Base Capacity (vph)	384	573		55	501		267	3110	994	245	2909	979
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.83		0.55	0.12		0.51	0.55	0.05	0.20	0.53	0.18

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 41 (26%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay (s/veh): 25.1		Intersection LOS: C	
Intersection Capacity Utilization 71.7%		ICU Level of Service C	
Analysis Period (min) 15			

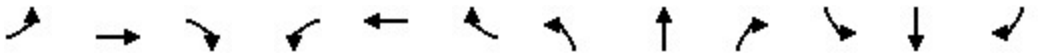
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Flamingo Road & Schott Circle/W. Lake Blvd.



HCM 7th Signalized Intersection Summary
10: Flamingo Road & Schott Circle/W. Lake Blvd.

02/07/2025

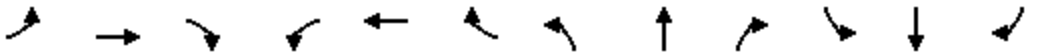


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	342	25	3	47	120	1507	45	45	1408	159
Future Volume (veh/h)	3	0	342	25	3	47	120	1507	45	45	1408	159
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	4	0	475	30	4	57	136	1712	51	49	1530	173
Peak Hour Factor	0.72	0.72	0.72	0.82	0.82	0.82	0.88	0.88	0.88	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	3	3	3
Cap, veh/h	393	0	456	45	30	430	284	2886	896	177	2739	850
Arrive On Green	0.29	0.00	0.29	0.29	0.29	0.29	0.05	0.57	0.57	0.04	1.00	1.00
Sat Flow, veh/h	1341	0	1585	919	105	1496	1781	5106	1585	1767	5066	1572
Grp Volume(v), veh/h	4	0	475	30	0	61	136	1712	51	49	1530	173
Grp Sat Flow(s),veh/h/ln	1341	0	1585	919	0	1601	1781	1702	1585	1767	1689	1572
Q Serve(g_s), s	0.4	0.0	46.0	0.0	0.0	4.5	5.5	35.1	2.3	2.0	0.0	0.0
Cycle Q Clear(g_c), s	4.9	0.0	46.0	46.0	0.0	4.5	5.5	35.1	2.3	2.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.93	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	393	0	456	45	0	460	284	2886	896	177	2739	850
V/C Ratio(X)	0.01	0.00	1.04	0.67	0.00	0.13	0.48	0.59	0.06	0.28	0.56	0.20
Avail Cap(c_a), veh/h	393	0	456	45	0	460	345	2886	896	282	2739	850
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.71	0.71	0.71	0.09	0.09	0.09
Uniform Delay (d), s/veh	44.0	0.0	57.0	80.0	0.0	42.2	14.7	22.8	15.6	19.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	53.6	26.3	0.0	0.0	0.3	0.6	0.1	0.0	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	0.0	34.3	2.8	0.0	3.3	4.1	19.5	1.6	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.0	0.0	110.6	106.3	0.0	42.3	15.1	23.4	15.7	19.0	0.1	0.0
LnGrp LOS	D		F	F		D	B	C	B	B	A	A
Approach Vol, veh/h		479			91			1899			1752	
Approach Delay, s/veh		110.1			63.4			22.6			0.6	
Approach LOS		F			E			C			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.6	97.4		52.0	14.5	93.5		52.0				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	13.0	81.0		46.0	13.0	81.0		46.0				
Max Q Clear Time (g_c+I1), s	4.0	37.1		48.0	7.5	2.0		48.0				
Green Ext Time (p_c), s	0.0	20.3		0.0	0.0	20.8		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			24.3									
HCM 7th LOS			C									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	297	813	236	295	812	221	332	990	390	208	1089	370
Future Volume (vph)	297	813	236	295	812	221	332	990	390	208	1089	370
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		190	290		110	310		295	305		295
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3335	3438	1538	3400	3505	1568	3433	5085	1583	3400	5036	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3335	3438	1538	3400	3505	1568	3433	5085	1583	3400	5036	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			149			123			260			252
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1367			1213			1072			3934	
Travel Time (s)		20.7			18.4			16.2			59.6	
Peak Hour Factor	0.93	0.93	0.93	0.95	0.95	0.95	0.89	0.89	0.89	0.91	0.91	0.91
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	319	874	254	311	855	233	373	1112	438	229	1197	407
Shared Lane Traffic (%)												
Lane Group Flow (vph)	319	874	254	311	855	233	373	1112	438	229	1197	407
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	

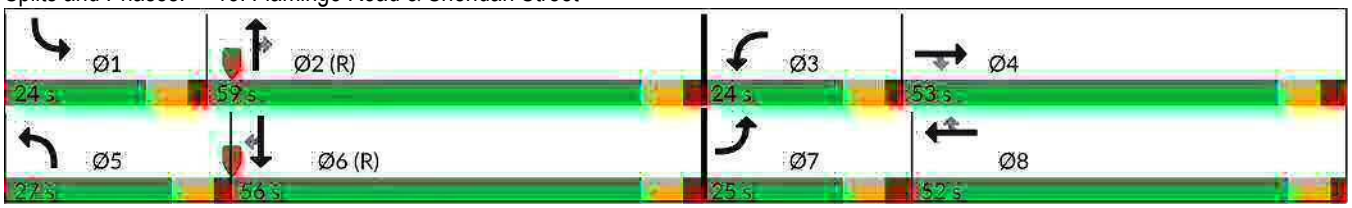


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	13.0	20.0	20.0	12.0	25.0	25.0	12.0	53.0	53.0	12.0	25.0	25.0
Total Split (s)	25.0	53.0	53.0	24.0	52.0	52.0	27.0	59.0	59.0	24.0	56.0	56.0
Total Split (%)	15.6%	33.1%	33.1%	15.0%	32.5%	32.5%	16.9%	36.9%	36.9%	15.0%	35.0%	35.0%
Maximum Green (s)	17.0	45.0	45.0	17.0	45.0	45.0	20.0	52.0	52.0	17.0	49.0	49.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	3.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	8.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.5	2.0	2.0	1.5	2.0	2.0	1.5	3.0	3.0	1.5	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)								7.0	7.0			
Flash Don't Walk (s)								39.0	39.0			
Pedestrian Calls (#/hr)								0	0			
Act Effct Green (s)	16.7	43.5	43.5	16.5	43.3	43.3	19.3	56.8	56.8	14.2	51.7	51.7
Actuated g/C Ratio	0.10	0.27	0.27	0.10	0.27	0.27	0.12	0.36	0.36	0.09	0.32	0.32
v/c Ratio	0.92	0.93	0.48	0.89	0.90	0.45	0.90	0.62	0.60	0.76	0.74	0.60
Control Delay (s/veh)	101.9	73.9	22.3	97.3	69.4	24.7	94.3	45.2	20.8	96.4	37.8	12.0
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)	101.9	73.9	22.3	97.3	69.4	24.7	94.3	45.2	20.8	96.4	37.8	12.0
LOS	F	E	C	F	E	C	F	D	C	F	D	B
Approach Delay (s/veh)		71.0			68.2			49.2			39.4	
Approach LOS		E			E			D			D	
Queue Length 50th (ft)	173	467	88	168	450	92	200	360	155	129	318	41
Queue Length 95th (ft)	#262	#583	178	#249	538	178	#280	416	278	m170	308	m103
Internal Link Dist (ft)		1287			1133			992			3854	
Turn Bay Length (ft)	235		190	290		110	310		295	305		295
Base Capacity (vph)	354	966	539	361	985	529	429	1803	729	361	1628	677
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.90	0.47	0.86	0.87	0.44	0.87	0.62	0.60	0.63	0.74	0.60

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 88 (55%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay (s/veh): 55.3		Intersection LOS: E	
Intersection Capacity Utilization 85.6%		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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 13: Flamingo Road & Sheridan Street



HCM 7th Signalized Intersection Summary
13: Flamingo Road & Sheridan Street

02/07/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	297	813	236	295	812	221	332	990	390	208	1089	370
Future Volume (veh/h)	297	813	236	295	812	221	332	990	390	208	1089	370
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1856	1856	1856	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	319	874	254	311	855	233	373	1112	438	229	1197	407
Peak Hour Factor	0.93	0.93	0.93	0.95	0.95	0.95	0.89	0.89	0.89	0.91	0.91	0.91
Percent Heavy Veh, %	5	5	5	3	3	3	2	2	2	3	3	3
Cap, veh/h	357	946	422	351	926	413	413	1862	578	271	1643	510
Arrive On Green	0.11	0.27	0.27	0.10	0.26	0.26	0.12	0.36	0.36	0.08	0.32	0.32
Sat Flow, veh/h	3374	3469	1547	3428	3526	1572	3456	5106	1585	3428	5066	1572
Grp Volume(v), veh/h	319	874	254	311	855	233	373	1112	438	229	1197	407
Grp Sat Flow(s),veh/h/ln	1687	1735	1547	1714	1763	1572	1728	1702	1585	1714	1689	1572
Q Serve(g_s), s	14.9	39.2	22.9	14.3	37.8	20.5	17.0	28.3	38.8	10.5	33.4	37.7
Cycle Q Clear(g_c), s	14.9	39.2	22.9	14.3	37.8	20.5	17.0	28.3	38.8	10.5	33.4	37.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	357	946	422	351	926	413	413	1862	578	271	1643	510
V/C Ratio(X)	0.89	0.92	0.60	0.89	0.92	0.56	0.90	0.60	0.76	0.84	0.73	0.80
Avail Cap(c_a), veh/h	358	976	435	364	992	442	432	1862	578	364	1643	510
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.84	0.84	0.84
Uniform Delay (d), s/veh	70.6	56.6	50.6	70.9	57.4	51.1	69.5	41.3	44.6	72.7	47.8	49.3
Incr Delay (d2), s/veh	22.8	13.5	1.5	20.9	12.7	0.7	20.7	1.4	9.0	8.5	2.4	10.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.1	26.1	14.1	11.8	25.6	13.0	13.6	18.0	23.5	8.3	20.3	22.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	93.4	70.1	52.2	91.8	70.2	51.8	90.2	42.7	53.6	81.2	50.2	59.7
LnGrp LOS	F	E	D	F	E	D	F	D	D	F	D	E
Approach Vol, veh/h		1447			1399			1923			1833	
Approach Delay, s/veh		72.1			71.9			54.4			56.2	
Approach LOS		E			E			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.7	65.4	23.4	51.6	26.1	58.9	24.9	50.0
Change Period (Y+Rc), s	7.0	7.0	7.0	8.0	7.0	7.0	8.0	* 8
Max Green Setting (Gmax), s	17.0	52.0	17.0	45.0	20.0	49.0	17.0	* 45
Max Q Clear Time (g_c+I1), s	12.5	40.8	16.3	41.2	19.0	39.7	16.9	39.8
Green Ext Time (p_c), s	0.1	6.8	0.0	1.8	0.1	6.2	0.0	2.3

Intersection Summary	
HCM 7th Control Delay, s/veh	62.5
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

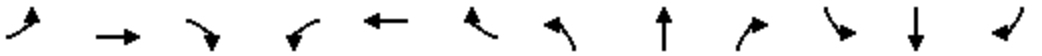
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	415	400	27	15	2
Future Vol, veh/h	8	415	400	27	15	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	90	90	100	100
Heavy Vehicles, %	5	5	5	5	2	2
Mvmt Flow	10	512	444	30	15	2

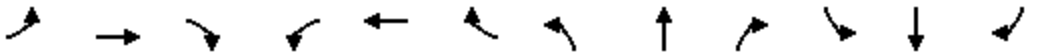
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	474	0	-	0	992	459
Stage 1	-	-	-	-	459	-
Stage 2	-	-	-	-	532	-
Critical Hdwy	4.15	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.245	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1072	-	-	-	273	602
Stage 1	-	-	-	-	636	-
Stage 2	-	-	-	-	589	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1072	-	-	-	270	602
Mov Cap-2 Maneuver	-	-	-	-	270	-
Stage 1	-	-	-	-	630	-
Stage 2	-	-	-	-	589	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.16	0	18.24
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1072	-	-	-	289
HCM Lane V/C Ratio	0.009	-	-	-	0.059
HCM Control Delay (s/veh)	8.4	-	-	-	18.2
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	138	173	47	487	209	310	236	1858	62	358	1404	166
Future Volume (vph)	138	173	47	487	209	310	236	1858	62	358	1404	166
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		0	1000		640	590		600	635		290
Storage Lanes	1		0	1		1	1		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.97	0.91	1.00
Frt		0.968				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	1752	0	1752	1845	1568	1770	5085	1583	3400	5036	1568
Flt Permitted	0.499			0.186			0.950			0.950		
Satd. Flow (perm)	903	1752	0	343	1845	1568	1770	5085	1583	3400	5036	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9				297			116			135
Link Speed (mph)		25			45			45			45	
Link Distance (ft)		567			1223			1443			427	
Travel Time (s)		15.5			18.5			21.9			6.5	
Peak Hour Factor	0.81	0.81	0.81	0.92	0.92	0.92	0.87	0.87	0.87	0.90	0.90	0.90
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	170	214	58	529	227	337	271	2136	71	398	1560	184
Shared Lane Traffic (%)												
Lane Group Flow (vph)	170	272	0	529	227	337	271	2136	71	398	1560	184
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	40	40		40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8			2			6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	6.0		4.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	10.0	24.0		11.0	50.0	50.0	12.0	45.0	45.0	12.0	25.0	25.0



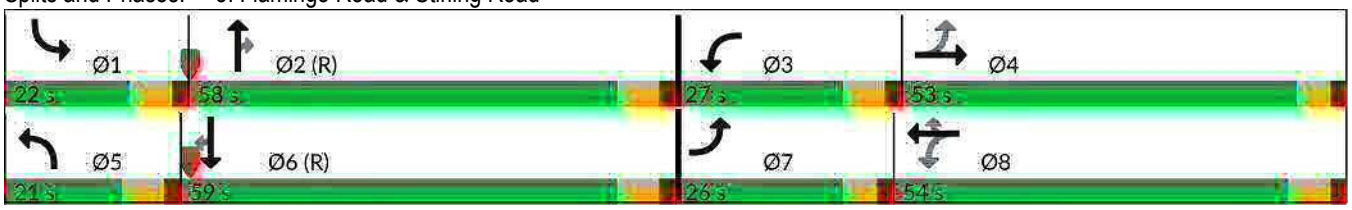
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	26.0	53.0		27.0	54.0	54.0	21.0	58.0	58.0	22.0	59.0	59.0
Total Split (%)	16.3%	33.1%		16.9%	33.8%	33.8%	13.1%	36.3%	36.3%	13.8%	36.9%	36.9%
Maximum Green (s)	20.0	47.0		20.0	47.0	47.0	14.0	51.0	51.0	15.0	52.0	52.0
Yellow Time (s)	4.0	4.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.5	2.0		1.5	2.0	2.0	1.5	3.0	3.0	1.5	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)								7.0	7.0			
Flash Don't Walk (s)								31.0	31.0			
Pedestrian Calls (#/hr)								0	0			
Act Effct Green (s)	44.1	28.8		52.7	33.6	33.6	32.2	55.1	55.1	29.1	52.0	52.0
Actuated g/C Ratio	0.28	0.18		0.33	0.21	0.21	0.20	0.34	0.34	0.18	0.33	0.33
v/c Ratio	0.52	0.84		1.84	0.59	0.60	0.76	1.22	0.11	0.64	0.95	0.31
Control Delay (s/veh)	42.9	83.1		416.0	63.2	13.3	78.7	156.5	14.2	67.0	66.3	13.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.9	83.1		416.0	63.2	13.3	78.7	156.5	14.2	67.0	66.3	13.1
LOS	D	F		F	E	B	E	F	B	E	E	B
Approach Delay (s/veh)		67.6			218.6			143.9			61.8	
Approach LOS		E			F			F			E	
Queue Length 50th (ft)	129	270		~758	217	34	293	~957	12	204	586	36
Queue Length 95th (ft)	156	312		#974	301	133	#485	#1065	47	272	#684	100
Internal Link Dist (ft)		487			1143			1363			347	
Turn Bay Length (ft)	400			1000		640	590		600	635		290
Base Capacity (vph)	377	521		288	541	670	356	1749	620	618	1636	600
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.52		1.84	0.42	0.50	0.76	1.22	0.11	0.64	0.95	0.31

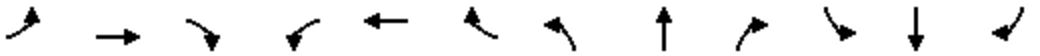
Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 13 (8%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.84			
Intersection Signal Delay (s/veh): 123.1		Intersection LOS: F	
Intersection Capacity Utilization 107.6%		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: 5: Flamingo Road & Stirling Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	173	47	487	209	310	236	1858	62	358	1404	166
Future Volume (veh/h)	138	173	47	487	209	310	236	1858	62	358	1404	166
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1856	1856	1856	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	170	214	58	529	227	337	271	2136	71	398	1560	184
Peak Hour Factor	0.81	0.81	0.81	0.92	0.92	0.92	0.87	0.87	0.87	0.90	0.90	0.90
Percent Heavy Veh, %	5	5	5	3	3	3	2	2	2	3	3	3
Cap, veh/h	304	262	71	311	426	361	156	2130	661	321	2145	666
Arrive On Green	0.09	0.19	0.19	0.13	0.23	0.23	0.03	0.14	0.14	0.09	0.42	0.42
Sat Flow, veh/h	1739	1383	375	1767	1856	1572	1781	5106	1585	3428	5066	1572
Grp Volume(v), veh/h	170	0	272	529	227	337	271	2136	71	398	1560	184
Grp Sat Flow(s),veh/h/ln	1739	0	1758	1767	1856	1572	1781	1702	1585	1714	1689	1572
Q Serve(g_s), s	12.5	0.0	23.7	20.0	17.2	33.6	14.0	66.7	6.3	15.0	41.1	12.2
Cycle Q Clear(g_c), s	12.5	0.0	23.7	20.0	17.2	33.6	14.0	66.7	6.3	15.0	41.1	12.2
Prop In Lane	1.00		0.21	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	304	0	333	311	426	361	156	2130	661	321	2145	666
V/C Ratio(X)	0.56	0.00	0.82	1.70	0.53	0.93	1.74	1.00	0.11	1.24	0.73	0.28
Avail Cap(c_a), veh/h	363	0	517	311	545	462	156	2130	661	321	2145	666
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.82	0.82	0.82	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.4	0.0	62.2	49.9	54.1	60.5	77.7	69.0	42.9	72.5	38.4	30.1
Incr Delay (d2), s/veh	0.6	0.0	3.0	329.7	0.4	20.9	353.4	18.4	0.3	131.1	2.2	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.4	0.0	16.4	48.9	12.8	22.0	34.2	43.2	4.7	19.7	24.4	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	47.0	0.0	65.3	379.6	54.5	81.4	431.1	87.3	43.2	203.6	40.6	31.2
LnGrp LOS	D		E	F	D	F	F	F	D	F	D	C
Approach Vol, veh/h		442			1093			2478			2142	
Approach Delay, s/veh		58.2			220.1			123.7			70.1	
Approach LOS		E			F			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	73.7	27.0	37.3	21.0	74.7	20.6	43.7
Change Period (Y+Rc), s	7.0	7.0	7.0	* 7	7.0	7.0	6.0	7.0
Max Green Setting (Gmax), s	15.0	51.0	20.0	* 47	14.0	52.0	20.0	47.0
Max Q Clear Time (g_c+I1), s	17.0	68.7	22.0	25.7	16.0	43.1	14.5	35.6
Green Ext Time (p_c), s	0.0	0.0	0.0	0.5	0.0	5.5	0.1	1.1

Intersection Summary	
HCM 7th Control Delay, s/veh	117.5
HCM 7th LOS	F

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	437	376	5	93	37
Future Vol, veh/h	3	437	376	5	93	37
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	-	-	150	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	84	84	82	82
Heavy Vehicles, %	5	5	5	5	2	2
Mvmt Flow	3	502	448	6	113	45

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	454	0	-	0	957	448
Stage 1	-	-	-	-	448	-
Stage 2	-	-	-	-	509	-
Critical Hdwy	4.15	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.245	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1091	-	-	-	286	611
Stage 1	-	-	-	-	644	-
Stage 2	-	-	-	-	603	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1091	-	-	-	285	611
Mov Cap-2 Maneuver	-	-	-	-	285	-
Stage 1	-	-	-	-	642	-
Stage 2	-	-	-	-	603	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.06	0	21.64
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1091	-	-	-	285	611
HCM Lane V/C Ratio	0.003	-	-	-	0.398	0.074
HCM Ctrl Dly (s/v)	8.3	-	-	-	25.7	11.4
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0	-	-	-	1.8	0.2

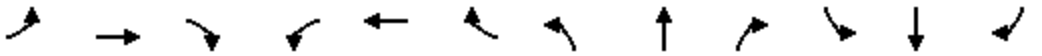
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	41	0	1861	1930	4
Future Vol, veh/h	0	41	0	1861	1930	4
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	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	96	96	97	97
Heavy Vehicles, %	2	2	2	2	3	3
Mvmt Flow	0	58	0	1939	1990	4

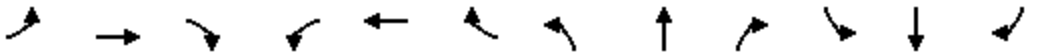
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	995	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	209	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	209	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	28.66	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	209	-	-
HCM Lane V/C Ratio	-	0.276	-	-
HCM Control Delay (s/veh)	-	28.7	-	-
HCM Lane LOS	-	D	-	-
HCM 95th %tile Q(veh)	-	1.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	371	1259	332	296	802	160	462	1390	239	573	1376	134
Future Volume (vph)	371	1259	332	296	802	160	462	1390	239	573	1376	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		450	415		295	550		550	285		170
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3335	4940	1538	3335	4940	1538	3400	5036	1568	3400	5036	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3335	4940	1538	3335	4940	1538	3400	5036	1568	3400	5036	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			315			168			249			152
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		718			927			6655			724	
Travel Time (s)		10.9			14.0			100.8			11.0	
Peak Hour Factor	0.96	0.96	0.97	0.93	0.93	0.93	0.96	0.96	0.96	0.89	0.89	0.89
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	386	1311	342	318	862	172	481	1448	249	644	1546	151
Shared Lane Traffic (%)												
Lane Group Flow (vph)	386	1311	342	318	862	172	481	1448	249	644	1546	151
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	40	40	40	40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.0	20.0	20.0	12.0	20.0	20.0	12.0	54.0	54.0	12.0	53.0	53.0



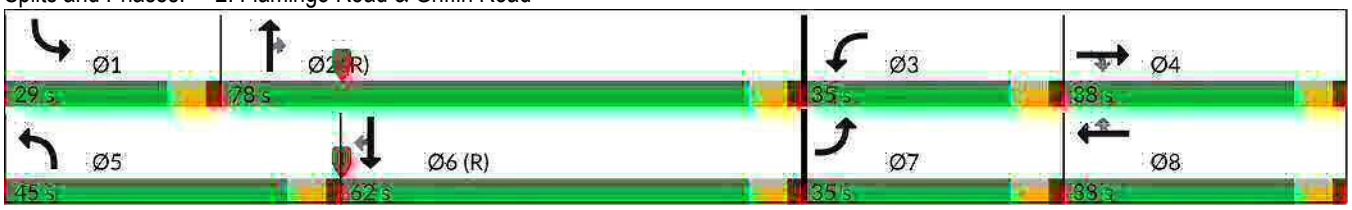
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	35.0	38.0	38.0	35.0	38.0	38.0	45.0	78.0	78.0	29.0	62.0	62.0
Total Split (%)	19.4%	21.1%	21.1%	19.4%	21.1%	21.1%	25.0%	43.3%	43.3%	16.1%	34.4%	34.4%
Maximum Green (s)	28.0	31.0	31.0	28.0	31.0	31.0	38.0	71.0	71.0	22.0	55.0	55.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)								7.0	7.0		7.0	7.0
Flash Don't Walk (s)								40.0	40.0		39.0	39.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	25.1	36.6	36.6	22.4	33.9	33.9	30.7	71.0	71.0	22.0	62.3	62.3
Actuated g/C Ratio	0.14	0.20	0.20	0.12	0.19	0.19	0.17	0.39	0.39	0.12	0.35	0.35
v/c Ratio	0.83	1.31	0.61	0.77	0.93	0.40	0.83	0.73	0.32	1.55	0.89	0.24
Control Delay (s/veh)	90.9	197.4	13.7	88.6	87.1	11.7	84.8	49.0	4.7	306.5	62.6	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	90.9	197.4	13.7	88.6	87.1	11.7	84.8	49.0	4.7	306.5	62.6	6.5
LOS	F	F	B	F	F	B	F	D	A	F	E	A
Approach Delay (s/veh)		146.4			77.9			51.8			126.1	
Approach LOS		F			E			D			F	
Queue Length 50th (ft)	231	~724	26	190	374	4	287	532	0	~550	634	0
Queue Length 95th (ft)	291	#887	140	240	#487	78	341	589	60	#670	#762	53
Internal Link Dist (ft)		638			847			6575			644	
Turn Bay Length (ft)	450		450	415		295	550		550	285		170
Base Capacity (vph)	518	1004	563	518	929	425	717	1986	769	415	1744	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	0.75	1.31	0.61	0.61	0.93	0.40	0.67	0.73	0.32	1.55	0.89	0.24

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 33 (18%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.55			
Intersection Signal Delay (s/veh): 102.6		Intersection LOS: F	
Intersection Capacity Utilization 99.3%		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: 2: Flamingo Road & Griffin Road



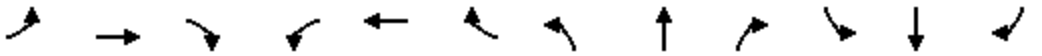
HCM 7th Signalized Intersection Summary
2: Flamingo Road & Griffin Road

02/07/2025

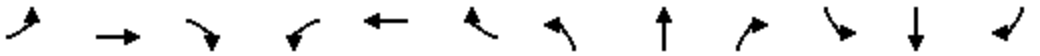
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	371	1259	332	296	802	160	462	1390	239	573	1376	134
Future Volume (veh/h)	371	1259	332	296	802	160	462	1390	239	573	1376	134
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	386	1311	342	318	862	172	481	1448	249	644	1546	151
Peak Hour Factor	0.96	0.96	0.97	0.93	0.93	0.93	0.96	0.96	0.96	0.89	0.89	0.89
Percent Heavy Veh, %	5	5	5	5	5	5	3	3	3	3	3	3
Cap, veh/h	433	956	297	367	858	266	541	2136	663	419	1955	607
Arrive On Green	0.13	0.19	0.19	0.11	0.17	0.17	0.16	0.42	0.42	0.12	0.39	0.39
Sat Flow, veh/h	3374	4985	1547	3374	4985	1547	3428	5066	1572	3428	5066	1572
Grp Volume(v), veh/h	386	1311	342	318	862	172	481	1448	249	644	1546	151
Grp Sat Flow(s),veh/h/ln	1687	1662	1547	1687	1662	1547	1714	1689	1572	1714	1689	1572
Q Serve(g_s), s	20.3	34.5	34.5	16.7	31.0	18.6	24.7	41.7	19.6	22.0	48.5	11.7
Cycle Q Clear(g_c), s	20.3	34.5	34.5	16.7	31.0	18.6	24.7	41.7	19.6	22.0	48.5	11.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	433	956	297	367	858	266	541	2136	663	419	1955	607
V/C Ratio(X)	0.89	1.37	1.15	0.87	1.00	0.65	0.89	0.68	0.38	1.54	0.79	0.25
Avail Cap(c_a), veh/h	525	956	297	525	858	266	724	2136	663	419	1955	607
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	77.2	72.7	72.7	78.9	74.5	69.4	74.3	42.2	35.8	79.0	48.8	37.5
Incr Delay (d2), s/veh	15.2	174.0	100.2	10.3	31.7	5.3	10.5	1.8	1.6	253.3	3.4	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.9	45.4	32.0	12.4	22.4	12.4	17.4	24.9	12.6	38.1	28.8	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	92.4	246.7	172.9	89.2	106.2	74.7	84.7	43.9	37.4	332.3	52.2	38.5
LnGrp LOS	F	F	F	F	F	E	F	D	D	F	D	D
Approach Vol, veh/h		2039			1352			2178			2341	
Approach Delay, s/veh		205.1			98.2			52.2			128.4	
Approach LOS		F			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	29.0	82.9	26.6	41.5	35.4	76.5	30.1	38.0
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	22.0	71.0	28.0	31.0	38.0	55.0	28.0	31.0
Max Q Clear Time (g_c+I1), s	24.0	43.7	18.7	36.5	26.7	50.5	22.3	33.0
Green Ext Time (p_c), s	0.0	9.7	0.9	0.0	1.7	3.1	0.8	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	122.0
HCM 7th LOS	F



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	2	81	26	14	95	72	1604	57	74	1797	105
Future Volume (vph)	56	2	81	26	14	95	72	1604	57	74	1797	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	85		0	865		175	150		1000
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt		0.854			0.870				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1591	0	1770	1621	0	1770	5085	1583	1752	5036	1568
Flt Permitted	0.402			0.523			0.081			0.100		
Satd. Flow (perm)	749	1591	0	974	1621	0	151	5085	1583	184	5036	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		108			119				68			115
Link Speed (mph)		15			30			45			45	
Link Distance (ft)		780			708			3934			1443	
Travel Time (s)		35.5			16.1			59.6			21.9	
Peak Hour Factor	0.75	0.75	0.75	0.80	0.80	0.80	0.89	0.89	0.89	0.91	0.91	0.91
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	75	3	108	33	18	119	81	1802	64	81	1975	115
Shared Lane Traffic (%)												
Lane Group Flow (vph)	75	111	0	33	137	0	81	1802	64	81	1975	115
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	

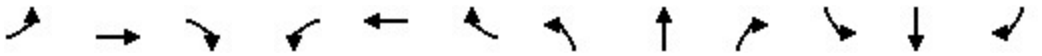


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		4.0	20.0	20.0	4.0	20.0	20.0
Minimum Split (s)	12.0	12.0		49.0	49.0		12.0	53.0	53.0	12.0	27.0	27.0
Total Split (s)	52.0	52.0		52.0	52.0		20.0	88.0	88.0	20.0	88.0	88.0
Total Split (%)	32.5%	32.5%		32.5%	32.5%		12.5%	55.0%	55.0%	12.5%	55.0%	55.0%
Maximum Green (s)	46.0	46.0		46.0	46.0		13.0	81.0	81.0	13.0	81.0	81.0
Yellow Time (s)	4.0	4.0		4.0	4.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		1.5	3.0	3.0	1.5	3.0	3.0
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)				7.0	7.0			7.0	7.0			
Flash Don't Walk (s)				36.0	36.0			23.0	23.0			
Pedestrian Calls (#/hr)				0	0			0	0			
Act Effct Green (s)	14.9	14.9		14.9	14.9		124.7	118.2	118.2	125.5	118.7	118.7
Actuated g/C Ratio	0.09	0.09		0.09	0.09		0.78	0.74	0.74	0.78	0.74	0.74
v/c Ratio	1.09	0.45		0.37	0.53		0.45	0.48	0.05	0.38	0.53	0.10
Control Delay (s/veh)	196.7	17.1		77.1	22.0		17.6	18.0	3.6	11.4	2.7	0.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	196.7	17.1		77.1	22.0		17.6	18.0	3.6	11.4	2.7	0.0
LOS	F	B		E	C		B	B	A	B	A	A
Approach Delay (s/veh)		89.5			32.7			17.5			2.9	
Approach LOS		F			C			B			A	
Queue Length 50th (ft)	~87	3		33	18		20	562	11	6	61	0
Queue Length 95th (ft)	#119	35		61	60		m23	713	m23	m7	m67	m0
Internal Link Dist (ft)		700			628			3854			1363	
Turn Bay Length (ft)	195			85			865		175	150		1000
Base Capacity (vph)	215	534		280	550		255	3757	1187	277	3735	1192
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.21		0.12	0.25		0.32	0.48	0.05	0.29	0.53	0.10

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 41 (26%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.09			
Intersection Signal Delay (s/veh): 14.0		Intersection LOS: B	
Intersection Capacity Utilization 65.1%		ICU Level of Service C	
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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Flamingo Road & Schott Circle/W. Lake Blvd.

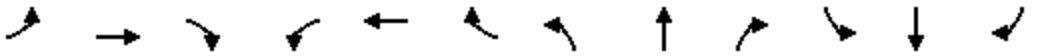


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	2	81	26	14	95	72	1604	57	74	1797	105
Future Volume (veh/h)	56	2	81	26	14	95	72	1604	57	74	1797	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	75	3	108	32	18	119	81	1802	64	81	1975	115
Peak Hour Factor	0.75	0.75	0.75	0.80	0.80	0.80	0.89	0.89	0.89	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	3	3	3
Cap, veh/h	139	7	237	160	33	215	227	3555	1104	220	3529	1095
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.03	0.70	0.70	0.05	1.00	1.00
Sat Flow, veh/h	1252	43	1549	1282	213	1405	1781	5106	1585	1767	5066	1572
Grp Volume(v), veh/h	75	0	111	32	0	137	81	1802	64	81	1975	115
Grp Sat Flow(s),veh/h/ln	1252	0	1592	1282	0	1617	1781	1702	1585	1767	1689	1572
Q Serve(g_s), s	9.4	0.0	10.2	3.7	0.0	12.5	2.1	26.5	2.0	2.2	0.0	0.0
Cycle Q Clear(g_c), s	22.0	0.0	10.2	13.9	0.0	12.5	2.1	26.5	2.0	2.2	0.0	0.0
Prop In Lane	1.00		0.97	1.00		0.87	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	139	0	244	160	0	248	227	3555	1104	220	3529	1095
V/C Ratio(X)	0.54	0.00	0.46	0.20	0.00	0.55	0.36	0.51	0.06	0.37	0.56	0.10
Avail Cap(c_a), veh/h	307	0	458	332	0	465	327	3555	1104	318	3529	1095
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.54	0.54	0.54	0.09	0.09	0.09
Uniform Delay (d), s/veh	72.8	0.0	61.7	68.0	0.0	62.7	6.5	11.4	7.7	9.5	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.5	0.2	0.0	0.7	0.2	0.3	0.1	0.0	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.6	0.0	7.5	2.2	0.0	9.0	1.5	13.8	1.3	1.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	74.1	0.0	62.2	68.2	0.0	63.4	6.7	11.7	7.7	9.5	0.1	0.0
LnGrp LOS	E		E	E		E	A	B	A	A	A	A
Approach Vol, veh/h		186			169			1947			2171	
Approach Delay, s/veh		67.0			64.3			11.4			0.4	
Approach LOS		E			E			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	118.4		30.5	11.0	118.5		30.5				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	13.0	81.0		46.0	13.0	81.0		46.0				
Max Q Clear Time (g_c+I1), s	4.2	28.5		24.0	4.1	2.0		15.9				
Green Ext Time (p_c), s	0.0	23.8		0.5	0.0	33.4		0.6				

Intersection Summary		
HCM 7th Control Delay, s/veh	10.4	
HCM 7th LOS	B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	296	871	142	299	846	186	360	1293	302	217	1342	355
Future Volume (vph)	296	871	142	299	846	186	360	1293	302	217	1342	355
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		190	290		110	310		295	305		295
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3335	3438	1538	3400	3505	1568	3433	5085	1583	3400	5036	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3335	3438	1538	3400	3505	1568	3433	5085	1583	3400	5036	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			123			123			257			249
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1367			1213			1072			3934	
Travel Time (s)		20.7			18.4			16.2			59.6	
Peak Hour Factor	0.96	0.96	0.96	0.94	0.94	0.94	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	308	907	148	318	900	198	396	1421	332	238	1475	390
Shared Lane Traffic (%)												
Lane Group Flow (vph)	308	907	148	318	900	198	396	1421	332	238	1475	390
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	

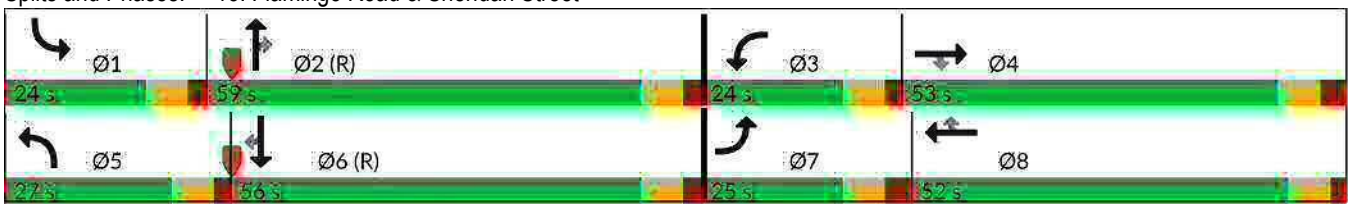


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	13.0	20.0	20.0	12.0	25.0	25.0	12.0	53.0	53.0	12.0	25.0	25.0
Total Split (s)	25.0	53.0	53.0	24.0	52.0	52.0	27.0	59.0	59.0	24.0	56.0	56.0
Total Split (%)	15.6%	33.1%	33.1%	15.0%	32.5%	32.5%	16.9%	36.9%	36.9%	15.0%	35.0%	35.0%
Maximum Green (s)	17.0	45.0	45.0	17.0	45.0	45.0	20.0	52.0	52.0	17.0	49.0	49.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	3.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	8.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.5	2.0	2.0	1.5	2.0	2.0	1.5	3.0	3.0	1.5	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)								7.0	7.0			
Flash Don't Walk (s)								39.0	39.0			
Pedestrian Calls (#/hr)								0	0			
Act Effct Green (s)	16.5	44.2	44.2	16.6	44.3	44.3	19.7	55.7	55.7	14.6	50.6	50.6
Actuated g/C Ratio	0.10	0.28	0.28	0.10	0.28	0.28	0.12	0.35	0.35	0.09	0.32	0.32
v/c Ratio	0.90	0.96	0.29	0.90	0.93	0.38	0.94	0.80	0.46	0.77	0.93	0.59
Control Delay (s/veh)	98.5	76.8	12.0	99.2	72.3	19.6	99.7	52.1	12.1	105.7	44.5	10.0
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)	98.5	76.8	12.0	99.2	72.3	19.6	99.7	52.1	12.1	105.7	44.5	10.0
LOS	F	E	B	F	E	B	F	D	B	F	D	B
Approach Delay (s/veh)		74.7			71.0			54.7			45.1	
Approach LOS		E			E			D			D	
Queue Length 50th (ft)	166	491	19	172	482	60	214	502	55	135	409	52
Queue Length 95th (ft)	#250	#621	79	#257	#602	135	#314	575	150	175	#641	92
Internal Link Dist (ft)		1287			1133			992			3854	
Turn Bay Length (ft)	235		190	290		110	310		295	305		295
Base Capacity (vph)	354	966	520	361	985	529	429	1768	718	361	1592	665
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	0.87	0.94	0.28	0.88	0.91	0.37	0.92	0.80	0.46	0.66	0.93	0.59

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 88 (55%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay (s/veh): 59.0		Intersection LOS: E	
Intersection Capacity Utilization 93.0%		ICU Level of Service F	
Analysis Period (min) 15			

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

Splits and Phases: 13: Flamingo Road & Sheridan Street



HCM 7th Signalized Intersection Summary
13: Flamingo Road & Sheridan Street

02/07/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	296	871	142	299	846	186	360	1293	302	217	1342	355
Future Volume (veh/h)	296	871	142	299	846	186	360	1293	302	217	1342	355
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1856	1856	1856	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	308	907	148	318	900	198	396	1421	332	238	1475	390
Peak Hour Factor	0.96	0.96	0.96	0.94	0.94	0.94	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	5	5	5	3	3	3	2	2	2	3	3	3
Cap, veh/h	347	959	428	357	958	427	432	1819	565	280	1586	492
Arrive On Green	0.10	0.28	0.28	0.10	0.27	0.27	0.13	0.36	0.36	0.08	0.31	0.31
Sat Flow, veh/h	3374	3469	1547	3428	3526	1572	3456	5106	1585	3428	5066	1572
Grp Volume(v), veh/h	308	907	148	318	900	198	396	1421	332	238	1475	390
Grp Sat Flow(s),veh/h/ln	1687	1735	1547	1714	1763	1572	1728	1702	1585	1714	1689	1572
Q Serve(g_s), s	14.4	41.0	12.2	14.7	39.9	16.8	18.1	39.7	27.3	11.0	45.2	36.3
Cycle Q Clear(g_c), s	14.4	41.0	12.2	14.7	39.9	16.8	18.1	39.7	27.3	11.0	45.2	36.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	347	959	428	357	958	427	432	1819	565	280	1586	492
V/C Ratio(X)	0.89	0.95	0.35	0.89	0.94	0.46	0.92	0.78	0.59	0.85	0.93	0.79
Avail Cap(c_a), veh/h	358	976	435	364	992	442	432	1819	565	364	1586	492
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.84	0.84	0.84
Uniform Delay (d), s/veh	70.9	56.7	46.3	70.8	57.0	48.6	69.2	45.9	41.9	72.5	53.3	50.2
Incr Delay (d2), s/veh	21.4	16.8	0.2	21.7	15.5	0.3	23.8	3.4	4.4	9.6	9.7	10.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.7	27.6	8.4	12.1	27.2	11.0	14.5	24.3	17.1	8.7	27.4	21.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	92.2	73.5	46.5	92.5	72.5	48.8	92.9	49.4	46.4	82.1	63.0	60.7
LnGrp LOS	F	E	D	F	E	D	F	D	D	F	E	E
Approach Vol, veh/h		1363			1416			2149			2103	
Approach Delay, s/veh		74.8			73.7			56.9			64.7	
Approach LOS		E			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.1	64.0	23.7	52.2	27.0	57.1	24.5	51.5
Change Period (Y+Rc), s	7.0	7.0	7.0	8.0	7.0	7.0	8.0	* 8
Max Green Setting (Gmax), s	17.0	52.0	17.0	45.0	20.0	49.0	17.0	* 45
Max Q Clear Time (g_c+I1), s	13.0	41.7	16.7	43.0	20.1	47.2	16.4	41.9
Green Ext Time (p_c), s	0.1	7.3	0.0	1.0	0.0	1.6	0.0	1.5

Intersection Summary	
HCM 7th Control Delay, s/veh	66.1
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

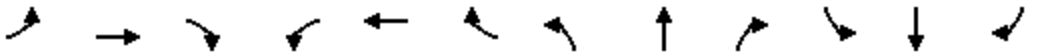
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	454	336	22	7	2
Future Vol, veh/h	6	454	336	22	7	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	88	88	75	75
Heavy Vehicles, %	5	5	5	5	2	2
Mvmt Flow	7	547	382	25	9	3

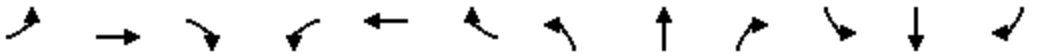
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	407	0	-	0	956	394
Stage 1	-	-	-	-	394	-
Stage 2	-	-	-	-	561	-
Critical Hdwy	4.15	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.245	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1136	-	-	-	286	655
Stage 1	-	-	-	-	681	-
Stage 2	-	-	-	-	571	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1136	-	-	-	285	655
Mov Cap-2 Maneuver	-	-	-	-	285	-
Stage 1	-	-	-	-	677	-
Stage 2	-	-	-	-	571	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.11	0	16.49
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1136	-	-	-	325
HCM Lane V/C Ratio	0.006	-	-	-	0.037
HCM Control Delay (s/veh)	8.2	-	-	-	16.5
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	178	89	414	181	241	268	1827	84	409	1492	123
Future Volume (vph)	150	178	89	414	181	241	268	1827	84	409	1492	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		0	1000		640	590		600	635		290
Storage Lanes	1		0	1		1	1		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.97	0.91	1.00
Frt		0.950				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	1719	0	1752	1845	1568	1770	5085	1583	3400	5036	1568
Flt Permitted	0.608			0.173			0.950			0.950		
Satd. Flow (perm)	1100	1719	0	319	1845	1568	1770	5085	1583	3400	5036	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16				256			116			116
Link Speed (mph)		25			45			45			45	
Link Distance (ft)		567			1223			1443			427	
Travel Time (s)		15.5			18.5			21.9			6.5	
Peak Hour Factor	0.93	0.93	0.93	0.94	0.94	0.94	0.92	0.92	0.92	0.91	0.91	0.91
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	161	191	96	440	193	256	291	1986	91	449	1640	135
Shared Lane Traffic (%)												
Lane Group Flow (vph)	161	287	0	440	193	256	291	1986	91	449	1640	135
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	40	40		40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8			2			6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	6.0		4.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	10.0	24.0		11.0	50.0	50.0	12.0	45.0	45.0	12.0	25.0	25.0



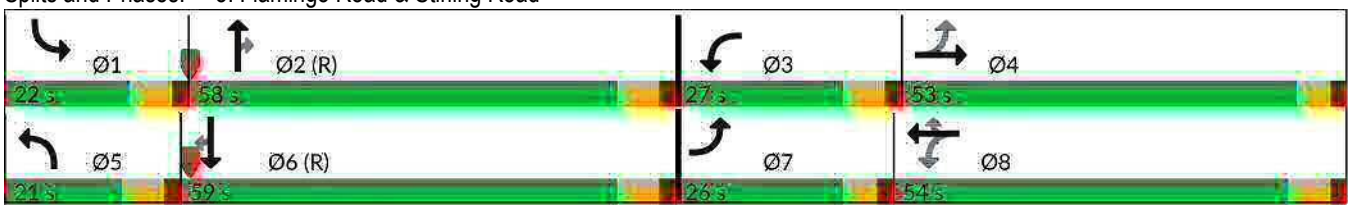
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	26.0	53.0		27.0	54.0	54.0	21.0	58.0	58.0	22.0	59.0	59.0
Total Split (%)	16.3%	33.1%		16.9%	33.8%	33.8%	13.1%	36.3%	36.3%	13.8%	36.9%	36.9%
Maximum Green (s)	20.0	47.0		20.0	47.0	47.0	14.0	51.0	51.0	15.0	52.0	52.0
Yellow Time (s)	4.0	4.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.5	2.0		1.5	2.0	2.0	1.5	3.0	3.0	1.5	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)								7.0	7.0			
Flash Don't Walk (s)								31.0	31.0			
Pedestrian Calls (#/hr)								0	0			
Act Effct Green (s)	44.6	30.2		54.6	35.7	35.7	30.8	51.1	51.1	31.7	52.0	52.0
Actuated g/C Ratio	0.28	0.19		0.34	0.22	0.22	0.19	0.32	0.32	0.20	0.33	0.33
v/c Ratio	0.44	0.85		1.53	0.47	0.47	0.85	1.22	0.16	0.67	1.00	0.23
Control Delay (s/veh)	39.8	81.3		286.9	57.4	8.0	99.9	143.0	8.2	65.2	76.0	9.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	39.8	81.3		286.9	57.4	8.0	99.9	143.0	8.2	65.2	76.0	9.8
LOS	D	F		F	E	A	F	F	A	E	E	A
Approach Delay (s/veh)		66.4			156.8			132.5			69.8	
Approach LOS		E			F			F			E	
Queue Length 50th (ft)	119	279		~565	177	0	311	~907	7	226	~632	14
Queue Length 95th (ft)	164	366		#769	250	74	#585	#1008	43	#354	#747	65
Internal Link Dist (ft)		487			1143			1363			347	
Turn Bay Length (ft)	400			1000		640	590		600	635		290
Base Capacity (vph)	422	516		287	541	641	341	1623	584	674	1636	587
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.56		1.53	0.36	0.40	0.85	1.22	0.16	0.67	1.00	0.23

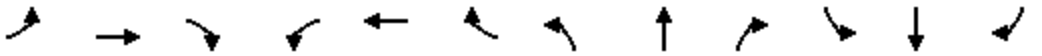
Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 13 (8%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.53			
Intersection Signal Delay (s/veh): 107.7		Intersection LOS: F	
Intersection Capacity Utilization 107.2%		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: 5: Flamingo Road & Stirling Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	178	89	414	181	241	268	1827	84	409	1492	123
Future Volume (veh/h)	150	178	89	414	181	241	268	1827	84	409	1492	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1856	1856	1856	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	161	191	96	440	193	256	291	1986	91	449	1640	135
Peak Hour Factor	0.93	0.93	0.93	0.94	0.94	0.94	0.92	0.92	0.92	0.91	0.91	0.91
Percent Heavy Veh, %	5	5	5	3	3	3	2	2	2	3	3	3
Cap, veh/h	320	206	104	283	414	351	156	2177	676	321	2191	680
Arrive On Green	0.09	0.18	0.18	0.13	0.22	0.22	0.03	0.14	0.14	0.09	0.43	0.43
Sat Flow, veh/h	1739	1146	576	1767	1856	1572	1781	5106	1585	3428	5066	1572
Grp Volume(v), veh/h	161	0	287	440	193	256	291	1986	91	449	1640	135
Grp Sat Flow(s),veh/h/ln	1739	0	1722	1767	1856	1572	1781	1702	1585	1714	1689	1572
Q Serve(g_s), s	12.0	0.0	26.2	20.0	14.4	24.2	14.0	61.3	8.0	15.0	43.5	8.5
Cycle Q Clear(g_c), s	12.0	0.0	26.2	20.0	14.4	24.2	14.0	61.3	8.0	15.0	43.5	8.5
Prop In Lane	1.00		0.33	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	320	0	310	283	414	351	156	2177	676	321	2191	680
V/C Ratio(X)	0.50	0.00	0.93	1.55	0.47	0.73	1.87	0.91	0.13	1.40	0.75	0.20
Avail Cap(c_a), veh/h	385	0	506	283	545	462	156	2177	676	321	2191	680
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.5	0.0	64.6	48.1	53.9	57.6	77.7	65.8	42.9	72.5	38.1	28.2
Incr Delay (d2), s/veh	0.5	0.0	11.2	266.1	0.3	2.4	410.5	6.4	0.4	196.6	2.4	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.1	0.0	18.3	46.0	11.1	15.1	38.2	37.8	6.2	24.5	25.6	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.0	0.0	75.7	314.2	54.2	60.1	488.2	72.2	43.2	269.1	40.5	28.8
LnGrp LOS	D		E	F	D	E	F	E	D	F	D	C
Approach Vol, veh/h		448			889			2368			2224	
Approach Delay, s/veh		65.7			184.6			122.2			85.9	
Approach LOS		E			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	75.2	27.0	35.8	21.0	76.2	20.0	42.7
Change Period (Y+Rc), s	7.0	7.0	7.0	* 7	7.0	7.0	6.0	7.0
Max Green Setting (Gmax), s	15.0	51.0	20.0	* 47	14.0	52.0	20.0	47.0
Max Q Clear Time (g_c+I1), s	17.0	63.3	22.0	28.2	16.0	45.5	14.0	26.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.5	0.0	4.4	0.1	0.9

Intersection Summary		
HCM 7th Control Delay, s/veh	113.7	
HCM 7th LOS	F	

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	350	460	5	46	86
Future Vol, veh/h	2	350	460	5	46	86
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	-	-	150	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	88	88	90	90
Heavy Vehicles, %	5	5	5	5	2	2
Mvmt Flow	2	376	523	6	51	96

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	528	0	-	0	903	523
Stage 1	-	-	-	-	523	-
Stage 2	-	-	-	-	381	-
Critical Hdwy	4.15	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.245	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1024	-	-	-	308	554
Stage 1	-	-	-	-	595	-
Stage 2	-	-	-	-	691	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1024	-	-	-	307	554
Mov Cap-2 Maneuver	-	-	-	-	307	-
Stage 1	-	-	-	-	594	-
Stage 2	-	-	-	-	691	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.05	0	15.01
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1024	-	-	-	307	554
HCM Lane V/C Ratio	0.002	-	-	-	0.166	0.172
HCM Ctrl Dly (s/v)	8.5	-	-	-	19.1	12.8
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0	-	-	-	0.6	0.6

Appendix F – Total Traffic Conditions Analysis

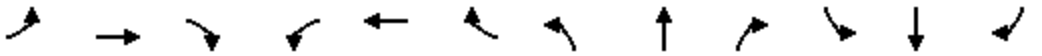
Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	67	0	2097	1700	130
Future Vol, veh/h	0	67	0	2097	1700	130
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	-	-	-	185
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	43	43	61	61	90	90
Heavy Vehicles, %	2	2	2	2	3	3
Mvmt Flow	0	156	0	3438	1889	144

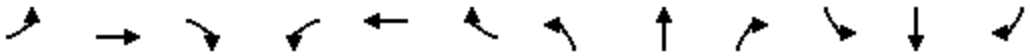
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	944	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	226	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	226	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	50.24	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	226	-	-
HCM Lane V/C Ratio	-	0.69	-	-
HCM Ctrl Dly (s/v)	-	50.2	-	-
HCM Lane LOS	-	F	-	-
HCM 95th %tile Q(veh)	-	4.4	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	361	1142	184	339	883	213	465	1273	242	521	1379	180
Future Volume (vph)	361	1142	184	339	883	213	465	1273	242	521	1379	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		450	415		295	550		550	285		170
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3335	4940	1538	3335	4940	1538	3400	5036	1568	3400	5036	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3335	4940	1538	3335	4940	1538	3400	5036	1568	3400	5036	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			192			232			205			109
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		718			927			6655			724	
Travel Time (s)		10.9			14.0			100.8			11.0	
Peak Hour Factor	0.96	0.96	0.96	0.92	0.92	0.92	0.95	0.95	0.95	0.96	0.96	0.96
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	376	1190	192	368	960	232	489	1340	255	543	1436	188
Shared Lane Traffic (%)												
Lane Group Flow (vph)	376	1190	192	368	960	232	489	1340	255	543	1436	188
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	40	40	40	40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.0	60.0	60.0	12.0	68.0	68.0	12.0	54.0	54.0	12.0	53.0	53.0



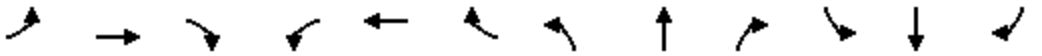
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	25.0	63.0	63.0	30.0	68.0	68.0	31.0	54.0	54.0	33.0	56.0	56.0
Total Split (%)	13.9%	35.0%	35.0%	16.7%	37.8%	37.8%	17.2%	30.0%	30.0%	18.3%	31.1%	31.1%
Maximum Green (s)	18.0	56.0	56.0	23.0	61.0	61.0	24.0	47.0	47.0	26.0	49.0	49.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		46.0	46.0		54.0	54.0		40.0	40.0		39.0	39.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	18.0	50.7	50.7	22.4	55.1	55.1	29.7	47.0	47.0	31.9	49.2	49.2
Actuated g/C Ratio	0.10	0.28	0.28	0.12	0.31	0.31	0.17	0.26	0.26	0.18	0.27	0.27
v/c Ratio	1.13	0.86	0.34	0.89	0.64	0.37	0.87	1.02	0.46	0.90	1.04	0.37
Control Delay (s/veh)	157.6	67.9	6.9	100.4	55.5	6.1	88.8	94.0	14.8	89.8	98.0	23.8
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)	157.6	67.9	6.9	100.4	55.5	6.1	88.8	94.0	14.8	89.8	98.0	23.8
LOS	F	E	A	F	E	A	F	F	B	F	F	C
Approach Delay (s/veh)		80.4			58.7			83.1			89.5	
Approach LOS		F			E			F			F	
Queue Length 50th (ft)	~263	488	0	223	356	0	297	~611	46	332	~672	73
Queue Length 95th (ft)	#378	529	63	#308	392	65	#454	#708	135	#501	#768	152
Internal Link Dist (ft)		638			847			6575			644	
Turn Bay Length (ft)	450		450	415		295	550		550	285		170
Base Capacity (vph)	333	1536	610	426	1674	674	560	1314	560	603	1377	508
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	1.13	0.77	0.31	0.86	0.57	0.34	0.87	1.02	0.46	0.90	1.04	0.37

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 59 (33%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.13			
Intersection Signal Delay (s/veh): 79.3		Intersection LOS: E	
Intersection Capacity Utilization 95.0%		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: 2: Flamingo Road & Griffin Road



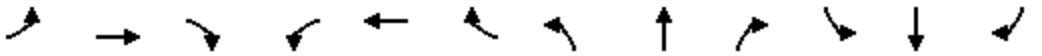
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	361	1142	184	339	883	213	465	1273	242	521	1379	180
Future Volume (veh/h)	361	1142	184	339	883	213	465	1273	242	521	1379	180
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	376	1190	192	368	960	232	489	1340	255	543	1436	188
Peak Hour Factor	0.96	0.96	0.96	0.92	0.92	0.92	0.95	0.95	0.95	0.96	0.96	0.96
Percent Heavy Veh, %	5	5	5	5	5	5	3	3	3	3	3	3
Cap, veh/h	337	1340	416	406	1441	447	457	1575	489	495	1631	506
Arrive On Green	0.10	0.27	0.27	0.12	0.29	0.29	0.13	0.31	0.31	0.14	0.32	0.32
Sat Flow, veh/h	3374	4985	1547	3374	4985	1547	3428	5066	1572	3428	5066	1572
Grp Volume(v), veh/h	376	1190	192	368	960	232	489	1340	255	543	1436	188
Grp Sat Flow(s),veh/h/ln	1687	1662	1547	1687	1662	1547	1714	1689	1572	1714	1689	1572
Q Serve(g_s), s	18.0	41.3	18.6	19.4	30.5	22.6	24.0	44.6	24.0	26.0	48.3	16.6
Cycle Q Clear(g_c), s	18.0	41.3	18.6	19.4	30.5	22.6	24.0	44.6	24.0	26.0	48.3	16.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	337	1340	416	406	1441	447	457	1575	489	495	1631	506
V/C Ratio(X)	1.11	0.89	0.46	0.91	0.67	0.52	1.07	0.85	0.52	1.10	0.88	0.37
Avail Cap(c_a), veh/h	337	1551	481	431	1689	524	457	1575	489	495	1631	506
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	81.0	63.2	54.9	78.2	56.3	53.5	78.0	58.1	51.0	77.0	57.7	47.0
Incr Delay (d2), s/veh	83.6	6.0	0.8	21.9	0.8	0.9	62.0	6.0	3.9	69.3	7.2	2.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	18.0	24.9	11.8	14.7	18.6	13.7	21.3	26.9	15.1	23.7	28.9	11.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	164.6	69.2	55.7	100.1	57.1	54.4	140.0	64.1	55.0	146.3	64.9	49.1
LnGrp LOS	F	E	E	F	E	D	F	E	D	F	E	D
Approach Vol, veh/h		1758			1560			2084			2167	
Approach Delay, s/veh		88.1			66.9			80.8			83.9	
Approach LOS		F			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	33.0	62.9	28.7	55.4	31.0	64.9	25.0	59.1
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	26.0	47.0	23.0	56.0	24.0	49.0	18.0	61.0
Max Q Clear Time (g_c+I1), s	28.0	46.6	21.4	43.3	26.0	50.3	20.0	32.5
Green Ext Time (p_c), s	0.0	0.3	0.3	5.1	0.0	0.0	0.0	5.6

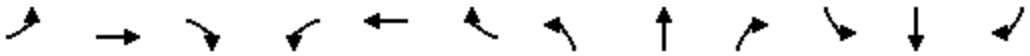
Intersection Summary	
HCM 7th Control Delay, s/veh	80.5
HCM 7th LOS	F

Notes

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	523	39	3	87	296	1702	20	16	1196	253
Future Volume (vph)	0	0	523	39	3	87	296	1702	20	16	1196	253
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	85		0	865		175	150		1000
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt		0.850			0.854				0.850			0.850
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	1863	1583	0	1770	1591	0	1770	5085	1583	1752	5036	1568
Flt Permitted				0.064			0.073			0.084		
Satd. Flow (perm)	1863	1583	0	119	1591	0	136	5085	1583	155	5036	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		355			81				68			266
Link Speed (mph)		25			30			45			45	
Link Distance (ft)		780			708			3934			1443	
Travel Time (s)		21.3			16.1			59.6			21.9	
Peak Hour Factor	0.64	0.64	0.64	0.89	0.89	0.89	0.81	0.81	0.81	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	0	0	817	44	3	98	365	2101	25	17	1259	266
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	817	0	44	101	0	365	2101	25	17	1259	266
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	

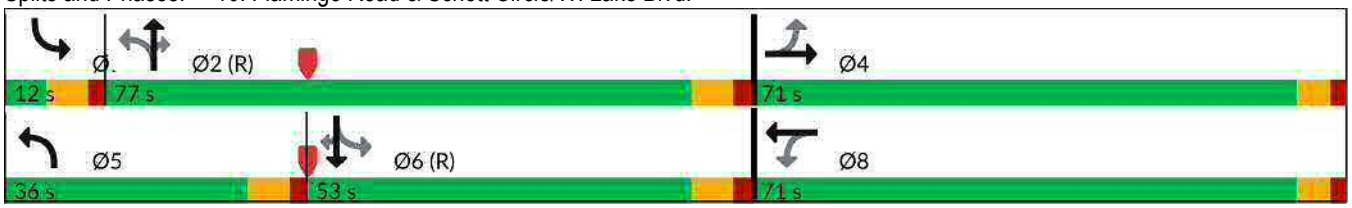


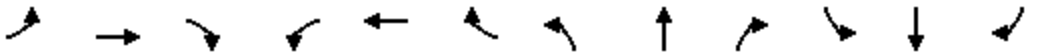
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		4.0	20.0	20.0	4.0	20.0	20.0
Minimum Split (s)	12.0	12.0		49.0	49.0		12.0	53.0	53.0	12.0	27.0	27.0
Total Split (s)	71.0	71.0		71.0	71.0		36.0	77.0	77.0	12.0	53.0	53.0
Total Split (%)	44.4%	44.4%		44.4%	44.4%		22.5%	48.1%	48.1%	7.5%	33.1%	33.1%
Maximum Green (s)	65.0	65.0		65.0	65.0		29.0	70.0	70.0	5.0	46.0	46.0
Yellow Time (s)	4.0	4.0		4.0	4.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		1.5	3.0	3.0	1.5	3.0	3.0
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)				7.0	7.0			7.0	7.0			
Flash Don't Walk (s)				36.0	36.0			23.0	23.0			
Pedestrian Calls (#/hr)				0	0			0	0			
Act Effct Green (s)		62.9		62.9	62.9		84.1	77.0	77.0	52.3	47.7	47.7
Actuated g/C Ratio		0.39		0.39	0.39		0.53	0.48	0.48	0.33	0.30	0.30
v/c Ratio		0.98		0.96	0.15		0.98	0.86	0.03	0.18	0.84	0.41
Control Delay (s/veh)		52.2		165.6	9.0		72.9	55.6	4.3	19.4	40.3	13.7
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		52.2		165.6	9.0		72.9	55.6	4.3	19.4	40.3	13.7
LOS		D		F	A		E	E	A	B	D	B
Approach Delay (s/veh)		52.2			56.5			57.6			35.5	
Approach LOS		D			E			E			D	
Queue Length 50th (ft)		560		43	13		333	832	0	8	484	144
Queue Length 95th (ft)		307		#132	51		m#444	783	m3	m8	m530	m164
Internal Link Dist (ft)		700			628			3854			1363	
Turn Bay Length (ft)				85			865		175	150		1000
Base Capacity (vph)		853		48	694		371	2445	796	101	1501	654
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		0.96		0.92	0.15		0.98	0.86	0.03	0.17	0.84	0.41

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 158 (99%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay (s/veh): 49.9		Intersection LOS: D	
Intersection Capacity Utilization 88.6%		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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Flamingo Road & Schott Circle/W. Lake Blvd.



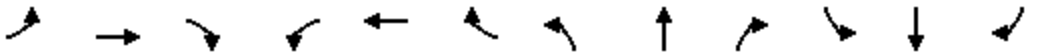


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	523	39	3	87	296	1702	20	16	1196	253
Future Volume (veh/h)	0	0	523	39	3	87	296	1702	20	16	1196	253
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	0	0	817	44	3	98	365	2101	25	17	1259	266
Peak Hour Factor	0.64	0.64	0.64	0.89	0.89	0.89	0.81	0.81	0.81	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	3	3	3
Cap, veh/h	45	0	644	45	19	628	382	2326	722	83	1456	452
Arrive On Green	0.00	0.00	0.41	0.41	0.41	0.41	0.18	0.46	0.46	0.00	0.09	0.09
Sat Flow, veh/h	1294	0	1585	669	47	1545	1781	5106	1585	1767	5066	1572
Grp Volume(v), veh/h	0	0	817	44	0	101	365	2101	25	17	1259	266
Grp Sat Flow(s),veh/h/ln	1294	0	1585	669	0	1592	1781	1702	1585	1767	1689	1572
Q Serve(g_s), s	0.0	0.0	65.0	0.0	0.0	6.4	27.0	60.9	1.4	1.1	39.2	25.9
Cycle Q Clear(g_c), s	0.0	0.0	65.0	65.0	0.0	6.4	27.0	60.9	1.4	1.1	39.2	25.9
Prop In Lane	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	45	0	644	45	0	647	382	2326	722	83	1456	452
V/C Ratio(X)	0.00	0.00	1.27	0.98	0.00	0.16	0.95	0.90	0.03	0.21	0.86	0.59
Avail Cap(c_a), veh/h	45	0	644	45	0	647	382	2326	722	114	1456	452
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	0.62	0.62	0.62	0.27	0.27	0.27
Uniform Delay (d), s/veh	0.0	0.0	47.5	80.0	0.0	30.1	48.8	40.3	24.1	43.9	69.3	63.3
Incr Delay (d2), s/veh	0.0	0.0	133.0	125.0	0.0	0.0	25.2	4.1	0.1	0.1	2.1	1.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	71.4	6.1	0.0	4.6	16.4	32.0	1.0	0.9	21.7	14.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	180.5	205.0	0.0	30.2	74.0	44.4	24.2	44.0	71.4	64.9
LnGrp LOS			F	F		C	E	D	C	D	E	E
Approach Vol, veh/h		817			145			2491			1542	
Approach Delay, s/veh		180.5			83.2			48.5			70.0	
Approach LOS		F			F			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.1	79.9		71.0	36.0	53.0		71.0				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	5.0	70.0		65.0	29.0	46.0		65.0				
Max Q Clear Time (g_c+I1), s	3.1	62.9		67.0	29.0	41.2		67.0				
Green Ext Time (p_c), s	0.0	6.0		0.0	0.0	3.4		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	77.7
HCM 7th LOS	E

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	441	875	178	294	905	130	352	1061	286	140	890	515
Future Volume (vph)	441	875	178	294	905	130	352	1061	286	140	890	515
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		190	290		110	310		295	305		295
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3335	3438	1538	3400	3505	1568	3433	5085	1583	3400	5036	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3335	3438	1538	3400	3505	1568	3433	5085	1583	3400	5036	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			170			225			285			282
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1367			1213			1072			3934	
Travel Time (s)		20.7			18.4			16.2			59.6	
Peak Hour Factor	0.88	0.88	0.88	0.94	0.94	0.94	0.95	0.95	0.95	0.94	0.94	0.94
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	501	994	202	313	963	138	371	1117	301	149	947	548
Shared Lane Traffic (%)												
Lane Group Flow (vph)	501	994	202	313	963	138	371	1117	301	149	947	548
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	

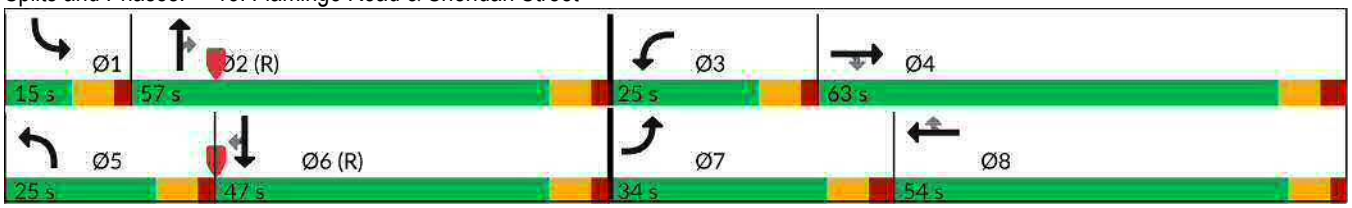


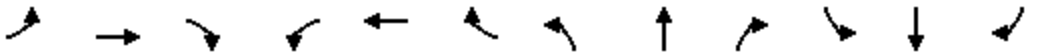
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	13.0	55.0	55.0	12.0	25.0	25.0	12.0	53.0	53.0	12.0	25.0	25.0
Total Split (s)	34.0	63.0	63.0	25.0	54.0	54.0	25.0	57.0	57.0	15.0	47.0	47.0
Total Split (%)	21.3%	39.4%	39.4%	15.6%	33.8%	33.8%	15.6%	35.6%	35.6%	9.4%	29.4%	29.4%
Maximum Green (s)	26.0	55.0	55.0	18.0	47.0	47.0	18.0	50.0	50.0	8.0	40.0	40.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	3.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	8.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.5	2.0	2.0	1.5	2.0	2.0	1.5	3.0	3.0	1.5	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		7.0	7.0					7.0	7.0			
Flash Don't Walk (s)		40.0	40.0					39.0	39.0			
Pedestrian Calls (#/hr)		0	0					0	0			
Act Effct Green (s)	25.4	54.5	54.5	17.0	46.1	46.1	18.1	51.4	51.4	8.1	41.4	41.4
Actuated g/C Ratio	0.16	0.34	0.34	0.11	0.29	0.29	0.11	0.32	0.32	0.05	0.26	0.26
v/c Ratio	0.95	0.85	0.32	0.87	0.95	0.23	0.96	0.68	0.43	0.87	0.73	0.89
Control Delay (s/veh)	93.9	57.0	9.2	93.4	74.6	0.9	105.3	50.1	7.3	91.1	87.7	67.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	93.9	57.0	9.2	93.4	74.6	0.9	105.3	50.1	7.3	91.1	87.7	67.2
LOS	F	E	A	F	E	A	F	D	A	F	F	E
Approach Delay (s/veh)		62.2			71.6			54.4			81.2	
Approach LOS		E			E			D			F	
Queue Length 50th (ft)	270	506	23	167	519	0	202	378	12	82	376	377
Queue Length 95th (ft)	#361	578	79	#239	#650	0	#308	433	87	m93	m414	m#476
Internal Link Dist (ft)		1287			1133			992			3854	
Turn Bay Length (ft)	235		190	290		110	310		295	305		295
Base Capacity (vph)	541	1185	642	382	1029	619	388	1633	701	172	1302	614
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	0.93	0.84	0.31	0.82	0.94	0.22	0.96	0.68	0.43	0.87	0.73	0.89

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 18 (11%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 135			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay (s/veh): 66.9		Intersection LOS: E	
Intersection Capacity Utilization 89.0%		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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 13: Flamingo Road & Sheridan Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	441	875	178	294	905	130	352	1061	286	140	890	515
Future Volume (veh/h)	441	875	178	294	905	130	352	1061	286	140	890	515
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1856	1856	1856	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	501	994	202	313	963	138	371	1117	301	149	947	548
Peak Hour Factor	0.88	0.88	0.88	0.94	0.94	0.94	0.95	0.95	0.95	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	3	3	3	2	2	2	3	3	3
Cap, veh/h	538	1213	541	353	1012	451	389	1614	501	171	1284	399
Arrive On Green	0.16	0.35	0.35	0.10	0.29	0.29	0.11	0.32	0.32	0.05	0.25	0.25
Sat Flow, veh/h	3374	3469	1547	3428	3526	1572	3456	5106	1585	3428	5066	1572
Grp Volume(v), veh/h	501	994	202	313	963	138	371	1117	301	149	947	548
Grp Sat Flow(s),veh/h/ln	1687	1735	1547	1714	1763	1572	1728	1702	1585	1714	1689	1572
Q Serve(g_s), s	23.5	41.8	15.6	14.4	42.9	11.0	17.1	30.6	25.7	6.9	27.5	40.6
Cycle Q Clear(g_c), s	23.5	41.8	15.6	14.4	42.9	11.0	17.1	30.6	25.7	6.9	27.5	40.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	538	1213	541	353	1012	451	389	1614	501	171	1284	399
V/C Ratio(X)	0.93	0.82	0.37	0.89	0.95	0.31	0.95	0.69	0.60	0.87	0.74	1.37
Avail Cap(c_a), veh/h	548	1213	541	386	1036	462	389	1614	501	171	1284	399
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.42	0.42	0.42
Uniform Delay (d), s/veh	66.4	47.4	38.9	70.8	56.0	44.6	70.6	47.9	46.2	75.5	54.8	59.7
Incr Delay (d2), s/veh	22.2	4.3	0.2	18.8	17.1	0.1	33.6	2.5	5.3	17.2	1.6	175.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	17.2	25.4	9.9	11.6	28.5	7.7	14.3	19.1	16.1	5.4	15.3	49.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	88.6	51.7	39.1	89.7	73.0	44.7	104.2	50.4	51.5	92.7	56.5	235.0
LnGrp LOS	F	D	D	F	E	D	F	D	D	F	E	F
Approach Vol, veh/h		1697			1414			1789			1644	
Approach Delay, s/veh		61.1			74.0			61.7			119.2	
Approach LOS		E			E			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	57.6	23.5	63.9	25.0	47.6	33.5	53.9
Change Period (Y+Rc), s	7.0	7.0	7.0	8.0	7.0	7.0	8.0	* 8
Max Green Setting (Gmax), s	8.0	50.0	18.0	55.0	18.0	40.0	26.0	* 47
Max Q Clear Time (g_c+I1), s	8.9	32.6	16.4	43.8	19.1	42.6	25.5	44.9
Green Ext Time (p_c), s	0.0	7.9	0.1	3.7	0.0	0.0	0.1	1.1

Intersection Summary	
HCM 7th Control Delay, s/veh	78.7
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

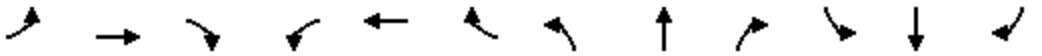
Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	156	416	386	259	1	1
Future Vol, veh/h	156	416	386	259	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	79	79	74	74	50	50
Heavy Vehicles, %	5	5	5	5	2	2
Mvmt Flow	197	527	522	350	2	2

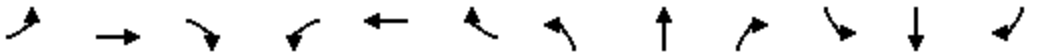
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	872	0	-	0	1618	697
Stage 1	-	-	-	-	697	-
Stage 2	-	-	-	-	922	-
Critical Hdwy	4.15	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.245	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	761	-	-	-	114	441
Stage 1	-	-	-	-	494	-
Stage 2	-	-	-	-	388	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	761	-	-	-	84	441
Mov Cap-2 Maneuver	-	-	-	-	84	-
Stage 1	-	-	-	-	366	-
Stage 2	-	-	-	-	388	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	3.1	0	31.2
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	761	-	-	-	141
HCM Lane V/C Ratio	0.259	-	-	-	0.028
HCM Ctrl Dly (s/v)	11.4	-	-	-	31.2
HCM Lane LOS	B	-	-	-	D
HCM 95th %tile Q(veh)	1	-	-	-	0.1



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	281	318	99	320	264	266	142	1466	160	262	1387	142
Future Volume (vph)	281	318	99	320	264	266	142	1466	160	262	1387	142
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		0	1000		640	590		600	635		290
Storage Lanes	1		0	1		1	1		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.97	0.91	1.00
Frt		0.964				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	1744	0	1752	1845	1568	1770	5085	1583	3400	5036	1568
Flt Permitted	0.471			0.087			0.950			0.950		
Satd. Flow (perm)	852	1744	0	160	1845	1568	1770	5085	1583	3400	5036	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9				240			172			117
Link Speed (mph)		25			45			45			45	
Link Distance (ft)		567			1223			1443			427	
Travel Time (s)		15.5			18.5			21.9			6.5	
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.93	0.93	0.93	0.95	0.95	0.95
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	305	346	108	340	281	283	153	1576	172	276	1460	149
Shared Lane Traffic (%)												
Lane Group Flow (vph)	305	454	0	340	281	283	153	1576	172	276	1460	149
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	40	40		40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8			2			6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	6.0		4.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	10.0	24.0		11.0	50.0	50.0	12.0	45.0	45.0	12.0	25.0	25.0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	30.0	47.0		33.0	50.0	50.0	21.0	59.0	59.0	21.0	59.0	59.0
Total Split (%)	18.8%	29.4%		20.6%	31.3%	31.3%	13.1%	36.9%	36.9%	13.1%	36.9%	36.9%
Maximum Green (s)	24.0	41.0		26.0	43.0	43.0	14.0	52.0	52.0	14.0	52.0	52.0
Yellow Time (s)	4.0	4.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.5	2.0		1.5	2.0	2.0	1.5	3.0	3.0	1.5	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)								7.0	7.0			
Flash Don't Walk (s)								31.0	31.0			
Pedestrian Calls (#/hr)								0	0			
Act Effct Green (s)	62.0	41.0		70.9	46.0	46.0	14.0	52.0	52.0	14.0	52.0	52.0
Actuated g/C Ratio	0.39	0.26		0.44	0.29	0.29	0.09	0.33	0.33	0.09	0.33	0.33
v/c Ratio	0.69	1.00		1.03	0.53	0.46	0.99	0.95	0.27	0.93	0.89	0.25
Control Delay (s/veh)	37.9	99.9		106.2	53.1	11.4	105.8	94.8	34.8	108.2	59.4	11.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	37.9	99.9		106.2	53.1	11.4	105.8	94.8	34.8	108.2	59.4	11.5
LOS	D	F		F	D	B	F	F	C	F	E	B
Approach Delay (s/veh)		75.0			60.0			90.2			62.7	
Approach LOS		E			E			F			E	
Queue Length 50th (ft)	206	~472		~331	252	34	170	640	107	150	533	23
Queue Length 95th (ft)	287	#713		#545	358	122	m#228	#708	m134	#241	598	79
Internal Link Dist (ft)		487			1143			1363			347	
Turn Bay Length (ft)	400			1000		640	590		600	635		290
Base Capacity (vph)	476	453		329	530	621	154	1652	630	297	1636	588
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	1.00		1.03	0.53	0.46	0.99	0.95	0.27	0.93	0.89	0.25

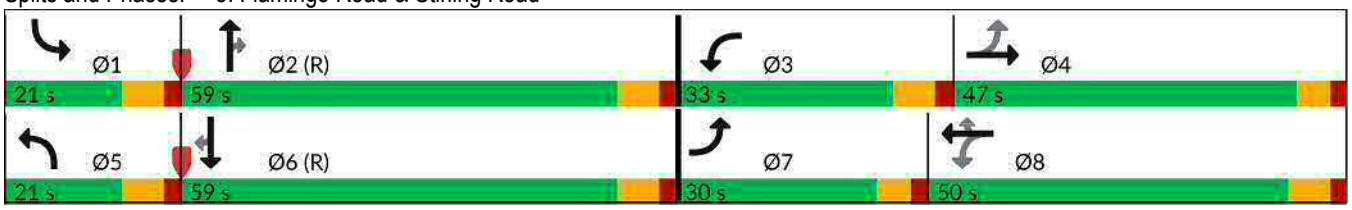
Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 92 (58%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay (s/veh): 73.6		Intersection LOS: E	
Intersection Capacity Utilization 98.8%		ICU Level of Service F	
Analysis Period (min) 15			

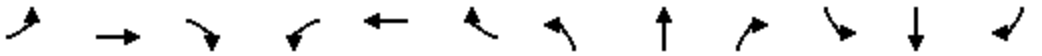
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

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

Splits and Phases: 5: Flamingo Road & Stirling Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	281	318	99	320	264	266	142	1466	160	262	1387	142
Future Volume (veh/h)	281	318	99	320	264	266	142	1466	160	262	1387	142
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1856	1856	1856	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	305	346	108	340	281	283	153	1576	172	276	1460	149
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.93	0.93	0.93	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	3	3	3	2	2	2	3	3	3
Cap, veh/h	419	342	107	332	527	446	156	2681	832	300	2659	826
Arrive On Green	0.14	0.26	0.26	0.16	0.28	0.28	0.03	0.17	0.17	0.09	0.52	0.52
Sat Flow, veh/h	1739	1334	417	1767	1856	1572	1781	5106	1585	3428	5066	1572
Grp Volume(v), veh/h	305	0	454	340	281	283	153	1576	172	276	1460	149
Grp Sat Flow(s),veh/h/ln	1739	0	1751	1767	1856	1572	1781	1702	1585	1714	1689	1572
Q Serve(g_s), s	20.5	0.0	41.0	26.0	20.5	25.1	13.7	45.5	14.9	12.8	30.8	8.0
Cycle Q Clear(g_c), s	20.5	0.0	41.0	26.0	20.5	25.1	13.7	45.5	14.9	12.8	30.8	8.0
Prop In Lane	1.00		0.24	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	419	0	449	332	527	446	156	2681	832	300	2659	826
V/C Ratio(X)	0.73	0.00	1.01	1.02	0.53	0.63	0.98	0.59	0.21	0.92	0.55	0.18
Avail Cap(c_a), veh/h	435	0	449	332	527	446	156	2681	832	300	2659	826
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.39	0.39	0.39	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.5	0.0	59.5	52.6	48.4	50.0	77.6	50.2	37.6	72.4	25.4	19.9
Incr Delay (d2), s/veh	5.0	0.0	45.5	55.5	0.6	2.3	39.9	0.4	0.2	31.4	0.8	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.5	0.0	32.3	20.6	14.5	15.2	11.3	25.6	9.0	11.2	17.9	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.5	0.0	105.0	108.2	48.9	52.3	117.5	50.6	37.8	103.9	26.2	20.4
LnGrp LOS	D		F	F	D	D	F	D	D	F	C	C
Approach Vol, veh/h		759			904			1901			1885	
Approach Delay, s/veh		79.5			72.3			54.8			37.1	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.0	92.0	33.0	48.0	21.0	92.0	28.6	52.4
Change Period (Y+Rc), s	7.0	7.0	7.0	* 7	7.0	7.0	6.0	7.0
Max Green Setting (Gmax), s	14.0	52.0	26.0	* 41	14.0	52.0	24.0	43.0
Max Q Clear Time (g_c+I1), s	14.8	47.5	28.0	43.0	15.7	32.8	22.5	27.1
Green Ext Time (p_c), s	0.0	3.1	0.0	0.0	0.0	7.5	0.1	1.0

Intersection Summary	
HCM 7th Control Delay, s/veh	55.0
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	138.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	446	372	14	244	81
Future Vol, veh/h	5	446	372	14	244	81
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	-	-	150	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	70	70	51	51
Heavy Vehicles, %	5	5	5	5	2	2
Mvmt Flow	6	537	531	20	478	159

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	551	0	-	0	1081	531
Stage 1	-	-	-	-	531	-
Stage 2	-	-	-	-	549	-
Critical Hdwy	4.15	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.245	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1004	-	-	-	~ 241	548
Stage 1	-	-	-	-	589	-
Stage 2	-	-	-	-	578	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1004	-	-	-	~ 240	548
Mov Cap-2 Maneuver	-	-	-	-	~ 240	-
Stage 1	-	-	-	-	586	-
Stage 2	-	-	-	-	578	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.1	0	$ 376.34
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1004	-	-	-	240	548
HCM Lane V/C Ratio	0.006	-	-	-	1.996	0.29
HCM Ctrl Dly (s/v)	8.6	-	-	-	-$ 496.5	14.2
HCM Lane LOS	A	-	-	-	F	B
HCM 95th %tile Q(veh)	0	-	-	-	35	1.2

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

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	74	0	1430	1492	13
Future Vol, veh/h	0	74	0	1430	1492	13
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	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	95	95	98	98
Heavy Vehicles, %	2	2	2	2	3	3
Mvmt Flow	0	83	0	1505	1522	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	761	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	299	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	299	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	21.65	0	0
HCM LOS	C		

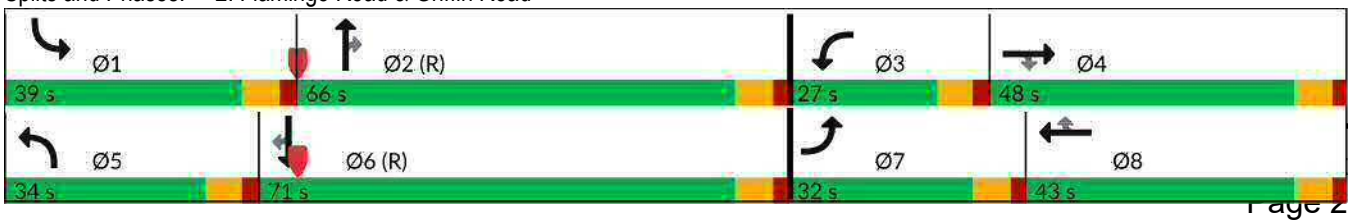
Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	299	-	-
HCM Lane V/C Ratio	-	0.279	-	-
HCM Ctrl Dly (s/v)	-	21.7	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	1.1	-	-

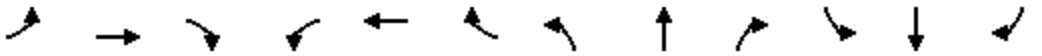
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	32.0	48.0	48.0	27.0	43.0	43.0	34.0	66.0	66.0	39.0	71.0	71.0
Total Split (%)	17.8%	26.7%	26.7%	15.0%	23.9%	23.9%	18.9%	36.7%	36.7%	21.7%	39.4%	39.4%
Maximum Green (s)	25.0	41.0	41.0	20.0	36.0	36.0	27.0	59.0	59.0	32.0	64.0	64.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)								7.0	7.0		7.0	7.0
Flash Don't Walk (s)								40.0	40.0		39.0	39.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	21.7	38.0	38.0	17.6	33.9	33.9	23.6	68.4	68.4	28.0	72.7	72.7
Actuated g/C Ratio	0.12	0.21	0.21	0.10	0.19	0.19	0.13	0.38	0.38	0.16	0.40	0.40
v/c Ratio	0.79	0.86	0.28	0.74	0.79	0.33	0.81	0.71	0.27	0.84	0.67	0.22
Control Delay (s/veh)	90.9	77.6	10.0	92.6	76.3	10.7	90.2	51.3	5.9	88.0	47.0	12.8
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)	90.9	77.6	10.0	92.6	76.3	10.7	90.2	51.3	5.9	88.0	47.0	12.8
LOS	F	E	B	F	E	B	F	D	A	F	D	B
Approach Delay (s/veh)		75.0			72.0			54.0			53.7	
Approach LOS		E			E			D			D	
Queue Length 50th (ft)	189	376	0	144	304	0	215	511	0	263	491	31
Queue Length 95th (ft)	243	428	58	194	355	63	273	605	60	323	579	90
Internal Link Dist (ft)		638			847			6575			644	
Turn Bay Length (ft)	450		450	415		295	550		550	285		170
Base Capacity (vph)	463	1125	438	370	991	414	510	1913	716	604	2034	698
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	0.68	0.80	0.26	0.65	0.74	0.32	0.71	0.71	0.27	0.73	0.67	0.22

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 33 (18%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay (s/veh): 61.5 Intersection LOS: E
Intersection Capacity Utilization 83.5% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 2: Flamingo Road & Griffin Road

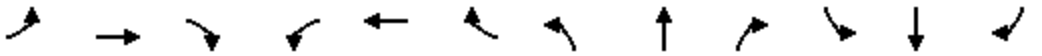




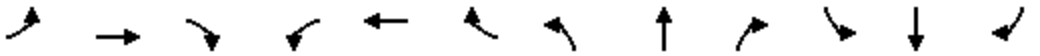
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	307	872	111	230	705	127	342	1290	184	415	1277	142
Future Volume (veh/h)	307	872	111	230	705	127	342	1290	184	415	1277	142
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	316	899	114	240	734	132	360	1358	194	441	1359	151
Peak Hour Factor	0.97	0.97	0.97	0.96	0.96	0.96	0.95	0.95	0.95	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5	3	3	3	3	3	3
Cap, veh/h	361	1006	312	282	889	276	407	2104	653	492	2230	692
Arrive On Green	0.11	0.20	0.20	0.08	0.18	0.18	0.12	0.42	0.42	0.14	0.44	0.44
Sat Flow, veh/h	3374	4985	1547	3374	4985	1547	3428	5066	1572	3428	5066	1572
Grp Volume(v), veh/h	316	899	114	240	734	132	360	1358	194	441	1359	151
Grp Sat Flow(s),veh/h/ln	1687	1662	1547	1687	1662	1547	1714	1689	1572	1714	1689	1572
Q Serve(g_s), s	16.6	31.6	11.4	12.6	25.5	13.8	18.6	38.5	14.8	22.8	36.9	10.7
Cycle Q Clear(g_c), s	16.6	31.6	11.4	12.6	25.5	13.8	18.6	38.5	14.8	22.8	36.9	10.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	361	1006	312	282	889	276	407	2104	653	492	2230	692
V/C Ratio(X)	0.87	0.89	0.36	0.85	0.83	0.48	0.88	0.65	0.30	0.90	0.61	0.22
Avail Cap(c_a), veh/h	469	1135	352	375	997	309	514	2104	653	609	2230	692
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	79.2	69.9	61.9	81.4	71.3	66.4	78.1	42.0	35.1	75.8	38.6	31.2
Incr Delay (d2), s/veh	13.7	8.6	0.7	13.3	5.3	1.3	14.0	1.5	1.2	13.8	1.3	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.4	20.2	8.0	10.0	16.7	9.4	13.8	22.8	9.9	16.3	21.8	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	92.9	78.5	62.6	94.7	76.5	67.7	92.1	43.6	36.2	89.5	39.8	31.9
LnGrp LOS	F	E	E	F	E	E	F	D	D	F	D	C
Approach Vol, veh/h		1329			1106			1912			1951	
Approach Delay, s/veh		80.6			79.4			52.0			50.4	
Approach LOS		F			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	32.8	81.8	22.0	43.3	28.4	86.2	26.3	39.1
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	32.0	59.0	20.0	41.0	27.0	64.0	25.0	36.0
Max Q Clear Time (g_c+I1), s	24.8	40.5	14.6	33.6	20.6	38.9	18.6	27.5
Green Ext Time (p_c), s	1.1	7.0	0.4	2.7	0.8	7.5	0.7	2.5

Intersection Summary	
HCM 7th Control Delay, s/veh	62.3
HCM 7th LOS	E



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	0	342	25	3	47	120	1518	45	45	1452	159
Future Volume (vph)	3	0	342	25	3	47	120	1518	45	45	1452	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	85		0	865		175	150		1000
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt		0.850			0.860				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1770	1602	0	1770	5085	1583	1752	5036	1568
Flt Permitted	0.717			0.096			0.095			0.094		
Satd. Flow (perm)	1336	1583	0	179	1602	0	177	5085	1583	173	5036	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		150			57				68			173
Link Speed (mph)		25			30			45			45	
Link Distance (ft)		780			708			3934			1443	
Travel Time (s)		21.3			16.1			59.6			21.9	
Peak Hour Factor	0.72	0.72	0.72	0.82	0.82	0.82	0.88	0.88	0.88	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	4	0	475	30	4	57	136	1725	51	49	1578	173
Shared Lane Traffic (%)												
Lane Group Flow (vph)	4	475	0	30	61	0	136	1725	51	49	1578	173
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	

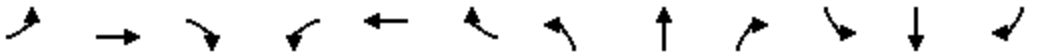


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		4.0	20.0	20.0	4.0	20.0	20.0
Minimum Split (s)	12.0	12.0		49.0	49.0		12.0	53.0	53.0	12.0	27.0	27.0
Total Split (s)	64.0	64.0		64.0	64.0		24.0	83.0	83.0	13.0	72.0	72.0
Total Split (%)	40.0%	40.0%		40.0%	40.0%		15.0%	51.9%	51.9%	8.1%	45.0%	45.0%
Maximum Green (s)	58.0	58.0		58.0	58.0		17.0	76.0	76.0	6.0	65.0	65.0
Yellow Time (s)	4.0	4.0		4.0	4.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		1.5	3.0	3.0	1.5	3.0	3.0
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)				7.0	7.0			7.0	7.0			
Flash Don't Walk (s)				36.0	36.0			23.0	23.0			
Pedestrian Calls (#/hr)				0	0			0	0			
Act Effct Green (s)	41.7	41.7		41.7	41.7		104.1	94.8	94.8	93.0	87.2	87.2
Actuated g/C Ratio	0.26	0.26		0.26	0.26		0.65	0.59	0.59	0.58	0.55	0.55
v/c Ratio	0.01	0.91		0.65	0.13		0.60	0.57	0.05	0.31	0.57	0.19
Control Delay (s/veh)	37.0	59.9		106.4	10.0		19.8	27.4	8.0	12.1	15.5	0.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	37.0	59.9		106.4	10.0		19.8	27.4	8.0	12.1	15.5	0.6
LOS	D	E		F	A		B	C	A	B	B	A
Approach Delay (s/veh)		59.7			41.8			26.3			14.0	
Approach LOS		E			D			C			B	
Queue Length 50th (ft)	3	353		28	3		56	604	14	12	145	2
Queue Length 95th (ft)	10	293		61	30		m127	680	m32	m12	m374	m2
Internal Link Dist (ft)		700			628			3854			1363	
Turn Bay Length (ft)	195			85			865		175	150		1000
Base Capacity (vph)	484	669		64	617		287	3012	965	164	2745	933
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.71		0.47	0.10		0.47	0.57	0.05	0.30	0.57	0.19

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 41 (26%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay (s/veh): 25.2		Intersection LOS: C	
Intersection Capacity Utilization 72.5%		ICU Level of Service C	
Analysis Period (min) 15			

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

Splits and Phases: 10: Flamingo Road & Schott Circle/W. Lake Blvd.

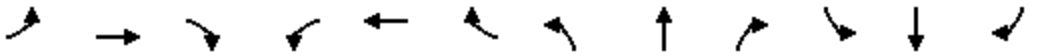


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	342	25	3	47	120	1518	45	45	1452	159
Future Volume (veh/h)	3	0	342	25	3	47	120	1518	45	45	1452	159
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	4	0	475	30	4	57	136	1725	51	49	1578	173
Peak Hour Factor	0.72	0.72	0.72	0.82	0.82	0.82	0.88	0.88	0.88	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	3	3	3
Cap, veh/h	454	0	525	87	35	496	267	2656	825	160	2498	775
Arrive On Green	0.33	0.00	0.33	0.33	0.33	0.33	0.05	0.52	0.52	0.05	0.99	0.99
Sat Flow, veh/h	1341	0	1585	919	105	1496	1781	5106	1585	1767	5066	1572
Grp Volume(v), veh/h	4	0	475	30	0	61	136	1725	51	49	1578	173
Grp Sat Flow(s),veh/h/ln	1341	0	1585	919	0	1601	1781	1702	1585	1767	1689	1572
Q Serve(g_s), s	0.3	0.0	45.8	5.2	0.0	4.2	6.0	39.2	2.6	2.2	1.8	0.3
Cycle Q Clear(g_c), s	4.6	0.0	45.8	50.9	0.0	4.2	6.0	39.2	2.6	2.2	1.8	0.3
Prop In Lane	1.00		1.00	1.00		0.93	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	454	0	525	87	0	531	267	2656	825	160	2498	775
V/C Ratio(X)	0.01	0.00	0.90	0.35	0.00	0.11	0.51	0.65	0.06	0.31	0.63	0.22
Avail Cap(c_a), veh/h	496	0	575	115	0	580	366	2656	825	184	2498	775
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.71	0.71	0.71	0.09	0.09	0.09
Uniform Delay (d), s/veh	38.8	0.0	51.1	75.4	0.0	37.2	18.1	27.8	19.0	23.3	0.6	0.6
Incr Delay (d2), s/veh	0.0	0.0	16.1	0.9	0.0	0.0	0.4	0.9	0.1	0.0	0.1	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	0.0	28.1	2.2	0.0	3.1	4.5	21.1	1.7	1.3	0.5	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.8	0.0	67.1	76.3	0.0	37.2	18.5	28.7	19.1	23.3	0.7	0.6
LnGrp LOS	D		E	E		D	B	C	B	C	A	A
Approach Vol, veh/h		479			91			1912			1800	
Approach Delay, s/veh		66.9			50.1			27.7			1.3	
Approach LOS		E			D			C			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.7	90.2		59.0	15.1	85.9		59.0				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	6.0	76.0		58.0	17.0	65.0		58.0				
Max Q Clear Time (g_c+I1), s	4.2	41.2		47.8	8.0	3.8		52.9				
Green Ext Time (p_c), s	0.0	16.4		1.8	0.1	17.9		0.1				

Intersection Summary												
HCM 7th Control Delay, s/veh			21.5									
HCM 7th LOS			C									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	304	813	236	295	812	221	332	994	390	208	1105	398
Future Volume (vph)	304	813	236	295	812	221	332	994	390	208	1105	398
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		190	290		110	310		295	305		295
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3335	3438	1538	3400	3505	1568	3433	5085	1583	3400	5036	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3335	3438	1538	3400	3505	1568	3433	5085	1583	3400	5036	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			150			123			271			263
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1367			1213			1072			3934	
Travel Time (s)		20.7			18.4			16.2			59.6	
Peak Hour Factor	0.93	0.93	0.93	0.95	0.95	0.95	0.89	0.89	0.89	0.91	0.91	0.91
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	327	874	254	311	855	233	373	1117	438	229	1214	437
Shared Lane Traffic (%)												
Lane Group Flow (vph)	327	874	254	311	855	233	373	1117	438	229	1214	437
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	

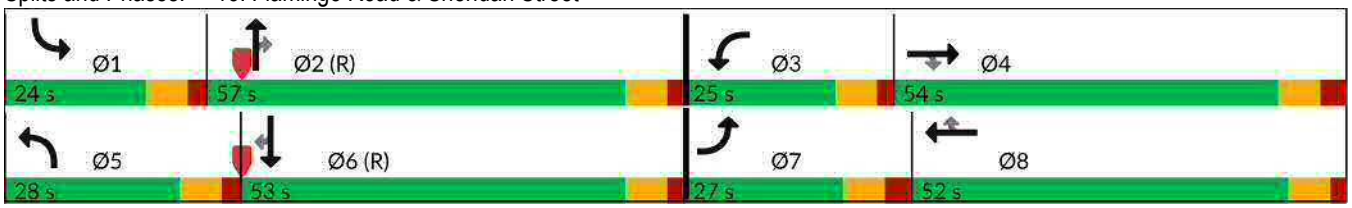


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	13.0	20.0	20.0	12.0	25.0	25.0	12.0	53.0	53.0	12.0	25.0	25.0
Total Split (s)	27.0	54.0	54.0	25.0	52.0	52.0	28.0	57.0	57.0	24.0	53.0	53.0
Total Split (%)	16.9%	33.8%	33.8%	15.6%	32.5%	32.5%	17.5%	35.6%	35.6%	15.0%	33.1%	33.1%
Maximum Green (s)	19.0	46.0	46.0	18.0	45.0	45.0	21.0	50.0	50.0	17.0	46.0	46.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	3.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	8.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.5	2.0	2.0	1.5	2.0	2.0	1.5	3.0	3.0	1.5	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)								7.0	7.0			
Flash Don't Walk (s)								39.0	39.0			
Pedestrian Calls (#/hr)								0	0			
Act Effct Green (s)	17.9	44.0	44.0	16.9	43.0	43.0	19.7	55.8	55.8	14.2	50.3	50.3
Actuated g/C Ratio	0.11	0.28	0.28	0.11	0.27	0.27	0.12	0.35	0.35	0.09	0.31	0.31
v/c Ratio	0.87	0.92	0.48	0.86	0.91	0.46	0.88	0.63	0.60	0.76	0.77	0.65
Control Delay (s/veh)	93.2	71.9	21.8	93.2	70.4	24.8	90.9	46.4	20.2	103.6	40.8	14.4
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)	93.2	71.9	21.8	93.2	70.4	24.8	90.9	46.4	20.2	103.6	40.8	14.4
LOS	F	E	C	F	E	C	F	D	C	F	D	B
Approach Delay (s/veh)		67.9			67.9			49.1			42.3	
Approach LOS		E			E			D			D	
Queue Length 50th (ft)	175	462	86	166	450	92	199	369	147	130	362	49
Queue Length 95th (ft)	#248	#557	175	#237	538	178	#269	427	271	177	383	159
Internal Link Dist (ft)		1287			1133			992			3854	
Turn Bay Length (ft)	235		190	290		110	310		295	305		295
Base Capacity (vph)	396	988	549	382	985	529	450	1772	728	361	1582	673
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	0.83	0.88	0.46	0.81	0.87	0.44	0.83	0.63	0.60	0.63	0.77	0.65

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 88 (55%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay (s/veh): 55.2		Intersection LOS: E	
Intersection Capacity Utilization 86.1%		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: 13: Flamingo Road & Sheridan Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	304	813	236	295	812	221	332	994	390	208	1105	398
Future Volume (veh/h)	304	813	236	295	812	221	332	994	390	208	1105	398
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1856	1856	1856	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	327	874	254	311	855	233	373	1117	438	229	1214	437
Peak Hour Factor	0.93	0.93	0.93	0.95	0.95	0.95	0.89	0.89	0.89	0.91	0.91	0.91
Percent Heavy Veh, %	5	5	5	3	3	3	2	2	2	3	3	3
Cap, veh/h	367	951	424	352	922	411	414	1854	575	271	1633	507
Arrive On Green	0.11	0.27	0.27	0.10	0.26	0.26	0.12	0.36	0.36	0.08	0.32	0.32
Sat Flow, veh/h	3374	3469	1547	3428	3526	1572	3456	5106	1585	3428	5066	1572
Grp Volume(v), veh/h	327	874	254	311	855	233	373	1117	438	229	1214	437
Grp Sat Flow(s),veh/h/ln	1687	1735	1547	1714	1763	1572	1728	1702	1585	1714	1689	1572
Q Serve(g_s), s	15.3	39.1	22.8	14.3	37.8	20.6	17.0	28.5	38.9	10.5	34.2	41.7
Cycle Q Clear(g_c), s	15.3	39.1	22.8	14.3	37.8	20.6	17.0	28.5	38.9	10.5	34.2	41.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	367	951	424	352	922	411	414	1854	575	271	1633	507
V/C Ratio(X)	0.89	0.92	0.60	0.88	0.93	0.57	0.90	0.60	0.76	0.84	0.74	0.86
Avail Cap(c_a), veh/h	401	997	445	386	992	442	454	1854	575	364	1633	507
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.79	0.79	0.79
Uniform Delay (d), s/veh	70.4	56.4	50.4	70.9	57.6	51.2	69.5	41.5	44.8	72.7	48.3	50.9
Incr Delay (d2), s/veh	19.2	12.4	1.3	18.6	13.2	0.7	18.8	1.5	9.2	8.1	2.5	14.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.0	25.5	13.8	11.5	25.2	12.8	13.3	17.7	23.1	8.1	20.1	24.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	89.6	68.8	51.8	89.5	70.8	51.9	88.3	43.0	54.0	80.8	50.8	65.1
LnGrp LOS	F	E	D	F	E	D	F	D	D	F	D	E
Approach Vol, veh/h		1455			1399			1928			1880	
Approach Delay, s/veh		70.5			71.8			54.3			57.8	
Approach LOS		E			E			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.7	65.1	23.4	51.8	26.2	58.6	25.4	49.9
Change Period (Y+Rc), s	7.0	7.0	7.0	8.0	7.0	7.0	8.0	* 8
Max Green Setting (Gmax), s	17.0	50.0	18.0	46.0	21.0	46.0	19.0	* 45
Max Q Clear Time (g_c+I1), s	12.5	40.9	16.3	41.1	19.0	43.7	17.3	39.8
Green Ext Time (p_c), s	0.1	5.5	0.1	2.0	0.1	1.8	0.1	2.0

Intersection Summary	
HCM 7th Control Delay, s/veh	62.5
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

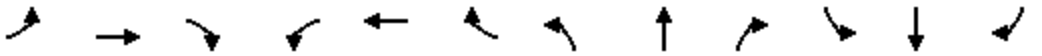
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	415	400	48	15	2
Future Vol, veh/h	16	415	400	48	15	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	90	90	100	100
Heavy Vehicles, %	5	5	5	5	2	2
Mvmt Flow	20	512	444	53	15	2

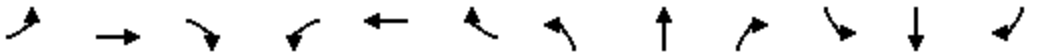
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	498	0	-	0	1023	471
Stage 1	-	-	-	-	471	-
Stage 2	-	-	-	-	552	-
Critical Hdwy	4.15	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.245	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1051	-	-	-	261	593
Stage 1	-	-	-	-	628	-
Stage 2	-	-	-	-	577	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1051	-	-	-	256	593
Mov Cap-2 Maneuver	-	-	-	-	256	-
Stage 1	-	-	-	-	616	-
Stage 2	-	-	-	-	577	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.32	0	18.98
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1051	-	-	-	275
HCM Lane V/C Ratio	0.019	-	-	-	0.062
HCM Ctrl Dly (s/v)	8.5	-	-	-	19
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	138	211	91	487	219	310	247	1858	62	392	1404	166
Future Volume (vph)	138	211	91	487	219	310	247	1858	62	392	1404	166
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		0	1000		640	590		600	635		290
Storage Lanes	1		0	1		1	1		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.97	0.91	1.00
Frt		0.955				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	1728	0	1752	1845	1568	1770	5085	1583	3400	5036	1568
Flt Permitted	0.611			0.118			0.950			0.950		
Satd. Flow (perm)	1106	1728	0	218	1845	1568	1770	5085	1583	3400	5036	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12				265			164			164
Link Speed (mph)		25			45			45			45	
Link Distance (ft)		567			1223			1443			427	
Travel Time (s)		15.5			18.5			21.9			6.5	
Peak Hour Factor	0.81	0.81	0.81	0.92	0.92	0.92	0.87	0.87	0.87	0.90	0.90	0.90
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	170	260	112	529	238	337	284	2136	71	436	1560	184
Shared Lane Traffic (%)												
Lane Group Flow (vph)	170	372	0	529	238	337	284	2136	71	436	1560	184
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	40	40		40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8			2			6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	6.0		4.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	10.0	24.0		11.0	50.0	50.0	12.0	45.0	45.0	12.0	25.0	25.0



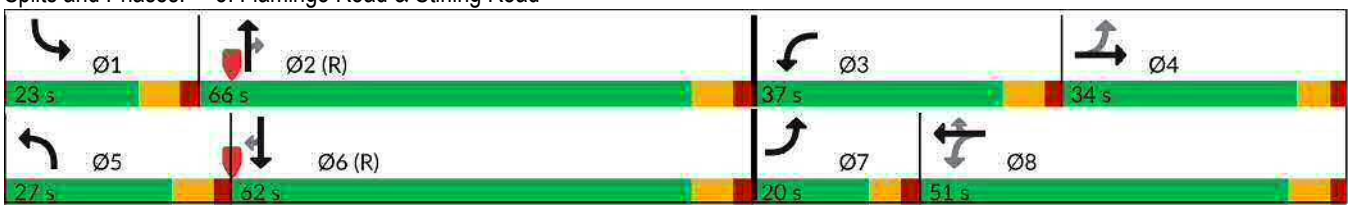
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	20.0	34.0		37.0	51.0	51.0	27.0	66.0	66.0	23.0	62.0	62.0
Total Split (%)	12.5%	21.3%		23.1%	31.9%	31.9%	16.9%	41.3%	41.3%	14.4%	38.8%	38.8%
Maximum Green (s)	14.0	28.0		30.0	44.0	44.0	20.0	59.0	59.0	16.0	55.0	55.0
Yellow Time (s)	4.0	4.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.5	2.0		1.5	2.0	2.0	1.5	3.0	3.0	1.5	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)								7.0	7.0			
Flash Don't Walk (s)								31.0	31.0			
Pedestrian Calls (#/hr)								0	0			
Act Effct Green (s)	40.7	28.0		64.0	45.3	45.3	20.0	59.0	59.0	16.0	55.0	55.0
Actuated g/C Ratio	0.25	0.18		0.40	0.28	0.28	0.13	0.37	0.37	0.10	0.34	0.34
v/c Ratio	0.52	1.19		1.41	0.46	0.53	1.29	1.14	0.10	1.28	0.90	0.28
Control Delay (s/veh)	40.2	166.0		238.7	51.0	14.3	217.6	110.4	3.5	201.6	58.1	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
Total Delay (s/veh)	40.2	166.0		238.7	51.0	14.3	217.6	110.4	3.5	201.6	58.1	8.1
LOS	D	F		F	D	B	F	F	A	F	E	A
Approach Delay (s/veh)		126.6			129.7			119.6			82.6	
Approach LOS		F			F			F			F	
Queue Length 50th (ft)	117	~459		~693	209	58	~384	~926	0	~297	569	14
Queue Length 95th (ft)	156	#570		#930	298	161	#554	#959	24	#412	635	72
Internal Link Dist (ft)		487			1143			1363			347	
Turn Bay Length (ft)	400			1000		640	590		600	635		290
Base Capacity (vph)	343	312		374	522	633	221	1875	687	340	1731	646
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	1.19		1.41	0.46	0.53	1.29	1.14	0.10	1.28	0.90	0.28

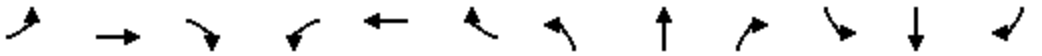
Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 13 (8%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.41			
Intersection Signal Delay (s/veh): 109.2		Intersection LOS: F	
Intersection Capacity Utilization 113.2%		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: 5: Flamingo Road & Stirling Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	211	91	487	219	310	247	1858	62	392	1404	166
Future Volume (veh/h)	138	211	91	487	219	310	247	1858	62	392	1404	166
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1856	1856	1856	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	170	260	112	529	238	337	284	2136	71	436	1560	184
Peak Hour Factor	0.81	0.81	0.81	0.92	0.92	0.92	0.87	0.87	0.87	0.90	0.90	0.90
Percent Heavy Veh, %	5	5	5	3	3	3	2	2	2	3	3	3
Cap, veh/h	340	212	91	376	522	442	223	2936	911	343	2786	865
Arrive On Green	0.09	0.17	0.17	0.19	0.28	0.28	0.08	0.39	0.39	0.10	0.55	0.55
Sat Flow, veh/h	1739	1211	521	1767	1856	1572	1781	5106	1585	3428	5066	1572
Grp Volume(v), veh/h	170	0	372	529	238	337	284	2136	71	436	1560	184
Grp Sat Flow(s),veh/h/ln	1739	0	1732	1767	1856	1572	1781	1702	1585	1714	1689	1572
Q Serve(g_s), s	12.8	0.0	28.0	30.0	16.9	31.4	20.0	57.2	4.5	16.0	32.0	9.5
Cycle Q Clear(g_c), s	12.8	0.0	28.0	30.0	16.9	31.4	20.0	57.2	4.5	16.0	32.0	9.5
Prop In Lane	1.00		0.30	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	340	0	303	376	522	442	223	2936	911	343	2786	865
V/C Ratio(X)	0.50	0.00	1.23	1.41	0.46	0.76	1.28	0.73	0.08	1.27	0.56	0.21
Avail Cap(c_a), veh/h	340	0	303	376	522	442	223	2936	911	343	2786	865
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.79	0.79	0.79	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.2	0.0	66.0	51.2	47.4	52.6	73.3	38.5	22.3	72.0	23.4	18.3
Incr Delay (d2), s/veh	0.4	0.0	127.9	197.8	0.2	6.9	148.6	1.3	0.1	143.3	0.8	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.6	0.0	34.4	50.5	12.4	18.9	27.4	32.3	3.1	21.7	18.4	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.6	0.0	193.9	249.1	47.6	59.5	221.9	39.8	22.4	215.3	24.2	18.9
LnGrp LOS	D		F	F	D	E	F	D	C	F	C	B
Approach Vol, veh/h		542			1104			2491			2180	
Approach Delay, s/veh		148.4			147.8			60.0			62.0	
Approach LOS		F			F			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	100.0	37.0	35.0	27.0	96.0	20.0	52.0
Change Period (Y+Rc), s	7.0	7.0	7.0	* 7	7.0	7.0	6.0	7.0
Max Green Setting (Gmax), s	16.0	59.0	30.0	* 28	20.0	55.0	14.0	44.0
Max Q Clear Time (g_c+I1), s	18.0	59.2	32.0	30.0	22.0	34.0	14.8	33.4
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	8.5	0.0	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	83.6
HCM 7th LOS	F

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	8.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	437	376	5	175	67
Future Vol, veh/h	3	437	376	5	175	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	200	-	-	150	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	84	84	82	82
Heavy Vehicles, %	5	5	5	5	2	2
Mvmt Flow	3	502	448	6	213	82

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	454	0	-	0	957	448
Stage 1	-	-	-	-	448	-
Stage 2	-	-	-	-	509	-
Critical Hdwy	4.15	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.245	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1091	-	-	-	286	611
Stage 1	-	-	-	-	644	-
Stage 2	-	-	-	-	603	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1091	-	-	-	285	611
Mov Cap-2 Maneuver	-	-	-	-	285	-
Stage 1	-	-	-	-	642	-
Stage 2	-	-	-	-	603	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.06	0	37.55
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1091	-	-	-	285	611
HCM Lane V/C Ratio	0.003	-	-	-	0.749	0.134
HCM Ctrl Dly (s/v)	8.3	-	-	-	47.4	11.8
HCM Lane LOS	A	-	-	-	E	B
HCM 95th %tile Q(veh)	0	-	-	-	5.5	0.5

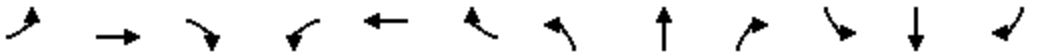
Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	74	0	1861	1930	11
Future Vol, veh/h	0	74	0	1861	1930	11
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	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	96	96	97	97
Heavy Vehicles, %	2	2	2	2	3	3
Mvmt Flow	0	104	0	1939	1990	11

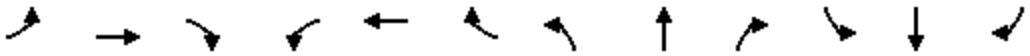
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	995	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	209	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	209	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	38.2	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	209	-	-
HCM Lane V/C Ratio	-	0.499	-	-
HCM Ctrl Dly (s/v)	-	38.2	-	-
HCM Lane LOS	-	E	-	-
HCM 95th %tile Q(veh)	-	2.5	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	371	1259	332	298	802	160	462	1416	246	573	1381	134
Future Volume (vph)	371	1259	332	298	802	160	462	1416	246	573	1381	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		450	415		295	550		550	285		170
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3335	4940	1538	3335	4940	1538	3400	5036	1568	3400	5036	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3335	4940	1538	3335	4940	1538	3400	5036	1568	3400	5036	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			292			172			224			109
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		718			927			6655			724	
Travel Time (s)		10.9			14.0			100.8			11.0	
Peak Hour Factor	0.96	0.96	0.97	0.93	0.93	0.93	0.96	0.96	0.96	0.89	0.89	0.89
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	386	1311	342	320	862	172	481	1475	256	644	1552	151
Shared Lane Traffic (%)												
Lane Group Flow (vph)	386	1311	342	320	862	172	481	1475	256	644	1552	151
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	40	40	40	40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.0	20.0	20.0	12.0	20.0	20.0	12.0	54.0	54.0	12.0	53.0	53.0



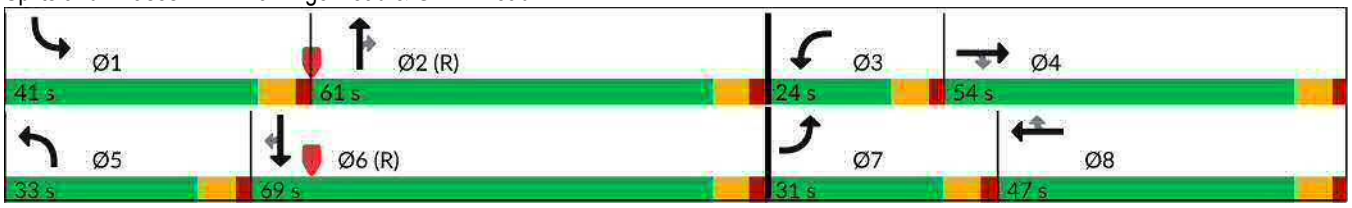
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	31.0	54.0	54.0	24.0	47.0	47.0	33.0	61.0	61.0	41.0	69.0	69.0
Total Split (%)	17.2%	30.0%	30.0%	13.3%	26.1%	26.1%	18.3%	33.9%	33.9%	22.8%	38.3%	38.3%
Maximum Green (s)	24.0	47.0	47.0	17.0	40.0	40.0	26.0	54.0	54.0	34.0	62.0	62.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)								7.0	7.0		7.0	7.0
Flash Don't Walk (s)								40.0	40.0		39.0	39.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	23.3	47.0	47.0	17.0	40.7	40.7	26.0	54.0	54.0	34.0	62.0	62.0
Actuated g/C Ratio	0.13	0.26	0.26	0.09	0.23	0.23	0.14	0.30	0.30	0.19	0.34	0.34
v/c Ratio	0.89	1.02	0.55	1.02	0.77	0.36	0.98	0.98	0.41	1.00	0.90	0.25
Control Delay (s/veh)	100.0	93.7	13.3	133.0	71.0	9.1	110.9	79.9	10.3	107.3	63.7	13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	100.0	93.7	13.3	133.0	71.0	9.1	110.9	79.9	10.3	107.3	63.7	13.9
LOS	F	F	B	F	E	A	F	E	B	F	E	B
Approach Delay (s/veh)		81.4			77.8			78.6			72.5	
Approach LOS		F			E			E			E	
Queue Length 50th (ft)	234	~596	46	~204	355	0	296	636	27	~399	638	34
Queue Length 95th (ft)	#322	#693	152	#314	411	68	#419	#740	108	#527	692	89
Internal Link Dist (ft)		638			847			6575			644	
Turn Bay Length (ft)	450		450	415		295	550		550	285		170
Base Capacity (vph)	444	1289	617	314	1115	480	491	1510	627	642	1734	611
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	0.87	1.02	0.55	1.02	0.77	0.36	0.98	0.98	0.41	1.00	0.90	0.25

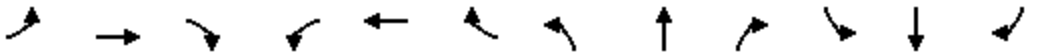
Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 33 (18%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.02			
Intersection Signal Delay (s/veh): 77.4		Intersection LOS: E	
Intersection Capacity Utilization 99.9%		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: 2: Flamingo Road & Griffin Road

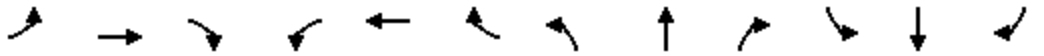




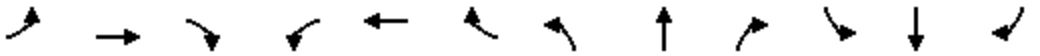
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	371	1259	332	298	802	160	462	1416	246	573	1381	134
Future Volume (veh/h)	371	1259	332	298	802	160	462	1416	246	573	1381	134
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	386	1311	342	320	862	172	481	1475	256	644	1552	151
Peak Hour Factor	0.96	0.96	0.97	0.93	0.93	0.93	0.96	0.96	0.96	0.89	0.89	0.89
Percent Heavy Veh, %	5	5	5	5	5	5	3	3	3	3	3	3
Cap, veh/h	424	1302	404	319	1146	356	495	1520	472	648	1745	542
Arrive On Green	0.13	0.26	0.26	0.09	0.23	0.23	0.14	0.30	0.30	0.19	0.34	0.34
Sat Flow, veh/h	3374	4985	1547	3374	4985	1547	3428	5066	1572	3428	5066	1572
Grp Volume(v), veh/h	386	1311	342	320	862	172	481	1475	256	644	1552	151
Grp Sat Flow(s),veh/h/ln	1687	1662	1547	1687	1662	1547	1714	1689	1572	1714	1689	1572
Q Serve(g_s), s	20.3	47.0	37.7	17.0	29.0	17.3	25.1	51.8	24.5	33.8	52.1	12.5
Cycle Q Clear(g_c), s	20.3	47.0	37.7	17.0	29.0	17.3	25.1	51.8	24.5	33.8	52.1	12.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	424	1302	404	319	1146	356	495	1520	472	648	1745	542
V/C Ratio(X)	0.91	1.01	0.85	1.00	0.75	0.48	0.97	0.97	0.54	0.99	0.89	0.28
Avail Cap(c_a), veh/h	450	1302	404	319	1146	356	495	1520	472	648	1745	542
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	77.7	66.5	63.1	81.5	64.5	60.1	76.6	62.2	52.7	72.9	55.8	42.8
Incr Delay (d2), s/veh	21.8	26.7	15.3	51.5	2.8	1.0	33.0	17.1	4.4	33.9	7.2	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	15.2	30.8	23.0	14.7	18.2	11.2	19.2	32.3	15.4	24.6	30.8	8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	99.5	93.2	78.3	133.0	67.4	61.1	109.7	79.3	57.1	106.8	63.0	44.1
LnGrp LOS	F	F	E	F	E	E	F	E	E	F	E	D
Approach Vol, veh/h		2039			1354			2212			2347	
Approach Delay, s/veh		91.9			82.1			83.3			73.8	
Approach LOS		F			F			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	41.0	61.0	24.0	54.0	33.0	69.0	29.6	48.4
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	34.0	54.0	17.0	47.0	26.0	62.0	24.0	40.0
Max Q Clear Time (g_c+I1), s	35.8	53.8	19.0	49.0	27.1	54.1	22.3	31.0
Green Ext Time (p_c), s	0.0	0.2	0.0	0.0	0.0	4.7	0.3	3.1

Intersection Summary	
HCM 7th Control Delay, s/veh	82.5
HCM 7th LOS	F



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	2	81	26	14	95	72	1613	57	74	1840	105
Future Volume (vph)	56	2	81	26	14	95	72	1613	57	74	1840	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	85		0	865		175	150		1000
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt		0.854			0.870				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1591	0	1770	1621	0	1770	5085	1583	1752	5036	1568
Flt Permitted	0.404			0.524			0.075			0.100		
Satd. Flow (perm)	753	1591	0	976	1621	0	140	5085	1583	184	5036	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		108			119				68			115
Link Speed (mph)		25			30			45			45	
Link Distance (ft)		780			708			3934			1443	
Travel Time (s)		21.3			16.1			59.6			21.9	
Peak Hour Factor	0.75	0.75	0.75	0.80	0.80	0.80	0.89	0.89	0.89	0.91	0.91	0.91
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	75	3	108	33	18	119	81	1812	64	81	2022	115
Shared Lane Traffic (%)												
Lane Group Flow (vph)	75	111	0	33	137	0	81	1812	64	81	2022	115
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	

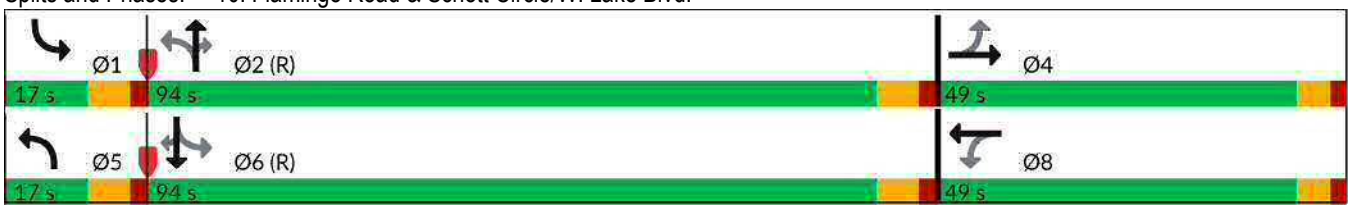


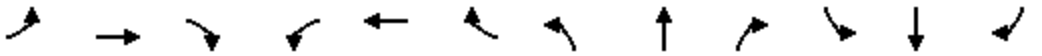
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		4.0	20.0	20.0	4.0	20.0	20.0
Minimum Split (s)	12.0	12.0		49.0	49.0		12.0	53.0	53.0	12.0	27.0	27.0
Total Split (s)	49.0	49.0		49.0	49.0		17.0	94.0	94.0	17.0	94.0	94.0
Total Split (%)	30.6%	30.6%		30.6%	30.6%		10.6%	58.8%	58.8%	10.6%	58.8%	58.8%
Maximum Green (s)	43.0	43.0		43.0	43.0		10.0	87.0	87.0	10.0	87.0	87.0
Yellow Time (s)	4.0	4.0		4.0	4.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		1.5	3.0	3.0	1.5	3.0	3.0
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)				7.0	7.0			7.0	7.0			
Flash Don't Walk (s)				36.0	36.0			23.0	23.0			
Pedestrian Calls (#/hr)				0	0			0	0			
Act Effct Green (s)	15.0	15.0		15.0	15.0		125.3	118.7	118.7	124.7	118.5	118.5
Actuated g/C Ratio	0.09	0.09		0.09	0.09		0.78	0.74	0.74	0.78	0.74	0.74
v/c Ratio	1.07	0.45		0.36	0.53		0.46	0.48	0.05	0.40	0.54	0.10
Control Delay (s/veh)	193.0	17.0		76.7	21.9		15.6	22.7	5.9	9.9	2.6	0.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	193.0	17.0		76.7	21.9		15.6	22.7	5.9	9.9	2.6	0.0
LOS	F	B		E	C		B	C	A	A	A	A
Approach Delay (s/veh)		88.0			32.5			21.9			2.7	
Approach LOS		F			C			C			A	
Queue Length 50th (ft)	~86	3		33	18		15	569	16	6	69	0
Queue Length 95th (ft)	#115	35		60	60		m32	718	m31	m7	m67	m0
Internal Link Dist (ft)		700			628			3854			1363	
Turn Bay Length (ft)	195			85			865		175	150		1000
Base Capacity (vph)	202	506		262	522		216	3773	1191	245	3728	1190
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.22		0.13	0.26		0.38	0.48	0.05	0.33	0.54	0.10

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 41 (26%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.07			
Intersection Signal Delay (s/veh): 15.6		Intersection LOS: B	
Intersection Capacity Utilization 66.0%		ICU Level of Service C	
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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Flamingo Road & Schott Circle/W. Lake Blvd.

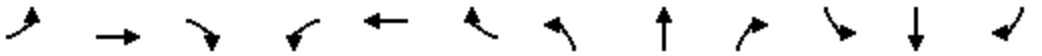




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	2	81	26	14	95	72	1613	57	74	1840	105
Future Volume (veh/h)	56	2	81	26	14	95	72	1613	57	74	1840	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	75	3	108	32	18	119	81	1812	64	81	2022	115
Peak Hour Factor	0.75	0.75	0.75	0.80	0.80	0.80	0.89	0.89	0.89	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	3	3	3
Cap, veh/h	139	7	237	160	33	215	221	3555	1104	218	3529	1095
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.03	0.70	0.70	0.05	1.00	1.00
Sat Flow, veh/h	1252	43	1549	1282	213	1405	1781	5106	1585	1767	5066	1572
Grp Volume(v), veh/h	75	0	111	32	0	137	81	1812	64	81	2022	115
Grp Sat Flow(s),veh/h/ln	1252	0	1592	1282	0	1617	1781	1702	1585	1767	1689	1572
Q Serve(g_s), s	9.4	0.0	10.2	3.7	0.0	12.5	2.1	26.7	2.0	2.2	0.0	0.0
Cycle Q Clear(g_c), s	22.0	0.0	10.2	13.9	0.0	12.5	2.1	26.7	2.0	2.2	0.0	0.0
Prop In Lane	1.00		0.97	1.00		0.87	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	139	0	244	160	0	248	221	3555	1104	218	3529	1095
V/C Ratio(X)	0.54	0.00	0.46	0.20	0.00	0.55	0.37	0.51	0.06	0.37	0.57	0.10
Avail Cap(c_a), veh/h	283	0	428	308	0	435	287	3555	1104	283	3529	1095
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.56	0.56	0.56	0.09	0.09	0.09
Uniform Delay (d), s/veh	72.8	0.0	61.7	68.0	0.0	62.7	6.5	11.4	7.7	9.6	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.5	0.2	0.0	0.7	0.2	0.3	0.1	0.0	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.6	0.0	7.6	2.2	0.0	9.0	1.4	13.1	1.2	1.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	74.1	0.0	62.2	68.2	0.0	63.4	6.7	11.7	7.7	9.6	0.1	0.0
LnGrp LOS	E		E	E		E	A	B	A	A	A	A
Approach Vol, veh/h		186			169			1957			2218	
Approach Delay, s/veh		67.0			64.3			11.4			0.4	
Approach LOS		E			E			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	118.4		30.5	11.0	118.5		30.5				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	10.0	87.0		43.0	10.0	87.0		43.0				
Max Q Clear Time (g_c+I1), s	4.2	28.7		24.0	4.1	2.0		15.9				
Green Ext Time (p_c), s	0.0	21.5		0.5	0.0	30.3		0.6				

Intersection Summary												
HCM 7th Control Delay, s/veh			10.3									
HCM 7th LOS			B									



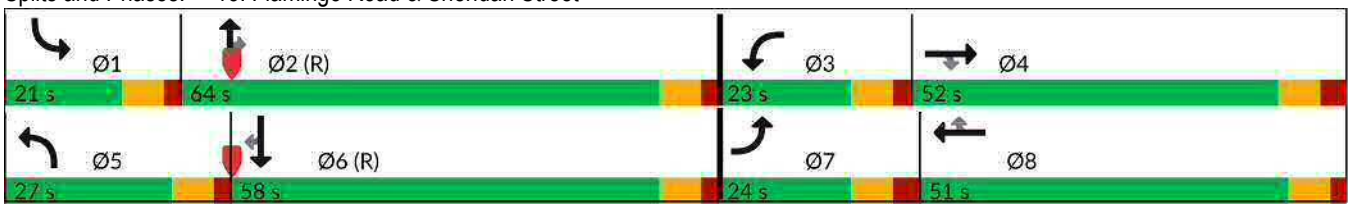
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	302	871	142	299	846	186	360	1296	302	217	1358	382
Future Volume (vph)	302	871	142	299	846	186	360	1296	302	217	1358	382
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		190	290		110	310		295	305		295
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3335	3438	1538	3400	3505	1568	3433	5085	1583	3400	5036	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3335	3438	1538	3400	3505	1568	3433	5085	1583	3400	5036	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			123			123			251			249
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1367			1213			1072			3934	
Travel Time (s)		20.7			18.4			16.2			59.6	
Peak Hour Factor	0.96	0.96	0.96	0.94	0.94	0.94	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	315	907	148	318	900	198	396	1424	332	238	1492	420
Shared Lane Traffic (%)												
Lane Group Flow (vph)	315	907	148	318	900	198	396	1424	332	238	1492	420
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	

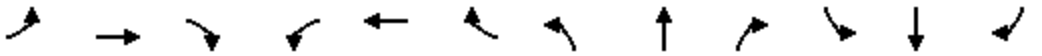
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	13.0	20.0	20.0	12.0	25.0	25.0	12.0	53.0	53.0	12.0	25.0	25.0
Total Split (s)	24.0	52.0	52.0	23.0	51.0	51.0	27.0	64.0	64.0	21.0	58.0	58.0
Total Split (%)	15.0%	32.5%	32.5%	14.4%	31.9%	31.9%	16.9%	40.0%	40.0%	13.1%	36.3%	36.3%
Maximum Green (s)	16.0	44.0	44.0	16.0	44.0	44.0	20.0	57.0	57.0	14.0	51.0	51.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	3.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	8.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.5	2.0	2.0	1.5	2.0	2.0	1.5	3.0	3.0	1.5	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)								7.0	7.0			
Flash Don't Walk (s)								39.0	39.0			
Pedestrian Calls (#/hr)								0	0			
Act Effct Green (s)	16.0	43.6	43.6	16.0	43.6	43.6	19.7	58.1	58.1	13.4	51.8	51.8
Actuated g/C Ratio	0.10	0.27	0.27	0.10	0.27	0.27	0.12	0.36	0.36	0.08	0.32	0.32
v/c Ratio	0.95	0.97	0.29	0.94	0.94	0.38	0.94	0.77	0.45	0.84	0.92	0.62
Control Delay (s/veh)	107.7	79.7	12.2	105.9	75.1	20.0	99.7	48.8	11.7	112.7	41.7	10.8
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)	107.7	79.7	12.2	105.9	75.1	20.0	99.7	48.8	11.7	112.7	41.7	10.8
LOS	F	E	B	F	E	C	F	D	B	F	D	B
Approach Delay (s/veh)		78.8			74.3			52.4			43.5	
Approach LOS		E			E			D			D	
Queue Length 50th (ft)	172	495	19	173	486	60	214	488	58	125	387	51
Queue Length 95th (ft)	#269	#633	80	#269	#614	137	#314	547	148	#198	#528	95
Internal Link Dist (ft)		1287			1133			992			3854	
Turn Bay Length (ft)	235		190	290		110	310		295	305		295
Base Capacity (vph)	333	945	512	340	963	520	429	1845	734	297	1629	675
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	0.95	0.96	0.29	0.94	0.93	0.38	0.92	0.77	0.45	0.80	0.92	0.62

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 88 (55%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay (s/veh): 59.2		Intersection LOS: E	
Intersection Capacity Utilization 93.3%		ICU Level of Service F	
Analysis Period (min) 15			

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

Splits and Phases: 13: Flamingo Road & Sheridan Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	302	871	142	299	846	186	360	1296	302	217	1358	382
Future Volume (veh/h)	302	871	142	299	846	186	360	1296	302	217	1358	382
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1856	1856	1856	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	315	907	148	318	900	198	396	1424	332	238	1492	420
Peak Hour Factor	0.96	0.96	0.96	0.94	0.94	0.94	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	5	5	5	3	3	3	2	2	2	3	3	3
Cap, veh/h	337	955	426	343	948	423	432	1875	582	279	1639	509
Arrive On Green	0.10	0.28	0.28	0.10	0.27	0.27	0.13	0.37	0.37	0.08	0.32	0.32
Sat Flow, veh/h	3374	3469	1547	3428	3526	1572	3456	5106	1585	3428	5066	1572
Grp Volume(v), veh/h	315	907	148	318	900	198	396	1424	332	238	1492	420
Grp Sat Flow(s),veh/h/ln	1687	1735	1547	1714	1763	1572	1728	1702	1585	1714	1689	1572
Q Serve(g_s), s	14.8	41.1	12.3	14.7	40.1	16.9	18.1	39.2	26.8	11.0	45.2	39.4
Cycle Q Clear(g_c), s	14.8	41.1	12.3	14.7	40.1	16.9	18.1	39.2	26.8	11.0	45.2	39.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	337	955	426	343	948	423	432	1875	582	279	1639	509
V/C Ratio(X)	0.93	0.95	0.35	0.93	0.95	0.47	0.92	0.76	0.57	0.85	0.91	0.83
Avail Cap(c_a), veh/h	337	955	426	343	970	432	432	1875	582	300	1639	509
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.83	0.83	0.83
Uniform Delay (d), s/veh	71.5	56.9	46.5	71.4	57.4	48.9	69.2	44.4	40.5	72.6	51.9	49.9
Incr Delay (d2), s/veh	31.9	18.1	0.2	30.2	17.5	0.3	23.8	2.9	4.0	15.7	7.8	12.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.4	27.3	8.3	12.4	27.1	10.8	14.3	23.4	16.4	8.8	26.5	23.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	103.4	75.0	46.7	101.7	74.9	49.2	92.9	47.4	44.5	88.3	59.7	62.0
LnGrp LOS	F	E	D	F	E	D	F	D	D	F	E	E
Approach Vol, veh/h		1370			1416			2152			2150	
Approach Delay, s/veh		78.5			77.3			55.3			63.3	
Approach LOS		E			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	65.8	23.0	52.0	27.0	58.8	24.0	51.0
Change Period (Y+Rc), s	7.0	7.0	7.0	8.0	7.0	7.0	8.0	* 8
Max Green Setting (Gmax), s	14.0	57.0	16.0	44.0	20.0	51.0	16.0	* 44
Max Q Clear Time (g_c+I1), s	13.0	41.2	16.7	43.1	20.1	47.2	16.8	42.1
Green Ext Time (p_c), s	0.0	9.4	0.0	0.5	0.0	3.1	0.0	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	66.6
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.3

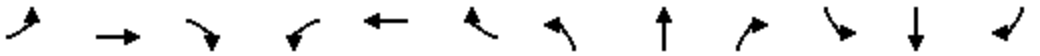
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	454	353	22	7	2
Future Vol, veh/h	13	454	353	22	7	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	88	88	75	75
Heavy Vehicles, %	5	5	5	5	2	2
Mvmt Flow	16	547	401	25	9	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	426	0	-	0	992	414
Stage 1	-	-	-	-	414	-
Stage 2	-	-	-	-	578	-
Critical Hdwy	4.15	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.245	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1117	-	-	-	273	639
Stage 1	-	-	-	-	667	-
Stage 2	-	-	-	-	561	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1117	-	-	-	269	639
Mov Cap-2 Maneuver	-	-	-	-	269	-
Stage 1	-	-	-	-	658	-
Stage 2	-	-	-	-	561	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.23	0	17.15
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1117	-	-	-	308
HCM Lane V/C Ratio	0.014	-	-	-	0.039
HCM Ctrl Dly (s/v)	8.3	-	-	-	17.1
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	215	132	414	189	241	277	1827	84	442	1492	123
Future Volume (vph)	150	215	132	414	189	241	277	1827	84	442	1492	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		0	1000		640	590		600	635		290
Storage Lanes	1		0	1		1	1		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.97	0.91	1.00
Frt		0.943				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	1706	0	1752	1845	1568	1770	5085	1583	3400	5036	1568
Flt Permitted	0.632			0.118			0.950			0.950		
Satd. Flow (perm)	1144	1706	0	218	1845	1568	1770	5085	1583	3400	5036	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17				256			164			164
Link Speed (mph)		25			45			45			45	
Link Distance (ft)		567			1223			1443			427	
Travel Time (s)		15.5			18.5			21.9			6.5	
Peak Hour Factor	0.93	0.93	0.93	0.94	0.94	0.94	0.92	0.92	0.92	0.91	0.91	0.91
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	161	231	142	440	201	256	301	1986	91	486	1640	135
Shared Lane Traffic (%)												
Lane Group Flow (vph)	161	373	0	440	201	256	301	1986	91	486	1640	135
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	40	40		40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8			2			6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	6.0		4.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	10.0	24.0		11.0	50.0	50.0	12.0	45.0	45.0	12.0	25.0	25.0



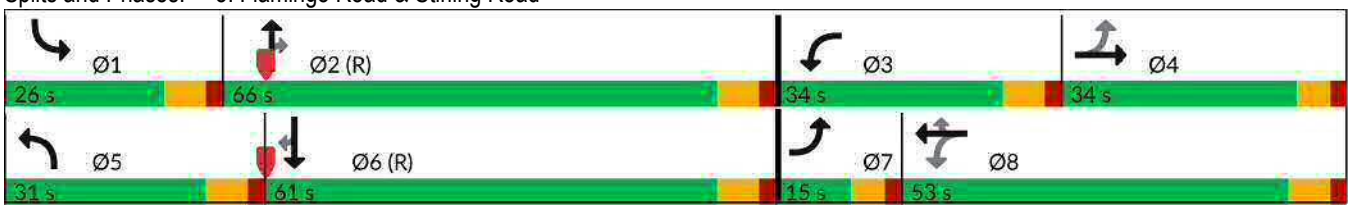
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	15.0	34.0		34.0	53.0	53.0	31.0	66.0	66.0	26.0	61.0	61.0
Total Split (%)	9.4%	21.3%		21.3%	33.1%	33.1%	19.4%	41.3%	41.3%	16.3%	38.1%	38.1%
Maximum Green (s)	9.0	28.0		27.0	46.0	46.0	24.0	59.0	59.0	19.0	54.0	54.0
Yellow Time (s)	4.0	4.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.5	2.0		1.5	2.0	2.0	1.5	3.0	3.0	1.5	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)								7.0	7.0			
Flash Don't Walk (s)								31.0	31.0			
Pedestrian Calls (#/hr)								0	0			
Act Effct Green (s)	37.0	28.0		61.0	46.0	46.0	24.0	59.0	59.0	19.0	54.0	54.0
Actuated g/C Ratio	0.23	0.18		0.38	0.29	0.29	0.15	0.37	0.37	0.12	0.34	0.34
v/c Ratio	0.54	1.20		1.29	0.38	0.40	1.14	1.06	0.13	1.21	0.97	0.21
Control Delay (s/veh)	47.1	166.4		190.6	48.2	6.5	165.9	76.7	4.4	170.6	66.8	3.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	47.1	166.4		190.6	48.2	6.5	165.9	76.7	4.4	170.6	66.8	3.0
LOS	D	F		F	D	A	F	E	A	F	E	A
Approach Delay (s/veh)		130.4			106.1			85.2			85.3	
Approach LOS		F			F			F			F	
Queue Length 50th (ft)	114	~456		~534	169	0	~370	~808	4	~317	618	0
Queue Length 95th (ft)	173	#673		#763	249	70	#567	#904	36	#436	#722	28
Internal Link Dist (ft)		487			1143			1363			347	
Turn Bay Length (ft)	400			1000		640	590		600	635		290
Base Capacity (vph)	296	312		341	530	633	265	1875	687	403	1699	637
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	1.20		1.29	0.38	0.40	1.14	1.06	0.13	1.21	0.97	0.21

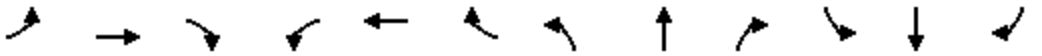
Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 13 (8%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.29			
Intersection Signal Delay (s/veh): 92.3		Intersection LOS: F	
Intersection Capacity Utilization 112.7%		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: 5: Flamingo Road & Stirling Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	215	132	414	189	241	277	1827	84	442	1492	123
Future Volume (veh/h)	150	215	132	414	189	241	277	1827	84	442	1492	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1856	1856	1856	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	161	231	142	440	201	256	301	1986	91	486	1640	135
Peak Hour Factor	0.93	0.93	0.93	0.94	0.94	0.94	0.92	0.92	0.92	0.91	0.91	0.91
Percent Heavy Veh, %	5	5	5	3	3	3	2	2	2	3	3	3
Cap, veh/h	302	185	114	343	545	462	267	2936	911	407	2754	855
Arrive On Green	0.06	0.17	0.17	0.17	0.29	0.29	0.10	0.39	0.39	0.12	0.54	0.54
Sat Flow, veh/h	1739	1058	651	1767	1856	1572	1781	5106	1585	3428	5066	1572
Grp Volume(v), veh/h	161	0	373	440	201	256	301	1986	91	486	1640	135
Grp Sat Flow(s),veh/h/ln	1739	0	1709	1767	1856	1572	1781	1702	1585	1714	1689	1572
Q Serve(g_s), s	9.0	0.0	28.0	27.0	13.7	22.0	24.0	51.7	5.9	19.0	34.9	6.9
Cycle Q Clear(g_c), s	9.0	0.0	28.0	27.0	13.7	22.0	24.0	51.7	5.9	19.0	34.9	6.9
Prop In Lane	1.00		0.38	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	302	0	299	343	545	462	267	2936	911	407	2754	855
V/C Ratio(X)	0.53	0.00	1.25	1.28	0.37	0.55	1.13	0.68	0.10	1.19	0.60	0.16
Avail Cap(c_a), veh/h	302	0	299	343	545	462	267	2936	911	407	2754	855
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.5	0.0	66.0	51.2	44.8	47.7	72.0	36.8	22.7	70.5	24.6	18.2
Incr Delay (d2), s/veh	0.9	0.0	136.1	147.4	0.2	0.9	89.7	1.1	0.2	109.0	1.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.6	0.0	35.1	38.3	10.4	13.4	25.7	29.9	4.0	22.1	19.8	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.5	0.0	202.1	198.7	44.9	48.5	161.6	37.9	22.9	179.5	25.6	18.6
LnGrp LOS	D		F	F	D	D	F	D	C	F	C	B
Approach Vol, veh/h		534			897			2378			2261	
Approach Delay, s/veh		157.3			121.4			53.0			58.2	
Approach LOS		F			F			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.0	100.0	34.0	35.0	31.0	95.0	15.0	54.0
Change Period (Y+Rc), s	7.0	7.0	7.0	* 7	7.0	7.0	6.0	7.0
Max Green Setting (Gmax), s	19.0	59.0	27.0	* 28	24.0	54.0	9.0	46.0
Max Q Clear Time (g_c+I1), s	21.0	53.7	29.0	30.0	26.0	36.9	11.0	24.0
Green Ext Time (p_c), s	0.0	4.0	0.0	0.0	0.0	8.0	0.0	0.8

Intersection Summary	
HCM 7th Control Delay, s/veh	74.2
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	350	460	5	126	116
Future Vol, veh/h	2	350	460	5	126	116
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	-	-	150	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	88	88	90	90
Heavy Vehicles, %	5	5	5	5	2	2
Mvmt Flow	2	376	523	6	140	129

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	528	0	-	0	903	523
Stage 1	-	-	-	-	523	-
Stage 2	-	-	-	-	381	-
Critical Hdwy	4.15	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.245	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1024	-	-	-	308	554
Stage 1	-	-	-	-	595	-
Stage 2	-	-	-	-	691	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1024	-	-	-	307	554
Mov Cap-2 Maneuver	-	-	-	-	307	-
Stage 1	-	-	-	-	594	-
Stage 2	-	-	-	-	691	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.05	0	20.09
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1024	-	-	-	307	554
HCM Lane V/C Ratio	0.002	-	-	-	0.456	0.233
HCM Ctrl Dly (s/v)	8.5	-	-	-	26.2	13.5
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0	-	-	-	2.3	0.9

Appendix G - Queue Analysis

Queue Analysis for Potential Christian Academy Expansion with 475 vehicle trips and eight drop off positions.

Scenario 1 - AM Peak-hour demand:

P =	0.05	(probability of backup onto the adjacent driveway)
M =	68	(queue length which is exceeded p percent of the time)
N =	8	(number of service positions)
Q =	72.00	(service rate - vehicles per hour)
p =	0.825	(utilization factor)
q =	475	(demand rate - vehicles per hour)
$Q_{M=}$	0.5200	(tabled value of the relationship between queue length, number of channels, and utilization factor)

$$M = \frac{[\ln P(x>M) - \ln Q_M]}{\ln p} - 1$$

$$M = \frac{[\ln 0.05 - \ln 0.5200]}{\ln 0.825} - 1$$

$$M = \frac{[-2.9957 - -0.6539]}{-0.1928} - 1$$

M= **11.1467** < (68 vehicle of available vehicle queue length)

Queue Analysis for Potential Christian Academy Expansion with 228 Mid-Day vehicles picking up.

Scenario 2 - Afternoon Peak-hour demand:

P =	0.05	(probability of backup onto the adjacent driveway)
M =	68	(queue length which is exceeded p percent of the time)
N =	4	(number of service positions)
Q =	72.00	(service rate - vehicles per hour)
p =	0.792	(utilization factor)
q =	228	(demand rate - vehicles per hour)
$Q_{M=}$	0.5800	(tabled value of the relationship between queue length, number of channels, and utilization factor)

$$M = \frac{[\ln P(x>M) - \ln Q_M]}{\ln p} - 1$$

$$M = \frac{[\ln 0.05 - \ln 0.5800]}{\ln 0.792} - 1$$

$$M = \frac{[-2.9957 - -0.5447]}{-0.2336} - 1$$

M= **9.4916** < (68 vehicle of available vehicle queue storage length)

Queue Analysis for Potential Christian Academy Expansion with 69 PM Peak students picked up.

Scenario 3 - Peak-hour demand:

P =	0.05	(probability of backup onto the adjacent driveway)
M =	68	(queue length which is exceeded p percent of the time)
N =	2	(number of service positions)
Q =	72.00	(service rate - vehicles per hour)
p =	0.479	(utilization factor)
q =	69	(demand rate - vehicles per hour)
$Q_{M=}$	0.3100	(tabled value of the relationship between queue length, number of channels, and utilization factor)

$$M = \frac{[\ln P(x>M) - \ln Q_M]}{\ln p} - 1$$

$$M = \frac{[\ln 0.05 - \ln 0.3100]}{\ln 0.479} - 1$$

$$M = \frac{[-2.9957 - -1.1712]}{-0.7357} - 1$$

M= **1.4800** < (68 vehicle of available vehicle queue storage length)

Appendix H – ITE Trip Generation and Parking Generation Tables

Land Use: 532
Private School (K-12)

Description

A private school (K-12) serves students attending kindergarten through the 12th grade. The school may also offer pre-kindergarten classes and extended care and day care. Students may travel a long distance from their residence to the private school. Elementary school (Land Use 520), middle school/junior high school (Land Use 522), high school (Land Use 525), private school (K-8) (Land Use 530), private high school (Land Use 534), charter elementary school (Land Use 536), and charter school (K-12) (Land Use 538) are related uses.

Additional Data

Some of the schools included in this land use provided bus service. One study reported that carpooling was used instead of bus service.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Delaware, Florida, Maryland, Montana, Oregon, Texas, and Washington.

Source Numbers

283, 355, 370, 536, 571, 613, 906

Private School (K-12)
(532)

Vehicle Trip Ends vs: Students
On a: Weekday

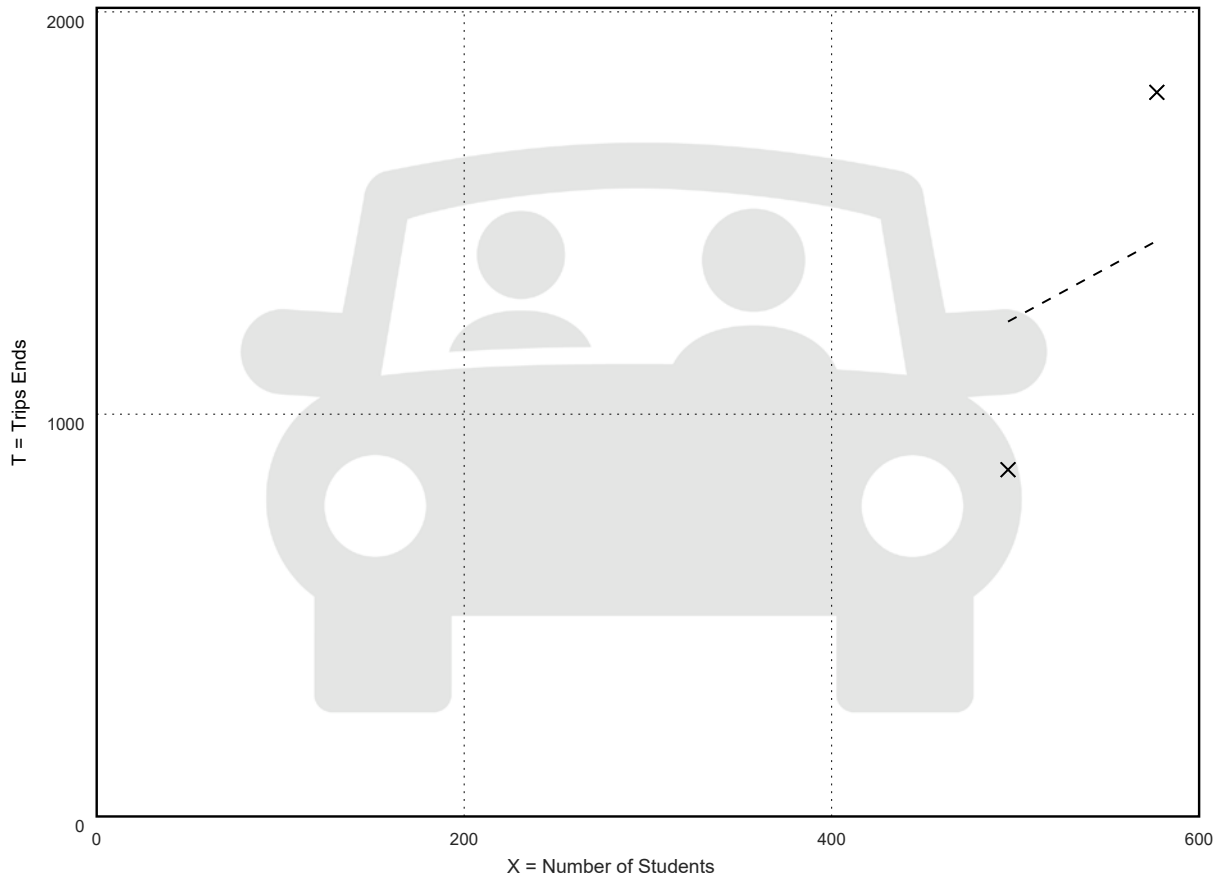
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Students: 537
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
2.48	1.74 - 3.12	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

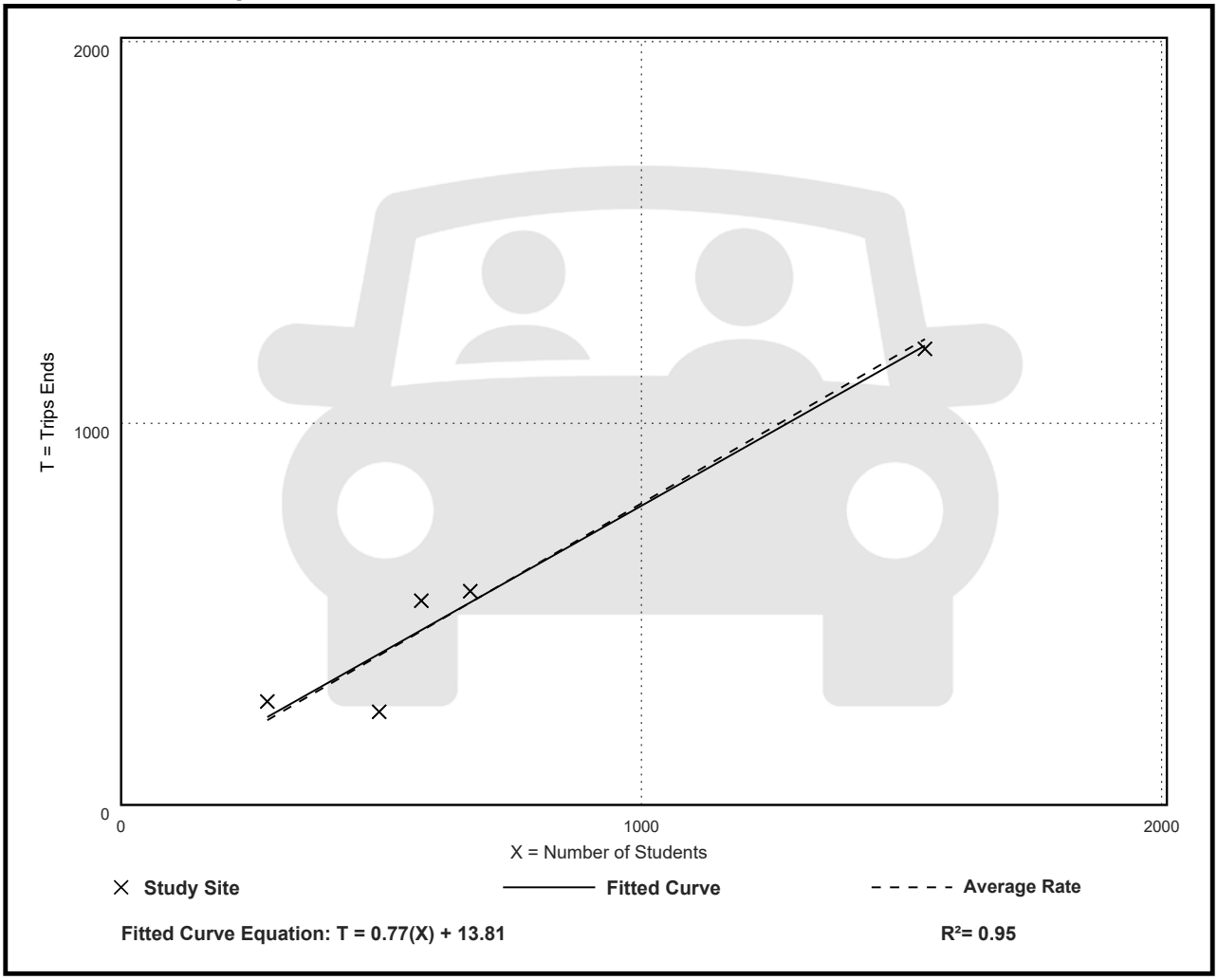
Private School (K-12)
(532)

Vehicle Trip Ends vs: Students
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. Num. of Students: 714
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.79	0.49 - 0.96	0.15

Data Plot and Equation



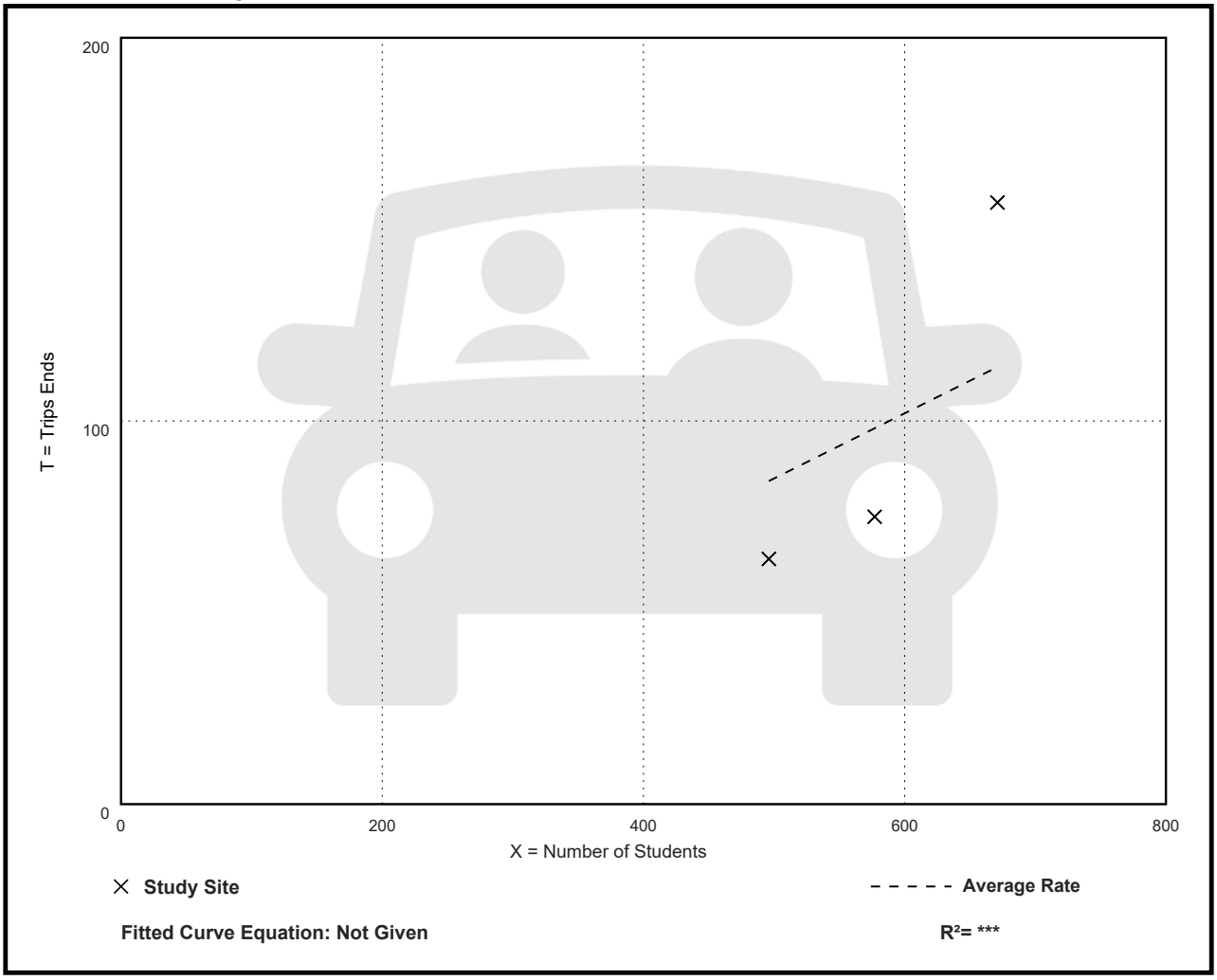
Private School (K-12)
(532)

Vehicle Trip Ends vs: Students
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 3
Avg. Num. of Students: 581
Directional Distribution: 43% entering, 57% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.17	0.13 - 0.23	0.06

Data Plot and Equation



Private School (K-12)
(532)

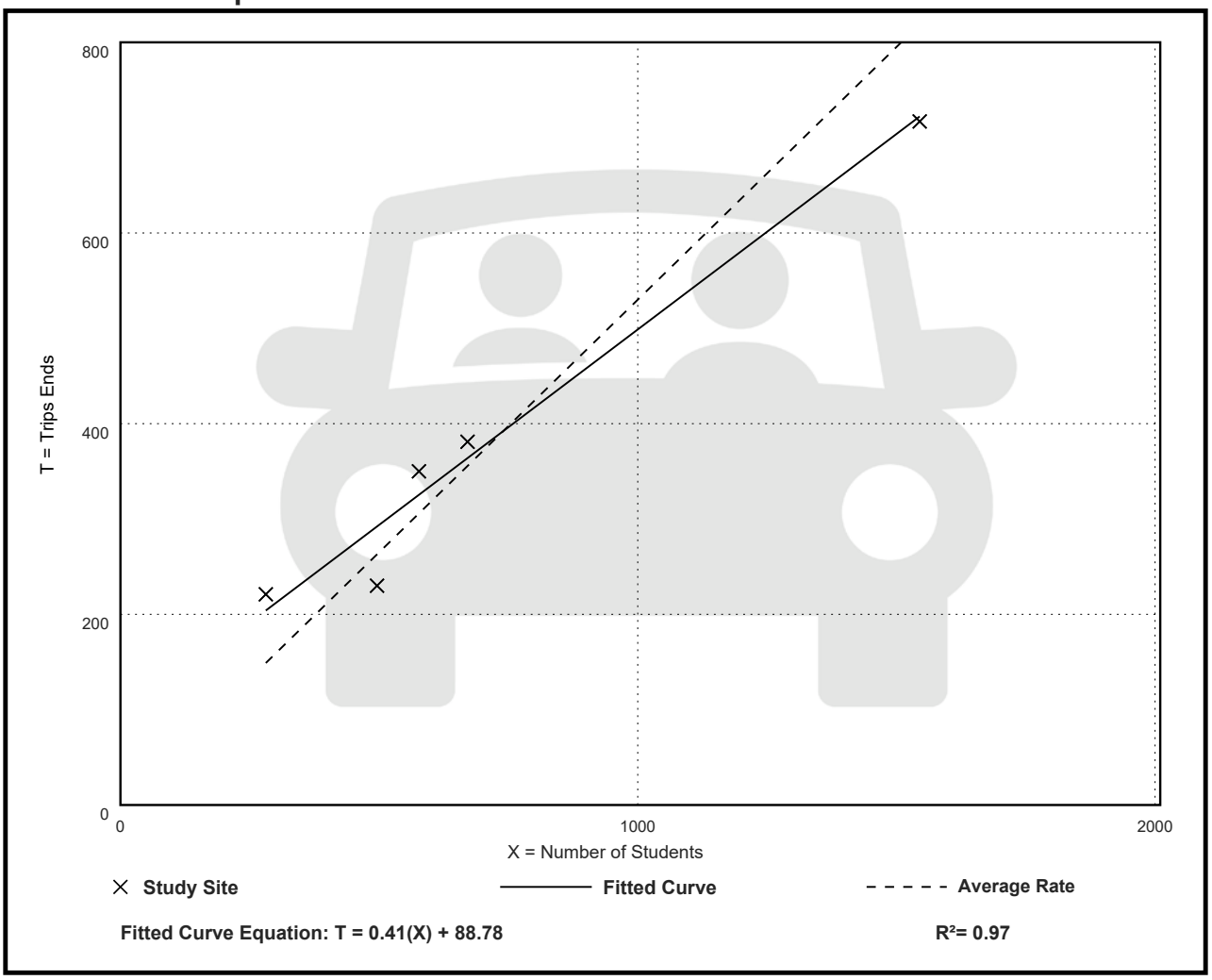
Vehicle Trip Ends vs: Students
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. Num. of Students: 714
Directional Distribution: 42% entering, 58% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.53	0.46 - 0.79	0.11

Data Plot and Equation



Fitted Curve Equation: T = 0.41(X) + 88.78

R^2= 0.97

Land Use: 565 Day Care Center

Description

A day care center is a facility where care for pre-school age children is provided, normally during daytime hours. A day care facility generally includes classrooms, offices, eating areas, and playgrounds. A day care center may also provide after-school care for school-age children.

Time-of-Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday at 17 study sites in a general urban/suburban setting.

Hour Beginning	Percent of Weekday Peak Parking Demand
12:00–4:00 a.m.	—
5:00 a.m.	—
6:00 a.m.	11
7:00 a.m.	45
8:00 a.m.	89
9:00 a.m.	93
10:00 a.m.	100
11:00 a.m.	100
12:00 p.m.	97
1:00 p.m.	93
2:00 p.m.	88
3:00 p.m.	82
4:00 p.m.	88
5:00 p.m.	96
6:00 p.m.	61
7:00 p.m.	—
8:00 p.m.	—
9:00 p.m.	—
10:00 p.m.	—
11:00 p.m.	—

Additional Data

For this land use, any child enrolled at a day care center is considered a student. The number of students refers to the total number of enrolled children, not just those present at the time the study is conducted.

The average parking supply ratio for the 36 study sites with parking supply information and located in a general urban/suburban setting is 3.6 spaces per 1,000 square feet GFA. The average peak parking occupancy at these 36 sites is 63 percent. For the single study site in a dense multiuse urban setting, the parking supply ratio is 1.4 spaces per 1,000 square feet GFA and its peak parking occupancy is 86 percent.

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in California, Kansas, Kentucky, Minnesota, New Jersey, North Carolina, Ohio, Oregon, Pennsylvania, Tennessee, Texas, Virginia, Washington, and Wisconsin.

Source Numbers

221, 223, 289, 291, 433, 555, 556, 557, 563, 603, 618, 622, 632, 633

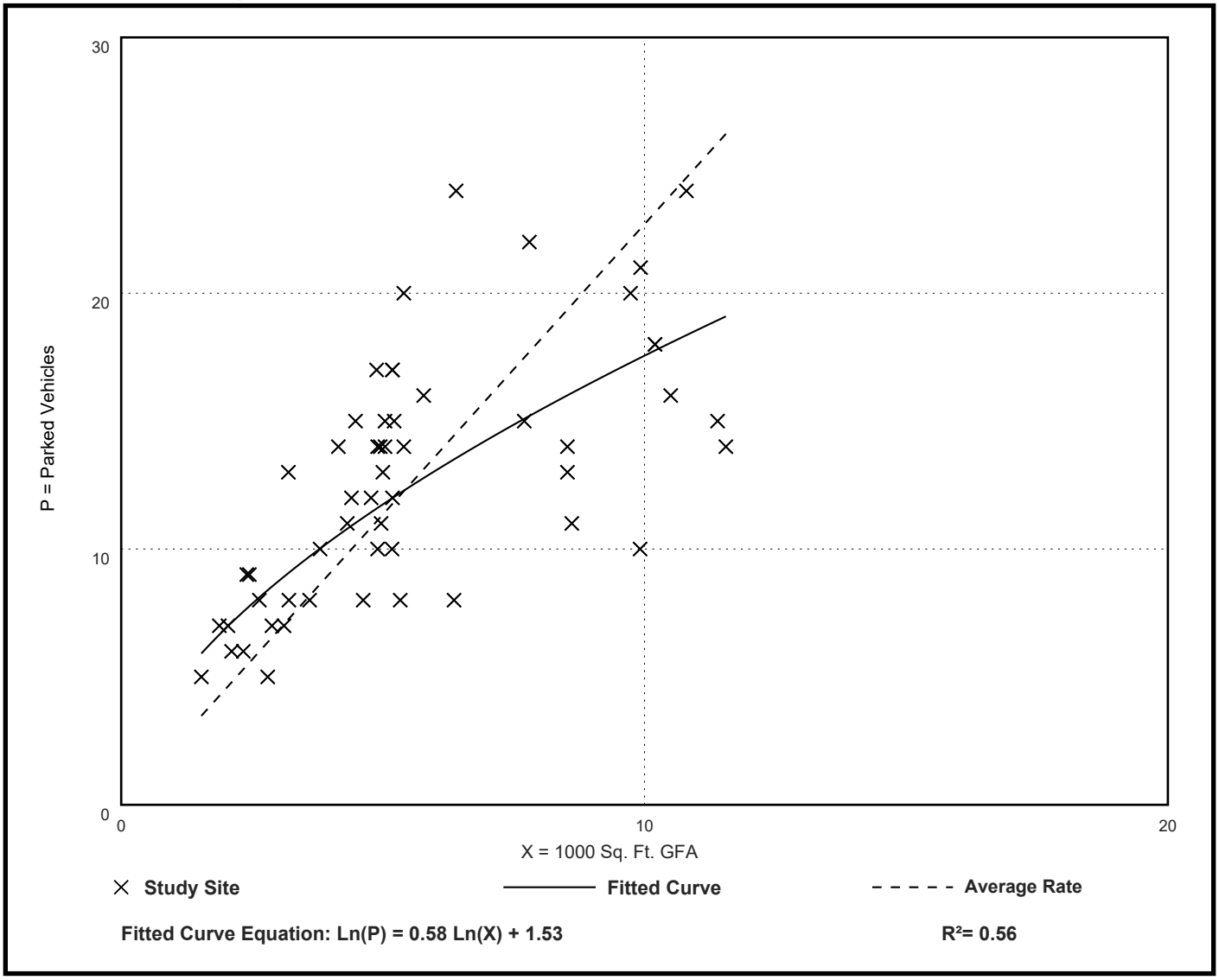
Day Care Center
(565)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA
On a: Weekday (Monday - Friday)
Setting/Location: General Urban/Suburban
Number of Studies: 54
Avg. 1000 Sq. Ft. GFA: 5.6

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
2.27	1.01 - 4.07	2.13 / 3.42	2.06 - 2.48	0.78 (34%)

Data Plot and Equation



Fitted Curve Equation: Ln(P) = 0.58 Ln(X) + 1.53

R^2= 0.56

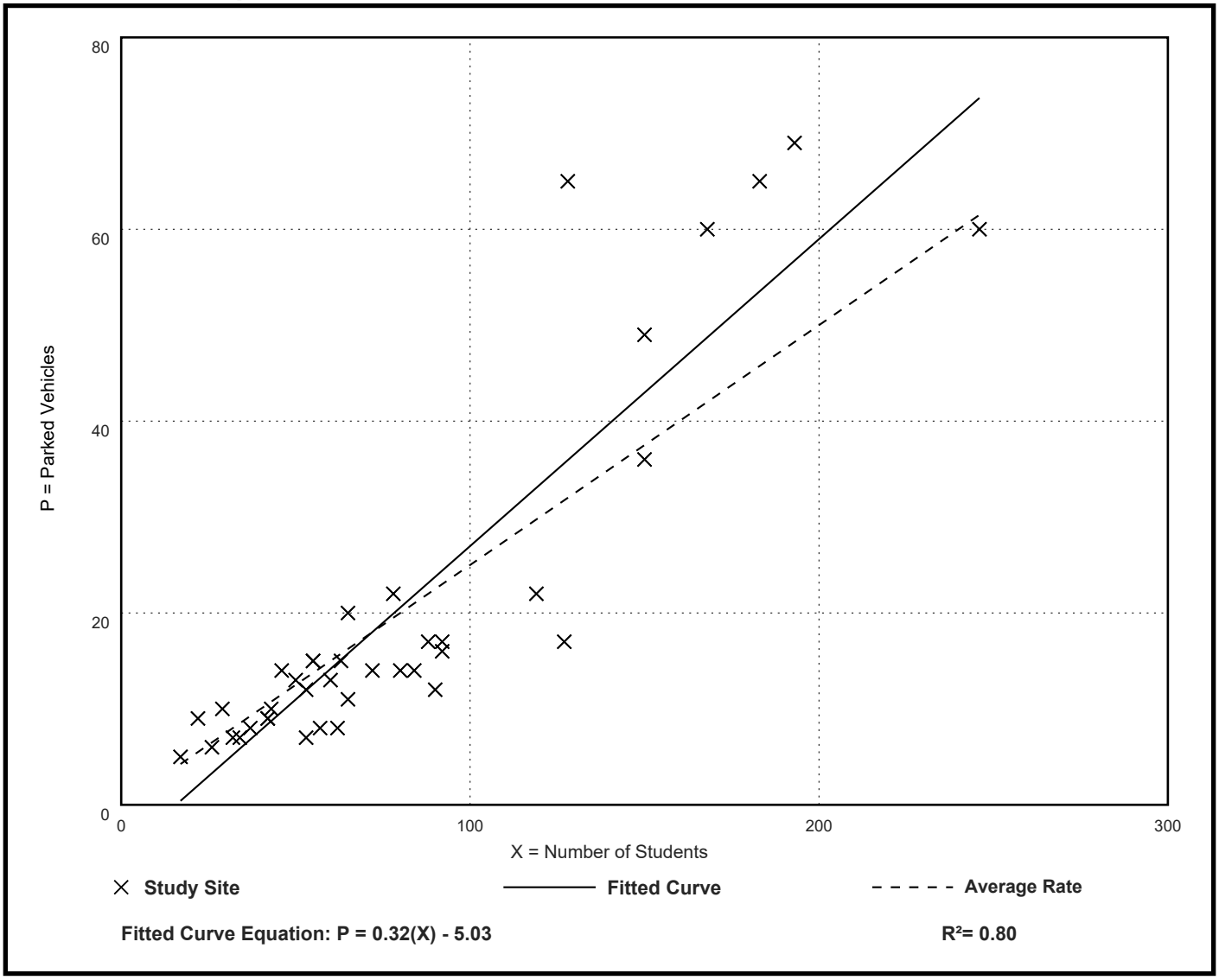
Day Care Center
(565)

Peak Period Parking Demand vs: Students
On a: Weekday (Monday - Friday)
Setting/Location: General Urban/Suburban
Number of Studies: 39
Avg. Num. of Students: 81

Peak Period Parking Demand per Student

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.25	0.13 - 0.51	0.20 / 0.34	0.22 - 0.28	0.09 (36%)

Data Plot and Equation



Fitted Curve Equation: P = 0.32(X) - 5.03

R^2= 0.80

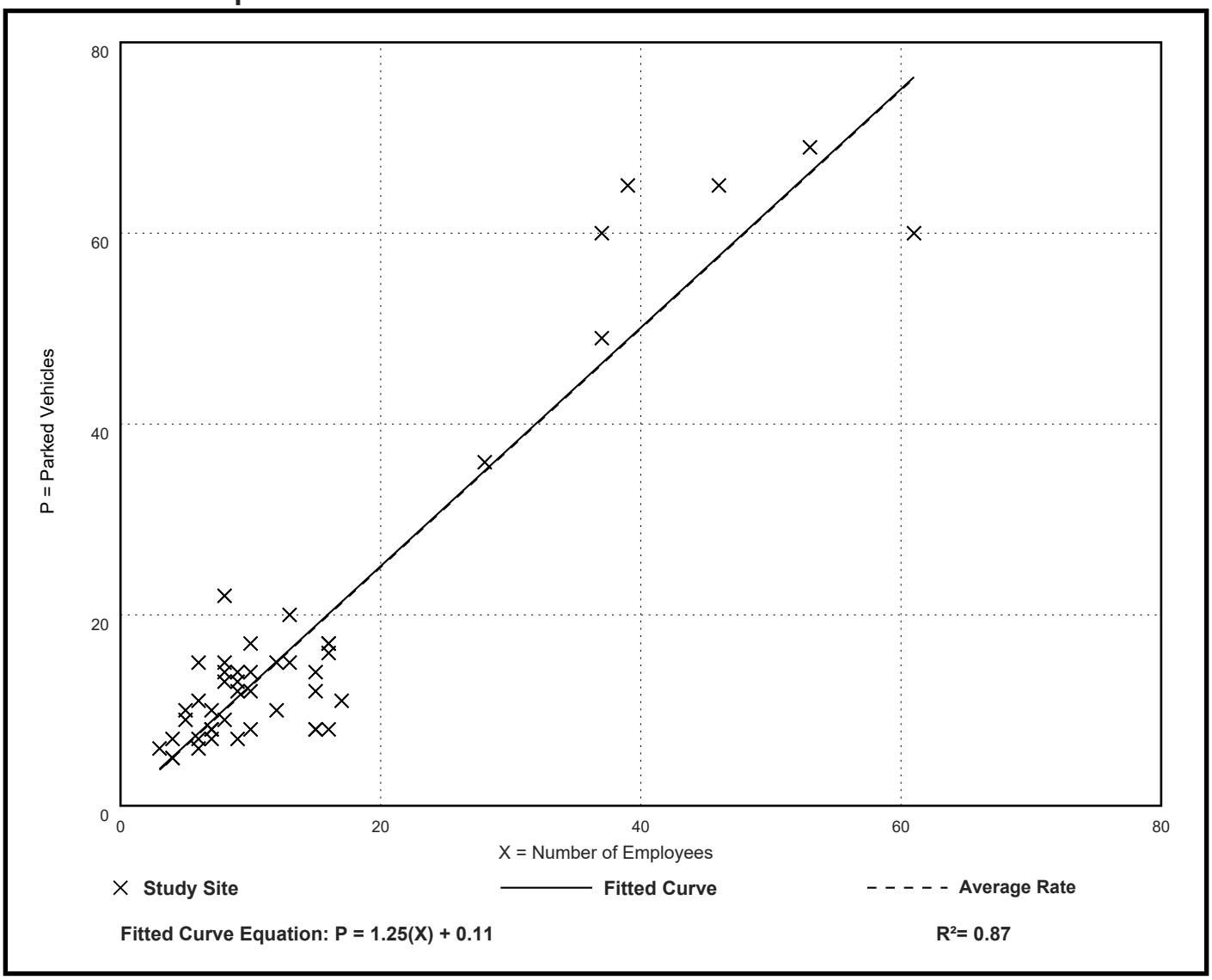
Day Care Center
(565)

Peak Period Parking Demand vs: Employees
On a: Weekday (Monday - Friday)
Setting/Location: General Urban/Suburban
Number of Studies: 47
Avg. Num. of Employees: 15

Peak Period Parking Demand per Employee

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.25	0.50 - 2.75	1.12 / 1.79	1.14 - 1.36	0.40 (32%)

Data Plot and Equation



Fitted Curve Equation: P = 1.25(X) + 0.11

R^2= 0.87

Day Care Center
(565)

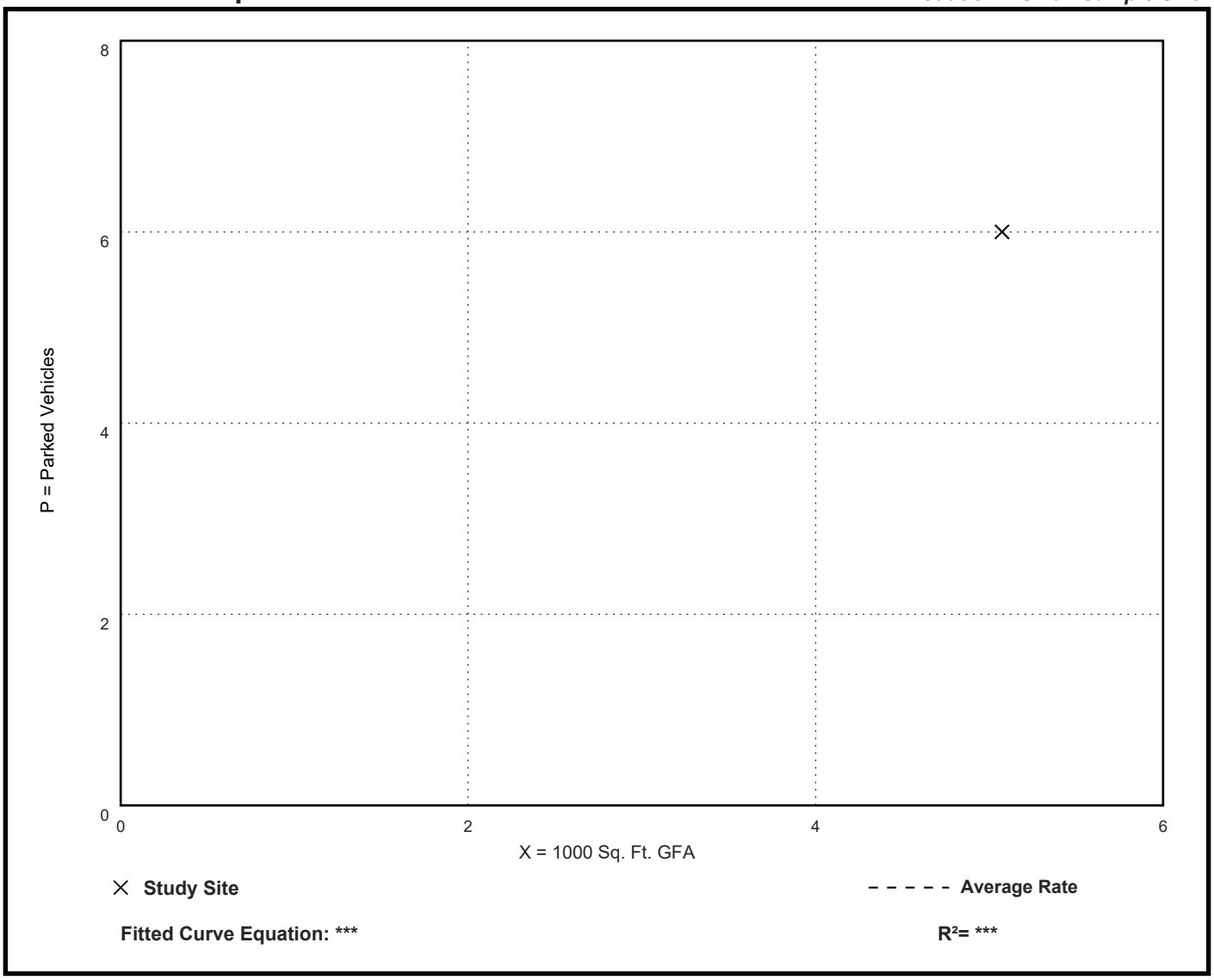
Peak Period Parking Demand vs: 1000 Sq. Ft. GFA
On a: Weekday (Monday - Friday)
Setting/Location: Dense Multi-Use Urban
Number of Studies: 1
Avg. 1000 Sq. Ft. GFA: 5.1

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.18	1.18 - 1.18	*** / ***	***	*** (***)

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: *

R^2= *

Day Care Center
(565)

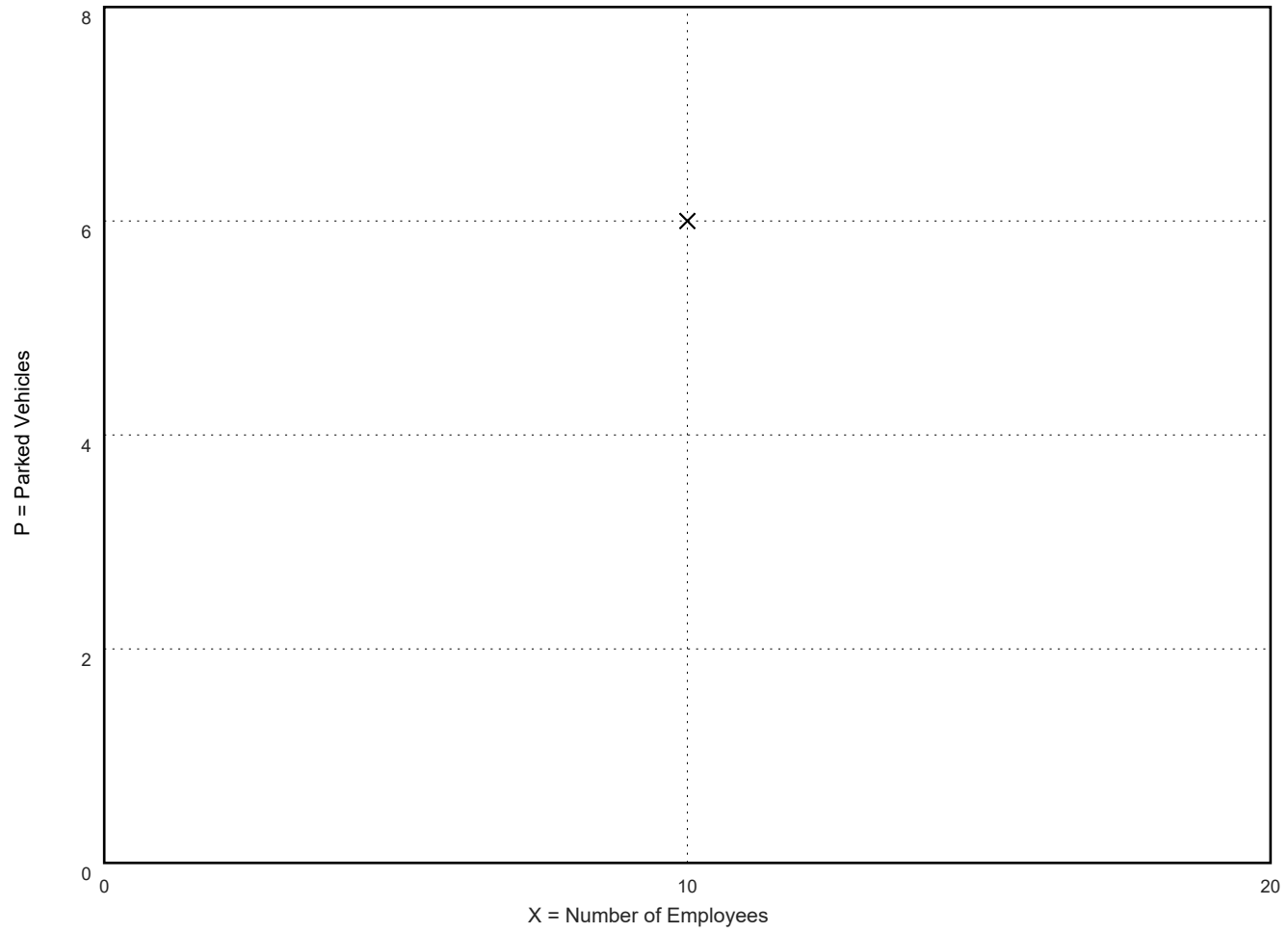
Peak Period Parking Demand vs: Employees
On a: Weekday (Monday - Friday)
Setting/Location: Dense Multi-Use Urban
Number of Studies: 1
Avg. Num. of Employees: 10.0

Peak Period Parking Demand per Employee

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.60	0.60 - 0.60	*** / ***	***	*** (***)

Data Plot and Equation

Caution – Small Sample Size

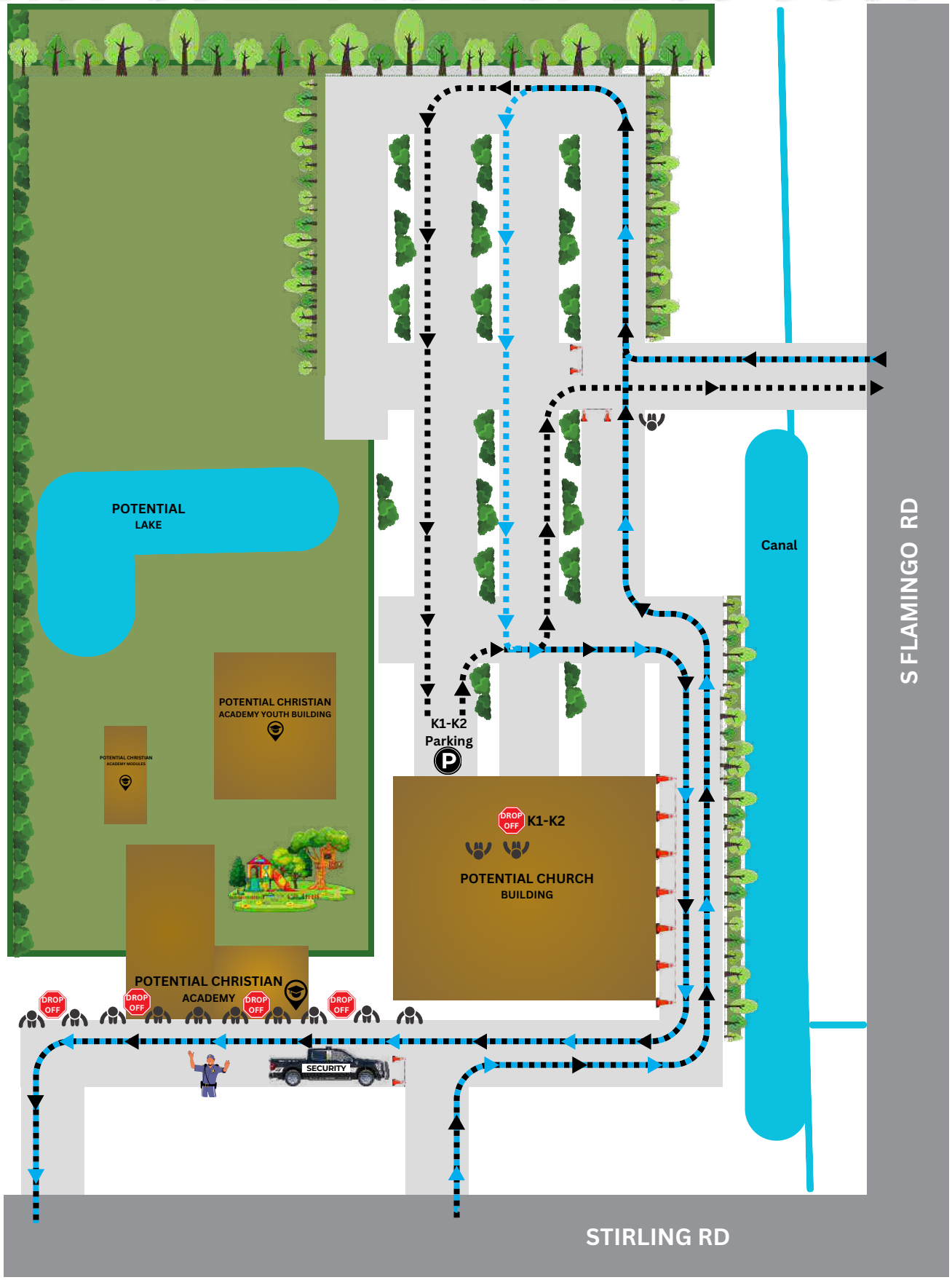


Fitted Curve Equation: ***

R^2= ***

Appendix I - Site Plan

PROPOSED DROP OFF 7:30-8:00 AM
PROPOSED PICK-UP 2:30-3:00 PM



Drop Off Times:
7:30 - 8:20

DROP OFF — Drop Off and Pick Up Points

School Times:

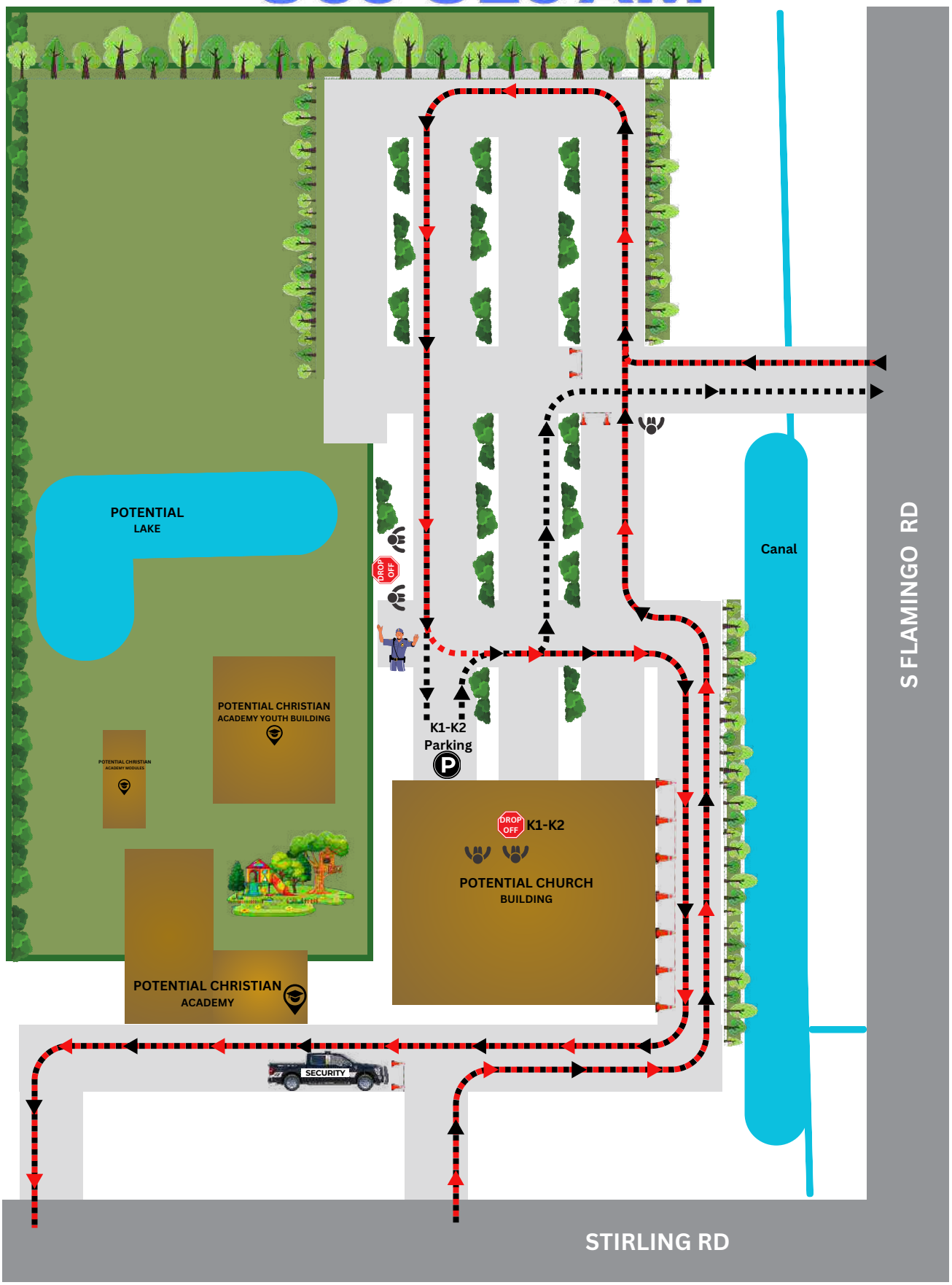
Elementary	8:00 - 2:30
Pre-School	8:00 - 12:30 or 8:00 - 2:30
Upper School	8:20 - 3:00

K3 - 5th Grade

K1 - K2

Upper School

PROPOSED DROP OFF
8:00-8:20 AM



Drop Off Times:
7:30 - 8:20 All Grades

DROP OFF Drop Off and Pick Up Points

School Times:

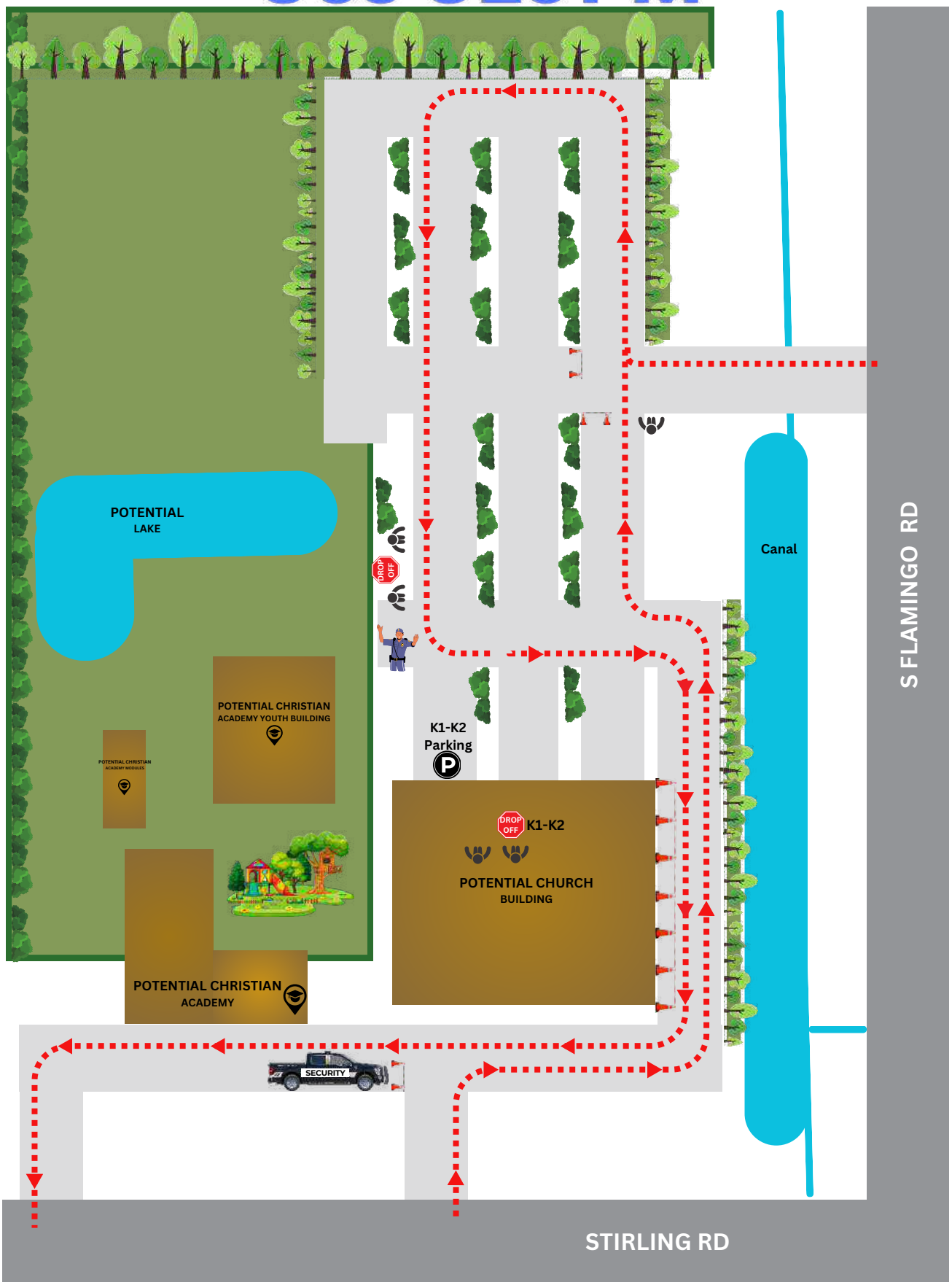
Elementary	8:00 - 2:30
Pre-School	8:00 - 12:30 or 8:00 - 2:30
Upper School	8:20 - 3:00

K3 - 5th Grade

K1 - K2

Upper School

PROPOSED PICK UP
3:00-3:20 PM



Drop Off Times:
7:30 - 8:20 All Grades

DROP OFF — Drop Off and Pick Up Points

School Times:

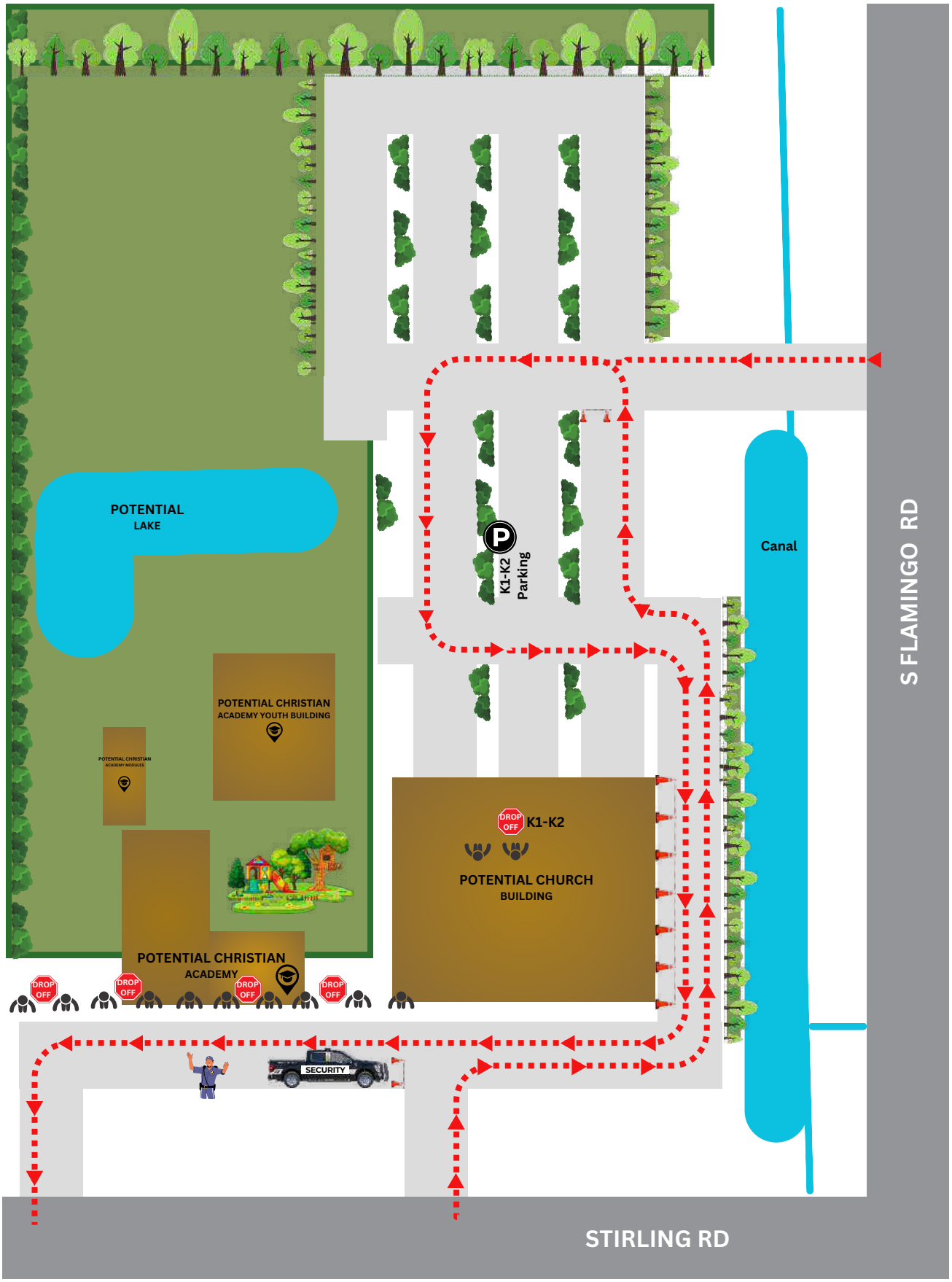
Elementary	8:00 - 2:30
Pre-School	8:00 - 12:30 or 8:00 - 2:30
Upper School	8:20 - 3:00

K3 - 5th Grade

K1 - K2

Upper School

CURRENT TRAFFIC FLOW



Drop Off Times:
7:30 - 8:20 All Grades

DROP OFF Drop Off and Pick Up Points

School Times:

Elementary	8:00 - 2:30
Pre-School	8:00 - 12:30 or 8:00 - 2:30
Upper School	8:20 - 3:00

K3 - 5th Grade

K1 - K2

Upper School

ENTRY GATES OPERATIONS

TO ENHANCE SAFETY AND SECURITY ON POTENTIAL'S CAMPUS, GATES WILL BE ADDED TO THE THREE POINTS OF ENTRY. ALL GATES WILL BE UNLOCKED FOR ARRIVAL AND DISMISSAL. OUTSIDE OF ARRIVAL AND DISMISSAL TIMES, ACCESS TO THE CAMPUS WILL BE LIMITED TO THE GATE BY THE STIRLING RD ENTRANCE. THIS GATE WILL BE CONTROLLED ACCESS BY A PCA SECURITY OFFICER. ALL INCOMING TRAFFIC WILL NEED SECURITY ACCESS TO THEIR CAMPUS. VISITORS WILL CHECK IN WITH THE SECURITY OFFICER, WHO WILL UTILIZE VISITU TO MANAGE CAMPUS VISITORS.

-STIRLING GREEN ROOM ENTRY WILL BE CLOSED FROM 9:30 AM-12:15 PM AND 12:15 PM-1:40 PM.
-ENTRY TO THE NORTH LOT WILL BE CLOSED FROM 9:30 AM TO -1:40 PM, MONDAY TO FRIDAY.
-ALL GATES WILL REMAIN OPEN DURING ARRIVAL TIMES FROM 7:30 AM – 9:30 AM
-ALL GATES WILL REMAIN OPEN DURING DISMISSAL TIMES 1:40 PM – 3:15 PM
-ALL GATES WILL REMAIN OPEN OVERNIGHT AND ON WEEKENDS

PERVIOUS AND IMPERVIOUS CALC.

	AREA	PERCENTAGE
LOT AREA GROSS:	**514,673 SF**	**100 %**
EXISTING BUILDING FOOTPRINT	61,477 SF	
EXISTING CONC. S/W	29,805 SF	
EXISTING ASPHALT DRIVEWAY TO REMAIN	149,795 SF	
EXISTING BASKETBALL COURTS TO REMAIN	7,618 SF	
EXISTING EQUIP. CONC. PADS TO REMAIN	1,618 SF	
EXISTING DUMPSTER AREA TO REMAIN	171 SF	
EXISTING ACCESSORY STRUCT (GAZEBO) AREA	134 SF	
NEW DUMPSTER AREA	164 SF	
NEW MODULAR BUILDINGS FOOTPRINT	13,056 SF	
NEW MODULAR SIDEWALKS, RAMP AND STEPS AREA	3,773 SF	
NEW CONC. SIDEWALK AREAS	905 SF	
TOTAL IMPERVIOUS AREA	268,516 SF	**52 %**
TOTAL PERVIOUS AREA	246,157 SF	**48 %**

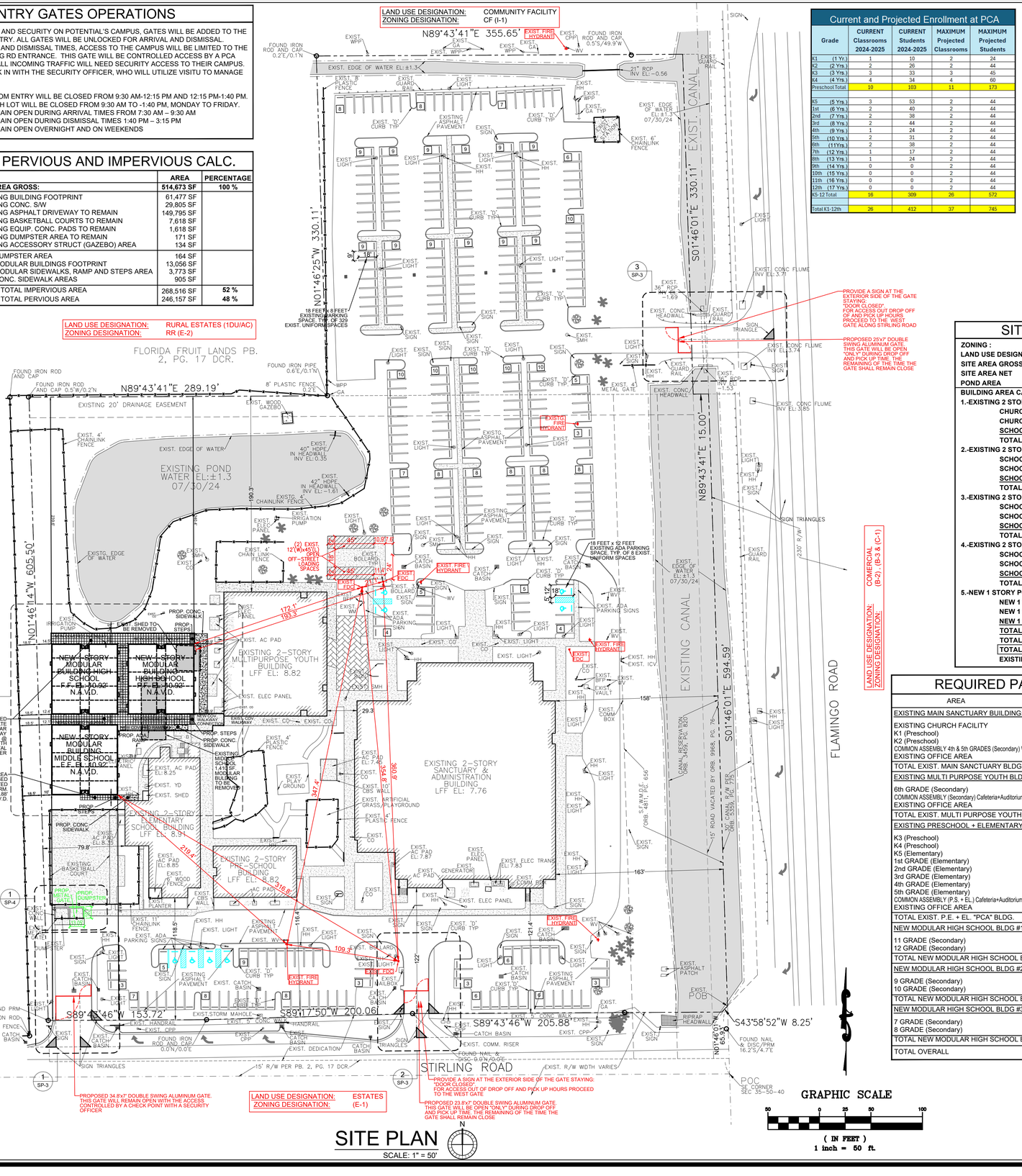
LAND USE DESIGNATION: RURAL ESTATES (1DU/AC)
ZONING DESIGNATION: RR (E-2)

LAND USE DESIGNATION: COMMUNITY FACILITY
ZONING DESIGNATION: CF (I-1)

Current and Projected Enrollment at PCA

Grade	CURRENT Classrooms 2024-2025	CURRENT Students 2024-2025	MAXIMUM Projected Classrooms	MAXIMUM Projected Students
K1 (1 Yr.)	1	10	2	24
K2 (2 Yrs.)	2	26	2	44
K3 (3 Yrs.)	3	33	3	45
K4 (4 Yrs.)	4	34	4	60
Preschool Total	10	103	11	173
K5 (5 Yrs.)	3	53	2	44
1st (6 Yrs.)	2	40	2	44
2nd (7 Yrs.)	2	38	2	44
3rd (8 Yrs.)	2	44	2	44
4th (9 Yrs.)	1	24	2	44
5th (10 Yrs.)	2	31	2	44
6th (11Yrs.)	2	38	2	44
7th (12 Yrs.)	1	17	2	44
8th (13 Yrs.)	1	24	2	44
9th (14 Yrs.)	0	0	2	44
10th (15 Yrs.)	0	0	2	44
11th (16 Yrs.)	0	0	2	44
12th (17 Yrs.)	0	0	2	44
K5-12 Total	16	309	26	572
Total K1-12th	26	412	37	745

LOCATION MAP
N.T.S.


N89°43'41"E 355.65'
S01°46'01"E 330.11'
N01°46'25"W 330.11'
N89°43'41"E 289.19'
N89°43'41"E 15.00'
S01°46'01"E 594.59'
N01°46'14"W 605.50'
S89°43'46"W 153.72'
S89°17'50"W 200.06'
S89°43'46"W 205.88'
S43°58'52"W 8.25'
FLORIDA FRUIT LANDS PB. 2, PG. 17 DCR.
EXISTING POND WATER EL:±1.3 07/30/24
EXISTING 2-STORY MULTIPURPOSE YOUTH BUILDING LFF EL: 8.82
EXISTING 2-STORY SANCTUARY & ADMINISTRATION BUILDING LFF EL: 7.76
EXISTING 2-STORY PRE-SCHOOL BUILDING LFF EL: 8.82
EXISTING 2-STORY SCHOOL ELEMENTARY SCHOOL BUILDING LFF EL: 8.91
NEW 1-STORY MODULAR BUILDING HIGH SCHOOL F.F. EL: 10.92' N.A.V.D.
NEW 1-STORY MODULAR BUILDING HIGH SCHOOL F.F. EL: 10.92' N.A.V.D.
NEW 1-STORY MODULAR BUILDING MIDDLE SCHOOL F.F. EL: 10.92' N.A.V.D.
EXISTING MIDDLE SCHOOL 1,410 SF MODULAR BUILDING TO BE REMOVED
EXISTING EDGE OF WATER EL:±1.3 07/30/24
EXISTING CANAL
FLAMINGO ROAD
STIRLING ROAD
EXISTING ASPHALT PAVEMENT
EXISTING CONC. WALK
EXISTING ASPHALT PATCH
EXISTING ASPHALT PAVEMENT
EXISTING ASPHALT PAVEMENT
EXISTING ASPHALT PAVEMENT