

ATTACHMENT I
Application Package Part I

PLANNING DIVISION



File No. (internal use only): _____

2600 Hollywood Boulevard Room 315
Hollywood, FL 33022

GENERAL APPLICATION



Tel: (954) 921-3471
Fax: (954) 921-3347

This application must be completed in full and submitted with all documents to be placed on a Board or Committee's agenda.

The applicant is responsible for obtaining the appropriate checklist for each type of application.

Applicant(s) or their authorized legal agent must be present at all Board or Committee meetings.

At least one set of the submitted plans for each application must be signed and sealed (i.e. Architect or Engineer).

Documents and forms can be accessed on the City's website at

<http://www.hollywoodfl.org/DocumentCenter/Home/View/21>



APPLICATION TYPE (CHECK ONE):

- Technical Advisory Committee
- City Commission
- Historic Preservation Board
- Planning and Development Board

Date of Application: _____

Location Address: _____

Lot(s): _____ Block(s): _____ Subdivision: _____

Folio Number(s): _____

Zoning Classification: _____ Land Use Classification: _____

Existing Property Use: _____ Sq Ft/Number of Units: _____

Is the request the result of a violation notice? () Yes () No If yes, attach a copy of violation.

Has this property been presented to the City before? If yes, check all that apply and provide File Number(s) and Resolution(s): _____

- Economic Roundtable
- City Commission
- Technical Advisory Committee
- Planning and Development
- Historic Preservation Board

Explanation of Request: _____

Number of units/rooms: _____ Sq Ft: _____

Value of Improvement: _____ Estimated Date of Completion: _____

Will Project be Phased? () Yes () No If Phased, Estimated Completion of Each Phase

Name of Current Property Owner: _____

Address of Property Owner: _____

Telephone: _____ Fax: _____ Email Address: _____

Name of Consultant/Representative/Tenant (circle one): _____

Address: _____ Telephone: _____

Fax: _____ Email Address: _____

Date of Purchase: _____ Is there an option to purchase the Property? Yes () No ()

If Yes, Attach Copy of the Contract.

List Anyone Else Who Should Receive Notice of the Hearing: _____

Address: _____

Email Address: _____

PLANNING DIVISION



File No. (internal use only): _____

2600 Hollywood Boulevard Room 315
Hollywood, FL 33022

GENERAL APPLICATION

CERTIFICATION OF COMPLIANCE WITH APPLICABLE REGULATIONS

The applicant/owner(s) signature certifies that he/she has been made aware of the criteria, regulations and guidelines applicable to the request. This information can be obtained in Room 315 of City Hall or on our website at www.hollywoodfl.org. The owner(s) further certifies that when required by applicable law, including but not limited to the City's Zoning and Land Development Regulations, they will post the site with a sign provided by the Office of Planning and Development Services. The owner(s) will photograph the sign the day of posting and submit photographs to the Office of Planning and Development Services as required by applicable law. Failure to post the sign will result in violation of State and Municipal Notification Requirements and Laws.

(I)(We) certify that (I) (we) understand and will comply with the provisions and regulations of the City's Zoning and Land Development Regulations, Design Guidelines, Design Guidelines for Historic Properties and City's Comprehensive Plan as they apply to this project. (I)(We) further certify that the above statements and drawings made on any paper or plans submitted herewith are true to the best of (my)(our) knowledge. (I)(We) understand that the application and attachments become part of the official public records of the City and are not returnable.

Signature of Current Owner: A Benallou Date: 01/23/20

PRINT NAME: Albert Benallou, on behalf of 3100 Ocean Holdings, LLC Date: _____

Signature of Consultant/Representative: [Signature] Date: 1/24/20

PRINT NAME: Graham Penn Date: _____

Signature of Tenant: N/A Date: _____

PRINT NAME: N/A Date: _____

Current Owner Power of Attorney

I am the current owner of the described real property and that I am aware of the nature and effect the request for PD Master Plan Amendment _____ to my property, which is hereby made by me or I am hereby authorizing Bercow Radell Fernandez Larkin & Tapanes to be my legal representative before the Technical Advisory Committee (Board and/or Committee) relative to all matters concerning this application.

Sworn to and subscribed before me this 23rd day of JANUARY 2020

Silvia Horvath
Notary Public
State of Florida



A Benallou
Signature of Current Owner

Albert Benallou
Print Name

My Commission Expires: 04/12/2023 (check One) Personally known to me; OR Produced Identification _____



BERCOW RADELL FERNANDEZ LARKIN & TAPANES

ZONING, LAND USE AND ENVIRONMENTAL LAW

DIRECT LINE: (305) 377-6229
E-MAIL: gpenn@brzoninglaw.com

VIA DIGITAL SUBMITTAL

September 2, 2020

Leslie A. Del Monte
Planning Manager
City of Hollywood
2600 Hollywood Boulevard, Room 325
Hollywood, FL 33021

Re: Planning & Development Board and City Commission Application for the Property Located at 3100 S. Ocean Drive, Hollywood (App. No. 18-DJPV-60)

Dear Ms. Del Monte:

Our firm represents 3100 Holdings, LLC (the "Applicant"), owner of the property located at 3100 South Ocean Drive, (the "Property") within the City of Hollywood Florida (the "City"). The Applicant is proposing to develop the Property with a Publix grocery store that will serve the Hollywood Beach residents (the "Project"). Please consider this letter the Applicant's letter of intent to go before the Planning and Development Board and City Commission to review and approve an amendment to a prior development approval, including site plan review and associated variances.

Included in the submittal are written responses to the final Technical Advisory Committee comments. The Applicant has worked closely with the various departments to ensure all comments have been addressed. We believe that the submittal materials provide the City with the necessary information for to review and approval of the Project.

Existing Property and Zoning. The Property is approximately a 1.15 acre vacant lot and is identified with Tax Folio No. 5142-24-01-0620. See Exhibit A, Property Appraisers Summary Report. The Property is designated Commercial Flex and zoned Planned Development ("PD") as part of the Ocean Palms Planned Development. In 2015, the City approved an amendment to the previously approved Master Development Plan with regards to this Property. See Exhibit B, Ordinance No. O-2015-23. The approval included design and site plan approval of a six (6) story, 6,232 square feet commercial structure, as well as a variance to waive the required twenty-five (25) feet peripheral landscaped setback from all external streets.

Proposed Use. The Applicant proposes to develop the Property with a grocery store

operated by Publix Super Markets. Development of the Property will contribute to the enhancement of the surrounding neighborhood and provide a much needed commercial use that will primarily serve beach residents, as well as visitors. The location of a well-known and high quality supermarket on the beach will be a direct benefit to City residents, who will no longer need to travel off of the barrier island to serve their daily needs.

The proposed design is simple and unique to the Hollywood Beach location, and incorporates natural wood and stone elements. The first and second floor will contain sufficient parking for the use, and the entire third floor will consist of the retail space. The Project takes into consideration, for design and function, the dual-frontages of the Intracoastal Waterway and Ocean Drive/A1A. The proposed three-story structure is within the envelope of development approved in the current Master Plan. The elevation and materials are intended to be resilient to storms and sea level rise. In order to permit the appropriate development of the Property, the Applicant will require several changes to the approved development plan and associated variance requests.

Variance Requests. The Project substantially complies with the regulations of the City Code. The requested Variances are necessary for a viable grocery store that is compatible with the surrounding neighbors. Due to the Property's confining characteristics, the Applicant requests the following:

1. A Variance to reduce the required twenty-five (25) foot required periphery landscape setback to zero (0) feet ("Variance 1");
2. A Variance to permit eighteen (18) foot parking stalls, where nineteen (19) feet is required ("Variance 2"); and
3. A Variance to permit eighty-five (85) parking spaces, when one hundred and nineteen (119) are required ("Variance 3").

Criteria Statements. The Variances satisfy the applicable criteria pursuant to Section 5.3.F.1. of the City Code of Ordinances ("City Code"), as follows:

- a. *That the requested Variance maintains the basic intent and purpose of the subject regulations, particularly as it affects the stability and appearance of the city;*

The requested Variances maintain the basic intent and purpose of the Planned Development regulations and are benefit the appearance of the City. The requested Variances produce an enhanced design that is consistent with and sensitive to the character of the neighborhood. The purpose of the Planned Development District is to permit larger tracts of land to be planned and developed as a whole with a greater amount of flexibility by removing the detailed restrictions of conventional zoning. Planned Developments are

intended to service the public interest, and provide maximum opportunity for innovative site planning concepts and the creation of aesthetically pleasing environments. The proposed use as a grocery store will directly serve the needs of the immediate community. The Project design is customized to the Property's location on the Intercoastal. It provides architecturally pleasing elevations on both elevations and is a neighboring serving use that will serve residents and visitors for many years.

- b. That the requested Variance is otherwise compatible with the surrounding land uses and would not be detrimental to the community;*

The requested Variances are compatible with the surrounding land uses and will not be detrimental to the neighborhood. Ocean Drive is primarily lined with tower condominiums and hotels. Immediately to the south of the Property is a surface parking lot, three-story office building, and the seven-story Diplomat parking garage with ground floor retail. Therefore, two floors of parking and a floor of retail is compatible with the surrounding community. With regards to Variance 1, the surrounding non-residential uses do not provide a twenty-five foot landscape setback (and the existing approved plan obtained a variance of this requirement). This would prohibit development on the narrow land between the Intercoastal and Ocean Drive, and would impede the pedestrianism focus design of the Project. Additionally, due to the proximity to residential developments, the Applicant anticipates, based on the traffic and parking studies included in the application materials, that many customers will walk or take alternative modes of transportation to grocery shop. Therefore, a reduction of needed parking is expected and Variances 2 and 3 are compatible with the nature of the Project and surrounding uses.

- c. That the requested Variance is consistent with and in furtherance of the Goals, Objectives and Policies of the adopted Comprehensive Plan, as amended from time to time, the applicable Neighborhood Plan and all other similar plans adopted by the city; and*

Granting of Variances 1, 2, and 3 will be in harmony with the general intent and purpose of the Comprehensive Plan and land development regulations. Variance 1 will enhance the walkability of the Project, which will encourage pedestrianism and alternative modes of transportation. Objective 5 of the Comprehensive Plan encourages appropriate infill redevelopment in blighted areas throughout the City and economic development in blighted business and tourist areas by promoting improved architectural and streetscape design standards, code enforcement, economic development, neighborhood planning, and public information dissemination. The Property has been vacant for many years, and this infill development will offer an appropriate neighborhood service. The architecture is not a typical box retail store or mall. It custom to the location and elements, with natural features on the facades.

- d. That the need for the requested Variance is not economically based or self-imposed.*

The special circumstances, in this case, do not result from the actions of the Applicant. The Variances are a result of the existing conditions of the Property, which is a narrow, dual-frontage lot. A twenty-five (25) foot landscape setback effectively eliminates the developable area of the Property. Providing additional parking would require a much taller structure. A project that exceeds three (3) stories, however, would be inconsistent with the prior development approvals and would hinder the quality of life of the residents to the north.

- e. That the Variance is necessary to comply with state or federal law and is the minimum Variance necessary to comply with the applicable law.*

The innovative design does the most possible to provide a functional and viable community grocery store. Strict compliance with the land development regulations would be an unnecessary and undue hardship on the Applicant. The Property is not large enough to provide a twenty-five (25) landscape buffer and excessive parking. Any additional parking would require a much taller structure, which is not compatible with or respectful of the abutting residential units. The requested Variances are the minimum necessary to have a functional and viable grocery store on the beach.

Operations. The following will provide a brief summary of the currently anticipated operations of the business.

Scope and Hours. The proposed Publix store, at approximately 29,000 square feet, will be smaller than many typical Publix stores. Despite its size, the proposed store will include all typical Publix departments, including a deli and pharmacy. The store will not, however, offer liquor sales. The store hours will be from 7:00 AM to 11:00 PM.

Emergency Generator. The proposed plans include a diesel generator located on the second level of the building, above the maximum level of anticipated storm surge. That generator will assist Publix in its goal of become re-operational in 24 hours following a storm event that impacts the electrical grid. The store can then serve as a community resource for Beach residents who may otherwise have great difficulty in obtaining basic necessities. The exhaust for the generator will face west, away from adjacent parcels.

Proposed Dock Access. Subject to the necessary governmental approvals, the Applicant proposes to include a dock in the development, making this Publix the first such store to allow access by boat. The final size of the dock and number of slips will be determined during the permitting process.

Loading and Trash Removal. All loading will be internal to the building. Two loading spaces have been provided, one large enough to accommodate tractor-trailers. All refuse

Leslie A. Del Monte, Planning Manger

September 2, 2020

Page 5 of 5

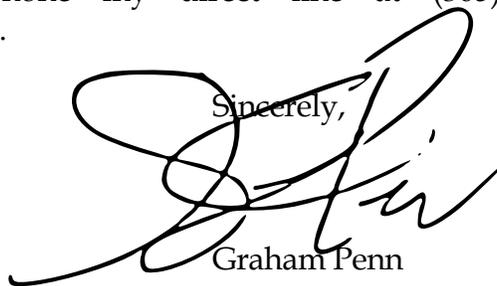
will be controlled in a single air conditioned compactor. When full, the compactor is removed. The full compactor is relocated to a waste facility to be emptied, and then returned to the store. The process to load and unload the compactor takes approximately twenty (20) minutes. The compactor system will ensure that trash, and its associated odors, will remained fully sealed at all times.

Parking. As noted above, the project design will include two levels of enclosed parking. The parking garage will be open only during the store's hours of operation.

In order to reduce the visual and noise impacts of the parking on the Property's immediate residential neighbors to the north, the Applicant has agreed to fully enclose the northern wall of the second floor of the garage. The Applicant has also agreed to two additional operational changes to help ensure that the garage is utilized by customers and not visitors: (1) prominent signage, limiting parking to customers subject to towing enforcement, will be erected through the garage structure; and (2) a computer controlled parking guidance system will be installed that will provide real-time information on the status of the parking garage. The parking guidance system will allow Publix managers to ensure that adequate parking is available for patrons and to monitor the garage for illegal beach parking. The combination of these two elements, along with Publix's experience in managing over 1,500 stores, will help ensure the proper functioning of the garage.

Conclusion. The Applicant believes that a high quality grocery store on the intercostal is a needed service for the local residents. The Project is sensitive to the community and rising tides. We look forward to your review and recommendation for approval of the Project. If you have any questions or concerns regarding this letter, please do not hesitate to phone my direct line at (305) 377-6229 or email at gpenn@brzoninglaw.com.

Sincerely,

A handwritten signature in black ink, appearing to read 'Graham Penn', written over the typed name.

Graham Penn

cc: Emily K. Balter

PTR

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PT-330

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The PT-330 Compactor has been engineered and manufactured to provide many years of reliable service. The heavy-duty structural steel components are welded by AWS certified technicians and **water tested to ensure leak proof containment under high compaction forces.** This unit has total U.L. approval, standard 3 button controls, On/Off key switch, mushroom stop, auto reverse and a *Sure-Tite*™ door seal.

Specifications

Charge Box Capacity	1.5 Cu Yd
Container Capacity	30 Cu Yd
Clear Top Opening (L x W)	41" x 60"

Electrical Equipment

Electrical Motor	208/230/460v	3 Phase
Horse Power		10
Electrical Control Voltage		120 VAC

Performance Characteristics

Cycle Time	31 sec
Total Normal Force	42,708 lbs
Total Maximum Force	51,250 lbs
Normal Ram Face Pressure	35.7 psi
Maximum Ram Face Pressure	42.9 psi

Hydraulic Equipment

Hydraulic Pump Capacity	10.5 gpm
Normal Pressure	2000 psi
Maximum Pressure	2400 psi
Hydraulic Cylinder (2) Bore	4"
Hydraulic Cylinder Rod	2.5"



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Publix PT-330

SELF-CONTAINED COMPACTOR SPECIFICATIONS

A. Manufactured

1. To meet American National Standard Institute specifications Z245.2-1997.
2. Total UL Approval on entire unit.
3. All welding done by AWS (American Welding Society) certified welders.

B. Dimensional Information

1. Overall Height 102"
2. Overall Width 98"
3. Overall Length 265"
4. Compactor Deck Height..... 40"

C. Chargebox

1. Chargebox opening 40" Long x 60" Wide
2. Manufactures rating of 1 1/2 Cubic Yard Charge-box
3. NSWMA rating of 1.07 Cubic Yard Charge-box
4. Formed one piece chargebox eliminating mis-fitted joints and providing a uniform fit.
5. Heavy Duty Gauge Steel Construction with steel channel reinforced sidewalls and floor for increased strength. More information in section on "Structure"

D. Cylinders

1. (2) 4" diameter x 2 1/2" rod x 32" stroke industrial grade cylinder

E. Power Unit

1. Standard 10 HP Motor supplied in tri-voltage, three-phase.
3. Power Pack includes weather cover.
4. Colorized pressure gauge for easy viewing.
5. Pump – 10.5 GPM
7. Hydraulic pipes on both sides of compactor to allow disconnects to be located on either side.

F. Performance Data

1. Normal Ram Force at full pressure 42,700 lbs.
2. Maximum Ram Force at relief pressure51,250 lbs
3. Full Pressure.....2000 psi
4. Relief Pressure.....2400 psi
5. Ram Face Dimensions60" x 20"
6. Ram Face Pressure at Full..... 35.7 psi
7. Ram Face Pressure at relief.....42.9 psi
8. Ram Penetration..... 6 in
9. Cycle Time.....31 seconds
10. Up to 116 cycles per hour
11. Up to 121 cubic yards capacity per hour

12. 30 cubic yard container.

G. Compactor Structural Data

1. Breaker bar – 1” x 6” x 8” angle
2. Side channel – 6[5.4
3. Top Reinforcements – 3[4.1 channel and ¼” x 3” x 4” angle
4. Formed body – ¼” plate
5. Rear Plate – ¼”
6. Rear Cover – 10 GA
7. Cylinder mounts – Three ¾” x 6” flat bars
8. Ram guides – 1” x 1” square bar
9. Top Cover – 12 GA
10. Rear side reinforcement – ¼” wall x 3” x 6” tube

H. Container Structural Data

1. Full weld inside and outside of all container and door sheets.
2. Concave door with full seal.
3. Standard with Universal Understructure.
4. Container Sides – 3/16” bent plates
5. Container Roof - Center Peaked 7 GA plate
6. Container Floor – 7 GA plate
7. Bulkhead – 3/16” plate
8. Container dump frame – 7 GA x 3” x 4” tube reinforced with 3/6” gusset plates
9. Door Plate – 3/16”
10. Door Frame – 3/16” x 3” x 6” tube
11. Door Hinge – 1” x 6” plate, 1 7/8” diameter tube, 1 ¼” diameter pin
12. Hook – 1 ¼” plate
13. Hook Mount – 1” Plate
14. Hook Mount Reinforcement – ¾” x 4” flat bar
15. Bull Nose – 1 ½” plate
16. Bull Nose Roller – 4” diameter x 4” long solid steel – Grease fitting in axle shaft
17. Bull Nose Roller Mount – Bull Nose and 3/8” plate
18. Wheels – 8 ½” diameter x 4 ½” long
19. Wheel Mounts – ½” plate – Grease fitting in axle shaft
20. Main Rails – ¼” wall x 2” x 6” tube
21. Main structure – 3[4.1 (3inch 4.1 pounds per foot) channel
22. Additional end structure – ¼” wall x 3” x 3” tube and ½” x 3” flat bar

I. Guide Island

1. 10’ standard guide island with end stop and “wheel capture plates” to prevent the compactor rolling away from end stop and provide positive location.
2. Main Guide Rail – ½” x 3” x 5” angle cross braced with ¼” x 2” x 2” angle
3. Stop Angle – ½” x 4” x 6” reinforced with 3/8” gusset plate and capped with ¼” x 3” x 3” end angle.
4. Wheel Capture Plate – 3/8” x 4” flat bar.
5. Anchored with fifteen (15) 1” diameter x 6” long concrete wedge anchors.

J. Finish

1. High quality industrial enamel paint from standard color chart.

K. Additional Items Shipped Loose

1. Safety and Operational Video

Property Photos

Subject Site - 3100 S. Ocean Drive



3000 S. Ocean Drive



3200 S. Ocean Drive



KBP CONSULTING, INC.

November 7, 2019

Mr. Rick Mitinger, P.E.
City Transportation Engineer
City of Hollywood
2600 Hollywood Boulevard
Hollywood, FL 33020

**Re: Proposed Publix – Hollywood, Florida
Parking Statement**

Dear Rick:

As we have discussed previously, a Publix supermarket is proposed on the property located at 3100 South Ocean Drive (State Road A1A) in Hollywood, Broward County, Florida. The subject site is located on the west side of South Ocean Drive approximately 2,600 feet to the north of East Hallandale Beach Boulevard (State Road 858). A project location map is presented in Attachment A to this memorandum.

The currently proposed site plan includes a three-story building with parking located on the first two (2) levels and a 29,646 square foot supermarket on the third level. The proposed parking supply includes 87 parking spaces and two (2) loading spaces. The number of parking spaces required per the City of Hollywood Code of Ordinances is 119. As a result of the number of proposed parking spaces, we have conducted a parking evaluation of nearby and similarly located Publix stores for the purposes of evaluating the adequacy of the proposed parking supply.

Similar Store Locations

Based upon the location of the proposed Publix in Hollywood (i.e. within the State Road A1A corridor), we initially identified three (3) similar locations for further study. These locations included:

- Store #1536 – Sunny Isles Beach – 18320 Collins Avenue
- Store #0073 – Surfside – 9400 Harding Avenue
- Store #1382 – Miami Beach – 6876 Collins Avenue

Upon further review and observations conducted at the Miami Beach store, it was determined that this store is not comparable to the Hollywood site in terms of location and operations. First and foremost, there is a Wells Fargo bank located within the Publix building footprint and the parking is shared between these uses. Furthermore, patrons of nearby commercial properties to the north and south along Collins Avenue were observed utilizing the subject Publix parking lot.

As a result of these critical factors, it was determined that the parking demand at this location would be skewed and not representative of the actual parking demand generated by the Publix store itself. Therefore, this parking study focuses on the Sunny Isles Beach and Surfside store locations.

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Parking Data Collection

In accordance with our prior discussions, we agreed to collect parking data at the existing Publix stores on a typical weekday (i.e. Thursday) and a typical weekend day (i.e. Saturday) between the hours of 8:00 AM and 9:00 PM. During this time period, the number of occupied parking spaces would be documented in 30-minute intervals. This data was collected at the Sunny Isles Beach store on Thursday, September 26, 2019 and Saturday, September 28, 2019. The parking counts at the Surfside store were collected on Thursday, October 3, 2019 and Saturday, October 5, 2019. The results of this parking data collection effort are presented in Attachment B to this memorandum.

Parking Data Analysis

The parking data collected on the referenced days for the Sunny Isles Beach and the Surfside store locations was analyzed for the purposes of establishing a likely peak parking demand at the proposed Publix site in Hollywood. The elements of this parking data analysis are as follows:

- Parking demands and requirements for most retail uses are customarily based upon floor area. (*Floor area for supermarkets includes both customer and non-customer areas.*) The floor areas for the study locations and the proposed store are:
 - Sunny Isles Beach: 53,558 square feet
 - Surfside: 33,000 square feet
 - Hollywood: 29,646 square feet (proposed)
- The peak parking demand for both stores was identified for the weekday and Saturday time periods. The peak parking demand volumes are presented below:
 - Sunny Isles Beach
 - Thursday: 102 occupied parking spaces (4:00 PM to 4:30 PM)
 - Saturday: 104 occupied parking spaces (1:00 PM to 1:30 PM)
 - Surfside
 - Thursday: 92 occupied parking spaces (5:30 PM to 6:00 PM)
 - Saturday: 94 occupied parking spaces (1:00 PM to 1:30 PM)

(It is important to note that the observed parking demand at the subject locations reflects both customer and employee vehicles.)

- Since the parking data was collected during the fall of 2019, it is advisable to adjust the data to reflect peak season conditions. In order to adjust the subject data, weekly customer counts for both the Sunny Isles Beach and the Surfside stores were obtained from Publix. Based upon a 95th percentile analysis of the weekly customer count data for each store, the following adjustment factors were developed for the corresponding weeks of the data collection effort:
 - Sunny Isles Beach: 1.18
 - Surfside: 1.16

(In other words, the peak parking demand for each store should be multiplied by the factor presented above in order to reflect typical peak season conditions.)

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- The average weekday and weekend day peak season parking rates for both stores were calculated by dividing the seasonally adjusted parking demand by the store area (per 1,000 square feet). The results of this analysis are:
 - Average Weekday Parking Rate: 2.62 parking spaces / 1,000 square feet
 - Average Weekend Parking Rate: 2.68 parking spaces / 1,000 square feet
- Based upon the weekday and weekend parking rates developed based upon the data collection efforts at similar stores in the area, the projected peak season parking demand at the proposed Publix on S. Ocean Drive in Hollywood is as follows:
 - Peak Season Weekday: 78 Parking Spaces
 - Peak Season Weekend: 80 Parking Spaces

The calculations for this analysis are presented in Attachment C to this memorandum.

Industry Parking Data

The Institute of Transportation Engineers (ITE) publication entitled *Parking Generation Manual (5th Edition)* contains parking data for numerous land uses including supermarkets (Land Use #850). Relevant excerpts from this manual are presented in Attachment D to this memorandum. According to the subject manual, supermarkets within dense multi-use urban areas exhibit the following parking generation characteristics:

- The weekday (Monday-Thursday) average peak period parking rate is 2.09 parking spaces per 1,000 square feet and the fitted curve equation is $P = 2.15 (X) - 1.73$. For the proposed 29,646 square foot Publix in Hollywood, the rate would yield a peak parking demand of 62 parking spaces and the fitted curve equation would yield a peak parking demand of 62 parking spaces. *(It should be noted that the average store size for this data set is 29,000 square feet which correlates directly with the proposed Publix.)*
- The Saturday average peak period parking rate is 2.43 parking spaces per 1,000 square feet and the fitted curve equation is $P = 2.74 (X) - 11.19$. For the proposed Publix store in Hollywood, the rate would yield a peak parking demand of 72 parking spaces and the fitted curve equation would yield a peak parking demand of 70 parking spaces.

Other Considerations

One of the key attributes of a supermarket located in an urbanized area is the number of patrons (and employees, for that matter) that arrive by modes of transportation other than a private vehicle. This contributes to a greatly reduced parking demand when compared with sites located in more suburban or rural settings.

Of particular interest to the proposed Hollywood location, are the number of residences located within a quarter mile (0.25 mile, or 1,320 feet) of the site and the walkability of the S. Ocean Drive corridor. *(Within the United States, a quarter mile is generally accepted as a reasonable walking distance in an urban location.)*

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A review of the Broward County Property Appraiser's information for this area indicates that there are more than 2,600 residential dwelling units within 1,320 feet of the subject site. This characteristic will undoubtedly lessen the parking demand at this store since many of these residents will likely choose to walk or bike to and from this store.

Additionally, it is noted that there are no Publix stores located within the State Road A1A corridor in southern Broward County. The nearest stores to the study area are located at 1740 Polk Street in Hollywood and at 1400 E. Hallandale Beach Boulevard in Hallandale Beach. Given the location of the proposed store, it is primarily intended to serve those residents along the coastal corridor. Since it is unlikely that customers west of the Intracoastal Waterway will leave the mainland to shop at this store, it is anticipated that the customer volume will be significantly less than that of the referenced stores in Hollywood and Hallandale Beach. As such, the parking demand is expected to be much lower.

Conclusions

Based upon the data collection efforts at similar Publix stores in the south Florida market, it appears that approximately 80 parking spaces will be sufficient to accommodate the likely typical peak season parking demand at the proposed Publix to be located in Hollywood. This estimation is further confirmed by industry data published by the Institute of Transportation Engineers (ITE) that indicates a supply of approximately 72 parking spaces will be adequate.

Furthermore, Publix Supermarkets operates more than 1,500 stores in the southeast United States in a variety of urban and suburban areas. Their development team has reviewed the proposed plan and the proposed parking supply. Based upon the subject location and their market research for the service area, they have assured the project team that the proposed parking supply at the 3100 S. Ocean Drive location will be adequate to meet the anticipated parking demand.

As such, it is evident based upon parking data collected at similar Publix locations within the south Florida market, relevant industry data published by the Institute of Transportation Engineers (ITE), and input received from Publix Supermarkets, that the proposed parking supply of 87 parking spaces at the proposed Publix store in Hollywood will be adequate to meet the typical peak period parking demand.

If you have any questions or require additional information, please do not hesitate to contact me.

Sincerely,

KBP CONSULTING, INC.

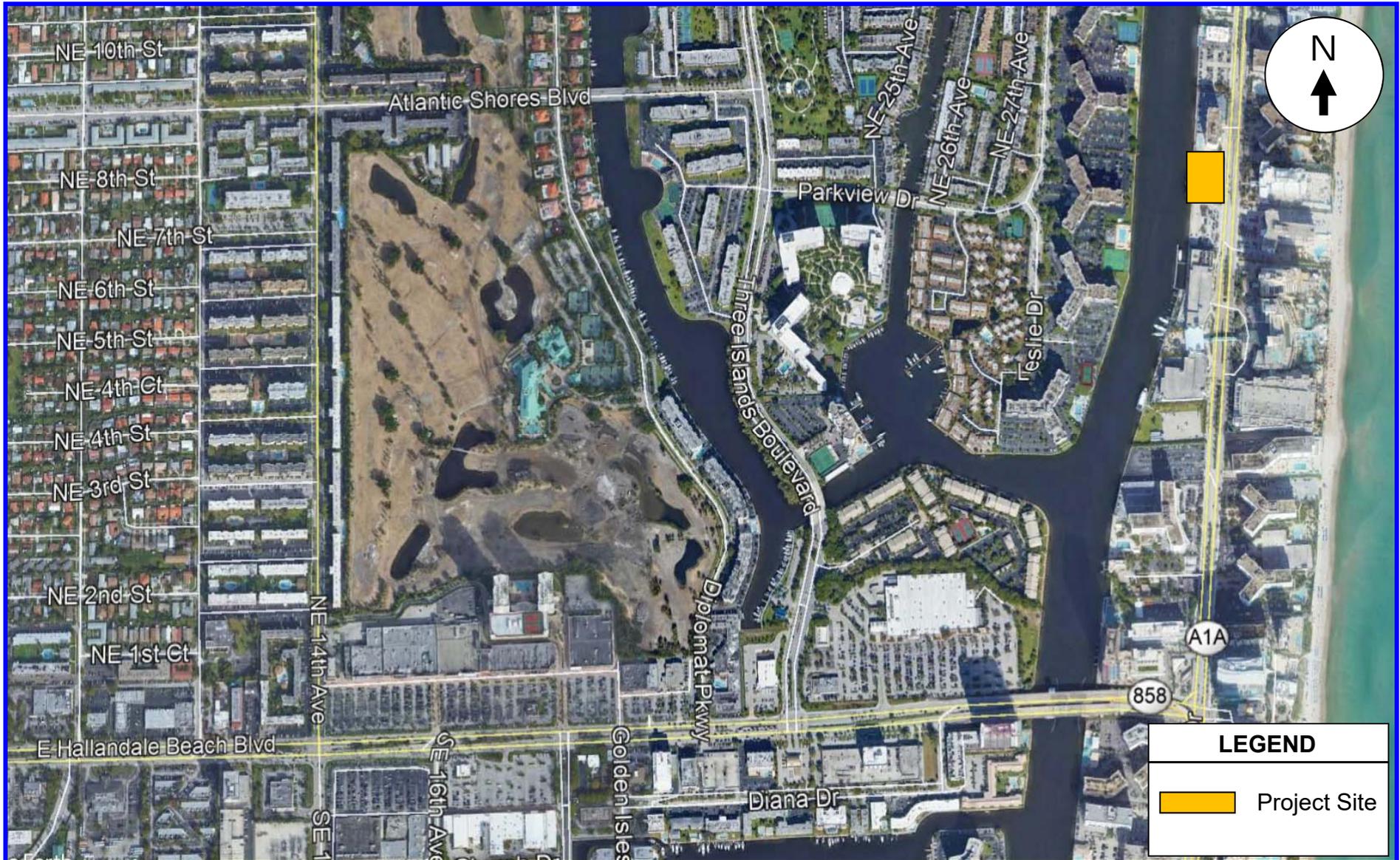


Karl B. Peterson, P.E.
Florida Registration Number 49897
Engineering Business Number 29939

Attachment A

Publix – Hollywood

Project Location Map



KBP
CONSULTING, INC.

Project Location Map

Attachment A
Publix
Hollywood, Florida

Attachment B

Publix – Hollywood

Parking Data

KBP Consulting, Inc.
8400 N. University Drive
Suite 309
Tamarac, Florida 33321
(954) 560-7103

Project: Publix - Hollywood

Analyst: KBP

Project No.: P16.621

Store #: 1536

Location: Sunny Isles Beach

Address: 18320 Collins Avenue

Building Area (SF): 53,558

Date: Thursday, 9/26/19

Time Period: 8:00 AM to 9:00 PM

Time Period	Number of Parked Vehicles			
	Parking Garage		Surface Lot (Near Loading Dock)	Total
	Level 2	Level 3		
8:00 AM - 8:30 AM	12	27	3	42
8:30 AM - 9:00 AM	32	24	3	59
9:00 AM - 9:30 AM	25	29	4	58
9:30 AM - 10:00 AM	27	29	5	61
10:00 AM - 10:30 AM	25	30	3	58
10:30 AM - 11:00 AM	38	30	3	71
11:00 AM - 11:30 AM	35	35	2	72
11:30 AM - 12:00 PM	53	36	2	91
12:00 PM - 12:30 PM	48	39	3	90
12:30 PM - 1:00 PM	50	32	4	86
1:00 PM - 1:30 PM	48	27	4	79
1:30 PM - 2:00 PM	41	26	4	71
2:00 PM - 2:30 PM	56	25	4	85
2:30 PM - 3:00 PM	40	24	3	67
3:00 PM - 3:30 PM	57	31	4	92
3:30 PM - 4:00 PM	48	28	3	79
4:00 PM - 4:30 PM	70	29	3	102
4:30 PM - 5:00 PM	50	29	3	82
5:00 PM - 5:30 PM	46	30	3	79
5:30 PM - 6:00 PM	46	27	3	76
6:00 PM - 6:30 PM	49	28	3	80
6:30 PM - 7:00 PM	58	27	3	88
7:00 PM - 7:30 PM	45	24	6	75
7:30 PM - 8:00 PM	64	23	7	94
8:00 PM - 8:30 PM	54	23	5	82
8:30 PM - 9:00 PM	40	21	4	65

KBP Consulting, Inc.
8400 N. University Drive
Suite 309
Tamarac, Florida 33321
(954) 560-7103

Project: Publix - Hollywood

Analyst: KBP

Project No.: P16.621

Store #: 1536

Location: Sunny Isles Beach

Address: 18320 Collins Avenue

Building Area (SF): 53,558

Date: Saturday, 9/28/19

Time Period: 8:00 AM to 9:00 PM

Time Period	Number of Parked Vehicles			
	Parking Garage		Surface Lot (Near Loading Dock)	Total
	Level 2	Level 3		
8:00 AM - 8:30 AM	15	18	2	35
8:30 AM - 9:00 AM	10	19	2	31
9:00 AM - 9:30 AM	19	26	2	47
9:30 AM - 10:00 AM	17	30	2	49
10:00 AM - 10:30 AM	23	27	2	52
10:30 AM - 11:00 AM	32	29	2	63
11:00 AM - 11:30 AM	55	29	2	86
11:30 AM - 12:00 PM	46	32	2	80
12:00 PM - 12:30 PM	50	32	2	84
12:30 PM - 1:00 PM	57	30	3	90
1:00 PM - 1:30 PM	71	30	3	104
1:30 PM - 2:00 PM	69	29	3	101
2:00 PM - 2:30 PM	54	28	2	84
2:30 PM - 3:00 PM	51	31	1	83
3:00 PM - 3:30 PM	46	32	3	81
3:30 PM - 4:00 PM	48	30	3	81
4:00 PM - 4:30 PM	42	28	4	74
4:30 PM - 5:00 PM	41	28	4	73
5:00 PM - 5:30 PM	39	28	4	71
5:30 PM - 6:00 PM	47	26	3	76
6:00 PM - 6:30 PM	39	26	4	69
6:30 PM - 7:00 PM	45	23	5	73
7:00 PM - 7:30 PM	53	22	4	79
7:30 PM - 8:00 PM	58	19	4	81
8:00 PM - 8:30 PM	55	18	4	77
8:30 PM - 9:00 PM	39	18	4	61

KBP Consulting, Inc.
8400 N. University Drive
Suite 309
Tamarac, Florida 33321
(954) 560-7103

Project: Publix - Hollywood
Analyst: KBP
Project No.: P16.621
Store #: 73
Location: Surfside
Address: 9400 Harding Avenue
Building Area (SF): 33,000
Date: Thursday, 10/3/19
Time Period: 8:00 AM to 9:00 PM

Time Period	Number of Parked Vehicles			
	Under Store	Surface Lots		Total
		West of Store	South of Store	
8:00 AM - 8:30 AM	24	10	18	52
8:30 AM - 9:00 AM	23	17	18	58
9:00 AM - 9:30 AM	22	16	19	57
9:30 AM - 10:00 AM	30	14	21	65
10:00 AM - 10:30 AM	31	13	20	64
10:30 AM - 11:00 AM	39	16	21	76
11:00 AM - 11:30 AM	48	14	20	82
11:30 AM - 12:00 PM	42	22	23	87
12:00 PM - 12:30 PM	41	19	22	82
12:30 PM - 1:00 PM	47	21	21	89
1:00 PM - 1:30 PM	42	26	21	89
1:30 PM - 2:00 PM	46	19	19	84
2:00 PM - 2:30 PM	40	19	19	78
2:30 PM - 3:00 PM	50	19	19	88
3:00 PM - 3:30 PM	34	18	22	74
3:30 PM - 4:00 PM	40	21	20	81
4:00 PM - 4:30 PM	38	24	19	81
4:30 PM - 5:00 PM	34	21	19	74
5:00 PM - 5:30 PM	42	18	19	79
5:30 PM - 6:00 PM	49	24	19	92
6:00 PM - 6:30 PM	40	24	16	80
6:30 PM - 7:00 PM	47	26	16	89
7:00 PM - 7:30 PM	39	22	16	77
7:30 PM - 8:00 PM	43	19	14	76
8:00 PM - 8:30 PM	32	20	14	66
8:30 PM - 9:00 PM	27	16	15	58

KBP Consulting, Inc.
8400 N. University Drive
Suite 309
Tamarac, Florida 33321
(954) 560-7103

Project: Publix - Hollywood
Analyst: KBP
Project No.: P16.621
Store #: 73
Location: Surfside
Address: 9400 Harding Avenue
Building Area (SF): 33,000
Date: Saturday, 10/5/19
Time Period: 8:00 AM to 9:00 PM

Time Period	Number of Parked Vehicles			
	Under Store	Surface Lots		Total
		West of Store	South of Store	
8:00 AM - 8:30 AM	14	12	14	40
8:30 AM - 9:00 AM	18	11	15	44
9:00 AM - 9:30 AM	24	13	15	52
9:30 AM - 10:00 AM	23	12	15	50
10:00 AM - 10:30 AM	30	13	17	60
10:30 AM - 11:00 AM	26	16	19	61
11:00 AM - 11:30 AM	35	18	18	71
11:30 AM - 12:00 PM	49	24	20	93
12:00 PM - 12:30 PM	38	20	21	79
12:30 PM - 1:00 PM	39	16	19	74
1:00 PM - 1:30 PM	50	22	22	94
1:30 PM - 2:00 PM	37	17	18	72
2:00 PM - 2:30 PM	35	9	19	63
2:30 PM - 3:00 PM	39	15	20	74
3:00 PM - 3:30 PM	33	17	22	72
3:30 PM - 4:00 PM	44	18	20	82
4:00 PM - 4:30 PM	33	16	20	69
4:30 PM - 5:00 PM	37	11	21	69
5:00 PM - 5:30 PM	35	17	21	73
5:30 PM - 6:00 PM	33	18	20	71
6:00 PM - 6:30 PM	25	21	18	64
6:30 PM - 7:00 PM	32	22	15	69
7:00 PM - 7:30 PM	25	21	14	60
7:30 PM - 8:00 PM	24	15	15	54
8:00 PM - 8:30 PM	19	16	13	48
8:30 PM - 9:00 PM	19	20	14	53

Attachment C

Publix – Hollywood

Parking Analysis

KBP Consulting, Inc.
 8400 N. University Drive
 Suite 309
 Tamarac, Florida 33321
 (954) 560-7103

Parking Demand Analysis

Sunny Isles Beach

	<u>Weekday</u>		<u>Saturday</u>
Store Size =	53,558 Square Feet (Gross)		53,558 Square Feet (Gross)
Peak Parking Demand =	102 Occupied Parking Spaces		104 Occupied Parking Spaces
Seasonal Adjustment Factor =	1.18		1.18
Seasonally Adjusted			
Parking Demand =	120 Occupied Parking Spaces		123 Occupied Parking Spaces
Peak Season Parking Rate =	2.25 Parking Spaces / 1,000 SF		2.29 Parking Spaces / 1,000 SF

Surfside

	<u>Weekday</u>		<u>Saturday</u>
Store Size =	33,000 Square Feet (Gross)		33,000 Square Feet (Gross)
Peak Parking Demand =	92 Occupied Parking Spaces		94 Occupied Parking Spaces
Seasonal Adjustment Factor =	1.16		1.16
Seasonally Adjusted			
Parking Demand =	107 Occupied Parking Spaces		109 Occupied Parking Spaces
Peak Season Parking Rate =	3.23 Parking Spaces / 1,000 SF		3.30 Parking Spaces / 1,000 SF

Hollywood

Avg Weekday Parking Rate: 2.62 Parking Spaces / 1,000 SF (Seasonally Adjusted)	Avg Weekend Parking Rate: 2.68 Parking Spaces / 1,000 SF (Seasonally Adjusted)
--	--

Proposed Store Size: 29,646 Square Feet

Weekday
Peak Parking Demand: 78 Parking Spaces

Weekend
Peak Parking Demand: 80 Parking Spaces

Attachment D

Publix – Hollywood

ITE Parking Data

Land Use: 850 Supermarket

Description

A supermarket is a free-standing retail store selling a complete assortment of food, food preparation and wrapping materials, and household cleaning items. Supermarkets may also contain the following products and services: ATMs, automobile supplies, bakeries, books and magazines, dry cleaning, floral arrangements, greeting cards, limited-service banks, photo centers, pharmacies, and video rental areas. Some facilities may be open 24 hours a day.

Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday (nine study sites), a Saturday (11 study sites), and a Sunday (one study site) in a general urban/suburban setting.

Hour Beginning	Percent of Peak Parking Demand		
	Weekday	Saturday	Sunday
12:00–4:00 a.m.	–	–	–
5:00 a.m.	–	–	–
6:00 a.m.	–	–	–
7:00 a.m.	–	–	–
8:00 a.m.	–	–	8
9:00 a.m.	–	–	22
10:00 a.m.	59	70	50
11:00 a.m.	67	96	65
12:00 p.m.	86	99	85
1:00 p.m.	87	99	77
2:00 p.m.	93	97	85
3:00 p.m.	97	96	99
4:00 p.m.	97	100	100
5:00 p.m.	100	89	53
6:00 p.m.	99	–	42
7:00 p.m.	83	–	22
8:00 p.m.	53	–	13
9:00 p.m.	38	–	9
10:00 p.m.	20	–	3
11:00 p.m.	–	–	–

Additional Data

The average parking supply ratios for the study sites with parking supply information are as follows:

- 5.1 spaces per 1,000 square feet GFA (25 sites) in a general urban/suburban setting
- 3.7 spaces per 1,000 square feet GFA (16 sites) in a dense multi-use urban setting

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Colorado, Connecticut, District of Columbia, Illinois, Kansas, Massachusetts, Minnesota, Missouri, Montana, New Jersey, New York, Pennsylvania, Tennessee, Texas, and Washington.

Source Numbers

11, 14, 21, 22, 23, 142, 202, 224, 231, 294, 299, 313, 421, 431, 438, 502, 504, 511, 525, 527, 556, 557, 566

Supermarket (850)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA

On a: Weekday (Monday - Thursday)

Setting/Location: Dense Multi-Use Urban

Peak Period of Parking Demand: 12:00 - 6:00 p.m.

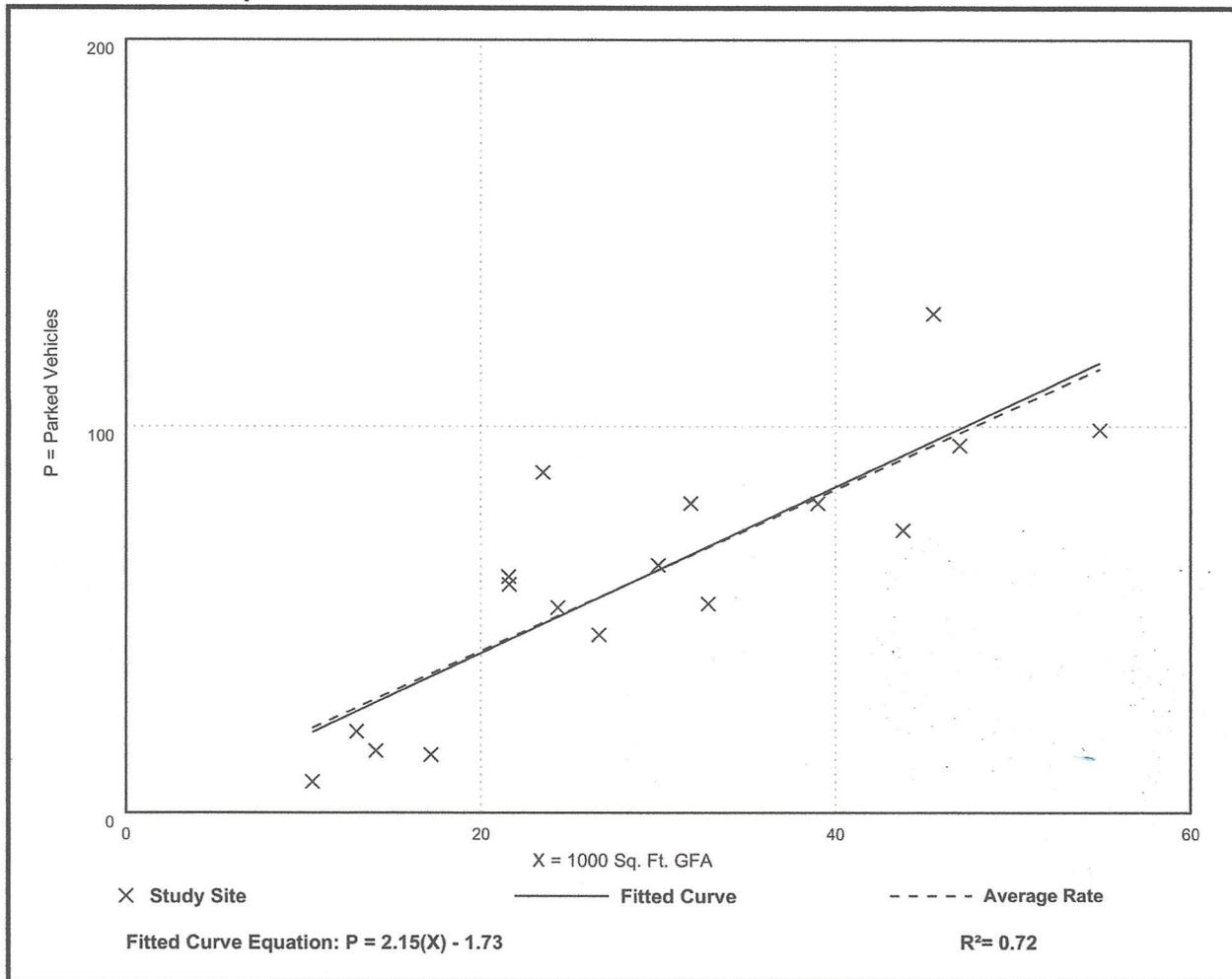
Number of Studies: 17

Avg. 1000 Sq. Ft. GFA: 29

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)
2.09	0.76 - 3.74	1.67 / 2.83	***	0.65 (31%)

Data Plot and Equation



Supermarket (850)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA

On a: Saturday

Setting/Location: Dense Multi-Use Urban

Peak Period of Parking Demand: 11:00 a.m. - 5:00 p.m.

Number of Studies: 4

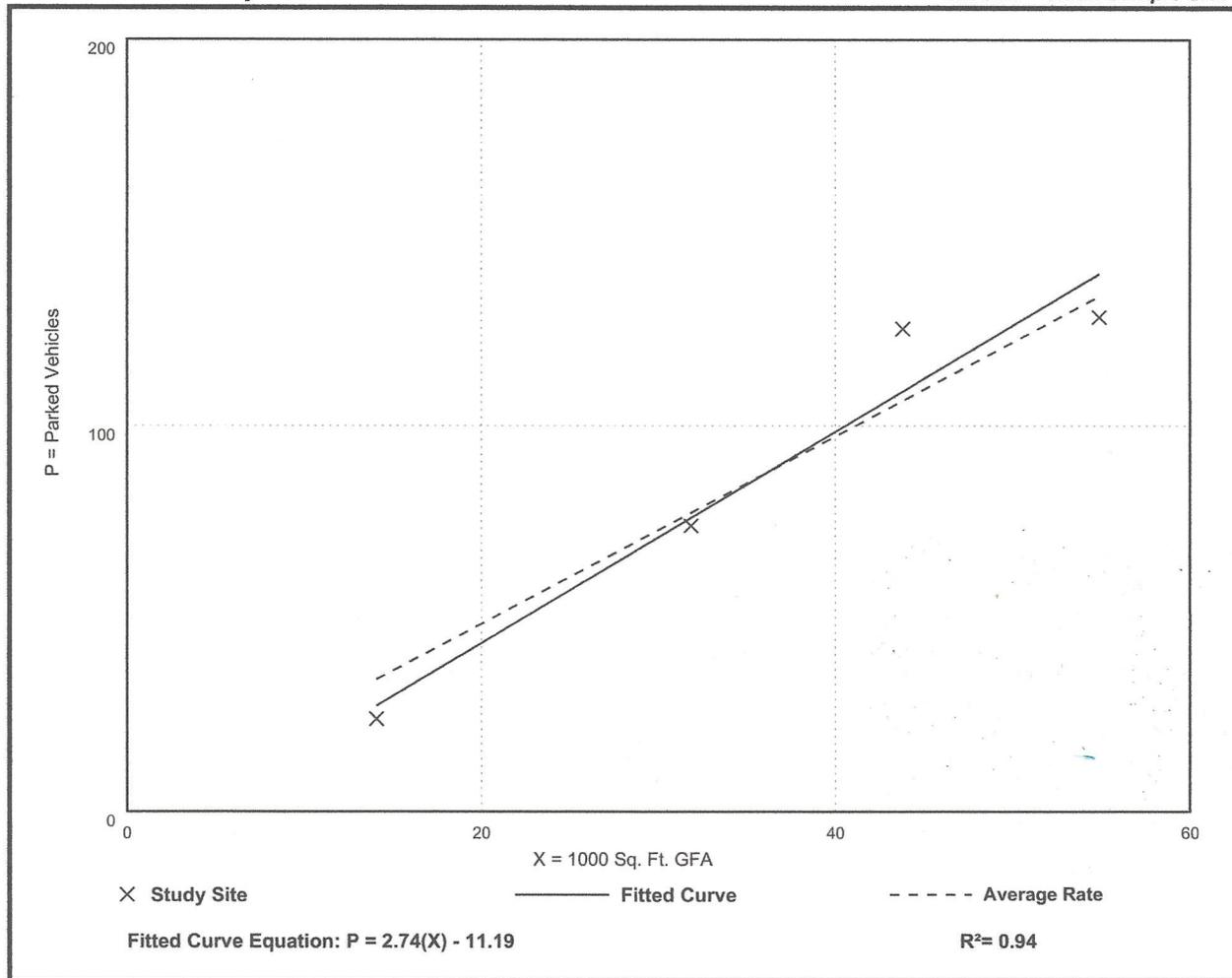
Avg. 1000 Sq. Ft. GFA: 36

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)
2.43	1.70 - 2.85	2.11 / 2.85	***	0.39 (16%)

Data Plot and Equation

Caution – Small Sample Size



Publix

3100 S. Ocean Drive (State Road A1A)
Hollywood, Florida

TRAFFIC IMPACT STUDY

prepared for:
Publix Supermarkets, Inc.

KBP CONSULTING, INC.

November 2019

Publix

3100 S. Ocean Drive (State Road A1A)

Hollywood, Florida

Traffic Impact Study

November 2019

Prepared for:
Publix Supermarkets, Inc.

Prepared by:
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Appendices

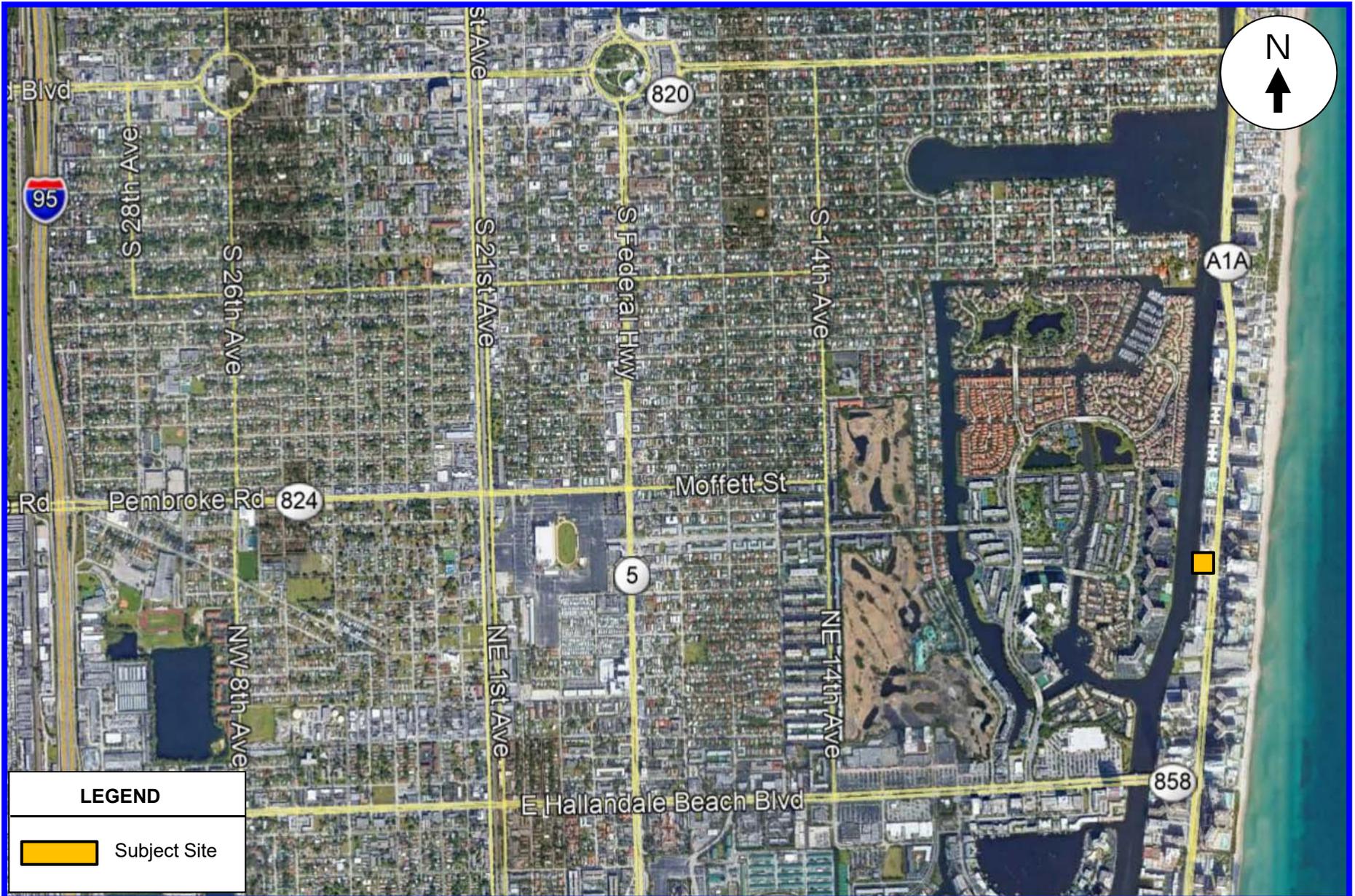
INTRODUCTION

A Publix supermarket is proposed on the property located at 3100 S. Ocean Drive (State Road A1A) in Hollywood, Broward County, Florida. The subject site is located on the west side S. Ocean Drive approximately 2,600 feet to the north of E. Hallandale Beach Boulevard (State Road 858). The location of this project site is illustrated graphically in Figure 1 on the following page.

KBP Consulting, Inc. has been retained by Publix Supermarkets, Inc. to prepare a traffic impact study in connection with the development of this project.¹ This study addresses the trip generation and the traffic impacts created by the proposed project on the nearby transportation network. This study is divided into seven (7) sections, as listed below:

1. Inventory
2. Existing Conditions
3. Traffic Counts
4. Trip Generation
5. Trip Distribution and Traffic Assignment
6. Traffic Analyses
7. Summary & Conclusions

¹ A field meeting with City staff was held on Thursday, January 17, 2019 for the purposes of reviewing the transportation network and developing a traffic impact study methodology. A summary of this meeting is presented in Appendix A of this report.



LEGEND

 Subject Site

KBP
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Project Location Map
3100 S. Ocean Drive (State Road A1A)

FIGURE 1
Publix
Hollywood, Florida

INVENTORY

Existing Land Use and Access

The subject site is approximately 1.146 acres (49,944 square feet), the Folio ID Number is 5142 24 01 0620, and the site is currently vacant. There is a surface parking lot and there are two (2) driveways along S. Ocean Drive – one (1) right-turn in only and one (1) right-turn out only. A survey of the site is presented in Appendix B of this report.

Proposed Land Use and Access

A three-story Publix supermarket is proposed to be constructed on the subject site. The gross floor area will be approximately 29,646 square feet. The site will be served by one (1) right-turn in only driveway and one (1) right-turn out only driveway on S. Ocean Drive. The proposed project is anticipated to be built and occupied by 2022. Appendix B contains the preliminary site plan for the project.

EXISTING CONDITIONS

This section of the report addresses the transportation system located in the vicinity of the subject Publix site in Hollywood, Florida.

Roadway System

Within the limits of the project study area, S. Ocean Drive (State Road A1A) is a six-lane divided state-maintained principal arterial roadway generally oriented in the north-south direction. The posted speed limit is 35 miles per hour (mph) and the FDOT Access Classification is “5 – Restrictive”.

Transit Service

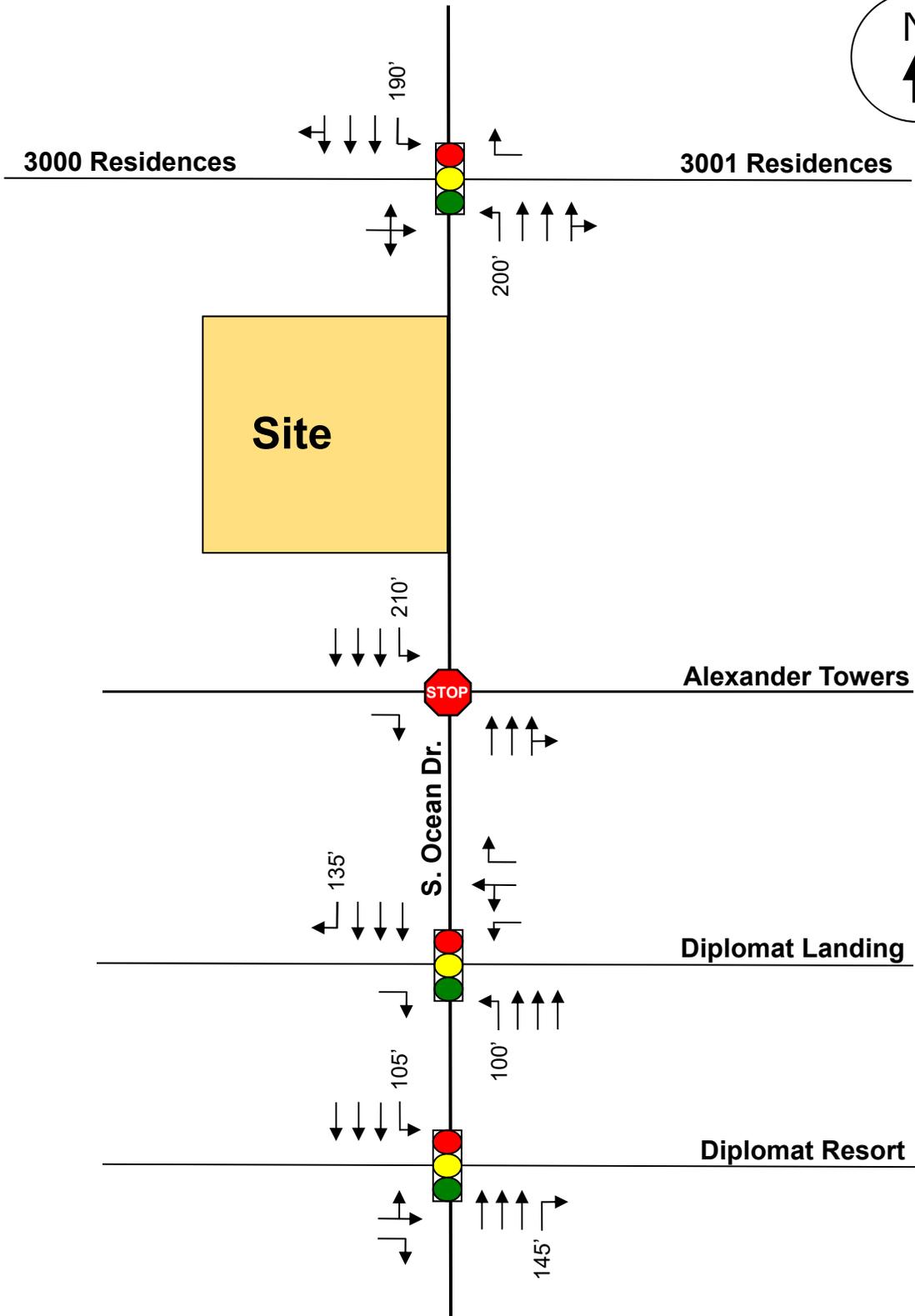
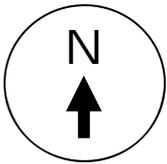
Bus transit service along S. Ocean Drive is provided by Broward County Transit (BCT). This route (Route 4) serves Hallandale Beach (Hallandale Beach Boulevard and NE 14th Avenue), Hollywood (Young Circle), Dania Beach, and the Fort Lauderdale Airport Tri-Rail Station. The primary roadways served between these points include Hallandale Beach Boulevard (State Road 858), S. Ocean Drive (State Road A1A), Hollywood Boulevard (State Road 820), Dania Beach Boulevard (State Road A1A), and Griffin Road (State Road 818).

Study Intersections

Four (4) nearby intersections were identified as the locations to be evaluated as part of this traffic impact analysis. These intersections are:

- ❑ S. Ocean Drive and the Diplomat Resort Entrance (signalized)
- ❑ S. Ocean Drive and the Diplomat Landing Driveway (signalized)
- ❑ S. Ocean Drive and the median opening located 200 feet south of the Publix Site at the Alexander Towers (unsignalized)
- ❑ S. Ocean Drive and the partially signalized intersection located 150 feet north of the Publix Site (at the 3000 / 3001 Residences entrances)

Figure 2 depicts the existing lane geometry of the four (4) intersections selected for analysis purposes.

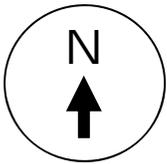


TRAFFIC COUNTS

KBP Consulting, Inc., in association with Traffic Survey Specialists, Inc., collected intersection turning movement counts at the following locations:

- ❑ S. Ocean Drive and the Diplomat Resort Entrance
- ❑ S. Ocean Drive and the Diplomat Landing Driveway
- ❑ S. Ocean Drive and the median opening located 200 feet south of the Publix site at the Alexander Towers
- ❑ S. Ocean Drive and the signalized intersection located 150 feet north of the Publix site (at the 3000 / 3001 Residences entrances)

Weekday intersection turning movement counts were collected on Thursday, October 3, 2019 during the AM peak period (7:00 AM to 9:00 AM), mid-day peak period (11:00 AM to 1:00 PM), and the PM peak period (4:00 PM to 6:00 PM). Weekend intersection turning movement counts were collected on Saturday, October 12, 2019 during the mid-day peak period (11:00 AM to 1:00 PM) and the PM peak period (4:00 PM to 6:00 PM). Figures 3 through 7 summarize the results of this traffic data collection effort. Appendix C contains the traffic data as collected in the field. *(Note that the volumes presented in Figures 3 through 7 have been adjusted to reflect average peak season volumes.)*



3000 Residences

3001 Residences



Site

1
1,207
56

25

10
0
10

74
857
12



Alexander Towers

11

911
5

43
1,271

52
50
105

Diplomat Landing

0

128
937

1,278
123

Diplomat Resort

6
0
10

1,034
131

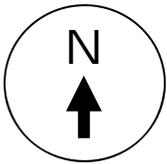
S. Ocean Dr.

KBP
CONSULTING, INC.

Existing Weekday AM Peak Hour Traffic Counts

Source: Traffic Survey Specialists, Inc. 10/3/19
(Adjusted to Reflect Average Peak Season Conditions)

FIGURE 3
Publix
Hollywood, Florida

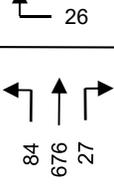
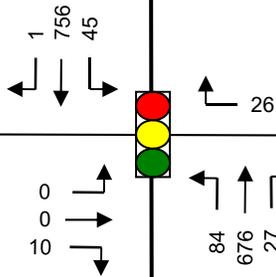


3000 Residences

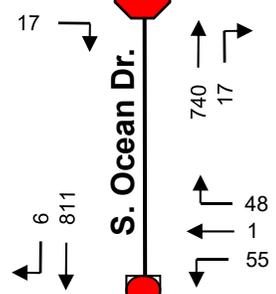
3001 Residences



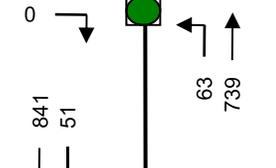
Site



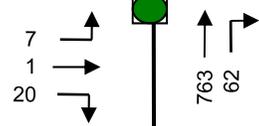
Alexander Towers



Diplomat Landing



Diplomat Resort



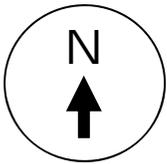
S. Ocean Dr.

KBP
CONSULTING, INC.

**Existing Weekday Mid-Day Peak Hour
Traffic Counts**

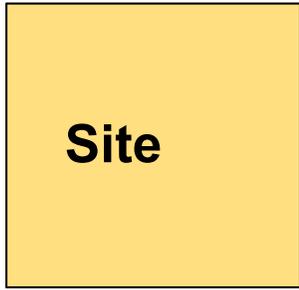
Source: Traffic Survey Specialists, Inc. 10/3/19
(Adjusted to Reflect Average Peak Season Conditions)

FIGURE 4
Publix
Hollywood, Florida



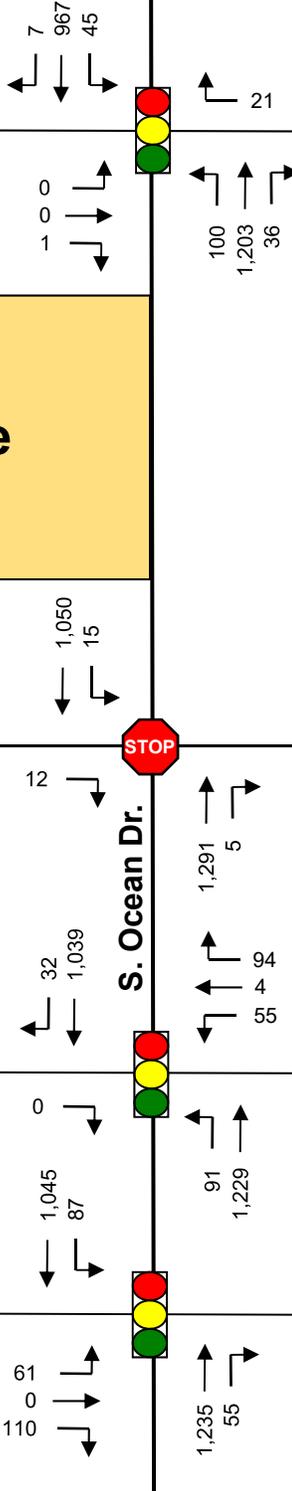
3000 Residences

3001 Residences



Site

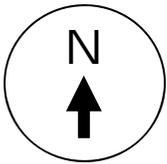
S. Ocean Dr.



KBP
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**Existing Weekday PM Peak Hour
Traffic Counts**
Source: Traffic Survey Specialists, Inc. 10/3/19
(Adjusted to Reflect Average Peak Season Conditions)

FIGURE 5
Publix
Hollywood, Florida

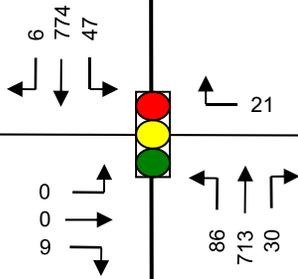


3000 Residences

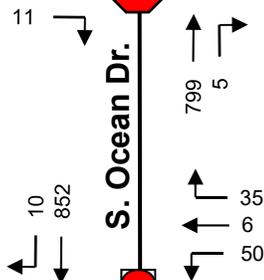
3001 Residences



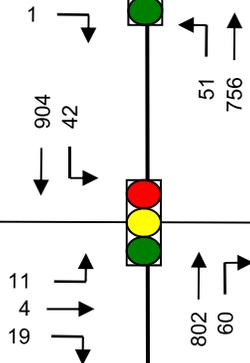
Site



Alexander Towers



Diplomat Landing



Diplomat Resort

S. Ocean Dr.

KBP

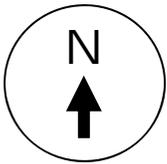
CONSULTING, INC.

Existing Saturday Mid-Day Peak Hour Traffic Counts

Source: Traffic Survey Specialists, Inc. 10/12/19
(Adjusted to Reflect Average Peak Season Conditions)

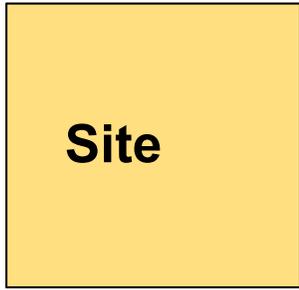
FIGURE 6

Publix
Hollywood, Florida

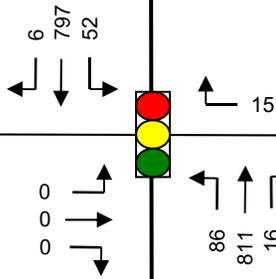


3000 Residences

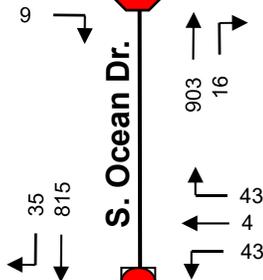
3001 Residences



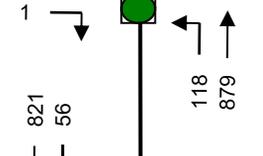
Site



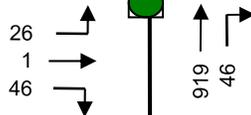
Alexander Towers



Diplomat Landing



Diplomat Resort



KBP

CONSULTING, INC.

**Existing Saturday PM Peak Hour
Traffic Counts**

Source: Traffic Survey Specialists, Inc. 10/12/19
(Adjusted to Reflect Average Peak Season Conditions)

FIGURE 7

Publix
Hollywood, Florida

TRIP GENERATION

A trip generation analysis has been conducted for the proposed Publix supermarket. The analysis was performed using the trip generation data recorded at two (2) similarly located Publix stores along the State Road A1A corridor. Based upon discussions with City staff, the following stores were selected for this data collection effort:

- Store #1536 – 18320 Collins Avenue in Sunny Isles Beach
- Store #0073 – 9400 Harding Avenue in Surfside

Trip generation data (i.e. inbound and outbound traffic) was collected at these stores on a typical weekday and a typical Saturday during the following time periods:

- **Weekday (Thursday)**
 - AM Peak Period: 7:00 AM to 9:00 AM
 - Mid-Day Peak Period: 11:00 AM to 1:00 PM
 - PM Peak Period: 4:00 PM to 6:00 PM
- **Saturday**
 - Mid-Day Peak Period: 11:00 AM to 1:00 PM
 - PM Peak Period: 4:00 PM to 6:00 PM

This data was analyzed and adjusted to reflect peak season conditions. A summary of this analysis is presented in Appendix D. The resulting trip generation rates are presented below:

Weekday Trip Generation Rates

- AM Peak Hour: T = 3.86 (X) (53% in / 47% out)
- Mid-Day Peak Hour: T = 6.08 (X) (48% in / 52% out)
- PM Peak Hour: T = 6.64 (X) (50% in / 50% out)

Saturday Trip Generation Rates

- Mid-Day Peak Hour: T = 6.52 (X) (50% in / 50% out)
- PM Peak Hour: T = 6.85 (X) (48% in / 52% out)

where T = number of trips and X = 1,000 square feet of gross floor area

The pass-by rate for this land use (i.e. supermarket) was obtained from data published in the Institute of Transportation Engineer’s (ITE) *Trip Generation Handbook (3rd Edition)*. The data contained in this manual indicates that this land use has a pass-by rate of 36%. Excerpts from this manual are presented in Appendix E. Utilizing the applicable trip generation and pass-by rates, a trip generation analysis was undertaken for the proposed Publix supermarket. The results of this effort are documented in Table 1 below.

Table 1 Trip Generation Summary Publix - Hollywood, Florida															
Land Use	Weekday									Saturday					
	AM Peak Hour Trips			Mid-Day Peak Hour Trips			PM Peak Hour Trips			Mid-Day Peak Hour Trips			PM Peak Hour Trips		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
<i>Proposed Use</i>															
Supermarket	60	54	114	86	94	180	99	98	197	97	96	193	97	106	203
- Pass-By (-36%)	(22)	(19)	(41)	(31)	(34)	(65)	(36)	(35)	(71)	(35)	(34)	(69)	(35)	(38)	(73)
Total:	38	35	73	55	60	115	63	63	126	62	62	124	62	68	130

Proposed Store Size: 29,646 Square Feet
Compiled by: KBP Consulting, Inc. (November 2019).

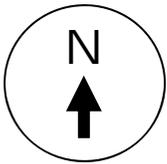
As indicated in the table above, the net new external vehicle trips anticipated to be generated by the proposed Publix consist of approximately 73 weekday AM peak hour vehicle trips (38 inbound and 35 outbound), 115 weekday mid-day peak hour vehicle trips (55 inbound and 60 outbound), 126 weekday PM peak hour vehicle trips (63 inbound and 63 outbound), 124 Saturday mid-day peak hour vehicle trips (62 inbound and 62 outbound), and 130 Saturday PM peak hour vehicle trips (62 inbound and 68 outbound).

TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

The trip distribution and traffic assignment for the proposed Publix supermarket project was developed based upon knowledge of the study area, examination of the surrounding roadway network characteristics, review of current traffic volumes, and existing land use patterns. The resulting trip distribution is as follows:

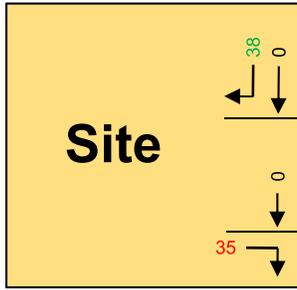
- 55% to and from the south via S. Ocean Drive (State Road A1A)
- 45% to and from the north via S. Ocean Drive (State Road A1A)

The peak hour traffic (primary trips and pass-by trips) generated by the project has been assigned to the nearby transportation network using the trip distribution documented above and is presented in Figures 8 through 17.



3000 Residences

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Site



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LEGEND

8 Inbound Traffic

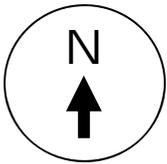
5 Outbound Traffic

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CONSULTING, INC.

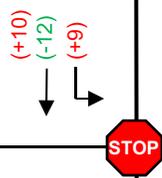
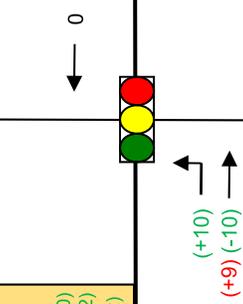
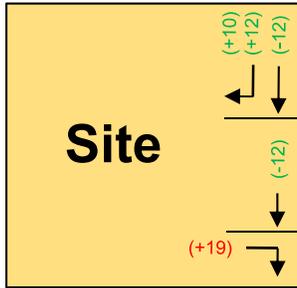
New Primary Project Trips
Weekday AM Peak Hour

FIGURE 8
Publix
Hollywood, Florida



3000 Residences

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Diplomat Resort

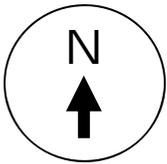


LEGEND	
8	Inbound Traffic
5	Outbound Traffic

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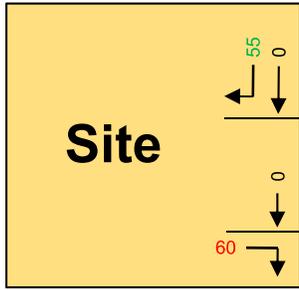
New Pass-By Project Trips Weekday AM Peak Hour

FIGURE 9
Publix
Hollywood, Florida



3000 Residences

3001 Residences



Site



S. Ocean Dr.

33



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Diplomat Resort



33



33

30

30

30



30

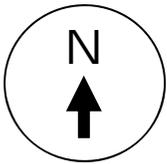
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LEGEND	
8	Inbound Traffic
5	Outbound Traffic

KBP
CONSULTING, INC.

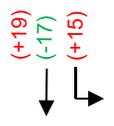
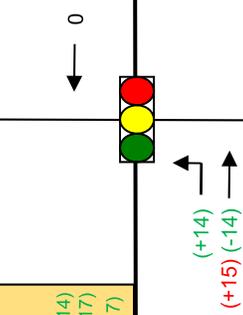
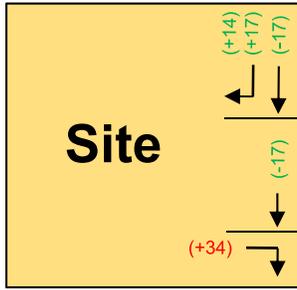
**New Primary Project Trips
Weekday Mid-Day Peak Hour**

FIGURE 10
Publix
Hollywood, Florida



3000 Residences

3001 Residences



S. Ocean Dr.

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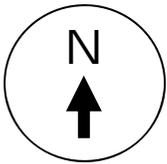
Diplomat Resort

LEGEND	
8	Inbound Traffic
5	Outbound Traffic

KBP
CONSULTING, INC.

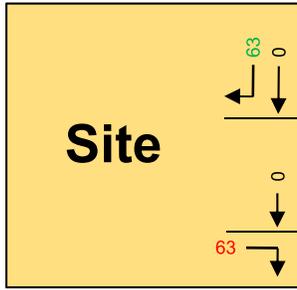
New Pass-By Project Trips Weekday Mid-Day Peak Hour

FIGURE 11
Publix
Hollywood, Florida



3000 Residences

3001 Residences



Site



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Diplomat Landing

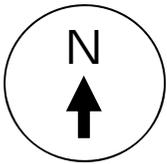
Diplomat Resort

LEGEND	
8	Inbound Traffic
5	Outbound Traffic

KBP
CONSULTING, INC.

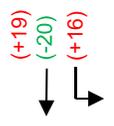
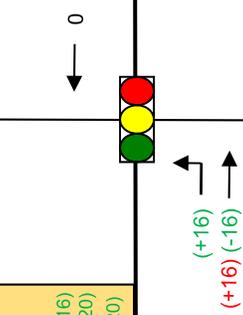
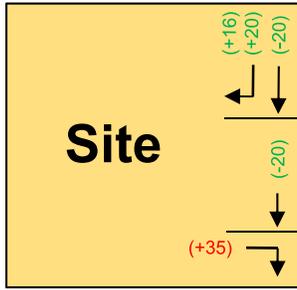
**New Primary Project Trips
Weekday PM Peak Hour**

FIGURE 12
Publix
Hollywood, Florida



3000 Residences

3001 Residences



S. Ocean Dr.

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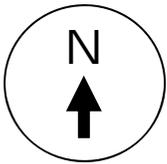


LEGEND	
8	Inbound Traffic
5	Outbound Traffic

KBP
CONSULTING, INC.

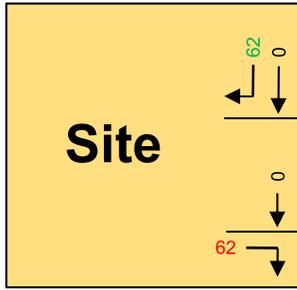
**New Pass-By Project Trips
Weekday PM Peak Hour**

FIGURE 13
Publix
Hollywood, Florida



3000 Residences

3001 Residences



Site



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S. Ocean Dr.



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Diplomat Resort



LEGEND

8 Inbound Traffic

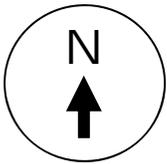
5 Outbound Traffic

KBP

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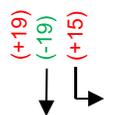
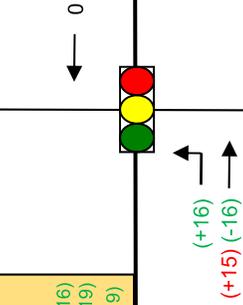
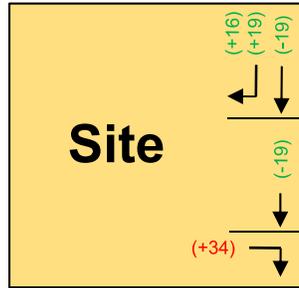
**New Primary Project Trips
Saturday Mid-Day Peak Hour**

FIGURE 14
Publix
Hollywood, Florida



3000 Residences

3001 Residences



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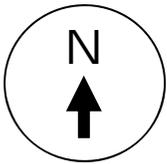
Diplomat Resort

LEGEND	
8	Inbound Traffic
5	Outbound Traffic

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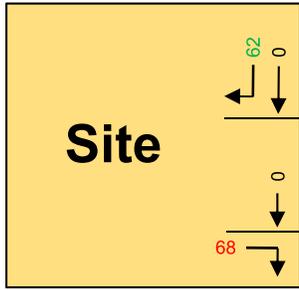
New Pass-By Project Trips Saturday Mid-Day Peak Hour

FIGURE 15
Publix
Hollywood, Florida



3000 Residences

3001 Residences



Site



S. Ocean Dr.



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LEGEND

8 Inbound Traffic

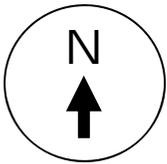
5 Outbound Traffic

KBP

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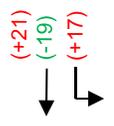
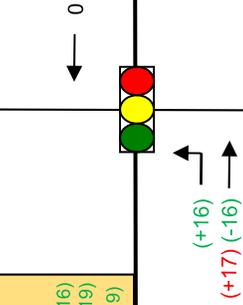
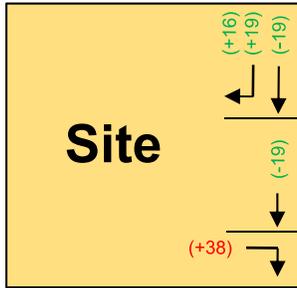
New Primary Project Trips
Saturday PM Peak Hour

FIGURE 16
Publix
Hollywood, Florida



3000 Residences

3001 Residences



S. Ocean Dr.



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LEGEND	
8	Inbound Traffic
5	Outbound Traffic

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**New Pass-By Project Trips
Saturday PM Peak Hour**

FIGURE 17
Publix
Hollywood, Florida

TRAFFIC ANALYSES

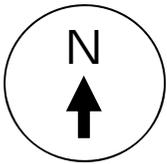
This section of the study is divided into two (2) parts. The first part of this section involves the development of the future (2022) traffic volumes for the study area. The second part includes level-of-service analyses for existing and future conditions.

Future Conditions Traffic Volumes

Future, build-out year (2022) traffic volumes were developed for the project study area in the following manner:

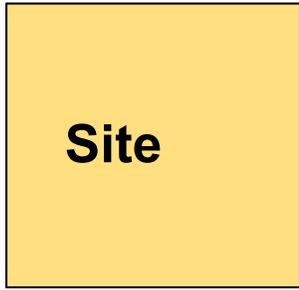
- **Average Peak Season Conversion Factor:** Traffic data collected on Thursday and Saturday; October 3rd and 12th, 2019 was reviewed with respect to average peak season conditions. Based on FDOT's Peak Season Factor Category report (see Appendix F), the adjustment factor for data collected during this time period is 1.24.
- **Historic Growth:** The Florida Department of Transportation (FDOT) maintains two (2) traffic count stations (#860418 and #865042) in the immediate vicinity of the project. The Annual Average Daily Traffic Volumes for these count stations for the past five (5) years exhibit a slight decline in overall traffic volumes with an areawide annual rate of -0.36%. For the purposes of this analysis, an annual growth rate of +0.50% has been applied. (The data from the FDOT and the growth rate analysis are presented in Appendix G.)

The future traffic calculations (peak season adjustments, background traffic growth, and the traffic associated with the proposed Publix supermarket) for the study intersections and project driveways are contained in Appendix H in tabular format. Figures 18 through 22 include future background traffic only (without the proposed Publix) and Figures 23 through 27 include the additional traffic anticipated to be generated by the proposed Publix supermarket.

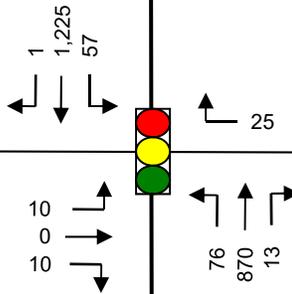


3000 Residences

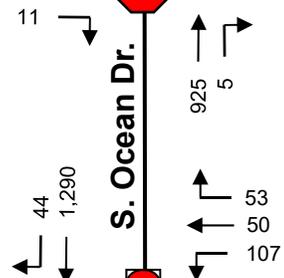
3001 Residences



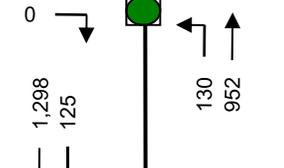
Site



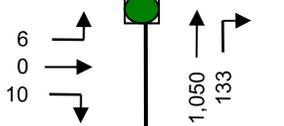
Alexander Towers

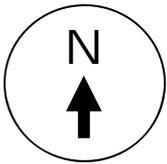


Diplomat Landing



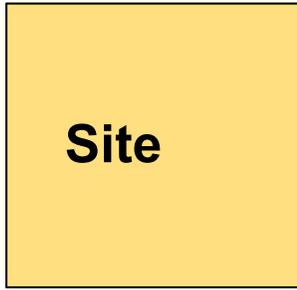
Diplomat Resort



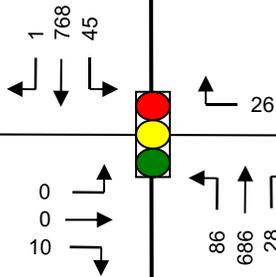


3000 Residences

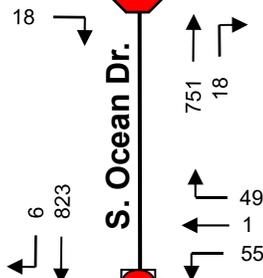
3001 Residences



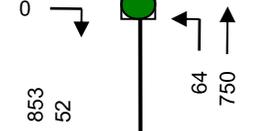
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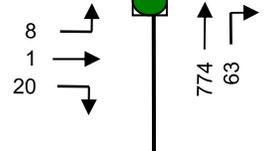
Alexander Towers



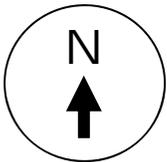
Diplomat Landing



Diplomat Resort

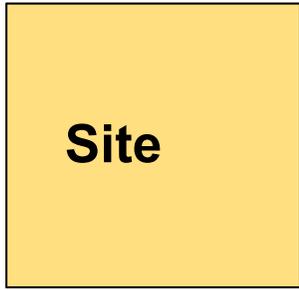


S. Ocean Dr.

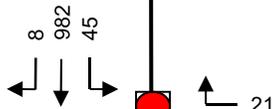


3000 Residences

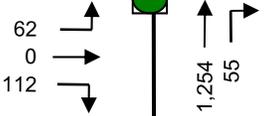
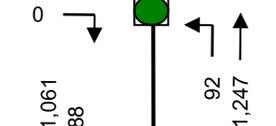
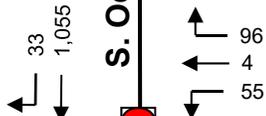
3001 Residences



Site



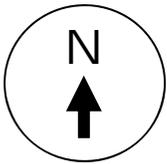
S. Ocean Dr.



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Diplomat Landing

Diplomat Resort

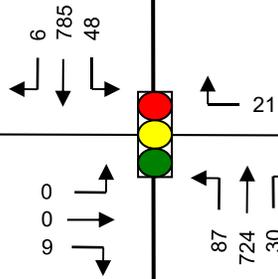


3000 Residences

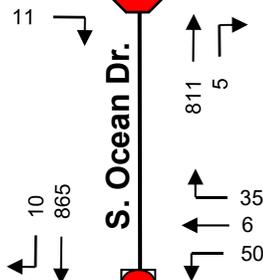
3001 Residences



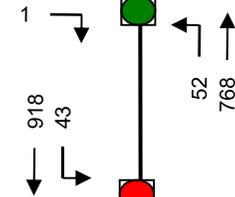
Site



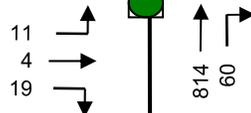
Alexander Towers



Diplomat Landing



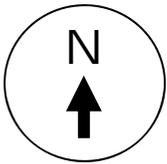
Diplomat Resort



KBP
CONSULTING, INC.

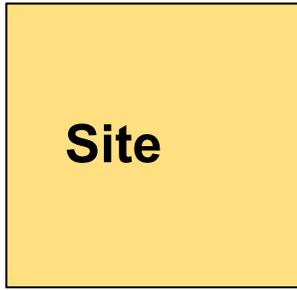
Future (2022) Background (w/out Publix)
Saturday Mid-Day Peak Hour Traffic Volumes
(Average Peak Season Conditions)

FIGURE 21
Publix
Hollywood, Florida

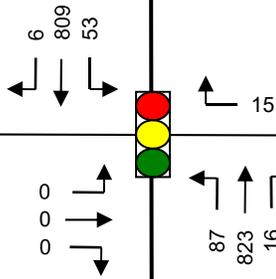


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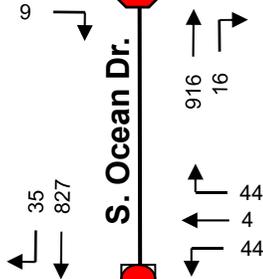
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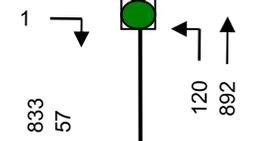
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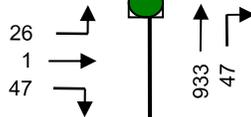
Alexander Towers

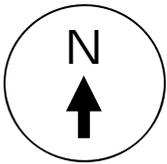


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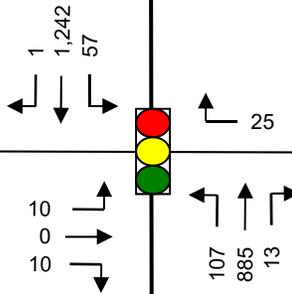
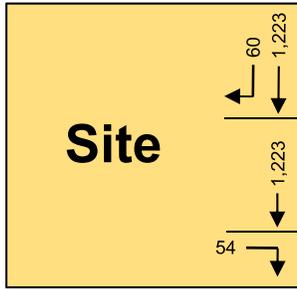
Diplomat Resort



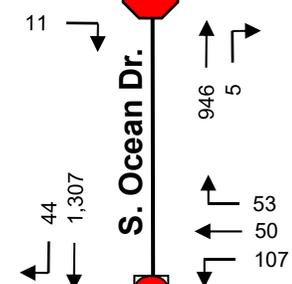


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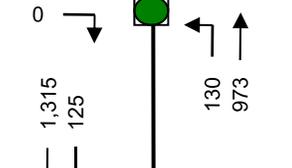
3001 Residences



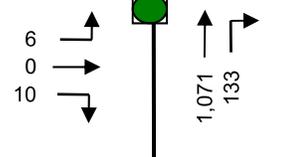
Alexander Towers



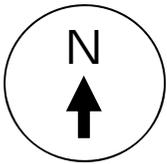
Diplomat Landing



Diplomat Resort

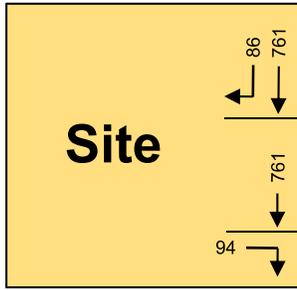


S. Ocean Dr.



3000 Residences

3001 Residences

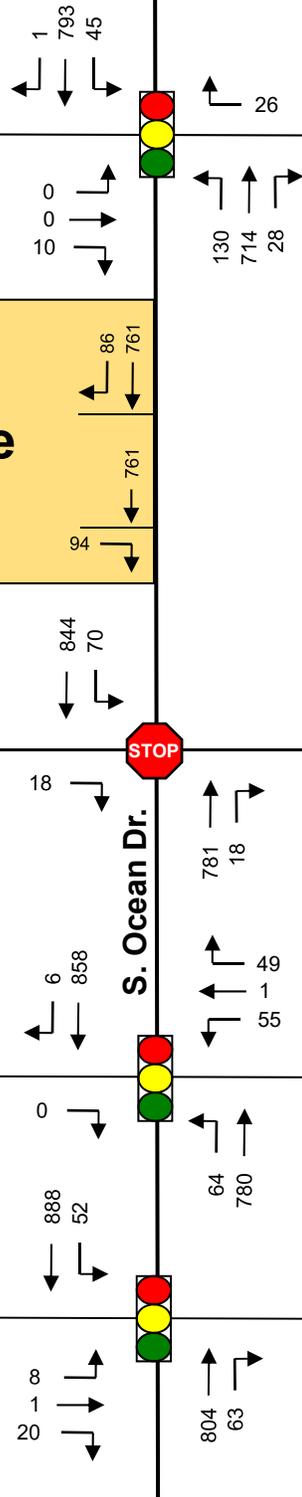


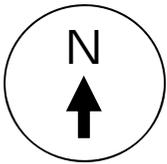
Alexander Towers

S. Ocean Dr.

Diplomat Landing

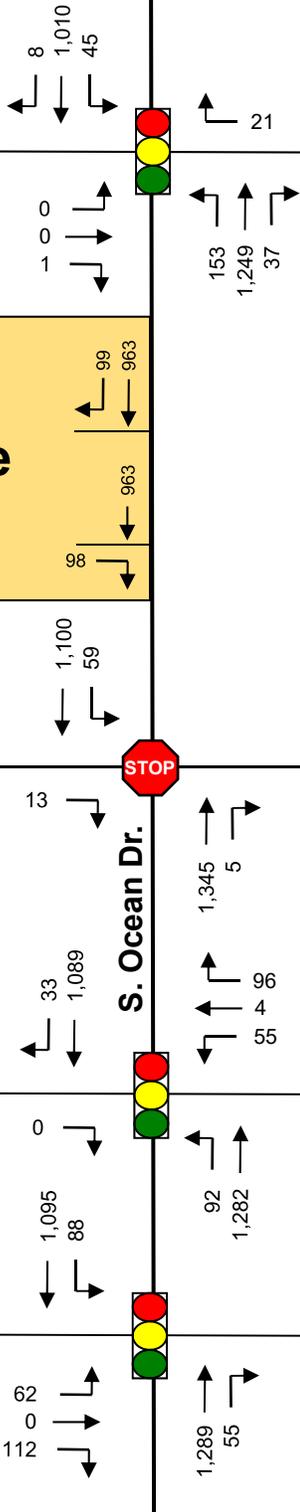
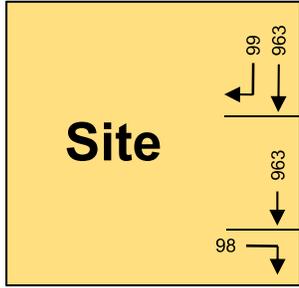
Diplomat Resort





3000 Residences

3001 Residences



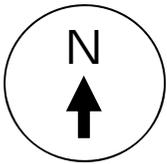
S. Ocean Dr.



KBP
CONSULTING, INC.

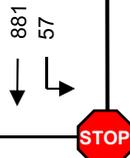
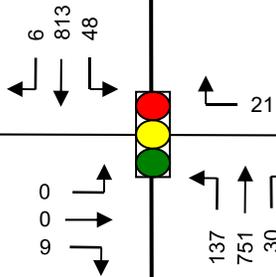
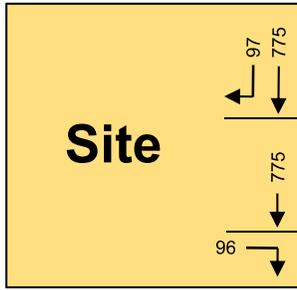
Future (2022) Total (w/Publix)
Weekday PM Peak Hour Traffic Volumes
(Average Peak Season Conditions)

FIGURE 25
Publix
Hollywood, Florida

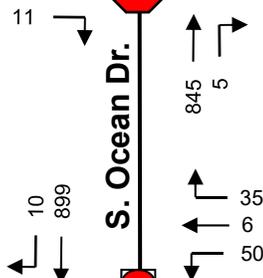


3000 Residences

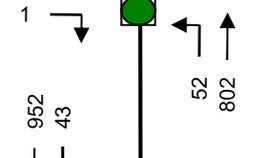
3001 Residences



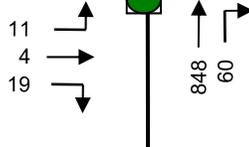
Alexander Towers



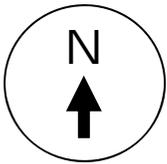
Diplomat Landing



Diplomat Resort

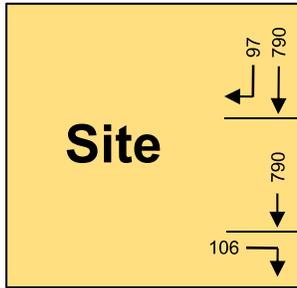


S. Ocean Dr.



3000 Residences

3001 Residences



Site

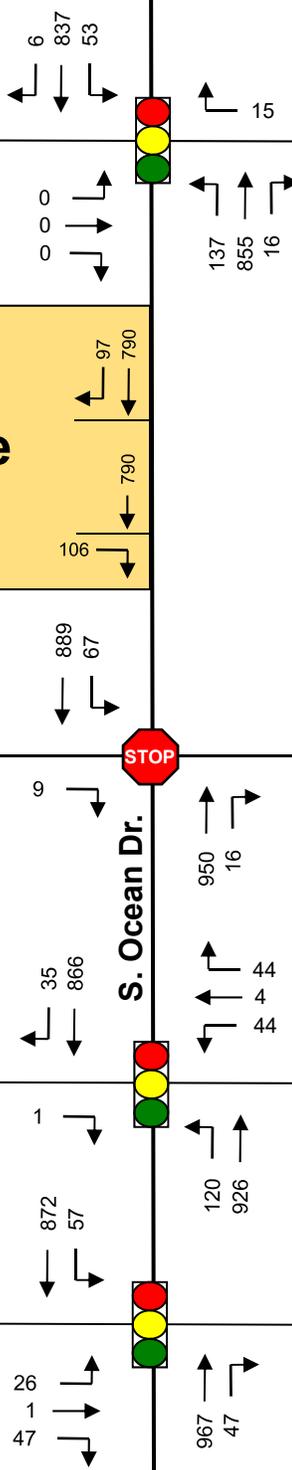
S. Ocean Dr.



Alexander Towers

Diplomat Landing

Diplomat Resort



Level of Service (LOS) Analyses

Intersection capacity/level of service (LOS) analyses were conducted for the four (4) study intersections and two (2) project driveways. These analyses were undertaken following the capacity / level of service procedures outlined in the Highway Capacity Manual (HCM) using the SYNCHRO software for the signalized and unsignalized intersections. The results of these capacity analyses are summarized in Tables 2 through 4.

Table 2 Intersection Levels of Service Publix - Hollywood, Florida					
Intersection	Existing (2019) Conditions				
	Weekday			Saturday	
	AM Peak Hour	Mid-Day Peak Hour	PM Peak Hour	Mid-Day Peak Hour	PM Peak Hour
S. Ocean Drive & Diplomat Resort ¹	A (4.9)	A (3.9)	A (7.9)	A (4.0)	A (5.2)
S. Ocean Drive & Diplomat Landing ¹	A (9.4)	A (6.1)	A (7.3)	A (5.7)	A (5.7)
S. Ocean Drive & Alexander Towers Median Opening ²	A (9.9)	A (9.5)	B (12.4)	A (9.8)	B (10.3)
S. Ocean Drive & 3000/3001 Residences ³					
- Northbound / Southbound (Signalized)	A (6.0)	A (5.5)	A (6.5)	A (7.9)	A (5.8)
- Eastbound / Westbound (Unsignalized)	D (31.0)	B (10.3)	B (11.1)	B (10.6)	A (8.8)
S. Ocean Drive & Outbound Project Driveway ⁴	--	--	--	--	--

Source: Highway Capacity Manual and SYNCHRO.

Legend: C (21.4) = LOS (Average Delay in Seconds / Vehicle)

¹ At these signalized intersections, the Level of Service (LOS) for the intersection as a whole is reported in this table.

² At this median opening, the LOS for the southbound left-turn / U-Turn movement is reported in this table.

³ At this intersection, the northbound and southbound movements are signal-controlled while the eastbound and westbound movements are stop-controlled. The LOS for the critical approaches are reported in this table.

⁴ At this driveway the LOS for the eastbound (outbound) movement is reported in this table.

Table 3 Intersection Levels of Service Publix - Hollywood, Florida					
Intersection	Future (2022) Background Conditions				
	Weekday			Saturday	
	AM Peak Hour	Mid-Day Peak Hour	PM Peak Hour	Mid-Day Peak Hour	PM Peak Hour
S. Ocean Drive & Diplomat Resort ¹	A (4.9)	A (3.9)	A (8.0)	A (4.0)	A (5.3)
S. Ocean Drive & Diplomat Landing ¹	A (9.5)	A (6.2)	A (7.3)	A (5.7)	A (5.8)
S. Ocean Drive & Alexander Towers Median Opening ²	B (10.0)	A (9.5)	B (12.5)	A (9.9)	B (10.3)
S. Ocean Drive & 3000/3001 Residences ³					
- Northbound / Southbound (Signalized)	A (6.0)	A (5.6)	A (6.6)	A (8.0)	A (5.8)
- Eastbound / Westbound (Unsignalized)	D (32.0)	B (10.3)	B (11.1)	B (10.6)	A (8.8)
S. Ocean Drive & Outbound Project Driveway ⁴	--	--	--	--	--

Source: Highway Capacity Manual and SYNCHRO.

Legend: C (21.4) = LOS (Average Delay in Seconds / Vehicle)

¹ At these signalized intersections, the Level of Service (LOS) for the intersection as a whole is reported in this table.

² At this median opening, the LOS for the southbound left-turn / U-Turn movement is reported in this table.

³ At this intersection, the northbound and southbound movements are signal-controlled while the eastbound and westbound movements are stop-controlled. The LOS for the critical approaches are reported in this table.

⁴ At this driveway the LOS for the eastbound (outbound) movement is reported in this table.

Table 4 Intersection Levels of Service Publix - Hollywood, Florida					
Intersection	Future (2022) Total Conditions				
	Weekday			Saturday	
	AM Peak Hour	Mid-Day Peak Hour	PM Peak Hour	Mid-Day Peak Hour	PM Peak Hour
S. Ocean Drive & Diplomat Resort ¹	A (5.0)	A (3.9)	A (8.0)	A (4.0)	A (5.2)
S. Ocean Drive & Diplomat Landing ¹	A (9.5)	A (6.1)	A (7.3)	A (5.6)	A (5.7)
S. Ocean Drive & Alexander Towers Median Opening ²	B (10.3)	A (9.9)	B (13.7)	B (10.4)	B (11.0)
S. Ocean Drive & 3000/3001 Residences ³					
- Northbound / Southbound (Signalized)	A (6.3)	A (5.7)	A (6.9)	A (8.2)	A (6.0)
- Eastbound / Westbound (Unsignalized)	D (33.0)	B (10.4)	B (11.2)	B (10.7)	A (8.8)
S. Ocean Drive & Outbound Project Driveway ⁴	A (8.9)	A (9.2)	A (9.1)	A (9.0)	A (9.1)

Source: Highway Capacity Manual and SYNCHRO.

Legend: C (21.4) = LOS (Average Delay in Seconds / Vehicle)

¹ At these signalized intersections, the Level of Service (LOS) for the intersection as a whole is reported in this table.

² At this median opening, the LOS for the southbound left-turn / U-Turn movement is reported in this table.

³ At this intersection, the northbound and southbound movements are signal-controlled while the eastbound and westbound movements are stop-controlled. The LOS for the critical approaches are reported in this table.

⁴ At this driveway the LOS for the eastbound (outbound) movement is reported in this table.

As indicated in Tables 2 through 4, each of the study intersections and project driveways are currently operating adequately during the weekday AM, mid-day, and PM peak hours and on Saturdays during the mid-day and PM peak hours and will continue to do so in the year 2022 with the proposed Publix supermarket at 3100 S. Ocean Drive. The signal timing data from the Broward County Traffic Engineering Division is presented in Appendix I and the SYNCHRO printouts of the intersection capacity analyses are contained in Appendix J.

Long Range Roadway Capacity Analysis

According to the Broward Metropolitan Planning Organization (MPO), S. Ocean Drive (State Road A1A) has a peak hour roadway capacity of 4,500 vehicles per hour (vph). The current Roadway Capacity and Level of Service Analysis tables (2017 and 2040) projects that the 2040 peak hour volume on this roadway will be 3,525 vph and will operate at an acceptable Level of Service (LOS) D. As indicated in the trip generation section of this traffic impact study, the proposed Publix supermarket is projected to result in 126 net new weekday PM peak hour trips. As a result, it is evident that the subject roadway has sufficient capacity to accommodate the new project trips without degrading the facility's Level of Service (LOS).

Turn Lane Storage Analysis

The proposed Publix will have a direct impact on two (2) existing turn lanes within the S. Ocean Drive corridor – the northbound left-turn / U-turn lane at the 3000 / 3001 Residences intersection and the southbound left-turn / U-turn lane to the south of the site at the median opening adjacent to the Alexander Towers property. As indicated in Figure 2 of this report, the northbound left-turn / U-turn lane has a storage length of 200 feet (or, approximately 8 vehicles) and the southbound left-turn / U-turn lane has a storage length of 210 feet (also, approximately 8 vehicles).

According to the operational analysis for these intersections, the 95th percentile vehicle queue length for the northbound left-turn / U-turn lane (at the 3000 / 3001 Residences) is projected to be approximately three (3) vehicles (during the weekday PM peak hour).

And the 95th percentile vehicle queue length for the southbound left-turn / U-turn lane at the Alexander Towers intersection is projected to be approximately two (2) vehicles. As such, both turn lanes have adequate capacity to accommodate the future vehicular demand.

SUMMARY & CONCLUSIONS

A Publix supermarket is proposed on the property located at 3100 S. Ocean Drive (State Road A1A) in Hollywood, Broward County, Florida. The subject site is located on the west side S. Ocean Drive approximately 2,600 feet to the north of E. Hallandale Beach Boulevard (State Road 858).

The subject site is approximately 1.146 acres (49,944 square feet) and the site is currently vacant. A three-story Publix supermarket is proposed to be constructed on the subject site. The gross floor area will be approximately 29,646 square feet. The site will be served by one (1) right-turn in only driveway and one (1) right-turn out only driveway on S. Ocean Drive. The proposed project is anticipated to be built and occupied by 2022.

The trip generation analysis indicates that the net new external vehicle trips anticipated to be generated by the proposed Publix supermarket consists of approximately 73 weekday AM peak hour vehicle trips (38 inbound and 35 outbound), 115 weekday mid-day peak hour vehicle trips (55 inbound and 60 outbound), 126 weekday PM peak hour vehicle trips (63 inbound and 63 outbound), 124 Saturday mid-day peak hour vehicle trips (62 inbound and 62 outbound), and 130 Saturday PM peak hour vehicle trips (62 inbound and 68 outbound).

Intersection capacity/level of service (LOS) analyses were conducted for the study intersections and project driveways. Each of the study intersections and project driveways are currently operating adequately during the weekday AM, mid-day, and PM peak hours and the Saturday mid-day and PM peak hours and will continue to do so in the year 2022 with the proposed Publix development. Furthermore, a long-range (year 2040) analysis of the S. Ocean Drive (State Road A1A) corridor in the study area indicates that there is sufficient roadway capacity to accommodate this project without degrading the facility's Level of Service (LOS).

APPENDIX A

Traffic Impact Study Methodology

From: Karl@traftech.biz
Sent: Monday, January 21, 2019 12:05 PM
To: 'Mr. Rick Mitinger P.E.'
Subject: Publix

Good afternoon Rick. Thanks for meeting with me last Thursday concerning the planned Publix to be located on S. Ocean Drive. Here is a summary of my notes:

- The following intersections will need to be evaluated:
 - S. Ocean Drive and the Diplomat Resort Entrance (signalized)
 - S. Ocean Drive and the Diplomat Landing Driveway (signalized)
 - S. Ocean Drive and the median opening located 200 feet south of the Publix Site (unsignalized)
 - S. Ocean Drive and the signalized intersection located 150 feet north of the Publix Site (at the 3001 Residences entrance)
- Traffic Counts should be collected during the following time periods:
 - A typical weekday (Tuesday, Wednesday or Thursday)
 - 7:00 AM to 9:00 AM
 - 11:00 AM to 1:00 PM
 - 4:00 PM to 6:00 PM
 - A typical Saturday or Sunday
 - 11:00 AM to 1:00 PM
 - 4:00 PM to 6:00 PM
- Pedestrian counts should be included at each of the study intersections as well as at the Publix site (crossing S. Ocean Drive).
- Trip generation data and parking data should be collected at two (2) similar Publix facilities in the south Florida market.
- Traffic volumes associated with approved but unbuilt projects in the immediate area will need to be included.

Let me know if you have any corrections or edits.

Thanks!

Karl

Karl B. Peterson, P.E.

Traf Tech ENGINEERING / **KBP** CONSULTING

8400 N. University Drive, Suite 309

Tamarac, Florida 33321

Tel: (954) 560-7103

karl@traftech.biz

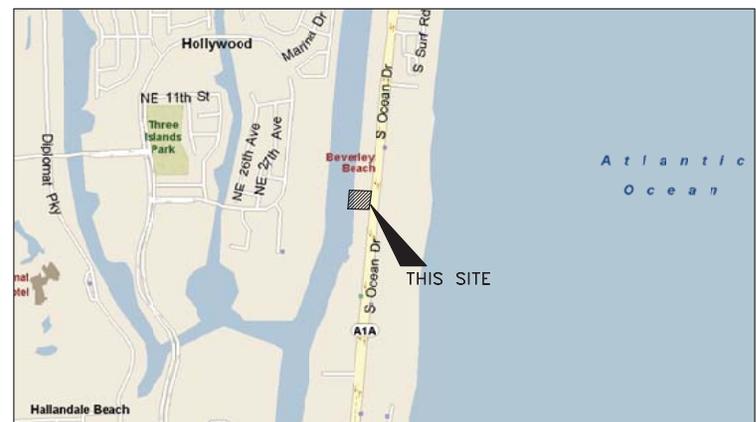
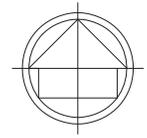
APPENDIX B

Publix

**3100 S. Ocean Drive
Hollywood, FL**

Survey and Site Plan

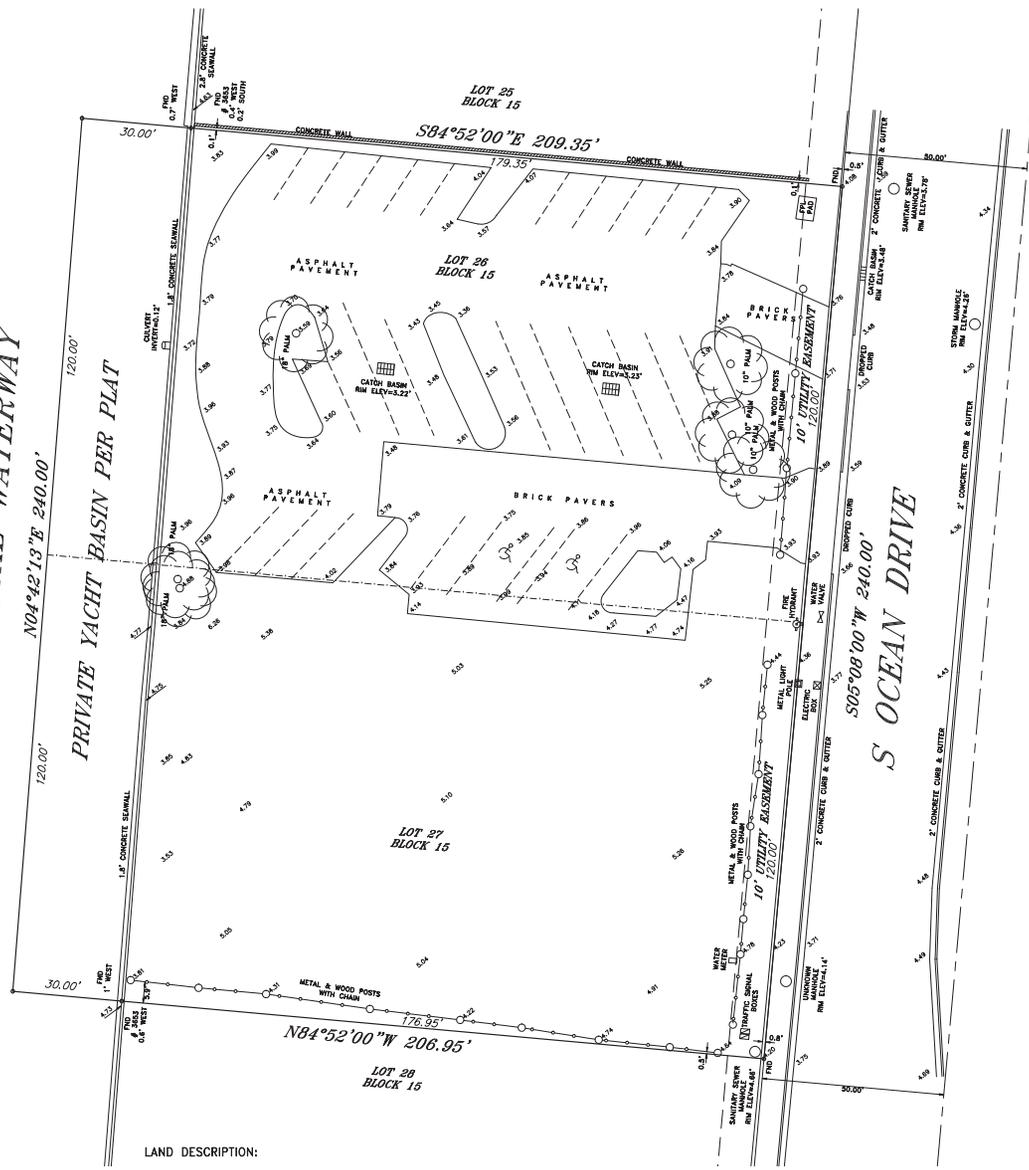
SKETCH OF SURVEY



LOCATION MAP (NTS)

INTRACOASTAL WATERWAY

PRIVATE YACHT BASIN PER PLAT



LAND DESCRIPTION:

LOTS 26 AND 27, BLOCK 15 OF "BEVERLY BEACH", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 22, PAGE 13 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

- LEGEND:**
- CKD CHECKED BY
 - CONC CONCRETE
 - DWN DRAWN BY
 - FB/PG FIELD BOOK AND PAGE
 - SIR SET IRON ROD & CAP
 - SNC SET NAIL AND CAP #6448
 - FIR FOUND IRON ROD
 - FIP FOUND IRON PIPE
 - FNC FOUND NAIL AND CAP
 - FND FOUND NAIL & DISC
 - P.B. PLAT BOOK
 - B.C.R. BROWARD COUNTY RECORDS
 - 3.84 ELEVATIONS

NOTES :

1. NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
2. LANDS SHOWN HEREON WERE NOT ABSTRACTED FOR RIGHTS-OF-WAY, EASEMENTS, OWNERSHIP, OR OTHER INSTRUMENTS OF RECORD.
3. THIS SURVEY WAS DONE SOLELY FOR BOUNDARY PURPOSES AND DOES NOT DEPICT THE JURISDICTION OF ANY MUNICIPAL, STATE, FEDERAL OR OTHER ENTITIES.
4. LAND DESCRIPTION SHOWN HEREON WAS PROVIDED BY THE CLIENT.
5. UNDERGROUND IMPROVEMENTS NOT SHOWN.
6. ELEVATIONS SHOWN HEREON ARE BASED ON THE NATIONAL GEODETIC VERTICAL DATUM OF 1929.
7. BENCHMARK REFERENCE: BROWARD COUNTY BENCHMARK #3956 ELEVATION=9.16'
8. BEARINGS SHOWN HEREON ARE BASED ON THE WEST LINE OF "BEVERLY BEACH", P.B. 22, PG. 13, B.C.R. SAID LINE BEARS N04°32'14"E.

I HEREBY CERTIFY THAT THE "SKETCH OF SURVEY" OF THE HEREON DESCRIBED PROPERTY IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF AS SURVEYED IN THE FIELD UNDER MY DIRECTION IN SEPTEMBER, 2012. I FURTHER CERTIFY THAT THIS SURVEY MEETS THE MINIMUM TECHNICAL STANDARDS FOR SURVEYING IN THE STATE OF FLORIDA ACCORDING TO CHAPTER 5J-17 OF THE FLORIDA ADMINISTRATIVE CODE, PURSUANT TO SECTION 472.027, FLORIDA STATUTES. THERE ARE NO ABOVE GROUND ENCROACHMENTS OTHER THAN THOSE SHOWN HEREON, SUBJECT TO THE QUALIFICATIONS NOTED HEREON.

FLOOD ZONE INFORMATION	
COMMUNITY NUMBER	125113
PANEL NUMBER	0317 G
ZONE	AE
BASE FLOOD ELEVATION	8
EFFECTIVE DATE	10/02/97

FOR THE FIRM, BY: _____

RICHARD E. COUSINS
PROFESSIONAL SURVEYOR AND MAPPER
FLORIDA REGISTRATION NO. 4188

SURVEY DATE : 09/04/12

COUSINS SURVEYORS & ASSOCIATES, INC.
3921 SW 47TH AVENUE, SUITE 1011
DAVIE, FLORIDA 33314
CERTIFICATE OF AUTHORIZATION : LB # 6448
PHONE (954) 689-7766 FAX (954) 689-7799

CLIENT :
CARLOS TARRAB

3100 S OCEAN DRIVE
HOLLYWOOD, FLORIDA

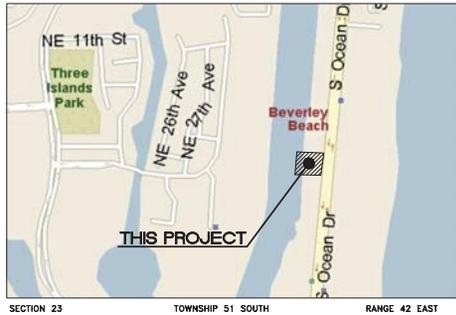
SKETCH OF SURVEY

REVISIONS		DATE	FB/PG	DWN	CKD
BROWARD & TOPOGRAPHIC SURVEY		09/04/12	344/001	27	REC

PROJECT NO: 6867-12
SCALE : 1" = 16'

SHEET
1
OF
1
SHEET

**SITE PLAN DRAWINGS
FOR
PUBLIX @ HOLLYWOOD
3100 SOUTH OCEAN DRIVE
HOLLYWOOD, FLORIDA**



LOCATION SKETCH

LEGAL DESCRIPTION

LOTS 26 AND 27, BLOCK 15 OF "BEVERLY BEACH", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 22, PAGE 13 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

INDEX OF DRAWINGS

DWG. NO.	DESCRIPTION
	COVER
A1.1	ARCHITECTURAL PLAN
A2.1	1ST LEVEL PLAN
A2.2	2ND LEVEL PLAN
A2.3	3RD LEVEL PLAN
A2.4	ROOF PLAN
A4.1	EXTERIOR ELEVATIONS
A4.2	EXTERIOR ELEVATIONS
A5.1	BUILDING SECTIONS
A5.3	WALL SECTIONS
A5.4	WALL SECTIONS
A5.5	WALL SECTIONS
A5.6	WALL SECTIONS
SP-1	SITE PLAN AND NOTES
MP-1	MASTER DEVELOPMENT PLAN
C-1	LAYOUT PLAN
C-2	PAVING-GRADE-DRAINAGE PLAN
C-3	SITE DETAILS
C-4	SITE SECTIONS
C-5	DRAINAGE DETAILS
WS-1	WATER & SEWER PLAN
SWPPP-1	STORMWATER POLLUTION PREVENTION NOTES
SWPPP-2	STORMWATER POLLUTION PREVENTION PLAN
TP-1	PUBLIX TRUCK PATH PLAN
TP-2	FIRE TRUCK PATH PLAN
TP-3	COMPACTOR TRUCK PATH PLAN
L-1	LANDSCAPE PLAN
L-2	LANDSCAPE DETAILS
TD-1	TREE DISPOSITION PLAN

CONSULTANTS

DEVELOPER: BRANDON STRUCTURE
MR. RANDY J. HOLMAN
2515 TRENTWOOD BLVD.
ORLANDO, FLORIDA 32812
PHONE: (407) 312-1955

ATTORNEY: BERCOV RADELL FERNANDEZ & LARKIN
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200 S. BISCAYNE BLVD., SUITE 850
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ARCHITECT: FISHER AND ASSOCIATES, LLC.
MR. BRYAN FISHER
2315 BELLEAIR ROAD
CLEARWATER, FLORIDA 33764
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CIVIL ENGINEER: GRAEF
9400 SOUTH DADELAND BLVD., SUITE 801
MR. NELSON H. ORTIZ, P.E.
MIAMI, FLORIDA 33156
PHONE: (305) 378-5555
FAX: (305) 279-4553

LANDSCAPE ARCHITECT: WITKIN DESIGN GROUP
MS. KELLY HULTS
307 SOUTH 21ST AVE.
HOLLYWOOD, FLORIDA 33020
PHONE: (954) 923-9681
FAX: (954) 923-9689

SURVEYOR: COUSINS SURVEYORS & ASSOCIATES, INC.
MR. RICHARD COUSINS
3921 S.W. 47TH AVENUE, SUITE 1011
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PHONE: (954) 689-7766
FAX: (954) 689-7799

PHOTOMETRICS: APOLLO ENGINEERING
MR. HAROLD SCOTT, P.E.
6544 U.S. HWY. 41 NORTH, SUITE 209B
APOLLO BEACH, FLORIDA 33572
PHONE: (813) 938-5803
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CES
Consulting Engineering & Science
a GRAEF company

9400 South Dadeland Boulevard
Suite 601
Miami, FL 33156
305 / 378 5555
305 / 279 4553 fax

www.cesmiami.com
www.graef-usa.com

CA 4270
NELSON H. ORTIZ
LICENSE
No. 57356
STATE OF FLORIDA
PROFESSIONAL ENGINEER
11/14/2019

THIS ITEM HAS BEEN
DIGITALLY SIGNED AND SEALED
BY NELSON H. ORTIZ, P.E. ON
THE DATE ADJACENT TO THE SEAL.

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FOR THE FIRM
NELSON H. ORTIZ
PE 57356 (2019)

PROJECT TITLE:
PUBLIX @ HOLLYWOOD

3100 SOUTH OCEAN DRIVE
HOLLYWOOD, FLORIDA

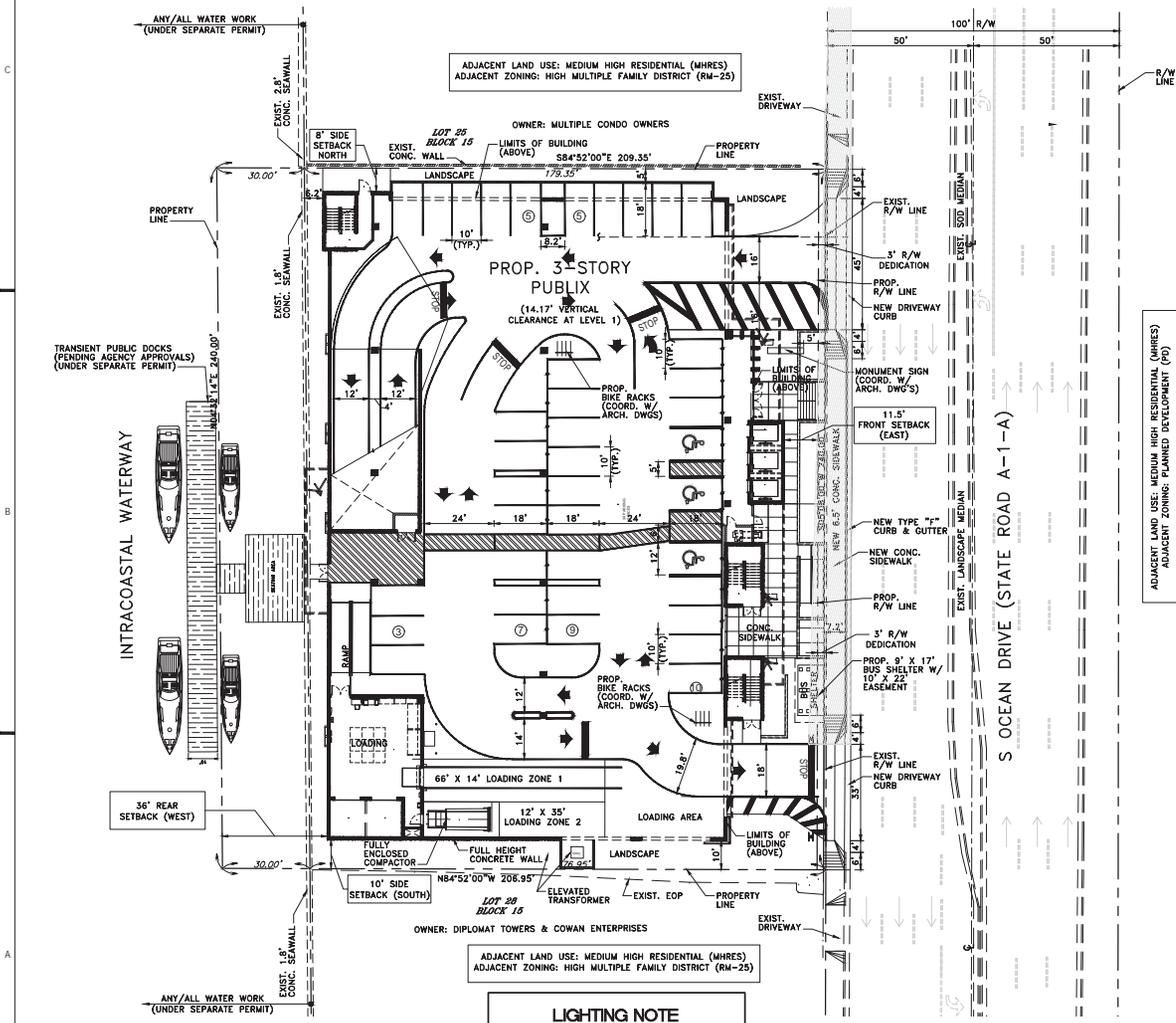
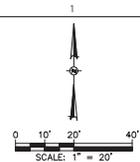
ISSUE:
NO. DATE REVISIONS BY

PROJECT INFORMATION:
PROJECT NUMBER: 18017
DATE: 10-28-19
DRAWN BY: S.D.
CHECKED BY: N.H.O.
APPROVED BY: N.H.O.
SCALE: AS SHOWN

SHEET TITLE:
COVER SHEET

SHEET NUMBER:

PRELIMINARY T.A.C. 9/13/18 FINAL T.A.C. 11/15/18



ADJACENT LAND USE: MEDIUM HIGH RESIDENTIAL (MHRES)
ADJACENT ZONING: HIGH MULTIPLE FAMILY DISTRICT (RM-25)

OWNER: MULTIPLE CONDO OWNERS
LIMITS OF BUILDING (ABOVE)
SB4°52'00"E 209.35'

ADJACENT LAND USE: MEDIUM HIGH RESIDENTIAL (MHRES)
ADJACENT ZONING: HIGH MULTIPLE FAMILY DISTRICT (RM-25)

LIGHTING NOTE
MAXIMUM FOOT-CANDLE LEVEL AT ALL PROPERTY LINES SHALL NOT EXCEED 0.5 (REGARDLESS OF PROXIMITY TO RESIDENTIALS).

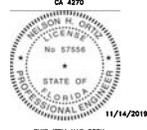
SITE PLAN
SCALE: 1" = 20'

SITE DATA TABLE COMPARISON		
	PREVIOUSLY APPROVED FOR: OCEAN DRIVE RETAIL BUILDING	PROPOSED FOR: PUBlix SUPERMARKET
ZONING DATA:		
ZONING DESIGNATION	PLANNED DEVELOPMENT (PD)	PLANNED DEVELOPMENT (PD)
PARKING PROPOSED	221 SPACES	87 SPACES
TOTAL HEIGHT PROPOSED	65'-0" TOP OF ROOF FROM ESTABLISHED GRADE	48'-5"
TOTAL NUMBER OF FLOORS	3	3
RETAIL	1ST FLOOR RETAIL 9,454.42 SQ. FT.	
RESTAURANTS	1ST FLOOR RESTAURANT 4,329.42 SQ. FT. 5TH FLOOR OFFICE 15,866.43 SQ. FT. 5TH FLOOR RESTAURANT 6,010.00 SQ. FT.	29,246 SQ. FT. SUPERMARKET
OPEN SPACE REQUIRED: 40% OF TOTAL SITE AREA	16,351.16 = 32.76% OF TOTAL SITE AREA	9,524 SQ. FT. = 22.68% OF NET SITE AREA
OPEN SPACE PROVIDED:	INCLUDED: LANDSCAPE = 6,826.24 SQ. FT. EXIST. DRIVEWAY AREA = 439.82 SQ. FT. CONC. SEAWALL = 186.30 SQ. FT. EXIST. WALKWAY, EXT. H.C. RAMP & EXC. SWMS = 1,333.45 SQ. FT.	INCLUDED: LANDSCAPE = 4,900 SQ. FT. EXIST. VEHICULAR ACCESS = 1,725 SQ. FT. WATER = 7,200.00 SQ. FT. EXIST. WALKWAYS & EQUIPMENT = 2,707 SQ. FT.
SETBACKS:		
FRONT (EAST)	17'-2" TO COLUMNS	11'-6"
REAR (WEST) INCLUDED 30' WATER	30'-0" MINIMUM DIM. TO 38'-4"	36'-0"
SIDE (NORTH)	10'-2"	8'-0"
SIDE (SOUTH)	10'-2"	10'-0"

PUBlix ZONING DATA			
BUILDING DATA			
PROPERTY ADDRESS	3100 SOUTH OCEAN DRIVE, HOLLYWOOD, FLORIDA 33019		
SITE PLAN FILE NO.	18-049-40		
PARCEL NO.	5162 24 01 000		
ZONING DESIGNATION	PLANNED DEVELOPMENT (PD)		
LAND USE	COMMERCIAL FLEX (COMPLX)		
PROPOSED USE	SUPERMARKET		
LOT AREA			
TOTAL SITE AREA	48,844 SQ. FT. OR 100.00% OF TOTAL SITE AREA = 1.146 ACRES		
DEDUCTING WATER AND 3' ROW DEDICATION	7,800 SQ. FT. OR 15.96% OF TOTAL SITE AREA = 0.18 ACRES		
NET SITE AREA	42,024 SQ. FT. OR 100.00% OF NET SITE AREA = 0.965 ACRES		
IMPERVIOUS AREAS:			
BUILDING FOOTPRINT AREA:	32,500 SQ. FT. OR 77.34% OF NET SITE AREA		
EXTERIOR VEHICULAR ACCESS:	1,725 SQ. FT. OR 4.10% OF NET SITE AREA		
EXTERIOR WALKWAYS AND EQUIPMENT:	2,899 SQ. FT. OR 6.89% OF NET SITE AREA		
PERVIOUS AREAS:			
LANDSCAPED AREA:	4,900 SQ. FT. OR 11.66% OF NET SITE AREA		
	42,024 SQ. FT. OR 100.00% OF NET SITE AREA		
FLOOR AREAS			
1ST LEVEL USABLE AREA	31,084 SQ. FT. (PARKING GARAGE, SHIPPING/STORAGE, MECHANICAL/ELECTRICAL, VERTICAL CIRCULATION)		
2ND LEVEL USABLE AREA	29,601 SQ. FT. (PARKING GARAGE, MECHANICAL/ELECTRICAL, W/O VERTICAL CIRCULATION)		
3RD LEVEL USABLE AREA	29,646 SQ. FT. (RETAIL SALES, OFFICE/FUNCTIONAL RESTROOMS, SHIPPING/STORAGE/COLORING, FOOD PREPARATION, MECHANICAL/ELECTRICAL, W/O VERTICAL CIRCULATION)		
OPEN SPACE			
PROVIDED:	9,524 SQ. FT. = 22.68% OF NET SITE AREA		
INCLUDED:	LANDSCAPE = 4,900 SQ. FT. EXTERIOR VEHICULAR ACCESS = 1,725 SQ. FT. EXTERIOR WALKWAYS & EQUIPMENT = 2,899 SQ. FT.		
BUILDING SETBACKS REQUIRED	PROPOSED		
FRONT (EAST)	N/A		
REAR (WEST)	N/A		
SIDE (NORTH)	N/A		
SIDE (SOUTH)	N/A		
PARKING CALCULATION REQUIRED	PROPOSED		
PROPOSED (TOP OF PARKING)	16'-4" (EL. 31'-5" NAVA)		
REQUIRED (TOP OF PARKING)	16'-4" (EL. 31'-5" NAVA)		
REQUIRED (MECHANICAL CENTER)	67'-8" (EL. 71'-5" NAVA)		
PARKING BREAKDOWN			
GROUND (ON GRADE)	3	36	39
SECOND FLOOR	3	48	48
TOTAL	6 (6,000)	81 (83,100)	87 (1000)
BUILDING HEIGHT (FLOOD ELEVATION +10' NAVD)			
PROPOSED (TOP OF PARKING)	65'-4" (EL. 31'-5" NAVA)		
PROPOSED (MECHANICAL CENTER)	67'-8" (EL. 71'-5" NAVA)		

VARIANCE TABLE		
CRITERIA	VARIANCE/WAIVER/MODIFICATION REQUESTED	VARIANCE APPROVED
25' LANDSCAPE SETBACK	REDUCTION TO 0' REQUESTED	PENDING
15' PARKING STALLS	REDUCTION TO 18' REQUESTED	PENDING
REQUIRED NO. OF PARKING STALLS	REDUCTION IN NO. OF REQUIRED STALLS REQUESTED	PENDING

* LANDSCAPE BUFFER WAS PREVIOUSLY APPROVED AT 17'-2".



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FOR THE FIRM:
NELSON H. ORTIZ
PE 87556 (2019)

PROJECT TITLE:
PUBlix @ HOLLYWOOD

3100 SOUTH OCEAN DRIVE
HOLLYWOOD, FLORIDA

ISSUE:
NO. DATE REVISIONS BY

PRELIMINARY T.A.C. 9/13/18
FINAL T.A.C. 11/15/18
3 10/8/19 ADDRESS FINAL T.A.C. COMMENTS
2 1/18/19 ADDRESS T.A.C./ OWNER COMMENTS
1 11/5/18 ADDRESS PRE T.A.C. COMMENTS

PROJECT INFORMATION:
PROJECT NUMBER: 18017
DATE: 04-10-18
DRAWN BY: S.D.
CHECKED BY: N.H.O.
APPROVED BY: N.H.O.
SCALE: AS SHOWN

SHEET TITLE:
SITE PLAN

SHEET NUMBER:
SP-1

APPENDIX C
Traffic Counts

TRAFFIC SURVEY SPECIALISTS, INC.

DIPLOMAT RESORT DRIVEWAY & SR A1A
 HOLLYWOOD, FLORIDA
 COUNTED BY: ROLANDO MARTINEZ
 SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00190171
 Start Date: 10/03/19
 File I.D. : DRDWYA1A
 Page : 1

ALL VEHICLES

Date	SR A1A From North				DIPLOMAT RESORT DRIVEWAY From East				SR A1A From South				PARKING GARAGE From West				Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
10/03/19	-----																
07:00	1	6	135	0	0	0	0	0	0	0	105	10	0	1	0	0	258
07:15	8	10	147	0	0	0	0	0	0	0	138	16	0	1	0	0	320
07:30	1	14	200	0	0	0	0	0	0	0	153	20	0	4	1	1	394
07:45	2	21	231	0	0	0	0	0	0	0	203	29	0	2	0	2	490
Hr Total	12	51	713	0	0	0	0	0	0	0	599	75	0	8	1	3	1462
08:00	5	24	262	0	0	0	0	0	0	0	196	39	0	1	0	1	528
08:15	3	25	278	0	0	0	0	0	0	0	213	25	0	2	0	3	549
08:30	1	18	260	0	0	0	0	0	0	0	222	13	0	0	0	2	516
08:45	4	17	235	0	0	0	0	0	0	0	163	12	0	1	0	1	433
Hr Total	13	84	1035	0	0	0	0	0	0	0	794	89	0	4	0	7	2026
----- * BREAK * -----																	
11:00	4	7	158	0	0	0	0	0	1	0	133	5	0	0	0	2	310
11:15	3	8	162	0	0	0	0	0	1	0	143	9	0	1	1	5	333
11:30	2	8	176	0	0	0	0	0	0	0	150	16	0	1	0	2	355
11:45	1	10	153	0	0	0	0	0	1	0	141	14	0	1	0	3	324
Hr Total	10	33	649	0	0	0	0	0	3	0	567	44	0	3	1	12	1322
12:00	2	7	152	0	0	0	0	0	1	0	164	15	0	1	1	2	345
12:15	3	5	141	0	0	0	0	0	1	0	146	11	0	1	0	7	315
12:30	1	11	168	0	0	0	0	0	0	0	152	15	0	2	0	3	352
12:45	0	12	217	0	0	0	0	0	0	0	151	9	0	2	0	4	395
Hr Total	6	35	678	0	0	0	0	0	2	0	613	50	0	6	1	16	1407
----- * BREAK * -----																	
16:00	3	10	200	0	0	0	0	0	0	0	205	14	0	6	1	13	452
16:15	3	11	185	0	0	0	0	0	0	0	237	8	0	7	0	12	463
16:30	2	16	217	0	0	0	0	0	1	0	253	5	0	16	0	28	538
16:45	3	16	200	0	0	0	0	0	1	0	239	18	0	11	0	28	516
Hr Total	11	53	802	0	0	0	0	0	2	0	934	45	0	40	1	81	1969
17:00	4	15	241	0	0	0	0	0	0	0	265	13	0	15	0	21	574
17:15	2	10	170	0	0	0	0	0	0	0	251	13	0	4	1	11	462
17:30	0	11	197	0	0	0	0	0	0	0	218	14	0	6	0	16	462
17:45	2	5	206	0	0	0	0	0	0	0	229	23	0	7	0	13	485
Hr Total	8	41	814	0	0	0	0	0	0	0	963	63	0	32	1	61	1983

TOTAL	60	297	4691	0	0	0	0	0	7	0	4470	366	0	93	5	180	10169

DIPLOMAT RESORT DRIVEWAY & SR A1A
 HOLLYWOOD, FLORIDA
 COUNTED BY: ROLANDO MARTINEZ
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00190171
 Start Date: 10/03/19
 File I.D. : DRDWYA1A
 Page : 2

ALL VEHICLES

SR A1A From North				DIPLOMAT RESORT DRIVEWAY From East				SR A1A From South				PARKING GARAGE From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

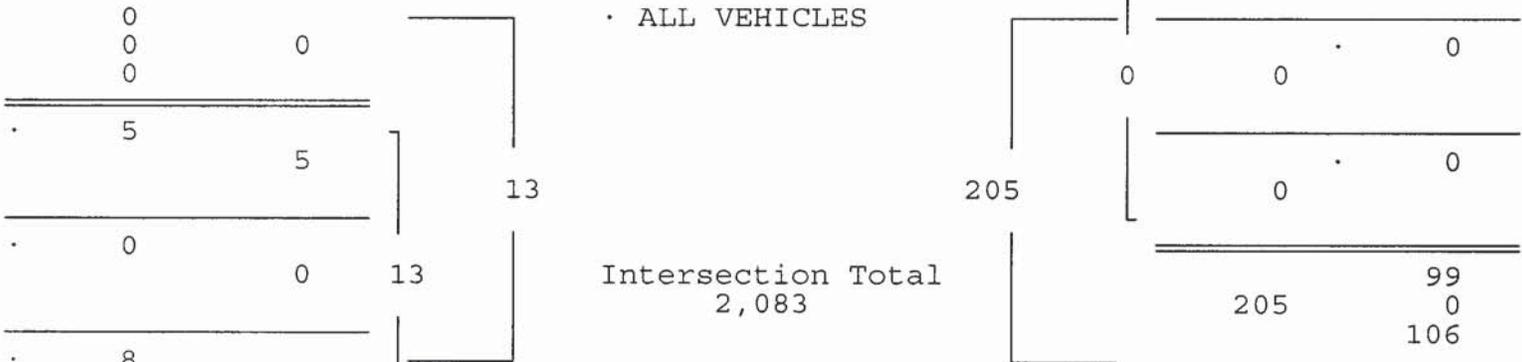
Date 10/03/19

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 10/03/19

Peak start	07:45				07:45				07:45						
Volume	11	88	1031	0	0	0	0	0	0	834	106	0	5	0	8
Percent	1%	8%	91%	0%	0%	0%	0%	0%	0%	89%	11%	0%	38%	0%	62%
Pk total	1130				0				940						
Highest	08:15				07:00				08:15						
Volume	3	25	278	0	0	0	0	0	0	213	25	0	2	0	3
Hi total	306				0				238						
PHF	.92				.0				.99						

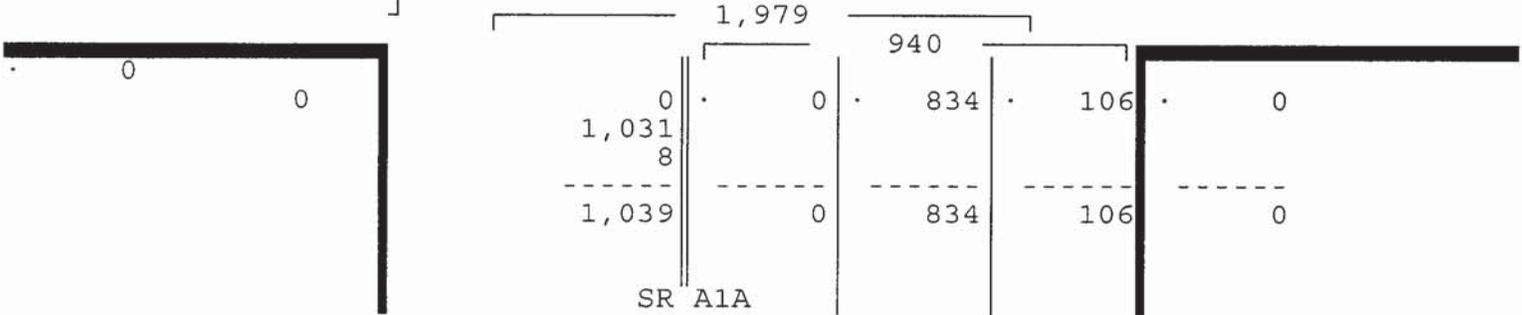


PARKING GARAGE



Intersection Total
2,083

DIPLOMAT RESORT DRIVEWAY

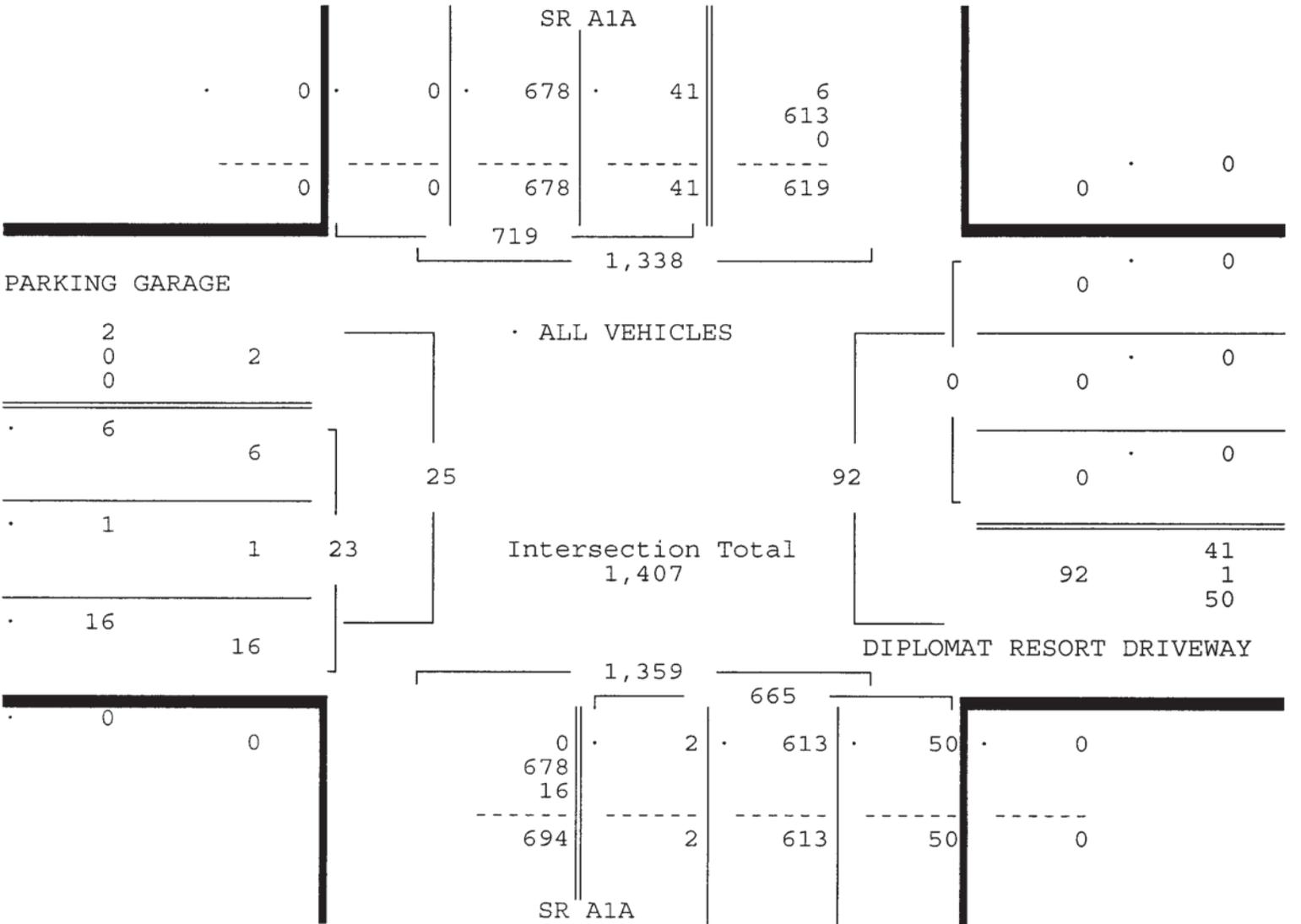


ALL VEHICLES

SR A1A From North				DIPLOMAT RESORT DRIVEWAY From East				SR A1A From South				PARKING GARAGE From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

Date 10/03/19
 Peak Hour Analysis By Entire Intersection for the Period: 11:00 to 13:00 on 10/03/19

Peak start 12:00				12:00				12:00				12:00			
Volume	6	35	678	0	0	0	0	2	0	613	50	0	6	1	16
Percent	1%	5%	94%	0%	0%	0%	0%	0%	0%	92%	8%	0%	26%	4%	70%
Pk total	719			0				665				23			
Highest	12:45			07:00				12:00				12:15			
Volume	0	12	217	0	0	0	0	1	0	164	15	0	1	0	7
Hi total	229			0				180				8			
PHF	.78			.0				.92				.72			



DIPLOMAT RESORT DRIVEWAY & SR A1A
 HOLLYWOOD, FLORIDA
 COUNTED BY: ROLANDO MARTINEZ
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00190171
 Start Date: 10/03/19
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 Page : 4

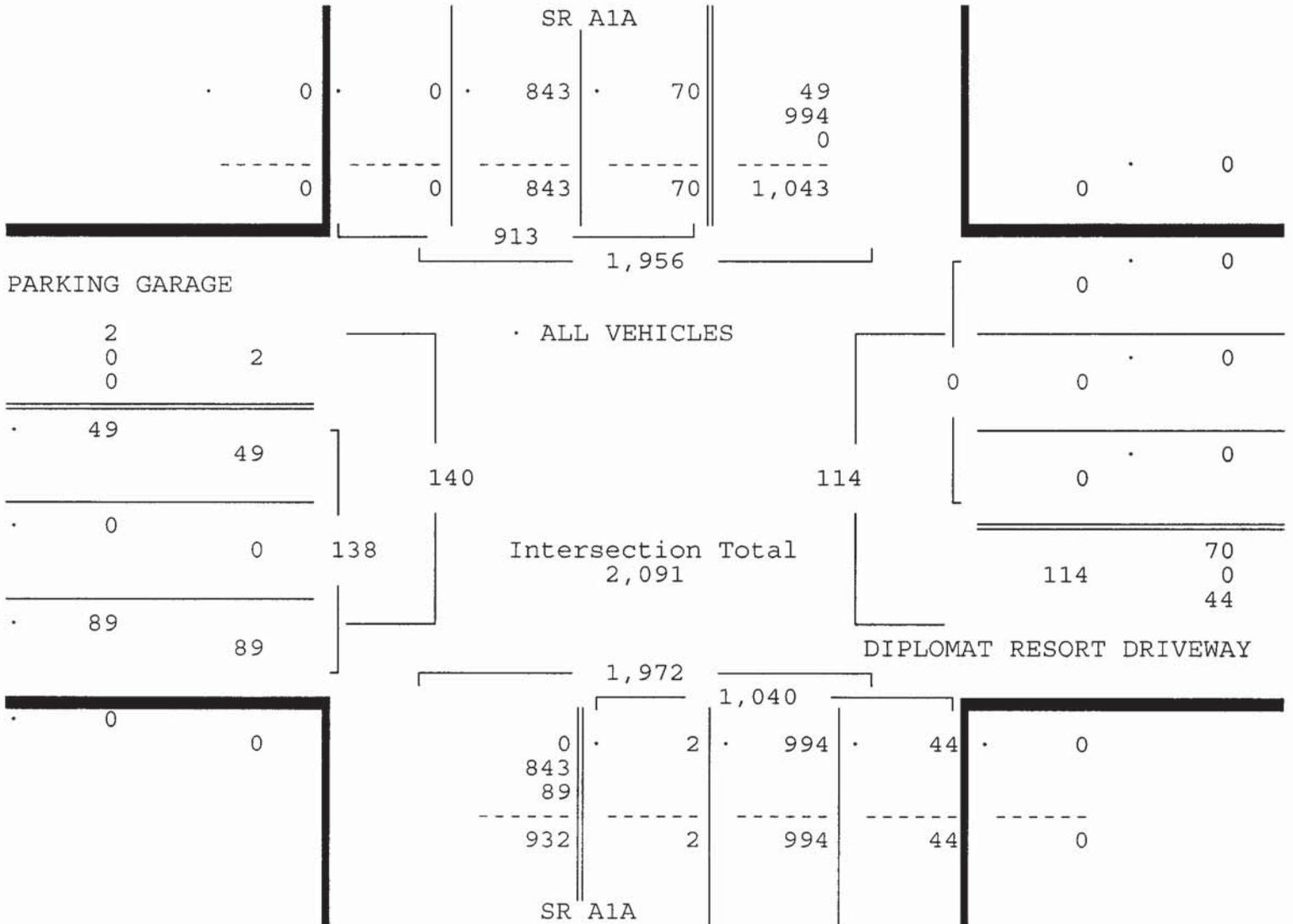
ALL VEHICLES

SR A1A				DIPLOMAT RESORT DRIVEWAY				SR A1A				PARKING GARAGE				Total
From North				From East				From South				From West				
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

Date 10/03/19

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 10/03/19

Peak start 16:15				16:15				16:15				16:15			
Volume	12	58	843	0	0	0	0	2	0	994	44	0	49	0	89
Percent	1%	6%	92%	0%	0%	0%	0%	0%	0%	96%	4%	0%	36%	0%	64%
Pk total	913			0				1040				138			
Highest	17:00			07:00				17:00				16:30			
Volume	4	15	241	0	0	0	0	0	0	265	13	0	16	0	28
Hi total	260			0				278				44			
PHF	.88			.0				.94				.78			



TRAFFIC SURVEY SPECIALISTS, INC.

DIPLOMAT RESORT DRIVEWAY & SR A1A
 HOLLYWOOD, FLORIDA
 COUNTED BY: ROLANDO MARTINEZ
 SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00190171
 Start Date: 10/03/19
 File I.D. : DRDWYA1A
 Page : 1

PEDESTRIANS & BIKES

Date	SR A1A From North				DIPLOMAT RESORT DRIVEWAY From East				SR A1A From South				PARKING GARAGE From West				Total
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	
	10/03/19																
07:00	0	0	0	0	0	1	0	5	0	0	0	6	0	0	0	14	26
07:15	0	0	0	0	0	2	0	5	0	0	0	6	0	1	0	8	22
07:30	0	0	0	0	0	7	0	1	0	0	0	9	0	2	0	3	22
07:45	0	0	0	1	0	2	0	2	0	0	0	36	0	2	0	28	71
Hr Total	0	0	0	1	0	12	0	13	0	0	0	57	0	5	0	53	141
08:00	0	0	0	0	0	2	0	4	0	0	0	15	0	5	0	13	39
08:15	0	0	0	0	0	4	0	4	0	0	0	13	0	3	0	11	35
08:30	0	0	0	1	0	5	0	9	0	0	0	8	0	8	0	6	37
08:45	0	0	0	0	0	0	0	15	0	0	0	9	0	1	0	6	31
Hr Total	0	0	0	1	0	11	0	32	0	0	0	45	0	17	0	36	142
* BREAK *																	
11:00	0	0	0	0	0	1	0	3	0	0	0	12	0	3	0	18	37
11:15	0	0	0	0	0	3	0	10	0	0	0	5	0	3	0	5	26
11:30	0	0	0	1	0	0	0	5	0	0	0	12	0	2	0	3	23
11:45	0	0	0	0	0	2	0	7	0	0	0	8	0	2	0	3	22
Hr Total	0	0	0	1	0	6	0	25	0	0	0	37	0	10	0	29	108
12:00	0	0	0	0	0	2	0	9	0	0	0	12	0	0	0	8	31
12:15	0	0	0	0	0	1	0	7	0	0	0	15	0	0	0	10	33
12:30	0	0	0	0	0	4	0	17	0	0	0	7	0	1	0	11	40
12:45	0	0	0	0	0	3	0	2	0	0	0	22	0	1	0	14	42
Hr Total	0	0	0	0	0	10	0	35	0	0	0	56	0	2	0	43	146
* BREAK *																	
16:00	0	0	0	0	0	0	0	0	0	1	0	16	0	1	0	0	18
16:15	0	0	0	0	0	0	0	5	0	0	0	14	0	0	0	0	19
16:30	0	1	0	0	0	6	0	4	0	0	0	32	0	2	0	3	48
16:45	0	0	0	0	0	1	0	6	0	0	0	10	0	1	0	3	21
Hr Total	0	1	0	0	0	7	0	15	0	1	0	72	0	4	0	6	106
17:00	0	0	0	0	0	0	0	2	0	0	0	21	0	1	0	5	29
17:15	0	0	0	0	0	1	0	1	0	0	0	11	0	0	0	1	14
17:30	0	0	0	0	0	1	0	10	0	0	0	17	0	0	0	4	32
17:45	0	0	0	0	0	2	0	5	0	0	0	18	0	0	0	0	25
Hr Total	0	0	0	0	0	4	0	18	0	0	0	67	0	1	0	10	100
* TOTAL *																	
	0	1	0	3	0	50	0	138	0	1	0	334	0	39	0	177	743

DIPLOMAT RESORT DRIVEWAY & SR A1A
 HOLLYWOOD, FLORIDA
 COUNTED BY: ROLANDO MARTINEZ
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00190171
 Start Date: 10/12/19
 File I.D. : RESO_A1A
 Page : 1

ALL VEHICLES

Date	SR A1A From North				DIPLOMAT RESORT DRIVEWAY From East				SR A1A From South				PARKING GARAGE From West				Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
10/12/19																	
11:00	3	10	135	0	0	0	0	0	0	0	130	15	0	2	0	1	296
11:15	2	5	150	0	0	0	0	0	2	0	173	8	0	1	0	4	345
11:30	2	9	180	0	0	0	0	0	0	0	183	8	0	1	0	6	389
11:45	1	8	161	0	0	0	0	0	0	0	156	8	0	1	0	5	340
Hr Total	8	32	626	0	0	0	0	0	2	0	642	39	0	5	0	16	1370
12:00	1	4	163	0	0	0	0	0	0	0	163	7	0	2	1	2	343
12:15	1	8	189	0	0	0	0	0	2	0	146	16	0	4	2	3	371
12:30	4	10	207	0	0	0	0	0	0	0	179	17	0	3	0	4	424
12:45	0	6	170	0	0	0	0	0	0	0	157	8	0	0	0	6	347
Hr Total	6	28	729	0	0	0	0	0	2	0	645	48	0	9	3	15	1485
* BREAK *																	
16:00	0	5	180	0	0	0	0	0	1	0	173	8	0	4	0	11	382
16:15	0	4	178	0	0	0	0	0	0	0	176	11	0	11	0	9	389
16:30	2	3	157	0	0	0	0	0	1	0	145	4	0	4	0	25	341
16:45	1	3	150	0	0	0	0	0	1	0	178	7	0	4	1	12	357
Hr Total	3	15	665	0	0	0	0	0	3	0	672	30	0	23	1	57	1469
17:00	1	7	170	0	0	0	0	0	0	0	165	12	0	3	0	9	367
17:15	1	3	128	0	0	0	0	0	0	0	166	4	0	2	1	7	312
17:30	3	10	178	0	0	0	0	0	0	0	206	8	0	7	0	17	429
17:45	16	4	186	0	0	0	0	0	0	0	204	13	0	9	0	4	436
Hr Total	21	24	662	0	0	0	0	0	0	0	741	37	0	21	1	37	1544
TOTAL	38	99	2682	0	0	0	0	0	7	0	2700	154	0	58	5	125	5868

ALL VEHICLES

SR A1A				DIPLOMAT RESORT DRIVEWAY				SR A1A				PARKING GARAGE				Total
From North				From East				From South				From West				
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

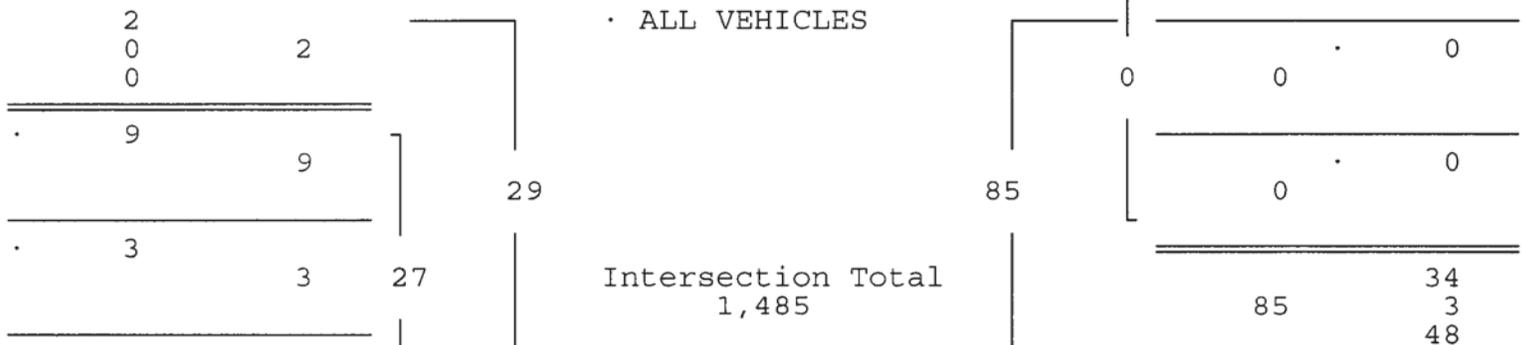
Date 10/12/19

Peak Hour Analysis By Entire Intersection for the Period: 11:00 to 13:00 on 10/12/19

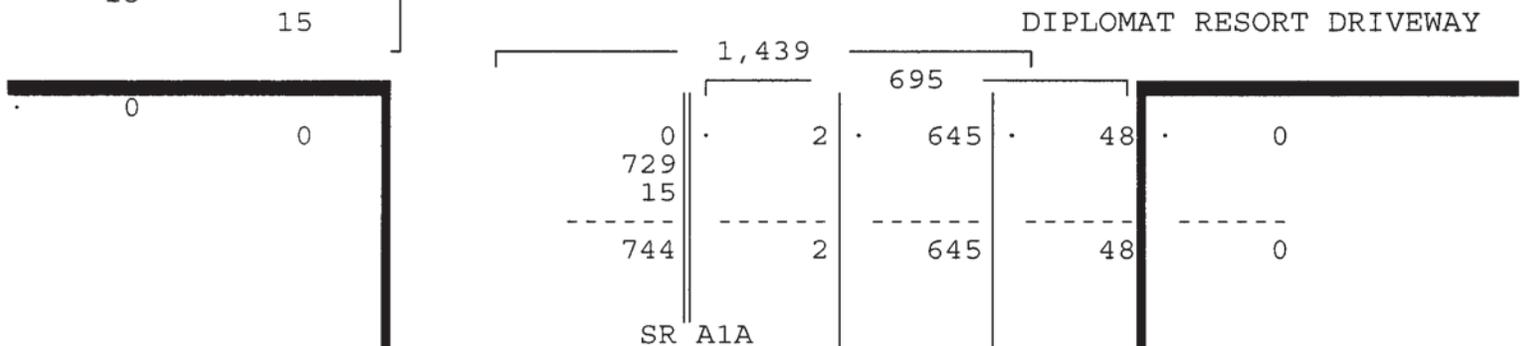
Peak start	12:00								12:00							
Volume	6	28	729	0	0	0	0	2	0	645	48	0	9	3	15	
Percent	1%	4%	96%	0%	0%	0%	0%	0%	0%	93%	7%	0%	33%	11%	56%	
Pk total	763								695							
Highest	12:30								12:30							
Volume	4	10	207	0	0	0	0	0	0	179	17	0	4	2	3	
Hi total	221								196							
PHF	.86								.89							



PARKING GARAGE



Intersection Total
1,485



SR A1A

DIPLOMAT RESORT DRIVEWAY & SR A1A
 HOLLYWOOD, FLORIDA
 COUNTED BY: ROLANDO MARTINEZ
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00190171
 Start Date: 10/12/19
 File I.D. : RESO_A1A
 Page : 3

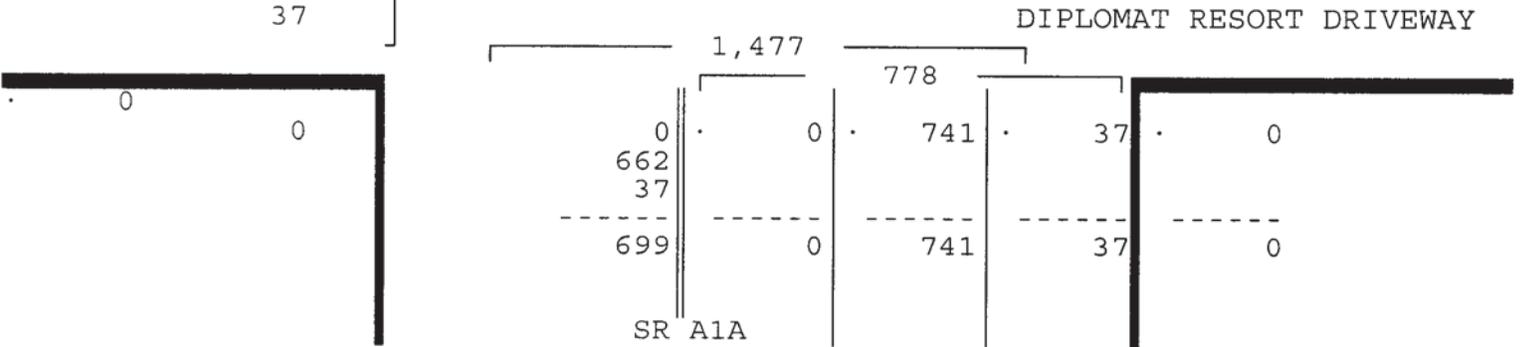
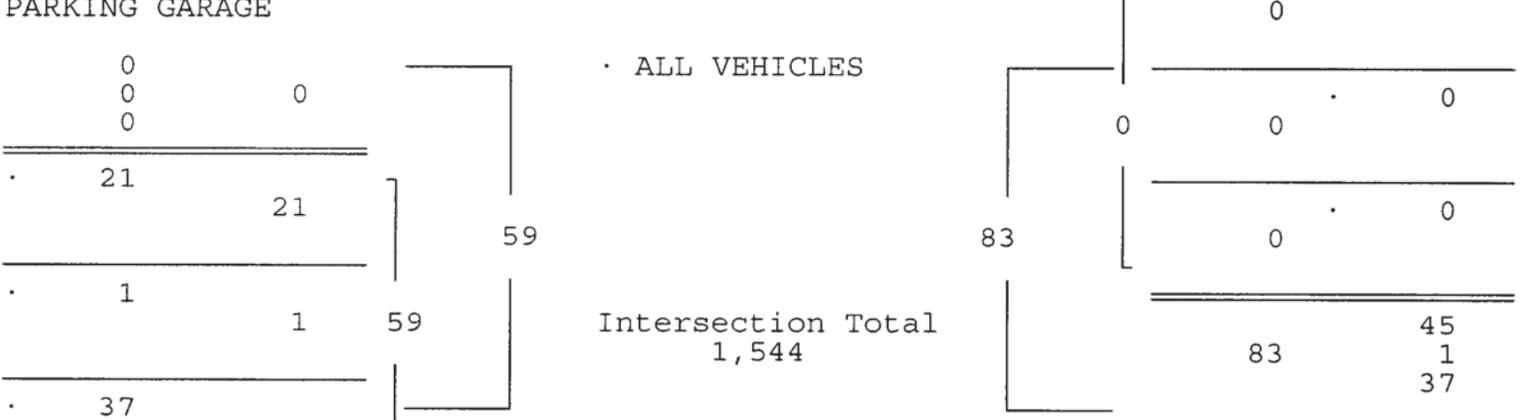
ALL VEHICLES

SR A1A From North				DIPLOMAT RESORT DRIVEWAY From East				SR A1A From South				PARKING GARAGE From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

Date 10/12/19

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 10/12/19

Peak start 17:00				17:00				17:00				17:00				
Volume	21	24	662	0	0	0	0	0	0	741	37	0	21	1	37	
Percent	3%	3%	94%	0%	0%	0%	0%	0%	0%	95%	5%	0%	36%	2%	63%	
Pk total	707			0				778				59				
Highest	17:45			11:00				17:45				17:30				
Volume	16	4	186	0	0	0	0	0	0	204	13	0	7	0	17	
Hi total	206			0				217				24				
PHF	.86			.0				.90				.61				



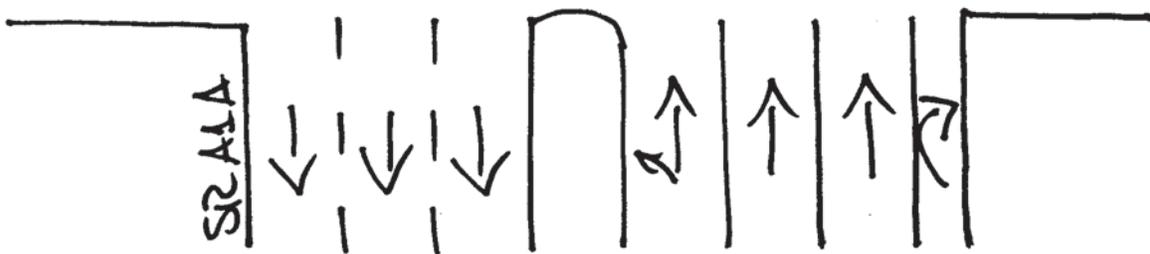
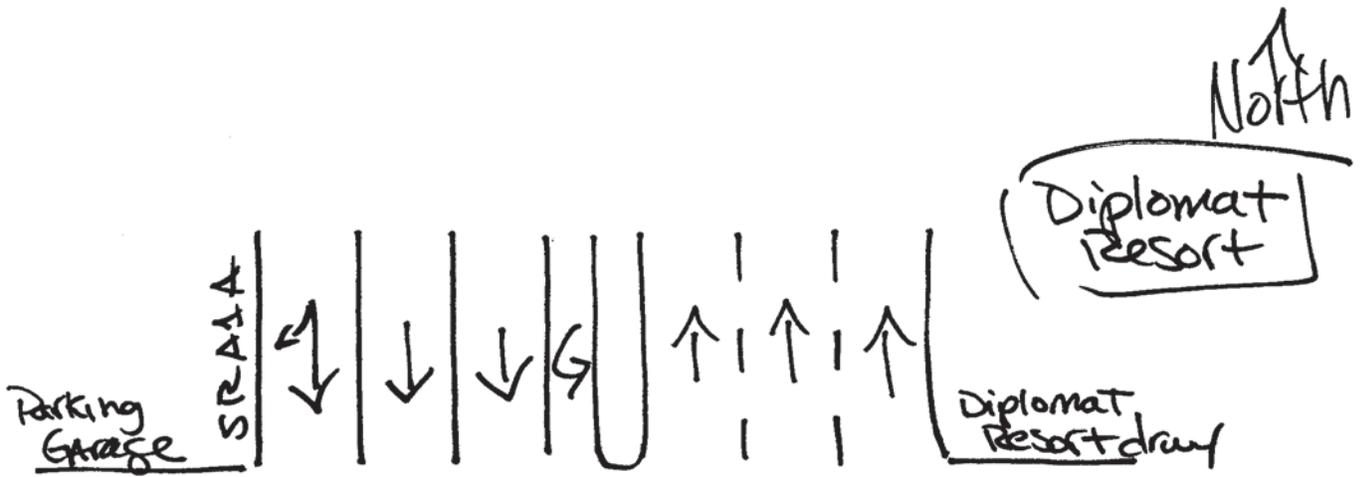
DIPLOMAT RESORT DRIVEWAY & SR A1A
 HOLLYWOOD, FLORIDA
 COUNTED BY: ROLANDO MARTINEZ
 SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00190171
 Start Date: 10/12/19
 File I.D. : RESO_A1A
 Page : 1

PEDESTRIANS & BIKES

Date	SR A1A From North				DIPLOMAT RESORT DRIVEWAY From East				SR A1A From South				PARKING GARAGE From West				Total
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	
10/12/19																	
11:00	0	0	0	1	0	4	0	21	0	0	0	5	0	12	0	3	46
11:15	0	0	0	0	0	7	0	7	0	0	0	5	0	1	0	3	23
11:30	0	0	0	0	0	4	0	14	0	0	0	9	0	9	0	7	43
11:45	0	0	0	0	0	8	0	17	0	0	0	18	0	0	0	10	53
Hr Total	0	0	0	1	0	23	0	59	0	0	0	37	0	22	0	23	165
12:00	0	0	0	0	0	4	0	13	0	0	0	1	0	4	0	12	34
12:15	0	0	0	0	0	2	0	12	0	0	0	3	0	3	0	3	23
12:30	0	0	0	0	0	0	0	4	0	0	0	1	0	1	0	1	7
12:45	0	0	0	0	0	6	0	2	0	0	0	18	0	3	0	1	30
Hr Total	0	0	0	0	0	12	0	31	0	0	0	23	0	11	0	17	94
* BREAK *																	
16:00	0	0	0	0	0	3	0	4	0	1	0	28	0	0	0	4	40
16:15	0	0	0	0	0	2	0	1	0	0	0	23	0	2	0	7	35
16:30	0	0	0	3	0	6	0	6	0	0	0	32	0	1	0	0	48
16:45	0	0	0	0	0	0	0	2	0	0	0	24	0	3	0	4	33
Hr Total	0	0	0	3	0	11	0	13	0	1	0	107	0	6	0	15	156
17:00	0	0	0	0	0	0	0	1	0	0	0	14	0	0	0	1	16
17:15	0	0	0	0	0	5	0	2	0	0	0	8	0	0	0	1	16
17:30	0	0	0	0	0	0	0	6	0	0	0	20	0	1	0	1	28
17:45	0	0	0	0	0	0	0	6	0	0	0	4	0	1	0	5	16
Hr Total	0	0	0	0	0	5	0	15	0	0	0	46	0	2	0	8	76
TOTAL	0	0	0	4	0	51	0	118	0	1	0	213	0	41	0	63	491



Hollywood, Florida
 October 03, 2019
 drawn by: Luis Palomero
 Signalized

TRAFFIC SURVEY SPECIALISTS, INC.

DIPLOMAT DRIVEWAY & SR A1A
 HOLLYWOOD, FLORIDA
 COUNTED BY: SEBASTIAN SALVO
 SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00190171
 Start Date: 10/03/19
 File I.D. : DLDWYA1A
 Page : 1

ALL VEHICLES

Date	SR A1A From North				DIPLOMAT DRIVEWAY From East				SR A1A From South				PARKING GARAGE From West				Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
10/03/19																	
07:00	0	0	127	8	0	2	3	2	4	12	101	0	0	0	0	1	260
07:15	0	0	145	10	0	9	5	4	6	14	131	0	0	1	0	0	325
07:30	0	0	210	11	0	6	10	7	5	22	124	0	0	0	0	0	395
07:45	1	0	224	10	0	24	12	8	6	27	169	0	0	0	0	0	481
Hr Total	1	0	706	39	0	41	30	21	21	75	525	0	0	1	0	1	1461
08:00	0	0	250	4	0	35	12	17	6	12	188	0	0	0	0	0	524
08:15	0	0	286	12	0	14	12	9	7	10	214	0	0	0	0	0	564
08:30	1	0	263	9	0	12	4	8	9	26	185	0	0	0	0	0	517
08:45	1	0	230	3	0	10	6	7	9	19	137	0	0	0	0	0	422
Hr Total	2	0	1029	28	0	71	34	41	31	67	724	0	0	0	0	0	2027
* BREAK *																	
11:00	0	0	161	2	0	13	0	4	5	1	141	0	0	0	0	0	327
11:15	0	0	145	3	0	6	1	7	10	4	127	0	0	0	0	0	303
11:30	0	0	174	1	0	7	1	13	6	1	145	0	0	0	0	0	348
11:45	0	0	145	2	0	10	0	15	6	0	139	0	0	0	0	0	317
Hr Total	0	0	625	8	0	36	2	39	27	6	552	0	0	0	0	0	1295
12:00	0	0	143	2	0	8	0	9	14	6	155	0	0	0	0	0	337
12:15	0	0	137	1	0	10	0	7	5	0	148	0	0	0	0	0	308
12:30	0	0	156	0	0	13	1	9	8	6	146	0	0	0	0	0	339
12:45	0	0	218	2	0	13	0	14	4	8	147	0	0	0	0	0	406
Hr Total	0	0	654	5	0	44	1	39	31	20	596	0	0	0	0	0	1390
* BREAK *																	
16:00	0	0	195	1	0	17	1	11	5	1	204	0	0	0	0	0	435
16:15	0	0	186	5	0	9	2	18	5	3	226	0	0	0	0	0	454
16:30	0	0	212	7	0	14	0	15	8	11	245	0	0	0	0	0	512
16:45	0	0	196	8	0	12	0	17	12	13	235	0	0	0	0	0	493
Hr Total	0	0	789	21	0	52	3	61	30	28	910	0	0	0	0	0	1894
17:00	0	0	244	6	0	9	1	26	11	10	285	0	0	0	0	0	592
17:15	0	0	165	4	0	13	0	8	13	5	244	0	0	0	0	0	452
17:30	0	0	187	3	0	17	0	12	5	2	212	0	0	0	0	0	438
17:45	1	0	183	2	0	14	0	10	5	6	222	0	0	0	0	0	443
Hr Total	1	0	779	15	0	53	1	56	34	23	963	0	0	0	0	0	1925
* TOTAL *																	
	4	0	4582	116	0	297	71	257	174	219	4270	0	0	1	0	1	9992

DIPLOMAT DRIVEWAY & SR A1A
 HOLLYWOOD, FLORIDA
 COUNTED BY: SEBASTIAN SALVO
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00190171
 Start Date: 10/03/19
 File I.D. : DLDWYA1A
 Page : 2

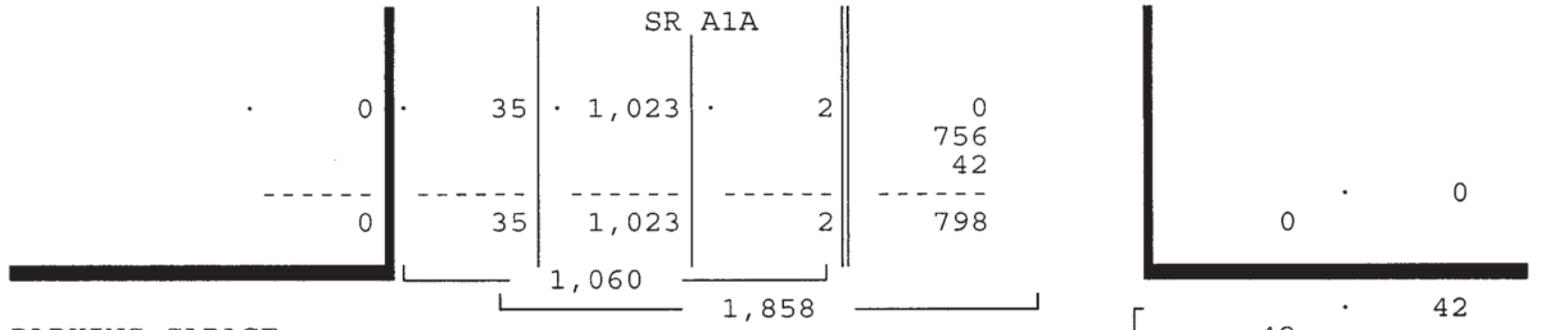
ALL VEHICLES

SR A1A From North				DIPLOMAT DRIVEWAY From East				SR A1A From South				PARKING GARAGE From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

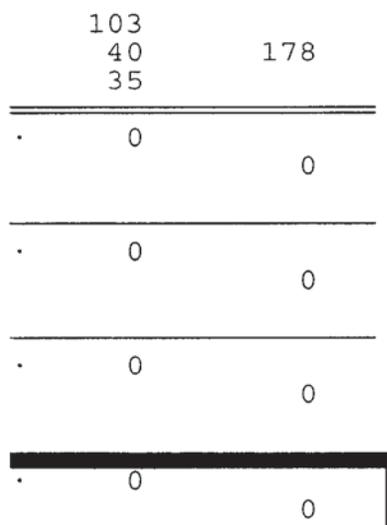
Date 10/03/19

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 10/03/19

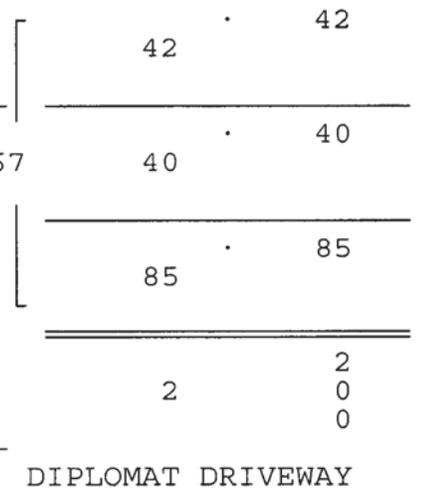
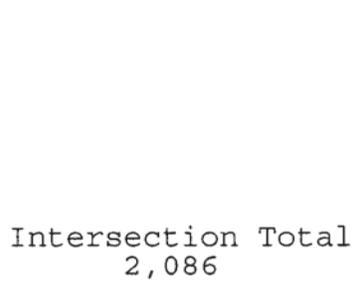
Peak start 07:45				07:45				07:45							
Volume	2	0	1023	35	0	85	40	42	28	75	756	0	0	0	0
Percent	0%	0%	97%	3%	0%	51%	24%	25%	3%	9%	88%	0%	0%	0%	0%
Pk total	1060			167			859			0			0		
Highest	08:15			08:00			08:15			07:00					
Volume	0	0	286	12	0	35	12	17	7	10	214	0	0	0	1
Hi total	298			64			231			0			0		
PHF	.89			.65			.93			.0					



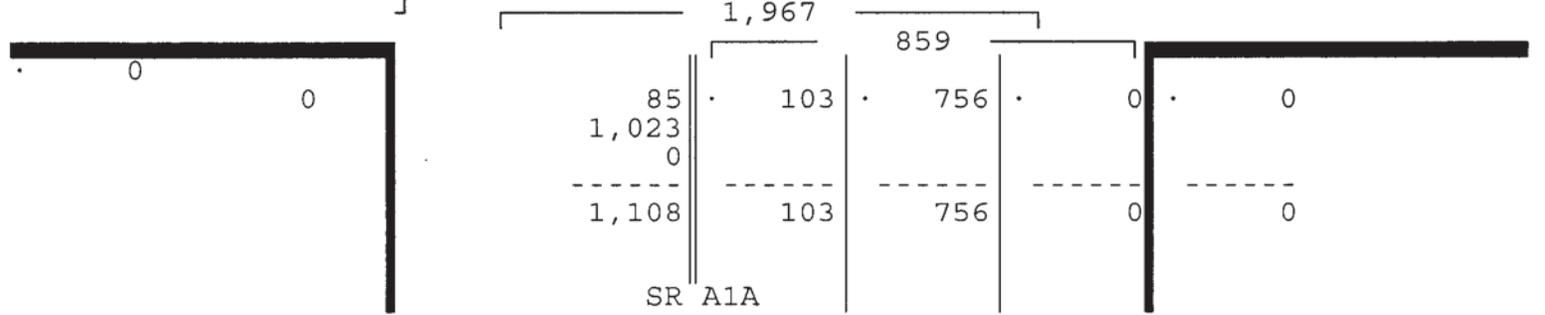
PARKING GARAGE



ALL VEHICLES



DIPLOMAT DRIVEWAY



DIPLOMAT DRIVEWAY & SR A1A
 HOLLYWOOD, FLORIDA
 COUNTED BY: SEBASTIAN SALVO
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00190171
 Start Date: 10/03/19
 File I.D. : DLDWYA1A
 Page : 3

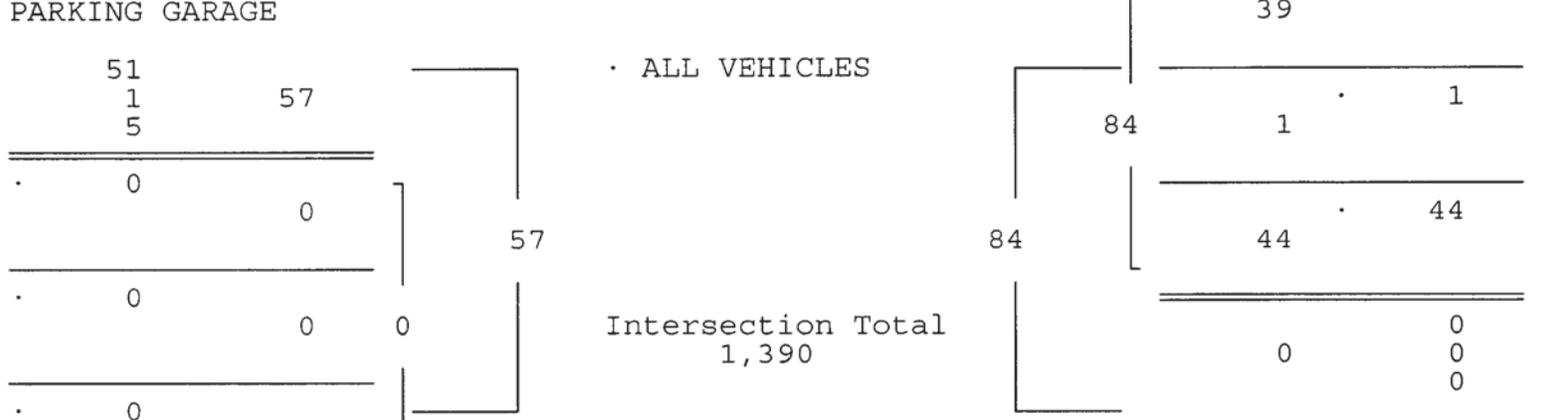
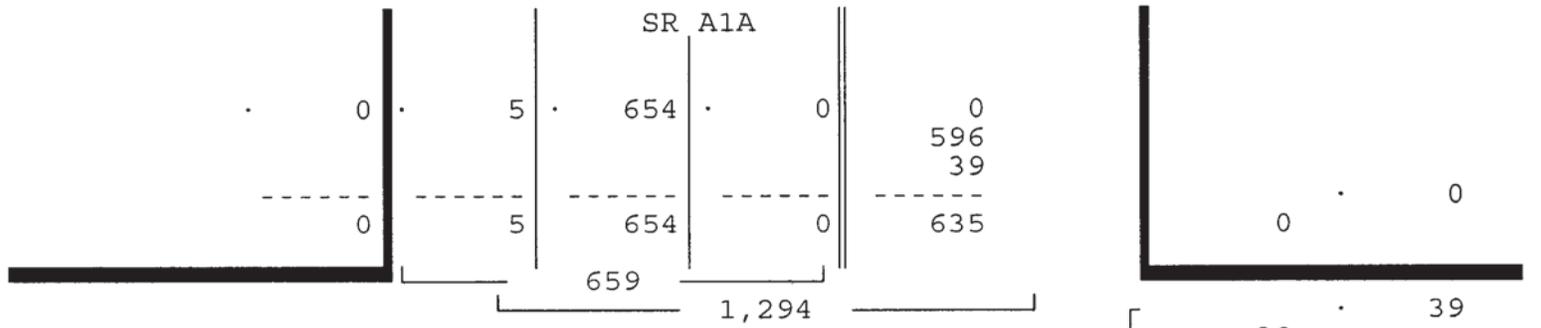
ALL VEHICLES

SR A1A From North				DIPLOMAT DRIVEWAY From East				SR A1A From South				PARKING GARAGE From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

Date 10/03/19

Peak Hour Analysis By Entire Intersection for the Period: 11:00 to 13:00 on 10/03/19

Peak start 12:00	12:00				12:00				12:00						
Volume	0	0	654	5	0	44	1	39	31	20	596	0	0	0	0
Percent	0%	0%	99%	1%	0%	52%	1%	46%	5%	3%	92%	0%	0%	0%	0%
Pk total	659				84				647						
Highest	12:45				12:00				07:00						
Volume	0	0	218	2	0	13	0	14	14	6	155	0	0	0	1
Hi total	220				27				175						
PHF	.75				.78				.92						



DIPLOMAT DRIVEWAY & SR A1A
 HOLLYWOOD, FLORIDA
 COUNTED BY: SEBASTIAN SALVO
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00190171
 Start Date: 10/03/19
 File I.D. : DLDWYA1A
 Page : 4

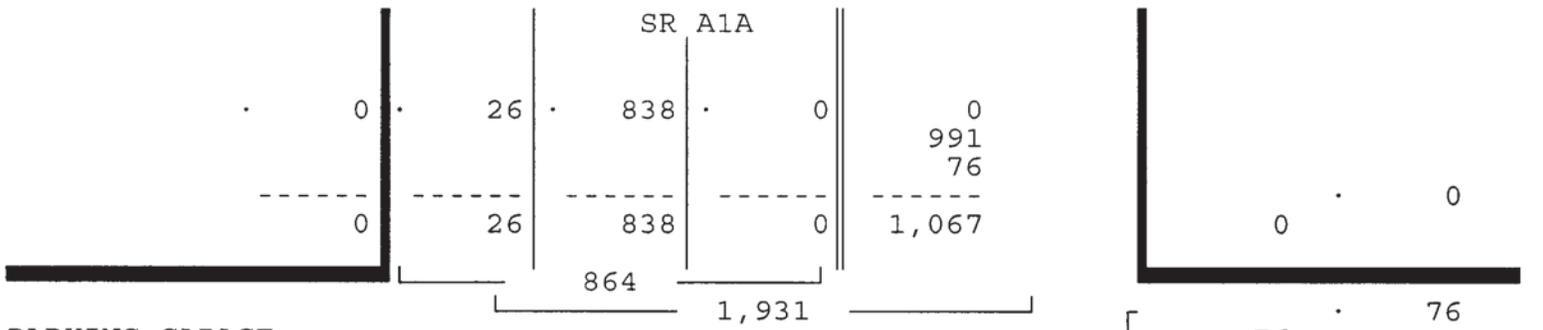
ALL VEHICLES

SR A1A From North				DIPLOMAT DRIVEWAY From East				SR A1A From South				PARKING GARAGE From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

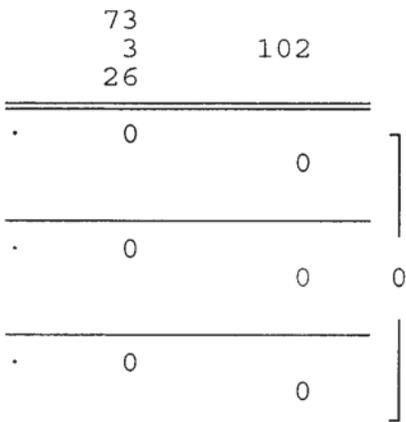
Date 10/03/19

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 10/03/19

Peak start 16:15	16:15				16:15				16:15						
Volume	0	0	838	26	0	44	3	76	36	37	991	0	0	0	0
Percent	0%	0%	97%	3%	0%	36%	2%	62%	3%	3%	93%	0%	0%	0%	0%
Pk total	864				123				1064				0		
Highest	17:00				17:00				17:00				07:00		
Volume	0	0	244	6	0	9	1	26	11	10	285	0	0	0	1
Hi total	250				36				306				0		
PHF	.86				.85				.87				.0		



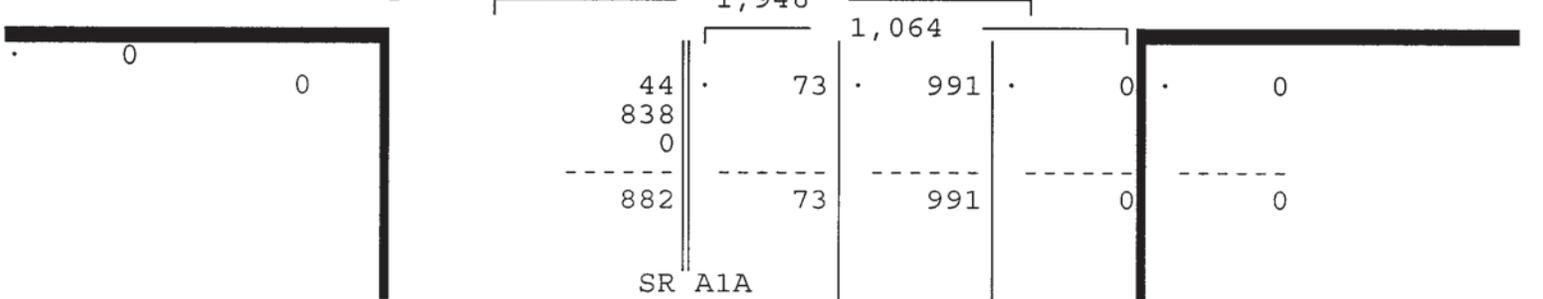
PARKING GARAGE



ALL VEHICLES

Intersection Total
2,051

DIPLOMAT DRIVEWAY



TRAFFIC SURVEY SPECIALISTS, INC.

DIPLOMAT DRIVEWAY & SR A1A
 HOLLYWOOD, FLORIDA
 COUNTED BY: SEBASTIAN SALVO
 SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
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Site Code : 00190171
 Start Date: 10/03/19
 File I.D. : DLDWYA1A
 Page : 1

PEDESTRIANS & BIKES

Date	SR A1A From North				DIPLOMAT DRIVEWAY From East				SR A1A From South				PARKING GARAGE From West				Total
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	
10/03/19	-----																
07:00	0	0	0	0	0	3	0	14	0	0	0	0	0	0	0	3	20
07:15	0	0	0	2	0	0	0	4	0	0	0	0	0	1	0	7	14
07:30	0	0	0	1	0	1	0	9	0	0	0	0	0	3	0	1	15
07:45	0	0	0	0	0	1	0	6	0	0	0	0	0	13	0	3	23
Hr Total	0	0	0	3	0	5	0	33	0	0	0	0	0	17	0	14	72
08:00	0	0	0	0	0	4	0	9	0	0	0	0	0	0	0	2	15
08:15	0	0	0	0	0	2	0	5	0	0	0	0	0	2	0	5	14
08:30	0	0	0	0	0	0	0	7	0	0	0	0	0	3	0	0	10
08:45	0	0	0	1	0	0	0	10	0	0	0	1	0	2	0	7	21
Hr Total	0	0	0	1	0	6	0	31	0	0	0	1	0	7	0	14	60
----- * BREAK * -----																	
11:00	0	0	0	0	0	4	0	5	0	0	0	0	0	3	0	2	14
11:15	0	0	0	4	0	0	0	9	0	0	0	0	0	5	0	1	19
11:30	0	1	0	7	0	3	0	6	0	0	0	0	0	0	0	2	19
11:45	0	0	0	1	0	0	0	8	0	0	0	0	0	3	0	1	13
Hr Total	0	1	0	12	0	7	0	28	0	0	0	0	0	11	0	6	65
12:00	0	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	6
12:15	0	0	0	0	0	1	0	3	0	0	0	0	0	4	0	2	10
12:30	0	0	0	0	0	2	0	4	0	0	0	0	0	2	0	1	9
12:45	0	0	0	4	0	1	0	3	0	0	0	0	0	2	0	6	16
Hr Total	0	1	0	4	0	4	0	15	0	0	0	0	0	8	0	9	41
----- * BREAK * -----																	
16:00	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	3	7
16:15	0	0	0	1	0	2	0	2	0	0	0	0	0	2	0	6	13
16:30	0	0	0	1	0	0	0	9	0	0	0	0	0	2	0	4	16
16:45	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	0	5
Hr Total	0	0	0	2	0	4	0	16	0	0	0	0	0	6	0	13	41
17:00	0	0	0	1	0	2	0	1	0	0	0	0	0	1	0	1	6
17:15	0	0	0	0	0	2	0	3	0	1	0	0	0	1	0	1	8
17:30	0	1	0	0	0	4	0	9	0	0	0	0	0	2	0	8	24
17:45	0	0	0	3	0	4	0	4	0	0	0	0	0	5	0	2	18
Hr Total	0	1	0	4	0	12	0	17	0	1	0	0	0	9	0	12	56

TOTAL	0	3	0	26	0	38	0	140	0	1	0	1	0	58	0	68	335

DIPLOMAT DRIVEWAY & SR A1A
 HOLLYWOOD, FLORIDA
 COUNTED BY: MIKE MALONE
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00190171
 Start Date: 10/12/19
 File I.D. : DIPL_A1A
 Page : 1

ALL VEHICLES

Date	SR A1A From North				DIPLOMAT DRIVEWAY From East				SR A1A From South				PARKING GARAGE From West				Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
10/12/19																	
11:00	0	0	128	3	0	10	0	6	10	3	120	0	1	0	0	0	281
11:15	0	0	132	2	0	8	1	3	14	5	155	0	0	0	0	1	321
11:30	0	0	165	2	0	11	1	4	9	5	166	0	0	0	0	1	364
11:45	0	0	146	3	0	10	1	6	9	3	143	0	0	0	0	0	321
Hr Total	0	0	571	10	0	39	3	19	42	16	584	0	1	0	0	2	1287
12:00	0	0	154	0	0	4	1	6	10	1	156	0	0	0	0	0	332
12:15	1	0	177	1	0	17	4	10	5	2	142	0	0	0	0	1	360
12:30	0	0	192	3	0	11	0	10	13	4	170	0	0	0	0	0	403
12:45	0	0	163	4	0	8	0	2	5	1	142	0	0	0	0	0	325
Hr Total	1	0	686	8	0	40	5	28	33	8	610	0	0	0	0	1	1420
* BREAK *																	
16:00	0	0	169	3	0	7	0	10	8	11	164	0	0	0	0	0	372
16:15	0	0	162	3	0	14	0	5	9	8	165	0	0	0	0	0	366
16:30	0	0	148	3	0	9	1	4	6	13	137	0	0	0	0	1	322
16:45	0	0	149	7	0	6	1	5	6	8	168	0	0	0	0	0	350
Hr Total	0	0	628	16	0	36	2	24	29	40	634	0	0	0	0	1	1410
17:00	0	0	151	4	0	7	1	11	16	4	162	0	0	0	0	0	356
17:15	1	0	127	3	0	5	0	5	6	3	157	0	0	0	0	0	307
17:30	0	0	172	8	0	10	1	8	16	11	200	0	0	0	0	0	426
17:45	0	0	206	13	0	13	1	11	14	25	190	0	0	0	0	1	474
Hr Total	1	0	656	28	0	35	3	35	52	43	709	0	0	0	0	1	1563
TOTAL	2	0	2541	62	0	150	13	106	156	107	2537	0	1	0	0	5	5680

DIPLOMAT DRIVEWAY & SR A1A
 HOLLYWOOD, FLORIDA
 COUNTED BY: MIKE MALONE
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00190171
 Start Date: 10/12/19
 File I.D. : DIPL_A1A
 Page : 2

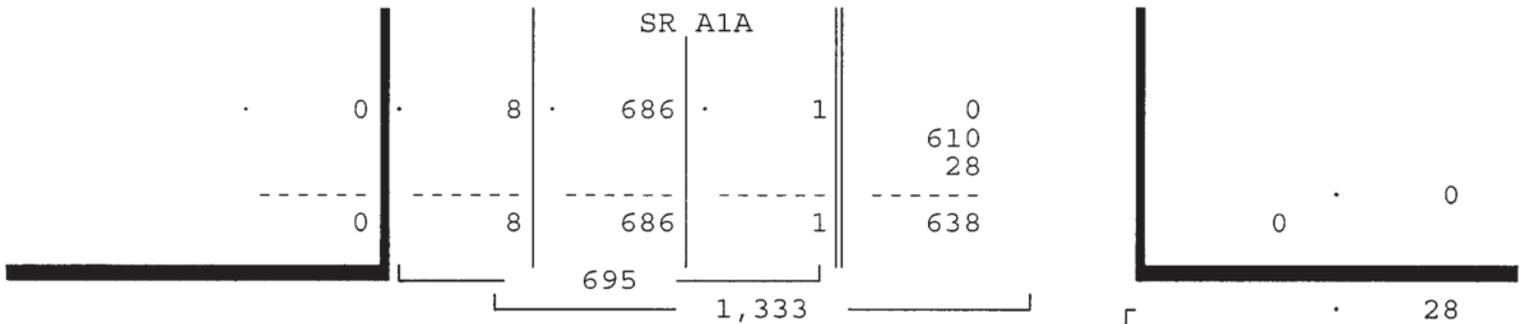
ALL VEHICLES

SR A1A From North				DIPLOMAT DRIVEWAY From East				SR A1A From South				PARKING GARAGE From West				Total
U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	

Date 10/12/19

Peak Hour Analysis By Entire Intersection for the Period: 11:00 to 13:00 on 10/12/19

Peak start	12:00				12:00				12:00						
Volume	1	0	686	8	0	40	5	28	33	8	610	0	0	0	1
Percent	0%	0%	99%	1%	0%	55%	7%	38%	5%	1%	94%	0%	0%	0%	100%
Pk total	695				73				651				1		
Highest	12:30				12:15				12:30				12:15		
Volume	0	0	192	3	0	17	4	10	13	4	170	0	0	0	1
Hi total	195				31				187				1		
PHF	.89				.59				.87				.25		



PARKING GARAGE

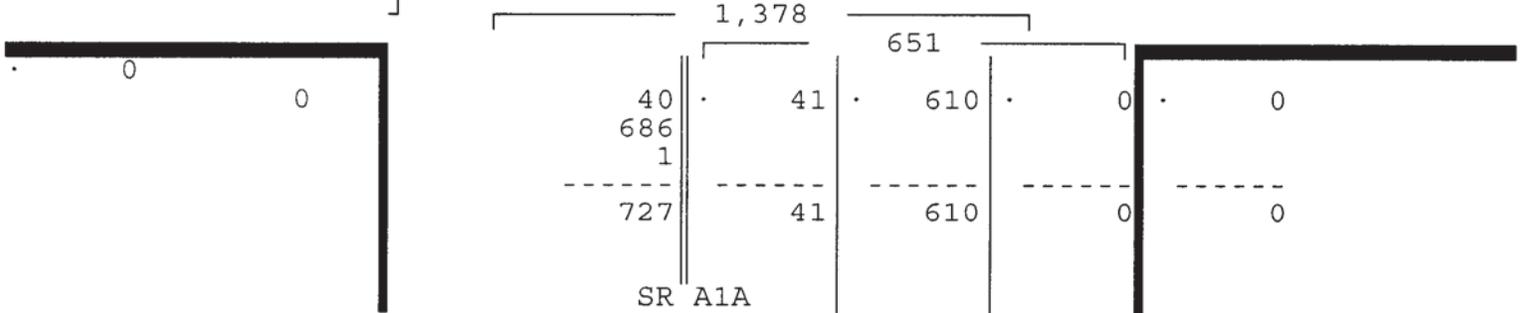
41	
5	54
8	
<hr/>	
0	0
<hr/>	
0	0
<hr/>	
1	1
<hr/>	
0	0

ALL VEHICLES

Intersection Total
1,420

73	5	5
<hr/>		
40		40
<hr/>		
1		1
		0
		0

DIPLOMAT DRIVEWAY



DIPLOMAT DRIVEWAY & SR A1A
 HOLLYWOOD, FLORIDA
 COUNTED BY: MIKE MALONE
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00190171
 Start Date: 10/12/19
 File I.D. : DIPL_A1A
 Page : 3

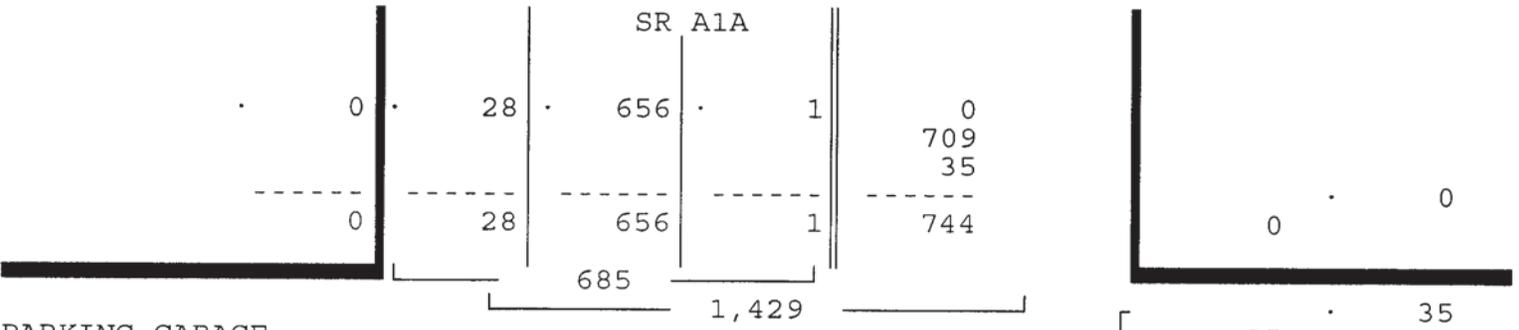
ALL VEHICLES

SR A1A From North				DIPLOMAT DRIVEWAY From East				SR A1A From South				PARKING GARAGE From West				Total
U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	

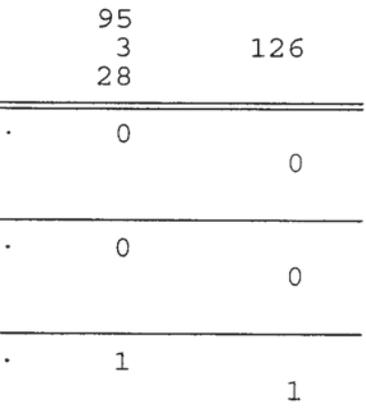
Date 10/12/19

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 10/12/19

	17:00				17:00				17:00								
Volume	1	0	656	28	0	35	3	35	52	43	709	0	0	0	0	1	
Percent	0%	0%	96%	4%	0%	48%	4%	48%	6%	5%	88%	0%	0%	0%	0%	100%	
Pk total	685				73				804								
Highest	17:45				17:45				17:45								
Volume	0	0	206	13	0	13	1	11	14	25	190	0	0	0	0	1	
Hi total	219				25				229								
PHF	.78				.73				.88								



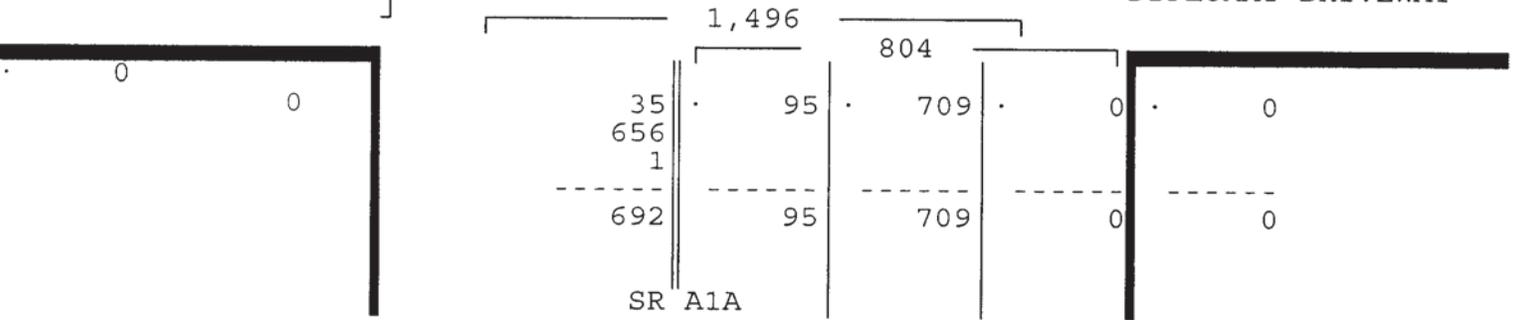
PARKING GARAGE



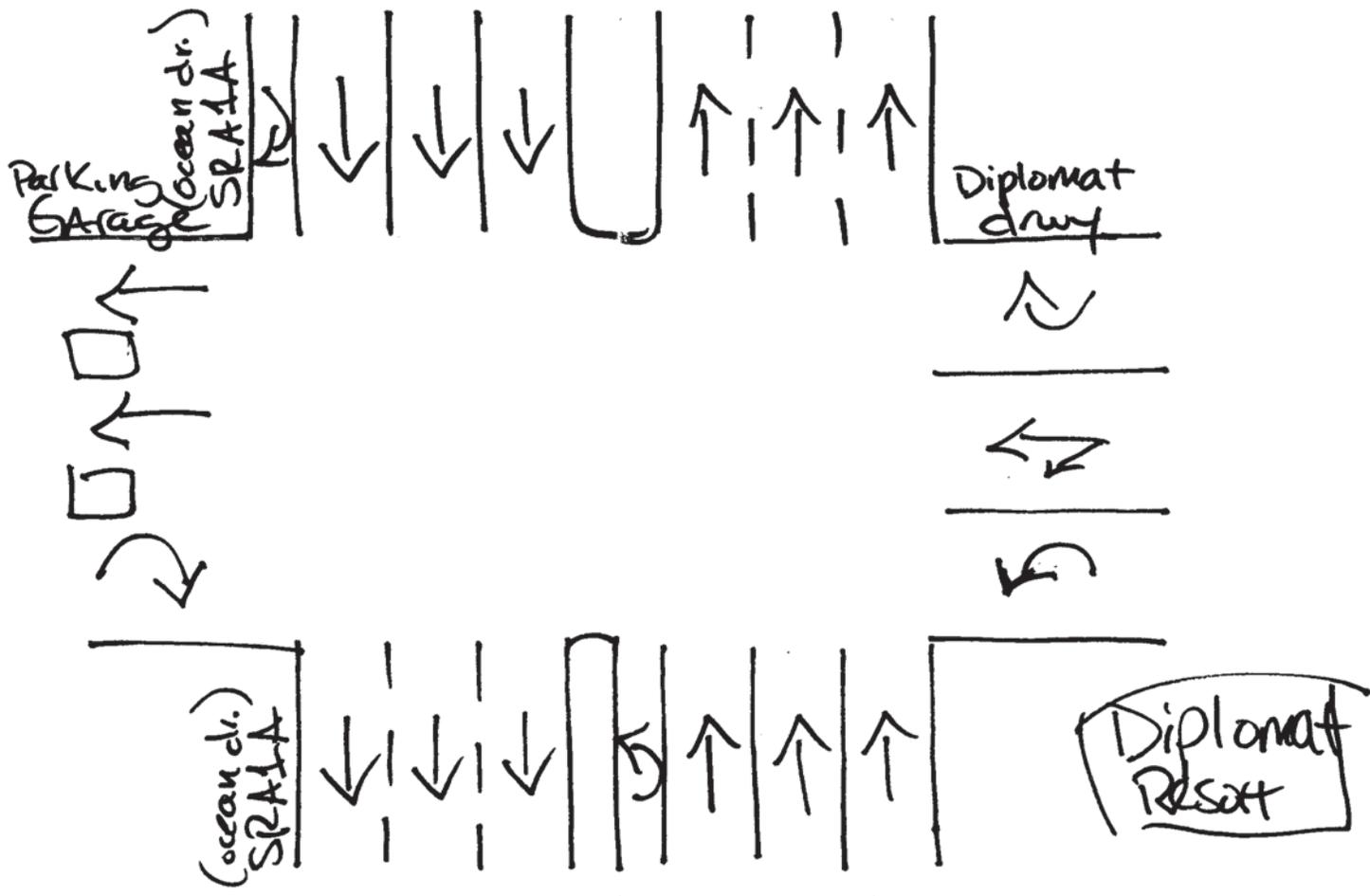
ALL VEHICLES

Intersection Total
1,563

DIPLOMAT DRIVEWAY



↑
North



Hollywood, Florida
October 03, 2019
drawn by: Luis Palomino
Signalized

ALEXANDER DRIVEWAY & SR A1A
 HOLLYWOOD, FLORIDA
 COUNTED BY: RICH MENDEZ
 NOT SIGNALIZED, NO STOP SIGNS

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00190171
 Start Date: 10/03/19
 File I.D. : ALEX_A1A
 Page : 1

ALL VEHICLES

Date	SR A1A From North				ALEXANDER DRIVEWAY From East				SR A1A From South				PARKING LOT DRIVEWAY From West				Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
10/03/19	-----																
07:00	1	0	134	0	0	0	0	0	0	0	106	1	0	0	0	2	244
07:15	2	0	160	0	0	0	0	0	0	0	134	0	0	1	0	1	298
07:30	7	0	222	1	0	0	0	0	0	0	138	0	0	1	0	1	370
07:45	1	0	250	0	0	0	0	0	1	0	189	1	0	0	0	1	443
Hr Total	11	0	766	1	0	0	0	0	1	0	567	2	0	2	0	5	1355
08:00	2	0	254	0	0	0	0	0	2	0	163	0	0	0	0	1	422
08:15	8	0	285	0	0	0	0	0	0	0	191	2	0	0	0	5	491
08:30	3	0	257	1	0	0	0	0	0	0	189	1	0	0	0	2	453
08:45	2	0	234	0	0	0	0	0	0	0	148	0	0	0	0	1	385
Hr Total	15	0	1030	1	0	0	0	0	2	0	691	3	0	0	0	9	1751
----- * BREAK * -----																	
11:00	2	0	167	0	0	0	0	0	0	0	140	0	0	0	0	5	314
11:15	3	0	136	0	0	0	0	0	0	0	135	1	0	1	0	6	282
11:30	2	0	169	1	0	0	0	0	0	0	158	3	0	0	0	2	335
11:45	5	0	145	0	0	0	0	0	0	0	152	1	0	0	0	3	306
Hr Total	12	0	617	1	0	0	0	0	0	0	585	5	0	1	0	16	1237
12:00	6	0	138	0	0	0	0	0	0	0	153	3	0	0	0	5	305
12:15	4	1	151	2	0	0	0	0	0	0	145	7	0	0	0	1	311
12:30	4	2	165	0	0	0	0	0	2	0	144	3	0	0	0	2	322
12:45	4	1	186	1	0	0	0	0	0	0	153	1	0	0	0	6	352
Hr Total	18	4	640	3	0	0	0	0	2	0	595	14	0	0	0	14	1290
----- * BREAK * -----																	
16:00	2	1	194	0	0	0	0	0	2	0	218	1	0	0	0	6	424
16:15	4	0	191	0	0	0	0	0	0	0	249	3	0	0	0	3	450
16:30	1	0	209	0	0	0	0	0	1	0	248	1	0	0	0	0	460
16:45	2	0	195	0	0	0	0	0	0	0	248	0	0	0	0	4	449
Hr Total	9	1	789	0	0	0	0	0	3	0	963	5	0	0	0	13	1783
17:00	5	0	252	0	0	0	0	0	1	0	294	0	0	0	0	3	555
17:15	6	0	157	0	0	0	0	0	0	0	245	3	0	0	0	4	415
17:30	4	2	186	0	0	0	0	0	0	0	226	1	0	1	0	0	420
17:45	2	2	201	0	0	0	0	0	0	0	231	0	0	0	0	2	438
Hr Total	17	4	796	0	0	0	0	0	1	0	996	4	0	1	0	9	1828

TOTAL	82	9	4638	6	0	0	0	0	9	0	4397	33	0	4	0	66	9244

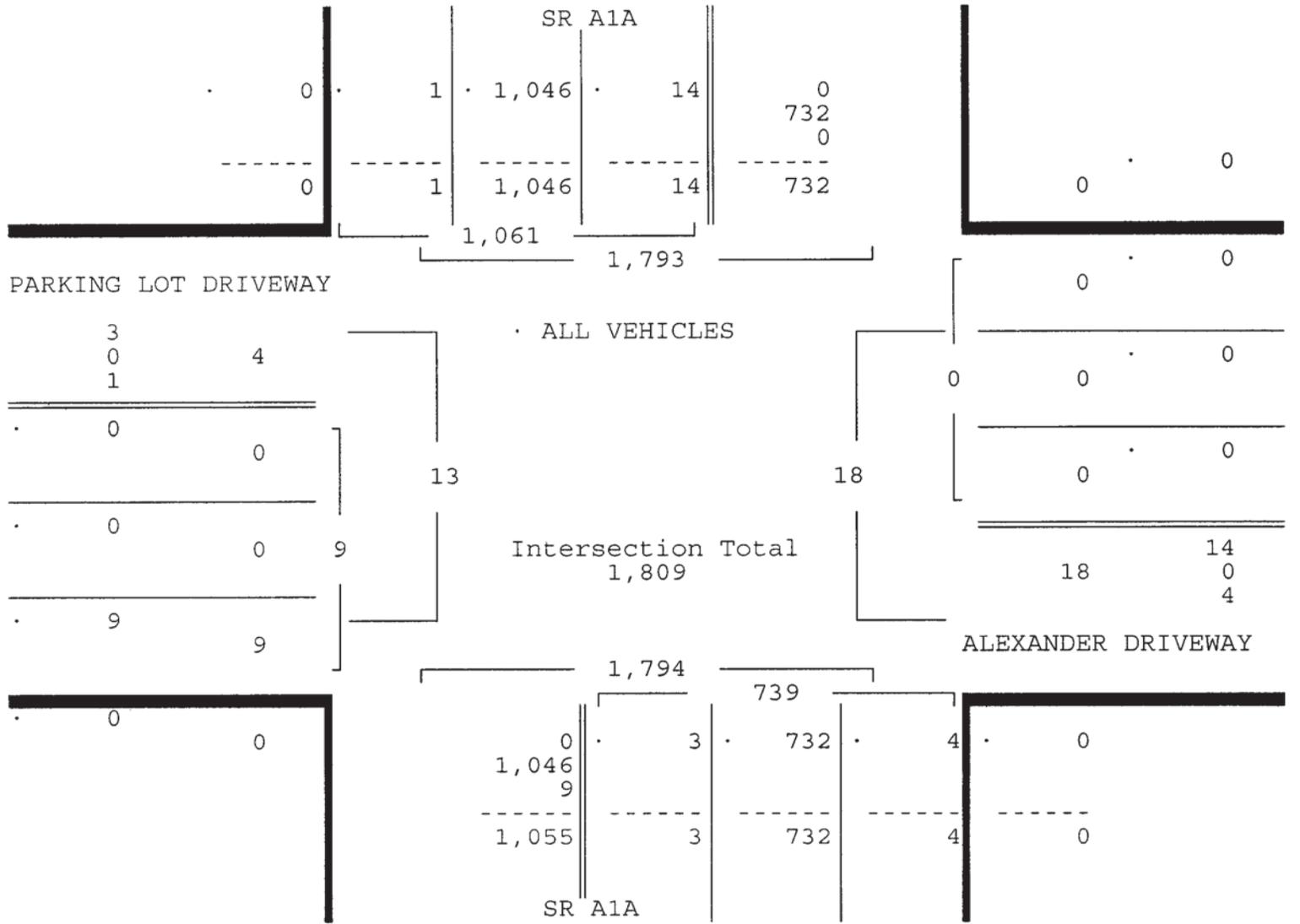
ALEXANDER DRIVEWAY & SR A1A
 HOLLYWOOD, FLORIDA
 COUNTED BY: RICH MENDEZ
 NOT SIGNALIZED, NO STOP SIGNS

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00190171
 Start Date: 10/03/19
 File I.D. : ALEX_A1A
 Page : 2

ALL VEHICLES

SR A1A From North				ALEXANDER DRIVEWAY From East				SR A1A From South				PARKING LOT DRIVEWAY From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
Date 10/03/19																
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 10/03/19																
Peak start 07:45				07:45				07:45				07:45				
Volume	14	0	1046	1	0	0	0	3	0	732	4	0	0	0	9	
Percent	1%	0%	99%	0%	0%	0%	0%	0%	0%	99%	1%	0%	0%	0%	100%	
Pk total	1061			0			739			9						
Highest 08:15				07:00				08:15				08:15				
Volume	8	0	285	0	0	0	0	0	0	191	2	0	0	0	5	
Hi total	293			0			193			5						
PHF	.91			.0			.96			.45						



ALEXANDER DRIVEWAY & SR A1A
 HOLLYWOOD, FLORIDA
 COUNTED BY: RICH MENDEZ
 NOT SIGNALIZED, NO STOP SIGNS

85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00190171
 Start Date: 10/03/19
 File I.D. : ALEX_A1A
 Page : 3

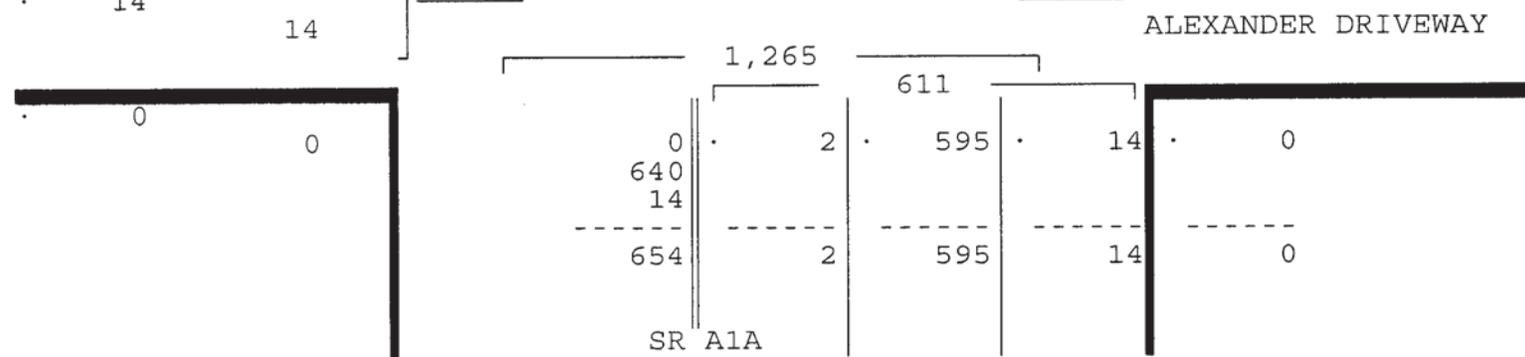
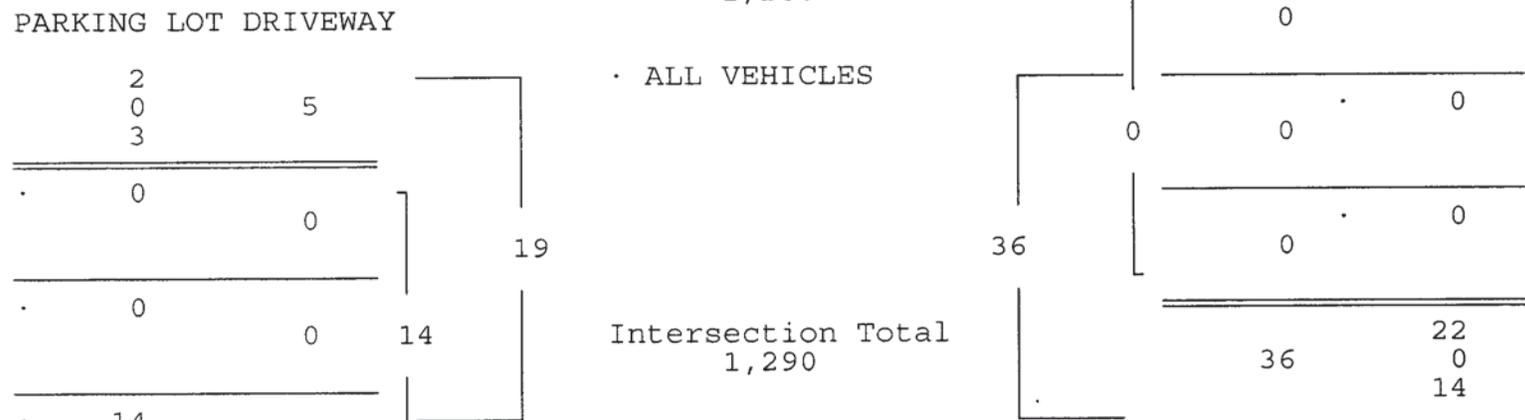
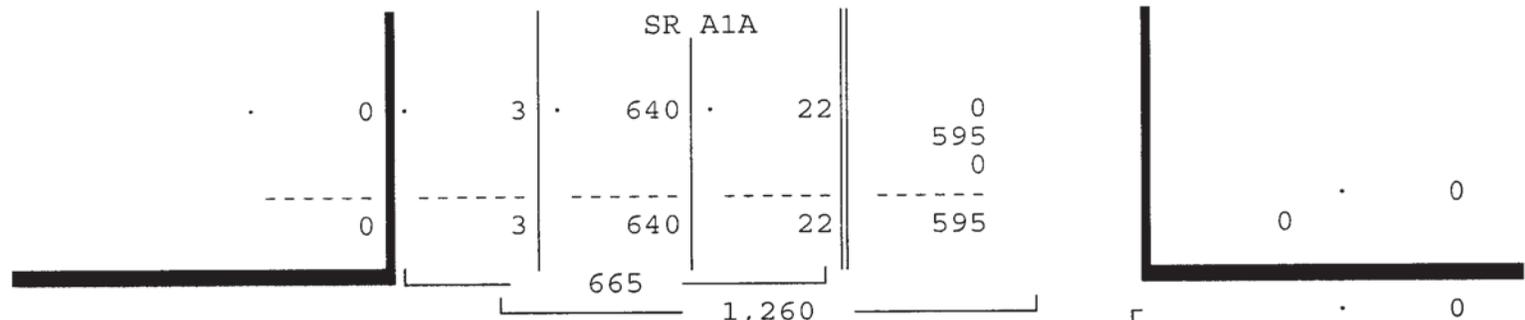
ALL VEHICLES

SR A1A				ALEXANDER DRIVEWAY				SR A1A				PARKING LOT DRIVEWAY				Total
From North				From East				From South				From West				
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

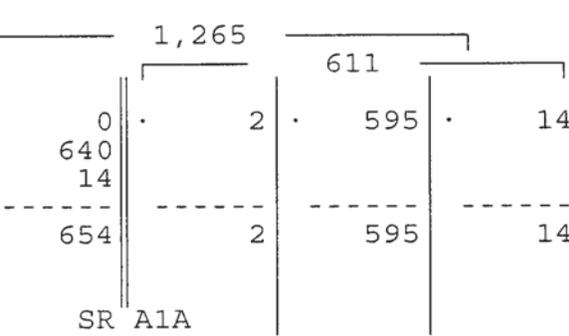
Date 10/03/19

Peak Hour Analysis By Entire Intersection for the Period: 11:00 to 13:00 on 10/03/19

Peak start 12:00				12:00				12:00				12:00			
Volume	18	4	640	3	0	0	0	2	0	595	14	0	0	0	14
Percent	3%	1%	96%	0%	0%	0%	0%	0%	0%	97%	2%	0%	0%	0%	100%
Pk total	665			0			611			14			14		
Highest	12:45			07:00			12:00			12:45			12:45		
Volume	4	1	186	1	0	0	0	0	0	153	3	0	0	0	6
Hi total	192			0			156			6			6		
PHF	.87			.0			.98			.58			.58		



ALL VEHICLES
 Intersection Total
 1,290



ALEXANDER DRIVEWAY & SR A1A
 HOLLYWOOD, FLORIDA
 COUNTED BY: RICH MENDEZ
 NOT SIGNALIZED, NO STOP SIGNS

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00190171
 Start Date: 10/03/19
 File I.D. : ALEX_A1A
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ALL VEHICLES

SR A1A				ALEXANDER DRIVEWAY				SR A1A				PARKING LOT DRIVEWAY				Total
From North				From East				From South				From West				
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

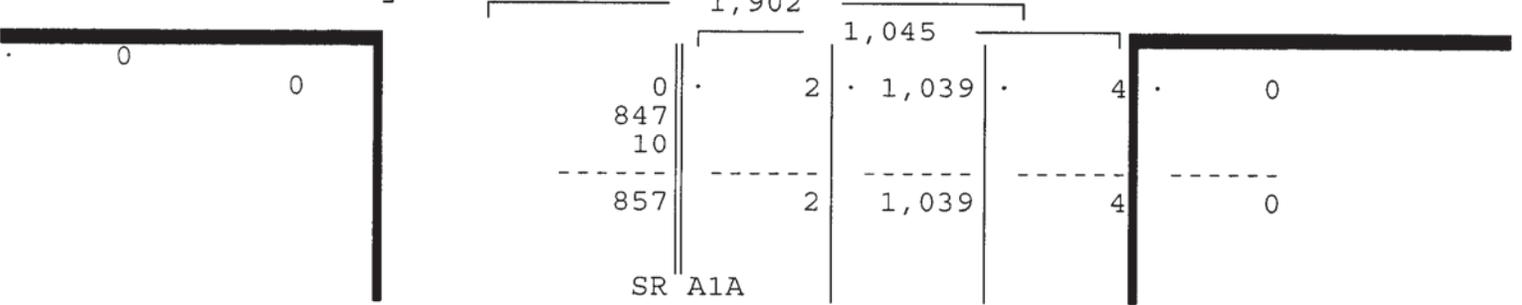
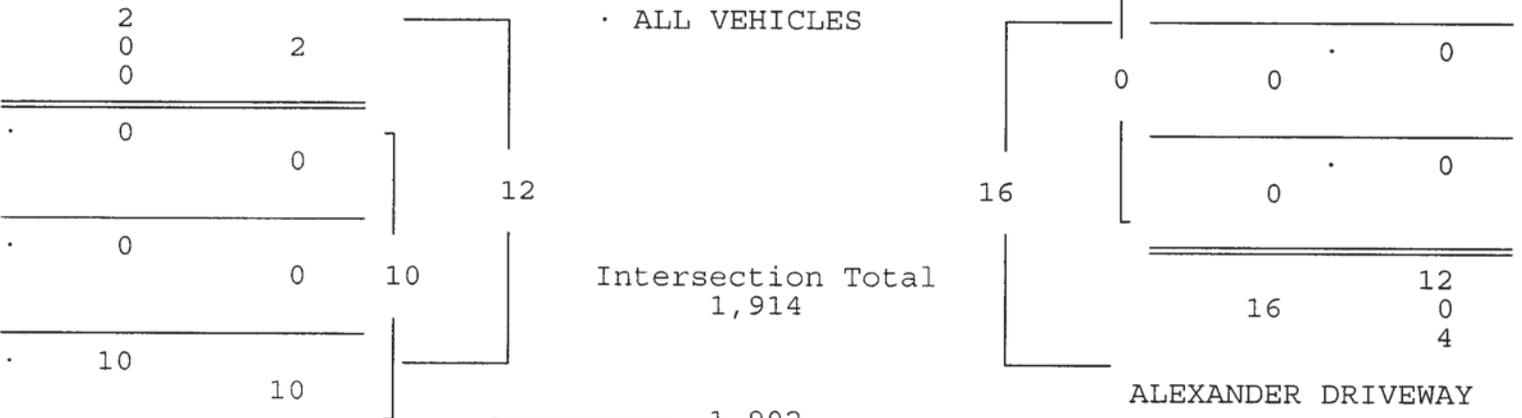
Date 10/03/19

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 10/03/19

Peak start	16:15								16:15				16:15			
Volume	12	0	847	0	0	0	0	0	2	0	1039	4	0	0	0	10
Percent	1%	0%	99%	0%	0%	0%	0%	0%	0%	0%	99%	0%	0%	0%	0%	100%
Pk total	859								1045				10			
Highest	17:00								17:00				16:45			
Volume	5	0	252	0	0	0	0	0	1	0	294	0	0	0	0	4
Hi total	257								295				4			
PHF	.84								.89				.62			



PARKING LOT DRIVEWAY



TRAFFIC SURVEY SPECIALISTS, INC.

ALEXANDER DRIVEWAY & SR A1A
 HOLLYWOOD, FLORIDA
 COUNTED BY: RICH MENDEZ
 NOT SIGNALIZED, NO STOP SIGNS

85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00190171
 Start Date: 10/03/19
 File I.D. : ALEX_A1A
 Page : 1

PEDESTRIANS & BIKES

Date	SR A1A From North				ALEXANDER DRIVEWAY From East				SR A1A From South				PARKING LOT DRIVEWAY From West				Total
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	
10/03/19	-----																
07:00	0	0	0	0	0	4	0	21	0	0	0	0	0	0	0	3	28
07:15	0	0	0	0	0	0	0	11	0	0	0	0	0	1	0	10	22
07:30	0	0	0	0	0	1	0	11	0	0	0	0	0	5	0	2	19
07:45	0	0	0	0	0	2	0	17	0	0	0	0	0	18	0	4	41
Hr Total	0	0	0	0	0	7	0	60	0	0	0	0	0	24	0	19	110
08:00	0	0	0	0	0	4	0	17	0	0	0	0	0	0	0	2	23
08:15	0	0	0	0	0	3	0	14	0	0	0	0	0	2	0	2	21
08:30	0	0	0	0	0	1	0	12	0	0	0	0	0	4	0	0	17
08:45	0	0	0	0	0	1	0	12	0	0	0	0	0	1	0	4	18
Hr Total	0	0	0	0	0	9	0	55	0	0	0	0	0	7	0	8	79

* BREAK *																	

11:00	0	0	0	0	0	4	0	9	0	0	0	0	0	3	0	2	18
11:15	0	0	0	0	0	2	0	13	0	0	0	0	0	6	0	1	22
11:30	0	0	0	0	0	3	0	16	0	0	0	0	0	0	0	2	21
11:45	0	0	0	0	0	0	0	27	0	0	0	0	0	3	0	0	30
Hr Total	0	0	0	0	0	9	0	65	0	0	0	0	0	12	0	5	91
12:00	0	0	0	0	0	1	0	8	0	0	0	0	0	0	0	1	10
12:15	0	0	0	0	0	0	0	7	0	0	0	0	0	4	0	2	13
12:30	0	0	0	0	0	3	0	9	0	0	0	0	0	3	0	3	18
12:45	0	0	0	0	0	1	0	8	0	0	0	0	0	2	0	5	16
Hr Total	0	0	0	0	0	5	0	32	0	0	0	0	0	9	0	11	57

* BREAK *																	

16:00	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	0	4
16:15	0	0	0	0	0	2	0	25	0	0	0	0	0	3	0	7	37
16:30	0	0	0	0	0	0	0	5	0	0	0	0	0	2	0	3	10
16:45	0	0	0	0	0	2	0	8	0	0	0	0	0	2	0	0	12
Hr Total	0	0	0	0	0	4	0	41	0	0	0	0	0	8	0	10	63
17:00	0	0	0	0	0	3	0	6	0	0	0	0	0	1	0	0	10
17:15	0	0	0	0	0	3	0	9	0	0	0	0	0	0	0	1	13
17:30	0	0	0	0	0	5	0	11	0	0	0	0	0	1	0	10	27
17:45	0	0	0	0	0	4	0	11	0	0	0	0	0	5	0	6	26
Hr Total	0	0	0	0	0	15	0	37	0	0	0	0	0	7	0	17	76

TOTAL	0	0	0	0	0	49	0	290	0	0	0	0	0	67	0	70	476

ALEXANDER DRIVEWAY & SR A1A
 HOLLYWOOD, FLORIDA
 COUNTED BY: MARISA CRUZ
 NOT SIGNALIZED, NO STOP SIGNS .

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00190171
 Start Date: 10/12/19
 File I.D. : ALEXA1A_
 Page : 1

ALL VEHICLES

Date	SR A1A From North				ALEXANDER DRIVEWAY From East				SR A1A From South				PARKING LOT DRIVEWAY From West				Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
10/12/19																	
11:00	2	0	129	0	0	0	0	0	0	0	121	1	0	0	0	0	253
11:15	0	0	133	0	0	0	0	0	0	0	148	5	0	0	0	4	290
11:30	5	3	167	0	0	0	0	0	0	0	176	4	0	0	0	1	356
11:45	1	2	147	0	0	0	0	0	0	0	142	2	0	0	0	3	297
Hr Total	8	5	576	0	0	0	0	0	0	0	587	12	0	0	0	8	1196
12:00	2	0	151	1	0	0	0	0	0	0	167	1	0	0	0	3	325
12:15	0	0	181	1	0	0	0	0	0	0	154	1	0	0	0	1	338
12:30	4	2	192	0	0	0	0	0	1	0	180	0	0	1	0	1	381
12:45	2	0	159	1	0	0	0	0	0	0	130	1	0	0	0	2	295
Hr Total	8	2	683	3	0	0	0	0	1	0	631	3	0	1	0	7	1339
* BREAK *																	
16:00	2	0	170	0	0	0	0	0	1	0	171	1	0	0	0	2	347
16:15	3	0	160	0	0	0	0	0	0	0	168	1	0	0	0	3	335
16:30	4	0	162	0	0	0	0	0	0	0	140	1	0	0	0	0	307
16:45	5	0	145	0	0	0	0	0	1	0	165	0	0	0	0	1	317
Hr Total	14	0	637	0	0	0	0	0	2	0	644	3	0	0	0	6	1306
17:00	0	1	152	0	0	0	0	0	0	0	174	4	0	0	0	2	333
17:15	4	1	127	0	0	0	0	0	0	0	160	1	0	0	0	1	294
17:30	2	0	189	0	0	0	0	0	0	0	200	4	0	0	0	2	397
17:45	6	1	207	0	0	0	0	0	0	0	194	4	0	0	0	2	414
Hr Total	12	3	675	0	0	0	0	0	0	0	728	13	0	0	0	7	1438
TOTAL	42	10	2571	3	0	0	0	0	3	0	2590	31	0	1	0	28	5279

ALEXANDER DRIVEWAY & SR A1A
 HOLLYWOOD, FLORIDA
 COUNTED BY: MARISA CRUZ
 NOT SIGNALIZED, NO STOP SIGNS

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00190171
 Start Date: 10/12/19
 File I.D. : ALEXA1A_
 Page : 2

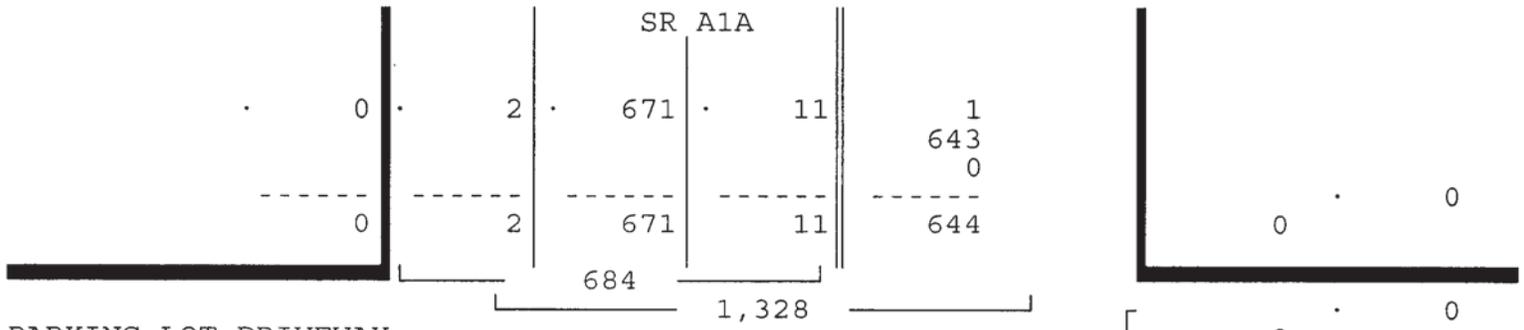
ALL VEHICLES

SR A1A From North				ALEXANDER DRIVEWAY From East				SR A1A From South				PARKING LOT DRIVEWAY From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

Date 10/12/19

Peak Hour Analysis By Entire Intersection for the Period: 11:00 to 13:00 on 10/12/19

Peak start 11:45	11:45								11:45							
Volume	7	4	671	2	0	0	0	0	1	0	643	4	0	1	0	8
Percent	1%	1%	98%	0%	0%	0%	0%	0%	0%	0%	99%	1%	0%	11%	0%	89%
Pk total	684				0				648				9			
Highest	12:30				11:00				12:30				11:45			
Volume	4	2	192	0	0	0	0	1	0	180	0	0	0	0	0	3
Hi total	198				0				181				3			
PHF	.86				.0				.90				.75			



PARKING LOT DRIVEWAY

1	
0	3
2	
<hr/>	
1	1
<hr/>	
0	0
<hr/>	
8	8
<hr/>	
0	0

ALL VEHICLES

Intersection Total
1,341

ALEXANDER DRIVEWAY



ALEXANDER DRIVEWAY & SR A1A
 HOLLYWOOD, FLORIDA
 COUNTED BY: MARISA CRUZ
 NOT SIGNALIZED, NO STOP SIGNS

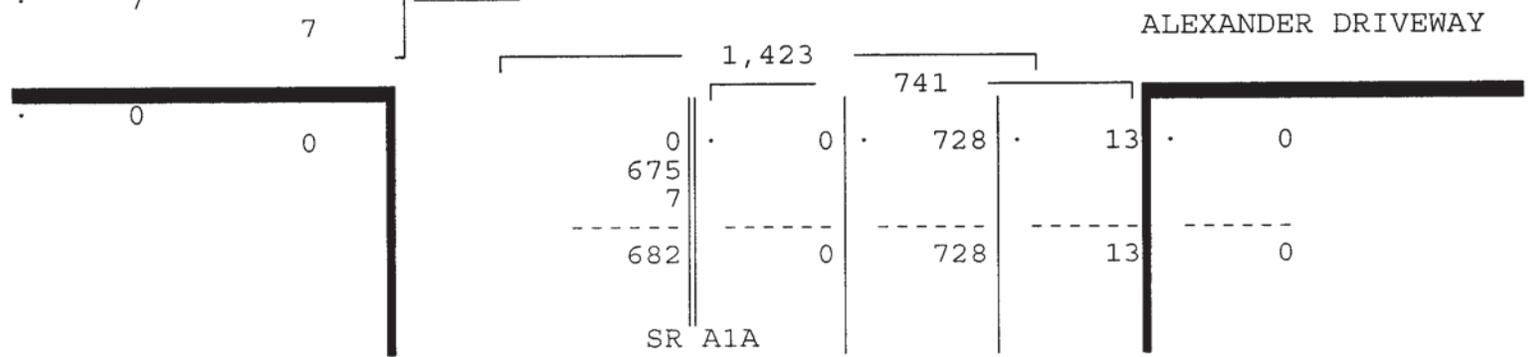
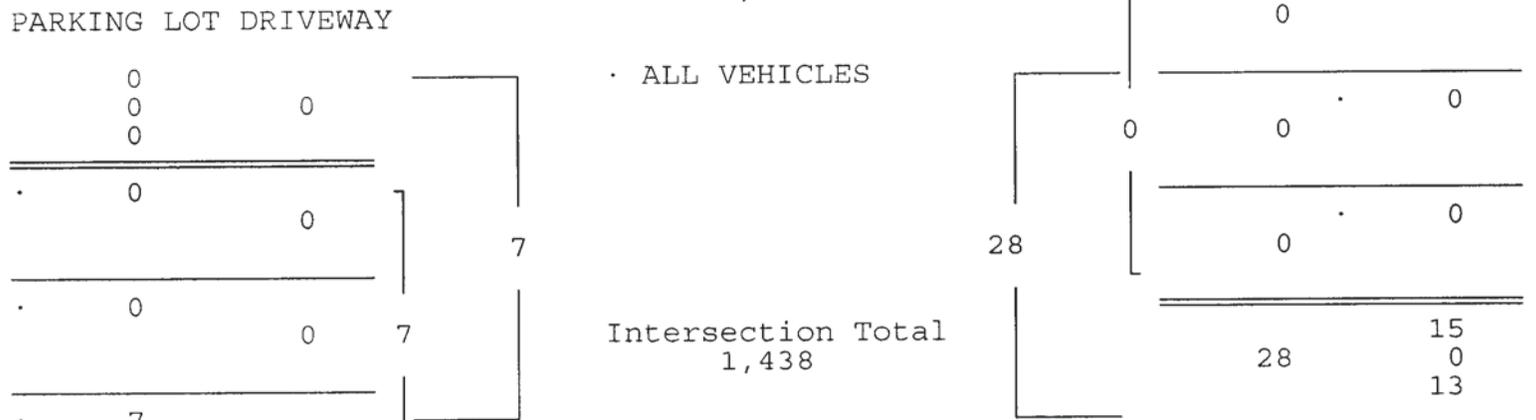
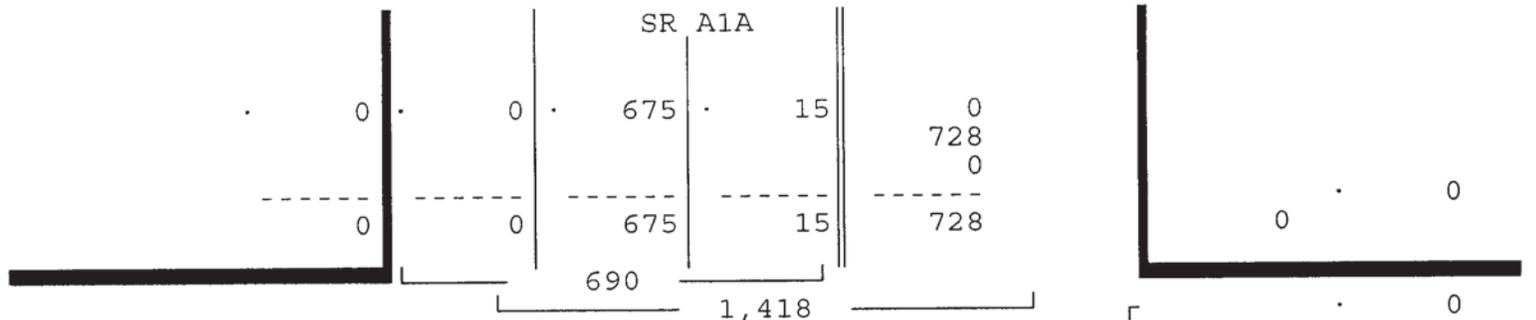
ALL VEHICLES

SR A1A From North				ALEXANDER DRIVEWAY From East				SR A1A From South				PARKING LOT DRIVEWAY From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

Date 10/12/19

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 10/12/19

Peak start 17:00	17:00				17:00				17:00							
Volume	12	3	675	0	0	0	0	0	0	728	13	0	0	0	7	
Percent	2%	0%	98%	0%	0%	0%	0%	0%	0%	98%	2%	0%	0%	0%	100%	
Pk total	690				741				7							
Highest	17:45				11:00				17:30				17:00			
Volume	6	1	207	0	0	0	0	0	0	200	4	0	0	0	2	
Hi total	214				0				204				2			
PHF	.81				.0				.91				.88			



ALEXANDER DRIVEWAY & SR A1A
 HOLLYWOOD, FLORIDA
 COUNTED BY: MARISA CRUZ
 NOT SIGNALIZED, NO STOP SIGNS

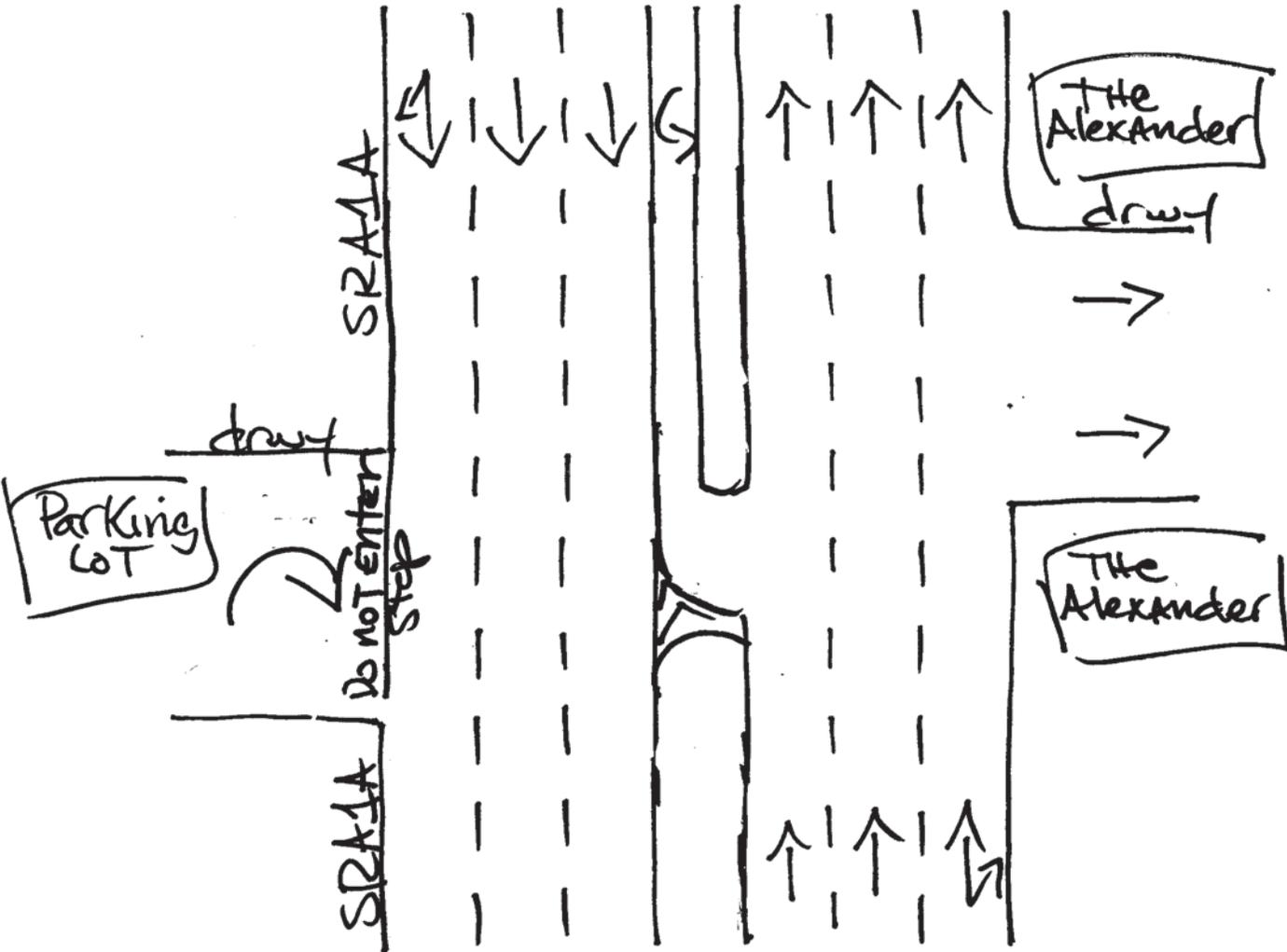
TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00190171
 Start Date: 10/12/19
 File I.D. : ALEXA1A_
 Page : 1

PEDESTRIANS & BIKES

Date	SR A1A From North				ALEXANDER DRIVEWAY From East				SR A1A From South				PARKING LOT DRIVEWAY From West				Total
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	
10/12/19																	
11:00	0	0	0	2	0	3	0	17	0	0	0	0	0	10	0	6	38
11:15	0	0	0	0	0	7	0	25	0	0	0	0	0	1	0	2	35
11:30	0	0	0	0	0	4	0	15	0	0	0	0	0	6	0	6	31
11:45	0	0	0	1	0	10	0	14	0	0	0	0	0	0	0	6	31
Hr Total	0	0	0	3	0	24	0	71	0	0	0	0	0	17	0	20	135
12:00	0	0	0	0	0	6	0	16	0	0	0	0	0	4	0	8	34
12:15	0	0	0	1	0	2	0	12	0	0	0	4	0	2	0	8	29
12:30	0	0	0	2	0	2	0	9	0	0	0	0	0	1	0	5	19
12:45	0	0	0	2	0	5	0	4	0	0	0	0	0	2	0	4	17
Hr Total	0	0	0	5	0	15	0	41	0	0	0	4	0	9	0	25	99
* BREAK *																	
16:00	0	0	0	1	0	2	0	6	0	1	0	0	0	1	0	5	16
16:15	0	0	0	2	0	4	0	6	0	0	0	0	0	2	0	4	18
16:30	0	0	0	0	0	6	0	7	0	0	0	0	0	0	0	0	13
16:45	0	0	0	1	0	0	0	7	0	0	0	0	0	3	0	3	14
Hr Total	0	0	0	4	0	12	0	26	0	1	0	0	0	6	0	12	61
17:00	0	0	0	0	0	2	0	4	0	0	0	0	0	0	0	3	9
17:15	0	0	0	2	0	5	0	5	0	0	0	2	0	0	0	5	19
17:30	0	0	0	2	0	0	0	14	0	0	0	2	0	3	0	1	22
17:45	0	0	0	1	0	2	0	2	0	0	0	0	0	1	0	3	9
Hr Total	0	0	0	5	0	9	0	25	0	0	0	4	0	4	0	12	59
TOTAL	0	0	0	17	0	60	0	163	0	1	0	8	0	36	0	69	354

North



Hollywood, Florida

October 03, 2019

drawn by: Luis Palomino

NOT signalized

NO STOP SIGNS

3001 RESIDENCE ENTRANCE & SR A1A
 HOLLYWOOD, FLORIDA
 COUNTED BY: JOHN FLOOD
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00190171
 Start Date: 10/03/19
 File I.D. : 3001_A1A
 Page : 1

ALL VEHICLES

Date	SR A1A From North				3001 RESIDENCE DRIVEWAY From East				SR A1A From South				3000 RESIDENCE DRIVEWAY From West				Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
10/03/19	-----																
07:00	3	0	118	0	0	1	0	3	12	0	105	4	0	0	0	3	249
07:15	9	1	145	1	0	0	0	2	12	0	133	2	0	1	0	1	307
07:30	7	3	208	0	0	1	0	1	13	0	138	1	0	1	0	3	376
07:45	4	0	233	0	0	3	0	2	12	0	175	2	0	5	0	1	437
Hr Total	23	4	704	1	0	5	0	8	49	0	551	9	0	7	0	8	1369
08:00	11	3	250	1	0	1	0	1	14	0	182	0	0	1	0	2	466
08:15	10	1	260	0	0	3	0	4	16	2	165	5	0	1	0	3	470
08:30	13	3	230	0	0	2	0	4	16	0	169	3	0	1	0	2	443
08:45	7	2	210	1	0	0	0	5	17	0	141	4	0	0	0	2	389
Hr Total	41	9	950	2	0	6	0	14	63	2	657	12	0	3	0	9	1768
----- * BREAK * -----																	
11:00	6	3	150	3	0	1	0	4	21	3	134	3	0	0	0	1	329
11:15	4	3	127	0	0	2	0	4	18	0	120	5	0	0	0	1	284
11:30	5	1	157	2	0	0	0	0	22	0	149	2	0	0	0	1	339
11:45	4	3	139	0	0	0	0	5	8	1	143	2	0	0	0	2	307
Hr Total	19	10	573	5	0	3	0	13	69	4	546	12	0	0	0	5	1259
12:00	5	0	137	0	0	0	0	7	11	1	143	7	0	0	0	3	314
12:15	4	2	135	0	0	0	0	2	24	1	127	4	0	0	0	0	299
12:30	11	4	158	1	0	1	0	4	10	2	135	5	0	0	0	3	334
12:45	7	3	180	0	0	2	0	5	19	0	140	6	0	0	0	2	364
Hr Total	27	9	610	1	0	3	0	18	64	4	545	22	0	0	0	8	1311
----- * BREAK * -----																	
16:00	7	4	184	0	0	1	0	4	18	0	203	9	0	0	0	0	430
16:15	6	0	177	2	0	0	0	3	15	1	231	8	0	0	0	0	443
16:30	8	2	190	1	1	1	0	6	19	0	242	4	0	0	0	1	475
16:45	4	4	182	1	0	1	0	2	20	3	214	10	0	0	0	0	441
Hr Total	25	10	733	4	1	3	0	15	72	4	890	31	0	0	0	1	1789
17:00	6	6	231	2	0	1	0	2	21	2	283	7	0	0	0	0	561
17:15	6	4	145	1	0	0	0	4	20	1	232	3	0	0	0	1	417
17:30	7	0	180	0	0	0	0	1	11	2	213	7	0	0	0	1	422
17:45	6	7	195	1	0	0	0	3	10	0	209	7	0	0	0	1	439
Hr Total	25	17	751	4	0	1	0	10	62	5	937	24	0	0	0	3	1839

TOTAL	160	59	4321	17	1	21	0	78	379	19	4126	110	0	10	0	34	9335

3001 RESIDENCE ENTRANCE & SR A1A
 HOLLYWOOD, FLORIDA
 COUNTED BY: JOHN FLOOD
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00190171
 Start Date: 10/03/19
 File I.D. : 3001_A1A
 Page : 2

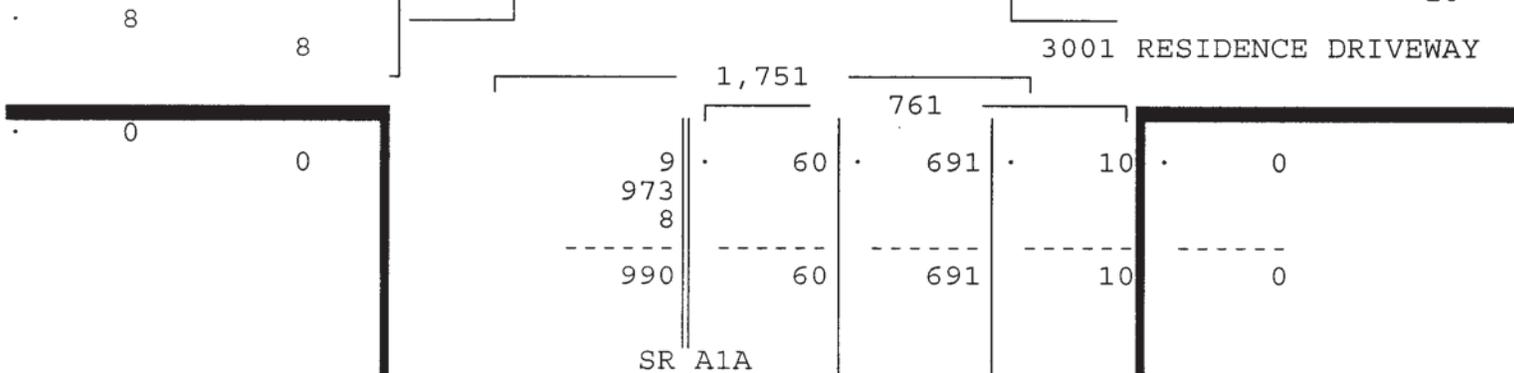
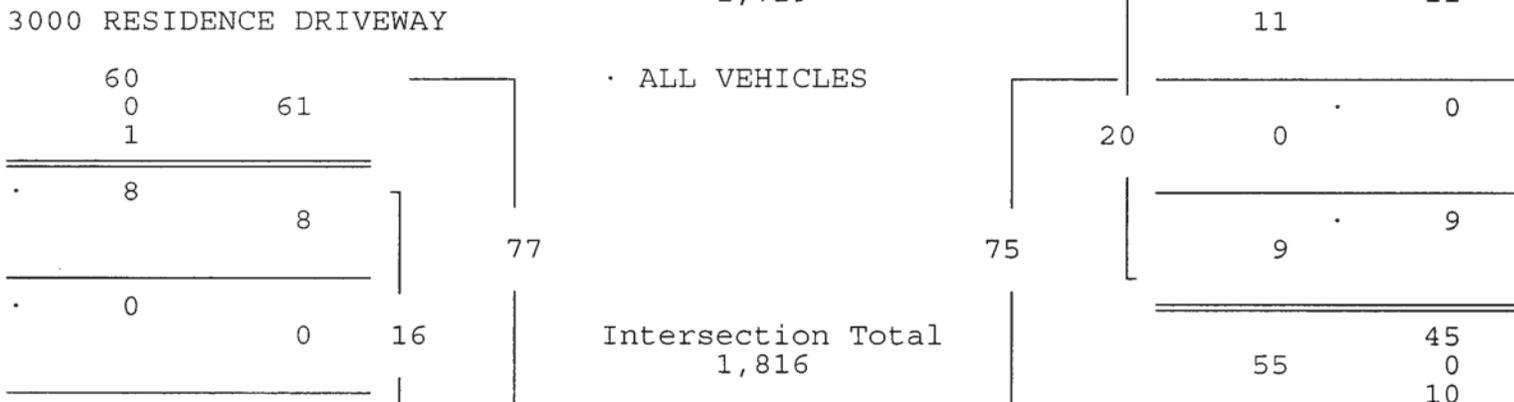
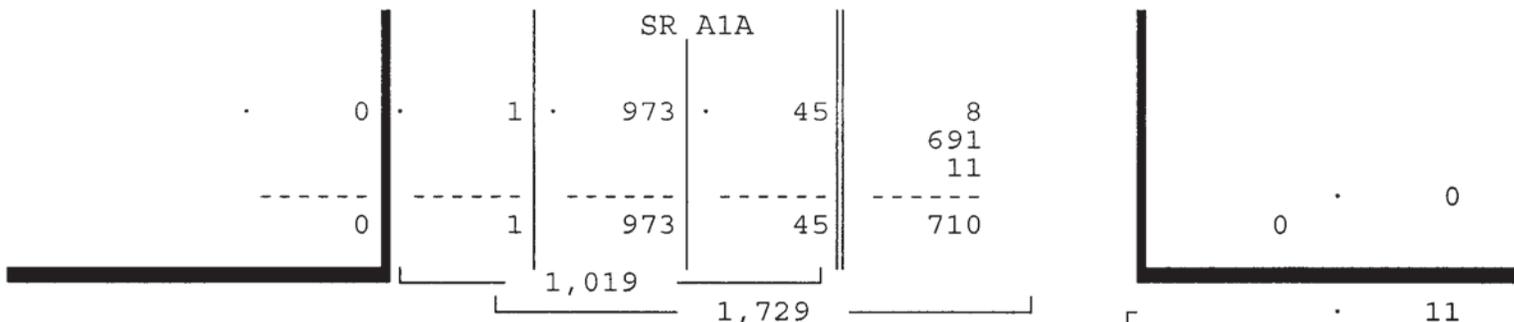
ALL VEHICLES

SR A1A From North				3001 RESIDENCE DRIVEWAY From East				SR A1A From South				3000 RESIDENCE DRIVEWAY From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

Date 10/03/19

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 10/03/19

Peak start 07:45				07:45				07:45								
Volume	38	7	973	1	0	9	0	11	58	2	691	10	0	8	0	8
Percent	4%	1%	95%	0%	0%	45%	0%	55%	8%	0%	91%	1%	0%	50%	0%	50%
Pk total	1019			20			761			16						
Highest	08:15			08:15			08:00			07:45						
Volume	10	1	260	0	0	3	0	4	14	0	182	0	0	5	0	1
Hi total	271			7			196			6						
PHF	.94			.71			.97			.67						



3001 RESIDENCE ENTRANCE & SR A1A
 HOLLYWOOD, FLORIDA
 COUNTED BY: JOHN FLOOD
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
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Site Code : 00190171
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 File I.D. : 3001_A1A
 Page : 3

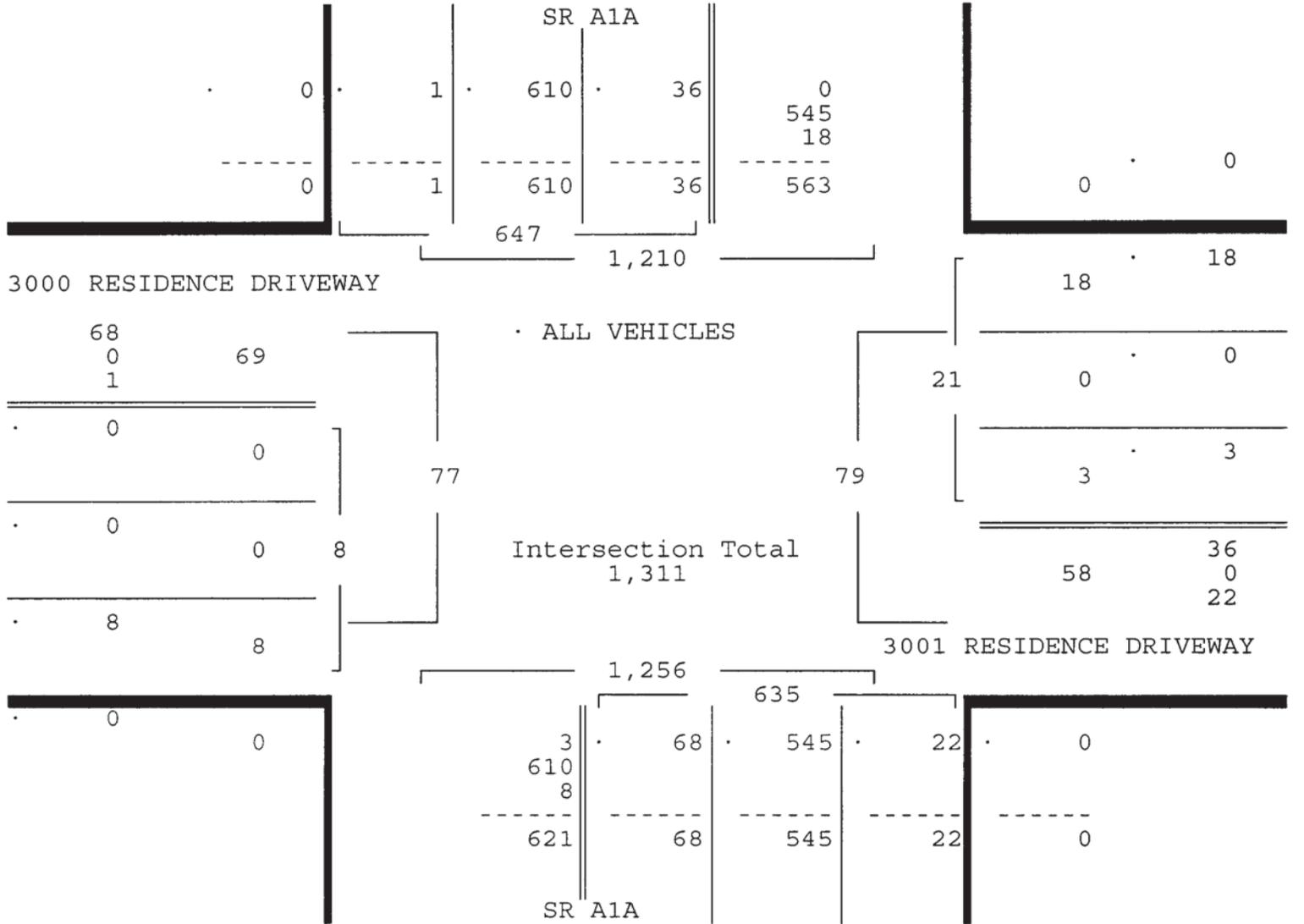
ALL VEHICLES

SR A1A From North				3001 RESIDENCE DRIVEWAY From East				SR A1A From South				3000 RESIDENCE DRIVEWAY From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

Date 10/03/19

Peak Hour Analysis By Entire Intersection for the Period: 11:00 to 13:00 on 10/03/19

Peak start 12:00	12:00				12:00				12:00							
Volume	27	9	610	1	0	3	0	18	64	4	545	22	0	0	0	8
Percent	4%	1%	94%	0%	0%	14%	0%	86%	10%	1%	86%	3%	0%	0%	0%	100%
Pk total	647				21				635				8			
Highest	12:45				12:00				12:45				12:00			
Volume	7	3	180	0	0	0	0	7	19	0	140	6	0	0	0	3
Hi total	190				7				165				3			
PHF	.85				.75				.96				.67			



3001 RESIDENCE ENTRANCE & SR A1A
 HOLLYWOOD, FLORIDA
 COUNTED BY: JOHN FLOOD
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
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Site Code : 00190171
 Start Date: 10/03/19
 File I.D. : 3001_A1A
 Page : 4

ALL VEHICLES

SR A1A From North				3001 RESIDENCE DRIVEWAY From East				SR A1A From South				3000 RESIDENCE DRIVEWAY From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

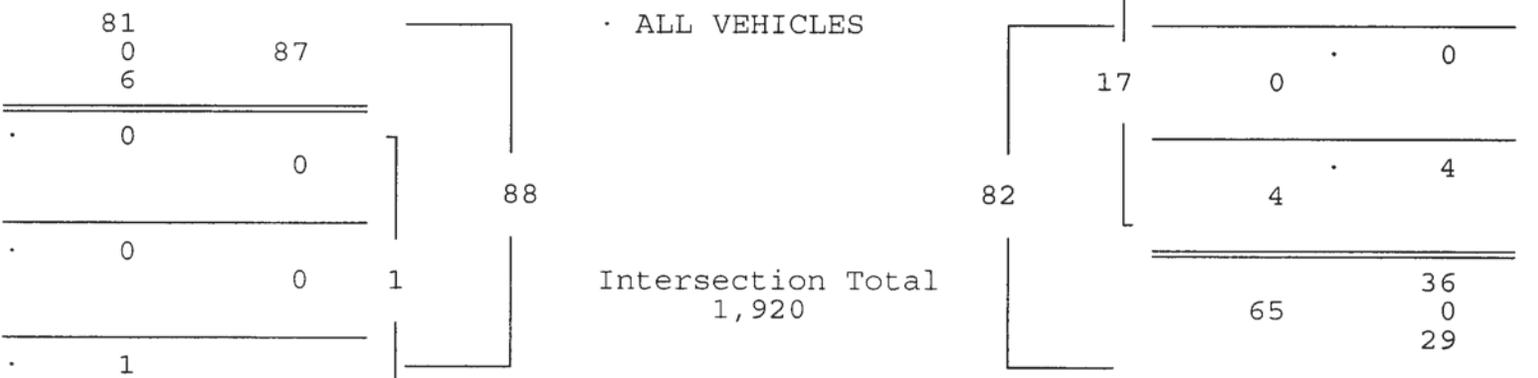
Date 10/03/19

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 10/03/19

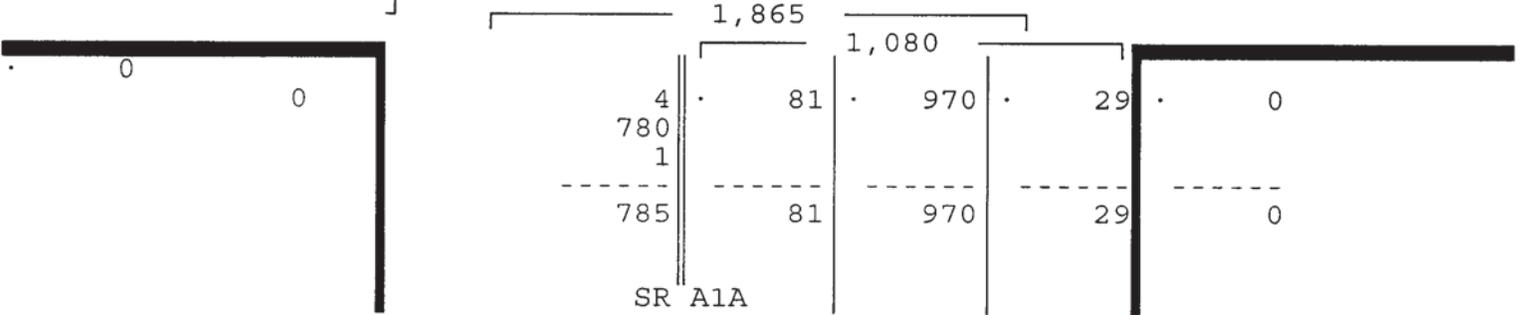
Peak start 16:15				16:15				16:15				16:15				
Volume	24	12	780	6	1	3	0	13	75	6	970	29	0	0	0	1
Percent	3%	1%	95%	1%	6%	18%	0%	76%	7%	1%	90%	3%	0%	0%	0%	100%
Pk total	822			17			1080			1						
Highest	17:00			16:30			17:00			16:30						
Volume	6	6	231	2	1	1	0	6	21	2	283	7	0	0	0	1
Hi total	245			8			313			1						
PHF	.84			.53			.86			.25						



3000 RESIDENCE DRIVEWAY



3001 RESIDENCE DRIVEWAY



3001 RESIDENCE ENTRANCE & SR A1A
 HOLLYWOOD, FLORIDA
 COUNTED BY: JOHN FLOOD
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
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 PHONE (561)272-3255

Site Code : 00190171
 Start Date: 10/03/19
 File I.D. : 3001_A1A
 Page : 1

PEDESTRIANS & BIKES

Date	SR A1A From North				3001 RESIDENCE DRIVEWAY From East				SR A1A From South				3000 RESIDENCE DRIVEWAY From West				Total
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	
10/03/19	-----																
07:00	0	0	0	0	0	5	0	18	0	0	0	5	0	0	0	0	28
07:15	0	0	0	0	0	0	0	15	0	0	0	0	0	0	0	5	20
07:30	0	0	0	0	0	1	0	8	0	0	0	2	0	4	0	2	17
07:45	0	0	0	0	0	3	0	16	0	1	0	2	0	18	0	4	44
Hr Total	0	0	0	0	0	9	0	57	0	1	0	9	0	22	0	11	109
08:00	0	0	0	0	0	4	0	13	0	0	0	2	0	0	0	3	22
08:15	0	0	0	0	0	3	0	9	0	0	0	6	0	2	0	3	23
08:30	0	0	0	0	0	0	0	15	0	0	0	3	0	2	0	1	21
08:45	0	0	0	0	0	1	0	5	0	0	0	2	0	1	0	3	12
Hr Total	0	0	0	0	0	8	0	42	0	0	0	13	0	5	0	10	78
----- * BREAK * -----																	
11:00	0	0	0	0	0	6	0	13	0	1	0	8	0	0	0	0	28
11:15	0	0	0	0	0	2	0	8	0	1	0	5	0	5	0	2	23
11:30	0	0	0	0	0	3	0	13	0	0	0	2	0	0	0	0	18
11:45	0	0	0	0	0	0	0	22	0	0	0	1	0	2	0	1	26
Hr Total	0	0	0	0	0	11	0	56	0	2	0	16	0	7	0	3	95
12:00	0	0	0	0	0	1	0	8	0	0	0	2	0	0	0	1	12
12:15	0	0	0	1	0	0	0	3	0	0	0	3	0	4	0	1	12
12:30	0	0	0	0	0	3	0	5	0	0	0	5	0	2	0	3	18
12:45	0	0	0	0	0	1	0	7	0	0	0	3	0	2	0	5	18
Hr Total	0	0	0	1	0	5	0	23	0	0	0	13	0	8	0	10	60
----- * BREAK * -----																	
16:00	0	0	0	0	0	0	0	9	0	0	0	9	0	1	0	1	20
16:15	0	1	0	0	0	2	0	14	0	2	0	5	0	2	0	1	27
16:30	0	0	0	1	0	1	0	4	0	1	0	6	0	0	0	2	15
16:45	0	0	0	0	0	3	0	9	0	0	0	5	0	1	0	2	20
Hr Total	0	1	0	1	0	6	0	36	0	3	0	25	0	4	0	6	82
17:00	0	0	0	0	0	2	0	8	0	0	0	0	0	1	0	1	12
17:15	0	0	0	0	0	3	0	8	0	0	0	4	0	0	0	0	15
17:30	0	0	0	0	0	5	0	5	0	0	0	0	0	1	0	1	12
17:45	0	0	0	0	0	5	0	16	0	0	0	3	0	7	0	1	32
Hr Total	0	0	0	0	0	15	0	37	0	0	0	7	0	9	0	3	71

TOTAL	0	1	0	2	0	54	0	251	0	6	0	83	0	55	0	43	495

3001 RESIDENCE ENTRANCE & SR A1A
 HOLLYWOOD, FLORIDA
 COUNTED BY: JOHN FLOOD
 SIGNALIZED FOR PEDESTRIANS

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00190171
 Start Date: 10/12/19
 File I.D. : 3001A1A_
 Page : 1

ALL VEHICLES

Date	SR A1A From North				3001 RESIDENCE DRIVEWAY From East				SR A1A From South				3000 RESIDENCE DRIVEWAY From West				Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
10/12/19																	
11:00	8	0	117	1	0	1	0	4	15	0	116	5	0	0	0	1	268
11:15	8	1	116	0	0	1	0	2	14	0	136	0	0	0	0	0	278
11:30	9	0	158	1	0	1	0	6	15	0	155	5	0	0	0	1	351
11:45	12	2	141	3	0	0	0	4	14	0	128	5	0	0	0	1	310
Hr Total	37	3	532	5	0	3	0	16	58	0	535	15	0	0	0	3	1207
12:00	8	0	149	2	1	0	0	2	14	1	153	2	0	0	0	2	334
12:15	6	4	161	0	0	1	0	5	19	1	133	6	0	0	0	1	337
12:30	6	0	173	0	0	0	0	4	20	0	161	11	0	0	0	3	378
12:45	6	1	152	1	2	0	0	4	10	0	125	6	0	0	0	1	308
Hr Total	26	5	635	3	3	1	0	15	63	2	572	25	0	0	0	7	1357
* BREAK *																	
16:00	11	3	178	0	0	0	0	1	6	1	155	3	0	0	0	1	359
16:15	6	1	146	1	0	0	0	2	14	0	133	8	0	0	0	1	312
16:30	7	0	151	0	0	2	0	0	11	0	147	4	0	0	0	1	323
16:45	11	4	144	0	0	0	0	1	10	2	155	2	0	0	0	0	329
Hr Total	35	8	619	1	0	2	0	4	41	3	590	17	0	0	0	3	1323
17:00	9	2	142	0	0	1	0	3	10	1	161	1	0	0	0	0	330
17:15	6	0	132	1	0	0	0	1	9	0	139	5	0	0	0	0	293
17:30	6	2	189	0	0	1	0	2	18	2	193	3	0	0	0	0	416
17:45	10	7	180	4	0	0	0	4	28	1	161	4	0	0	0	0	399
Hr Total	31	11	643	5	0	2	0	10	65	4	654	13	0	0	0	0	1438
TOTAL	129	27	2429	14	3	8	0	45	227	9	2351	70	0	0	0	13	5325

3001 RESIDENCE ENTRANCE & SR A1A
 HOLLYWOOD, FLORIDA
 COUNTED BY: JOHN FLOOD
 SIGNALIZED FOR PEDESTRIANS

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00190171
 Start Date: 10/12/19
 File I.D. : 3001A1A_
 Page : 2

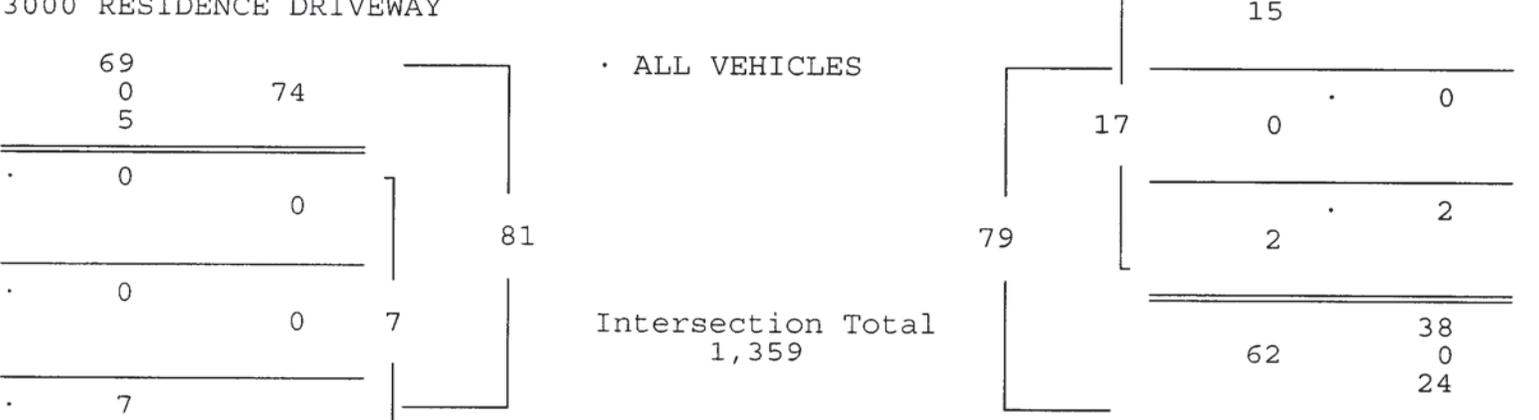
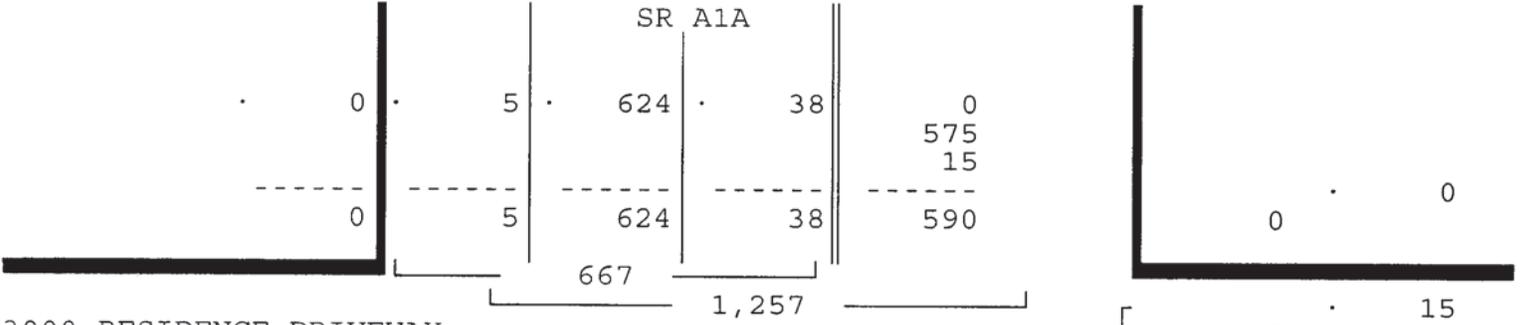
ALL VEHICLES

SR A1A From North				3001 RESIDENCE DRIVEWAY From East				SR A1A From South				3000 RESIDENCE DRIVEWAY From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

Date 10/12/19

Peak Hour Analysis By Entire Intersection for the Period: 11:00 to 13:00 on 10/12/19

Peak start 11:45				11:45				11:45				11:45				
Volume	32	6	624	5	1	1	0	15	67	2	575	24	0	0	0	7
Percent	5%	1%	94%	1%	6%	6%	0%	88%	10%	0%	86%	4%	0%	0%	0%	100%
Pk total	667			17				668				7				
Highest	12:30			12:15				12:30				12:30				
Volume	6	0	173	0	0	1	0	5	20	0	161	11	0	0	0	3
Hi total	179			6				192				3				
PHF	.93			.71				.87				.58				



3001 RESIDENCE ENTRANCE & SR A1A
 HOLLYWOOD, FLORIDA
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Site Code : 00190171
 Start Date: 10/12/19
 File I.D. : 3001A1A_
 Page : 3

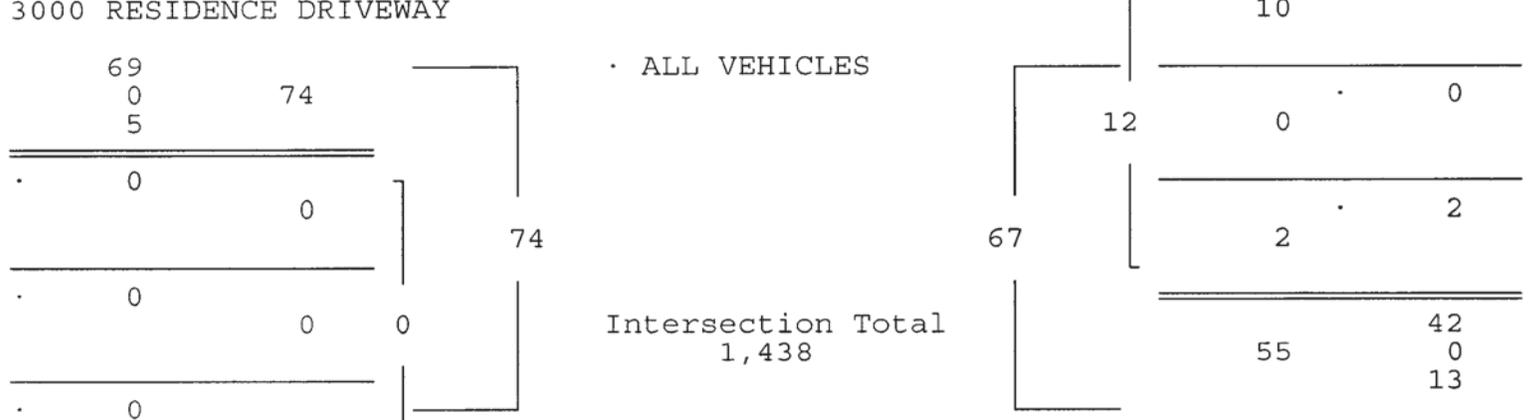
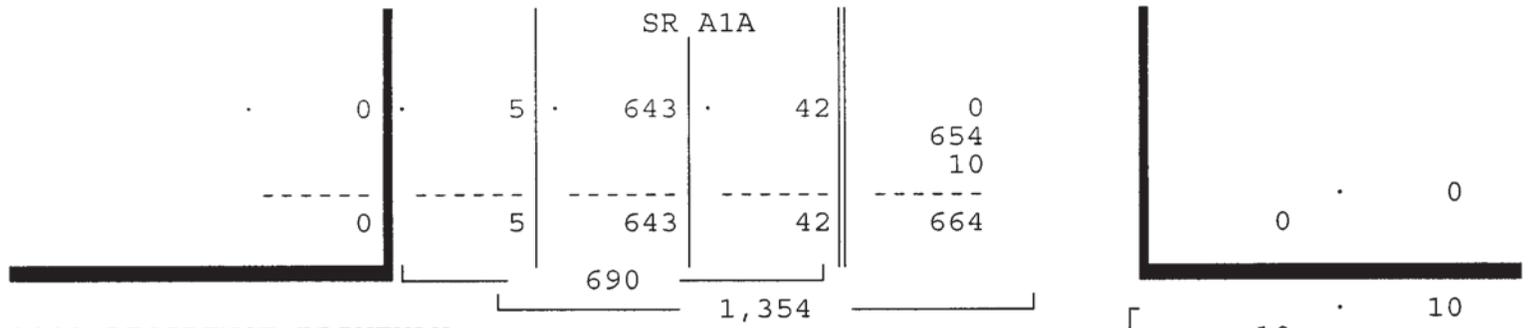
ALL VEHICLES

SR A1A From North				3001 RESIDENCE DRIVEWAY From East				SR A1A From South				3000 RESIDENCE DRIVEWAY From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

Date 10/12/19

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 10/12/19

Peak start 17:00	17:00				17:00				17:00							
Volume	31	11	643	5	0	2	0	10	65	4	654	13	0	0	0	0
Percent	4%	2%	93%	1%	0%	17%	0%	83%	9%	1%	89%	2%	0%	0%	0%	0%
Pk total	690				736				0							
Highest	17:45				17:30				11:00							
Volume	10	7	180	4	0	1	0	3	18	2	193	3	0	0	0	1
Hi total	201				216				0							
PHF	.86				.75				.85				.0			



3001 RESIDENCE ENTRANCE & SR A1A
 HOLLYWOOD, FLORIDA
 COUNTED BY: JOHN FLOOD
 SIGNALIZED FOR PEDESTRIANS

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

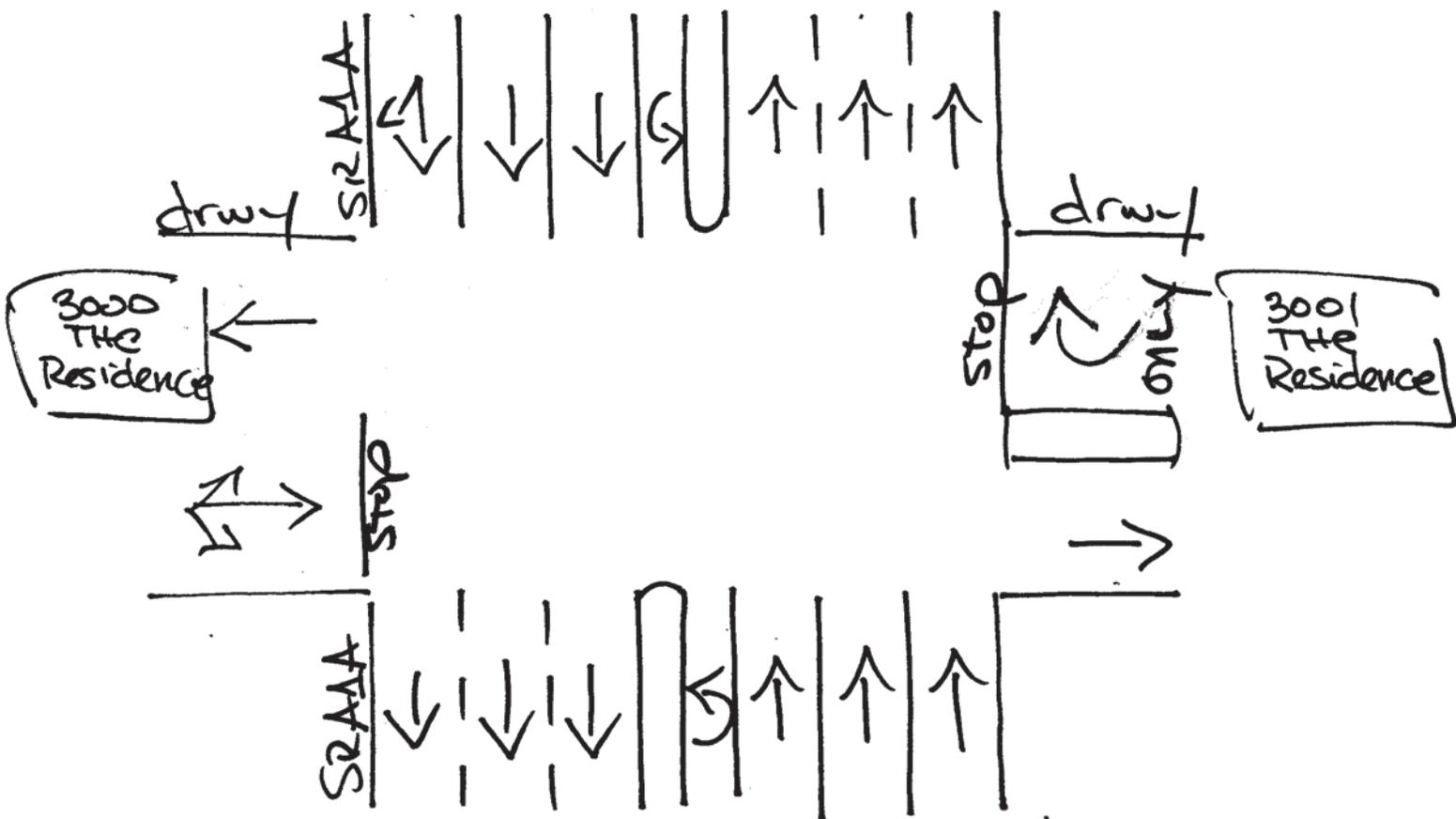
Site Code : 00190171
 Start Date: 10/12/19
 File I.D. : 3001A1A_
 Page : 1

PEDESTRIANS & BIKES

Date	SR A1A From North				3001 RESIDENCE DRIVEWAY From East				SR A1A From South				3000 RESIDENCE DRIVEWAY From West				Total
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	
10/12/19	-----																
11:00	0	0	0	1	0	3	0	10	0	0	0	2	0	11	0	3	30
11:15	0	0	0	0	0	1	0	19	0	0	0	6	0	1	0	2	29
11:30	0	0	0	0	0	2	0	11	0	0	0	2	0	4	0	2	21
11:45	0	0	0	0	0	8	0	19	0	0	0	11	0	0	0	3	41
Hr Total	0	0	0	1	0	14	0	59	0	0	0	21	0	16	0	10	121
12:00	0	0	0	0	0	5	0	7	0	1	0	7	0	3	0	5	28
12:15	0	0	0	0	0	1	0	11	0	0	0	6	0	1	0	3	22
12:30	0	0	0	0	0	3	0	13	0	0	0	5	0	1	0	2	24
12:45	0	0	0	0	0	5	0	7	0	0	0	4	0	2	0	7	25
Hr Total	0	0	0	0	0	14	0	38	0	1	0	22	0	7	0	17	99
----- * BREAK * -----																	
16:00	0	0	0	0	0	2	0	10	0	0	0	9	0	1	0	5	27
16:15	0	0	0	0	0	3	0	1	0	0	0	7	0	2	0	3	16
16:30	0	0	0	0	0	7	0	4	0	0	0	7	0	0	0	1	19
16:45	0	0	0	0	0	3	0	7	0	0	0	1	0	3	0	0	14
Hr Total	0	0	0	0	0	15	0	22	0	0	0	24	0	6	0	9	76
17:00	0	0	0	0	0	2	0	1	0	0	0	2	0	0	0	1	6
17:15	0	0	0	0	0	3	0	2	0	0	0	1	0	0	0	1	7
17:30	0	0	0	0	0	1	0	8	0	1	0	6	0	2	0	6	24
17:45	0	0	0	0	0	2	0	3	0	0	0	2	0	1	0	3	11
Hr Total	0	0	0	0	0	8	0	14	0	1	0	11	0	3	0	11	48

TOTAL	0	0	0	1	0	51	0	133	0	2	0	78	0	32	0	47	344

↑
North



Hollywood, Florida
October 03, 2019
drawn by: Luis Palomino
Signalized for
PEDESTRIANS

APPENDIX D

Trip Generation Memorandum

KBP CONSULTING, INC.

November 19, 2019

Mr. Rick Mitinger, P.E.
City Transportation Engineer
City of Hollywood
2600 Hollywood Boulevard
Hollywood, FL 33020

**Re: Proposed Publix – Hollywood, Florida
Trip Generation Statement**

Dear Rick:

As we have discussed previously, a Publix supermarket is proposed on the property located at 3100 South Ocean Drive (State Road A1A) in Hollywood, Broward County, Florida. The subject site is located on the west side of South Ocean Drive approximately 2,600 feet to the north of East Hallandale Beach Boulevard (State Road 858). A project location map is presented in Attachment A to this memorandum.

The currently proposed site plan includes a three-story building with parking located on the first two (2) levels and a 29,646 square foot supermarket on the third level. The proposed parking supply includes 87 parking spaces and two (2) loading spaces. In order to more accurately reflect the trip generation characteristics of the proposed Publix store, an independent trip generation analysis has been conducted.

Similar Store Locations

Based upon the location of the proposed Publix in Hollywood (i.e. within the State Road A1A corridor), we identified two (2) similar locations for further study. These locations included:

- Store #1536 – Sunny Isles Beach – 18320 Collins Avenue
- Store #0073 – Surfside – 9400 Harding Avenue

Trip Generation Data Collection

In accordance with our prior discussions, we agreed to collect trip generation data at the existing Publix stores on a typical weekday (i.e. Thursday) and a typical weekend day (i.e. Saturday). The weekday data collection hours were 7:00 AM to 9:00 AM, 11:00 AM to 1:00 PM and 4:00 PM to 6:00 PM. The Saturday data collection hours were 11:00 AM to 1:00 PM and 4:00 PM to 6:00 PM. During these time periods, the number of inbound and outbound vehicles was documented in 60-minute intervals. This data was collected at the Sunny Isles Beach store on Thursday, September 26, 2019 and Saturday, September 28, 2019. This data was collected at the Surfside store on Thursday, October 3, 2019 and Saturday, October 5, 2019. The results of this trip generation data collection effort are presented in Attachment B to this memorandum.

Trip Generation Data Analysis

The trip generation data collected on the referenced days for the Sunny Isles Beach and the Surfside store locations was analyzed for the purposes of establishing weekday and Saturday peak hour trip generation rates for the proposed Publix site in Hollywood. The elements of this trip generation data analysis are as follows:

- Trip generation rates for most retail uses are customarily based upon floor area. (*Floor area for supermarkets includes both customer and non-customer areas.*) The floor areas for the study locations and the proposed store are:
 - Sunny Isles Beach: 53,558 square feet
 - Surfside: 33,000 square feet
 - Hollywood: 29,646 square feet (proposed)

- The peak hour trip generation rates for both stores were identified for the weekday and Saturday time periods. These rates (trips / 1,000 SF) are as follows:
 - **Sunny Isles Beach**
 - Weekday: AM Peak Hour: 3.10 (53% in / 47% out)
Mid-Day Peak Hour: 5.15 (47% in / 53% out)
PM Peak Hour: 5.02 (51% in / 49% out)
 - Saturday: Mid-Day Peak Hour: 5.56 (48% in / 52% out)
PM Peak Hour: 6.27 (49% in / 51% out)
 - **Surfside**
 - Weekday: AM Peak Hour: 5.09 (53% in / 47% out)
Mid-Day Peak Hour: 7.58 (49% in / 51% out)
PM Peak Hour: 9.27 (50% in / 50% out)
 - Saturday: Mid-Day Peak Hour: 8.06 (53% in / 47% out)
PM Peak Hour: 7.79 (48% in / 52% out)

- Since the trip generation data was collected during the fall of 2019, it is advisable to adjust the data to reflect peak season conditions. In order to adjust the subject data, weekly customer counts for both the Sunny Isles Beach and the Surfside stores were obtained from Publix. Based upon a 95th percentile analysis of the weekly customer count data for each store, the following adjustment factors were developed for the corresponding weeks of the data collection effort:
 - Sunny Isles Beach: 1.18
 - Surfside: 1.16

(In other words, the peak trip generation for each store should be multiplied by the factor presented above in order to reflect typical peak season conditions.)

- The average weekday and Saturday peak hour trip generation rates for both stores were calculated by dividing the seasonally adjusted trip generation by the store area (per 1,000 square feet). The results of this analysis are:
 - **Average Weekday Trip Generation Rates:**
 - AM Peak Hour: 3.86 trips / 1,000 square feet
 - Mid-Day Peak Hour: 6.08 trips / 1,000 square feet
 - PM Peak Hour: 6.64 trips / 1,000 square feet
 - **Average Saturday Trip Generation Rates:**
 - Mid-Day Peak Hour: 6.52 trips / 1,000 square feet
 - PM Peak Hour: 6.85 trips / 1,000 square feet

The calculations for this analysis are presented in Attachment C to this memorandum.

Other Considerations

One of the key attributes of a supermarket located in an urbanized area is the number of patrons (and employees, for that matter) that arrive by modes of transportation other than a private vehicle. This contributes to a greatly reduced number of vehicle trips when compared with sites located in more suburban or rural settings.

Of particular interest to the proposed Hollywood location, are the number of residences located within a quarter mile (0.25 mile, or 1,320 feet) of the site and the walkability of the S. Ocean Drive corridor. (*Within the United States, a quarter mile is generally accepted as a reasonable walking distance in an urban location.*)

A review of the Broward County Property Appraiser's information for this area indicates that there are more than 2,600 residential dwelling units within 1,320 feet of the subject site. This characteristic will undoubtedly lessen the number of vehicle trips generated by this store since many of these residents will likely choose to walk or bike to and from this store.

And, unlike the Surfside and Sunny Isles Beach stores, which serve both condominium-heavy areas *and* single-family neighborhoods, it is expected that the market for this store will be located largely east of the Intracoastal Waterway, where area residential development is almost exclusively multifamily in character. Neighborhoods west of the Intracoastal Waterway in the Hollywood area are already served by existing stores at 1740 Polk Street in Hollywood, 1700 Sheridan Street in Hollywood, and at 1400 E. Hallandale Beach Boulevard in Hallandale Beach, making it far less likely that single-family residents will travel across the Intracoastal to visit this location.

KBP CONSULTING, INC.

Conclusions

Based upon the data collection efforts at similar Publix stores in the south Florida market and the corresponding trip generation rates, the proposed 29,646 square foot Publix store to be located at 3100 S. Ocean Drive in Hollywood is anticipated to generate the following number of peak hour vehicle trips:

- **Weekday Trips:**
 - AM Peak Hour: 114 trips (60 inbound / 54 outbound)
 - Mid-Day Peak Hour: 180 trips (86 inbound / 94 outbound)
 - PM Peak Hour: 197 trips (99 inbound / 98 outbound)

- **Saturday Trips:**
 - Mid-Day Peak Hour: 193 trips (97 inbound / 96 outbound)
 - PM Peak Hour: 203 trips (97 inbound / 106 outbound)

If you have any questions or require additional information, please do not hesitate to contact me.

Sincerely,

KBP CONSULTING, INC.

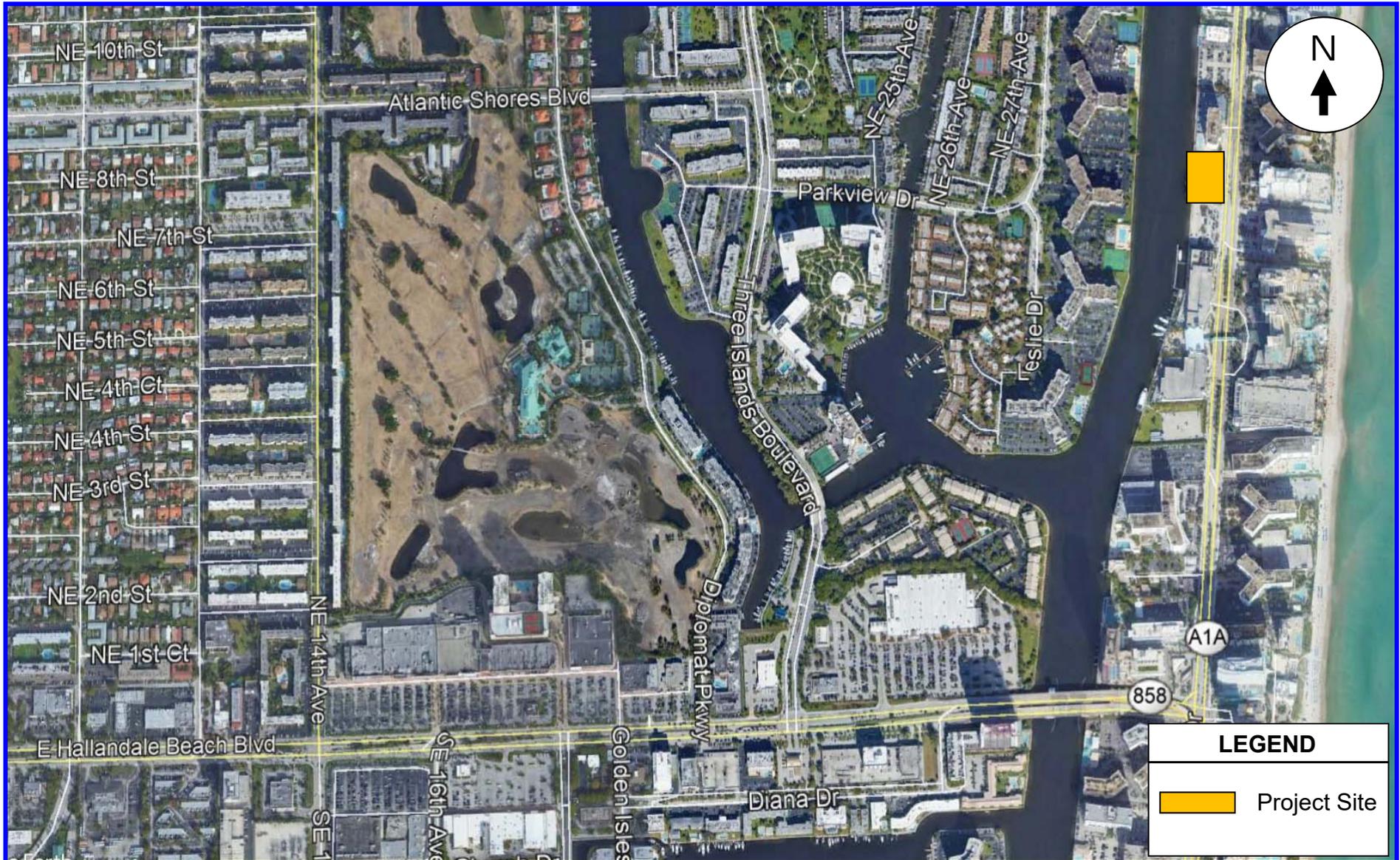


Karl B. Peterson, P.E.
Florida Registration Number 49897
Engineering Business Number 29939

Attachment A

Publix – Hollywood

Project Location Map



KBP
CONSULTING, INC.

Project Location Map

Attachment A
Publix
Hollywood, Florida

Attachment B

Publix – Hollywood

Trip Generation Data

KBP Consulting, Inc.
 8400 N. University Drive
 Suite 309
 Tamarac, Florida 33321
 (954) 560-7103

Project: Publix - Hollywood

Analyst: KBP
 Project No.: P16.621
 Store #: 1536
 Location: Sunny Isles Beach
 Address: 18320 Collins Avenue
 Building Area (SF): 53,558
 Date: 9/26/19 & 9/28/19
 Time Period: 7:00 AM to 6:00 PM

Time Period	Number of Vehicle Trips									
	Loading Zone		East DW	Drop-Off		Garage		All DWs		Total Trips
	In	Out	In	In	Out	In	Out	In	Out	
Thursday, September 26, 2019										
7:00 AM - 8:00 AM	2	3	7	12	21	40	24	61	48	109
8:00 AM - 9:00 AM	2	2	21	7	19	58	57	88	78	166
								AM Peak Hour Rate:		3.10
									In:	53%
									Out:	47%
11:00 AM - 12:00 PM	2	2	24	6	30	98	85	130	117	247
12:00 PM - 1:00 PM	2	2	25	5	35	97	110	129	147	276
								Mid-Day Peak Hour Rate:		5.15
									In:	47%
									Out:	53%
4:00 PM - 5:00 PM	1	1	19	7	28	70	97	97	126	223
5:00 PM - 6:00 PM	1	1	24	7	35	105	96	137	132	269
								PM Peak Hour Rate:		5.02
									In:	51%
									Out:	49%
Saturday, September 28, 2019										
11:00 AM - 12:00 PM	1	2	22	10	31	109	123	142	156	298
12:00 PM - 1:00 PM	2	0	26	10	29	106	108	144	137	281
								Mid-Day Peak Hour Rate:		5.56
									In:	48%
									Out:	52%
4:00 PM - 5:00 PM	0	0	24	11	53	129	119	164	172	336
5:00 PM - 6:00 PM	4	4	22	10	49	107	130	143	183	326
								PM Peak Hour Rate:		6.27
									In:	49%
									Out:	51%

Seasonally Adjusted Trip Generation Rates (x 1.18)

Weekday
 AM Peak Hour: 3.66
 Mid-Day Peak Hour: 6.08
 PM Peak Hour: 5.93

Saturday
 Mid-Day Peak Hour: 6.57
 PM Peak Hour: 7.40

Attachment C

Publix – Hollywood

Trip Generation Analysis

KBP Consulting, Inc.
8400 N. University Drive
Suite 309
Tamarac, Florida 33321
(954) 560-7103

Trip Generation Analysis

Sunny Isles Beach

<u>Weekday</u>	<u>Saturday</u>
Store Size = 53,558 Square Feet (Gross)	Store Size = 53,558 Square Feet (Gross)
Weekday	Saturday
- AM Peak Hour Trips = 166	- Mid-Day Peak Hour Trips = 298
- Mid-Day Peak Hour Trips = 276	- PM Peak Hour Trips = 336
- PM Peak Hour Trips = 269	
Seasonal Adjustment Factor = 1.18	Seasonal Adjustment Factor = 1.18
Seasonally Adjusted Trip Generation Rates	Seasonally Adjusted Trip Generation Rates
Weekday	Saturday
- AM Peak Hour Rate = 3.66	- Mid-Day Peak Hour Rate = 6.57
- Mid-Day Peak Hour Rate = 6.08	- PM Peak Hour Rate = 7.40
- PM Peak Hour Rate = 5.93	

Surfside

<u>Weekday</u>	<u>Saturday</u>
Store Size = 33,000 Square Feet (Gross)	Store Size = 33,000 Square Feet (Gross)
Weekday	Saturday
- AM Peak Hour Trips = 168	- Mid-Day Peak Hour Trips = 266
- Mid-Day Peak Hour Trips = 250	- PM Peak Hour Trips = 257
- PM Peak Hour Trips = 306	
Seasonal Adjustment Factor = 1.16	Seasonal Adjustment Factor = 1.16
Seasonally Adjusted Trip Generation Rates	Seasonally Adjusted Trip Generation Rates
Weekday	Saturday
- AM Peak Hour Rate = 5.91	- Mid-Day Peak Hour Rate = 9.35
- Mid-Day Peak Hour Rate = 8.79	- PM Peak Hour Rate = 9.03
- PM Peak Hour Rate = 10.76	

Hollywood

Avg Weekday Trip Generation Rates: (Seasonally Adjusted)		% Inbound	Avg Saturday Trip Generation Rates: (Seasonally Adjusted)		% Inbound
- AM Peak Hour Rate = 3.86		53%	- Mid-Day Peak Hour Rate = 6.52		50%
- Mid-Day Peak Hour Rate = 6.08		48%	- PM Peak Hour Rate = 6.85		48%
- PM Peak Hour Rate = 6.64		50%			

Proposed Store Size: 29,646 Square Feet

APPENDIX E

ITE Trip Generation Handbook (3rd Edition)

Land Use #850 Excerpt

**Table E.13 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period
Land Use Code 850—Supermarket**

SIZE (1,000 SQ. FT. GFA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			AVERAGE DAILY TRAFFIC	SOURCE
						PRIMARY	DIVERTED	TOTAL		
30	Overland Park, KS	1987	40	4:30–5:30 p.m.	32	48	20	68	—	—
<25	Chicago suburbs, IL	1987	155	3:00–6:00 p.m.	56	—	—	44	—	Kenig, O'Hara, Humes, Flock
<25	Chicago suburbs, IL	1987	191	3:00–6:00 p.m.	57	—	—	43	—	Kenig, O'Hara, Humes, Flock
<25	Chicago suburbs, IL	1987	113	3:00–6:00 p.m.	56	—	—	44	—	Kenig, O'Hara, Humes, Flock
34	Omaha, NE	—	—	4:00–6:00 p.m.	44	29	27	56	15,200	University of Nebraska– Lincoln
66	Omaha, NE	—	—	4:00–6:00 p.m.	23	30	47	77	63,000	University of Nebraska– Lincoln
70	Omaha, NE	—	—	4:00–6:00 p.m.	26	30	44	74	34,300	University of Nebraska– Lincoln
31	Omaha, NE	—	—	4:00–6:00 p.m.	19	36	45	81	48,700	University of Nebraska– Lincoln
31	Omaha, NE	—	—	4:00–6:00 p.m.	28	40	32	72	23,500	University of Nebraska– Lincoln
55	Omaha, NE	—	—	4:00–6:00 p.m.	27	35	38	73	27,200	University of Nebraska– Lincoln
65	Omaha, NE	—	—	4:00–6:00 p.m.	25	25	50	75	44,700	University of Nebraska– Lincoln
31	Orlando, FL	1993	440	2:00–6:00 p.m.	35	—	—	65	—	TPD Inc.

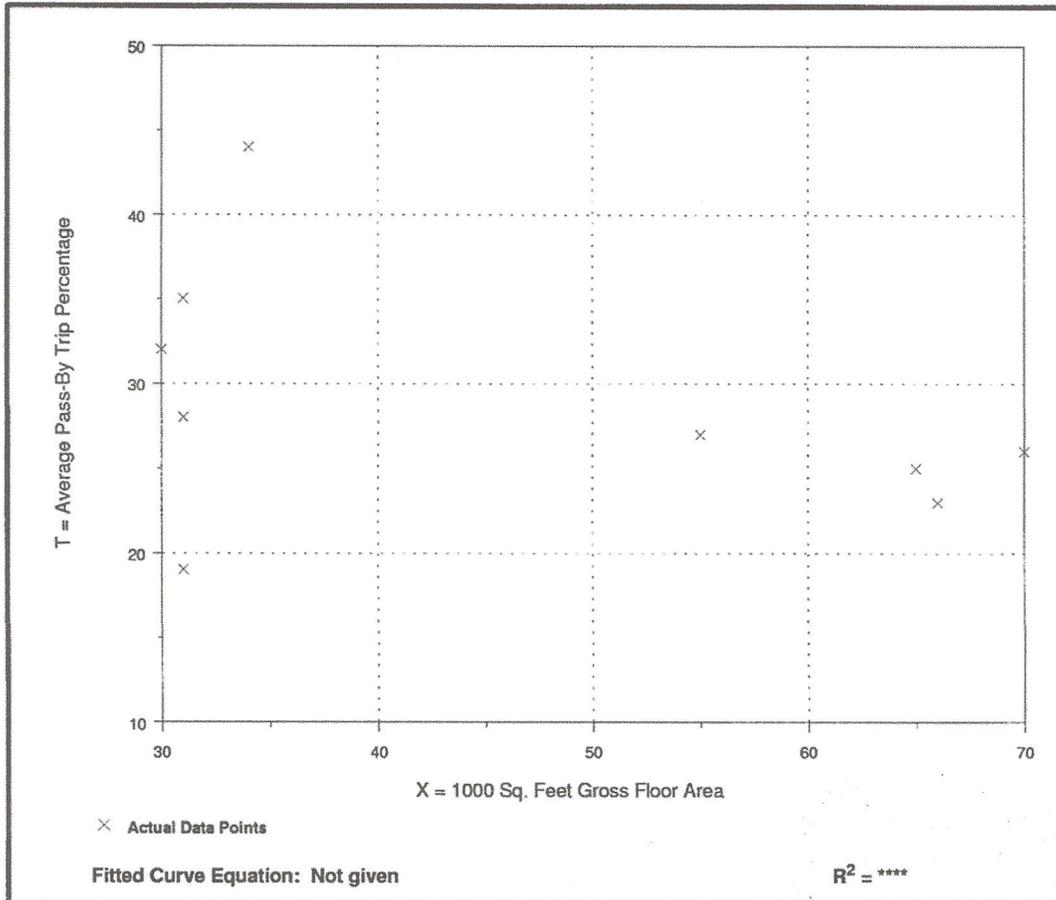
Average Pass-By Trip Percentage: 36

“—” means no data were provided

Figure E.10 Supermarket (850)

Average Pass-By/Trip Percentage vs: 1,000 Sq. Ft. Gross Floor Area
On a: Weekday, PM Peak Period
Number of Studies: 9
Average 1,000 Sq. Ft. GFA: 46

Data Plot



APPENDIX F

**FDOT Peak Season
Conversion Factor Report**

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8600 EAST-A1A TO US1

WEEK	DATES	SF	MOCF: 0.90 PSCF
1	01/01/2018 - 01/06/2018	1.02	1.13
2	01/07/2018 - 01/13/2018	1.02	1.13
3	01/14/2018 - 01/20/2018	1.02	1.13
4	01/21/2018 - 01/27/2018	0.99	1.10
* 5	01/28/2018 - 02/03/2018	0.96	1.07
* 6	02/04/2018 - 02/10/2018	0.92	1.02
* 7	02/11/2018 - 02/17/2018	0.89	0.99
* 8	02/18/2018 - 02/24/2018	0.88	0.98
* 9	02/25/2018 - 03/03/2018	0.88	0.98
*10	03/04/2018 - 03/10/2018	0.87	0.97
*11	03/11/2018 - 03/17/2018	0.87	0.97
*12	03/18/2018 - 03/24/2018	0.88	0.98
*13	03/25/2018 - 03/31/2018	0.89	0.99
*14	04/01/2018 - 04/07/2018	0.89	0.99
*15	04/08/2018 - 04/14/2018	0.90	1.00
*16	04/15/2018 - 04/21/2018	0.91	1.01
*17	04/22/2018 - 04/28/2018	0.95	1.06
18	04/29/2018 - 05/05/2018	0.98	1.09
19	05/06/2018 - 05/12/2018	1.02	1.13
20	05/13/2018 - 05/19/2018	1.05	1.17
21	05/20/2018 - 05/26/2018	1.05	1.17
22	05/27/2018 - 06/02/2018	1.04	1.16
23	06/03/2018 - 06/09/2018	1.04	1.16
24	06/10/2018 - 06/16/2018	1.03	1.14
25	06/17/2018 - 06/23/2018	1.03	1.14
26	06/24/2018 - 06/30/2018	1.02	1.13
27	07/01/2018 - 07/07/2018	1.02	1.13
28	07/08/2018 - 07/14/2018	1.01	1.12
29	07/15/2018 - 07/21/2018	1.01	1.12
30	07/22/2018 - 07/28/2018	1.02	1.13
31	07/29/2018 - 08/04/2018	1.03	1.14
32	08/05/2018 - 08/11/2018	1.04	1.16
33	08/12/2018 - 08/18/2018	1.05	1.17
34	08/19/2018 - 08/25/2018	1.07	1.19
35	08/26/2018 - 09/01/2018	1.09	1.21
36	09/02/2018 - 09/08/2018	1.10	1.22
37	09/09/2018 - 09/15/2018	1.12	1.24
38	09/16/2018 - 09/22/2018	1.12	1.24
39	09/23/2018 - 09/29/2018	1.12	1.24
40	09/30/2018 - 10/06/2018	1.12	1.24
41	10/07/2018 - 10/13/2018	1.12	1.24
42	10/14/2018 - 10/20/2018	1.12	1.24
43	10/21/2018 - 10/27/2018	1.10	1.22
44	10/28/2018 - 11/03/2018	1.09	1.21
45	11/04/2018 - 11/10/2018	1.08	1.20
46	11/11/2018 - 11/17/2018	1.07	1.19
47	11/18/2018 - 11/24/2018	1.05	1.17
48	11/25/2018 - 12/01/2018	1.04	1.16
49	12/02/2018 - 12/08/2018	1.03	1.14
50	12/09/2018 - 12/15/2018	1.02	1.13
51	12/16/2018 - 12/22/2018	1.02	1.13
52	12/23/2018 - 12/29/2018	1.02	1.13
53	12/30/2018 - 12/31/2018	1.02	1.13

* PEAK SEASON

25-FEB-2019 16:26:26

830UPD

4_8600_PKSEASON.TXT

APPENDIX G
FDOT Historic Traffic Counts

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0418 - SR A1A / N OF HALLANDALE BCH BLVD

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	30500	C	N 15500		S 15000	9.00	54.10	2.90
2017	31000	C	N 16000		S 15000	9.00	53.80	6.00
2016	29500	C	N 15000		S 14500	9.00	55.20	6.00
2015	30000	C	N 14000		S 16000	9.00	54.90	6.00
2014	27500	C	N 14000		S 13500	9.00	54.50	3.30
2013	34500	C	N 17500		S 17000	9.00	54.60	3.30
2012	27000	C	N 13500		S 13500	9.00	55.00	4.20
2011	32000	C	N 16000		S 16000	9.00	54.50	4.20
2010	30500	C	N 15000		S 15500	9.37	54.06	4.20
2009	33500	C	N 17000		S 16500	9.31	53.74	6.40
2008	31500	C	N 16500		S 15000	9.70	54.48	6.40
2007	29500	C	N 15000		S 14500	9.10	53.47	2.80
2006	28500	C	N 14500		S 14000	9.48	53.59	3.50
2005	28000	C	N 14500		S 13500	10.60	58.90	2.30
2004	28000	C	N 14500		S 13500	10.40	56.30	2.30
2003	25500	C	N 13000		S 12500	9.20	55.90	2.30

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 5042 - SR A1A - S OF SR 820/HOLLYWOOD BLVD

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	24000	C	N 11500		S 12500	9.00	54.10	3.40
2017	27500	C	N 13500		S 14000	9.00	53.80	3.40
2016	27000	C	N 12500		S 14500	9.00	55.20	3.40
2015	24000	C	N 12000		S 12000	9.00	54.90	6.00
2014	21500	C	N 10500		S 11000	9.00	54.50	7.40
2013	21000	C	N 10500		S 10500	9.00	54.60	7.40
2012	23000	C	N 11000		S 12000	9.00	55.00	7.40
2011	20200	C	N 9200		S 11000	9.00	54.50	2.10
2010	22500	C	N 11500		S 11000	9.37	54.06	2.10
2009	24000	C	N 12000		S 12000	9.31	53.74	2.10
2008	22000	C	N 11000		S 11000	9.70	54.48	3.50
2007	23500	C	N 11500		S 12000	9.10	53.47	3.50
2006	24500	C	N 12000		S 12500	9.48	53.59	2.40
2005	24500	C	N 12000		S 12500	10.60	58.90	2.30
2004	23000	C	N 11500		S 11500	10.40	56.30	2.30
2003	22500	C	N 11500		S 11000	9.20	55.90	2.50

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

Publix Supermarket

Hollywood, FL

Growth Rate Analysis

Site #860418 - SR A1A - North of Hallandale Beach Boulevard

Year	Volume	Growth Rate
2013	34,500	
2018	30,500	-2.43%

Site #865042 - SR A1A - South of SR 820 / Hollywood Boulevard

Year	Volume	Growth Rate
2013	21,000	
2018	24,000	2.71%

Total - All Count Stations

Year	Volume	Growth Rate
2013	55,500	
2018	54,500	-0.36%

APPENDIX H
Future Traffic Volumes
Spreadsheets

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**S. Ocean Drive (SR A1A) and Diplomat Resort
Weekday AM Peak Hour**

Description	S. Ocean Drive Northbound			S. Ocean Drive Southbound			Diplomat Resort Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (10/3/2019)	0	834	106	99	1,031	0	5	0	8	0	0	0
Season Adjustment Factor	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24
2019 Peak Season Traffic	0	1,034	131	123	1,278	0	6	0	10	0	0	0
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
2022 Background Traffic	0	1,050	133	125	1,298	0	6	0	10	0	0	0
Publix - Primary Trips		21			19							
Publix - Pass-By Trips					-2							
2022 Total Traffic	0	1,071	133	125	1,315	0	6	0	10	0	0	0

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**S. Ocean Drive (SR A1A) and Diplomat Resort
Weekday Mid-Day Peak Hour**

Description	S. Ocean Drive Northbound			S. Ocean Drive Southbound			Diplomat Resort Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (10/3/2019)	0	615	50	41	678	0	6	1	16	0	0	0
Season Adjustment Factor	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24
2019 Peak Season Traffic	0	763	62	51	841	0	7	1	20	0	0	0
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
2022 Background Traffic	0	774	63	52	853	0	8	1	20	0	0	0
Publix - Primary Trips		30			33							
Publix - Pass-By Trips					2							
2022 Total Traffic	0	804	63	52	888	0	8	1	20	0	0	0

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**S. Ocean Drive (SR A1A) and Diplomat Resort
Weekday PM Peak Hour**

Description	S. Ocean Drive Northbound			S. Ocean Drive Southbound			Diplomat Resort Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (10/3/2019)	0	996	44	70	843	0	49	0	89	0	0	0
Season Adjustment Factor	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24
2019 Peak Season Traffic	0	1,235	55	87	1,045	0	61	0	110	0	0	0
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
2022 Background Traffic	0	1,254	55	88	1,061	0	62	0	112	0	0	0
Publix - Primary Trips		35			35							
Publix - Pass-By Trips					-1							
2022 Total Traffic	0	1,289	55	88	1,095	0	62	0	112	0	0	0

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**S. Ocean Drive (SR A1A) and Diplomat Resort
Saturday Mid-Day Peak Hour**

Description	S. Ocean Drive Northbound			S. Ocean Drive Southbound			Diplomat Resort Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (10/12/2019)	0	647	48	34	729	0	9	3	15	0	0	0
Season Adjustment Factor	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24
2019 Peak Season Traffic	0	802	60	42	904	0	11	4	19	0	0	0
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
2022 Background Traffic	0	814	60	43	918	0	11	4	19	0	0	0
Publix - Primary Trips		34			34							
Publix - Pass-By Trips					0							
2022 Total Traffic	0	848	60	43	952	0	11	4	19	0	0	0

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**S. Ocean Drive (SR A1A) and Diplomat Resort
Saturday PM Peak Hour**

Description	S. Ocean Drive Northbound			S. Ocean Drive Southbound			Diplomat Resort Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (10/12/2019)	0	741	37	45	662	0	21	1	37	0	0	0
Season Adjustment Factor	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24
2019 Peak Season Traffic	0	919	46	56	821	0	26	1	46	0	0	0
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
2022 Background Traffic	0	933	47	57	833	0	26	1	47	0	0	0
Publix - Primary Trips		34			37							
Publix - Pass-By Trips					2							
2022 Total Traffic	0	967	47	57	872	0	26	1	47	0	0	0

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**S. Ocean Drive (SR A1A) and Diplomat Landing
Weekday AM Peak Hour**

Description	S. Ocean Drive Northbound			S. Ocean Drive Southbound			Diplomat Landing Eastbound			Diplomat Landing Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (10/3/2019)	103	756	0	0	1,025	35	0	0	0	85	40	42
Season Adjustment Factor	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24
2019 Peak Season Traffic	128	937	0	0	1,271	43	0	0	0	105	50	52
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
2022 Background Traffic	130	952	0	0	1,290	44	0	0	0	107	50	53
Publix - Primary Trips		21			19							
Publix - Pass-By Trips					-2							
2022 Total Traffic	130	973	0	0	1,307	44	0	0	0	107	50	53

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**S. Ocean Drive (SR A1A) and Diplomat Landing
Weekday Mid-Day Peak Hour**

Description	S. Ocean Drive Northbound			S. Ocean Drive Southbound			Diplomat Landing Eastbound			Diplomat Landing Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (10/3/2019)	51	596	0	0	654	5	0	0	0	44	1	39
Season Adjustment Factor	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24
2019 Peak Season Traffic	63	739	0	0	811	6	0	0	0	55	1	48
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
2022 Background Traffic	64	750	0	0	823	6	0	0	0	55	1	49
Publix - Primary Trips		30			33							
Publix - Pass-By Trips					2							
2022 Total Traffic	64	780	0	0	858	6	0	0	0	55	1	49

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**S. Ocean Drive (SR A1A) and Diplomat Landing
Weekday PM Peak Hour**

Description	S. Ocean Drive Northbound			S. Ocean Drive Southbound			Diplomat Landing Eastbound			Diplomat Landing Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (10/3/2019)	73	991	0	0	838	26	0	0	0	44	3	76
Season Adjustment Factor	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24
2019 Peak Season Traffic	91	1,229	0	0	1,039	32	0	0	0	55	4	94
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
2022 Background Traffic	92	1,247	0	0	1,055	33	0	0	0	55	4	96
Publix - Primary Trips		35			35							
Publix - Pass-By Trips					-1							
2022 Total Traffic	92	1,282	0	0	1,089	33	0	0	0	55	4	96

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**S. Ocean Drive (SR A1A) and Diplomat Landing
Saturday Mid-Day Peak Hour**

Description	S. Ocean Drive Northbound			S. Ocean Drive Southbound			Diplomat Landing Eastbound			Diplomat Landing Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (10/12/2019)	41	610	0	0	687	8	0	0	1	40	5	28
Season Adjustment Factor	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24
2019 Peak Season Traffic	51	756	0	0	852	10	0	0	1	50	6	35
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
2022 Background Traffic	52	768	0	0	865	10	0	0	1	50	6	35
Publix - Primary Trips		34			34							
Publix - Pass-By Trips					0							
2022 Total Traffic	52	802	0	0	899	10	0	0	1	50	6	35

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**S. Ocean Drive (SR A1A) and Diplomat Landing
Saturday PM Peak Hour**

Description	S. Ocean Drive Northbound			S. Ocean Drive Southbound			Diplomat Landing Eastbound			Diplomat Landing Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (10/12/2019)	95	709	0	0	657	28	0	0	1	35	3	35
Season Adjustment Factor	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24
2019 Peak Season Traffic	118	879	0	0	815	35	0	0	1	43	4	43
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
2022 Background Traffic	120	892	0	0	827	35	0	0	1	44	4	44
Publix - Primary Trips		34			37							
Publix - Pass-By Trips					2							
2022 Total Traffic	120	926	0	0	866	35	0	0	1	44	4	44

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**S. Ocean Drive (SR A1A) and Alexander Towers
Weekday AM Peak Hour**

Description	S. Ocean Drive Northbound			S. Ocean Drive Southbound			Eastbound			Alexander Towers Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (10/3/2019)	0	735	4	14	1,047	0	0	0	9	0	0	0
Season Adjustment Factor	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24
2019 Peak Season Traffic	0	911	5	17	1,298	0	0	0	11	0	0	0
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
2022 Background Traffic	0	925	5	18	1,318	0	0	0	11	0	0	0
Publix - Primary Trips		21		16	19							
Publix - Pass-By Trips				9	-2							
2022 Total Traffic	0	946	5	43	1,335	0	0	0	11	0	0	0

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**S. Ocean Drive (SR A1A) and Alexander Towers
Weekday Mid-Day Peak Hour**

Description	S. Ocean Drive Northbound			S. Ocean Drive Southbound			Eastbound			Alexander Towers Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (10/3/2019)	0	597	14	22	643	0	0	0	14	0	0	0
Season Adjustment Factor	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24
2019 Peak Season Traffic	0	740	17	27	797	0	0	0	17	0	0	0
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
2022 Background Traffic	0	751	18	28	809	0	0	0	18	0	0	0
Publix - Primary Trips		30		27	33							
Publix - Pass-By Trips				15	2							
2022 Total Traffic	0	781	18	70	844	0	0	0	18	0	0	0

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**S. Ocean Drive (SR A1A) and Alexander Towers
Weekday PM Peak Hour**

Description	S. Ocean Drive Northbound			S. Ocean Drive Southbound			Eastbound			Alexander Towers Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (10/3/2019)	0	1,041	4	12	847	0	0	0	10	0	0	0
Season Adjustment Factor	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24
2019 Peak Season Traffic	0	1,291	5	15	1,050	0	0	0	12	0	0	0
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
2022 Background Traffic	0	1,310	5	15	1,066	0	0	0	13	0	0	0
Publix - Primary Trips		35		28	35							
Publix - Pass-By Trips				16	-1							
2022 Total Traffic	0	1,345	5	59	1,100	0	0	0	13	0	0	0

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**S. Ocean Drive (SR A1A) and Alexander Towers
Saturday Mid-Day Peak Hour**

Description	S. Ocean Drive Northbound			S. Ocean Drive Southbound			Eastbound			Alexander Towers Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (10/12/2019)	0	644	4	11	673	0	0	0	9	0	0	0
Season Adjustment Factor	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24
2019 Peak Season Traffic	0	799	5	14	835	0	0	0	11	0	0	0
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
2022 Background Traffic	0	811	5	14	847	0	0	0	11	0	0	0
Publix - Primary Trips		34		28	34							
Publix - Pass-By Trips				15	0							
2022 Total Traffic	0	845	5	57	881	0	0	0	11	0	0	0

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**S. Ocean Drive (SR A1A) and Alexander Towers
Saturday PM Peak Hour**

Description	S. Ocean Drive Northbound			S. Ocean Drive Southbound			Eastbound			Alexander Towers Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (10/12/2019)	0	728	13	15	675	0	0	0	7	0	0	0
Season Adjustment Factor	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24
2019 Peak Season Traffic	0	903	16	19	837	0	0	0	9	0	0	0
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
2022 Background Traffic	0	916	16	19	850	0	0	0	9	0	0	0
Publix - Primary Trips		34		31	37							
Publix - Pass-By Trips				17	2							
2022 Total Traffic	0	950	16	67	889	0	0	0	9	0	0	0

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**S. Ocean Drive (SR A1A) and 3000/3001 Residences
Weekday AM Peak Hour**

Description	S. Ocean Drive Northbound			S. Ocean Drive Southbound			3000 Residences Eastbound			3001 Residences Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (10/3/2019)	60	691	10	45	973	1	8	0	8	0	0	20
Season Adjustment Factor	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24
2019 Peak Season Traffic	74	857	12	56	1,207	1	10	0	10	0	0	25
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
2022 Background Traffic	76	870	13	57	1,225	1	10	0	10	0	0	25
Publix - Primary Trips	21	16			17							
Publix - Pass-By Trips	10	-1										
2022 Total Traffic	107	885	13	57	1,242	1	10	0	10	0	0	25

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**S. Ocean Drive (SR A1A) and 3000/3001 Residences
Weekday Mid-Day Peak Hour**

Description	S. Ocean Drive Northbound			S. Ocean Drive Southbound			3000 Residences Eastbound			3001 Residences Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (10/3/2019)	68	545	22	36	610	1	0	0	8	0	0	21
Season Adjustment Factor	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24
2019 Peak Season Traffic	84	676	27	45	756	1	0	0	10	0	0	26
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
2022 Background Traffic	86	686	28	45	768	1	0	0	10	0	0	26
Publix - Primary Trips	30	27			25							
Publix - Pass-By Trips	14	1										
2022 Total Traffic	130	714	28	45	793	1	0	0	10	0	0	26

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**S. Ocean Drive (SR A1A) and 3000/3001 Residences
Weekday PM Peak Hour**

Description	S. Ocean Drive Northbound			S. Ocean Drive Southbound			3000 Residences Eastbound			3001 Residences Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (10/3/2019)	81	970	29	36	780	6	0	0	1	0	0	17
Season Adjustment Factor	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24
2019 Peak Season Traffic	100	1,203	36	45	967	7	0	0	1	0	0	21
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
2022 Background Traffic	102	1,221	37	45	982	8	0	0	1	0	0	21
Publix - Primary Trips	35	28			28							
Publix - Pass-By Trips	16	0										
2022 Total Traffic	153	1,249	37	45	1,010	8	0	0	1	0	0	21

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**S. Ocean Drive (SR A1A) and 3000/3001 Residences
Saturday Mid-Day Peak Hour**

Description	S. Ocean Drive Northbound			S. Ocean Drive Southbound			3000 Residences Eastbound			3001 Residences Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (10/12/2019)	69	575	24	38	624	5	0	0	7	0	0	17
Season Adjustment Factor	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24
2019 Peak Season Traffic	86	713	30	47	774	6	0	0	9	0	0	21
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
2022 Background Traffic	87	724	30	48	785	6	0	0	9	0	0	21
Publix - Primary Trips	34	28			28							
Publix - Pass-By Trips	16	-1										
2022 Total Traffic	137	751	30	48	813	6	0	0	9	0	0	21

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**S. Ocean Drive (SR A1A) and Publix Driveway - Outbound
Weekday AM Peak Hour**

Description	S. Ocean Drive Northbound			S. Ocean Drive Southbound			Publix Driveway - Out Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (10/3/2019)	0	761	0	0	982	0	0	0	0	0	0	0
Season Adjustment Factor	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24
2019 Peak Season Traffic	0	943	0	0	1,217	0	0	0	0	0	0	0
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
2022 Background Traffic	0	957	0	0	1,235	0	0	0	0	0	0	0
Publix - Primary Trips		37							35			
Publix - Pass-By Trips		9			-12				19			
2022 Total Traffic	0	1,003	0	0	1,223	0	0	0	54	0	0	0

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**S. Ocean Drive (SR A1A) and Publix Driveway - Outbound
Weekday Mid-Day Peak Hour**

Description	S. Ocean Drive Northbound			S. Ocean Drive Southbound			Publix Driveway - Out Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (10/3/2019)	0	635	0	0	618	0	0	0	0	0	0	0
Season Adjustment Factor	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24
2019 Peak Season Traffic	0	787	0	0	766	0	0	0	0	0	0	0
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
2022 Background Traffic	0	799	0	0	778	0	0	0	0	0	0	0
Publix - Primary Trips		57							60			
Publix - Pass-By Trips		15			-17				34			
2022 Total Traffic	0	871	0	0	761	0	0	0	94	0	0	0

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**S. Ocean Drive (SR A1A) and Publix Driveway - Outbound
Weekday PM Peak Hour**

Description	S. Ocean Drive Northbound			S. Ocean Drive Southbound			Publix Driveway - Out Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (10/3/2019)	0	1,080	0	0	781	0	0	0	0	0	0	0
Season Adjustment Factor	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24
2019 Peak Season Traffic	0	1,339	0	0	968	0	0	0	0	0	0	0
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
2022 Background Traffic	0	1,359	0	0	983	0	0	0	0	0	0	0
Publix - Primary Trips		63							63			
Publix - Pass-By Trips		16			-20				35			
2022 Total Traffic	0	1,438	0	0	963	0	0	0	98	0	0	0

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**S. Ocean Drive (SR A1A) and Publix Driveway - Outbound
Saturday Mid-Day Peak Hour**

Description	S. Ocean Drive Northbound			S. Ocean Drive Southbound			Publix Driveway - Out Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (10/12/2019)	0	668	0	0	631	0	0	0	0	0	0	0
Season Adjustment Factor	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24
2019 Peak Season Traffic	0	828	0	0	782	0	0	0	0	0	0	0
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
2022 Background Traffic	0	841	0	0	794	0	0	0	0	0	0	0
Publix - Primary Trips		62							62			
Publix - Pass-By Trips		15			-19				34			
2022 Total Traffic	0	918	0	0	775	0	0	0	96	0	0	0

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**S. Ocean Drive (SR A1A) and Publix Driveway - Outbound
Saturday PM Peak Hour**

Description	S. Ocean Drive Northbound			S. Ocean Drive Southbound			Publix Driveway - Out Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (10/12/2019)	0	736	0	0	643	0	0	0	0	0	0	0
Season Adjustment Factor	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24
2019 Peak Season Traffic	0	913	0	0	797	0	0	0	0	0	0	0
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
2022 Background Traffic	0	926	0	0	809	0	0	0	0	0	0	0
Publix - Primary Trips		65							68			
Publix - Pass-By Trips		17			-19				38			
2022 Total Traffic	0	1,008	0	0	790	0	0	0	106	0	0	0

APPENDIX I
Signal Timing Data



BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3053	Initial Operation Date	10/17/75
Controller Type	2070 LN	System Number	3053
Modification Number	12	Modification Date	07/02/2014
Drawing/Project No	98179	FPL Grid Number	87770866103
Intersection	SR A1A and DIPLOMAT ENTRANCE		
Municipality	HOLLYWOOD		

Controller Phase	1	2	4	5	6
Face Number	1	2,2A	4,8A	5A	6,6A
Direction	SBL	NB	E/W	NBL	SB
Initial Green(MIN)	4	7	6	4	7
Vehicle Ext.(GAP)	1.5	0.0	2.0	1.5	0.0
Maximum Green I	12	50	25	12	50
Maximum Green II					
Yellow Clearance	4.0	4.0	4.0	4.0	4.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MAX	OFF	OFF	MAX
Detector Delay					
Walk		7	7		7
Pedestrian Clearance		15	30		15
Permissive	5-SECT			5-SECT	
Flash Operation	YELLOW		RED	YELLOW	

Attachment **A1A and Diplomat SOP.pdf**

NOTES:

1. DOUBLE CLEARANCE OVERLAP MOVEMENTS 2A+6: 6 GREEN, 4 YELLOW, 1 ALL RED.
2. DETECTION NOT USED NORTH/SOUTH, SIGNAL OPERATES SEMI-ACTUATED.
3. ANTI-BACKDOWN DIODE NORTH/SOUTH.
4. SEQUENCE OF OPERATION ATTACHED.
5. MOD. 12 UPDATES ALL RED CLEARANCES.

Submitted By _____ Approved By _____

Station : 3053 - SR A1A & Diplomat Entrance (Standard File)

Phase	1 (SL)	2 (NT)	3	4 (ET)	5 (NL)	6 (ST)	7	8	9	10	11	12	13	14	15	16
Walk		7		7		7										
Ped Clearance		15		30		15										
Min Green	4	7		6	4	7										
Gap Ext	1.5			2	1.5											
Max1	12	50		25	12	50										
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2		2	2	2			1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON		ON	ON	ON										
Auto Flash Entry				ON												
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON							
Min Recall																
Max Recall		ON				ON										
Ped Recall																
Soft Recall																
Dual Entry		ON				ON										
Sim Gap Enable		ON				ON			ON							
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash		ON	ON	ON	ON	ON
Override Higher Preempt		ON	ON	ON	ON	ON
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						
Dwell Cyc Veh 2						
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						
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						

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 Ped8							
Exit 1							
Exit 2							
Exit 3							
Exit 4							

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

BROWARD COUNTY TRAFFIC ENGINEERING DIVISION

TRAFFIC SIGNAL INSTALLATION ORDER

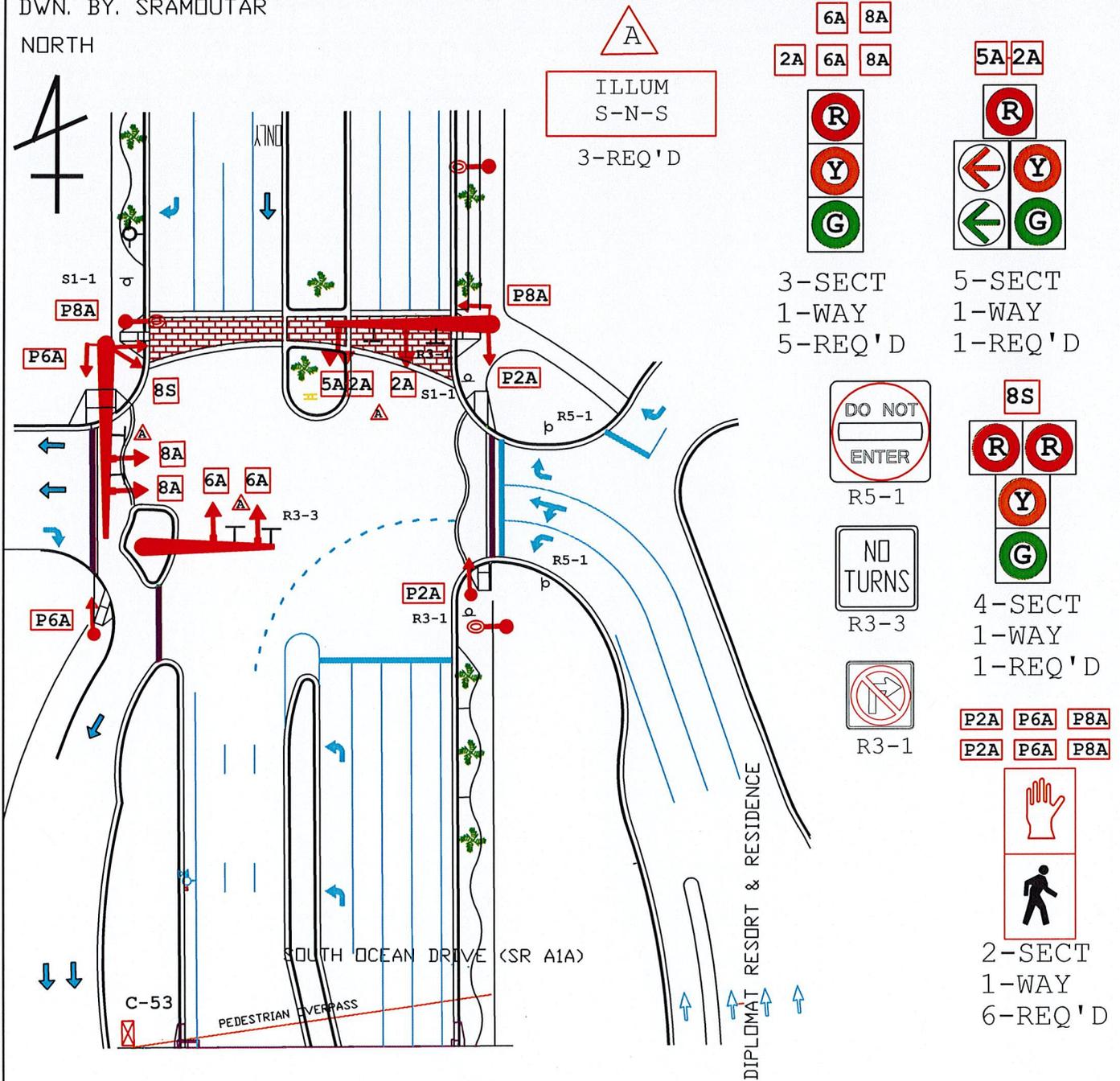
LOCATION **A1A (NORTHBOUND) AND DIPLOMAT HOTEL**

ORDER NO. DVLPR ISSUE DATE 02/19/14 REV NO. 1 COMPLETION DATE 03/19/14

DWG. NO. 14-03-03-01 FILE NO. 3053 CITY HOLLYWOOD SCALE: 1" = 50'

DWN. BY. SRAMOUTAR

NORTH



REMARKS INSTALL SUPPLEMENTAL HEAD 8S

BROWARD COUNTY TRAFFIC ENGINEERING DIVISION

TRAFFIC SIGNAL INSTALLATION ORDER

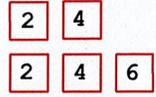
LOCATION **A1A (NORTHBOUND) AND DIPLOMAT**

ORDER NO. DVLPR ISSUE DATE ---- REV NO. 1 COMPLETION DATE 03/19/14

DWG. NO. 14-03-03-01 FILE NO. 3053 CITY HOLLYWOOD SCALE: 1" = 50'

DWN. BY. SRAMOUTAR

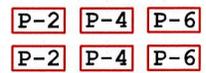
NORTH



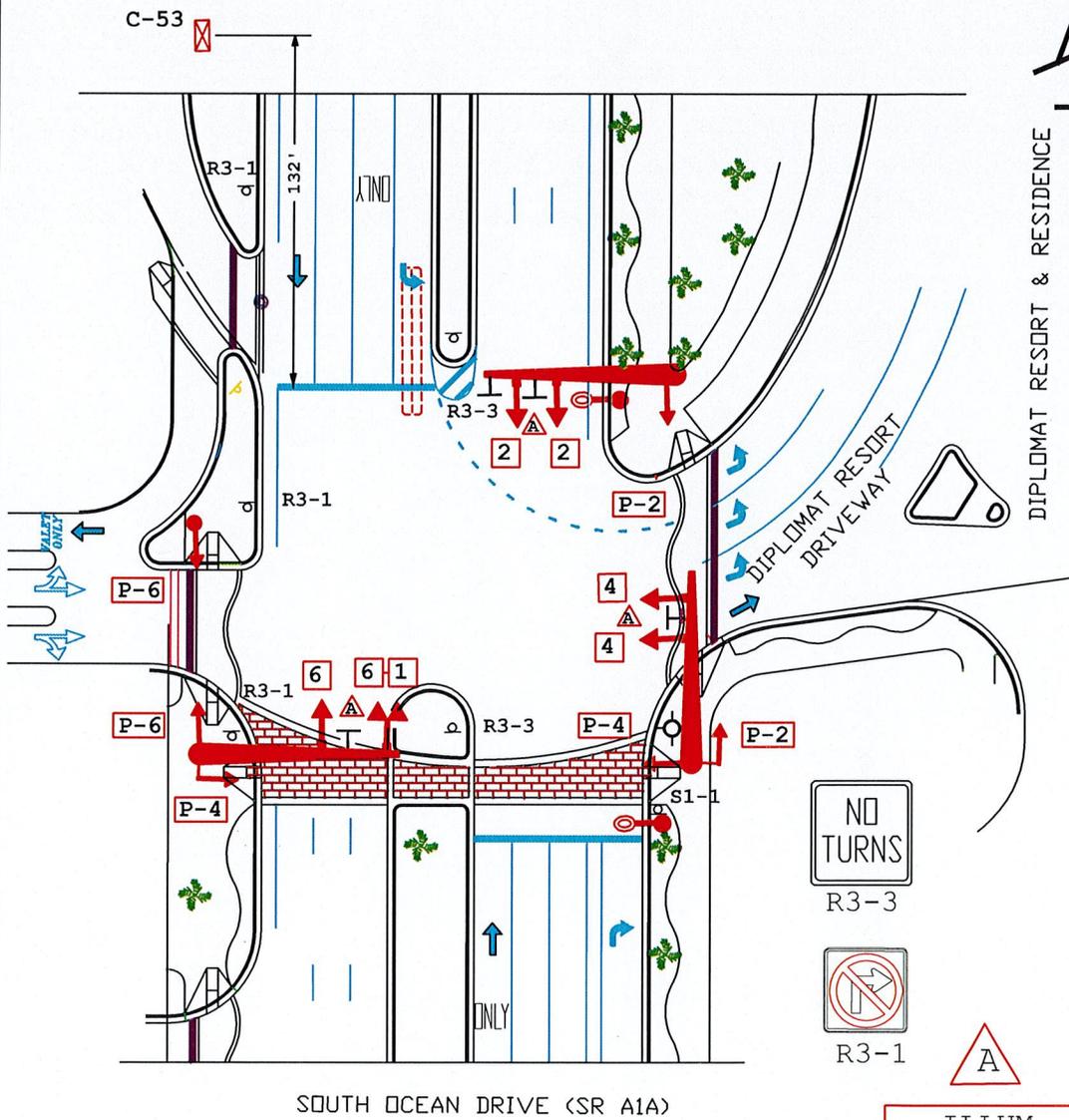
3-SECT
1-WAY
5-REQ'D



5-SECT
1-WAY
1-REQ'D



2-SECT
1-WAY
6-REQ'D



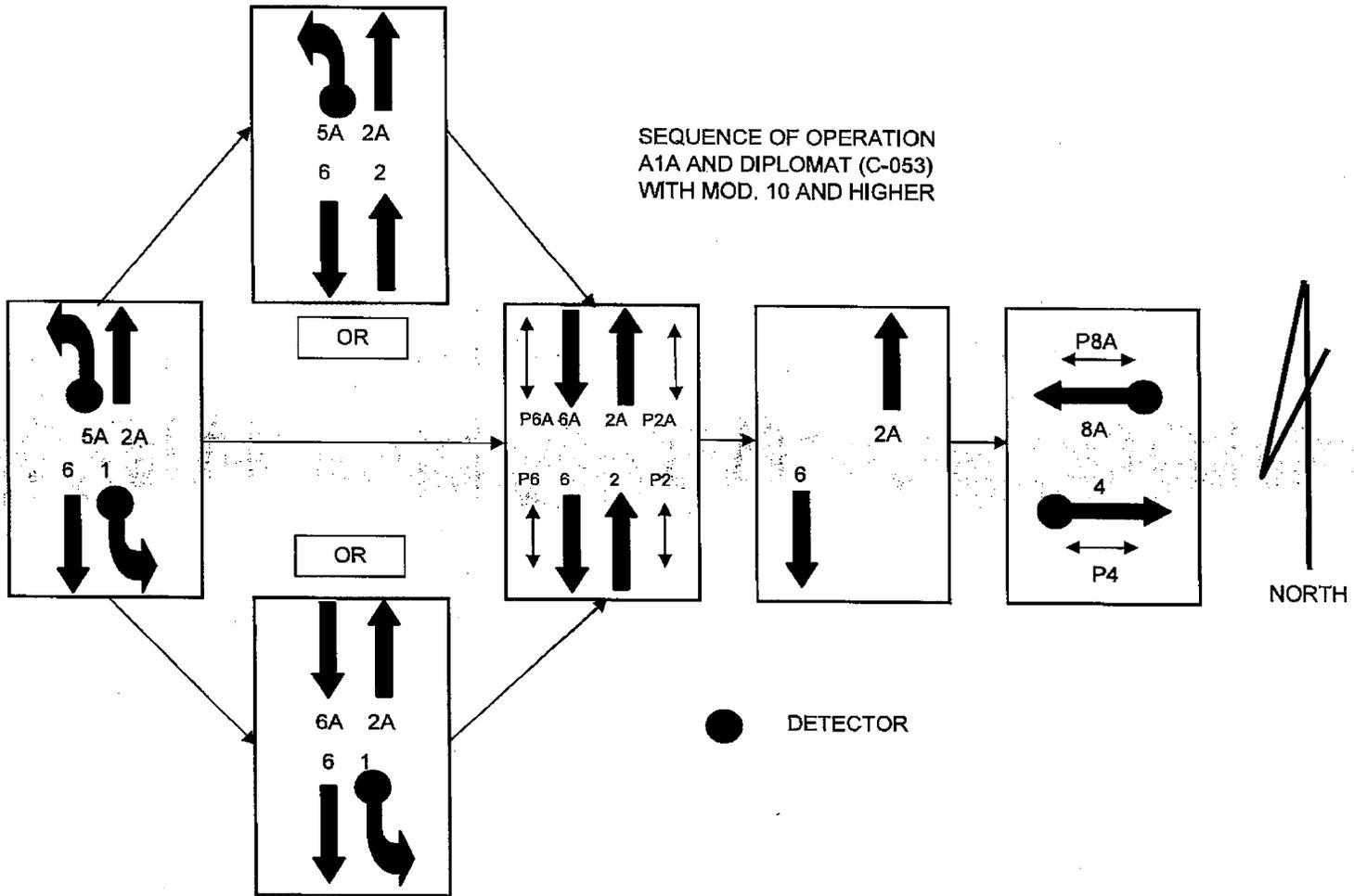
NO TURNS
R3-3

R3-1

ILLUM
S-N-S
3-REQ'D

REMARKS _____

SEQUENCE OF OPERATION
A1A AND DIPLOMAT (C-053)
WITH MOD. 10 AND HIGHER





BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3054	Initial Operation Date	UNKNOWN
Controller Type	2070 LN	System Number	
Modification Number	11	Modification Date	10/16/2018
Drawing/Project No	DES. GRP. 1	FPL Grid Number	87770888107
Intersection	SR A1A and RESIDENCES/3001 BLOCK		
Municipality	HOLLYWOOD		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1,5	2,6	P8,5	5				
Direction	NSL	N/S	XPED	SBL*				
Initial Green(MIN)	4	10	7					
Vehicle Ext.(GAP)	1.5	3.0	0.0					
Maximum Green I	12	50	32					
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0					
All Red Clearance	2.0	2.0	2.0					
Phase Recall	OFF	MIN	OFF					
Detector Delay								
Walk			7					
Pedestrian Clearance			25					
Permissive	5 SECT							
Flash Operation	YELLOW (DARK)							

Attachment

NOTES:

- * SBL OVERLAPPED WITH XPED.
- MOD. 11 UPDATES PEDESTRIAN TIMING.

Submitted By _____ Approved By _____

Station : 3054 - SR A1A & Residences / 3001 Block (Standard File)

Phase	1 (SL)	2 (ST)	3 (ET)	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk			7													
Ped Clearance			25													
Min Green	4	10	7													
Gap Ext	1.5	.3														
Max1	12	50	32													
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	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													
Auto Flash Entry	ON															
Auto Flash Exit		ON														
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON							
Min Recall		ON														
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON							
Guar Passage																
Rest In Walk		ON														
Cond Service																
Add Init Calc																

Preemption

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

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 Ped8							
Exit 1							
Exit 2							
Exit 3							
Exit 4							

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

TRAFFIC ENGINEERING DIVISION SIGNALIZED INTERSECTION

LOCATION **SR A-1-A & OCEAN CREST/S 3001 BLOCK**

ORDER NO **FDOT** ISSUE DATE ---- REV NO. **1** COMPLETION DATE **6/29/94**

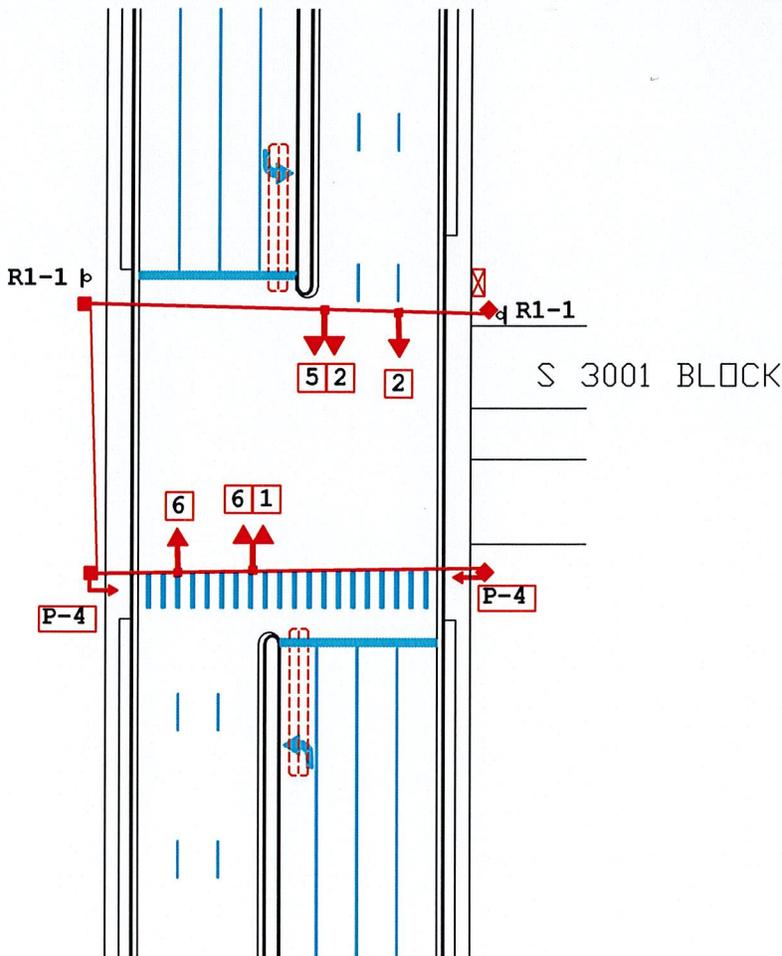
DWG. NO. **06-07-18-01** FILE NO. **C-54** CITY **HOLLYWOOD** SCALE: **1" = 50'**

DWN BY: **LARRY**

NORTH



SR A-1-A



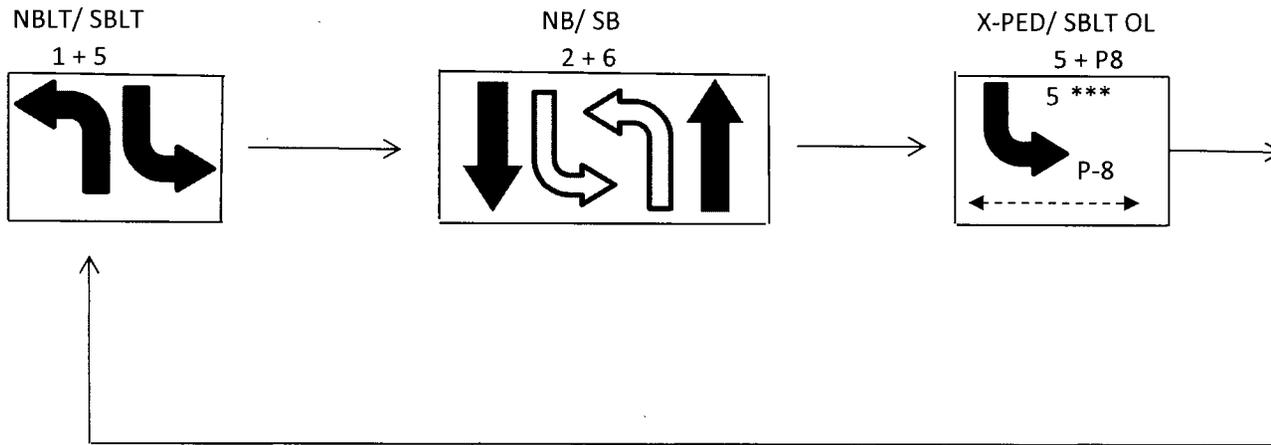
3-SECT
1-WAY
2-REQ'D



5-SECT
1-WAY
2-REQ'D

SEQUENCE OF OPERATION

SR A1A and RESIDENCES / 3001 BLOCK (3054)



-  Denotes permissive left turn
-  Denotes pedestrian signal
- *** Denotes southbound left turn overlaps with exclusive pedestrian signal

APPENDIX J
SYNCHRO Output

Existing (2019) SYNCHRO Output

Queues

101: SR A1A & Diplomat Resort



Lane Group	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	6	11	1100	139	131	1360
v/c Ratio	0.04	0.06	0.30	0.13	0.33	0.37
Control Delay	52.7	0.6	6.5	1.8	4.5	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	52.7	0.6	6.5	1.8	4.5	3.7
Queue Length 50th (ft)	5	0	102	4	13	56
Queue Length 95th (ft)	18	0	148	26	23	62
Internal Link Dist (ft)	370		300			270
Turn Bay Length (ft)				145	105	
Base Capacity (vph)	529	487	3725	1093	505	3715
Starvation Cap Reductn	0	0	0	0	0	863
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.02	0.30	0.13	0.26	0.48

Intersection Summary

HCM Signalized Intersection Capacity Analysis

101: SR A1A & Diplomat Resort

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations								  			  		
Traffic Volume (vph)	6	0	10	0	0	0	0	1034	131	123	1278	0	
Future Volume (vph)	6	0	10	0	0	0	0	1034	131	123	1278	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		6.0	6.0					6.0	6.0	6.0	6.0		
Lane Util. Factor		1.00	1.00					0.91	1.00	1.00	0.91		
Frbp, ped/bikes		1.00	0.91					1.00	0.92	1.00	1.00		
Flpb, ped/bikes		1.00	1.00					1.00	1.00	1.00	1.00		
Frt		1.00	0.85					1.00	0.85	1.00	1.00		
Flt Protected		0.95	1.00					1.00	1.00	0.95	1.00		
Satd. Flow (prot)		1766	1447					5085	1455	1766	5085		
Flt Permitted		0.95	1.00					1.00	1.00	0.24	1.00		
Satd. Flow (perm)		1766	1447					5085	1455	441	5085		
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	
Adj. Flow (vph)	6	0	11	0	0	0	0	1100	139	131	1360	0	
RTOR Reduction (vph)	0	0	10	0	0	0	0	0	32	0	0	0	
Lane Group Flow (vph)	0	6	1	0	0	0	0	1100	107	131	1360	0	
Confl. Peds. (#/hr)	2		72	72		2	58		19	19		58	
Confl. Bikes (#/hr)									13				
Turn Type	Perm	NA	Perm					NA	Perm	pm+pt	NA		
Protected Phases		4						2		1	6		
Permitted Phases	4		4						2	6			
Actuated Green, G (s)		10.8	10.8					95.3	95.3	100.9	95.0		
Effective Green, g (s)		10.8	10.8					95.3	95.3	100.9	95.0		
Actuated g/C Ratio		0.08	0.08					0.73	0.73	0.78	0.73		
Clearance Time (s)		6.0	6.0					6.0	6.0	6.0	6.0		
Vehicle Extension (s)		2.0	2.0					0.2	0.2	1.5	0.2		
Lane Grp Cap (vph)		146	120					3727	1066	402	3715		
v/s Ratio Prot								0.22		c0.01	c0.27		
v/s Ratio Perm		0.00	0.00						0.07	0.24			
v/c Ratio		0.04	0.01					0.30	0.10	0.33	0.37		
Uniform Delay, d1		54.8	54.7					5.9	5.0	3.6	6.4		
Progression Factor		1.00	1.00					1.00	1.00	0.87	0.48		
Incremental Delay, d2		0.0	0.0					0.2	0.2	0.2	0.3		
Delay (s)		54.9	54.7					6.1	5.2	3.3	3.4		
Level of Service		D	D					A	A	A	A		
Approach Delay (s)		54.8			0.0			6.0			3.4		
Approach LOS		D			A			A			A		
Intersection Summary													
HCM 2000 Control Delay			4.9		HCM 2000 Level of Service					A			
HCM 2000 Volume to Capacity ratio			0.33										
Actuated Cycle Length (s)			130.0		Sum of lost time (s)				18.0				
Intersection Capacity Utilization			70.3%		ICU Level of Service				C				
Analysis Period (min)			15										
c Critical Lane Group													

Timings

102: SR A1A & Diplomat Landing

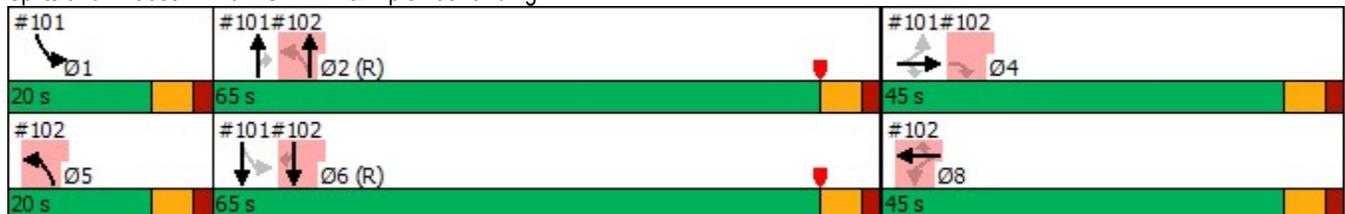


Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR	Ø1	Ø4
Lane Configurations									
Traffic Volume (vph)	105	50	52	128	937	1271	43		
Future Volume (vph)	105	50	52	128	937	1271	43		
Turn Type	Perm	NA	Perm	pm+pt	NA	NA	Perm		
Protected Phases		8		5	2	6		1	4
Permitted Phases	8		8	2			6		
Detector Phase	8	8	8	5	2	6	6		
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	4.0	7.0	7.0	7.0	4.0	6.0
Minimum Split (s)	43.0	43.0	43.0	12.0	28.0	28.0	28.0	10.0	43.0
Total Split (s)	45.0	45.0	45.0	20.0	65.0	65.0	65.0	20.0	45.0
Total Split (%)	34.6%	34.6%	34.6%	15.4%	50.0%	50.0%	50.0%	15%	35%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag				Lead	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	10.8	10.8	10.8	101.4	95.2	95.0	95.0		
Actuated g/C Ratio	0.08	0.08	0.08	0.78	0.73	0.73	0.73		
v/c Ratio	0.59	0.59	0.28	0.45	0.27	0.37	0.04		
Control Delay	73.9	73.0	9.6	11.2	2.1	7.2	0.6		
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0		
Total Delay	73.9	73.0	9.6	11.2	2.2	7.2	0.6		
LOS	E	E	A	B	A	A	A		
Approach Delay		57.3			3.3	7.0			
Approach LOS		E			A	A			

Intersection Summary

Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 81 (62%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay: 9.5	Intersection LOS: A
Intersection Capacity Utilization 51.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 102: SR A1A & Diplomat Landing



Queues

102: SR A1A & Diplomat Landing



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	83	85	57	139	1018	1382	47
v/c Ratio	0.59	0.59	0.28	0.45	0.27	0.37	0.04
Control Delay	73.9	73.0	9.6	11.2	2.1	7.2	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	73.9	73.0	9.6	11.2	2.2	7.2	0.6
Queue Length 50th (ft)	72	73	0	9	20	138	0
Queue Length 95th (ft)	126	129	26	40	24	201	5
Internal Link Dist (ft)		348			270	270	
Turn Bay Length (ft)				100			135
Base Capacity (vph)	504	521	528	414	3725	3715	1104
Starvation Cap Reductn	0	0	0	0	1288	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.16	0.11	0.34	0.42	0.37	0.04

Intersection Summary

HCM Signalized Intersection Capacity Analysis

102: SR A1A & Diplomat Landing

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	0	0	0	105	50	52	128	937	0	0	1271	43	
Future Volume (vph)	0	0	0	105	50	52	128	937	0	0	1271	43	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)				6.0	6.0	6.0	6.0	6.0			6.0	6.0	
Lane Util. Factor				0.95	0.95	1.00	1.00	0.91			0.91	1.00	
Frbp, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	0.94	
Flpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	1.00	
Frt				1.00	1.00	0.85	1.00	1.00			1.00	0.85	
Flt Protected				0.95	0.98	1.00	0.95	1.00			1.00	1.00	
Satd. Flow (prot)				1681	1738	1583	1769	5085			5085	1492	
Flt Permitted				0.95	0.98	1.00	0.17	1.00			1.00	1.00	
Satd. Flow (perm)				1681	1738	1583	313	5085			5085	1492	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	0	0	0	114	54	57	139	1018	0	0	1382	47	
RTOR Reduction (vph)	0	0	0	0	0	52	0	0	0	0	0	13	
Lane Group Flow (vph)	0	0	0	83	85	5	139	1018	0	0	1382	34	
Confl. Peds. (#/hr)							10		27	27		10	
Confl. Bikes (#/hr)									7			18	
Turn Type			Perm	Perm	NA	Perm	pm+pt	NA			NA	Perm	
Protected Phases					8		5	2			6		
Permitted Phases			4	8		8	2					6	
Actuated Green, G (s)				10.8	10.8	10.8	101.5	95.3			95.0	95.0	
Effective Green, g (s)				10.8	10.8	10.8	101.5	95.3			95.0	95.0	
Actuated g/C Ratio				0.08	0.08	0.08	0.78	0.73			0.73	0.73	
Clearance Time (s)				6.0	6.0	6.0	6.0	6.0			6.0	6.0	
Vehicle Extension (s)				2.0	2.0	2.0	1.5	0.2			0.2	0.2	
Lane Grp Cap (vph)				139	144	131	313	3727			3715	1090	
v/s Ratio Prot							c0.02	0.20			0.27		
v/s Ratio Perm				c0.05	0.05	0.00	c0.32					0.02	
v/c Ratio				0.60	0.59	0.04	0.44	0.27			0.37	0.03	
Uniform Delay, d1				57.5	57.5	54.8	3.8	5.8			6.5	4.8	
Progression Factor				1.00	1.00	1.00	2.44	0.30			1.00	1.00	
Incremental Delay, d2				4.5	4.3	0.0	0.4	0.2			0.3	0.1	
Delay (s)				62.0	61.7	54.9	9.6	1.9			6.8	4.9	
Level of Service				E	E	D	A	A			A	A	
Approach Delay (s)		0.0			60.1			2.9			6.7		
Approach LOS		A			E			A			A		
Intersection Summary													
HCM 2000 Control Delay			9.4		HCM 2000 Level of Service							A	
HCM 2000 Volume to Capacity ratio			0.46										
Actuated Cycle Length (s)			130.0		Sum of lost time (s)						18.0		
Intersection Capacity Utilization			51.6%		ICU Level of Service						A		
Analysis Period (min)			15										
c Critical Lane Group													

HCM Unsignalized Intersection Capacity Analysis

103: SR A1A & Alexander Towers

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	0	0	11	0	0	0	0	911	5	17	1298	0
Future Volume (Veh/h)	0	0	11	0	0	0	0	911	5	17	1298	0
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	12	0	0	0	0	990	5	18	1411	0
Pedestrians	8			60								
Lane Width (ft)	12.0			0.0								
Walking Speed (ft/s)	3.5			3.5								
Percent Blockage	1			0								
Right turn flare (veh)												
Median type							None			None		
Median storage veh												
Upstream signal (ft)							350			700		
pX, platoon unblocked	0.94	0.94	0.91	0.94	0.94	0.94	0.91				0.94	
vC, conflicting volume	1785	2510	478	1571	2508	392	1419				1055	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1192	1962	91	964	1959	133	1122				838	
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	100	100	99	100	100	100	100				98	
cM capacity (veh/h)	130	57	859	190	57	838	560				745	
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	SB 4				
Volume Total	12	396	396	203	18	470	470	470				
Volume Left	0	0	0	0	18	0	0	0				
Volume Right	12	0	0	5	0	0	0	0				
cSH	859	1700	1700	1700	745	1700	1700	1700				
Volume to Capacity	0.01	0.23	0.23	0.12	0.02	0.28	0.28	0.28				
Queue Length 95th (ft)	1	0	0	0	2	0	0	0				
Control Delay (s)	9.3	0.0	0.0	0.0	9.9	0.0	0.0	0.0				
Lane LOS	A				A							
Approach Delay (s)	9.3	0.0					0.1					
Approach LOS	A											
Intersection Summary												
Average Delay			0.1									
Intersection Capacity Utilization			35.1%		ICU Level of Service				A			
Analysis Period (min)	15											

Timings

104: SR A1A & 3001 Residences

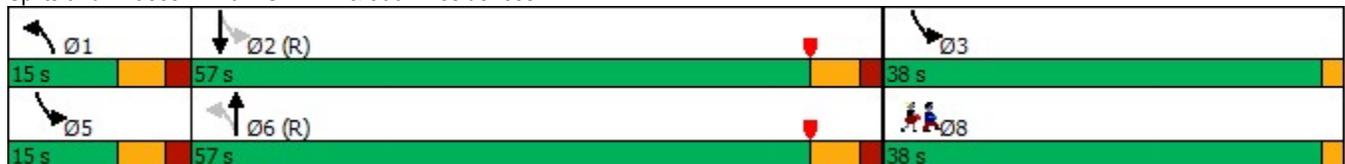


Lane Group	NBL	NBT	SBL	SBT	Ø3	Ø5	Ø8
Lane Configurations	↙	↑↑↑	↙	↑↑↑			
Traffic Volume (vph)	74	857	56	1207			
Future Volume (vph)	74	857	56	1207			
Turn Type	pm+pt	NA	pm+pt	NA			
Protected Phases	1	6	5 3	2	3	5	8
Permitted Phases	6		2				
Detector Phase	1	6	5 3	2			
Switch Phase							
Minimum Initial (s)	4.0	10.0		10.0	1.0	4.0	1.0
Minimum Split (s)	10.0	24.0		24.0	36.0	10.0	34.0
Total Split (s)	15.0	57.0		57.0	38.0	15.0	38.0
Total Split (%)	13.6%	51.8%		51.8%	35%	14%	35%
Yellow Time (s)	4.0	4.0		4.0	2.0	4.0	2.0
All-Red Time (s)	2.0	2.0		2.0	0.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0		0.0			
Total Lost Time (s)	6.0	6.0		6.0			
Lead/Lag	Lead	Lag		Lag		Lead	
Lead-Lag Optimize?	Yes	Yes		Yes		Yes	
Recall Mode	None	C-Max		C-Max	None	None	None
Act Effct Green (s)	84.7	81.4	96.2	80.4			
Actuated g/C Ratio	0.77	0.74	0.87	0.73			
v/c Ratio	0.22	0.24	0.08	0.34			
Control Delay	6.8	7.9	0.9	9.4			
Queue Delay	0.0	0.0	0.0	0.0			
Total Delay	6.8	7.9	0.9	9.4			
LOS	A	A	A	A			
Approach Delay		7.8		9.1			
Approach LOS		A		A			

Intersection Summary

Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 90 (82%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.34	
Intersection Signal Delay: 8.5	Intersection LOS: A
Intersection Capacity Utilization 37.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 104: SR A1A & 3001 Residences



Queues

104: SR A1A & 3001 Residences



Lane Group	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	77	906	58	1258
v/c Ratio	0.22	0.24	0.08	0.34
Control Delay	6.8	7.9	0.9	9.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	6.8	7.9	0.9	9.4
Queue Length 50th (ft)	3	42	2	65
Queue Length 95th (ft)	37	152	3	240
Internal Link Dist (ft)		620		20
Turn Bay Length (ft)	200		190	
Base Capacity (vph)	400	3753	907	3714
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.19	0.24	0.06	0.34
Intersection Summary				

HCM Signalized Intersection Capacity Analysis

104: SR A1A & 3001 Residences

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	74	857	12	56	1207	1
Future Volume (vph)	0	0	0	0	0	0	74	857	12	56	1207	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)							6.0	6.0		6.0	6.0	
Lane Util. Factor							1.00	0.91		1.00	0.91	
Frbp, ped/bikes							1.00	1.00		1.00	1.00	
Flpb, ped/bikes							1.00	1.00		1.00	1.00	
Frt							1.00	1.00		1.00	1.00	
Flt Protected							0.95	1.00		0.95	1.00	
Satd. Flow (prot)							1769	5070		1766	5085	
Flt Permitted							0.19	1.00		0.30	1.00	
Satd. Flow (perm)							359	5070		562	5085	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	0	0	0	0	0	77	893	12	58	1257	1
RTOR Reduction (vph)	0	0	0	0	0	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	77	905	0	58	1258	0
Confl. Peds. (#/hr)			13	13			11		53	53		11
Confl. Bikes (#/hr)			1						10			22
Turn Type							pm+pt	NA		pm+pt	NA	
Protected Phases							1	6		5	3	2
Permitted Phases							6			2		
Actuated Green, G (s)							83.2	78.7		96.9	77.6	
Effective Green, g (s)							83.2	78.7		94.9	77.6	
Actuated g/C Ratio							0.76	0.72		0.86	0.71	
Clearance Time (s)							6.0	6.0			6.0	
Vehicle Extension (s)							1.5	3.0			3.0	
Lane Grp Cap (vph)							329	3627		674	3587	
v/s Ratio Prot							c0.01	0.18		c0.01	c0.25	
v/s Ratio Perm							0.17			0.06		
v/c Ratio							0.23	0.25		0.09	0.35	
Uniform Delay, d1							3.6	5.4		1.2	6.3	
Progression Factor							1.00	1.00		1.00	1.00	
Incremental Delay, d2							0.1	0.2		0.0	0.3	
Delay (s)							3.8	5.6		1.2	6.6	
Level of Service							A	A		A	A	
Approach Delay (s)		0.0			0.0			5.4			6.4	
Approach LOS		A			A			A			A	
Intersection Summary												
HCM 2000 Control Delay			6.0				HCM 2000 Level of Service				A	
HCM 2000 Volume to Capacity ratio			0.31									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)				14.0	
Intersection Capacity Utilization			37.4%				ICU Level of Service				A	
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
 105: EB (Not Controlled by Signal)/WB (Not Controlled by Signal)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	0	10	0	0	25	0	857	0	0	1207	0
Future Volume (Veh/h)	10	0	10	0	0	25	0	857	0	0	1207	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	10	0	10	0	0	26	0	893	0	0	1257	0
Pedestrians								13				
Lane Width (ft)								12.0				
Walking Speed (ft/s)								3.5				
Percent Blockage								1				
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								100				
pX, platoon unblocked	0.94	0.94		0.94	0.94	0.94				0.94		
vC, conflicting volume	1581	2150	432	1335	2150	298	1257			893		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1396	2001	432	1134	2001	31	1257			664		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	89	100	98	100	100	97	100			100		
cM capacity (veh/h)	92	56	565	143	56	974	549			866		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	20	26	298	298	298	419	419	419				
Volume Left	10	0	0	0	0	0	0	0				
Volume Right	10	26	0	0	0	0	0	0				
cSH	159	974	1700	1700	1700	1700	1700	1700				
Volume to Capacity	0.13	0.03	0.18	0.18	0.18	0.25	0.25	0.25				
Queue Length 95th (ft)	11	2	0	0	0	0	0	0				
Control Delay (s)	31.0	8.8	0.0	0.0	0.0	0.0	0.0	0.0				
Lane LOS	D	A										
Approach Delay (s)	31.0	8.8	0.0			0.0						
Approach LOS	D	A										
Intersection Summary												
Average Delay			0.4									
Intersection Capacity Utilization			36.8%		ICU Level of Service					A		
Analysis Period (min)			15									

Timings

101: SR A1A & Diplomat Resort



Lane Group	EBT	EBR	NBT	NBR	SBL	SBT	Ø5	Ø8
Lane Configurations	↖	↗	↑↑↑	↗	↖	↑↑↑		
Traffic Volume (vph)	1	20	763	62	51	841		
Future Volume (vph)	1	20	763	62	51	841		
Turn Type	NA	Perm	NA	Perm	pm+pt	NA		
Protected Phases	4		2		1	6	5	8
Permitted Phases		4		2	6			
Detector Phase	4	4	2	2	1	6		
Switch Phase								
Minimum Initial (s)	6.0	6.0	7.0	7.0	4.0	7.0	4.0	6.0
Minimum Split (s)	43.0	43.0	28.0	28.0	10.0	28.0	12.0	43.0
Total Split (s)	45.0	45.0	65.0	65.0	20.0	65.0	20.0	45.0
Total Split (%)	34.6%	34.6%	50.0%	50.0%	15.4%	50.0%	15%	35%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag			Lag	Lag	Lead	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	7.4	7.4	105.5	105.5	108.0	105.3		
Actuated g/C Ratio	0.06	0.06	0.81	0.81	0.83	0.81		
v/c Ratio	0.09	0.15	0.22	0.07	0.12	0.24		
Control Delay	58.8	2.1	4.0	1.0	1.7	2.4		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1		
Total Delay	58.8	2.1	4.0	1.0	1.7	2.5		
LOS	E	A	A	A	A	A		
Approach Delay	17.6		3.7			2.4		
Approach LOS	B		A			A		

Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 1 (1%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.35

Intersection Signal Delay: 3.3

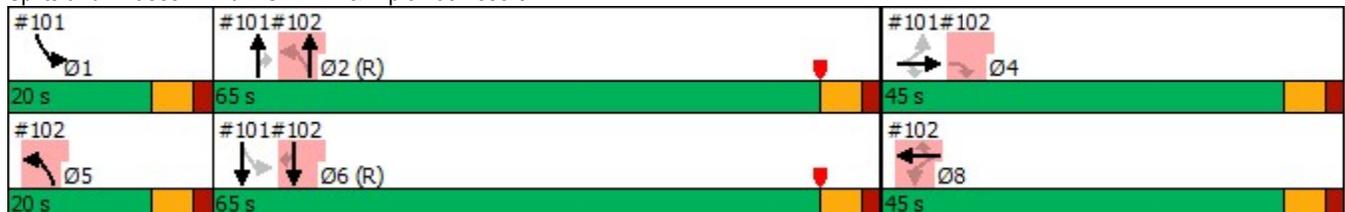
Intersection LOS: A

Intersection Capacity Utilization 63.5%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 101: SR A1A & Diplomat Resort



Queues

101: SR A1A & Diplomat Resort



Lane Group	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	9	24	908	74	61	1001
v/c Ratio	0.09	0.15	0.22	0.07	0.12	0.24
Control Delay	58.8	2.1	4.0	1.0	1.7	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	58.8	2.1	4.0	1.0	1.7	2.5
Queue Length 50th (ft)	7	0	66	0	4	38
Queue Length 95th (ft)	23	0	85	9	9	41
Internal Link Dist (ft)	370		300			270
Turn Bay Length (ft)				145	105	
Base Capacity (vph)	534	495	4126	1134	607	4120
Starvation Cap Reductn	0	0	0	0	0	1602
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.05	0.22	0.07	0.10	0.40
Intersection Summary						

HCM Signalized Intersection Capacity Analysis

101: SR A1A & Diplomat Resort

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (vph)	7	1	20	0	0	0	0	763	62	51	841	0
Future Volume (vph)	7	1	20	0	0	0	0	763	62	51	841	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0					6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00	1.00					0.91	1.00	1.00	0.91	
Frbp, ped/bikes		1.00	0.93					1.00	0.87	1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00	1.00	0.99	1.00	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.96	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1783	1473					5085	1385	1756	5085	
Flt Permitted		0.96	1.00					1.00	1.00	0.30	1.00	
Satd. Flow (perm)		1783	1473					5085	1385	556	5085	
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	8	1	24	0	0	0	0	908	74	61	1001	0
RTOR Reduction (vph)	0	0	23	0	0	0	0	0	16	0	0	0
Lane Group Flow (vph)	0	9	1	0	0	0	0	908	58	61	1001	0
Confl. Peds. (#/hr)			56	56			43		35	35		43
Confl. Bikes (#/hr)									10			2
Turn Type	Perm	NA	Perm					NA	Perm	pm+pt	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4		4						2	6		
Actuated Green, G (s)		6.2	6.2					101.9	101.9	105.7	101.8	
Effective Green, g (s)		6.2	6.2					101.9	101.9	105.7	101.8	
Actuated g/C Ratio		0.05	0.05					0.78	0.78	0.81	0.78	
Clearance Time (s)		6.0	6.0					6.0	6.0	6.0	6.0	
Vehicle Extension (s)		2.0	2.0					0.2	0.2	1.5	0.2	
Lane Grp Cap (vph)		85	70					3985	1085	488	3981	
v/s Ratio Prot								0.18		c0.00	c0.20	
v/s Ratio Perm		0.01	0.00						0.04	0.10		
v/c Ratio		0.11	0.02					0.23	0.05	0.12	0.25	
Uniform Delay, d1		59.2	59.0					3.7	3.2	2.4	3.8	
Progression Factor		1.00	1.00					1.00	1.00	0.68	0.56	
Incremental Delay, d2		0.2	0.0					0.1	0.1	0.0	0.1	
Delay (s)		59.4	59.0					3.8	3.3	1.6	2.3	
Level of Service		E	E					A	A	A	A	
Approach Delay (s)		59.1			0.0			3.8			2.3	
Approach LOS		E			A			A			A	
Intersection Summary												
HCM 2000 Control Delay			3.9		HCM 2000 Level of Service				A			
HCM 2000 Volume to Capacity ratio			0.24									
Actuated Cycle Length (s)			130.0		Sum of lost time (s)				18.0			
Intersection Capacity Utilization			63.5%		ICU Level of Service				B			
Analysis Period (min)			15									
c Critical Lane Group												

Timings

102: SR A1A & Diplomat Landing

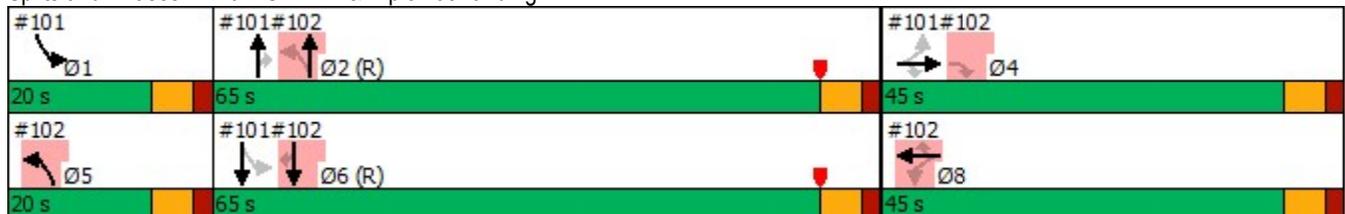


Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR	Ø1	Ø4
Lane Configurations									
Traffic Volume (vph)	55	1	48	63	739	811	6		
Future Volume (vph)	55	1	48	63	739	811	6		
Turn Type	Perm	NA	Perm	pm+pt	NA	NA	Perm		
Protected Phases		8		5	2	6		1	4
Permitted Phases	8		8	2			6		
Detector Phase	8	8	8	5	2	6	6		
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	4.0	7.0	7.0	7.0	4.0	6.0
Minimum Split (s)	43.0	43.0	43.0	12.0	28.0	28.0	28.0	10.0	43.0
Total Split (s)	45.0	45.0	45.0	20.0	65.0	65.0	65.0	20.0	45.0
Total Split (%)	34.6%	34.6%	34.6%	15.4%	50.0%	50.0%	50.0%	15%	35%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag				Lead	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	7.4	7.4	7.4	108.3	105.5	105.3	105.3		
Actuated g/C Ratio	0.06	0.06	0.06	0.83	0.81	0.81	0.81		
v/c Ratio	0.34	0.34	0.35	0.15	0.21	0.23	0.01		
Control Delay	68.1	68.1	12.2	1.6	1.4	4.1	0.0		
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0		
Total Delay	68.1	68.1	12.2	1.6	1.5	4.1	0.0		
LOS	E	E	B	A	A	A	A		
Approach Delay		42.4			1.5	4.0			
Approach LOS		D			A	A			

Intersection Summary

Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 1 (1%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.35	
Intersection Signal Delay: 5.2	Intersection LOS: A
Intersection Capacity Utilization 45.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 102: SR A1A & Diplomat Landing



Queues

102: SR A1A & Diplomat Landing



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	33	33	56	74	869	954	7
v/c Ratio	0.34	0.34	0.35	0.15	0.21	0.23	0.01
Control Delay	68.1	68.1	12.2	1.6	1.4	4.1	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	68.1	68.1	12.2	1.6	1.5	4.1	0.0
Queue Length 50th (ft)	28	28	0	4	16	71	0
Queue Length 95th (ft)	62	62	22	6	18	91	0
Internal Link Dist (ft)		348			270	270	
Turn Bay Length (ft)				100			135
Base Capacity (vph)	504	506	520	592	4126	4120	1229
Starvation Cap Reductn	0	0	0	0	1708	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.07	0.11	0.13	0.36	0.23	0.01

Intersection Summary

HCM Signalized Intersection Capacity Analysis

102: SR A1A & Diplomat Landing

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	0	0	0	55	1	48	63	739	0	0	811	6	
Future Volume (vph)	0	0	0	55	1	48	63	739	0	0	811	6	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)				6.0	6.0	6.0	6.0	6.0			6.0	6.0	
Lane Util. Factor				0.95	0.95	1.00	1.00	0.91			0.91	1.00	
Frbp, ped/bikes				1.00	1.00	0.98	1.00	1.00			1.00	0.95	
Flpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	1.00	
Frt				1.00	1.00	0.85	1.00	1.00			1.00	0.85	
Flt Protected				0.95	0.95	1.00	0.95	1.00			1.00	1.00	
Satd. Flow (prot)				1681	1688	1550	1767	5085			5085	1505	
Flt Permitted				0.95	0.95	1.00	0.29	1.00			1.00	1.00	
Satd. Flow (perm)				1681	1688	1550	530	5085			5085	1505	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	
Adj. Flow (vph)	0	0	0	65	1	56	74	869	0	0	954	7	
RTOR Reduction (vph)	0	0	0	0	0	53	0	0	0	0	0	2	
Lane Group Flow (vph)	0	0	0	33	33	3	74	869	0	0	954	5	
Confl. Peds. (#/hr)						4	9		15	15		9	
Confl. Bikes (#/hr)						1			4			8	
Turn Type			Perm	Perm	NA	Perm	pm+pt	NA			NA	Perm	
Protected Phases					8		5	2			6		
Permitted Phases			4	8		8	2					6	
Actuated Green, G (s)				6.2	6.2	6.2	105.9	101.9			101.8	101.8	
Effective Green, g (s)				6.2	6.2	6.2	105.9	101.9			101.8	101.8	
Actuated g/C Ratio				0.05	0.05	0.05	0.81	0.78			0.78	0.78	
Clearance Time (s)				6.0	6.0	6.0	6.0	6.0			6.0	6.0	
Vehicle Extension (s)				2.0	2.0	2.0	1.5	0.2			0.2	0.2	
Lane Grp Cap (vph)				80	80	73	469	3985			3981	1178	
v/s Ratio Prot							c0.00	0.17			c0.19		
v/s Ratio Perm				c0.02	0.02	0.00	0.12					0.00	
v/c Ratio				0.41	0.41	0.04	0.16	0.22			0.24	0.00	
Uniform Delay, d1				60.1	60.1	59.1	2.3	3.7			3.8	3.1	
Progression Factor				1.00	1.00	1.00	0.54	0.35			1.00	1.00	
Incremental Delay, d2				1.3	1.3	0.1	0.1	0.1			0.1	0.0	
Delay (s)				61.4	61.4	59.1	1.3	1.4			3.9	3.1	
Level of Service				E	E	E	A	A			A	A	
Approach Delay (s)		0.0			60.3			1.4			3.9		
Approach LOS		A			E			A			A		
Intersection Summary													
HCM 2000 Control Delay			6.1		HCM 2000 Level of Service						A		
HCM 2000 Volume to Capacity ratio			0.25										
Actuated Cycle Length (s)			130.0		Sum of lost time (s)						18.0		
Intersection Capacity Utilization			45.0%		ICU Level of Service						A		
Analysis Period (min)			15										
c Critical Lane Group													

HCM Unsignalized Intersection Capacity Analysis

103: SR A1A & Alexander Towers

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	0	0	17	0	0	0	0	740	17	27	797	0
Future Volume (Veh/h)	0	0	17	0	0	0	0	740	17	27	797	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	0	0	19	0	0	0	0	813	19	30	876	0
Pedestrians		11			32							
Lane Width (ft)		12.0			0.0							
Walking Speed (ft/s)		3.5			3.5							
Percent Blockage		1			0							
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								350			700	
pX, platoon unblocked	0.98	0.98	0.96	0.98	0.98	0.97	0.96			0.97		
vC, conflicting volume	1218	1811	303	1226	1802	312	887			864		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	916	1521	139	923	1511	166	746			737		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	98	100	100	100	100			96		
cM capacity (veh/h)	213	110	841	207	111	821	817			836		
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	SB 4				
Volume Total	19	325	325	182	30	292	292	292				
Volume Left	0	0	0	0	30	0	0	0				
Volume Right	19	0	0	19	0	0	0	0				
cSH	841	1700	1700	1700	836	1700	1700	1700				
Volume to Capacity	0.02	0.19	0.19	0.11	0.04	0.17	0.17	0.17				
Queue Length 95th (ft)	2	0	0	0	3	0	0	0				
Control Delay (s)	9.4	0.0	0.0	0.0	9.5	0.0	0.0	0.0				
Lane LOS	A				A							
Approach Delay (s)	9.4	0.0			0.3							
Approach LOS	A											
Intersection Summary												
Average Delay			0.3									
Intersection Capacity Utilization			25.4%	ICU Level of Service	A							
Analysis Period (min)			15									

Timings

104: SR A1A & 3001 Residences



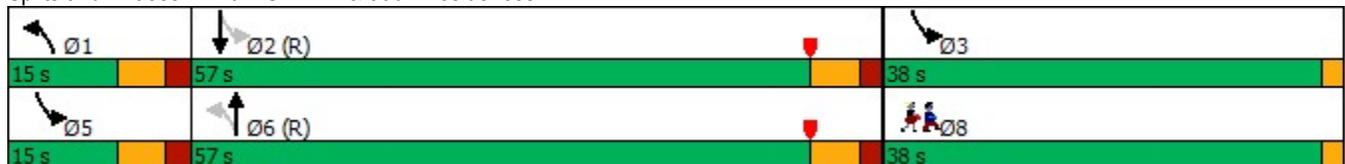
Lane Group	NBL	NBT	SBL	SBT	Ø3	Ø5	Ø8
Lane Configurations	↖	↑↑↑	↖	↑↑↑			
Traffic Volume (vph)	84	676	45	756			
Future Volume (vph)	84	676	45	756			
Turn Type	pm+pt	NA	pm+pt	NA			
Protected Phases	1	6	5 3	2	3	5	8
Permitted Phases	6		2				
Detector Phase	1	6	5 3	2			
Switch Phase							
Minimum Initial (s)	4.0	10.0		10.0	1.0	4.0	1.0
Minimum Split (s)	10.0	24.0		24.0	36.0	10.0	34.0
Total Split (s)	15.0	57.0		57.0	38.0	15.0	38.0
Total Split (%)	13.6%	51.8%		51.8%	35%	14%	35%
Yellow Time (s)	4.0	4.0		4.0	2.0	4.0	2.0
All-Red Time (s)	2.0	2.0		2.0	0.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0		0.0			
Total Lost Time (s)	6.0	6.0		6.0			
Lead/Lag	Lead	Lag		Lag		Lead	
Lead-Lag Optimize?	Yes	Yes		Yes		Yes	
Recall Mode	None	C-Max		C-Max	None	None	None
Act Effct Green (s)	85.1	81.5	95.9	80.1			
Actuated g/C Ratio	0.77	0.74	0.87	0.73			
v/c Ratio	0.18	0.21	0.07	0.23			
Control Delay	5.9	7.6	0.8	8.7			
Queue Delay	0.0	0.0	0.0	0.0			
Total Delay	5.9	7.6	0.8	8.7			
LOS	A	A	A	A			
Approach Delay		7.4		8.2			
Approach LOS		A		A			

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 90 (82%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.23
 Intersection Signal Delay: 7.8
 Intersection Capacity Utilization 29.3%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 104: SR A1A & 3001 Residences



Queues

104: SR A1A & 3001 Residences



Lane Group	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	93	781	50	841
v/c Ratio	0.18	0.21	0.07	0.23
Control Delay	5.9	7.6	0.8	8.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	5.9	7.6	0.8	8.7
Queue Length 50th (ft)	3	35	2	39
Queue Length 95th (ft)	43	128	3	152
Internal Link Dist (ft)		620		20
Turn Bay Length (ft)	200		190	
Base Capacity (vph)	562	3740	954	3704
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.17	0.21	0.05	0.23
Intersection Summary				

HCM Signalized Intersection Capacity Analysis

104: SR A1A & 3001 Residences

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	84	676	27	45	756	1
Future Volume (vph)	0	0	0	0	0	0	84	676	27	45	756	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)							6.0	6.0		6.0	6.0	
Lane Util. Factor							1.00	0.91		1.00	0.91	
Frbp, ped/bikes							1.00	1.00		1.00	1.00	
Flpb, ped/bikes							1.00	1.00		1.00	1.00	
Frt							1.00	0.99		1.00	1.00	
Flt Protected							0.95	1.00		0.95	1.00	
Satd. Flow (prot)							1769	5049		1767	5084	
Flt Permitted							0.31	1.00		0.34	1.00	
Satd. Flow (perm)							586	5049		640	5084	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	0	0	0	93	751	30	50	840	1
RTOR Reduction (vph)	0	0	0	0	0	0	0	2	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	93	779	0	50	841	0
Confl. Peds. (#/hr)	1		13	13		1	10		23	23		10
Confl. Bikes (#/hr)									5			8
Turn Type							pm+pt	NA		pm+pt	NA	
Protected Phases							1	6		5	3	2
Permitted Phases							6			2		
Actuated Green, G (s)							83.5	78.7		96.6	77.3	
Effective Green, g (s)							83.5	78.7		94.6	77.3	
Actuated g/C Ratio							0.76	0.72		0.86	0.70	
Clearance Time (s)							6.0	6.0			6.0	
Vehicle Extension (s)							1.5	3.0			3.0	
Lane Grp Cap (vph)							496	3612		727	3572	
v/s Ratio Prot							c0.01	0.15		c0.01	c0.17	
v/s Ratio Perm							0.13			0.05		
v/c Ratio							0.19	0.22		0.07	0.24	
Uniform Delay, d1							3.4	5.3		1.2	5.8	
Progression Factor							1.00	1.00		1.00	1.00	
Incremental Delay, d2							0.1	0.1		0.0	0.2	
Delay (s)							3.5	5.4		1.2	6.0	
Level of Service							A	A		A	A	
Approach Delay (s)		0.0			0.0			5.2			5.7	
Approach LOS		A			A			A			A	
Intersection Summary												
HCM 2000 Control Delay			5.5				HCM 2000 Level of Service				A	
HCM 2000 Volume to Capacity ratio			0.21									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)				14.0	
Intersection Capacity Utilization			29.3%				ICU Level of Service				A	
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
 105: EB (Not Controlled by Signal)/WB (Not Controlled by Signal)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	10	0	0	26	0	676	0	0	756	0
Future Volume (Veh/h)	0	0	10	0	0	26	0	676	0	0	756	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	11	0	0	29	0	751	0	0	840	0
Pedestrians								13				
Lane Width (ft)								12.0				
Walking Speed (ft/s)								3.5				
Percent Blockage								1				
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)								100				
pX, platoon unblocked	0.95	0.95		0.95	0.95	0.95				0.95		
vC, conflicting volume	1119	1591	293	1055	1591	250	840			751		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	946	1442	293	879	1442	33	840			559		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	98	100	100	97	100			100		
cM capacity (veh/h)	200	125	695	224	125	983	791			959		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	11	29	250	250	250	280	280	280				
Volume Left	0	0	0	0	0	0	0	0				
Volume Right	11	29	0	0	0	0	0	0				
cSH	695	983	1700	1700	1700	1700	1700	1700				
Volume to Capacity	0.02	0.03	0.15	0.15	0.15	0.16	0.16	0.16				
Queue Length 95th (ft)	1	2	0	0	0	0	0	0				
Control Delay (s)	10.3	8.8	0.0	0.0	0.0	0.0	0.0	0.0				
Lane LOS	B	A										
Approach Delay (s)	10.3	8.8	0.0			0.0						
Approach LOS	B	A										
Intersection Summary												
Average Delay			0.2									
Intersection Capacity Utilization			33.2%	ICU Level of Service	A							
Analysis Period (min)			15									

Timings

101: SR A1A & Diplomat Resort



Lane Group	EBT	EBR	NBT	NBR	SBL	SBT	Ø5	Ø8
Lane Configurations	↖	↗	↑↑↑	↗	↖	↑↑↑		
Traffic Volume (vph)	0	110	1235	55	87	1045		
Future Volume (vph)	0	110	1235	55	87	1045		
Turn Type	NA	Perm	NA	Perm	pm+pt	NA		
Protected Phases	4		2		1	6	5	8
Permitted Phases		4		2	6			
Detector Phase	4	4	2	2	1	6		
Switch Phase								
Minimum Initial (s)	6.0	6.0	7.0	7.0	4.0	7.0	4.0	6.0
Minimum Split (s)	43.0	43.0	28.0	28.0	10.0	28.0	12.0	43.0
Total Split (s)	45.0	45.0	65.0	65.0	20.0	65.0	20.0	45.0
Total Split (%)	34.6%	34.6%	50.0%	50.0%	15.4%	50.0%	15%	35%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag			Lag	Lag	Lead	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	9.5	9.5	96.9	96.9	102.8	97.1		
Actuated g/C Ratio	0.07	0.07	0.75	0.75	0.79	0.75		
v/c Ratio	0.52	0.56	0.36	0.05	0.30	0.30		
Control Delay	71.7	19.5	6.4	0.9	4.9	2.7		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1		
Total Delay	71.7	19.5	6.4	0.9	4.9	2.8		
LOS	E	B	A	A	A	A		
Approach Delay	38.1		6.1			3.0		
Approach LOS	D		A			A		

Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 81 (62%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.56

Intersection Signal Delay: 6.9

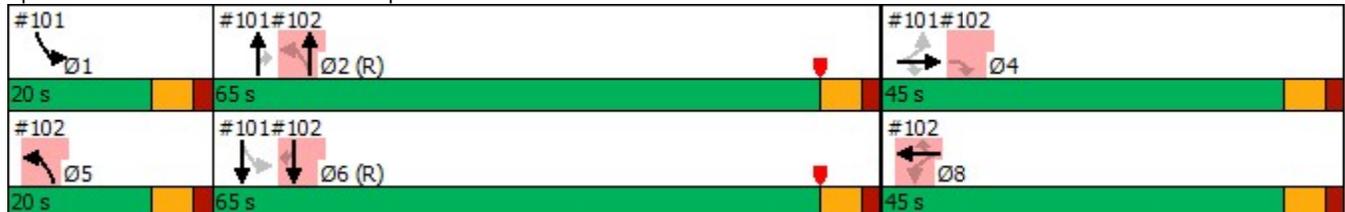
Intersection LOS: A

Intersection Capacity Utilization 72.5%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 101: SR A1A & Diplomat Resort



Queues

101: SR A1A & Diplomat Resort



Lane Group	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	67	121	1357	60	96	1148
v/c Ratio	0.52	0.56	0.36	0.05	0.30	0.30
Control Delay	71.7	19.5	6.4	0.9	4.9	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	71.7	19.5	6.4	0.9	4.9	2.8
Queue Length 50th (ft)	55	0	124	0	9	38
Queue Length 95th (ft)	102	59	183	9	16	43
Internal Link Dist (ft)	370		300			270
Turn Bay Length (ft)				145	105	
Base Capacity (vph)	531	516	3789	1111	427	3798
Starvation Cap Reductn	0	0	0	0	0	1209
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.23	0.36	0.05	0.22	0.44

Intersection Summary

HCM Signalized Intersection Capacity Analysis

101: SR A1A & Diplomat Resort

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations								  			  		
Traffic Volume (vph)	61	0	110	0	0	0	0	1235	55	87	1045	0	
Future Volume (vph)	61	0	110	0	0	0	0	1235	55	87	1045	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		6.0	6.0					6.0	6.0	6.0	6.0		
Lane Util. Factor		1.00	1.00					0.91	1.00	1.00	0.91		
Frbp, ped/bikes		1.00	0.91					1.00	0.93	1.00	1.00		
Flpb, ped/bikes		1.00	1.00					1.00	1.00	1.00	1.00		
Frt		1.00	0.85					1.00	0.85	1.00	1.00		
Flt Protected		0.95	1.00					1.00	1.00	0.95	1.00		
Satd. Flow (prot)		1770	1438					5085	1469	1768	5085		
Flt Permitted		0.95	1.00					1.00	1.00	0.18	1.00		
Satd. Flow (perm)		1770	1438					5085	1469	326	5085		
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Adj. Flow (vph)	67	0	121	0	0	0	0	1357	60	96	1148	0	
RTOR Reduction (vph)	0	0	112	0	0	0	0	0	15	0	0	0	
Lane Group Flow (vph)	0	67	9	0	0	0	0	1357	45	96	1148	0	
Confl. Peds. (#/hr)			77	77				11		17	17	11	
Confl. Bikes (#/hr)							1		7			9	
Turn Type	Perm	NA	Perm					NA	Perm	pm+pt	NA		
Protected Phases		4						2		1	6		
Permitted Phases	4		4						2	6			
Actuated Green, G (s)		9.5	9.5					96.9	96.9	102.7	97.1		
Effective Green, g (s)		9.5	9.5					96.9	96.9	102.7	97.1		
Actuated g/C Ratio		0.07	0.07					0.75	0.75	0.79	0.75		
Clearance Time (s)		6.0	6.0					6.0	6.0	6.0	6.0		
Vehicle Extension (s)		2.0	2.0					0.2	0.2	1.5	0.2		
Lane Grp Cap (vph)		129	105					3790	1094	319	3798		
v/s Ratio Prot								c0.27		c0.01	0.23		
v/s Ratio Perm		0.04	0.01						0.03	0.22			
v/c Ratio		0.52	0.08					0.36	0.04	0.30	0.30		
Uniform Delay, d1		58.1	56.2					5.7	4.3	3.3	5.4		
Progression Factor		1.00	1.00					1.00	1.00	1.12	0.44		
Incremental Delay, d2		1.5	0.1					0.3	0.1	0.2	0.2		
Delay (s)		59.5	56.3					6.0	4.4	3.8	2.6		
Level of Service		E	E					A	A	A	A		
Approach Delay (s)		57.5			0.0			5.9			2.7		
Approach LOS		E			A			A			A		
Intersection Summary													
HCM 2000 Control Delay			7.9		HCM 2000 Level of Service					A			
HCM 2000 Volume to Capacity ratio			0.37										
Actuated Cycle Length (s)			130.0		Sum of lost time (s)				18.0				
Intersection Capacity Utilization			72.5%		ICU Level of Service				C				
Analysis Period (min)			15										
c Critical Lane Group													

Timings

102: SR A1A & Diplomat Landing



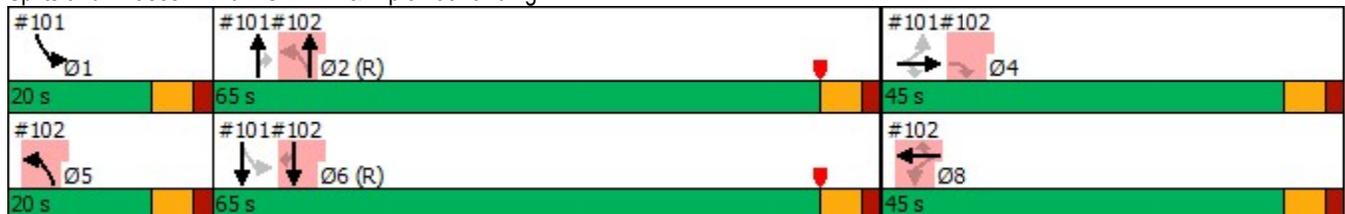
Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR	Ø1	Ø4
Lane Configurations									
Traffic Volume (vph)	55	4	94	91	1229	1039	32		
Future Volume (vph)	55	4	94	91	1229	1039	32		
Turn Type	Perm	NA	Perm	pm+pt	NA	NA	Perm		
Protected Phases		8		5	2	6		1	4
Permitted Phases	8		8	2			6		
Detector Phase	8	8	8	5	2	6	6		
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	4.0	7.0	7.0	7.0	4.0	6.0
Minimum Split (s)	43.0	43.0	43.0	12.0	28.0	28.0	28.0	10.0	43.0
Total Split (s)	45.0	45.0	45.0	20.0	65.0	65.0	65.0	20.0	45.0
Total Split (%)	34.6%	34.6%	34.6%	15.4%	50.0%	50.0%	50.0%	15%	35%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag				Lead	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	9.5	9.5	9.5	102.3	96.9	97.1	97.1		
Actuated g/C Ratio	0.07	0.07	0.07	0.79	0.75	0.75	0.75		
v/c Ratio	0.29	0.28	0.51	0.29	0.38	0.32	0.03		
Control Delay	61.8	61.4	18.4	3.8	3.0	6.0	0.1		
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0		
Total Delay	61.8	61.4	18.4	3.8	3.1	6.0	0.1		
LOS	E	E	B	A	A	A	A		
Approach Delay		35.2			3.2	5.8			
Approach LOS		D			A	A			

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 81 (62%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.56
 Intersection Signal Delay: 6.2
 Intersection Capacity Utilization 47.6%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 102: SR A1A & Diplomat Landing



Queues

102: SR A1A & Diplomat Landing



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	35	34	109	106	1429	1208	37
v/c Ratio	0.29	0.28	0.51	0.29	0.38	0.32	0.03
Control Delay	61.8	61.4	18.4	3.8	3.0	6.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	61.8	61.4	18.4	3.8	3.1	6.0	0.1
Queue Length 50th (ft)	29	29	0	8	50	107	0
Queue Length 95th (ft)	62	61	50	15	55	142	0
Internal Link Dist (ft)		348			270	270	
Turn Bay Length (ft)				100			135
Base Capacity (vph)	504	509	544	473	3789	3798	1135
Starvation Cap Reductn	0	0	0	0	868	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.07	0.20	0.22	0.49	0.32	0.03
Intersection Summary							

HCM Signalized Intersection Capacity Analysis

102: SR A1A & Diplomat Landing

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	0	0	0	55	4	94	91	1229	0	0	1039	32	
Future Volume (vph)	0	0	0	55	4	94	91	1229	0	0	1039	32	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)				6.0	6.0	6.0	6.0	6.0			6.0	6.0	
Lane Util. Factor				0.95	0.95	1.00	1.00	0.91			0.91	1.00	
Frbp, ped/bikes				1.00	1.00	0.98	1.00	1.00			1.00	0.95	
Flpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	1.00	
Frt				1.00	1.00	0.85	1.00	1.00			1.00	0.85	
Flt Protected				0.95	0.96	1.00	0.95	1.00			1.00	1.00	
Satd. Flow (prot)				1681	1697	1559	1768	5085			5085	1497	
Flt Permitted				0.95	0.96	1.00	0.21	1.00			1.00	1.00	
Satd. Flow (perm)				1681	1697	1559	392	5085			5085	1497	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	
Adj. Flow (vph)	0	0	0	64	5	109	106	1429	0	0	1208	37	
RTOR Reduction (vph)	0	0	0	0	0	101	0	0	0	0	0	9	
Lane Group Flow (vph)	0	0	0	35	34	8	106	1429	0	0	1208	28	
Confl. Peds. (#/hr)	3					3	11		14	14		11	
Confl. Bikes (#/hr)									6			6	
Turn Type			Perm	Perm	NA	Perm	pm+pt	NA			NA	Perm	
Protected Phases					8		5	2			6		
Permitted Phases			4	8		8	2					6	
Actuated Green, G (s)				9.5	9.5	9.5	102.3	96.9			97.1	97.1	
Effective Green, g (s)				9.5	9.5	9.5	102.3	96.9			97.1	97.1	
Actuated g/C Ratio				0.07	0.07	0.07	0.79	0.75			0.75	0.75	
Clearance Time (s)				6.0	6.0	6.0	6.0	6.0			6.0	6.0	
Vehicle Extension (s)				2.0	2.0	2.0	1.5	0.2			0.2	0.2	
Lane Grp Cap (vph)				122	124	113	365	3790			3798	1118	
v/s Ratio Prot							c0.01	c0.28			0.24		
v/s Ratio Perm				c0.02	0.02	0.01	0.22					0.02	
v/c Ratio				0.29	0.27	0.07	0.29	0.38			0.32	0.02	
Uniform Delay, d1				57.0	57.0	56.1	3.2	5.9			5.5	4.2	
Progression Factor				1.00	1.00	1.00	0.77	0.44			1.00	1.00	
Incremental Delay, d2				0.5	0.4	0.1	0.2	0.3			0.2	0.0	
Delay (s)				57.5	57.4	56.2	2.7	2.8			5.7	4.3	
Level of Service				E	E	E	A	A			A	A	
Approach Delay (s)		0.0			56.7			2.8			5.6		
Approach LOS		A			E			A			A		
Intersection Summary													
HCM 2000 Control Delay			7.3		HCM 2000 Level of Service						A		
HCM 2000 Volume to Capacity ratio			0.36										
Actuated Cycle Length (s)			130.0		Sum of lost time (s)						18.0		
Intersection Capacity Utilization			47.6%		ICU Level of Service						A		
Analysis Period (min)			15										
c Critical Lane Group													

HCM Unsignalized Intersection Capacity Analysis

103: SR A1A & Alexander Towers

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	0	0	12	0	0	0	0	1291	5	15	1050	0
Future Volume (Veh/h)	0	0	12	0	0	0	0	1291	5	15	1050	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	0	0	14	0	0	0	0	1501	6	17	1221	0
Pedestrians		10			44							
Lane Width (ft)		12.0			0.0							
Walking Speed (ft/s)		3.5			3.5							
Percent Blockage		1			0							
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								350			700	
pX, platoon unblocked	0.94	0.94	0.92	0.94	0.94	0.90	0.92			0.90		
vC, conflicting volume	1765	2816	417	2003	2813	547	1231			1551		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1036	2152	71	1288	2149	120	954			1233		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	98	100	100	100	100			97		
cM capacity (veh/h)	168	43	892	109	43	820	654			506		
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	SB 4				
Volume Total	14	600	600	306	17	407	407	407				
Volume Left	0	0	0	0	17	0	0	0				
Volume Right	14	0	0	6	0	0	0	0				
cSH	892	1700	1700	1700	506	1700	1700	1700				
Volume to Capacity	0.02	0.35	0.35	0.18	0.03	0.24	0.24	0.24				
Queue Length 95th (ft)	1	0	0	0	3	0	0	0				
Control Delay (s)	9.1	0.0	0.0	0.0	12.4	0.0	0.0	0.0				
Lane LOS	A				B							
Approach Delay (s)	9.1	0.0			0.2							
Approach LOS	A											
Intersection Summary												
Average Delay			0.1									
Intersection Capacity Utilization			30.3%			ICU Level of Service			A			
Analysis Period (min)			15									

Timings

104: SR A1A & 3001 Residences

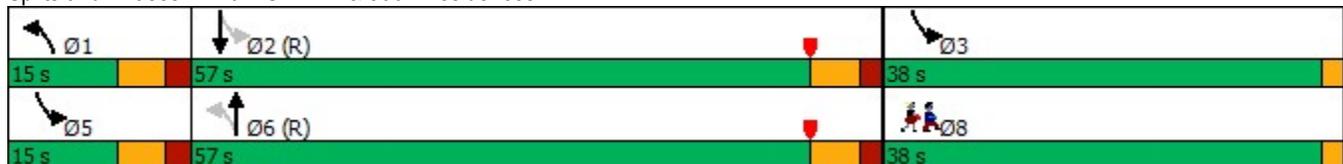


Lane Group	NBL	NBT	SBL	SBT	Ø3	Ø5	Ø8
Lane Configurations	↖	↑↑↑	↖	↑↑↑			
Traffic Volume (vph)	100	1203	45	967			
Future Volume (vph)	100	1203	45	967			
Turn Type	pm+pt	NA	pm+pt	NA			
Protected Phases	1	6	5 3	2	3	5	8
Permitted Phases	6		2				
Detector Phase	1	6	5 3	2			
Switch Phase							
Minimum Initial (s)	4.0	10.0		10.0	1.0	4.0	1.0
Minimum Split (s)	10.0	24.0		24.0	36.0	10.0	34.0
Total Split (s)	15.0	57.0		57.0	38.0	15.0	38.0
Total Split (%)	13.6%	51.8%		51.8%	35%	14%	35%
Yellow Time (s)	4.0	4.0		4.0	2.0	4.0	2.0
All-Red Time (s)	2.0	2.0		2.0	0.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0		0.0			
Total Lost Time (s)	6.0	6.0		6.0			
Lead/Lag	Lead	Lag		Lag		Lead	
Lead-Lag Optimize?	Yes	Yes		Yes		Yes	
Recall Mode	None	C-Max		C-Max	None	None	None
Act Effct Green (s)	85.5	81.5	94.3	76.5			
Actuated g/C Ratio	0.78	0.74	0.86	0.70			
v/c Ratio	0.31	0.39	0.11	0.32			
Control Delay	7.1	9.1	1.3	9.9			
Queue Delay	0.0	0.0	0.0	0.0			
Total Delay	7.1	9.1	1.3	9.9			
LOS	A	A	A	A			
Approach Delay		8.9		9.5			
Approach LOS		A		A			

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 90 (82%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.39
 Intersection Signal Delay: 9.2
 Intersection Capacity Utilization 37.5%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 104: SR A1A & 3001 Residences



Queues

104: SR A1A & 3001 Residences



Lane Group	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	118	1457	53	1146
v/c Ratio	0.31	0.39	0.11	0.32
Control Delay	7.1	9.1	1.3	9.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	7.1	9.1	1.3	9.9
Queue Length 50th (ft)	4	78	2	58
Queue Length 95th (ft)	49	249	4	205
Internal Link Dist (ft)		620		20
Turn Bay Length (ft)	200		190	
Base Capacity (vph)	430	3747	748	3531
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.27	0.39	0.07	0.32
Intersection Summary				

HCM Signalized Intersection Capacity Analysis

104: SR A1A & 3001 Residences

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	100	1203	36	45	967	7
Future Volume (vph)	0	0	0	0	0	0	100	1203	36	45	967	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)							6.0	6.0		6.0	6.0	
Lane Util. Factor							1.00	0.91		1.00	0.91	
Frbp, ped/bikes							1.00	1.00		1.00	1.00	
Flpb, ped/bikes							1.00	1.00		1.00	1.00	
Frt							1.00	1.00		1.00	1.00	
Flt Protected							0.95	1.00		0.95	1.00	
Satd. Flow (prot)							1769	5056		1769	5079	
Flt Permitted							0.21	1.00		0.16	1.00	
Satd. Flow (perm)							400	5056		297	5079	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	0	0	0	0	0	0	118	1415	42	53	1138	8
RTOR Reduction (vph)	0	0	0	0	0	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	118	1456	0	53	1146	0
Confl. Peds. (#/hr)	1		16	16		1	6		35	35		6
Confl. Bikes (#/hr)			3						8			4
Turn Type							pm+pt	NA		pm+pt	NA	
Protected Phases							1	6		5	3	2
Permitted Phases							6			2		
Actuated Green, G (s)							84.7	78.7		95.4	76.1	
Effective Green, g (s)							84.7	78.7		93.4	76.1	
Actuated g/C Ratio							0.77	0.72		0.85	0.69	
Clearance Time (s)							6.0	6.0			6.0	
Vehicle Extension (s)							1.5	3.0			3.0	
Lane Grp Cap (vph)							382	3617		483	3513	
v/s Ratio Prot							c0.02	c0.29		c0.02	0.23	
v/s Ratio Perm							0.22			0.08		
v/c Ratio							0.31	0.40		0.11	0.33	
Uniform Delay, d1							3.4	6.3		2.5	6.7	
Progression Factor							1.00	1.00		1.00	1.00	
Incremental Delay, d2							0.2	0.3		0.0	0.2	
Delay (s)							3.6	6.6		2.5	7.0	
Level of Service							A	A		A	A	
Approach Delay (s)		0.0			0.0				6.4			6.8
Approach LOS		A			A				A			A
Intersection Summary												
HCM 2000 Control Delay			6.5				HCM 2000 Level of Service			A		
HCM 2000 Volume to Capacity ratio			0.36									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)			14.0		
Intersection Capacity Utilization			37.5%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
 105: EB (Not Controlled by Signal)/WB (Not Controlled by Signal)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	1	0	0	21	0	1203	0	0	967	0
Future Volume (Veh/h)	0	0	1	0	0	21	0	1203	0	0	967	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	0	0	1	0	0	25	0	1415	0	0	1138	0
Pedestrians								16				
Lane Width (ft)								12.0				
Walking Speed (ft/s)								3.5				
Percent Blockage								2				
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								100				
pX, platoon unblocked	0.89	0.89		0.89	0.89	0.89					0.89	
vC, conflicting volume	1635	2553	395	1811	2553	472	1138				1415	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1267	2303	395	1466	2303	0	1138				1019	
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	100	100	100	100	100	97	100				100	
cM capacity (veh/h)	108	34	595	78	34	961	610				600	
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	1	25	472	472	472	379	379	379				
Volume Left	0	0	0	0	0	0	0	0				
Volume Right	1	25	0	0	0	0	0	0				
cSH	595	961	1700	1700	1700	1700	1700	1700				
Volume to Capacity	0.00	0.03	0.28	0.28	0.28	0.22	0.22	0.22				
Queue Length 95th (ft)	0	2	0	0	0	0	0	0				
Control Delay (s)	11.1	8.8	0.0	0.0	0.0	0.0	0.0	0.0				
Lane LOS	B	A										
Approach Delay (s)	11.1	8.8	0.0			0.0						
Approach LOS	B	A										
Intersection Summary												
Average Delay			0.1									
Intersection Capacity Utilization			44.0%		ICU Level of Service					A		
Analysis Period (min)			15									

Timings

101: SR A1A & Diplomat Resort



Lane Group	EBT	EBR	NBT	NBR	SBL	SBT	Ø5	Ø8
Lane Configurations	↕	↗	↕↕↕	↗	↖	↕↕↕		
Traffic Volume (vph)	4	19	802	60	42	904		
Future Volume (vph)	4	19	802	60	42	904		
Turn Type	NA	Perm	NA	Perm	pm+pt	NA		
Protected Phases	4		2		1	6	5	8
Permitted Phases		4		2	6			
Detector Phase	4	4	2	2	1	6		
Switch Phase								
Minimum Initial (s)	6.0	6.0	7.0	7.0	4.0	7.0	4.0	6.0
Minimum Split (s)	43.0	43.0	28.0	28.0	10.0	28.0	12.0	43.0
Total Split (s)	45.0	45.0	65.0	65.0	20.0	65.0	20.0	45.0
Total Split (%)	34.6%	34.6%	50.0%	50.0%	15.4%	50.0%	15%	35%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag			Lag	Lag	Lead	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	7.4	7.4	105.7	105.7	108.1	105.6		
Actuated g/C Ratio	0.06	0.06	0.81	0.81	0.83	0.81		
v/c Ratio	0.18	0.14	0.22	0.06	0.10	0.25		
Control Delay	61.6	1.8	3.9	0.9	1.6	2.3		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1		
Total Delay	61.6	1.8	3.9	0.9	1.6	2.4		
LOS	E	A	A	A	A	A		
Approach Delay	28.7		3.7			2.3		
Approach LOS	C		A			A		

Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 1 (1%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.34

Intersection Signal Delay: 3.5

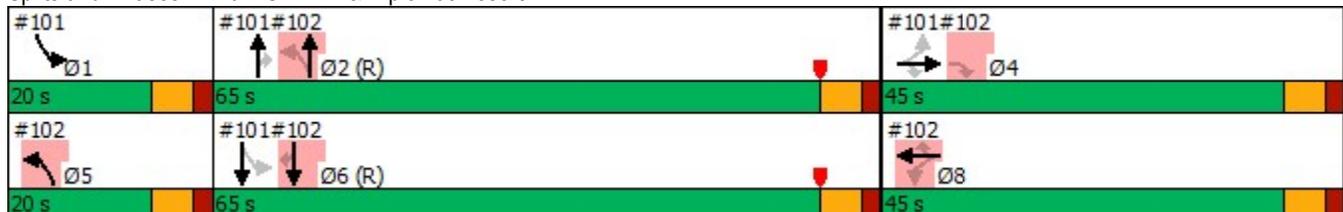
Intersection LOS: A

Intersection Capacity Utilization 55.5%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 101: SR A1A & Diplomat Resort



Queues

101: SR A1A & Diplomat Resort



Lane Group	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	18	22	922	69	48	1039
v/c Ratio	0.18	0.14	0.22	0.06	0.10	0.25
Control Delay	61.6	1.8	3.9	0.9	1.6	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	61.6	1.8	3.9	0.9	1.6	2.4
Queue Length 50th (ft)	15	0	67	0	3	38
Queue Length 95th (ft)	39	0	88	9	8	42
Internal Link Dist (ft)	370		300			270
Turn Bay Length (ft)				145	105	
Base Capacity (vph)	539	511	4135	1148	602	4130
Starvation Cap Reductn	0	0	0	0	0	1564
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.04	0.22	0.06	0.08	0.40

Intersection Summary

HCM Signalized Intersection Capacity Analysis

101: SR A1A & Diplomat Resort

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (vph)	11	4	19	0	0	0	0	802	60	42	904	0
Future Volume (vph)	11	4	19	0	0	0	0	802	60	42	904	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0					6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00	1.00					0.91	1.00	1.00	0.91	
Frbp, ped/bikes		1.00	0.96					1.00	0.89	1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00	1.00	0.99	1.00	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.97	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1798	1527					5085	1401	1758	5085	
Flt Permitted		0.97	1.00					1.00	1.00	0.30	1.00	
Satd. Flow (perm)		1798	1527					5085	1401	549	5085	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	13	5	22	0	0	0	0	922	69	48	1039	0
RTOR Reduction (vph)	0	0	21	0	0	0	0	0	15	0	0	0
Lane Group Flow (vph)	0	18	1	0	0	0	0	922	54	48	1039	0
Confl. Peds. (#/hr)			23	23				11		31	31	11
Confl. Bikes (#/hr)									12			17
Turn Type	Perm	NA	Perm					NA	Perm	pm+pt	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4		4						2	6		
Actuated Green, G (s)		6.2	6.2					102.1	102.1	105.7	102.0	
Effective Green, g (s)		6.2	6.2					102.1	102.1	105.7	102.0	
Actuated g/C Ratio		0.05	0.05					0.79	0.79	0.81	0.78	
Clearance Time (s)		6.0	6.0					6.0	6.0	6.0	6.0	
Vehicle Extension (s)		2.0	2.0					0.2	0.2	1.5	0.2	
Lane Grp Cap (vph)		85	72					3993	1100	480	3989	
v/s Ratio Prot								0.18		c0.00	c0.20	
v/s Ratio Perm		0.01	0.00						0.04	0.08		
v/c Ratio		0.21	0.01					0.23	0.05	0.10	0.26	
Uniform Delay, d1		59.5	59.0					3.7	3.1	2.3	3.8	
Progression Factor		1.00	1.00					1.00	1.00	0.67	0.54	
Incremental Delay, d2		0.5	0.0					0.1	0.1	0.0	0.2	
Delay (s)		60.0	59.0					3.8	3.2	1.6	2.2	
Level of Service		E	E					A	A	A	A	
Approach Delay (s)		59.5			0.0			3.8			2.2	
Approach LOS		E			A			A			A	
Intersection Summary												
HCM 2000 Control Delay			4.0		HCM 2000 Level of Service				A			
HCM 2000 Volume to Capacity ratio			0.25									
Actuated Cycle Length (s)			130.0		Sum of lost time (s)				18.0			
Intersection Capacity Utilization			55.5%		ICU Level of Service				B			
Analysis Period (min)			15									
c Critical Lane Group												

Timings

102: SR A1A & Diplomat Landing

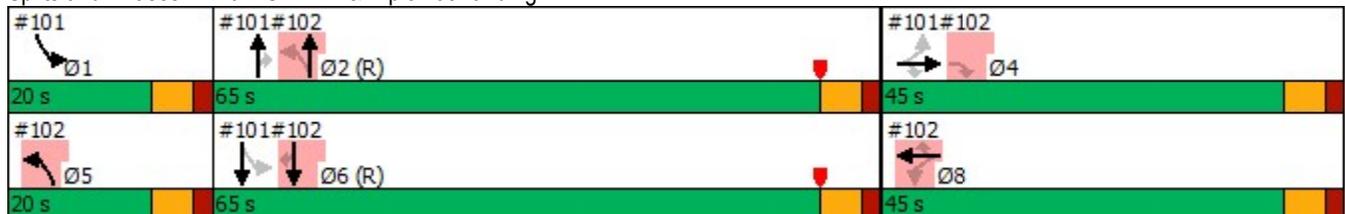


Lane Group	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR	Ø1
Lane Configurations	↗	↖	↖	↗	↖	↑↑↑	↑↑↑	↖	
Traffic Volume (vph)	1	50	6	35	51	756	852	10	
Future Volume (vph)	1	50	6	35	51	756	852	10	
Turn Type	Perm	Perm	NA	Perm	pm+pt	NA	NA	Perm	
Protected Phases			8		5	2	6		1
Permitted Phases	4	8		8	2			6	
Detector Phase	4	8	8	8	5	2	6	6	
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	4.0	7.0	7.0	7.0	4.0
Minimum Split (s)	43.0	43.0	43.0	43.0	12.0	28.0	28.0	28.0	10.0
Total Split (s)	45.0	45.0	45.0	45.0	20.0	65.0	65.0	65.0	20.0
Total Split (%)	34.6%	34.6%	34.6%	34.6%	15.4%	50.0%	50.0%	50.0%	15%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag					Lead	Lag	Lag	Lag	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	None
Act Effct Green (s)	7.4	7.4	7.4	7.4	108.4	105.7	105.6	105.6	
Actuated g/C Ratio	0.06	0.06	0.06	0.06	0.83	0.81	0.81	0.81	
v/c Ratio	0.00	0.34	0.33	0.25	0.12	0.21	0.23	0.01	
Control Delay	0.0	68.1	67.7	5.6	1.5	1.5	4.0	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	
Total Delay	0.0	68.1	67.7	5.6	1.5	1.6	4.0	0.0	
LOS	A	E	E	A	A	A	A	A	
Approach Delay			43.9			1.6	4.0		
Approach LOS			D			A	A		

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 1 (1%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.34
 Intersection Signal Delay: 5.0
 Intersection LOS: A
 Intersection Capacity Utilization 41.5%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 102: SR A1A & Diplomat Landing



Queues

102: SR A1A & Diplomat Landing



Lane Group	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	1	32	32	40	58	859	968	11
v/c Ratio	0.00	0.34	0.33	0.25	0.12	0.21	0.23	0.01
Control Delay	0.0	68.1	67.7	5.6	1.5	1.5	4.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	0.0	68.1	67.7	5.6	1.5	1.6	4.0	0.0
Queue Length 50th (ft)	0	28	28	0	3	18	71	0
Queue Length 95th (ft)	0	62	62	6	6	21	95	0
Internal Link Dist (ft)			348			270	270	
Turn Bay Length (ft)					100			135
Base Capacity (vph)	665	504	510	528	589	4135	4130	1300
Starvation Cap Reductn	0	0	0	0	0	1723	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.06	0.06	0.08	0.10	0.36	0.23	0.01
Intersection Summary								

HCM Signalized Intersection Capacity Analysis

102: SR A1A & Diplomat Landing

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	0	0	1	50	6	35	51	756	0	0	852	10	
Future Volume (vph)	0	0	1	50	6	35	51	756	0	0	852	10	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)			6.0	6.0	6.0	6.0	6.0	6.0			6.0	6.0	
Lane Util. Factor			1.00	0.95	0.95	1.00	1.00	0.91			0.91	1.00	
Frt			0.86	1.00	1.00	0.85	1.00	1.00			1.00	0.85	
Flt Protected			1.00	0.95	0.96	1.00	0.95	1.00			1.00	1.00	
Satd. Flow (prot)			1611	1681	1703	1583	1770	5085			5085	1583	
Flt Permitted			1.00	0.95	0.96	1.00	0.28	1.00			1.00	1.00	
Satd. Flow (perm)			1611	1681	1703	1583	523	5085			5085	1583	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	
Adj. Flow (vph)	0	0	1	57	7	40	58	859	0	0	968	11	
RTOR Reduction (vph)	0	0	1	0	0	38	0	0	0	0	0	2	
Lane Group Flow (vph)	0	0	0	32	32	2	58	859	0	0	968	9	
Turn Type			Perm	Perm	NA	Perm	pm+pt	NA			NA	Perm	
Protected Phases					8		5	2			6		
Permitted Phases			4	8		8	2					6	
Actuated Green, G (s)			6.2	6.2	6.2	6.2	105.9	102.1			102.0	102.0	
Effective Green, g (s)			6.2	6.2	6.2	6.2	105.9	102.1			102.0	102.0	
Actuated g/C Ratio			0.05	0.05	0.05	0.05	0.81	0.79			0.78	0.78	
Clearance Time (s)			6.0	6.0	6.0	6.0	6.0	6.0			6.0	6.0	
Vehicle Extension (s)			2.0	2.0	2.0	2.0	1.5	0.2			0.2	0.2	
Lane Grp Cap (vph)			76	80	81	75	462	3993			3989	1242	
v/s Ratio Prot							c0.00	0.17			c0.19		
v/s Ratio Perm			0.00	c0.02	0.02	0.00	0.10					0.01	
v/c Ratio			0.00	0.40	0.40	0.03	0.13	0.22			0.24	0.01	
Uniform Delay, d1			58.9	60.1	60.1	59.0	2.3	3.6			3.7	3.0	
Progression Factor			1.00	1.00	1.00	1.00	0.54	0.38			1.00	1.00	
Incremental Delay, d2			0.0	1.2	1.2	0.1	0.0	0.1			0.1	0.0	
Delay (s)			59.0	61.3	61.2	59.1	1.3	1.5			3.9	3.0	
Level of Service			E	E	E	E	A	A			A	A	
Approach Delay (s)		59.0			60.4			1.5			3.9		
Approach LOS		E			E			A			A		
Intersection Summary													
HCM 2000 Control Delay			5.7		HCM 2000 Level of Service							A	
HCM 2000 Volume to Capacity ratio			0.25										
Actuated Cycle Length (s)			130.0		Sum of lost time (s)						18.0		
Intersection Capacity Utilization			41.5%		ICU Level of Service						A		
Analysis Period (min)			15										
c Critical Lane Group													

HCM Unsignalized Intersection Capacity Analysis

103: SR A1A & Alexander Towers

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	0	0	11	0	0	0	0	799	5	14	835	0
Future Volume (Veh/h)	0	0	11	0	0	0	0	799	5	14	835	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	0	0	13	0	0	0	0	918	6	16	960	0
Pedestrians		27			51			4			4	
Lane Width (ft)		12.0			0.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		3			0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								350			700	
pX, platoon unblocked	0.96	0.96	0.94	0.96	0.96	0.96	0.94			0.96		
vC, conflicting volume	1329	1994	351	1341	1991	364	987			975		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	927	1620	90	940	1617	199	766			835		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	100	100	100	100			98		
cM capacity (veh/h)	201	94	868	199	94	774	773			764		
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	SB 4				
Volume Total	13	367	367	190	16	320	320	320				
Volume Left	0	0	0	0	16	0	0	0				
Volume Right	13	0	0	6	0	0	0	0				
cSH	868	1700	1700	1700	764	1700	1700	1700				
Volume to Capacity	0.01	0.22	0.22	0.11	0.02	0.19	0.19	0.19				
Queue Length 95th (ft)	1	0	0	0	2	0	0	0				
Control Delay (s)	9.2	0.0	0.0	0.0	9.8	0.0	0.0	0.0				
Lane LOS	A				A							
Approach Delay (s)	9.2	0.0			0.2							
Approach LOS	A											
Intersection Summary												
Average Delay			0.1									
Intersection Capacity Utilization			27.4%			ICU Level of Service				A		
Analysis Period (min)			15									

Timings

104: SR A1A & 3001 Residences



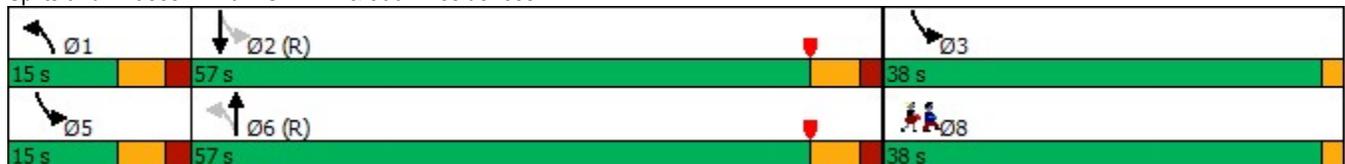
Lane Group	NBL	NBT	SBL	SBT	Ø3	Ø5	Ø8
Lane Configurations	↙	↑↑↑	↙	↑↑↑			
Traffic Volume (vph)	86	713	47	774			
Future Volume (vph)	86	713	47	774			
Turn Type	pm+pt	NA	pm+pt	NA			
Protected Phases	1	6	5 3	2	3	5	8
Permitted Phases	6		2				
Detector Phase	1	6	5 3	2			
Switch Phase							
Minimum Initial (s)	4.0	10.0		10.0	1.0	4.0	1.0
Minimum Split (s)	10.0	24.0		24.0	36.0	10.0	34.0
Total Split (s)	15.0	57.0		57.0	38.0	15.0	38.0
Total Split (%)	13.6%	51.8%		51.8%	35%	14%	35%
Yellow Time (s)	4.0	4.0		4.0	2.0	4.0	2.0
All-Red Time (s)	2.0	2.0		2.0	0.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0		0.0			
Total Lost Time (s)	6.0	6.0		6.0			
Lead/Lag	Lead	Lag		Lag		Lead	
Lead-Lag Optimize?	Yes	Yes		Yes		Yes	
Recall Mode	None	C-Max		C-Max	None	None	None
Act Effct Green (s)	79.7	75.7	95.2	70.7			
Actuated g/C Ratio	0.72	0.69	0.87	0.64			
v/c Ratio	0.21	0.24	0.07	0.27			
Control Delay	7.6	9.9	0.8	11.5			
Queue Delay	0.0	0.0	0.0	0.0			
Total Delay	7.6	9.9	0.8	11.5			
LOS	A	A	A	B			
Approach Delay		9.7		10.9			
Approach LOS		A		B			

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 90 (82%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.27
 Intersection Signal Delay: 10.3
 Intersection Capacity Utilization 29.9%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 104: SR A1A & 3001 Residences



Queues

104: SR A1A & 3001 Residences



Lane Group	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	97	835	53	877
v/c Ratio	0.21	0.24	0.07	0.27
Control Delay	7.6	9.9	0.8	11.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	7.6	9.9	0.8	11.5
Queue Length 50th (ft)	24	110	1	124
Queue Length 95th (ft)	44	136	3	158
Internal Link Dist (ft)		620		20
Turn Bay Length (ft)	200		190	
Base Capacity (vph)	499	3468	944	3262
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.19	0.24	0.06	0.27
Intersection Summary				

HCM Signalized Intersection Capacity Analysis

104: SR A1A & 3001 Residences

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	86	713	30	47	774	6
Future Volume (vph)	0	0	0	0	0	0	86	713	30	47	774	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)							6.0	6.0		6.0	6.0	
Lane Util. Factor							1.00	0.91		1.00	0.91	
Frbp, ped/bikes							1.00	1.00		1.00	1.00	
Flpb, ped/bikes							1.00	1.00		1.00	1.00	
Frt							1.00	0.99		1.00	1.00	
Flt Protected							0.95	1.00		0.95	1.00	
Satd. Flow (prot)							1768	5041		1765	5078	
Flt Permitted							0.29	1.00		0.33	1.00	
Satd. Flow (perm)							538	5041		605	5078	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	0	0	0	0	0	97	801	34	53	870	7
RTOR Reduction (vph)	0	0	0	0	0	0	0	3	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	97	832	0	53	877	0
Confl. Peds. (#/hr)			29	29			13		50	50		13
Confl. Bikes (#/hr)			1						17			5
Turn Type							pm+pt	NA		pm+pt	NA	
Protected Phases							1	6		5	3	2
Permitted Phases							6			2		
Actuated Green, G (s)							78.9	72.9		95.3	70.2	
Effective Green, g (s)							78.9	72.9		93.3	70.2	
Actuated g/C Ratio							0.72	0.66		0.85	0.64	
Clearance Time (s)							6.0	6.0			6.0	
Vehicle Extension (s)							1.5	3.0			3.0	
Lane Grp Cap (vph)							452	3340		756	3240	
v/s Ratio Prot							c0.01	c0.17		c0.01	c0.17	
v/s Ratio Perm							0.14			0.04		
v/c Ratio							0.21	0.25		0.07	0.27	
Uniform Delay, d1							4.8	7.5		1.4	8.7	
Progression Factor							1.00	1.00		1.00	1.00	
Incremental Delay, d2							0.1	0.2		0.0	0.2	
Delay (s)							4.9	7.7		1.4	8.9	
Level of Service							A	A		A	A	
Approach Delay (s)		0.0			0.0				7.4			8.5
Approach LOS		A			A				A			A
Intersection Summary												
HCM 2000 Control Delay			7.9				HCM 2000 Level of Service				A	
HCM 2000 Volume to Capacity ratio			0.23									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)				14.0	
Intersection Capacity Utilization			29.9%				ICU Level of Service				A	
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
 105: EB (Not Controlled by Signal)/WB (Not Controlled by Signal)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	9	0	0	21	0	713	0	0	774	0
Future Volume (Veh/h)	0	0	9	0	0	21	0	713	0	0	774	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	0	10	0	0	24	0	801	0	0	870	0
Pedestrians								29				
Lane Width (ft)								12.0				
Walking Speed (ft/s)								3.5				
Percent Blockage								3				
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								100				
pX, platoon unblocked	0.94	0.94		0.94	0.94	0.94				0.94		
vC, conflicting volume	1161	1671	319	1130	1671	267	870			801		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	934	1479	319	901	1479	0	870			550		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	98	100	100	98	100			100		
cM capacity (veh/h)	202	117	658	209	117	1015	770			952		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	10	24	267	267	267	290	290	290				
Volume Left	0	0	0	0	0	0	0	0				
Volume Right	10	24	0	0	0	0	0	0				
cSH	658	1015	1700	1700	1700	1700	1700	1700				
Volume to Capacity	0.02	0.02	0.16	0.16	0.16	0.17	0.17	0.17				
Queue Length 95th (ft)	1	2	0	0	0	0	0	0				
Control Delay (s)	10.6	8.6	0.0	0.0	0.0	0.0	0.0	0.0				
Lane LOS	B	A										
Approach Delay (s)	10.6	8.6	0.0			0.0						
Approach LOS	B	A										
Intersection Summary												
Average Delay			0.2									
Intersection Capacity Utilization			36.6%	ICU Level of Service	A							
Analysis Period (min)			15									

Timings

101: SR A1A & Diplomat Resort

	→	↘	↑	↗	↙	↓	Ø5	Ø8
Lane Group	EBT	EBR	NBT	NBR	SBL	SBT	Ø5	Ø8
Lane Configurations	↕	↗	↑↑↑	↗	↙	↑↑↑		
Traffic Volume (vph)	1	46	919	46	56	821		
Future Volume (vph)	1	46	919	46	56	821		
Turn Type	NA	Perm	NA	Perm	pm+pt	NA		
Protected Phases	4		2		1	6	5	8
Permitted Phases		4		2	6			
Detector Phase	4	4	2	2	1	6		
Switch Phase								
Minimum Initial (s)	6.0	6.0	7.0	7.0	4.0	7.0	4.0	6.0
Minimum Split (s)	43.0	43.0	28.0	28.0	10.0	28.0	12.0	43.0
Total Split (s)	45.0	45.0	65.0	65.0	20.0	65.0	20.0	45.0
Total Split (%)	34.6%	34.6%	50.0%	50.0%	15.4%	50.0%	15%	35%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag			Lag	Lag	Lead	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	7.2	7.2	105.7	105.7	106.3	101.6		
Actuated g/C Ratio	0.06	0.06	0.81	0.81	0.82	0.78		
v/c Ratio	0.32	0.34	0.25	0.04	0.14	0.23		
Control Delay	67.0	11.3	4.0	0.5	1.8	2.3		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1		
Total Delay	67.0	11.3	4.0	0.5	1.8	2.4		
LOS	E	B	A	A	A	A		
Approach Delay	32.1		3.9			2.4		
Approach LOS	C		A			A		

Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 1 (1%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.34

Intersection Signal Delay: 4.3

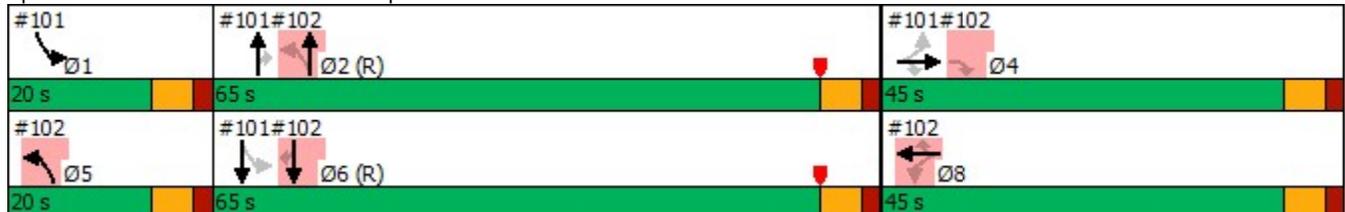
Intersection LOS: A

Intersection Capacity Utilization 61.9%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 101: SR A1A & Diplomat Resort



Queues

101: SR A1A & Diplomat Resort



Lane Group	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	31	52	1044	52	64	933
v/c Ratio	0.32	0.34	0.25	0.04	0.14	0.23
Control Delay	67.0	11.3	4.0	0.5	1.8	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	67.0	11.3	4.0	0.5	1.8	2.4
Queue Length 50th (ft)	26	0	78	0	3	30
Queue Length 95th (ft)	58	19	104	5	9	34
Internal Link Dist (ft)	370		300			270
Turn Bay Length (ft)				145	105	
Base Capacity (vph)	533	499	4134	1215	559	3973
Starvation Cap Reductn	0	0	0	0	0	1621
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.10	0.25	0.04	0.11	0.40
Intersection Summary						

HCM Signalized Intersection Capacity Analysis

101: SR A1A & Diplomat Resort

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (vph)	26	1	46	0	0	0	0	919	46	56	821	0
Future Volume (vph)	26	1	46	0	0	0	0	919	46	56	821	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0					6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00	1.00					0.91	1.00	1.00	0.91	
Frbp, ped/bikes		1.00	0.94					1.00	0.93	1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00	1.00	1.00	1.00	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1777	1489					5085	1479	1766	5085	
Flt Permitted		0.95	1.00					1.00	1.00	0.26	1.00	
Satd. Flow (perm)		1777	1489					5085	1479	487	5085	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	30	1	52	0	0	0	0	1044	52	64	933	0
RTOR Reduction (vph)	0	0	50	0	0	0	0	0	11	0	0	0
Lane Group Flow (vph)	0	31	2	0	0	0	0	1044	41	64	933	0
Confl. Peds. (#/hr)			46	46				8		15	15	8
Confl. Bikes (#/hr)									5			2
Turn Type	Perm	NA	Perm					NA	Perm	pm+pt	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4		4						2	6		
Actuated Green, G (s)		6.0	6.0					102.1	102.1	104.3	100.4	
Effective Green, g (s)		6.0	6.0					102.1	102.1	104.3	100.4	
Actuated g/C Ratio		0.05	0.05					0.79	0.79	0.80	0.77	
Clearance Time (s)		6.0	6.0					6.0	6.0	6.0	6.0	
Vehicle Extension (s)		2.0	2.0					0.2	0.2	1.5	0.2	
Lane Grp Cap (vph)		82	68					3993	1161	429	3927	
v/s Ratio Prot								c0.21		c0.00	0.18	
v/s Ratio Perm		0.02	0.00						0.03	0.12		
v/c Ratio		0.38	0.04					0.26	0.04	0.15	0.24	
Uniform Delay, d1		60.2	59.2					3.8	3.1	2.6	4.1	
Progression Factor		1.00	1.00					1.00	1.00	0.60	0.50	
Incremental Delay, d2		1.1	0.1					0.2	0.1	0.1	0.1	
Delay (s)		61.3	59.3					3.9	3.1	1.7	2.2	
Level of Service		E	E					A	A	A	A	
Approach Delay (s)		60.0			0.0			3.9			2.2	
Approach LOS		E			A			A			A	
Intersection Summary												
HCM 2000 Control Delay			5.2		HCM 2000 Level of Service				A			
HCM 2000 Volume to Capacity ratio			0.26									
Actuated Cycle Length (s)			130.0		Sum of lost time (s)				18.0			
Intersection Capacity Utilization			61.9%		ICU Level of Service				B			
Analysis Period (min)			15									

c Critical Lane Group

Timings

102: SR A1A & Diplomat Landing

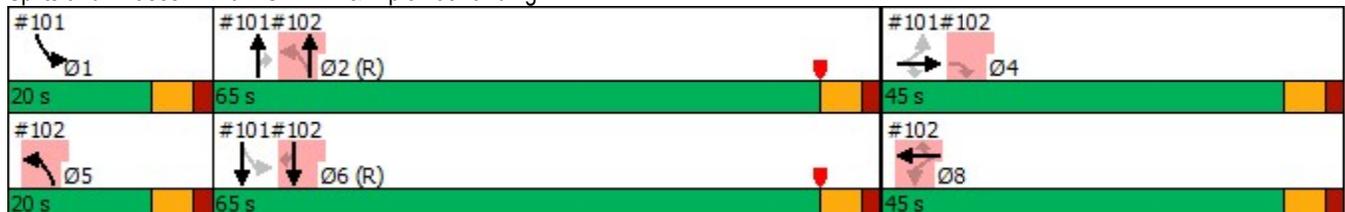


Lane Group	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR	Ø1
Lane Configurations									
Traffic Volume (vph)	1	43	4	43	118	879	815	35	
Future Volume (vph)	1	43	4	43	118	879	815	35	
Turn Type	Perm	Perm	NA	Perm	pm+pt	NA	NA	Perm	
Protected Phases			8		5	2	6		1
Permitted Phases	4	8		8	2			6	
Detector Phase	4	8	8	8	5	2	6	6	
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	4.0	7.0	7.0	7.0	4.0
Minimum Split (s)	43.0	43.0	43.0	43.0	12.0	28.0	28.0	28.0	10.0
Total Split (s)	45.0	45.0	45.0	45.0	20.0	65.0	65.0	65.0	20.0
Total Split (%)	34.6%	34.6%	34.6%	34.6%	15.4%	50.0%	50.0%	50.0%	15%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag					Lead	Lag	Lag	Lag	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	None
Act Effct Green (s)	7.2	7.2	7.2	7.2	109.3	105.7	101.6	101.6	
Actuated g/C Ratio	0.06	0.06	0.06	0.06	0.84	0.81	0.78	0.78	
v/c Ratio	0.00	0.32	0.30	0.33	0.31	0.26	0.25	0.04	
Control Delay	0.0	67.4	66.7	10.9	3.3	2.0	4.5	0.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	
Total Delay	0.0	67.4	66.7	10.9	3.3	2.1	4.5	0.3	
LOS	A	E	E	B	A	A	A	A	
Approach Delay			40.2			2.2	4.3		
Approach LOS			D			A	A		

Intersection Summary

Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 1 (1%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.34	
Intersection Signal Delay: 4.9	Intersection LOS: A
Intersection Capacity Utilization 42.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 102: SR A1A & Diplomat Landing



Queues

102: SR A1A & Diplomat Landing



Lane Group	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	1	29	28	52	144	1072	994	43
v/c Ratio	0.00	0.32	0.30	0.33	0.31	0.26	0.25	0.04
Control Delay	0.0	67.4	66.7	10.9	3.3	2.0	4.5	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	0.0	67.4	66.7	10.9	3.3	2.1	4.5	0.3
Queue Length 50th (ft)	0	25	24	0	8	33	76	0
Queue Length 95th (ft)	0	53	52	14	15	35	94	1
Internal Link Dist (ft)			348			270	270	
Turn Bay Length (ft)					100			135
Base Capacity (vph)	662	504	510	528	569	4134	3973	1227
Starvation Cap Reductn	0	0	0	0	0	1532	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.06	0.05	0.10	0.25	0.41	0.25	0.04

Intersection Summary

HCM Signalized Intersection Capacity Analysis

102: SR A1A & Diplomat Landing

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	0	0	1	43	4	43	118	879	0	0	815	35	
Future Volume (vph)	0	0	1	43	4	43	118	879	0	0	815	35	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)			6.0	6.0	6.0	6.0	6.0	6.0			6.0	6.0	
Lane Util. Factor			1.00	0.95	0.95	1.00	1.00	0.91			0.91	1.00	
Frbp, ped/bikes			1.00	1.00	1.00	1.00	1.00	1.00			1.00	0.98	
Flpb, ped/bikes			1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	
Frt			0.86	1.00	1.00	0.85	1.00	1.00			1.00	0.85	
Flt Protected			1.00	0.95	0.96	1.00	0.95	1.00			1.00	1.00	
Satd. Flow (prot)			1611	1681	1700	1583	1770	5085			5085	1551	
Flt Permitted			1.00	0.95	0.96	1.00	0.27	1.00			1.00	1.00	
Satd. Flow (perm)			1611	1681	1700	1583	498	5085			5085	1551	
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	
Adj. Flow (vph)	0	0	1	52	5	52	144	1072	0	0	994	43	
RTOR Reduction (vph)	0	0	1	0	0	50	0	0	0	0	0	10	
Lane Group Flow (vph)	0	0	0	29	28	2	144	1072	0	0	994	33	
Confl. Peds. (#/hr)									1	1			
Confl. Bikes (#/hr)												1	
Turn Type			Perm	Perm	NA	Perm	pm+pt	NA			NA	Perm	
Protected Phases					8		5	2			6		
Permitted Phases			4	8		8	2					6	
Actuated Green, G (s)			6.0	6.0	6.0	6.0	107.7	102.1			100.4	100.4	
Effective Green, g (s)			6.0	6.0	6.0	6.0	107.7	102.1			100.4	100.4	
Actuated g/C Ratio			0.05	0.05	0.05	0.05	0.83	0.79			0.77	0.77	
Clearance Time (s)			6.0	6.0	6.0	6.0	6.0	6.0			6.0	6.0	
Vehicle Extension (s)			2.0	2.0	2.0	2.0	1.5	0.2			0.2	0.2	
Lane Grp Cap (vph)			74	77	78	73	467	3993			3927	1197	
v/s Ratio Prot							c0.01	0.21			0.20		
v/s Ratio Perm			0.00	c0.02	0.02	0.00	c0.24					0.02	
v/c Ratio			0.00	0.38	0.36	0.03	0.31	0.27			0.25	0.03	
Uniform Delay, d1			59.1	60.2	60.1	59.2	2.1	3.8			4.2	3.4	
Progression Factor			1.00	1.00	1.00	1.00	0.97	0.47			1.00	1.00	
Incremental Delay, d2			0.0	1.1	1.0	0.1	0.1	0.2			0.2	0.0	
Delay (s)			59.1	61.3	61.2	59.3	2.2	1.9			4.3	3.5	
Level of Service			E	E	E	E	A	A			A	A	
Approach Delay (s)		59.1			60.3			2.0			4.3		
Approach LOS		E			E			A			A		
Intersection Summary													
HCM 2000 Control Delay			5.7		HCM 2000 Level of Service						A		
HCM 2000 Volume to Capacity ratio			0.32										
Actuated Cycle Length (s)			130.0		Sum of lost time (s)						18.0		
Intersection Capacity Utilization			42.3%		ICU Level of Service						A		
Analysis Period (min)			15										

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

103: SR A1A & Alexander Towers

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	0	0	9	0	0	0	0	903	16	19	837	0
Future Volume (Veh/h)	0	0	9	0	0	0	0	903	16	19	837	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	0	0	10	0	0	0	0	1050	19	22	973	0
Pedestrians		12			25			4			5	
Lane Width (ft)		12.0			0.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		1			0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								350			700	
pX, platoon unblocked	0.97	0.97	0.95	0.97	0.97	0.95	0.95			0.95		
vC, conflicting volume	1384	2123	340	1467	2114	390	985			1094		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	948	1707	117	1033	1697	168	796			910		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	100	100	100	100			97		
cM capacity (veh/h)	200	84	854	173	85	800	771			706		
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	SB 4				
Volume Total	10	420	420	229	22	324	324	324				
Volume Left	0	0	0	0	22	0	0	0				
Volume Right	10	0	0	19	0	0	0	0				
cSH	854	1700	1700	1700	706	1700	1700	1700				
Volume to Capacity	0.01	0.25	0.25	0.13	0.03	0.19	0.19	0.19				
Queue Length 95th (ft)	1	0	0	0	2	0	0	0				
Control Delay (s)	9.3	0.0	0.0	0.0	10.3	0.0	0.0	0.0				
Lane LOS	A				B							
Approach Delay (s)	9.3	0.0			0.2							
Approach LOS	A											
Intersection Summary												
Average Delay			0.2									
Intersection Capacity Utilization			27.4%	ICU Level of Service	A							
Analysis Period (min)			15									

Timings

104: SR A1A & 3001 Residences

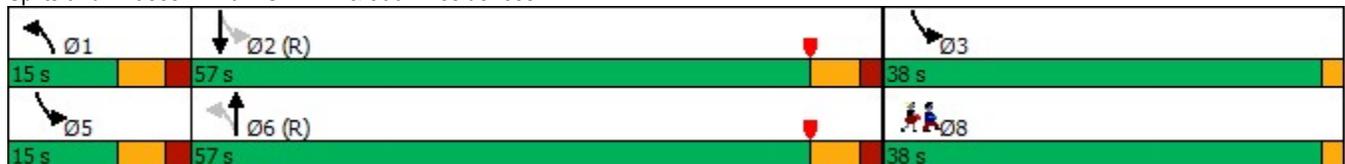


Lane Group	NBL	NBT	SBL	SBT	Ø3	Ø5	Ø8
Lane Configurations	↘	↑↑↑	↘	↑↑↑			
Traffic Volume (vph)	86	811	52	797			
Future Volume (vph)	86	811	52	797			
Turn Type	pm+pt	NA	pm+pt	NA			
Protected Phases	1	6	5 3	2	3	5	8
Permitted Phases	6		2				
Detector Phase	1	6	5 3	2			
Switch Phase							
Minimum Initial (s)	4.0	10.0		10.0	1.0	4.0	1.0
Minimum Split (s)	10.0	24.0		24.0	36.0	10.0	34.0
Total Split (s)	15.0	57.0		57.0	38.0	15.0	38.0
Total Split (%)	13.6%	51.8%		51.8%	35%	14%	35%
Yellow Time (s)	4.0	4.0		4.0	2.0	4.0	2.0
All-Red Time (s)	2.0	2.0		2.0	0.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0		0.0			
Total Lost Time (s)	6.0	6.0		6.0			
Lead/Lag	Lead	Lag		Lag		Lead	
Lead-Lag Optimize?	Yes	Yes		Yes		Yes	
Recall Mode	None	C-Max		C-Max	None	None	None
Act Effct Green (s)	85.1	81.4	94.6	76.8			
Actuated g/C Ratio	0.77	0.74	0.86	0.70			
v/c Ratio	0.22	0.26	0.09	0.26			
Control Delay	6.2	8.0	1.0	9.2			
Queue Delay	0.0	0.0	0.0	0.0			
Total Delay	6.2	8.0	1.0	9.2			
LOS	A	A	A	A			
Approach Delay		7.8		8.7			
Approach LOS		A		A			

Intersection Summary

Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 90 (82%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.26	
Intersection Signal Delay: 8.2	Intersection LOS: A
Intersection Capacity Utilization 30.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 104: SR A1A & 3001 Residences



Queues

104: SR A1A & 3001 Residences



Lane Group	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	100	962	60	934
v/c Ratio	0.22	0.26	0.09	0.26
Control Delay	6.2	8.0	1.0	9.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	6.2	8.0	1.0	9.2
Queue Length 50th (ft)	4	45	2	45
Queue Length 95th (ft)	44	154	3	163
Internal Link Dist (ft)		620		20
Turn Bay Length (ft)	200		190	
Base Capacity (vph)	513	3751	889	3545
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.19	0.26	0.07	0.26
Intersection Summary				

HCM Signalized Intersection Capacity Analysis

104: SR A1A & 3001 Residences

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	86	811	16	52	797	6
Future Volume (vph)	0	0	0	0	0	0	86	811	16	52	797	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)							6.0	6.0		6.0	6.0	
Lane Util. Factor							1.00	0.91		1.00	0.91	
Frbp, ped/bikes							1.00	1.00		1.00	1.00	
Flpb, ped/bikes							1.00	1.00		1.00	1.00	
Frt							1.00	1.00		1.00	1.00	
Flt Protected							0.95	1.00		0.95	1.00	
Satd. Flow (prot)							1769	5067		1769	5078	
Flt Permitted							0.28	1.00		0.29	1.00	
Satd. Flow (perm)							518	5067		531	5078	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	0	0	0	0	0	0	100	943	19	60	927	7
RTOR Reduction (vph)	0	0	0	0	0	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	100	961	0	60	934	0
Confl. Peds. (#/hr)			11	11			11		14	14		11
Confl. Bikes (#/hr)			1						8			3
Turn Type							pm+pt	NA		pm+pt	NA	
Protected Phases							1	6		5	3	2
Permitted Phases							6			2		
Actuated Green, G (s)							84.4	78.7		95.7	76.4	
Effective Green, g (s)							84.4	78.7		93.7	76.4	
Actuated g/C Ratio							0.77	0.72		0.85	0.69	
Clearance Time (s)							6.0	6.0			6.0	
Vehicle Extension (s)							1.5	3.0			3.0	
Lane Grp Cap (vph)							462	3625		647	3526	
v/s Ratio Prot							c0.01	c0.19		c0.01	0.18	
v/s Ratio Perm							0.15			0.06		
v/c Ratio							0.22	0.27		0.09	0.26	
Uniform Delay, d1							3.3	5.5		1.4	6.3	
Progression Factor							1.00	1.00		1.00	1.00	
Incremental Delay, d2							0.1	0.2		0.0	0.2	
Delay (s)							3.3	5.7		1.4	6.5	
Level of Service							A	A		A	A	
Approach Delay (s)		0.0			0.0				5.5			6.2
Approach LOS		A			A				A			A
Intersection Summary												
HCM 2000 Control Delay			5.8				HCM 2000 Level of Service				A	
HCM 2000 Volume to Capacity ratio			0.24									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)				14.0	
Intersection Capacity Utilization			30.3%				ICU Level of Service				A	
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
 105: EB (Not Controlled by Signal)/WB (Not Controlled by Signal)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	15	0	811	0	0	797	0
Future Volume (Veh/h)	0	0	0	0	0	15	0	811	0	0	797	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	0	0	0	0	0	17	0	943	0	0	927	0
Pedestrians								11				
Lane Width (ft)								12.0				
Walking Speed (ft/s)								3.5				
Percent Blockage								1				
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)								100				
pX, platoon unblocked	0.94	0.94		0.94	0.94	0.94				0.94		
vC, conflicting volume	1258	1870	320	1263	1870	314	927			943		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1035	1689	320	1040	1689	27	927			698		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	98	100			100		
cM capacity (veh/h)	171	87	669	171	87	976	733			836		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	0	17	314	314	314	309	309	309				
Volume Left	0	0	0	0	0	0	0	0				
Volume Right	0	17	0	0	0	0	0	0				
cSH	1700	976	1700	1700	1700	1700	1700	1700				
Volume to Capacity	0.00	0.02	0.18	0.18	0.18	0.18	0.18	0.18				
Queue Length 95th (ft)	0	1	0	0	0	0	0	0				
Control Delay (s)	0.0	8.8	0.0	0.0	0.0	0.0	0.0	0.0				
Lane LOS	A	A										
Approach Delay (s)	0.0	8.8	0.0			0.0						
Approach LOS	A	A										
Intersection Summary												
Average Delay			0.1									
Intersection Capacity Utilization			28.7%	ICU Level of Service	A							
Analysis Period (min)			15									

Future (2022) Background SYNCHRO Output

Timings

101: SR A1A & Diplomat Resort

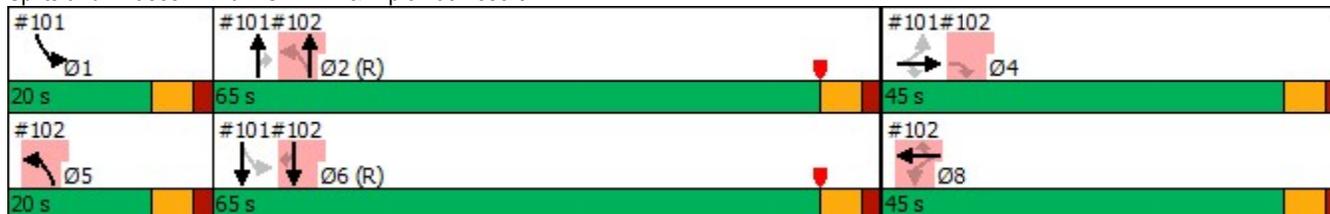


Lane Group	EBT	EBR	NBT	NBR	SBL	SBT	Ø5	Ø8
Lane Configurations	↖	↗	↑↑↑	↗	↖	↑↑↑		
Traffic Volume (vph)	0	10	1050	133	125	1298		
Future Volume (vph)	0	10	1050	133	125	1298		
Turn Type	NA	Perm	NA	Perm	pm+pt	NA		
Protected Phases	4		2		1	6	5	8
Permitted Phases		4		2	6			
Detector Phase	4	4	2	2	1	6		
Switch Phase								
Minimum Initial (s)	6.0	6.0	7.0	7.0	4.0	7.0	4.0	6.0
Minimum Split (s)	43.0	43.0	28.0	28.0	10.0	28.0	12.0	43.0
Total Split (s)	45.0	45.0	65.0	65.0	20.0	65.0	20.0	45.0
Total Split (%)	34.6%	34.6%	50.0%	50.0%	15.4%	50.0%	15%	35%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag			Lag	Lag	Lead	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	10.9	10.9	95.0	95.0	100.8	94.7		
Actuated g/C Ratio	0.08	0.08	0.73	0.73	0.78	0.73		
v/c Ratio	0.04	0.06	0.30	0.13	0.34	0.37		
Control Delay	52.5	0.6	6.7	1.9	4.7	3.6		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1		
Total Delay	52.5	0.6	6.7	1.9	4.7	3.7		
LOS	D	A	A	A	A	A		
Approach Delay	18.9		6.1			3.8		
Approach LOS	B		A			A		

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 81 (62%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.60
 Intersection Signal Delay: 4.9
 Intersection LOS: A
 Intersection Capacity Utilization 70.7%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 101: SR A1A & Diplomat Resort



Queues

101: SR A1A & Diplomat Resort



Lane Group	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	6	11	1117	141	133	1381
v/c Ratio	0.04	0.06	0.30	0.13	0.34	0.37
Control Delay	52.5	0.6	6.7	1.9	4.7	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	52.5	0.6	6.7	1.9	4.7	3.7
Queue Length 50th (ft)	5	0	104	4	13	57
Queue Length 95th (ft)	18	0	154	27	23	63
Internal Link Dist (ft)	370		300			270
Turn Bay Length (ft)				145	105	
Base Capacity (vph)	529	487	3716	1091	498	3705
Starvation Cap Reductn	0	0	0	0	0	822
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.02	0.30	0.13	0.27	0.48

Intersection Summary

HCM Signalized Intersection Capacity Analysis

101: SR A1A & Diplomat Resort

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations								  			  		
Traffic Volume (vph)	6	0	10	0	0	0	0	1050	133	125	1298	0	
Future Volume (vph)	6	0	10	0	0	0	0	1050	133	125	1298	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		6.0	6.0					6.0	6.0	6.0	6.0		
Lane Util. Factor		1.00	1.00					0.91	1.00	1.00	0.91		
Frbp, ped/bikes		1.00	0.91					1.00	0.92	1.00	1.00		
Flpb, ped/bikes		1.00	1.00					1.00	1.00	1.00	1.00		
Frt		1.00	0.85					1.00	0.85	1.00	1.00		
Flt Protected		0.95	1.00					1.00	1.00	0.95	1.00		
Satd. Flow (prot)		1766	1447					5085	1455	1766	5085		
Flt Permitted		0.95	1.00					1.00	1.00	0.23	1.00		
Satd. Flow (perm)		1766	1447					5085	1455	432	5085		
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	
Adj. Flow (vph)	6	0	11	0	0	0	0	1117	141	133	1381	0	
RTOR Reduction (vph)	0	0	10	0	0	0	0	0	32	0	0	0	
Lane Group Flow (vph)	0	6	1	0	0	0	0	1117	109	133	1381	0	
Confl. Peds. (#/hr)	2		72	72		2	58		19	19		58	
Confl. Bikes (#/hr)									13				
Turn Type	Perm	NA	Perm					NA	Perm	pm+pt	NA		
Protected Phases		4						2		1	6		
Permitted Phases	4		4						2	6			
Actuated Green, G (s)		10.9	10.9					95.1	95.1	100.8	94.8		
Effective Green, g (s)		10.9	10.9					95.1	95.1	100.8	94.8		
Actuated g/C Ratio		0.08	0.08					0.73	0.73	0.78	0.73		
Clearance Time (s)		6.0	6.0					6.0	6.0	6.0	6.0		
Vehicle Extension (s)		2.0	2.0					0.2	0.2	1.5	0.2		
Lane Grp Cap (vph)		148	121					3719	1064	396	3708		
v/s Ratio Prot								0.22		c0.02	c0.27		
v/s Ratio Perm		0.00	0.00						0.07	0.24			
v/c Ratio		0.04	0.01					0.30	0.10	0.34	0.37		
Uniform Delay, d1		54.7	54.6					6.0	5.1	3.6	6.5		
Progression Factor		1.00	1.00					1.00	1.00	0.92	0.48		
Incremental Delay, d2		0.0	0.0					0.2	0.2	0.2	0.3		
Delay (s)		54.8	54.6					6.2	5.3	3.5	3.4		
Level of Service		D	D					A	A	A	A		
Approach Delay (s)		54.7			0.0			6.1			3.4		
Approach LOS		D			A			A			A		
Intersection Summary													
HCM 2000 Control Delay			4.9		HCM 2000 Level of Service					A			
HCM 2000 Volume to Capacity ratio			0.34										
Actuated Cycle Length (s)			130.0		Sum of lost time (s)				18.0				
Intersection Capacity Utilization			70.7%		ICU Level of Service				C				
Analysis Period (min)			15										
c Critical Lane Group													

Timings

102: SR A1A & Diplomat Landing



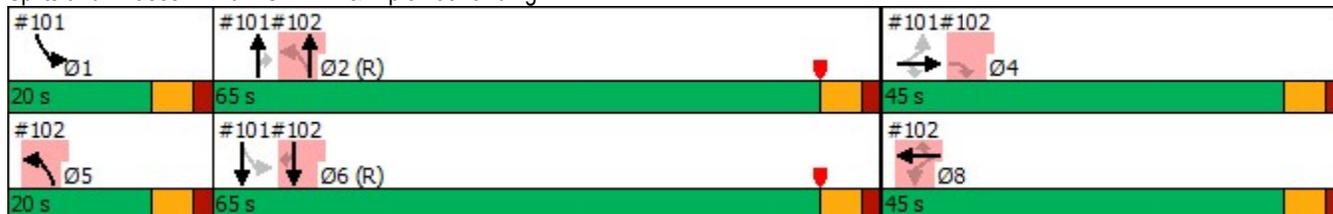
Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR	Ø1	Ø4
Lane Configurations									
Traffic Volume (vph)	107	50	53	130	952	1290	44		
Future Volume (vph)	107	50	53	130	952	1290	44		
Turn Type	Perm	NA	Perm	pm+pt	NA	NA	Perm		
Protected Phases		8		5	2	6		1	4
Permitted Phases	8		8	2			6		
Detector Phase	8	8	8	5	2	6	6		
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	4.0	7.0	7.0	7.0	4.0	6.0
Minimum Split (s)	43.0	43.0	43.0	12.0	28.0	28.0	28.0	10.0	43.0
Total Split (s)	45.0	45.0	45.0	20.0	65.0	65.0	65.0	20.0	45.0
Total Split (%)	34.6%	34.6%	34.6%	15.4%	50.0%	50.0%	50.0%	15%	35%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag				Lead	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	10.9	10.9	10.9	101.3	95.0	94.7	94.7		
Actuated g/C Ratio	0.08	0.08	0.08	0.78	0.73	0.73	0.73		
v/c Ratio	0.60	0.59	0.29	0.46	0.28	0.38	0.04		
Control Delay	73.8	72.8	9.9	12.4	2.1	7.4	0.6		
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0		
Total Delay	73.8	72.8	9.9	12.4	2.2	7.4	0.6		
LOS	E	E	A	B	A	A	A		
Approach Delay		57.2			3.4	7.2			
Approach LOS		E			A	A			

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 81 (62%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.60
 Intersection Signal Delay: 9.6
 Intersection Capacity Utilization 52.1%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 102: SR A1A & Diplomat Landing



Queues

102: SR A1A & Diplomat Landing



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	84	86	58	141	1035	1402	48
v/c Ratio	0.60	0.59	0.29	0.46	0.28	0.38	0.04
Control Delay	73.8	72.8	9.9	12.4	2.1	7.4	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	73.8	72.8	9.9	12.4	2.2	7.4	0.6
Queue Length 50th (ft)	72	74	0	10	21	142	0
Queue Length 95th (ft)	127	128	28	44	25	209	5
Internal Link Dist (ft)		348			270	270	
Turn Bay Length (ft)				100			135
Base Capacity (vph)	504	521	528	409	3716	3705	1101
Starvation Cap Reductn	0	0	0	0	1252	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.17	0.11	0.34	0.42	0.38	0.04
Intersection Summary							

HCM Signalized Intersection Capacity Analysis

102: SR A1A & Diplomat Landing

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	0	0	0	107	50	53	130	952	0	0	1290	44	
Future Volume (vph)	0	0	0	107	50	53	130	952	0	0	1290	44	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)				6.0	6.0	6.0	6.0	6.0			6.0	6.0	
Lane Util. Factor				0.95	0.95	1.00	1.00	0.91			0.91	1.00	
Frbp, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	0.94	
Flpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	1.00	
Frt				1.00	1.00	0.85	1.00	1.00			1.00	0.85	
Flt Protected				0.95	0.98	1.00	0.95	1.00			1.00	1.00	
Satd. Flow (prot)				1681	1737	1583	1769	5085			5085	1492	
Flt Permitted				0.95	0.98	1.00	0.16	1.00			1.00	1.00	
Satd. Flow (perm)				1681	1737	1583	306	5085			5085	1492	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	0	0	0	116	54	58	141	1035	0	0	1402	48	
RTOR Reduction (vph)	0	0	0	0	0	53	0	0	0	0	0	13	
Lane Group Flow (vph)	0	0	0	84	86	5	141	1035	0	0	1402	35	
Confl. Peds. (#/hr)							10		27	27		10	
Confl. Bikes (#/hr)									7			18	
Turn Type			Perm	Perm	NA	Perm	pm+pt	NA			NA	Perm	
Protected Phases					8		5	2			6		
Permitted Phases			4	8		8	2					6	
Actuated Green, G (s)				10.9	10.9	10.9	101.4	95.1			94.8	94.8	
Effective Green, g (s)				10.9	10.9	10.9	101.4	95.1			94.8	94.8	
Actuated g/C Ratio				0.08	0.08	0.08	0.78	0.73			0.73	0.73	
Clearance Time (s)				6.0	6.0	6.0	6.0	6.0			6.0	6.0	
Vehicle Extension (s)				2.0	2.0	2.0	1.5	0.2			0.2	0.2	
Lane Grp Cap (vph)				140	145	132	309	3719			3708	1088	
v/s Ratio Prot							c0.02	0.20			0.28		
v/s Ratio Perm				c0.05	0.05	0.00	c0.33					0.02	
v/c Ratio				0.60	0.59	0.04	0.46	0.28			0.38	0.03	
Uniform Delay, d1				57.4	57.4	54.7	3.9	5.9			6.6	4.9	
Progression Factor				1.00	1.00	1.00	2.74	0.30			1.00	1.00	
Incremental Delay, d2				4.6	4.3	0.0	0.4	0.2			0.3	0.1	
Delay (s)				62.0	61.7	54.8	11.0	2.0			6.9	4.9	
Level of Service				E	E	D	B	A			A	A	
Approach Delay (s)		0.0			60.0			3.0			6.8		
Approach LOS		A			E			A			A		
Intersection Summary													
HCM 2000 Control Delay			9.5		HCM 2000 Level of Service						A		
HCM 2000 Volume to Capacity ratio			0.47										
Actuated Cycle Length (s)			130.0		Sum of lost time (s)						18.0		
Intersection Capacity Utilization			52.1%		ICU Level of Service						A		
Analysis Period (min)			15										
c Critical Lane Group													

HCM Unsignalized Intersection Capacity Analysis

103: SR A1A & Alexander Towers

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	0	0	11	0	0	0	0	925	5	18	1318	0
Future Volume (Veh/h)	0	0	11	0	0	0	0	925	5	18	1318	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	12	0	0	0	0	1005	5	20	1433	0
Pedestrians		8			60							
Lane Width (ft)		12.0			0.0							
Walking Speed (ft/s)		3.5			3.5							
Percent Blockage		1			0							
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								350			700	
pX, platoon unblocked	0.94	0.94	0.91	0.94	0.94	0.94	0.91			0.94		
vC, conflicting volume	1816	2551	486	1597	2548	398	1441			1070		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1206	1988	86	973	1985	130	1137			847		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	100	100	100	100			97		
cM capacity (veh/h)	127	55	862	186	55	840	551			738		
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	SB 4				
Volume Total	12	402	402	206	20	478	478	478				
Volume Left	0	0	0	0	20	0	0	0				
Volume Right	12	0	0	5	0	0	0	0				
cSH	862	1700	1700	1700	738	1700	1700	1700				
Volume to Capacity	0.01	0.24	0.24	0.12	0.03	0.28	0.28	0.28				
Queue Length 95th (ft)	1	0	0	0	2	0	0	0				
Control Delay (s)	9.2	0.0	0.0	0.0	10.0	0.0	0.0	0.0				
Lane LOS	A				B							
Approach Delay (s)	9.2	0.0			0.1							
Approach LOS	A											
Intersection Summary												
Average Delay			0.1									
Intersection Capacity Utilization			35.5%	ICU Level of Service						A		
Analysis Period (min)			15									

Timings

104: SR A1A & 3001 Residences

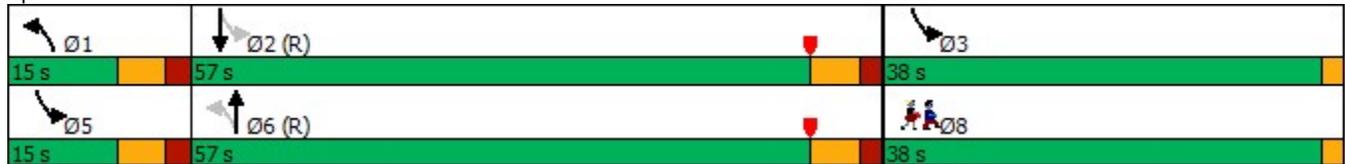


Lane Group	NBL	NBT	SBL	SBT	Ø3	Ø5	Ø8
Lane Configurations	↘	↑↑↑	↘	↑↑↑			
Traffic Volume (vph)	76	870	57	1225			
Future Volume (vph)	76	870	57	1225			
Turn Type	pm+pt	NA	pm+pt	NA			
Protected Phases	1	6	5 3	2	3	5	8
Permitted Phases	6		2				
Detector Phase	1	6	5 3	2			
Switch Phase							
Minimum Initial (s)	4.0	10.0		10.0	1.0	4.0	1.0
Minimum Split (s)	10.0	24.0		24.0	36.0	10.0	34.0
Total Split (s)	15.0	57.0		57.0	38.0	15.0	38.0
Total Split (%)	13.6%	51.8%		51.8%	35%	14%	35%
Yellow Time (s)	4.0	4.0		4.0	2.0	4.0	2.0
All-Red Time (s)	2.0	2.0		2.0	0.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0		0.0			
Total Lost Time (s)	6.0	6.0		6.0			
Lead/Lag	Lead	Lag		Lag		Lead	
Lead-Lag Optimize?	Yes	Yes		Yes		Yes	
Recall Mode	None	C-Max		C-Max	None	None	None
Act Effct Green (s)	84.8	81.4	96.1	80.3			
Actuated g/C Ratio	0.77	0.74	0.87	0.73			
v/c Ratio	0.23	0.25	0.09	0.34			
Control Delay	6.9	7.9	0.9	9.5			
Queue Delay	0.0	0.0	0.0	0.0			
Total Delay	6.9	7.9	0.9	9.5			
LOS	A	A	A	A			
Approach Delay		7.8		9.1			
Approach LOS		A		A			

Intersection Summary

Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 90 (82%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.34	
Intersection Signal Delay: 8.6	Intersection LOS: A
Intersection Capacity Utilization 37.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 104: SR A1A & 3001 Residences



Queues

104: SR A1A & 3001 Residences



Lane Group	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	79	920	59	1277
v/c Ratio	0.23	0.25	0.09	0.34
Control Delay	6.9	7.9	0.9	9.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	6.9	7.9	0.9	9.5
Queue Length 50th (ft)	3	43	2	66
Queue Length 95th (ft)	38	155	3	245
Internal Link Dist (ft)		620		20
Turn Bay Length (ft)	200		190	
Base Capacity (vph)	394	3753	903	3712
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.20	0.25	0.07	0.34

Intersection Summary

HCM Signalized Intersection Capacity Analysis

104: SR A1A & 3001 Residences

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	76	870	13	57	1225	1
Future Volume (vph)	0	0	0	0	0	0	76	870	13	57	1225	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)							6.0	6.0		6.0	6.0	
Lane Util. Factor							1.00	0.91		1.00	0.91	
Frbp, ped/bikes							1.00	1.00		1.00	1.00	
Flpb, ped/bikes							1.00	1.00		1.00	1.00	
Frt							1.00	1.00		1.00	1.00	
Flt Protected							0.95	1.00		0.95	1.00	
Satd. Flow (prot)							1769	5069		1766	5085	
Flt Permitted							0.19	1.00		0.30	1.00	
Satd. Flow (perm)							350	5069		554	5085	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	0	0	0	0	0	79	906	14	59	1276	1
RTOR Reduction (vph)	0	0	0	0	0	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	79	919	0	59	1277	0
Confl. Peds. (#/hr)			13	13			11		53	53		11
Confl. Bikes (#/hr)			1						10			22
Turn Type							pm+pt	NA		pm+pt	NA	
Protected Phases							1	6		5	3	2
Permitted Phases							6			2		
Actuated Green, G (s)							83.3	78.7		96.8	77.5	
Effective Green, g (s)							83.3	78.7		94.8	77.5	
Actuated g/C Ratio							0.76	0.72		0.86	0.70	
Clearance Time (s)							6.0	6.0			6.0	
Vehicle Extension (s)							1.5	3.0			3.0	
Lane Grp Cap (vph)							324	3626		668	3582	
v/s Ratio Prot							c0.01	0.18		c0.01	c0.25	
v/s Ratio Perm							0.17			0.06		
v/c Ratio							0.24	0.25		0.09	0.36	
Uniform Delay, d1							3.6	5.4		1.2	6.4	
Progression Factor							1.00	1.00		1.00	1.00	
Incremental Delay, d2							0.1	0.2		0.0	0.3	
Delay (s)							3.8	5.6		1.2	6.7	
Level of Service							A	A		A	A	
Approach Delay (s)		0.0			0.0			5.5			6.4	
Approach LOS		A			A			A			A	
Intersection Summary												
HCM 2000 Control Delay			6.0				HCM 2000 Level of Service				A	
HCM 2000 Volume to Capacity ratio			0.31									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)				14.0	
Intersection Capacity Utilization			37.9%				ICU Level of Service				A	
Analysis Period (min)			15									

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 105: EB (Not Controlled by Signal)/WB (Not Controlled by Signal)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	0	10	0	0	25	0	870	0	0	1225	0
Future Volume (Veh/h)	10	0	10	0	0	25	0	870	0	0	1225	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	10	0	10	0	0	26	0	906	0	0	1276	0
Pedestrians								13				
Lane Width (ft)								12.0				
Walking Speed (ft/s)								3.5				
Percent Blockage								1				
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								100				
pX, platoon unblocked	0.94	0.94		0.94	0.94	0.94				0.94		
vC, conflicting volume	1604	2182	438	1354	2182	302	1276			906		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1417	2032	438	1151	2032	30	1276			673		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	89	100	98	100	100	97	100			100		
cM capacity (veh/h)	89	53	559	139	53	974	540			858		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	20	26	302	302	302	425	425	425				
Volume Left	10	0	0	0	0	0	0	0				
Volume Right	10	26	0	0	0	0	0	0				
cSH	153	974	1700	1700	1700	1700	1700	1700				
Volume to Capacity	0.13	0.03	0.18	0.18	0.18	0.25	0.25	0.25				
Queue Length 95th (ft)	11	2	0	0	0	0	0	0				
Control Delay (s)	32.0	8.8	0.0	0.0	0.0	0.0	0.0	0.0				
Lane LOS	D	A										
Approach Delay (s)	32.0	8.8	0.0			0.0						
Approach LOS	D	A										
Intersection Summary												
Average Delay			0.4									
Intersection Capacity Utilization			37.2%	ICU Level of Service	A							
Analysis Period (min)			15									

Timings

101: SR A1A & Diplomat Resort



Lane Group	EBT	EBR	NBT	NBR	SBL	SBT	Ø5	Ø8
Lane Configurations	↕	↗	↕↕↕	↗	↖	↕↕↕		
Traffic Volume (vph)	1	20	774	63	52	853		
Future Volume (vph)	1	20	774	63	52	853		
Turn Type	NA	Perm	NA	Perm	pm+pt	NA		
Protected Phases	4		2		1	6	5	8
Permitted Phases		4		2	6			
Detector Phase	4	4	2	2	1	6		
Switch Phase								
Minimum Initial (s)	6.0	6.0	7.0	7.0	4.0	7.0	4.0	6.0
Minimum Split (s)	43.0	43.0	28.0	28.0	10.0	28.0	12.0	43.0
Total Split (s)	45.0	45.0	65.0	65.0	20.0	65.0	20.0	45.0
Total Split (%)	34.6%	34.6%	50.0%	50.0%	15.4%	50.0%	15%	35%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag			Lag	Lag	Lead	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	7.4	7.4	105.5	105.5	108.0	105.3		
Actuated g/C Ratio	0.06	0.06	0.81	0.81	0.83	0.81		
v/c Ratio	0.11	0.15	0.22	0.07	0.13	0.25		
Control Delay	59.3	2.1	4.0	1.0	1.8	2.4		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1		
Total Delay	59.3	2.1	4.0	1.0	1.8	2.5		
LOS	E	A	A	A	A	A		
Approach Delay	20.1		3.8			2.4		
Approach LOS	C		A			A		

Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 1 (1%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.36

Intersection Signal Delay: 3.4

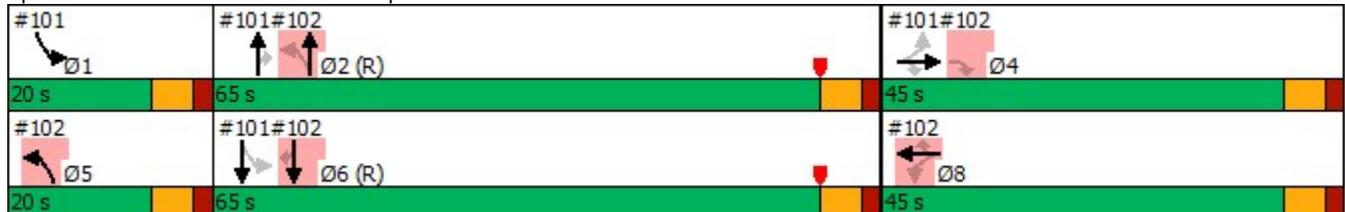
Intersection LOS: A

Intersection Capacity Utilization 63.5%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 101: SR A1A & Diplomat Resort



Queues

101: SR A1A & Diplomat Resort



Lane Group	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	11	24	921	75	62	1015
v/c Ratio	0.11	0.15	0.22	0.07	0.13	0.25
Control Delay	59.3	2.1	4.0	1.0	1.8	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	59.3	2.1	4.0	1.0	1.8	2.5
Queue Length 50th (ft)	9	0	67	0	4	39
Queue Length 95th (ft)	27	0	86	10	9	42
Internal Link Dist (ft)	370		300			270
Turn Bay Length (ft)				145	105	
Base Capacity (vph)	534	495	4125	1134	602	4120
Starvation Cap Reductn	0	0	0	0	0	1582
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.05	0.22	0.07	0.10	0.40

Intersection Summary

HCM Signalized Intersection Capacity Analysis

101: SR A1A & Diplomat Resort

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (vph)	8	1	20	0	0	0	0	774	63	52	853	0
Future Volume (vph)	8	1	20	0	0	0	0	774	63	52	853	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0					6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00	1.00					0.91	1.00	1.00	0.91	
Frbp, ped/bikes		1.00	0.93					1.00	0.87	1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00	1.00	0.99	1.00	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.96	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1782	1473					5085	1385	1757	5085	
Flt Permitted		0.96	1.00					1.00	1.00	0.30	1.00	
Satd. Flow (perm)		1782	1473					5085	1385	549	5085	
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	10	1	24	0	0	0	0	921	75	62	1015	0
RTOR Reduction (vph)	0	0	23	0	0	0	0	0	16	0	0	0
Lane Group Flow (vph)	0	11	1	0	0	0	0	921	59	62	1015	0
Confl. Peds. (#/hr)			56	56			43		35	35		43
Confl. Bikes (#/hr)									10			2
Turn Type	Perm	NA	Perm					NA	Perm	pm+pt	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4		4						2	6		
Actuated Green, G (s)		6.2	6.2					101.9	101.9	105.7	101.8	
Effective Green, g (s)		6.2	6.2					101.9	101.9	105.7	101.8	
Actuated g/C Ratio		0.05	0.05					0.78	0.78	0.81	0.78	
Clearance Time (s)		6.0	6.0					6.0	6.0	6.0	6.0	
Vehicle Extension (s)		2.0	2.0					0.2	0.2	1.5	0.2	
Lane Grp Cap (vph)		84	70					3985	1085	482	3981	
v/s Ratio Prot								0.18		c0.00	c0.20	
v/s Ratio Perm		0.01	0.00						0.04	0.10		
v/c Ratio		0.13	0.02					0.23	0.05	0.13	0.25	
Uniform Delay, d1		59.3	59.0					3.7	3.2	2.4	3.8	
Progression Factor		1.00	1.00					1.00	1.00	0.68	0.56	
Incremental Delay, d2		0.3	0.0					0.1	0.1	0.0	0.2	
Delay (s)		59.6	59.0					3.8	3.3	1.6	2.3	
Level of Service		E	E					A	A	A	A	
Approach Delay (s)		59.2			0.0			3.8			2.2	
Approach LOS		E			A			A			A	
Intersection Summary												
HCM 2000 Control Delay			3.9		HCM 2000 Level of Service				A			
HCM 2000 Volume to Capacity ratio			0.24									
Actuated Cycle Length (s)			130.0		Sum of lost time (s)				18.0			
Intersection Capacity Utilization			63.5%		ICU Level of Service				B			
Analysis Period (min)			15									
c Critical Lane Group												

Timings

102: SR A1A & Diplomat Landing



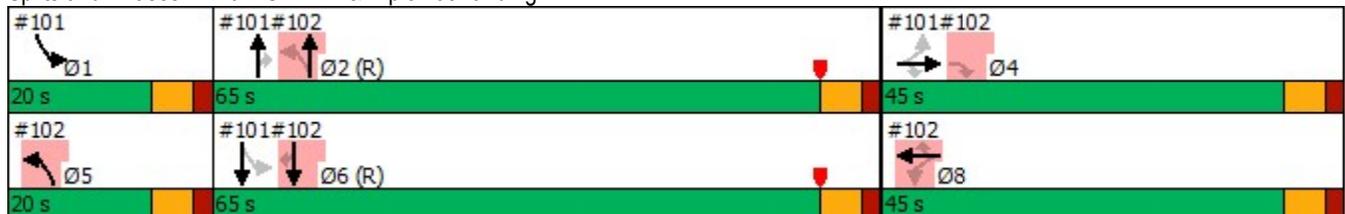
Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR	Ø1	Ø4
Lane Configurations									
Traffic Volume (vph)	55	1	49	64	750	823	6		
Future Volume (vph)	55	1	49	64	750	823	6		
Turn Type	Perm	NA	Perm	pm+pt	NA	NA	Perm		
Protected Phases		8		5	2	6		1	4
Permitted Phases	8		8	2			6		
Detector Phase	8	8	8	5	2	6	6		
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	4.0	7.0	7.0	7.0	4.0	6.0
Minimum Split (s)	43.0	43.0	43.0	12.0	28.0	28.0	28.0	10.0	43.0
Total Split (s)	45.0	45.0	45.0	20.0	65.0	65.0	65.0	20.0	45.0
Total Split (%)	34.6%	34.6%	34.6%	15.4%	50.0%	50.0%	50.0%	15%	35%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	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	6.0	6.0	6.0		
Lead/Lag				Lead	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	7.4	7.4	7.4	108.3	105.5	105.3	105.3		
Actuated g/C Ratio	0.06	0.06	0.06	0.83	0.81	0.81	0.81		
v/c Ratio	0.34	0.34	0.36	0.16	0.21	0.23	0.01		
Control Delay	68.1	68.1	13.3	1.7	1.6	4.1	0.0		
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0		
Total Delay	68.1	68.1	13.3	1.7	1.7	4.1	0.0		
LOS	E	E	B	A	A	A	A		
Approach Delay		42.5			1.7	4.0			
Approach LOS		D			A	A			

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 1 (1%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.36
 Intersection Signal Delay: 5.3
 Intersection Capacity Utilization 45.1%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 102: SR A1A & Diplomat Landing



Queues

102: SR A1A & Diplomat Landing



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	33	33	58	75	882	968	7
v/c Ratio	0.34	0.34	0.36	0.16	0.21	0.23	0.01
Control Delay	68.1	68.1	13.3	1.7	1.6	4.1	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	68.1	68.1	13.3	1.7	1.7	4.1	0.0
Queue Length 50th (ft)	28	28	0	4	19	72	0
Queue Length 95th (ft)	62	62	23	7	21	93	0
Internal Link Dist (ft)		348			270	270	
Turn Bay Length (ft)				100			135
Base Capacity (vph)	504	506	520	587	4125	4120	1229
Starvation Cap Reductn	0	0	0	0	1695	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.07	0.11	0.13	0.36	0.23	0.01
Intersection Summary							

HCM Signalized Intersection Capacity Analysis

102: SR A1A & Diplomat Landing

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	55	1	49	64	750	0	0	823	6
Future Volume (vph)	0	0	0	55	1	49	64	750	0	0	823	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				6.0	6.0	6.0	6.0	6.0			6.0	6.0
Lane Util. Factor				0.95	0.95	1.00	1.00	0.91			0.91	1.00
Frbp, ped/bikes				1.00	1.00	0.98	1.00	1.00			1.00	0.95
Flpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt				1.00	1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected				0.95	0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				1681	1688	1550	1767	5085			5085	1505
Flt Permitted				0.95	0.95	1.00	0.28	1.00			1.00	1.00
Satd. Flow (perm)				1681	1688	1550	522	5085			5085	1505
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	0	0	0	65	1	58	75	882	0	0	968	7
RTOR Reduction (vph)	0	0	0	0	0	55	0	0	0	0	0	2
Lane Group Flow (vph)	0	0	0	33	33	3	75	882	0	0	968	5
Confl. Peds. (#/hr)						4	9		15	15		9
Confl. Bikes (#/hr)						1			4			8
Turn Type			Perm	Perm	NA	Perm	pm+pt	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases			4	8		8	2					6
Actuated Green, G (s)				6.2	6.2	6.2	105.9	101.9			101.8	101.8
Effective Green, g (s)				6.2	6.2	6.2	105.9	101.9			101.8	101.8
Actuated g/C Ratio				0.05	0.05	0.05	0.81	0.78			0.78	0.78
Clearance Time (s)				6.0	6.0	6.0	6.0	6.0			6.0	6.0
Vehicle Extension (s)				2.0	2.0	2.0	1.5	0.2			0.2	0.2
Lane Grp Cap (vph)				80	80	73	463	3985			3981	1178
v/s Ratio Prot							c0.00	0.17			c0.19	
v/s Ratio Perm				c0.02	0.02	0.00	0.13					0.00
v/c Ratio				0.41	0.41	0.04	0.16	0.22			0.24	0.00
Uniform Delay, d1				60.1	60.1	59.1	2.3	3.7			3.8	3.1
Progression Factor				1.00	1.00	1.00	0.58	0.38			1.00	1.00
Incremental Delay, d2				1.3	1.3	0.1	0.1	0.1			0.1	0.0
Delay (s)				61.4	61.4	59.1	1.4	1.5			3.9	3.1
Level of Service				E	E	E	A	A			A	A
Approach Delay (s)		0.0			60.3			1.5			3.9	
Approach LOS		A			E			A			A	
Intersection Summary												
HCM 2000 Control Delay			6.2		HCM 2000 Level of Service						A	
HCM 2000 Volume to Capacity ratio			0.25									
Actuated Cycle Length (s)			130.0		Sum of lost time (s)						18.0	
Intersection Capacity Utilization			45.1%		ICU Level of Service						A	
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

103: SR A1A & Alexander Towers

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	0	0	18	0	0	0	0	751	18	28	809	0
Future Volume (Veh/h)	0	0	18	0	0	0	0	751	18	28	809	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	0	0	20	0	0	0	0	825	20	31	889	0
Pedestrians		11			32							
Lane Width (ft)		12.0			0.0							
Walking Speed (ft/s)		3.5			3.5							
Percent Blockage		1			0							
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								350			700	
pX, platoon unblocked	0.98	0.98	0.96	0.98	0.98	0.97	0.96			0.97		
vC, conflicting volume	1237	1839	307	1245	1829	317	900			877		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	918	1535	129	927	1525	166	747			747		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	98	100	100	100	100			96		
cM capacity (veh/h)	211	107	852	205	109	819	814			828		
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	SB 4				
Volume Total	20	330	330	185	31	296	296	296				
Volume Left	0	0	0	0	31	0	0	0				
Volume Right	20	0	0	20	0	0	0	0				
cSH	852	1700	1700	1700	828	1700	1700	1700				
Volume to Capacity	0.02	0.19	0.19	0.11	0.04	0.17	0.17	0.17				
Queue Length 95th (ft)	2	0	0	0	3	0	0	0				
Control Delay (s)	9.3	0.0	0.0	0.0	9.5	0.0	0.0	0.0				
Lane LOS	A				A							
Approach Delay (s)	9.3	0.0			0.3							
Approach LOS	A											
Intersection Summary												
Average Delay			0.3									
Intersection Capacity Utilization			25.6%		ICU Level of Service					A		
Analysis Period (min)			15									

Timings

104: SR A1A & 3001 Residences



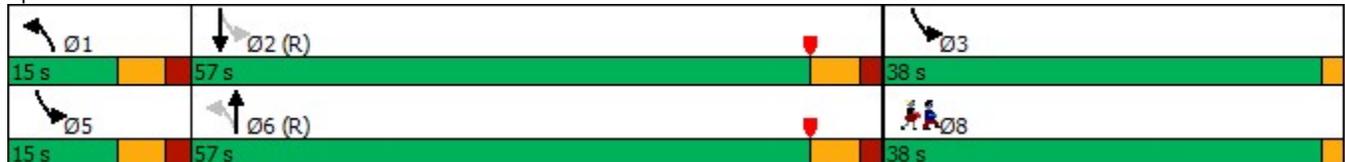
Lane Group	NBL	NBT	SBL	SBT	Ø3	Ø5	Ø8
Lane Configurations	↘	↑↑↑	↘	↑↑↑			
Traffic Volume (vph)	86	686	45	768			
Future Volume (vph)	86	686	45	768			
Turn Type	pm+pt	NA	pm+pt	NA			
Protected Phases	1	6	5 3	2	3	5	8
Permitted Phases	6		2				
Detector Phase	1	6	5 3	2			
Switch Phase							
Minimum Initial (s)	4.0	10.0		10.0	1.0	4.0	1.0
Minimum Split (s)	10.0	24.0		24.0	36.0	10.0	34.0
Total Split (s)	15.0	57.0		57.0	38.0	15.0	38.0
Total Split (%)	13.6%	51.8%		51.8%	35%	14%	35%
Yellow Time (s)	4.0	4.0		4.0	2.0	4.0	2.0
All-Red Time (s)	2.0	2.0		2.0	0.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0		0.0			
Total Lost Time (s)	6.0	6.0		6.0			
Lead/Lag	Lead	Lag		Lag		Lead	
Lead-Lag Optimize?	Yes	Yes		Yes		Yes	
Recall Mode	None	C-Max		C-Max	None	None	None
Act Effct Green (s)	85.1	81.5	94.7	76.9			
Actuated g/C Ratio	0.77	0.74	0.86	0.70			
v/c Ratio	0.19	0.21	0.07	0.24			
Control Delay	6.0	7.6	0.8	8.9			
Queue Delay	0.0	0.0	0.0	0.0			
Total Delay	6.0	7.6	0.8	8.9			
LOS	A	A	A	A			
Approach Delay		7.5		8.5			
Approach LOS		A		A			

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 90 (82%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.24
 Intersection Signal Delay: 8.0
 Intersection Capacity Utilization 29.6%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 104: SR A1A & 3001 Residences



Queues

104: SR A1A & 3001 Residences



Lane Group	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	96	793	50	854
v/c Ratio	0.19	0.21	0.07	0.24
Control Delay	6.0	7.6	0.8	8.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	6.0	7.6	0.8	8.9
Queue Length 50th (ft)	3	35	2	40
Queue Length 95th (ft)	44	131	3	155
Internal Link Dist (ft)		620		20
Turn Bay Length (ft)	200		190	
Base Capacity (vph)	550	3740	949	3553
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.17	0.21	0.05	0.24
Intersection Summary				

HCM Signalized Intersection Capacity Analysis

104: SR A1A & 3001 Residences

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	86	686	28	45	768	1
Future Volume (vph)	0	0	0	0	0	0	86	686	28	45	768	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)							6.0	6.0		6.0	6.0	
Lane Util. Factor							1.00	0.91		1.00	0.91	
Frbp, ped/bikes							1.00	1.00		1.00	1.00	
Flpb, ped/bikes							1.00	1.00		1.00	1.00	
Frt							1.00	0.99		1.00	1.00	
Flt Protected							0.95	1.00		0.95	1.00	
Satd. Flow (prot)							1769	5048		1767	5084	
Flt Permitted							0.31	1.00		0.34	1.00	
Satd. Flow (perm)							570	5048		632	5084	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	0	0	0	96	762	31	50	853	1
RTOR Reduction (vph)	0	0	0	0	0	0	0	2	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	96	791	0	50	854	0
Confl. Peds. (#/hr)	1		13	13		1	10		23	23		10
Confl. Bikes (#/hr)									5			8
Turn Type							pm+pt	NA		pm+pt	NA	
Protected Phases							1	6		5	3	2
Permitted Phases							6			2		
Actuated Green, G (s)							84.3	78.7		95.8	76.5	
Effective Green, g (s)							84.3	78.7		93.8	76.5	
Actuated g/C Ratio							0.77	0.72		0.85	0.70	
Clearance Time (s)							6.0	6.0			6.0	
Vehicle Extension (s)							1.5	3.0			3.0	
Lane Grp Cap (vph)							497	3611		717	3535	
v/s Ratio Prot							c0.01	0.16		c0.01	c0.17	
v/s Ratio Perm							0.14			0.05		
v/c Ratio							0.19	0.22		0.07	0.24	
Uniform Delay, d1							3.2	5.3		1.3	6.1	
Progression Factor							1.00	1.00		1.00	1.00	
Incremental Delay, d2							0.1	0.1		0.0	0.2	
Delay (s)							3.3	5.4		1.3	6.3	
Level of Service							A	A		A	A	
Approach Delay (s)		0.0			0.0			5.2			6.0	
Approach LOS		A			A			A			A	
Intersection Summary												
HCM 2000 Control Delay			5.6				HCM 2000 Level of Service				A	
HCM 2000 Volume to Capacity ratio			0.21									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)				14.0	
Intersection Capacity Utilization			29.6%				ICU Level of Service				A	
Analysis Period (min)			15									

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 105: EB (Not Controlled by Signal)/WB (Not Controlled by Signal)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	10	0	0	26	0	686	0	0	768	0
Future Volume (Veh/h)	0	0	10	0	0	26	0	686	0	0	768	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	11	0	0	29	0	762	0	0	853	0
Pedestrians								13				
Lane Width (ft)								12.0				
Walking Speed (ft/s)								3.5				
Percent Blockage								1				
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								100				
pX, platoon unblocked	0.95	0.95		0.95	0.95	0.95				0.95		
vC, conflicting volume	1136	1615	297	1070	1615	254	853			762		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	960	1464	297	891	1464	32	853			567		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	98	100	100	97	100			100		
cM capacity (veh/h)	195	121	690	219	121	983	782			952		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	11	29	254	254	254	284	284	284				
Volume Left	0	0	0	0	0	0	0	0				
Volume Right	11	29	0	0	0	0	0	0				
cSH	690	983	1700	1700	1700	1700	1700	1700				
Volume to Capacity	0.02	0.03	0.15	0.15	0.15	0.17	0.17	0.17				
Queue Length 95th (ft)	1	2	0	0	0	0	0	0				
Control Delay (s)	10.3	8.8	0.0	0.0	0.0	0.0	0.0	0.0				
Lane LOS	B	A										
Approach Delay (s)	10.3	8.8	0.0			0.0						
Approach LOS	B	A										
Intersection Summary												
Average Delay			0.2									
Intersection Capacity Utilization			33.4%	ICU Level of Service	A							
Analysis Period (min)			15									

Timings

101: SR A1A & Diplomat Resort

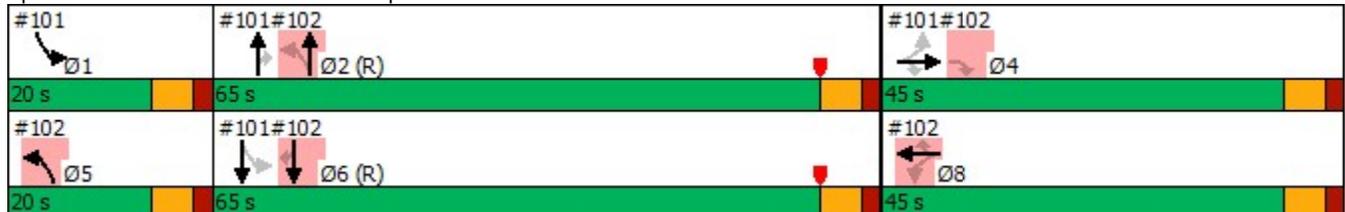


Lane Group	EBT	EBR	NBT	NBR	SBL	SBT	Ø5	Ø8
Lane Configurations	↕	↗	↑↑↑	↖	↘	↑↑↑		
Traffic Volume (vph)	0	112	1254	55	88	1061		
Future Volume (vph)	0	112	1254	55	88	1061		
Turn Type	NA	Perm	NA	Perm	pm+pt	NA		
Protected Phases	4		2		1	6	5	8
Permitted Phases		4		2	6			
Detector Phase	4	4	2	2	1	6		
Switch Phase								
Minimum Initial (s)	6.0	6.0	7.0	7.0	4.0	7.0	4.0	6.0
Minimum Split (s)	43.0	43.0	28.0	28.0	10.0	28.0	12.0	43.0
Total Split (s)	45.0	45.0	65.0	65.0	20.0	65.0	20.0	45.0
Total Split (%)	34.6%	34.6%	50.0%	50.0%	15.4%	50.0%	15%	35%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag			Lag	Lag	Lead	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	9.6	9.6	96.7	96.7	102.7	97.0		
Actuated g/C Ratio	0.07	0.07	0.74	0.74	0.79	0.75		
v/c Ratio	0.52	0.56	0.36	0.05	0.31	0.31		
Control Delay	71.7	19.5	6.5	0.9	5.2	2.7		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1		
Total Delay	71.7	19.5	6.5	0.9	5.2	2.8		
LOS	E	B	A	A	A	A		
Approach Delay	38.1		6.3			3.0		
Approach LOS	D		A			A		

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 81 (62%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.56
 Intersection Signal Delay: 6.9
 Intersection Capacity Utilization 73.0%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service C

Splits and Phases: 101: SR A1A & Diplomat Resort



Queues

101: SR A1A & Diplomat Resort



Lane Group	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	68	123	1378	60	97	1166
v/c Ratio	0.52	0.56	0.36	0.05	0.31	0.31
Control Delay	71.7	19.5	6.5	0.9	5.2	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	71.7	19.5	6.5	0.9	5.2	2.8
Queue Length 50th (ft)	56	0	128	0	9	38
Queue Length 95th (ft)	103	60	190	9	17	43
Internal Link Dist (ft)	370		300			270
Turn Bay Length (ft)				145	105	
Base Capacity (vph)	531	517	3783	1109	421	3794
Starvation Cap Reductn	0	0	0	0	0	1176
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.24	0.36	0.05	0.23	0.45

Intersection Summary

HCM Signalized Intersection Capacity Analysis

101: SR A1A & Diplomat Resort

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations								  			  		
Traffic Volume (vph)	62	0	112	0	0	0	0	1254	55	88	1061	0	
Future Volume (vph)	62	0	112	0	0	0	0	1254	55	88	1061	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		6.0	6.0					6.0	6.0	6.0	6.0		
Lane Util. Factor		1.00	1.00					0.91	1.00	1.00	0.91		
Frbp, ped/bikes		1.00	0.91					1.00	0.93	1.00	1.00		
Flpb, ped/bikes		1.00	1.00					1.00	1.00	1.00	1.00		
Frt		1.00	0.85					1.00	0.85	1.00	1.00		
Flt Protected		0.95	1.00					1.00	1.00	0.95	1.00		
Satd. Flow (prot)		1770	1438					5085	1468	1768	5085		
Flt Permitted		0.95	1.00					1.00	1.00	0.17	1.00		
Satd. Flow (perm)		1770	1438					5085	1468	318	5085		
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Adj. Flow (vph)	68	0	123	0	0	0	0	1378	60	97	1166	0	
RTOR Reduction (vph)	0	0	114	0	0	0	0	0	15	0	0	0	
Lane Group Flow (vph)	0	68	9	0	0	0	0	1378	45	97	1166	0	
Confl. Peds. (#/hr)			77	77				11		17	17	11	
Confl. Bikes (#/hr)							1			7		9	
Turn Type	Perm	NA	Perm					NA	Perm	pm+pt	NA		
Protected Phases		4						2		1	6		
Permitted Phases	4		4						2	6			
Actuated Green, G (s)		9.6	9.6					96.7	96.7	102.7	97.0		
Effective Green, g (s)		9.6	9.6					96.7	96.7	102.7	97.0		
Actuated g/C Ratio		0.07	0.07					0.74	0.74	0.79	0.75		
Clearance Time (s)		6.0	6.0					6.0	6.0	6.0	6.0		
Vehicle Extension (s)		2.0	2.0					0.2	0.2	1.5	0.2		
Lane Grp Cap (vph)		130	106					3782	1091	314	3794		
v/s Ratio Prot								c0.27		c0.01	0.23		
v/s Ratio Perm		0.04	0.01						0.03	0.23			
v/c Ratio		0.52	0.09					0.36	0.04	0.31	0.31		
Uniform Delay, d1		58.0	56.1					5.9	4.4	3.3	5.4		
Progression Factor		1.00	1.00					1.00	1.00	1.17	0.43		
Incremental Delay, d2		1.7	0.1					0.3	0.1	0.2	0.2		
Delay (s)		59.7	56.2					6.1	4.5	4.1	2.6		
Level of Service		E	E					A	A	A	A		
Approach Delay (s)		57.5			0.0			6.1			2.7		
Approach LOS		E			A			A			A		
Intersection Summary													
HCM 2000 Control Delay			8.0		HCM 2000 Level of Service					A			
HCM 2000 Volume to Capacity ratio			0.37										
Actuated Cycle Length (s)			130.0		Sum of lost time (s)					18.0			
Intersection Capacity Utilization			73.0%		ICU Level of Service					C			
Analysis Period (min)			15										
c Critical Lane Group													

Timings

102: SR A1A & Diplomat Landing

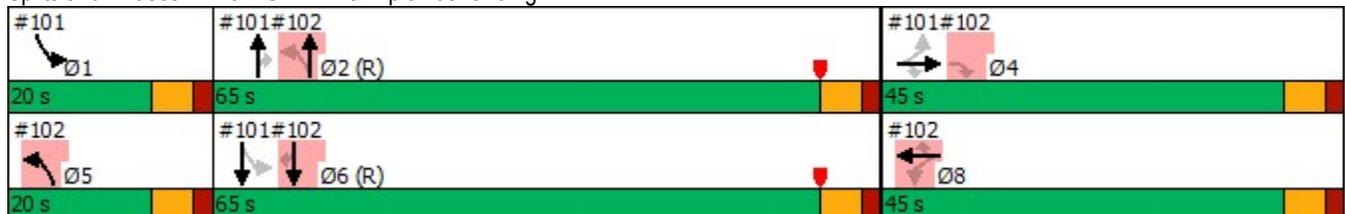


Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR	Ø1	Ø4
Lane Configurations									
Traffic Volume (vph)	55	4	96	92	1247	1055	33		
Future Volume (vph)	55	4	96	92	1247	1055	33		
Turn Type	Perm	NA	Perm	pm+pt	NA	NA	Perm		
Protected Phases		8		5	2	6		1	4
Permitted Phases	8		8	2			6		
Detector Phase	8	8	8	5	2	6	6		
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	4.0	7.0	7.0	7.0	4.0	6.0
Minimum Split (s)	43.0	43.0	43.0	12.0	28.0	28.0	28.0	10.0	43.0
Total Split (s)	45.0	45.0	45.0	20.0	65.0	65.0	65.0	20.0	45.0
Total Split (%)	34.6%	34.6%	34.6%	15.4%	50.0%	50.0%	50.0%	15%	35%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	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	6.0	6.0	6.0		
Lead/Lag				Lead	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	9.6	9.6	9.6	102.2	96.7	97.0	97.0		
Actuated g/C Ratio	0.07	0.07	0.07	0.79	0.74	0.75	0.75		
v/c Ratio	0.28	0.27	0.51	0.30	0.38	0.32	0.03		
Control Delay	61.6	61.2	18.2	4.0	3.0	6.1	0.2		
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0		
Total Delay	61.6	61.2	18.2	4.0	3.1	6.1	0.2		
LOS	E	E	B	A	A	A	A		
Approach Delay		34.7			3.2	5.9			
Approach LOS		C			A	A			

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 81 (62%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.56
 Intersection Signal Delay: 6.2
 Intersection Capacity Utilization 47.9%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 102: SR A1A & Diplomat Landing



Queues

102: SR A1A & Diplomat Landing



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	35	34	112	107	1450	1227	38
v/c Ratio	0.28	0.27	0.51	0.30	0.38	0.32	0.03
Control Delay	61.6	61.2	18.2	4.0	3.0	6.1	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	61.6	61.2	18.2	4.0	3.1	6.1	0.2
Queue Length 50th (ft)	29	29	0	8	51	109	0
Queue Length 95th (ft)	62	61	50	15	56	146	1
Internal Link Dist (ft)		348			270	270	
Turn Bay Length (ft)				100			135
Base Capacity (vph)	504	509	546	467	3783	3794	1134
Starvation Cap Reductn	0	0	0	0	829	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.07	0.21	0.23	0.49	0.32	0.03
Intersection Summary							

HCM Signalized Intersection Capacity Analysis

102: SR A1A & Diplomat Landing

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	0	0	0	55	4	96	92	1247	0	0	1055	33	
Future Volume (vph)	0	0	0	55	4	96	92	1247	0	0	1055	33	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)				6.0	6.0	6.0	6.0	6.0			6.0	6.0	
Lane Util. Factor				0.95	0.95	1.00	1.00	0.91			0.91	1.00	
Frbp, ped/bikes				1.00	1.00	0.98	1.00	1.00			1.00	0.95	
Flpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	1.00	
Frt				1.00	1.00	0.85	1.00	1.00			1.00	0.85	
Flt Protected				0.95	0.96	1.00	0.95	1.00			1.00	1.00	
Satd. Flow (prot)				1681	1697	1559	1768	5085			5085	1497	
Flt Permitted				0.95	0.96	1.00	0.21	1.00			1.00	1.00	
Satd. Flow (perm)				1681	1697	1559	383	5085			5085	1497	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	
Adj. Flow (vph)	0	0	0	64	5	112	107	1450	0	0	1227	38	
RTOR Reduction (vph)	0	0	0	0	0	104	0	0	0	0	0	10	
Lane Group Flow (vph)	0	0	0	35	34	8	107	1450	0	0	1227	28	
Confl. Peds. (#/hr)	3					3	11		14	14		11	
Confl. Bikes (#/hr)									6			6	
Turn Type			Perm	Perm	NA	Perm	pm+pt	NA			NA	Perm	
Protected Phases					8		5	2			6		
Permitted Phases			4	8		8	2					6	
Actuated Green, G (s)				9.6	9.6	9.6	102.1	96.7			97.0	97.0	
Effective Green, g (s)				9.6	9.6	9.6	102.1	96.7			97.0	97.0	
Actuated g/C Ratio				0.07	0.07	0.07	0.79	0.74			0.75	0.75	
Clearance Time (s)				6.0	6.0	6.0	6.0	6.0			6.0	6.0	
Vehicle Extension (s)				2.0	2.0	2.0	1.5	0.2			0.2	0.2	
Lane Grp Cap (vph)				124	125	115	358	3782			3794	1116	
v/s Ratio Prot							c0.01	c0.29			0.24		
v/s Ratio Perm				c0.02	0.02	0.01	0.22					0.02	
v/c Ratio				0.28	0.27	0.07	0.30	0.38			0.32	0.03	
Uniform Delay, d1				56.9	56.9	56.1	3.3	6.0			5.5	4.3	
Progression Factor				1.00	1.00	1.00	0.80	0.43			1.00	1.00	
Incremental Delay, d2				0.5	0.4	0.1	0.2	0.3			0.2	0.0	
Delay (s)				57.4	57.3	56.1	2.8	2.9			5.7	4.3	
Level of Service				E	E	E	A	A			A	A	
Approach Delay (s)		0.0			56.6			2.9			5.7		
Approach LOS		A			E			A			A		
Intersection Summary													
HCM 2000 Control Delay			7.3		HCM 2000 Level of Service						A		
HCM 2000 Volume to Capacity ratio			0.37										
Actuated Cycle Length (s)			130.0		Sum of lost time (s)						18.0		
Intersection Capacity Utilization			47.9%		ICU Level of Service						A		
Analysis Period (min)			15										
c Critical Lane Group													

HCM Unsignalized Intersection Capacity Analysis

103: SR A1A & Alexander Towers

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	0	0	13	0	0	0	0	1310	5	15	1066	0
Future Volume (Veh/h)	0	0	13	0	0	0	0	1310	5	15	1066	0
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	0	0	15	0	0	0	0	1523	6	17	1240	0
Pedestrians	10			44								
Lane Width (ft)	12.0			0.0								
Walking Speed (ft/s)	3.5			3.5								
Percent Blockage	1			0								
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)							350			700		
pX, platoon unblocked	0.94	0.94	0.92	0.94	0.94	0.90	0.92				0.90	
vC, conflicting volume	1792	2857	423	2032	2854	555	1250				1573	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1042	2176	68	1298	2173	115	966				1247	
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	100	100	98	100	100	100	100				97	
cM capacity (veh/h)	165	41	894	106	41	824	645				498	
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	SB 4				
Volume Total	15	609	609	311	17	413	413	413				
Volume Left	0	0	0	0	17	0	0	0				
Volume Right	15	0	0	6	0	0	0	0				
cSH	894	1700	1700	1700	498	1700	1700	1700				
Volume to Capacity	0.02	0.36	0.36	0.18	0.03	0.24	0.24	0.24				
Queue Length 95th (ft)	1	0	0	0	3	0	0	0				
Control Delay (s)	9.1	0.0	0.0	0.0	12.5	0.0	0.0	0.0				
Lane LOS	A				B							
Approach Delay (s)	9.1	0.0					0.2					
Approach LOS	A											
Intersection Summary												
Average Delay			0.1									
Intersection Capacity Utilization			30.6%		ICU Level of Service				A			
Analysis Period (min)	15											

Timings

104: SR A1A & 3001 Residences



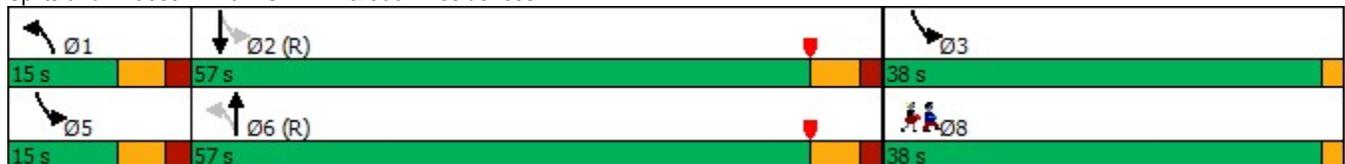
Lane Group	NBL	NBT	SBL	SBT	Ø3	Ø5	Ø8
Lane Configurations	↘	↑↑↑	↘	↑↑↑			
Traffic Volume (vph)	102	1221	45	982			
Future Volume (vph)	102	1221	45	982			
Turn Type	pm+pt	NA	pm+pt	NA			
Protected Phases	1	6	5 3	2	3	5	8
Permitted Phases	6		2				
Detector Phase	1	6	5 3	2			
Switch Phase							
Minimum Initial (s)	4.0	10.0		10.0	1.0	4.0	1.0
Minimum Split (s)	10.0	24.0		24.0	36.0	10.0	34.0
Total Split (s)	15.0	57.0		57.0	38.0	15.0	38.0
Total Split (%)	13.6%	51.8%		51.8%	35%	14%	35%
Yellow Time (s)	4.0	4.0		4.0	2.0	4.0	2.0
All-Red Time (s)	2.0	2.0		2.0	0.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0		0.0			
Total Lost Time (s)	6.0	6.0		6.0			
Lead/Lag	Lead	Lag		Lag		Lead	
Lead-Lag Optimize?	Yes	Yes		Yes		Yes	
Recall Mode	None	C-Max		C-Max	None	None	None
Act Effct Green (s)	85.5	81.5	94.3	76.5			
Actuated g/C Ratio	0.78	0.74	0.86	0.70			
v/c Ratio	0.32	0.40	0.11	0.33			
Control Delay	7.2	9.2	1.3	9.9			
Queue Delay	0.0	0.0	0.0	0.0			
Total Delay	7.2	9.2	1.3	9.9			
LOS	A	A	A	A			
Approach Delay		9.0		9.5			
Approach LOS		A		A			

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 90 (82%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.40
 Intersection Signal Delay: 9.2
 Intersection Capacity Utilization 37.8%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 104: SR A1A & 3001 Residences



Queues

104: SR A1A & 3001 Residences



Lane Group	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	120	1480	53	1164
v/c Ratio	0.32	0.40	0.11	0.33
Control Delay	7.2	9.2	1.3	9.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	7.2	9.2	1.3	9.9
Queue Length 50th (ft)	4	80	2	59
Queue Length 95th (ft)	50	254	4	209
Internal Link Dist (ft)		620		20
Turn Bay Length (ft)	200		190	
Base Capacity (vph)	423	3746	744	3531
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.28	0.40	0.07	0.33

Intersection Summary

HCM Signalized Intersection Capacity Analysis

104: SR A1A & 3001 Residences

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	102	1221	37	45	982	8
Future Volume (vph)	0	0	0	0	0	0	102	1221	37	45	982	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)							6.0	6.0		6.0	6.0	
Lane Util. Factor							1.00	0.91		1.00	0.91	
Frbp, ped/bikes							1.00	1.00		1.00	1.00	
Flpb, ped/bikes							1.00	1.00		1.00	1.00	
Frt							1.00	1.00		1.00	1.00	
Flt Protected							0.95	1.00		0.95	1.00	
Satd. Flow (prot)							1769	5055		1769	5078	
Flt Permitted							0.21	1.00		0.15	1.00	
Satd. Flow (perm)							392	5055		289	5078	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	0	0	0	0	0	0	120	1436	44	53	1155	9
RTOR Reduction (vph)	0	0	0	0	0	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	120	1479	0	53	1164	0
Confl. Peds. (#/hr)	1		16	16		1	6		35	35		6
Confl. Bikes (#/hr)			3						8			4
Turn Type							pm+pt	NA		pm+pt	NA	
Protected Phases							1	6		5	3	2
Permitted Phases							6			2		
Actuated Green, G (s)							84.7	78.7		95.4	76.1	
Effective Green, g (s)							84.7	78.7		93.4	76.1	
Actuated g/C Ratio							0.77	0.72		0.85	0.69	
Clearance Time (s)							6.0	6.0			6.0	
Vehicle Extension (s)							1.5	3.0			3.0	
Lane Grp Cap (vph)							376	3616		478	3513	
v/s Ratio Prot							c0.02	c0.29		c0.02	0.23	
v/s Ratio Perm							0.23			0.08		
v/c Ratio							0.32	0.41		0.11	0.33	
Uniform Delay, d1							3.4	6.3		2.5	6.8	
Progression Factor							1.00	1.00		1.00	1.00	
Incremental Delay, d2							0.2	0.3		0.0	0.3	
Delay (s)							3.6	6.6		2.6	7.0	
Level of Service							A	A		A	A	
Approach Delay (s)		0.0			0.0			6.4			6.8	
Approach LOS		A			A			A			A	
Intersection Summary												
HCM 2000 Control Delay			6.6				HCM 2000 Level of Service				A	
HCM 2000 Volume to Capacity ratio			0.37									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)				14.0	
Intersection Capacity Utilization			37.8%				ICU Level of Service				A	
Analysis Period (min)			15									

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 105: EB (Not Controlled by Signal)/WB (Not Controlled by Signal)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	1	0	0	21	0	1221	0	0	982	0
Future Volume (Veh/h)	0	0	1	0	0	21	0	1221	0	0	982	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	0	0	1	0	0	25	0	1436	0	0	1155	0
Pedestrians								16				
Lane Width (ft)								12.0				
Walking Speed (ft/s)								3.5				
Percent Blockage								2				
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								100				
pX, platoon unblocked	0.88	0.88		0.88	0.88	0.88				0.88		
vC, conflicting volume	1659	2591	401	1838	2591	479	1155			1436		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1284	2339	401	1487	2339	0	1155			1032		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	97	100			100		
cM capacity (veh/h)	105	32	590	75	32	958	601			591		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	1	25	479	479	479	385	385	385				
Volume Left	0	0	0	0	0	0	0	0				
Volume Right	1	25	0	0	0	0	0	0				
cSH	590	958	1700	1700	1700	1700	1700	1700				
Volume to Capacity	0.00	0.03	0.28	0.28	0.28	0.23	0.23	0.23				
Queue Length 95th (ft)	0	2	0	0	0	0	0	0				
Control Delay (s)	11.1	8.9	0.0	0.0	0.0	0.0	0.0	0.0				
Lane LOS	B	A										
Approach Delay (s)	11.1	8.9	0.0			0.0						
Approach LOS	B	A										
Intersection Summary												
Average Delay			0.1									
Intersection Capacity Utilization			44.4%		ICU Level of Service					A		
Analysis Period (min)			15									

Timings

101: SR A1A & Diplomat Resort



Lane Group	EBT	EBR	NBT	NBR	SBL	SBT	Ø5	Ø8
Lane Configurations	↕	↗	↕↕↕	↗	↖	↕↕↕		
Traffic Volume (vph)	4	19	814	60	43	918		
Future Volume (vph)	4	19	814	60	43	918		
Turn Type	NA	Perm	NA	Perm	pm+pt	NA		
Protected Phases	4		2		1	6	5	8
Permitted Phases		4		2	6			
Detector Phase	4	4	2	2	1	6		
Switch Phase								
Minimum Initial (s)	6.0	6.0	7.0	7.0	4.0	7.0	4.0	6.0
Minimum Split (s)	43.0	43.0	28.0	28.0	10.0	28.0	12.0	43.0
Total Split (s)	45.0	45.0	65.0	65.0	20.0	65.0	20.0	45.0
Total Split (%)	34.6%	34.6%	50.0%	50.0%	15.4%	50.0%	15%	35%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag			Lag	Lag	Lead	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	7.4	7.4	105.7	105.7	108.2	105.6		
Actuated g/C Ratio	0.06	0.06	0.81	0.81	0.83	0.81		
v/c Ratio	0.18	0.14	0.23	0.06	0.10	0.26		
Control Delay	61.6	1.8	3.9	0.9	1.6	2.3		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1		
Total Delay	61.6	1.8	3.9	0.9	1.6	2.4		
LOS	E	A	A	A	A	A		
Approach Delay	28.7		3.7			2.3		
Approach LOS	C		A			A		

Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 1 (1%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.34

Intersection Signal Delay: 3.5

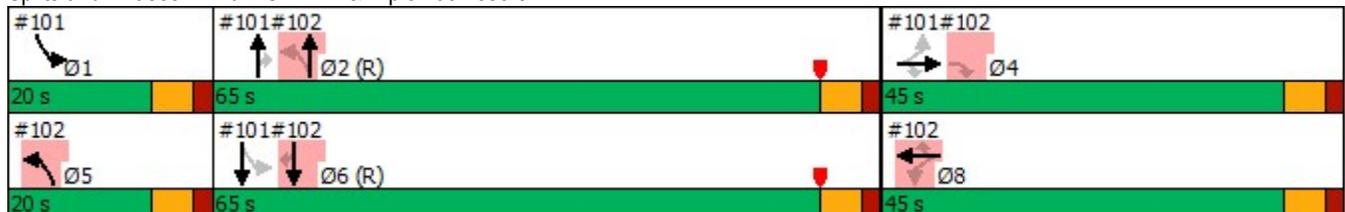
Intersection LOS: A

Intersection Capacity Utilization 55.5%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 101: SR A1A & Diplomat Resort



Queues

101: SR A1A & Diplomat Resort



Lane Group	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	18	22	936	69	49	1055
v/c Ratio	0.18	0.14	0.23	0.06	0.10	0.26
Control Delay	61.6	1.8	3.9	0.9	1.6	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	61.6	1.8	3.9	0.9	1.6	2.4
Queue Length 50th (ft)	15	0	68	0	3	38
Queue Length 95th (ft)	39	0	90	9	8	43
Internal Link Dist (ft)	370		300			270
Turn Bay Length (ft)				145	105	
Base Capacity (vph)	539	511	4134	1148	595	4130
Starvation Cap Reductn	0	0	0	0	0	1540
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.04	0.23	0.06	0.08	0.41

Intersection Summary

HCM Signalized Intersection Capacity Analysis

101: SR A1A & Diplomat Resort

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (vph)	11	4	19	0	0	0	0	814	60	43	918	0
Future Volume (vph)	11	4	19	0	0	0	0	814	60	43	918	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0					6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00	1.00					0.91	1.00	1.00	0.91	
Frbp, ped/bikes		1.00	0.96					1.00	0.89	1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00	1.00	0.99	1.00	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.97	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1798	1527					5085	1401	1759	5085	
Flt Permitted		0.97	1.00					1.00	1.00	0.29	1.00	
Satd. Flow (perm)		1798	1527					5085	1401	540	5085	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	13	5	22	0	0	0	0	936	69	49	1055	0
RTOR Reduction (vph)	0	0	21	0	0	0	0	0	15	0	0	0
Lane Group Flow (vph)	0	18	1	0	0	0	0	936	54	49	1055	0
Confl. Peds. (#/hr)			23	23				11		31	31	11
Confl. Bikes (#/hr)									12			17
Turn Type	Perm	NA	Perm					NA	Perm	pm+pt	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4		4						2	6		
Actuated Green, G (s)		6.2	6.2					102.0	102.0	105.8	102.0	
Effective Green, g (s)		6.2	6.2					102.0	102.0	105.8	102.0	
Actuated g/C Ratio		0.05	0.05					0.78	0.78	0.81	0.78	
Clearance Time (s)		6.0	6.0					6.0	6.0	6.0	6.0	
Vehicle Extension (s)		2.0	2.0					0.2	0.2	1.5	0.2	
Lane Grp Cap (vph)		85	72					3989	1099	475	3989	
v/s Ratio Prot								0.18		c0.00	c0.21	
v/s Ratio Perm		0.01	0.00						0.04	0.08		
v/c Ratio		0.21	0.01					0.23	0.05	0.10	0.26	
Uniform Delay, d1		59.5	59.0					3.7	3.1	2.3	3.8	
Progression Factor		1.00	1.00					1.00	1.00	0.67	0.54	
Incremental Delay, d2		0.5	0.0					0.1	0.1	0.0	0.2	
Delay (s)		60.0	59.0					3.8	3.2	1.6	2.2	
Level of Service		E	E					A	A	A	A	
Approach Delay (s)		59.5			0.0			3.8			2.2	
Approach LOS		E			A			A			A	
Intersection Summary												
HCM 2000 Control Delay			4.0		HCM 2000 Level of Service				A			
HCM 2000 Volume to Capacity ratio			0.26									
Actuated Cycle Length (s)			130.0		Sum of lost time (s)				18.0			
Intersection Capacity Utilization			55.5%		ICU Level of Service				B			
Analysis Period (min)			15									
c Critical Lane Group												

Timings

102: SR A1A & Diplomat Landing



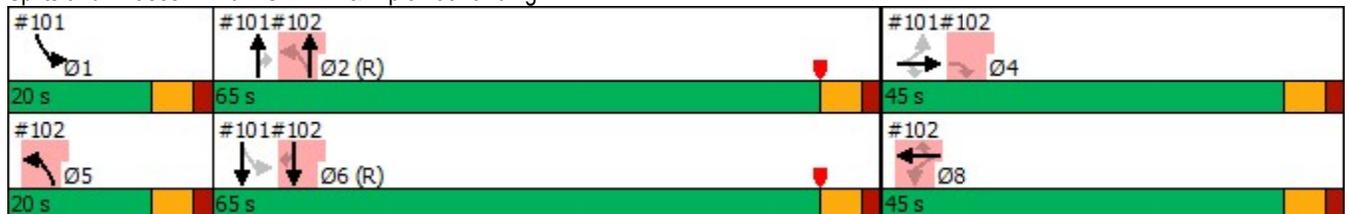
Lane Group	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR	Ø1
Lane Configurations	↘	↙	←	↖	↗	↑	↑	↓	↘
Traffic Volume (vph)	1	50	6	35	52	768	865	10	
Future Volume (vph)	1	50	6	35	52	768	865	10	
Turn Type	Perm	Perm	NA	Perm	pm+pt	NA	NA	Perm	
Protected Phases			8		5	2	6		1
Permitted Phases	4	8		8	2			6	
Detector Phase	4	8	8	8	5	2	6	6	
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	4.0	7.0	7.0	7.0	4.0
Minimum Split (s)	43.0	43.0	43.0	43.0	12.0	28.0	28.0	28.0	10.0
Total Split (s)	45.0	45.0	45.0	45.0	20.0	65.0	65.0	65.0	20.0
Total Split (%)	34.6%	34.6%	34.6%	34.6%	15.4%	50.0%	50.0%	50.0%	15%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag					Lead	Lag	Lag	Lag	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	None
Act Effct Green (s)	7.4	7.4	7.4	7.4	108.3	105.7	105.6	105.6	
Actuated g/C Ratio	0.06	0.06	0.06	0.06	0.83	0.81	0.81	0.81	
v/c Ratio	0.00	0.34	0.33	0.25	0.12	0.21	0.24	0.01	
Control Delay	0.0	68.1	67.7	5.6	1.5	1.5	4.0	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	
Total Delay	0.0	68.1	67.7	5.6	1.5	1.6	4.0	0.0	
LOS	A	E	E	A	A	A	A	A	
Approach Delay			43.9			1.6	4.0		
Approach LOS			D			A	A		

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 1 (1%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.34
 Intersection Signal Delay: 4.9
 Intersection Capacity Utilization 41.7%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 102: SR A1A & Diplomat Landing



Queues

102: SR A1A & Diplomat Landing



Lane Group	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	1	32	32	40	59	873	983	11
v/c Ratio	0.00	0.34	0.33	0.25	0.12	0.21	0.24	0.01
Control Delay	0.0	68.1	67.7	5.6	1.5	1.5	4.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	0.0	68.1	67.7	5.6	1.5	1.6	4.0	0.0
Queue Length 50th (ft)	0	28	28	0	3	19	72	0
Queue Length 95th (ft)	0	62	62	6	6	21	97	0
Internal Link Dist (ft)			348			270	270	
Turn Bay Length (ft)					100			135
Base Capacity (vph)	663	504	510	528	582	4134	4130	1300
Starvation Cap Reductn	0	0	0	0	0	1701	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.06	0.06	0.08	0.10	0.36	0.24	0.01

Intersection Summary

HCM Signalized Intersection Capacity Analysis

102: SR A1A & Diplomat Landing

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	0	0	1	50	6	35	52	768	0	0	865	10	
Future Volume (vph)	0	0	1	50	6	35	52	768	0	0	865	10	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)			6.0	6.0	6.0	6.0	6.0	6.0			6.0	6.0	
Lane Util. Factor			1.00	0.95	0.95	1.00	1.00	0.91			0.91	1.00	
Frt			0.86	1.00	1.00	0.85	1.00	1.00			1.00	0.85	
Flt Protected			1.00	0.95	0.96	1.00	0.95	1.00			1.00	1.00	
Satd. Flow (prot)			1611	1681	1703	1583	1770	5085			5085	1583	
Flt Permitted			1.00	0.95	0.96	1.00	0.28	1.00			1.00	1.00	
Satd. Flow (perm)			1611	1681	1703	1583	515	5085			5085	1583	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	
Adj. Flow (vph)	0	0	1	57	7	40	59	873	0	0	983	11	
RTOR Reduction (vph)	0	0	1	0	0	38	0	0	0	0	0	2	
Lane Group Flow (vph)	0	0	0	32	32	2	59	873	0	0	983	9	
Turn Type			Perm	Perm	NA	Perm	pm+pt	NA			NA	Perm	
Protected Phases					8		5	2			6		
Permitted Phases			4	8		8	2					6	
Actuated Green, G (s)			6.2	6.2	6.2	6.2	105.8	102.0			102.0	102.0	
Effective Green, g (s)			6.2	6.2	6.2	6.2	105.8	102.0			102.0	102.0	
Actuated g/C Ratio			0.05	0.05	0.05	0.05	0.81	0.78			0.78	0.78	
Clearance Time (s)			6.0	6.0	6.0	6.0	6.0	6.0			6.0	6.0	
Vehicle Extension (s)			2.0	2.0	2.0	2.0	1.5	0.2			0.2	0.2	
Lane Grp Cap (vph)			76	80	81	75	455	3989			3989	1242	
v/s Ratio Prot							c0.00	0.17			c0.19		
v/s Ratio Perm			0.00	c0.02	0.02	0.00	0.10					0.01	
v/c Ratio			0.00	0.40	0.40	0.03	0.13	0.22			0.25	0.01	
Uniform Delay, d1			58.9	60.1	60.1	59.0	2.3	3.6			3.7	3.0	
Progression Factor			1.00	1.00	1.00	1.00	0.54	0.38			1.00	1.00	
Incremental Delay, d2			0.0	1.2	1.2	0.1	0.0	0.1			0.1	0.0	
Delay (s)			59.0	61.3	61.2	59.1	1.3	1.5			3.9	3.0	
Level of Service			E	E	E	E	A	A			A	A	
Approach Delay (s)		59.0			60.4			1.5			3.9		
Approach LOS		E			E			A			A		
Intersection Summary													
HCM 2000 Control Delay			5.7		HCM 2000 Level of Service							A	
HCM 2000 Volume to Capacity ratio			0.25										
Actuated Cycle Length (s)			130.0		Sum of lost time (s)						18.0		
Intersection Capacity Utilization			41.7%		ICU Level of Service						A		
Analysis Period (min)			15										
c Critical Lane Group													

HCM Unsignalized Intersection Capacity Analysis

103: SR A1A & Alexander Towers

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	0	0	11	0	0	0	0	811	5	14	847	0
Future Volume (Veh/h)	0	0	11	0	0	0	0	811	5	14	847	0
Sign Control	Stop			Stop				Free			Free	
Grade	0%			0%				0%			0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	0	0	13	0	0	0	0	932	6	16	974	0
Pedestrians	27			51				4			4	
Lane Width (ft)	12.0			0.0				12.0			12.0	
Walking Speed (ft/s)	3.5			3.5				3.5			3.5	
Percent Blockage	3			0				0			0	
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)							350			700		
pX, platoon unblocked	0.96	0.96	0.94	0.96	0.96	0.96	0.94			0.96		
vC, conflicting volume	1348	2022	356	1360	2019	369	1001			989		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	935	1638	87	947	1635	199	774			845		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	100	100	100	100			98		
cM capacity (veh/h)	198	91	870	196	91	774	766			756		
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	SB 4				
Volume Total	13	373	373	192	16	325	325	325				
Volume Left	0	0	0	0	16	0	0	0				
Volume Right	13	0	0	6	0	0	0	0				
cSH	870	1700	1700	1700	756	1700	1700	1700				
Volume to Capacity	0.01	0.22	0.22	0.11	0.02	0.19	0.19	0.19				
Queue Length 95th (ft)	1	0	0	0	2	0	0	0				
Control Delay (s)	9.2	0.0	0.0	0.0	9.9	0.0	0.0	0.0				
Lane LOS	A				A							
Approach Delay (s)	9.2	0.0			0.2							
Approach LOS	A											
Intersection Summary												
Average Delay			0.1									
Intersection Capacity Utilization			27.6%		ICU Level of Service				A			
Analysis Period (min)	15											

Timings

104: SR A1A & 3001 Residences



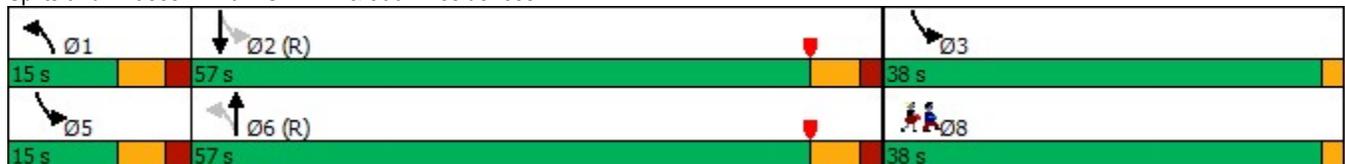
Lane Group	NBL	NBT	SBL	SBT	Ø3	Ø5	Ø8
Lane Configurations	↘	↑↑↑	↘	↑↑↑			
Traffic Volume (vph)	87	724	48	785			
Future Volume (vph)	87	724	48	785			
Turn Type	pm+pt	NA	pm+pt	NA			
Protected Phases	1	6	5 3	2	3	5	8
Permitted Phases	6		2				
Detector Phase	1	6	5 3	2			
Switch Phase							
Minimum Initial (s)	4.0	10.0		10.0	1.0	4.0	1.0
Minimum Split (s)	10.0	24.0		24.0	36.0	10.0	34.0
Total Split (s)	15.0	57.0		57.0	38.0	15.0	38.0
Total Split (%)	13.6%	51.8%		51.8%	35%	14%	35%
Yellow Time (s)	4.0	4.0		4.0	2.0	4.0	2.0
All-Red Time (s)	2.0	2.0		2.0	0.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0		0.0			
Total Lost Time (s)	6.0	6.0		6.0			
Lead/Lag	Lead	Lag		Lag		Lead	
Lead-Lag Optimize?	Yes	Yes		Yes		Yes	
Recall Mode	None	C-Max		C-Max	None	None	None
Act Effct Green (s)	79.7	75.7	95.2	70.6			
Actuated g/C Ratio	0.72	0.69	0.87	0.64			
v/c Ratio	0.22	0.24	0.07	0.27			
Control Delay	7.6	10.0	0.8	11.6			
Queue Delay	0.0	0.0	0.0	0.0			
Total Delay	7.6	10.0	0.8	11.6			
LOS	A	A	A	B			
Approach Delay		9.7		11.0			
Approach LOS		A		B			

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 90 (82%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.27
 Intersection Signal Delay: 10.4
 Intersection Capacity Utilization 30.1%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 104: SR A1A & 3001 Residences



Queues

104: SR A1A & 3001 Residences



Lane Group	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	98	847	54	889
v/c Ratio	0.22	0.24	0.07	0.27
Control Delay	7.6	10.0	0.8	11.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	7.6	10.0	0.8	11.6
Queue Length 50th (ft)	25	113	1	126
Queue Length 95th (ft)	44	138	3	160
Internal Link Dist (ft)		620		20
Turn Bay Length (ft)	200		190	
Base Capacity (vph)	494	3468	940	3261
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.20	0.24	0.06	0.27
Intersection Summary				

HCM Signalized Intersection Capacity Analysis

104: SR A1A & 3001 Residences

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	87	724	30	48	785	6
Future Volume (vph)	0	0	0	0	0	0	87	724	30	48	785	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)							6.0	6.0		6.0	6.0	
Lane Util. Factor							1.00	0.91		1.00	0.91	
Frbp, ped/bikes							1.00	1.00		1.00	1.00	
Flpb, ped/bikes							1.00	1.00		1.00	1.00	
Frt							1.00	0.99		1.00	1.00	
Flt Protected							0.95	1.00		0.95	1.00	
Satd. Flow (prot)							1768	5041		1765	5078	
Flt Permitted							0.28	1.00		0.32	1.00	
Satd. Flow (perm)							530	5041		597	5078	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	0	0	0	0	0	98	813	34	54	882	7
RTOR Reduction (vph)	0	0	0	0	0	0	0	3	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	98	844	0	54	889	0
Confl. Peds. (#/hr)			29	29			13		50	50		13
Confl. Bikes (#/hr)			1						17			5
Turn Type							pm+pt	NA		pm+pt	NA	
Protected Phases							1	6		5	3	2
Permitted Phases							6			2		
Actuated Green, G (s)							78.9	72.9		95.3	70.2	
Effective Green, g (s)							78.9	72.9		93.3	70.2	
Actuated g/C Ratio							0.72	0.66		0.85	0.64	
Clearance Time (s)							6.0	6.0			6.0	
Vehicle Extension (s)							1.5	3.0			3.0	
Lane Grp Cap (vph)							447	3340		751	3240	
v/s Ratio Prot							c0.01	c0.17		c0.02	c0.17	
v/s Ratio Perm							0.15			0.05		
v/c Ratio							0.22	0.25		0.07	0.27	
Uniform Delay, d1							4.8	7.5		1.4	8.7	
Progression Factor							1.00	1.00		1.00	1.00	
Incremental Delay, d2							0.1	0.2		0.0	0.2	
Delay (s)							4.9	7.7		1.4	8.9	
Level of Service							A	A		A	A	
Approach Delay (s)		0.0			0.0				7.4			8.5
Approach LOS		A			A				A			A
Intersection Summary												
HCM 2000 Control Delay			8.0				HCM 2000 Level of Service				A	
HCM 2000 Volume to Capacity ratio			0.23									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)				14.0	
Intersection Capacity Utilization			30.1%				ICU Level of Service				A	
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
 105: EB (Not Controlled by Signal)/WB (Not Controlled by Signal)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	9	0	0	21	0	724	0	0	785	0
Future Volume (Veh/h)	0	0	9	0	0	21	0	724	0	0	785	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	0	10	0	0	24	0	813	0	0	882	0
Pedestrians								29				
Lane Width (ft)								12.0				
Walking Speed (ft/s)								3.5				
Percent Blockage								3				
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								100				
pX, platoon unblocked	0.94	0.94		0.94	0.94	0.94				0.94		
vC, conflicting volume	1177	1695	323	1146	1695	271	882			813		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	947	1500	323	913	1500	0	882			557		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	98	100	100	98	100			100		
cM capacity (veh/h)	197	113	654	204	113	1014	762			944		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	10	24	271	271	271	294	294	294				
Volume Left	0	0	0	0	0	0	0	0				
Volume Right	10	24	0	0	0	0	0	0				
cSH	654	1014	1700	1700	1700	1700	1700	1700				
Volume to Capacity	0.02	0.02	0.16	0.16	0.16	0.17	0.17	0.17				
Queue Length 95th (ft)	1	2	0	0	0	0	0	0				
Control Delay (s)	10.6	8.6	0.0	0.0	0.0	0.0	0.0	0.0				
Lane LOS	B	A										
Approach Delay (s)	10.6	8.6	0.0			0.0						
Approach LOS	B	A										
Intersection Summary												
Average Delay			0.2									
Intersection Capacity Utilization			36.9%			ICU Level of Service				A		
Analysis Period (min)			15									

Timings

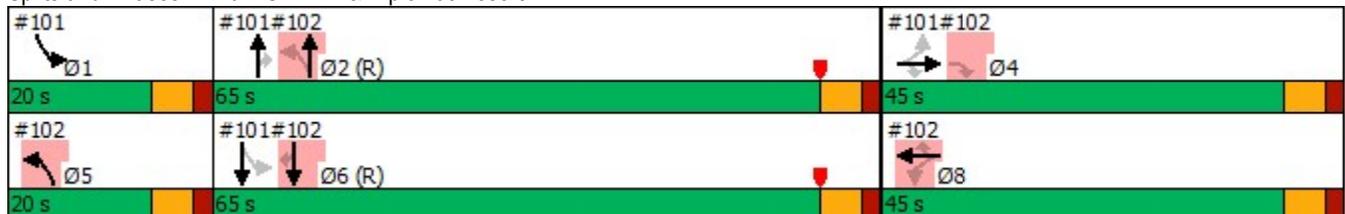
101: SR A1A & Diplomat Resort

	→	↘	↑	↙	↘	↓	Ø5	Ø8
Lane Group	EBT	EBR	NBT	NBR	SBL	SBT		
Lane Configurations	↖	↗	↑↑↑	↘	↙	↑↑↑		
Traffic Volume (vph)	1	47	933	47	57	833		
Future Volume (vph)	1	47	933	47	57	833		
Turn Type	NA	Perm	NA	Perm	pm+pt	NA		
Protected Phases	4		2		1	6	5	8
Permitted Phases		4		2	6			
Detector Phase	4	4	2	2	1	6		
Switch Phase								
Minimum Initial (s)	6.0	6.0	7.0	7.0	4.0	7.0	4.0	6.0
Minimum Split (s)	43.0	43.0	28.0	28.0	10.0	28.0	12.0	43.0
Total Split (s)	45.0	45.0	65.0	65.0	20.0	65.0	20.0	45.0
Total Split (%)	34.6%	34.6%	50.0%	50.0%	15.4%	50.0%	15%	35%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag			Lag	Lag	Lead	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	7.2	7.2	105.7	105.7	106.3	101.6		
Actuated g/C Ratio	0.06	0.06	0.81	0.81	0.82	0.78		
v/c Ratio	0.32	0.34	0.26	0.04	0.15	0.24		
Control Delay	67.0	11.6	4.1	0.5	1.8	2.3		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1		
Total Delay	67.0	11.6	4.1	0.5	1.8	2.4		
LOS	E	B	A	A	A	A		
Approach Delay	32.0		3.9			2.4		
Approach LOS	C		A			A		

Intersection Summary

Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 1 (1%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.34	
Intersection Signal Delay: 4.3	Intersection LOS: A
Intersection Capacity Utilization 61.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 101: SR A1A & Diplomat Resort



Queues

101: SR A1A & Diplomat Resort



Lane Group	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	31	53	1060	53	65	947
v/c Ratio	0.32	0.34	0.26	0.04	0.15	0.24
Control Delay	67.0	11.6	4.1	0.5	1.8	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	67.0	11.6	4.1	0.5	1.8	2.4
Queue Length 50th (ft)	26	0	79	0	3	31
Queue Length 95th (ft)	58	21	105	5	9	35
Internal Link Dist (ft)	370		300			270
Turn Bay Length (ft)				145	105	
Base Capacity (vph)	533	499	4133	1214	554	3972
Starvation Cap Reductn	0	0	0	0	0	1602
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.11	0.26	0.04	0.12	0.40
Intersection Summary						

HCM Signalized Intersection Capacity Analysis

101: SR A1A & Diplomat Resort

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (vph)	26	1	47	0	0	0	0	933	47	57	833	0
Future Volume (vph)	26	1	47	0	0	0	0	933	47	57	833	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0					6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00	1.00					0.91	1.00	1.00	0.91	
Frbp, ped/bikes		1.00	0.94					1.00	0.93	1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00	1.00	1.00	1.00	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1777	1489					5085	1479	1766	5085	
Flt Permitted		0.95	1.00					1.00	1.00	0.26	1.00	
Satd. Flow (perm)		1777	1489					5085	1479	479	5085	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	30	1	53	0	0	0	0	1060	53	65	947	0
RTOR Reduction (vph)	0	0	51	0	0	0	0	0	11	0	0	0
Lane Group Flow (vph)	0	31	2	0	0	0	0	1060	42	65	947	0
Confl. Peds. (#/hr)			46	46				8		15	15	8
Confl. Bikes (#/hr)									5			2
Turn Type	Perm	NA	Perm					NA	Perm	pm+pt	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4		4						2	6		
Actuated Green, G (s)		6.0	6.0					102.1	102.1	104.3	100.4	
Effective Green, g (s)		6.0	6.0					102.1	102.1	104.3	100.4	
Actuated g/C Ratio		0.05	0.05					0.79	0.79	0.80	0.77	
Clearance Time (s)		6.0	6.0					6.0	6.0	6.0	6.0	
Vehicle Extension (s)		2.0	2.0					0.2	0.2	1.5	0.2	
Lane Grp Cap (vph)		82	68					3993	1161	422	3927	
v/s Ratio Prot								c0.21		c0.00	0.19	
v/s Ratio Perm		0.02	0.00						0.03	0.12		
v/c Ratio		0.38	0.04					0.27	0.04	0.15	0.24	
Uniform Delay, d1		60.2	59.2					3.8	3.1	2.6	4.1	
Progression Factor		1.00	1.00					1.00	1.00	0.61	0.50	
Incremental Delay, d2		1.1	0.1					0.2	0.1	0.1	0.1	
Delay (s)		61.3	59.3					3.9	3.1	1.7	2.2	
Level of Service		E	E					A	A	A	A	
Approach Delay (s)		60.0			0.0			3.9			2.2	
Approach LOS		E			A			A			A	
Intersection Summary												
HCM 2000 Control Delay			5.3		HCM 2000 Level of Service				A			
HCM 2000 Volume to Capacity ratio			0.27									
Actuated Cycle Length (s)			130.0		Sum of lost time (s)				18.0			
Intersection Capacity Utilization			61.9%		ICU Level of Service				B			
Analysis Period (min)			15									

c Critical Lane Group

Timings

102: SR A1A & Diplomat Landing

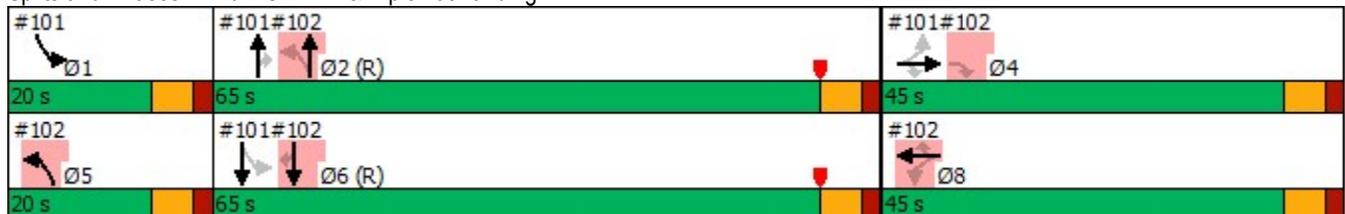


Lane Group	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR	Ø1
Lane Configurations	↗	↖	↗	↖	↖	↑↑↑	↑↑↑	↖	
Traffic Volume (vph)	1	44	4	44	120	892	827	35	
Future Volume (vph)	1	44	4	44	120	892	827	35	
Turn Type	Perm	Perm	NA	Perm	pm+pt	NA	NA	Perm	
Protected Phases			8		5	2	6		1
Permitted Phases	4	8		8	2			6	
Detector Phase	4	8	8	8	5	2	6	6	
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	4.0	7.0	7.0	7.0	4.0
Minimum Split (s)	43.0	43.0	43.0	43.0	12.0	28.0	28.0	28.0	10.0
Total Split (s)	45.0	45.0	45.0	45.0	20.0	65.0	65.0	65.0	20.0
Total Split (%)	34.6%	34.6%	34.6%	34.6%	15.4%	50.0%	50.0%	50.0%	15%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag					Lead	Lag	Lag	Lag	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	None
Act Effct Green (s)	7.2	7.2	7.2	7.2	109.3	105.7	101.6	101.6	
Actuated g/C Ratio	0.06	0.06	0.06	0.06	0.84	0.81	0.78	0.78	
v/c Ratio	0.00	0.31	0.32	0.34	0.31	0.26	0.25	0.04	
Control Delay	0.0	67.3	67.5	11.6	3.4	2.0	4.5	0.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	
Total Delay	0.0	67.3	67.5	11.6	3.4	2.1	4.5	0.3	
LOS	A	E	E	B	A	A	A	A	
Approach Delay			40.7			2.2	4.3		
Approach LOS			D			A	A		

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 1 (1%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.34
 Intersection Signal Delay: 5.0
 Intersection LOS: A
 Intersection Capacity Utilization 42.6%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 102: SR A1A & Diplomat Landing



Queues

102: SR A1A & Diplomat Landing



Lane Group	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	1	29	30	54	146	1088	1009	43
v/c Ratio	0.00	0.31	0.32	0.34	0.31	0.26	0.25	0.04
Control Delay	0.0	67.3	67.5	11.6	3.4	2.0	4.5	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	0.0	67.3	67.5	11.6	3.4	2.1	4.5	0.3
Queue Length 50th (ft)	0	25	26	0	9	33	78	0
Queue Length 95th (ft)	0	53	54	17	15	35	96	1
Internal Link Dist (ft)			348			270	270	
Turn Bay Length (ft)					100			135
Base Capacity (vph)	661	504	509	528	564	4133	3972	1227
Starvation Cap Reductn	0	0	0	0	0	1507	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.06	0.06	0.10	0.26	0.41	0.25	0.04
Intersection Summary								

HCM Signalized Intersection Capacity Analysis

102: SR A1A & Diplomat Landing

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	1	44	4	44	120	892	0	0	827	35
Future Volume (vph)	0	0	1	44	4	44	120	892	0	0	827	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0	6.0	6.0	6.0	6.0	6.0			6.0	6.0
Lane Util. Factor			1.00	0.95	0.95	1.00	1.00	0.91			0.91	1.00
Frbp, ped/bikes			1.00	1.00	1.00	1.00	1.00	1.00			1.00	0.98
Flpb, ped/bikes			1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt			0.86	1.00	1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected			1.00	0.95	0.96	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)			1611	1681	1699	1583	1770	5085			5085	1551
Flt Permitted			1.00	0.95	0.96	1.00	0.26	1.00			1.00	1.00
Satd. Flow (perm)			1611	1681	1699	1583	490	5085			5085	1551
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	0	0	1	54	5	54	146	1088	0	0	1009	43
RTOR Reduction (vph)	0	0	1	0	0	52	0	0	0	0	0	10
Lane Group Flow (vph)	0	0	0	29	30	2	146	1088	0	0	1009	33
Confl. Peds. (#/hr)									1	1		
Confl. Bikes (#/hr)												1
Turn Type			Perm	Perm	NA	Perm	pm+pt	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases			4	8		8	2					6
Actuated Green, G (s)			6.0	6.0	6.0	6.0	107.7	102.1			100.4	100.4
Effective Green, g (s)			6.0	6.0	6.0	6.0	107.7	102.1			100.4	100.4
Actuated g/C Ratio			0.05	0.05	0.05	0.05	0.83	0.79			0.77	0.77
Clearance Time (s)			6.0	6.0	6.0	6.0	6.0	6.0			6.0	6.0
Vehicle Extension (s)			2.0	2.0	2.0	2.0	1.5	0.2			0.2	0.2
Lane Grp Cap (vph)			74	77	78	73	461	3993			3927	1197
v/s Ratio Prot							c0.01	0.21			0.20	
v/s Ratio Perm			0.00	0.02	0.02	0.00	c0.25					0.02
v/c Ratio			0.00	0.38	0.38	0.03	0.32	0.27			0.26	0.03
Uniform Delay, d1			59.1	60.2	60.2	59.2	2.1	3.8			4.2	3.4
Progression Factor			1.00	1.00	1.00	1.00	1.00	0.47			1.00	1.00
Incremental Delay, d2			0.0	1.1	1.1	0.1	0.1	0.2			0.2	0.0
Delay (s)			59.1	61.3	61.4	59.3	2.3	1.9			4.4	3.5
Level of Service			E	E	E	E	A	A			A	A
Approach Delay (s)		59.1			60.4			2.0			4.3	
Approach LOS		E			E			A			A	
Intersection Summary												
HCM 2000 Control Delay			5.8									A
HCM 2000 Volume to Capacity ratio			0.32									
Actuated Cycle Length (s)			130.0								18.0	
Intersection Capacity Utilization			42.6%									A
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

103: SR A1A & Alexander Towers

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	0	0	9	0	0	0	0	916	16	19	850	0
Future Volume (Veh/h)	0	0	9	0	0	0	0	916	16	19	850	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	0	0	10	0	0	0	0	1065	19	22	988	0
Pedestrians		12			25			4			5	
Lane Width (ft)		12.0			0.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		1			0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								350			700	
pX, platoon unblocked	0.97	0.97	0.95	0.97	0.97	0.95	0.95			0.95		
vC, conflicting volume	1404	2153	345	1487	2144	394	1000			1109		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	957	1726	114	1042	1717	168	805			922		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	100	100	100	100			97		
cM capacity (veh/h)	197	82	855	170	83	799	763			698		
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	SB 4				
Volume Total	10	426	426	232	22	329	329	329				
Volume Left	0	0	0	0	22	0	0	0				
Volume Right	10	0	0	19	0	0	0	0				
cSH	855	1700	1700	1700	698	1700	1700	1700				
Volume to Capacity	0.01	0.25	0.25	0.14	0.03	0.19	0.19	0.19				
Queue Length 95th (ft)	1	0	0	0	2	0	0	0				
Control Delay (s)	9.3	0.0	0.0	0.0	10.3	0.0	0.0	0.0				
Lane LOS	A				B							
Approach Delay (s)	9.3	0.0			0.2							
Approach LOS	A											
Intersection Summary												
Average Delay			0.2									
Intersection Capacity Utilization			27.7%			ICU Level of Service			A			
Analysis Period (min)			15									

Timings

104: SR A1A & 3001 Residences



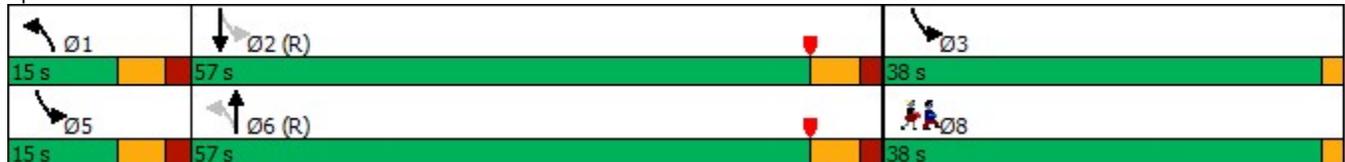
Lane Group	NBL	NBT	SBL	SBT	Ø3	Ø5	Ø8
Lane Configurations	↘	↑↑↑	↘	↑↑↑			
Traffic Volume (vph)	87	823	53	809			
Future Volume (vph)	87	823	53	809			
Turn Type	pm+pt	NA	pm+pt	NA			
Protected Phases	1	6	5 3	2	3	5	8
Permitted Phases	6		2				
Detector Phase	1	6	5 3	2			
Switch Phase							
Minimum Initial (s)	4.0	10.0		10.0	1.0	4.0	1.0
Minimum Split (s)	10.0	24.0		24.0	36.0	10.0	34.0
Total Split (s)	15.0	57.0		57.0	38.0	15.0	38.0
Total Split (%)	13.6%	51.8%		51.8%	35%	14%	35%
Yellow Time (s)	4.0	4.0		4.0	2.0	4.0	2.0
All-Red Time (s)	2.0	2.0		2.0	0.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0		0.0			
Total Lost Time (s)	6.0	6.0		6.0			
Lead/Lag	Lead	Lag		Lag		Lead	
Lead-Lag Optimize?	Yes	Yes		Yes		Yes	
Recall Mode	None	C-Max		C-Max	None	None	None
Act Effct Green (s)	85.1	81.4	94.6	76.8			
Actuated g/C Ratio	0.77	0.74	0.86	0.70			
v/c Ratio	0.22	0.26	0.10	0.27			
Control Delay	6.2	8.0	1.0	9.2			
Queue Delay	0.0	0.0	0.0	0.0			
Total Delay	6.2	8.0	1.0	9.2			
LOS	A	A	A	A			
Approach Delay		7.8		8.7			
Approach LOS		A		A			

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 90 (82%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.27
 Intersection Signal Delay: 8.3
 Intersection Capacity Utilization 30.6%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 104: SR A1A & 3001 Residences



Queues

104: SR A1A & 3001 Residences



Lane Group	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	101	976	62	948
v/c Ratio	0.22	0.26	0.10	0.27
Control Delay	6.2	8.0	1.0	9.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	6.2	8.0	1.0	9.2
Queue Length 50th (ft)	4	46	2	45
Queue Length 95th (ft)	44	157	3	165
Internal Link Dist (ft)		620		20
Turn Bay Length (ft)	200		190	
Base Capacity (vph)	507	3750	884	3545
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.20	0.26	0.07	0.27

Intersection Summary

HCM Signalized Intersection Capacity Analysis

104: SR A1A & 3001 Residences

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	87	823	16	53	809	6
Future Volume (vph)	0	0	0	0	0	0	87	823	16	53	809	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)							6.0	6.0		6.0	6.0	
Lane Util. Factor							1.00	0.91		1.00	0.91	
Frbp, ped/bikes							1.00	1.00		1.00	1.00	
Flpb, ped/bikes							1.00	1.00		1.00	1.00	
Frt							1.00	1.00		1.00	1.00	
Flt Protected							0.95	1.00		0.95	1.00	
Satd. Flow (prot)							1769	5067		1769	5079	
Flt Permitted							0.27	1.00		0.28	1.00	
Satd. Flow (perm)							509	5067		524	5079	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	0	0	0	0	0	0	101	957	19	62	941	7
RTOR Reduction (vph)	0	0	0	0	0	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	101	975	0	62	948	0
Confl. Peds. (#/hr)			11	11			11		14	14		11
Confl. Bikes (#/hr)			1						8			3
Turn Type							pm+pt	NA		pm+pt	NA	
Protected Phases							1	6		5	3	2
Permitted Phases							6			2		
Actuated Green, G (s)							84.4	78.7		95.7	76.4	
Effective Green, g (s)							84.4	78.7		93.7	76.4	
Actuated g/C Ratio							0.77	0.72		0.85	0.69	
Clearance Time (s)							6.0	6.0			6.0	
Vehicle Extension (s)							1.5	3.0			3.0	
Lane Grp Cap (vph)							455	3625		642	3527	
v/s Ratio Prot							c0.01	c0.19		c0.02	0.19	
v/s Ratio Perm							0.16			0.07		
v/c Ratio							0.22	0.27		0.10	0.27	
Uniform Delay, d1							3.3	5.5		1.4	6.3	
Progression Factor							1.00	1.00		1.00	1.00	
Incremental Delay, d2							0.1	0.2		0.0	0.2	
Delay (s)							3.4	5.7		1.4	6.5	
Level of Service							A	A		A	A	
Approach Delay (s)		0.0			0.0				5.5			6.2
Approach LOS		A			A				A			A
Intersection Summary												
HCM 2000 Control Delay			5.8				HCM 2000 Level of Service				A	
HCM 2000 Volume to Capacity ratio			0.25									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)				14.0	
Intersection Capacity Utilization			30.6%				ICU Level of Service				A	
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
 105: EB (Not Controlled by Signal)/WB (Not Controlled by Signal)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	15	0	823	0	0	809	0
Future Volume (Veh/h)	0	0	0	0	0	15	0	823	0	0	809	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	0	0	0	0	0	17	0	957	0	0	941	0
Pedestrians								11				
Lane Width (ft)								12.0				
Walking Speed (ft/s)								3.5				
Percent Blockage								1				
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								100				
pX, platoon unblocked	0.93	0.93		0.93	0.93	0.93				0.93		
vC, conflicting volume	1277	1898	325	1282	1898	319	941			957		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1051	1715	325	1056	1715	26	941			708		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	98	100			100		
cM capacity (veh/h)	166	83	664	166	83	976	724			828		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	0	17	319	319	319	314	314	314				
Volume Left	0	0	0	0	0	0	0	0				
Volume Right	0	17	0	0	0	0	0	0				
cSH	1700	976	1700	1700	1700	1700	1700	1700				
Volume to Capacity	0.00	0.02	0.19	0.19	0.19	0.18	0.18	0.18				
Queue Length 95th (ft)	0	1	0	0	0	0	0	0				
Control Delay (s)	0.0	8.8	0.0	0.0	0.0	0.0	0.0	0.0				
Lane LOS	A	A										
Approach Delay (s)	0.0	8.8	0.0			0.0						
Approach LOS	A	A										
Intersection Summary												
Average Delay			0.1									
Intersection Capacity Utilization			29.0%	ICU Level of Service	A							
Analysis Period (min)			15									

Future (2022) Total SYNCHRO Output

Timings

101: SR A1A & Diplomat Resort

	→	↘	↑	↗	↙	↓	Ø5	Ø8
Lane Group	EBT	EBR	NBT	NBR	SBL	SBT	Ø5	Ø8
Lane Configurations	↖	↗	↑↑↑	↗	↖	↑↑↑		
Traffic Volume (vph)	0	10	1071	133	125	1315		
Future Volume (vph)	0	10	1071	133	125	1315		
Turn Type	NA	Perm	NA	Perm	pm+pt	NA		
Protected Phases	4		2		1	6	5	8
Permitted Phases		4		2	6			
Detector Phase	4	4	2	2	1	6		
Switch Phase								
Minimum Initial (s)	6.0	6.0	7.0	7.0	4.0	7.0	4.0	6.0
Minimum Split (s)	43.0	43.0	28.0	28.0	10.0	28.0	12.0	43.0
Total Split (s)	45.0	45.0	65.0	65.0	20.0	65.0	20.0	45.0
Total Split (%)	34.6%	34.6%	50.0%	50.0%	15.4%	50.0%	15%	35%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag			Lag	Lag	Lead	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	10.9	10.9	94.9	94.9	100.8	94.6		
Actuated g/C Ratio	0.08	0.08	0.73	0.73	0.78	0.73		
v/c Ratio	0.04	0.06	0.31	0.13	0.34	0.38		
Control Delay	52.5	0.6	6.7	2.0	4.9	3.6		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1		
Total Delay	52.5	0.6	6.7	2.0	4.9	3.7		
LOS	D	A	A	A	A	A		
Approach Delay	18.9		6.2			3.8		
Approach LOS	B		A			A		

Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 81 (62%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.60

Intersection Signal Delay: 5.0

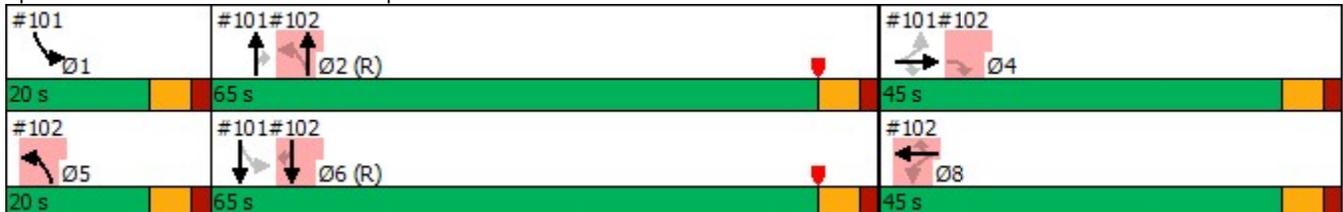
Intersection LOS: A

Intersection Capacity Utilization 71.1%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 101: SR A1A & Diplomat Resort



Queues

101: SR A1A & Diplomat Resort



Lane Group	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	6	11	1139	141	133	1399
v/c Ratio	0.04	0.06	0.31	0.13	0.34	0.38
Control Delay	52.5	0.6	6.7	2.0	4.9	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	52.5	0.6	6.7	2.0	4.9	3.7
Queue Length 50th (ft)	5	0	107	5	13	57
Queue Length 95th (ft)	18	0	159	28	23	63
Internal Link Dist (ft)	370		300			270
Turn Bay Length (ft)				145	105	
Base Capacity (vph)	529	487	3713	1089	490	3701
Starvation Cap Reductn	0	0	0	0	0	789
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.02	0.31	0.13	0.27	0.48

Intersection Summary

HCM Signalized Intersection Capacity Analysis

101: SR A1A & Diplomat Resort

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (vph)	6	0	10	0	0	0	0	1071	133	125	1315	0
Future Volume (vph)	6	0	10	0	0	0	0	1071	133	125	1315	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0					6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00	1.00					0.91	1.00	1.00	0.91	
Frbp, ped/bikes		1.00	0.91					1.00	0.92	1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00	1.00	1.00	1.00	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1766	1447					5085	1455	1766	5085	
Flt Permitted		0.95	1.00					1.00	1.00	0.23	1.00	
Satd. Flow (perm)		1766	1447					5085	1455	421	5085	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	6	0	11	0	0	0	0	1139	141	133	1399	0
RTOR Reduction (vph)	0	0	10	0	0	0	0	0	32	0	0	0
Lane Group Flow (vph)	0	6	1	0	0	0	0	1139	110	133	1399	0
Confl. Peds. (#/hr)	2		72	72		2	58		19	19		58
Confl. Bikes (#/hr)									13			
Turn Type	Perm	NA	Perm					NA	Perm	pm+pt	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4		4						2	6		
Actuated Green, G (s)		10.9	10.9					95.0	95.0	100.8	94.7	
Effective Green, g (s)		10.9	10.9					95.0	95.0	100.8	94.7	
Actuated g/C Ratio		0.08	0.08					0.73	0.73	0.78	0.73	
Clearance Time (s)		6.0	6.0					6.0	6.0	6.0	6.0	
Vehicle Extension (s)		2.0	2.0					0.2	0.2	1.5	0.2	
Lane Grp Cap (vph)		148	121					3715	1063	389	3704	
v/s Ratio Prot								0.22		c0.02	c0.28	
v/s Ratio Perm		0.00	0.00						0.08	0.25		
v/c Ratio		0.04	0.01					0.31	0.10	0.34	0.38	
Uniform Delay, d1		54.7	54.6					6.1	5.1	3.6	6.6	
Progression Factor		1.00	1.00					1.00	1.00	0.96	0.47	
Incremental Delay, d2		0.0	0.0					0.2	0.2	0.2	0.3	
Delay (s)		54.8	54.6					6.3	5.3	3.7	3.4	
Level of Service		D	D					A	A	A	A	
Approach Delay (s)		54.7			0.0			6.2			3.4	
Approach LOS		D			A			A			A	
Intersection Summary												
HCM 2000 Control Delay			5.0		HCM 2000 Level of Service				A			
HCM 2000 Volume to Capacity ratio			0.34									
Actuated Cycle Length (s)			130.0		Sum of lost time (s)				18.0			
Intersection Capacity Utilization			71.1%		ICU Level of Service				C			
Analysis Period (min)			15									
c Critical Lane Group												

Timings

102: SR A1A & Diplomat Landing

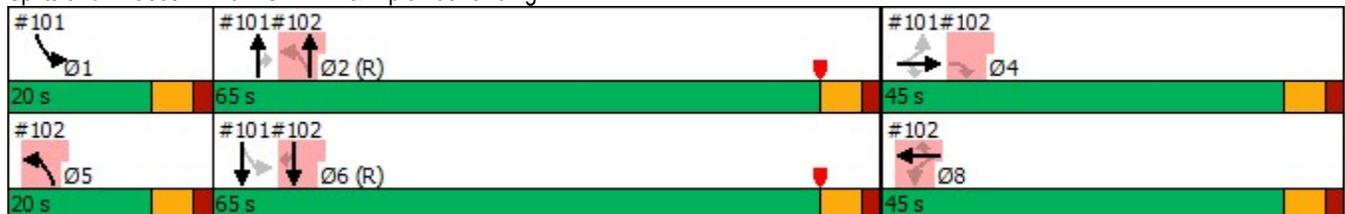


Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR	Ø1	Ø4
Lane Configurations									
Traffic Volume (vph)	107	50	53	130	973	1307	44		
Future Volume (vph)	107	50	53	130	973	1307	44		
Turn Type	Perm	NA	Perm	pm+pt	NA	NA	Perm		
Protected Phases		8		5	2	6		1	4
Permitted Phases	8		8	2			6		
Detector Phase	8	8	8	5	2	6	6		
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	4.0	7.0	7.0	7.0	4.0	6.0
Minimum Split (s)	43.0	43.0	43.0	12.0	28.0	28.0	28.0	10.0	43.0
Total Split (s)	45.0	45.0	45.0	20.0	65.0	65.0	65.0	20.0	45.0
Total Split (%)	34.6%	34.6%	34.6%	15.4%	50.0%	50.0%	50.0%	15%	35%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	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	6.0	6.0	6.0		
Lead/Lag				Lead	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	10.9	10.9	10.9	101.4	94.9	94.6	94.6		
Actuated g/C Ratio	0.08	0.08	0.08	0.78	0.73	0.73	0.73		
v/c Ratio	0.60	0.59	0.29	0.46	0.28	0.38	0.04		
Control Delay	73.8	72.8	9.9	13.2	2.1	7.5	0.7		
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0		
Total Delay	73.8	72.8	9.9	13.2	2.2	7.5	0.7		
LOS	E	E	A	B	A	A	A		
Approach Delay		57.2			3.5	7.3			
Approach LOS		E			A	A			

Intersection Summary

Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 81 (62%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay: 9.6	Intersection LOS: A
Intersection Capacity Utilization 52.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 102: SR A1A & Diplomat Landing



Queues

102: SR A1A & Diplomat Landing



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	84	86	58	141	1058	1421	48
v/c Ratio	0.60	0.59	0.29	0.46	0.28	0.38	0.04
Control Delay	73.8	72.8	9.9	13.2	2.1	7.5	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	73.8	72.8	9.9	13.2	2.2	7.5	0.7
Queue Length 50th (ft)	72	74	0	10	21	144	0
Queue Length 95th (ft)	127	128	28	45	25	216	6
Internal Link Dist (ft)		348			270	270	
Turn Bay Length (ft)				100			135
Base Capacity (vph)	504	521	528	403	3713	3701	1100
Starvation Cap Reductn	0	0	0	0	1214	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.17	0.11	0.35	0.42	0.38	0.04

Intersection Summary

HCM Signalized Intersection Capacity Analysis

102: SR A1A & Diplomat Landing

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	0	0	0	107	50	53	130	973	0	0	1307	44	
Future Volume (vph)	0	0	0	107	50	53	130	973	0	0	1307	44	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)				6.0	6.0	6.0	6.0	6.0			6.0	6.0	
Lane Util. Factor				0.95	0.95	1.00	1.00	0.91			0.91	1.00	
Frbp, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	0.94	
Flpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	1.00	
Frt				1.00	1.00	0.85	1.00	1.00			1.00	0.85	
Flt Protected				0.95	0.98	1.00	0.95	1.00			1.00	1.00	
Satd. Flow (prot)				1681	1737	1583	1769	5085			5085	1492	
Flt Permitted				0.95	0.98	1.00	0.16	1.00			1.00	1.00	
Satd. Flow (perm)				1681	1737	1583	298	5085			5085	1492	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	0	0	0	116	54	58	141	1058	0	0	1421	48	
RTOR Reduction (vph)	0	0	0	0	0	53	0	0	0	0	0	13	
Lane Group Flow (vph)	0	0	0	84	86	5	141	1058	0	0	1421	35	
Confl. Peds. (#/hr)							10		27	27		10	
Confl. Bikes (#/hr)									7			18	
Turn Type			Perm	Perm	NA	Perm	pm+pt	NA			NA	Perm	
Protected Phases					8		5	2			6		
Permitted Phases			4	8		8	2					6	
Actuated Green, G (s)				10.9	10.9	10.9	101.4	95.0			94.7	94.7	
Effective Green, g (s)				10.9	10.9	10.9	101.4	95.0			94.7	94.7	
Actuated g/C Ratio				0.08	0.08	0.08	0.78	0.73			0.73	0.73	
Clearance Time (s)				6.0	6.0	6.0	6.0	6.0			6.0	6.0	
Vehicle Extension (s)				2.0	2.0	2.0	1.5	0.2			0.2	0.2	
Lane Grp Cap (vph)				140	145	132	304	3715			3704	1086	
v/s Ratio Prot							c0.02	0.21			0.28		
v/s Ratio Perm				c0.05	0.05	0.00	c0.34					0.02	
v/c Ratio				0.60	0.59	0.04	0.46	0.28			0.38	0.03	
Uniform Delay, d1				57.4	57.4	54.7	3.9	5.9			6.7	4.9	
Progression Factor				1.00	1.00	1.00	2.95	0.30			1.00	1.00	
Incremental Delay, d2				4.6	4.3	0.0	0.4	0.2			0.3	0.1	
Delay (s)				62.0	61.7	54.8	12.0	2.0			7.0	5.0	
Level of Service				E	E	D	B	A			A	A	
Approach Delay (s)		0.0			60.0			3.1			6.9		
Approach LOS		A			E			A			A		
Intersection Summary													
HCM 2000 Control Delay			9.5		HCM 2000 Level of Service						A		
HCM 2000 Volume to Capacity ratio			0.48										
Actuated Cycle Length (s)			130.0		Sum of lost time (s)						18.0		
Intersection Capacity Utilization			52.5%		ICU Level of Service						A		
Analysis Period (min)			15										
c Critical Lane Group													

HCM Unsignalized Intersection Capacity Analysis

103: SR A1A & Alexander Towers

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	0	0	11	0	0	0	0	946	5	43	1335	0
Future Volume (Veh/h)	0	0	11	0	0	0	0	946	5	43	1335	0
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	12	0	0	0	0	1028	5	47	1451	0
Pedestrians	8			60								
Lane Width (ft)	12.0			0.0								
Walking Speed (ft/s)	3.5			3.5								
Percent Blockage	1			0								
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)							350			700		
pX, platoon unblocked	0.94	0.94	0.91	0.94	0.94	0.94	0.91				0.94	
vC, conflicting volume	1896	2646	492	1680	2644	405	1459				1093	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1283	2079	100	1054	2076	128	1162				862	
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	100	100	99	100	100	100	100				94	
cM capacity (veh/h)	108	46	846	158	46	842	540				727	
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	SB 4				
Volume Total	12	411	411	211	47	484	484	484				
Volume Left	0	0	0	0	47	0	0	0				
Volume Right	12	0	0	5	0	0	0	0				
cSH	846	1700	1700	1700	727	1700	1700	1700				
Volume to Capacity	0.01	0.24	0.24	0.12	0.06	0.28	0.28	0.28				
Queue Length 95th (ft)	1	0	0	0	5	0	0	0				
Control Delay (s)	9.3	0.0	0.0	0.0	10.3	0.0	0.0	0.0				
Lane LOS	A			B								
Approach Delay (s)	9.3	0.0	0.3									
Approach LOS	A											
Intersection Summary												
Average Delay			0.2									
Intersection Capacity Utilization			35.8%		ICU Level of Service				A			
Analysis Period (min)			15									

Timings

104: SR A1A & 3001 Residences

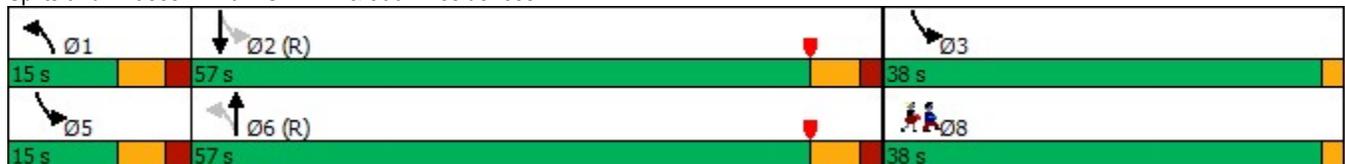


Lane Group	NBL	NBT	SBL	SBT	Ø3	Ø5	Ø8
Lane Configurations	↖	↑↑↑	↖	↑↑↑			
Traffic Volume (vph)	107	885	57	1242			
Future Volume (vph)	107	885	57	1242			
Turn Type	pm+pt	NA	pm+pt	NA			
Protected Phases	1	6	5 3	2	3	5	8
Permitted Phases	6		2				
Detector Phase	1	6	5 3	2			
Switch Phase							
Minimum Initial (s)	4.0	10.0		10.0	1.0	4.0	1.0
Minimum Split (s)	10.0	24.0		24.0	36.0	10.0	34.0
Total Split (s)	15.0	57.0		57.0	38.0	15.0	38.0
Total Split (%)	13.6%	51.8%		51.8%	35%	14%	35%
Yellow Time (s)	4.0	4.0		4.0	2.0	4.0	2.0
All-Red Time (s)	2.0	2.0		2.0	0.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0		0.0			
Total Lost Time (s)	6.0	6.0		6.0			
Lead/Lag	Lead	Lag		Lag		Lead	
Lead-Lag Optimize?	Yes	Yes		Yes		Yes	
Recall Mode	None	C-Max		C-Max	None	None	None
Act Effct Green (s)	85.3	81.4	94.4	76.6			
Actuated g/C Ratio	0.78	0.74	0.86	0.70			
v/c Ratio	0.33	0.25	0.09	0.37			
Control Delay	7.7	7.9	1.0	10.2			
Queue Delay	0.0	0.0	0.0	0.0			
Total Delay	7.7	7.9	1.0	10.2			
LOS	A	A	A	B			
Approach Delay		7.9		9.8			
Approach LOS		A		A			

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 90 (82%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.37
 Intersection Signal Delay: 9.0
 Intersection Capacity Utilization 39.9%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 104: SR A1A & 3001 Residences



Queues

104: SR A1A & 3001 Residences



Lane Group	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	111	936	59	1295
v/c Ratio	0.33	0.25	0.09	0.37
Control Delay	7.7	7.9	1.0	10.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	7.7	7.9	1.0	10.2
Queue Length 50th (ft)	4	44	2	68
Queue Length 95th (ft)	50	158	4	256
Internal Link Dist (ft)		130		20
Turn Bay Length (ft)	200		190	
Base Capacity (vph)	382	3753	895	3539
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.29	0.25	0.07	0.37

Intersection Summary

HCM Signalized Intersection Capacity Analysis

104: SR A1A & 3001 Residences

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	107	885	13	57	1242	1
Future Volume (vph)	0	0	0	0	0	0	107	885	13	57	1242	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)							6.0	6.0		6.0	6.0	
Lane Util. Factor							1.00	0.91		1.00	0.91	
Frbp, ped/bikes							1.00	1.00		1.00	1.00	
Flpb, ped/bikes							1.00	1.00		1.00	1.00	
Frt							1.00	1.00		1.00	1.00	
Flt Protected							0.95	1.00		0.95	1.00	
Satd. Flow (prot)							1769	5069		1766	5085	
Flt Permitted							0.18	1.00		0.29	1.00	
Satd. Flow (perm)							334	5069		545	5085	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	0	0	0	0	0	111	922	14	59	1294	1
RTOR Reduction (vph)	0	0	0	0	0	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	111	935	0	59	1295	0
Confl. Peds. (#/hr)			13	13			11		53	53		11
Confl. Bikes (#/hr)			1						10			22
Turn Type							pm+pt	NA		pm+pt	NA	
Protected Phases							1	6		5	3	2
Permitted Phases							6			2		
Actuated Green, G (s)							84.6	78.7		95.5	76.2	
Effective Green, g (s)							84.6	78.7		93.5	76.2	
Actuated g/C Ratio							0.77	0.72		0.85	0.69	
Clearance Time (s)							6.0	6.0			6.0	
Vehicle Extension (s)							1.5	3.0			3.0	
Lane Grp Cap (vph)							333	3626		655	3522	
v/s Ratio Prot							c0.02	0.18		c0.01	c0.25	
v/s Ratio Perm							0.24			0.06		
v/c Ratio							0.33	0.26		0.09	0.37	
Uniform Delay, d1							3.6	5.5		1.4	7.0	
Progression Factor							1.00	1.00		1.00	1.00	
Incremental Delay, d2							0.2	0.2		0.0	0.3	
Delay (s)							3.8	5.6		1.4	7.3	
Level of Service							A	A		A	A	
Approach Delay (s)		0.0			0.0				5.4			7.0
Approach LOS		A			A				A			A
Intersection Summary												
HCM 2000 Control Delay			6.3				HCM 2000 Level of Service				A	
HCM 2000 Volume to Capacity ratio			0.32									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)				14.0	
Intersection Capacity Utilization			39.9%				ICU Level of Service				A	
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
 105: EB (Not Controlled by Signal)/WB (Not Controlled by Signal)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	0	10	0	0	25	0	885	0	0	1242	0
Future Volume (Veh/h)	10	0	10	0	0	25	0	885	0	0	1242	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	10	0	10	0	0	26	0	922	0	0	1294	0
Pedestrians								13				
Lane Width (ft)								12.0				
Walking Speed (ft/s)								3.5				
Percent Blockage								1				
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								100				
pX, platoon unblocked	0.94	0.94		0.94	0.94	0.94				0.94		
vC, conflicting volume	1627	2216	444	1376	2216	307	1294			922		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1437	2065	444	1169	2065	29	1294			685		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	88	100	98	100	100	97	100			100		
cM capacity (veh/h)	86	51	554	135	51	974	531			848		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	20	26	307	307	307	431	431	431				
Volume Left	10	0	0	0	0	0	0	0				
Volume Right	10	26	0	0	0	0	0	0				
cSH	148	974	1700	1700	1700	1700	1700	1700				
Volume to Capacity	0.13	0.03	0.18	0.18	0.18	0.25	0.25	0.25				
Queue Length 95th (ft)	11	2	0	0	0	0	0	0				
Control Delay (s)	33.0	8.8	0.0	0.0	0.0	0.0	0.0	0.0				
Lane LOS	D	A										
Approach Delay (s)	33.0	8.8	0.0			0.0						
Approach LOS	D	A										
Intersection Summary												
Average Delay			0.4									
Intersection Capacity Utilization			37.5%	ICU Level of Service					A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

201: SR A1A & Driveway 1 (Exit Only)



Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations		↗		↑↑↑	↑↑↑		
Traffic Volume (veh/h)	0	54	0	0	1223	0	
Future Volume (Veh/h)	0	54	0	0	1223	0	
Sign Control	Stop			Free	Free		
Grade	0%			0%	0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	0	59	0	0	1329	0	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type				None	None		
Median storage (veh)							
Upstream signal (ft)				560	490		
pX, platoon unblocked	0.90	0.90	0.90				
vC, conflicting volume	1329	443	1329				
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	986	5	986				
tC, single (s)	6.8	6.9	4.1				
tC, 2 stage (s)							
tF (s)	3.5	3.3	2.2				
p0 queue free %	100	94	100				
cM capacity (veh/h)	221	972	628				
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	59	0	0	0	443	443	443
Volume Left	0	0	0	0	0	0	0
Volume Right	59	0	0	0	0	0	0
cSH	972	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.06	0.00	0.00	0.00	0.26	0.26	0.26
Queue Length 95th (ft)	5	0	0	0	0	0	0
Control Delay (s)	8.9	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	A						
Approach Delay (s)	8.9	0.0			0.0		
Approach LOS	A						
Intersection Summary							
Average Delay			0.4				
Intersection Capacity Utilization			33.6%	ICU Level of Service	A		
Analysis Period (min)			15				

Timings

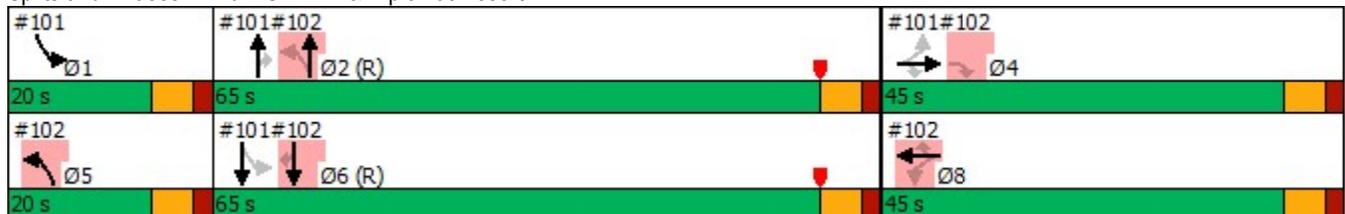
101: SR A1A & Diplomat Resort

	→	↘	↑	↗	↙	↓	Ø5	Ø8
Lane Group	EBT	EBR	NBT	NBR	SBL	SBT	Ø5	Ø8
Lane Configurations	↕	↗	↑↑↑	↗	↙	↑↑↑		
Traffic Volume (vph)	1	20	804	63	52	888		
Future Volume (vph)	1	20	804	63	52	888		
Turn Type	NA	Perm	NA	Perm	pm+pt	NA		
Protected Phases	4		2		1	6	5	8
Permitted Phases		4		2	6			
Detector Phase	4	4	2	2	1	6		
Switch Phase								
Minimum Initial (s)	6.0	6.0	7.0	7.0	4.0	7.0	4.0	6.0
Minimum Split (s)	43.0	43.0	28.0	28.0	10.0	28.0	12.0	43.0
Total Split (s)	45.0	45.0	65.0	65.0	20.0	65.0	20.0	45.0
Total Split (%)	34.6%	34.6%	50.0%	50.0%	15.4%	50.0%	15%	35%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag			Lag	Lag	Lead	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	7.4	7.4	105.5	105.5	108.0	105.3		
Actuated g/C Ratio	0.06	0.06	0.81	0.81	0.83	0.81		
v/c Ratio	0.11	0.15	0.23	0.07	0.13	0.26		
Control Delay	59.3	2.1	4.0	1.0	1.8	2.3		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1		
Total Delay	59.3	2.1	4.0	1.0	1.8	2.4		
LOS	E	A	A	A	A	A		
Approach Delay	20.1		3.8			2.4		
Approach LOS	C		A			A		

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 1 (1%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.36
 Intersection Signal Delay: 3.3
 Intersection Capacity Utilization 63.5%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 101: SR A1A & Diplomat Resort



Queues

101: SR A1A & Diplomat Resort



Lane Group	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	11	24	957	75	62	1057
v/c Ratio	0.11	0.15	0.23	0.07	0.13	0.26
Control Delay	59.3	2.1	4.0	1.0	1.8	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	59.3	2.1	4.0	1.0	1.8	2.4
Queue Length 50th (ft)	9	0	70	0	4	39
Queue Length 95th (ft)	27	0	90	10	9	42
Internal Link Dist (ft)	370		300			270
Turn Bay Length (ft)				145	105	
Base Capacity (vph)	534	495	4125	1134	586	4120
Starvation Cap Reductn	0	0	0	0	0	1517
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.05	0.23	0.07	0.11	0.41

Intersection Summary

HCM Signalized Intersection Capacity Analysis

101: SR A1A & Diplomat Resort

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (vph)	8	1	20	0	0	0	0	804	63	52	888	0
Future Volume (vph)	8	1	20	0	0	0	0	804	63	52	888	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0					6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00	1.00					0.91	1.00	1.00	0.91	
Frbp, ped/bikes		1.00	0.93					1.00	0.87	1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00	1.00	0.99	1.00	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.96	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1782	1473					5085	1385	1758	5085	
Flt Permitted		0.96	1.00					1.00	1.00	0.28	1.00	
Satd. Flow (perm)		1782	1473					5085	1385	527	5085	
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	10	1	24	0	0	0	0	957	75	62	1057	0
RTOR Reduction (vph)	0	0	23	0	0	0	0	0	16	0	0	0
Lane Group Flow (vph)	0	11	1	0	0	0	0	957	59	62	1057	0
Confl. Peds. (#/hr)			56	56			43		35	35		43
Confl. Bikes (#/hr)									10			2
Turn Type	Perm	NA	Perm					NA	Perm	pm+pt	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4		4						2	6		
Actuated Green, G (s)		6.2	6.2					101.9	101.9	105.7	101.8	
Effective Green, g (s)		6.2	6.2					101.9	101.9	105.7	101.8	
Actuated g/C Ratio		0.05	0.05					0.78	0.78	0.81	0.78	
Clearance Time (s)		6.0	6.0					6.0	6.0	6.0	6.0	
Vehicle Extension (s)		2.0	2.0					0.2	0.2	1.5	0.2	
Lane Grp Cap (vph)		84	70					3985	1085	465	3981	
v/s Ratio Prot								0.19		c0.00	c0.21	
v/s Ratio Perm		0.01	0.00						0.04	0.10		
v/c Ratio		0.13	0.02					0.24	0.05	0.13	0.27	
Uniform Delay, d1		59.3	59.0					3.7	3.2	2.4	3.9	
Progression Factor		1.00	1.00					1.00	1.00	0.67	0.54	
Incremental Delay, d2		0.3	0.0					0.1	0.1	0.0	0.2	
Delay (s)		59.6	59.0					3.9	3.3	1.6	2.3	
Level of Service		E	E					A	A	A	A	
Approach Delay (s)		59.2			0.0			3.8			2.2	
Approach LOS		E			A			A			A	
Intersection Summary												
HCM 2000 Control Delay			3.9		HCM 2000 Level of Service				A			
HCM 2000 Volume to Capacity ratio			0.25									
Actuated Cycle Length (s)			130.0		Sum of lost time (s)				18.0			
Intersection Capacity Utilization			63.5%		ICU Level of Service				B			
Analysis Period (min)			15									
c Critical Lane Group												

Timings

102: SR A1A & Diplomat Landing

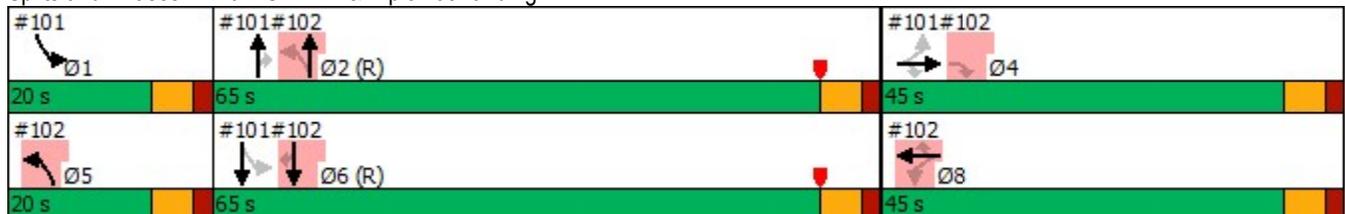


Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR	Ø1	Ø4
Lane Configurations									
Traffic Volume (vph)	55	1	49	64	780	858	6		
Future Volume (vph)	55	1	49	64	780	858	6		
Turn Type	Perm	NA	Perm	pm+pt	NA	NA	Perm		
Protected Phases		8		5	2	6		1	4
Permitted Phases	8		8	2			6		
Detector Phase	8	8	8	5	2	6	6		
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	4.0	7.0	7.0	7.0	4.0	6.0
Minimum Split (s)	43.0	43.0	43.0	12.0	28.0	28.0	28.0	10.0	43.0
Total Split (s)	45.0	45.0	45.0	20.0	65.0	65.0	65.0	20.0	45.0
Total Split (%)	34.6%	34.6%	34.6%	15.4%	50.0%	50.0%	50.0%	15%	35%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	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	6.0	6.0	6.0		
Lead/Lag				Lead	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	7.4	7.4	7.4	108.3	105.5	105.3	105.3		
Actuated g/C Ratio	0.06	0.06	0.06	0.83	0.81	0.81	0.81		
v/c Ratio	0.34	0.34	0.36	0.16	0.22	0.24	0.01		
Control Delay	68.1	68.1	13.3	1.8	1.6	4.1	0.0		
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0		
Total Delay	68.1	68.1	13.3	1.8	1.7	4.1	0.0		
LOS	E	E	B	A	A	A	A		
Approach Delay		42.5			1.7	4.1			
Approach LOS		D			A	A			

Intersection Summary

Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 1 (1%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.36	
Intersection Signal Delay: 5.2	Intersection LOS: A
Intersection Capacity Utilization 45.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 102: SR A1A & Diplomat Landing



Queues

102: SR A1A & Diplomat Landing



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	33	33	58	75	918	1009	7
v/c Ratio	0.34	0.34	0.36	0.16	0.22	0.24	0.01
Control Delay	68.1	68.1	13.3	1.8	1.6	4.1	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	68.1	68.1	13.3	1.8	1.7	4.1	0.0
Queue Length 50th (ft)	28	28	0	4	20	76	0
Queue Length 95th (ft)	62	62	23	7	21	98	0
Internal Link Dist (ft)		348			270	270	
Turn Bay Length (ft)				100			135
Base Capacity (vph)	504	506	520	568	4125	4120	1229
Starvation Cap Reductn	0	0	0	0	1639	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.07	0.11	0.13	0.37	0.24	0.01
Intersection Summary							

HCM Signalized Intersection Capacity Analysis

102: SR A1A & Diplomat Landing

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	0	0	0	55	1	49	64	780	0	0	858	6	
Future Volume (vph)	0	0	0	55	1	49	64	780	0	0	858	6	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)				6.0	6.0	6.0	6.0	6.0			6.0	6.0	
Lane Util. Factor				0.95	0.95	1.00	1.00	0.91			0.91	1.00	
Frbp, ped/bikes				1.00	1.00	0.98	1.00	1.00			1.00	0.95	
Flpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	1.00	
Frt				1.00	1.00	0.85	1.00	1.00			1.00	0.85	
Flt Protected				0.95	0.95	1.00	0.95	1.00			1.00	1.00	
Satd. Flow (prot)				1681	1688	1550	1767	5085			5085	1505	
Flt Permitted				0.95	0.95	1.00	0.27	1.00			1.00	1.00	
Satd. Flow (perm)				1681	1688	1550	499	5085			5085	1505	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	
Adj. Flow (vph)	0	0	0	65	1	58	75	918	0	0	1009	7	
RTOR Reduction (vph)	0	0	0	0	0	55	0	0	0	0	0	2	
Lane Group Flow (vph)	0	0	0	33	33	3	75	918	0	0	1009	5	
Confl. Peds. (#/hr)						4	9		15	15		9	
Confl. Bikes (#/hr)						1			4			8	
Turn Type			Perm	Perm	NA	Perm	pm+pt	NA			NA	Perm	
Protected Phases					8		5	2			6		
Permitted Phases			4	8		8	2					6	
Actuated Green, G (s)				6.2	6.2	6.2	105.9	101.9			101.8	101.8	
Effective Green, g (s)				6.2	6.2	6.2	105.9	101.9			101.8	101.8	
Actuated g/C Ratio				0.05	0.05	0.05	0.81	0.78			0.78	0.78	
Clearance Time (s)				6.0	6.0	6.0	6.0	6.0			6.0	6.0	
Vehicle Extension (s)				2.0	2.0	2.0	1.5	0.2			0.2	0.2	
Lane Grp Cap (vph)				80	80	73	445	3985			3981	1178	
v/s Ratio Prot							c0.01	0.18			c0.20		
v/s Ratio Perm				c0.02	0.02	0.00	0.13					0.00	
v/c Ratio				0.41	0.41	0.04	0.17	0.23			0.25	0.00	
Uniform Delay, d1				60.1	60.1	59.1	2.3	3.7			3.8	3.1	
Progression Factor				1.00	1.00	1.00	0.58	0.38			1.00	1.00	
Incremental Delay, d2				1.3	1.3	0.1	0.1	0.1			0.2	0.0	
Delay (s)				61.4	61.4	59.1	1.4	1.5			4.0	3.1	
Level of Service				E	E	E	A	A			A	A	
Approach Delay (s)		0.0			60.3			1.5			4.0		
Approach LOS		A			E			A			A		
Intersection Summary													
HCM 2000 Control Delay			6.1		HCM 2000 Level of Service						A		
HCM 2000 Volume to Capacity ratio			0.26										
Actuated Cycle Length (s)			130.0		Sum of lost time (s)						18.0		
Intersection Capacity Utilization			45.1%		ICU Level of Service						A		
Analysis Period (min)			15										
c Critical Lane Group													

HCM Unsignalized Intersection Capacity Analysis

103: SR A1A & Alexander Towers

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	0	0	18	0	0	0	0	781	18	70	844	0
Future Volume (Veh/h)	0	0	18	0	0	0	0	781	18	70	844	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	0	0	20	0	0	0	0	858	20	77	927	0
Pedestrians		11			32							
Lane Width (ft)		12.0			0.0							
Walking Speed (ft/s)		3.5			3.5							
Percent Blockage		1			0							
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								350			700	
pX, platoon unblocked	0.98	0.98	0.97	0.98	0.98	0.96	0.97			0.96		
vC, conflicting volume	1378	2002	320	1383	1992	328	938			910		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1114	1753	203	1119	1743	166	838			771		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	97	100	100	100	100			90		
cM capacity (veh/h)	145	74	774	141	75	817	762			808		
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	SB 4				
Volume Total	20	343	343	192	77	309	309	309				
Volume Left	0	0	0	0	77	0	0	0				
Volume Right	20	0	0	20	0	0	0	0				
cSH	774	1700	1700	1700	808	1700	1700	1700				
Volume to Capacity	0.03	0.20	0.20	0.11	0.10	0.18	0.18	0.18				
Queue Length 95th (ft)	2	0	0	0	8	0	0	0				
Control Delay (s)	9.8	0.0	0.0	0.0	9.9	0.0	0.0	0.0				
Lane LOS	A				A							
Approach Delay (s)	9.8	0.0			0.8							
Approach LOS	A											
Intersection Summary												
Average Delay			0.5									
Intersection Capacity Utilization			26.3%			ICU Level of Service			A			
Analysis Period (min)			15									

Timings

104: SR A1A & 3001 Residences

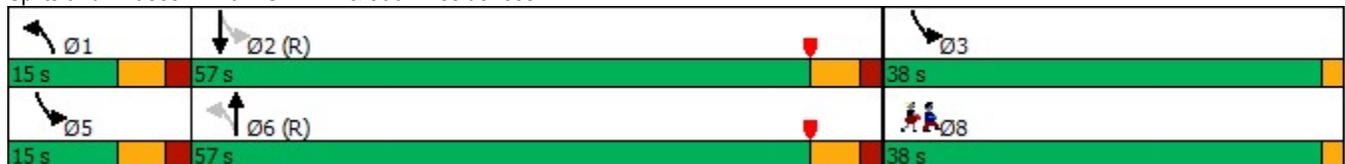


Lane Group	NBL	NBT	SBL	SBT	Ø3	Ø5	Ø8
Lane Configurations	↗	↑↑↑	↖	↑↑↑			
Traffic Volume (vph)	130	714	45	793			
Future Volume (vph)	130	714	45	793			
Turn Type	pm+pt	NA	pm+pt	NA			
Protected Phases	1	6	5 3	2	3	5	8
Permitted Phases	6		2				
Detector Phase	1	6	5 3	2			
Switch Phase							
Minimum Initial (s)	4.0	10.0		10.0	1.0	4.0	1.0
Minimum Split (s)	10.0	24.0		24.0	36.0	10.0	34.0
Total Split (s)	15.0	57.0		57.0	38.0	15.0	38.0
Total Split (%)	13.6%	51.8%		51.8%	35%	14%	35%
Yellow Time (s)	4.0	4.0		4.0	2.0	4.0	2.0
All-Red Time (s)	2.0	2.0		2.0	0.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0		0.0			
Total Lost Time (s)	6.0	6.0		6.0			
Lead/Lag	Lead	Lag		Lag		Lead	
Lead-Lag Optimize?	Yes	Yes		Yes		Yes	
Recall Mode	None	C-Max		C-Max	None	None	None
Act Effct Green (s)	85.9	81.5	93.9	76.1			
Actuated g/C Ratio	0.78	0.74	0.85	0.69			
v/c Ratio	0.29	0.22	0.07	0.25			
Control Delay	6.5	7.7	1.0	9.5			
Queue Delay	0.0	0.0	0.0	0.0			
Total Delay	6.5	7.7	1.0	9.5			
LOS	A	A	A	A			
Approach Delay		7.5		9.1			
Approach LOS		A		A			

Intersection Summary

Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 90 (82%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.29	
Intersection Signal Delay: 8.3	Intersection LOS: A
Intersection Capacity Utilization 32.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 104: SR A1A & 3001 Residences



Queues

104: SR A1A & 3001 Residences



Lane Group	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	144	824	50	882
v/c Ratio	0.29	0.22	0.07	0.25
Control Delay	6.5	7.7	1.0	9.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	6.5	7.7	1.0	9.5
Queue Length 50th (ft)	5	37	2	42
Queue Length 95th (ft)	63	136	4	167
Internal Link Dist (ft)		180		20
Turn Bay Length (ft)	200		190	
Base Capacity (vph)	535	3741	934	3516
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.27	0.22	0.05	0.25
Intersection Summary				

HCM Signalized Intersection Capacity Analysis

104: SR A1A & 3001 Residences

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	130	714	28	45	793	1
Future Volume (vph)	0	0	0	0	0	0	130	714	28	45	793	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)							6.0	6.0		6.0	6.0	
Lane Util. Factor							1.00	0.91		1.00	0.91	
Frbp, ped/bikes							1.00	1.00		1.00	1.00	
Flpb, ped/bikes							1.00	1.00		1.00	1.00	
Frt							1.00	0.99		1.00	1.00	
Flt Protected							0.95	1.00		0.95	1.00	
Satd. Flow (prot)							1769	5049		1767	5084	
Flt Permitted							0.29	1.00		0.33	1.00	
Satd. Flow (perm)							544	5049		612	5084	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	0	0	0	144	793	31	50	881	1
RTOR Reduction (vph)	0	0	0	0	0	0	0	2	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	144	822	0	50	882	0
Confl. Peds. (#/hr)	1		13	13		1	10		23	23		10
Confl. Bikes (#/hr)									5			8
Turn Type							pm+pt	NA		pm+pt	NA	
Protected Phases							1	6		5	3	2
Permitted Phases							6			2		
Actuated Green, G (s)							85.1	78.7		95.0	75.7	
Effective Green, g (s)							85.1	78.7		93.0	75.7	
Actuated g/C Ratio							0.77	0.72		0.85	0.69	
Clearance Time (s)							6.0	6.0			6.0	
Vehicle Extension (s)							1.5	3.0			3.0	
Lane Grp Cap (vph)							492	3612		699	3498	
v/s Ratio Prot							c0.02	0.16		c0.01	0.17	
v/s Ratio Perm							c0.21			0.05		
v/c Ratio							0.29	0.23		0.07	0.25	
Uniform Delay, d1							3.2	5.3		1.4	6.5	
Progression Factor							1.00	1.00		1.00	1.00	
Incremental Delay, d2							0.1	0.1		0.0	0.2	
Delay (s)							3.3	5.5		1.4	6.6	
Level of Service							A	A		A	A	
Approach Delay (s)		0.0			0.0			5.1			6.4	
Approach LOS		A			A			A			A	
Intersection Summary												
HCM 2000 Control Delay			5.7				HCM 2000 Level of Service				A	
HCM 2000 Volume to Capacity ratio			0.27									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)				14.0	
Intersection Capacity Utilization			32.5%				ICU Level of Service				A	
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
 105: EB (Not Controlled by Signal)/WB (Not Controlled by Signal)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	10	0	0	26	0	714	0	0	793	0
Future Volume (Veh/h)	0	0	10	0	0	26	0	714	0	0	793	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	11	0	0	29	0	793	0	0	881	0
Pedestrians								13				
Lane Width (ft)								12.0				
Walking Speed (ft/s)								3.5				
Percent Blockage								1				
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								100				
pX, platoon unblocked	0.95	0.95		0.95	0.95	0.95				0.95		
vC, conflicting volume	1174	1674	307	1111	1674	264	881			793		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	991	1518	307	924	1518	31	881			589		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	98	100	100	97	100			100		
cM capacity (veh/h)	184	112	681	207	112	982	763			931		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	11	29	264	264	264	294	294	294				
Volume Left	0	0	0	0	0	0	0	0				
Volume Right	11	29	0	0	0	0	0	0				
cSH	681	982	1700	1700	1700	1700	1700	1700				
Volume to Capacity	0.02	0.03	0.16	0.16	0.16	0.17	0.17	0.17				
Queue Length 95th (ft)	1	2	0	0	0	0	0	0				
Control Delay (s)	10.4	8.8	0.0	0.0	0.0	0.0	0.0	0.0				
Lane LOS	B	A										
Approach Delay (s)	10.4	8.8	0.0			0.0						
Approach LOS	B	A										
Intersection Summary												
Average Delay			0.2									
Intersection Capacity Utilization			34.0%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

201: SR A1A & Driveway 1 (Exit Only)



Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations		↗		↑↑↑	↑↑↑		
Traffic Volume (veh/h)	0	94	0	0	761	0	
Future Volume (Veh/h)	0	94	0	0	761	0	
Sign Control	Stop			Free		Free	
Grade	0%			0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	0	102	0	0	827	0	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type				None	None		
Median storage (veh)							
Upstream signal (ft)				600	450		
pX, platoon unblocked	0.95	0.95	0.95				
vC, conflicting volume	827	276	827				
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	635	54	635				
tC, single (s)	6.8	6.9	4.1				
tC, 2 stage (s)							
tF (s)	3.5	3.3	2.2				
p0 queue free %	100	89	100				
cM capacity (veh/h)	391	951	897				
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	102	0	0	0	276	276	276
Volume Left	0	0	0	0	0	0	0
Volume Right	102	0	0	0	0	0	0
cSH	951	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.11	0.00	0.00	0.00	0.16	0.16	0.16
Queue Length 95th (ft)	9	0	0	0	0	0	0
Control Delay (s)	9.2	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	A						
Approach Delay (s)	9.2	0.0			0.0		
Approach LOS	A						
Intersection Summary							
Average Delay	1.0						
Intersection Capacity Utilization	27.2%			ICU Level of Service		A	
Analysis Period (min)	15						

Timings

101: SR A1A & Diplomat Resort

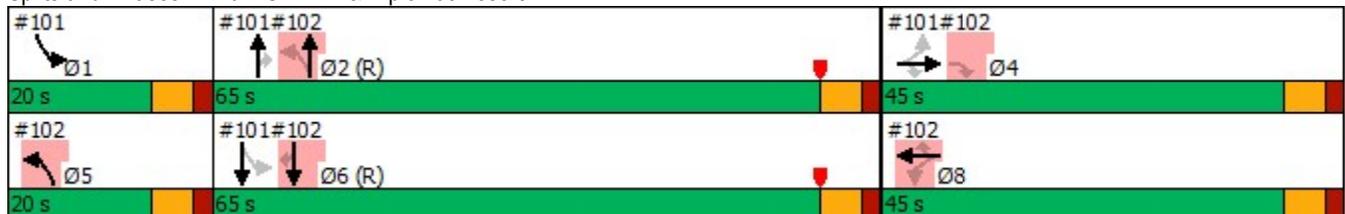


Lane Group	EBT	EBR	NBT	NBR	SBL	SBT	Ø5	Ø8
Lane Configurations	↖	↗	↑↑↑	↗	↖	↑↑↑		
Traffic Volume (vph)	0	112	1289	55	88	1095		
Future Volume (vph)	0	112	1289	55	88	1095		
Turn Type	NA	Perm	NA	Perm	pm+pt	NA		
Protected Phases	4		2		1	6	5	8
Permitted Phases		4		2	6			
Detector Phase	4	4	2	2	1	6		
Switch Phase								
Minimum Initial (s)	6.0	6.0	7.0	7.0	4.0	7.0	4.0	6.0
Minimum Split (s)	43.0	43.0	28.0	28.0	10.0	28.0	12.0	43.0
Total Split (s)	45.0	45.0	65.0	65.0	20.0	65.0	20.0	45.0
Total Split (%)	34.6%	34.6%	50.0%	50.0%	15.4%	50.0%	15%	35%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag			Lag	Lag	Lead	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	9.6	9.6	96.5	96.5	102.9	97.0		
Actuated g/C Ratio	0.07	0.07	0.74	0.74	0.79	0.75		
v/c Ratio	0.52	0.56	0.38	0.05	0.32	0.32		
Control Delay	71.7	19.5	6.7	1.0	5.5	2.7		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1		
Total Delay	71.7	19.5	6.7	1.0	5.5	2.8		
LOS	E	B	A	A	A	A		
Approach Delay	38.1		6.4			3.0		
Approach LOS	D		A			A		

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 81 (62%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.56
 Intersection Signal Delay: 7.0
 Intersection LOS: A
 Intersection Capacity Utilization 73.6%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 101: SR A1A & Diplomat Resort



Queues

101: SR A1A & Diplomat Resort



Lane Group	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	68	123	1416	60	97	1203
v/c Ratio	0.52	0.56	0.38	0.05	0.32	0.32
Control Delay	71.7	19.5	6.7	1.0	5.5	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	71.7	19.5	6.7	1.0	5.5	2.8
Queue Length 50th (ft)	56	0	132	0	8	39
Queue Length 95th (ft)	103	60	200	9	18	43
Internal Link Dist (ft)	370		300			270
Turn Bay Length (ft)				145	105	
Base Capacity (vph)	531	517	3775	1107	411	3794
Starvation Cap Reductn	0	0	0	0	0	1118
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.24	0.38	0.05	0.24	0.45
Intersection Summary						

HCM Signalized Intersection Capacity Analysis

101: SR A1A & Diplomat Resort

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations								  			  		
Traffic Volume (vph)	62	0	112	0	0	0	0	1289	55	88	1095	0	
Future Volume (vph)	62	0	112	0	0	0	0	1289	55	88	1095	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		6.0	6.0					6.0	6.0	6.0	6.0		
Lane Util. Factor		1.00	1.00					0.91	1.00	1.00	0.91		
Frbp, ped/bikes		1.00	0.91					1.00	0.93	1.00	1.00		
Flpb, ped/bikes		1.00	1.00					1.00	1.00	1.00	1.00		
Frt		1.00	0.85					1.00	0.85	1.00	1.00		
Flt Protected		0.95	1.00					1.00	1.00	0.95	1.00		
Satd. Flow (prot)		1770	1438					5085	1468	1768	5085		
Flt Permitted		0.95	1.00					1.00	1.00	0.16	1.00		
Satd. Flow (perm)		1770	1438					5085	1468	303	5085		
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Adj. Flow (vph)	68	0	123	0	0	0	0	1416	60	97	1203	0	
RTOR Reduction (vph)	0	0	114	0	0	0	0	0	15	0	0	0	
Lane Group Flow (vph)	0	68	9	0	0	0	0	1416	45	97	1203	0	
Confl. Peds. (#/hr)			77	77				11		17	17	11	
Confl. Bikes (#/hr)							1		7			9	
Turn Type	Perm	NA	Perm					NA	Perm	pm+pt	NA		
Protected Phases		4						2		1	6		
Permitted Phases	4		4						2	6			
Actuated Green, G (s)		9.6	9.6					96.5	96.5	102.9	97.0		
Effective Green, g (s)		9.6	9.6					96.5	96.5	102.9	97.0		
Actuated g/C Ratio		0.07	0.07					0.74	0.74	0.79	0.75		
Clearance Time (s)		6.0	6.0					6.0	6.0	6.0	6.0		
Vehicle Extension (s)		2.0	2.0					0.2	0.2	1.5	0.2		
Lane Grp Cap (vph)		130	106					3774	1089	306	3794		
v/s Ratio Prot								c0.28		c0.01	0.24		
v/s Ratio Perm		0.04	0.01						0.03	0.24			
v/c Ratio		0.52	0.09					0.38	0.04	0.32	0.32		
Uniform Delay, d1		58.0	56.1					6.0	4.5	3.3	5.5		
Progression Factor		1.00	1.00					1.00	1.00	1.24	0.43		
Incremental Delay, d2		1.7	0.1					0.3	0.1	0.2	0.2		
Delay (s)		59.7	56.2					6.3	4.5	4.4	2.6		
Level of Service		E	E					A	A	A	A		
Approach Delay (s)		57.5			0.0			6.2			2.7		
Approach LOS		E			A			A			A		
Intersection Summary													
HCM 2000 Control Delay			8.0		HCM 2000 Level of Service					A			
HCM 2000 Volume to Capacity ratio			0.38										
Actuated Cycle Length (s)			130.0		Sum of lost time (s)				18.0				
Intersection Capacity Utilization			73.6%		ICU Level of Service				D				
Analysis Period (min)			15										
c Critical Lane Group													

Timings

102: SR A1A & Diplomat Landing



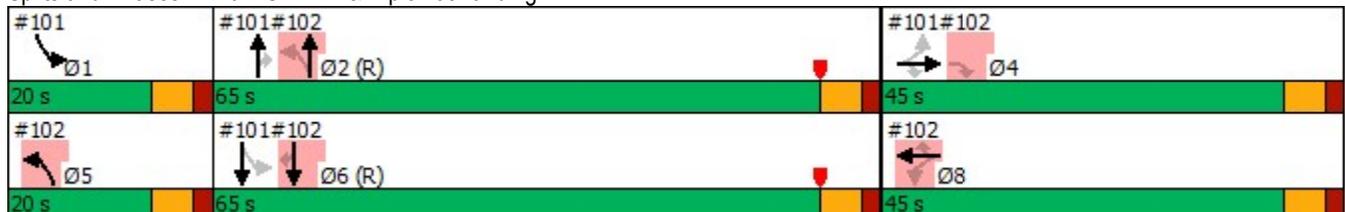
Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR	Ø1	Ø4
Lane Configurations									
Traffic Volume (vph)	55	4	96	92	1282	1089	33		
Future Volume (vph)	55	4	96	92	1282	1089	33		
Turn Type	Perm	NA	Perm	pm+pt	NA	NA	Perm		
Protected Phases		8		5	2	6		1	4
Permitted Phases	8		8	2			6		
Detector Phase	8	8	8	5	2	6	6		
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	4.0	7.0	7.0	7.0	4.0	6.0
Minimum Split (s)	43.0	43.0	43.0	12.0	28.0	28.0	28.0	10.0	43.0
Total Split (s)	45.0	45.0	45.0	20.0	65.0	65.0	65.0	20.0	45.0
Total Split (%)	34.6%	34.6%	34.6%	15.4%	50.0%	50.0%	50.0%	15%	35%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag				Lead	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	9.6	9.6	9.6	102.0	96.5	97.0	97.0		
Actuated g/C Ratio	0.07	0.07	0.07	0.78	0.74	0.75	0.75		
v/c Ratio	0.28	0.27	0.51	0.31	0.39	0.33	0.03		
Control Delay	61.6	61.2	18.2	4.3	3.1	6.1	0.2		
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0		
Total Delay	61.6	61.2	18.2	4.3	3.1	6.1	0.2		
LOS	E	E	B	A	A	A	A		
Approach Delay		34.7			3.2	5.9			
Approach LOS		C			A	A			

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 81 (62%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.56
 Intersection Signal Delay: 6.2
 Intersection Capacity Utilization 48.6%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 102: SR A1A & Diplomat Landing



Queues

102: SR A1A & Diplomat Landing



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	35	34	112	107	1491	1266	38
v/c Ratio	0.28	0.27	0.51	0.31	0.39	0.33	0.03
Control Delay	61.6	61.2	18.2	4.3	3.1	6.1	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	61.6	61.2	18.2	4.3	3.1	6.1	0.2
Queue Length 50th (ft)	29	29	0	8	52	114	0
Queue Length 95th (ft)	62	61	50	15	57	152	1
Internal Link Dist (ft)		348			270	270	
Turn Bay Length (ft)				100			135
Base Capacity (vph)	504	509	546	455	3775	3794	1134
Starvation Cap Reductn	0	0	0	0	763	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.07	0.21	0.24	0.50	0.33	0.03

Intersection Summary

HCM Signalized Intersection Capacity Analysis

102: SR A1A & Diplomat Landing

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	0	0	0	55	4	96	92	1282	0	0	1089	33	
Future Volume (vph)	0	0	0	55	4	96	92	1282	0	0	1089	33	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)				6.0	6.0	6.0	6.0	6.0			6.0	6.0	
Lane Util. Factor				0.95	0.95	1.00	1.00	0.91			0.91	1.00	
Frbp, ped/bikes				1.00	1.00	0.98	1.00	1.00			1.00	0.95	
Flpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	1.00	
Frt				1.00	1.00	0.85	1.00	1.00			1.00	0.85	
Flt Protected				0.95	0.96	1.00	0.95	1.00			1.00	1.00	
Satd. Flow (prot)				1681	1697	1559	1768	5085			5085	1497	
Flt Permitted				0.95	0.96	1.00	0.20	1.00			1.00	1.00	
Satd. Flow (perm)				1681	1697	1559	367	5085			5085	1497	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	
Adj. Flow (vph)	0	0	0	64	5	112	107	1491	0	0	1266	38	
RTOR Reduction (vph)	0	0	0	0	0	104	0	0	0	0	0	10	
Lane Group Flow (vph)	0	0	0	35	34	8	107	1491	0	0	1266	28	
Confl. Peds. (#/hr)	3					3	11		14	14		11	
Confl. Bikes (#/hr)									6			6	
Turn Type			Perm	Perm	NA	Perm	pm+pt	NA			NA	Perm	
Protected Phases					8		5	2			6		
Permitted Phases			4	8		8	2					6	
Actuated Green, G (s)				9.6	9.6	9.6	101.9	96.5			97.0	97.0	
Effective Green, g (s)				9.6	9.6	9.6	101.9	96.5			97.0	97.0	
Actuated g/C Ratio				0.07	0.07	0.07	0.78	0.74			0.75	0.75	
Clearance Time (s)				6.0	6.0	6.0	6.0	6.0			6.0	6.0	
Vehicle Extension (s)				2.0	2.0	2.0	1.5	0.2			0.2	0.2	
Lane Grp Cap (vph)				124	125	115	345	3774			3794	1116	
v/s Ratio Prot							c0.01	c0.29			0.25		
v/s Ratio Perm				c0.02	0.02	0.01	0.23					0.02	
v/c Ratio				0.28	0.27	0.07	0.31	0.40			0.33	0.03	
Uniform Delay, d1				56.9	56.9	56.1	3.4	6.1			5.6	4.3	
Progression Factor				1.00	1.00	1.00	0.84	0.42			1.00	1.00	
Incremental Delay, d2				0.5	0.4	0.1	0.2	0.3			0.2	0.0	
Delay (s)				57.4	57.3	56.1	3.0	2.9			5.8	4.3	
Level of Service				E	E	E	A	A			A	A	
Approach Delay (s)		0.0			56.6			2.9			5.8		
Approach LOS		A			E			A			A		
Intersection Summary													
HCM 2000 Control Delay			7.3		HCM 2000 Level of Service						A		
HCM 2000 Volume to Capacity ratio			0.38										
Actuated Cycle Length (s)			130.0		Sum of lost time (s)						18.0		
Intersection Capacity Utilization			48.6%		ICU Level of Service						A		
Analysis Period (min)			15										
c Critical Lane Group													

HCM Unsignalized Intersection Capacity Analysis

103: SR A1A & Alexander Towers

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	0	0	13	0	0	0	0	1345	5	59	1100	0
Future Volume (Veh/h)	0	0	13	0	0	0	0	1345	5	59	1100	0
Sign Control	Stop			Stop				Free			Free	
Grade	0%			0%				0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	0	0	15	0	0	0	0	1564	6	69	1279	0
Pedestrians	10			44								
Lane Width (ft)	12.0			0.0								
Walking Speed (ft/s)	3.5			3.5								
Percent Blockage	1			0								
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)							350			700		
pX, platoon unblocked	0.93	0.93	0.93	0.93	0.93	0.89	0.93			0.89		
vC, conflicting volume	1948	3041	436	2190	3038	568	1289			1614		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1262	2439	143	1523	2436	106	1057			1275		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	98	100	100	100	100			86		
cM capacity (veh/h)	103	25	812	65	25	830	605			484		
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	SB 4				
Volume Total	15	626	626	319	69	426	426	426				
Volume Left	0	0	0	0	69	0	0	0				
Volume Right	15	0	0	6	0	0	0	0				
cSH	812	1700	1700	1700	484	1700	1700	1700				
Volume to Capacity	0.02	0.37	0.37	0.19	0.14	0.25	0.25	0.25				
Queue Length 95th (ft)	1	0	0	0	12	0	0	0				
Control Delay (s)	9.5	0.0	0.0	0.0	13.7	0.0	0.0	0.0				
Lane LOS	A				B							
Approach Delay (s)	9.5	0.0			0.7							
Approach LOS	A											
Intersection Summary												
Average Delay			0.4									
Intersection Capacity Utilization			36.1%		ICU Level of Service				A			
Analysis Period (min)			15									

Timings

104: SR A1A & 3001 Residences



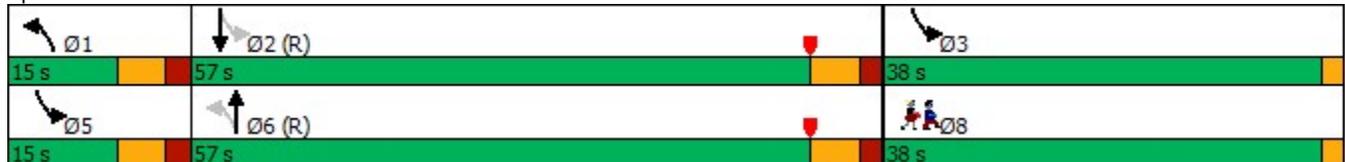
Lane Group	NBL	NBT	SBL	SBT	Ø3	Ø5	Ø8
Lane Configurations	↘	↑↑↑	↘	↑↑↑			
Traffic Volume (vph)	153	1249	45	1010			
Future Volume (vph)	153	1249	45	1010			
Turn Type	pm+pt	NA	pm+pt	NA			
Protected Phases	1	6	5 3	2	3	5	8
Permitted Phases	6		2				
Detector Phase	1	6	5 3	2			
Switch Phase							
Minimum Initial (s)	4.0	10.0		10.0	1.0	4.0	1.0
Minimum Split (s)	10.0	24.0		24.0	36.0	10.0	34.0
Total Split (s)	15.0	57.0		57.0	38.0	15.0	38.0
Total Split (%)	13.6%	51.8%		51.8%	35%	14%	35%
Yellow Time (s)	4.0	4.0		4.0	2.0	4.0	2.0
All-Red Time (s)	2.0	2.0		2.0	0.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0		0.0			
Total Lost Time (s)	6.0	6.0		6.0			
Lead/Lag	Lead	Lag		Lag		Lead	
Lead-Lag Optimize?	Yes	Yes		Yes		Yes	
Recall Mode	None	C-Max		C-Max	None	None	None
Act Effct Green (s)	86.5	81.5	92.9	75.1			
Actuated g/C Ratio	0.79	0.74	0.84	0.68			
v/c Ratio	0.47	0.40	0.11	0.35			
Control Delay	9.1	9.3	1.6	10.9			
Queue Delay	0.0	0.0	0.0	0.0			
Total Delay	9.1	9.3	1.6	10.9			
LOS	A	A	A	B			
Approach Delay		9.2		10.5			
Approach LOS		A		B			

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 90 (82%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.47
 Intersection Signal Delay: 9.8
 Intersection Capacity Utilization 38.4%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 104: SR A1A & 3001 Residences



Queues

104: SR A1A & 3001 Residences



Lane Group	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	180	1513	53	1197
v/c Ratio	0.47	0.40	0.11	0.35
Control Delay	9.1	9.3	1.6	10.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	9.1	9.3	1.6	10.9
Queue Length 50th (ft)	7	82	2	67
Queue Length 95th (ft)	72	262	6	230
Internal Link Dist (ft)		160		20
Turn Bay Length (ft)	200		190	
Base Capacity (vph)	417	3747	738	3468
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.43	0.40	0.07	0.35
Intersection Summary				

HCM Signalized Intersection Capacity Analysis

104: SR A1A & 3001 Residences

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	153	1249	37	45	1010	8
Future Volume (vph)	0	0	0	0	0	0	153	1249	37	45	1010	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)							6.0	6.0		6.0	6.0	
Lane Util. Factor							1.00	0.91		1.00	0.91	
Frbp, ped/bikes							1.00	1.00		1.00	1.00	
Flpb, ped/bikes							1.00	1.00		1.00	1.00	
Frt							1.00	1.00		1.00	1.00	
Flt Protected							0.95	1.00		0.95	1.00	
Satd. Flow (prot)							1769	5056		1769	5079	
Flt Permitted							0.20	1.00		0.15	1.00	
Satd. Flow (perm)							366	5056		282	5079	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	0	0	0	0	0	0	180	1469	44	53	1188	9
RTOR Reduction (vph)	0	0	0	0	0	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	180	1512	0	53	1197	0
Confl. Peds. (#/hr)	1		16	16		1	6		35	35		6
Confl. Bikes (#/hr)			3						8			4
Turn Type							pm+pt	NA		pm+pt	NA	
Protected Phases							1	6		5	3	2
Permitted Phases							6			2		
Actuated Green, G (s)							86.1	78.7		94.0	74.7	
Effective Green, g (s)							86.1	78.7		92.0	74.7	
Actuated g/C Ratio							0.78	0.72		0.84	0.68	
Clearance Time (s)							6.0	6.0			6.0	
Vehicle Extension (s)							1.5	3.0			3.0	
Lane Grp Cap (vph)							380	3617		469	3449	
v/s Ratio Prot							c0.03	c0.30		c0.02	0.24	
v/s Ratio Perm							c0.34			0.08		
v/c Ratio							0.47	0.42		0.11	0.35	
Uniform Delay, d1							3.6	6.4		2.7	7.4	
Progression Factor							1.00	1.00		1.00	1.00	
Incremental Delay, d2							0.3	0.4		0.0	0.3	
Delay (s)							3.9	6.7		2.7	7.7	
Level of Service							A	A		A	A	
Approach Delay (s)		0.0			0.0			6.4			7.5	
Approach LOS		A			A			A			A	
Intersection Summary												
HCM 2000 Control Delay			6.9				HCM 2000 Level of Service				A	
HCM 2000 Volume to Capacity ratio			0.44									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)				14.0	
Intersection Capacity Utilization			38.4%				ICU Level of Service				A	
Analysis Period (min)			15									

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 105: EB (Not Controlled by Signal)/WB (Not Controlled by Signal)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	1	0	0	21	0	1249	0	0	1010	0
Future Volume (Veh/h)	0	0	1	0	0	21	0	1249	0	0	1010	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	0	0	1	0	0	25	0	1469	0	0	1188	0
Pedestrians								16				
Lane Width (ft)								12.0				
Walking Speed (ft/s)								3.5				
Percent Blockage								2				
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								100				
pX, platoon unblocked	0.88	0.88		0.88	0.88	0.88				0.88		
vC, conflicting volume	1703	2657	412	1882	2657	490	1188			1469		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1320	2405	412	1524	2405	0	1188			1055		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	97	100			100		
cM capacity (veh/h)	98	29	580	70	29	954	583			577		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	1	25	490	490	490	396	396	396				
Volume Left	0	0	0	0	0	0	0	0				
Volume Right	1	25	0	0	0	0	0	0				
cSH	580	954	1700	1700	1700	1700	1700	1700				
Volume to Capacity	0.00	0.03	0.29	0.29	0.29	0.23	0.23	0.23				
Queue Length 95th (ft)	0	2	0	0	0	0	0	0				
Control Delay (s)	11.2	8.9	0.0	0.0	0.0	0.0	0.0	0.0				
Lane LOS	B	A										
Approach Delay (s)	11.2	8.9	0.0			0.0						
Approach LOS	B	A										
Intersection Summary												
Average Delay			0.1									
Intersection Capacity Utilization			44.9%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

201: SR A1A & Driveway 1 (Exit Only)



Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations		↗		↑↑↑	↑↑↑		
Traffic Volume (veh/h)	0	98	0	0	963	0	
Future Volume (Veh/h)	0	98	0	0	963	0	
Sign Control	Stop			Free	Free		
Grade	0%			0%	0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	0	107	0	0	1047	0	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type				None	None		
Median storage (veh)							
Upstream signal (ft)				570	480		
pX, platoon unblocked	0.92	0.92	0.92				
vC, conflicting volume	1047	349	1047				
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	734	0	734				
tC, single (s)	6.8	6.9	4.1				
tC, 2 stage (s)							
tF (s)	3.5	3.3	2.2				
p0 queue free %	100	89	100				
cM capacity (veh/h)	326	994	795				
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	107	0	0	0	349	349	349
Volume Left	0	0	0	0	0	0	0
Volume Right	107	0	0	0	0	0	0
cSH	994	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.11	0.00	0.00	0.00	0.21	0.21	0.21
Queue Length 95th (ft)	9	0	0	0	0	0	0
Control Delay (s)	9.1	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	A						
Approach Delay (s)	9.1	0.0	0.0				
Approach LOS	A						
Intersection Summary							
Average Delay	0.8						
Intersection Capacity Utilization	31.3%			ICU Level of Service	A		
Analysis Period (min)	15						

Timings

101: SR A1A & Diplomat Resort



Lane Group	EBT	EBR	NBT	NBR	SBL	SBT	Ø5	Ø8
Lane Configurations	↖	↗	↑↑↑	↗	↖	↑↑↑		
Traffic Volume (vph)	4	19	848	60	43	952		
Future Volume (vph)	4	19	848	60	43	952		
Turn Type	NA	Perm	NA	Perm	pm+pt	NA		
Protected Phases	4		2		1	6	5	8
Permitted Phases		4		2	6			
Detector Phase	4	4	2	2	1	6		
Switch Phase								
Minimum Initial (s)	6.0	6.0	7.0	7.0	4.0	7.0	4.0	6.0
Minimum Split (s)	43.0	43.0	28.0	28.0	10.0	28.0	12.0	43.0
Total Split (s)	45.0	45.0	65.0	65.0	20.0	65.0	20.0	45.0
Total Split (%)	34.6%	34.6%	50.0%	50.0%	15.4%	50.0%	15%	35%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag			Lag	Lag	Lead	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	7.4	7.4	105.7	105.7	108.2	105.6		
Actuated g/C Ratio	0.06	0.06	0.81	0.81	0.83	0.81		
v/c Ratio	0.18	0.14	0.24	0.06	0.10	0.26		
Control Delay	61.6	1.8	4.0	0.9	1.6	2.2		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1		
Total Delay	61.6	1.8	4.0	0.9	1.6	2.3		
LOS	E	A	A	A	A	A		
Approach Delay	28.7		3.8			2.3		
Approach LOS	C		A			A		

Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 1 (1%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.34

Intersection Signal Delay: 3.5

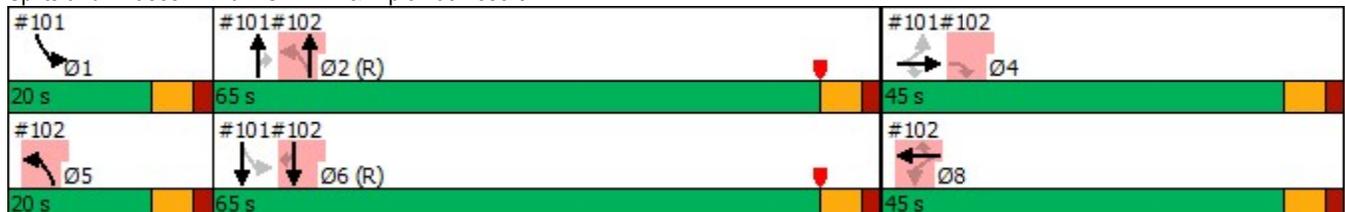
Intersection LOS: A

Intersection Capacity Utilization 55.5%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 101: SR A1A & Diplomat Resort



Queues

101: SR A1A & Diplomat Resort



Lane Group	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	18	22	975	69	49	1094
v/c Ratio	0.18	0.14	0.24	0.06	0.10	0.26
Control Delay	61.6	1.8	4.0	0.9	1.6	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	61.6	1.8	4.0	0.9	1.6	2.3
Queue Length 50th (ft)	15	0	71	0	3	39
Queue Length 95th (ft)	39	0	94	9	8	43
Internal Link Dist (ft)	370		300			270
Turn Bay Length (ft)				145	105	
Base Capacity (vph)	539	511	4134	1148	579	4130
Starvation Cap Reductn	0	0	0	0	0	1478
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.04	0.24	0.06	0.08	0.41

Intersection Summary

HCM Signalized Intersection Capacity Analysis

101: SR A1A & Diplomat Resort

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (vph)	11	4	19	0	0	0	0	848	60	43	952	0
Future Volume (vph)	11	4	19	0	0	0	0	848	60	43	952	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0					6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00	1.00					0.91	1.00	1.00	0.91	
Frbp, ped/bikes		1.00	0.96					1.00	0.89	1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00	1.00	0.99	1.00	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.97	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1798	1527					5085	1401	1760	5085	
Flt Permitted		0.97	1.00					1.00	1.00	0.28	1.00	
Satd. Flow (perm)		1798	1527					5085	1401	517	5085	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	13	5	22	0	0	0	0	975	69	49	1094	0
RTOR Reduction (vph)	0	0	21	0	0	0	0	0	15	0	0	0
Lane Group Flow (vph)	0	18	1	0	0	0	0	975	54	49	1094	0
Confl. Peds. (#/hr)			23	23				11		31	31	11
Confl. Bikes (#/hr)									12			17
Turn Type	Perm	NA	Perm					NA	Perm	pm+pt	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4		4						2	6		
Actuated Green, G (s)		6.2	6.2					102.0	102.0	105.8	102.0	
Effective Green, g (s)		6.2	6.2					102.0	102.0	105.8	102.0	
Actuated g/C Ratio		0.05	0.05					0.78	0.78	0.81	0.78	
Clearance Time (s)		6.0	6.0					6.0	6.0	6.0	6.0	
Vehicle Extension (s)		2.0	2.0					0.2	0.2	1.5	0.2	
Lane Grp Cap (vph)		85	72					3989	1099	457	3989	
v/s Ratio Prot								0.19		c0.00	c0.22	
v/s Ratio Perm		0.01	0.00						0.04	0.08		
v/c Ratio		0.21	0.01					0.24	0.05	0.11	0.27	
Uniform Delay, d1		59.5	59.0					3.7	3.1	2.3	3.8	
Progression Factor		1.00	1.00					1.00	1.00	0.66	0.53	
Incremental Delay, d2		0.5	0.0					0.1	0.1	0.0	0.2	
Delay (s)		60.0	59.0					3.9	3.2	1.6	2.2	
Level of Service		E	E					A	A	A	A	
Approach Delay (s)		59.5			0.0			3.8			2.2	
Approach LOS		E			A			A			A	
Intersection Summary												
HCM 2000 Control Delay			4.0		HCM 2000 Level of Service				A			
HCM 2000 Volume to Capacity ratio			0.26									
Actuated Cycle Length (s)			130.0		Sum of lost time (s)				18.0			
Intersection Capacity Utilization			55.5%		ICU Level of Service				B			
Analysis Period (min)			15									
c Critical Lane Group												

Timings

102: SR A1A & Diplomat Landing

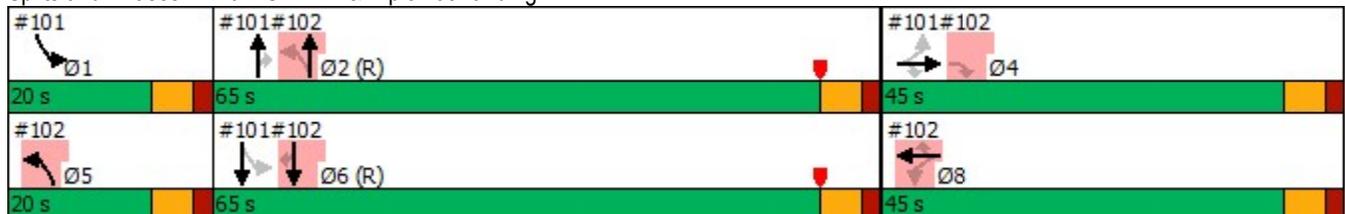


Lane Group	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR	Ø1
Lane Configurations	↗	↖	↗	↖	↖	↗	↑↑↑	↑↑↑	↖
Traffic Volume (vph)	1	50	6	35	52	802	899	10	
Future Volume (vph)	1	50	6	35	52	802	899	10	
Turn Type	Perm	Perm	NA	Perm	pm+pt	NA	NA	Perm	
Protected Phases			8		5	2	6		1
Permitted Phases	4	8		8	2			6	
Detector Phase	4	8	8	8	5	2	6	6	
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	4.0	7.0	7.0	7.0	4.0
Minimum Split (s)	43.0	43.0	43.0	43.0	12.0	28.0	28.0	28.0	10.0
Total Split (s)	45.0	45.0	45.0	45.0	20.0	65.0	65.0	65.0	20.0
Total Split (%)	34.6%	34.6%	34.6%	34.6%	15.4%	50.0%	50.0%	50.0%	15%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag					Lead	Lag	Lag	Lag	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	None
Act Effct Green (s)	7.4	7.4	7.4	7.4	108.3	105.7	105.6	105.6	
Actuated g/C Ratio	0.06	0.06	0.06	0.06	0.83	0.81	0.81	0.81	
v/c Ratio	0.00	0.34	0.33	0.25	0.13	0.22	0.25	0.01	
Control Delay	0.0	68.1	67.7	5.6	1.5	1.5	4.1	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	
Total Delay	0.0	68.1	67.7	5.6	1.5	1.6	4.1	0.0	
LOS	A	E	E	A	A	A	A	A	
Approach Delay			43.9			1.6	4.0		
Approach LOS			D			A	A		

Intersection Summary

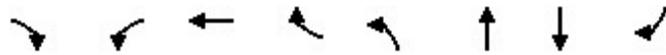
Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 1 (1%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.34
 Intersection Signal Delay: 4.9
 Intersection LOS: A
 Intersection Capacity Utilization 42.4%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 102: SR A1A & Diplomat Landing



Queues

102: SR A1A & Diplomat Landing



Lane Group	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	1	32	32	40	59	911	1022	11
v/c Ratio	0.00	0.34	0.33	0.25	0.13	0.22	0.25	0.01
Control Delay	0.0	68.1	67.7	5.6	1.5	1.5	4.1	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	0.0	68.1	67.7	5.6	1.5	1.6	4.1	0.0
Queue Length 50th (ft)	0	28	28	0	3	19	76	0
Queue Length 95th (ft)	0	62	62	6	6	22	102	0
Internal Link Dist (ft)			348			270	270	
Turn Bay Length (ft)					100			135
Base Capacity (vph)	659	504	510	528	567	4134	4130	1300
Starvation Cap Reductn	0	0	0	0	0	1641	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.06	0.06	0.08	0.10	0.37	0.25	0.01

Intersection Summary

HCM Signalized Intersection Capacity Analysis

102: SR A1A & Diplomat Landing

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	0	0	1	50	6	35	52	802	0	0	899	10	
Future Volume (vph)	0	0	1	50	6	35	52	802	0	0	899	10	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)			6.0	6.0	6.0	6.0	6.0	6.0			6.0	6.0	
Lane Util. Factor			1.00	0.95	0.95	1.00	1.00	0.91			0.91	1.00	
Frt			0.86	1.00	1.00	0.85	1.00	1.00			1.00	0.85	
Flt Protected			1.00	0.95	0.96	1.00	0.95	1.00			1.00	1.00	
Satd. Flow (prot)			1611	1681	1703	1583	1770	5085			5085	1583	
Flt Permitted			1.00	0.95	0.96	1.00	0.26	1.00			1.00	1.00	
Satd. Flow (perm)			1611	1681	1703	1583	493	5085			5085	1583	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	
Adj. Flow (vph)	0	0	1	57	7	40	59	911	0	0	1022	11	
RTOR Reduction (vph)	0	0	1	0	0	38	0	0	0	0	0	2	
Lane Group Flow (vph)	0	0	0	32	32	2	59	911	0	0	1022	9	
Turn Type			Perm	Perm	NA	Perm	pm+pt	NA			NA	Perm	
Protected Phases					8		5	2			6		
Permitted Phases			4	8		8	2					6	
Actuated Green, G (s)			6.2	6.2	6.2	6.2	105.8	102.0			102.0	102.0	
Effective Green, g (s)			6.2	6.2	6.2	6.2	105.8	102.0			102.0	102.0	
Actuated g/C Ratio			0.05	0.05	0.05	0.05	0.81	0.78			0.78	0.78	
Clearance Time (s)			6.0	6.0	6.0	6.0	6.0	6.0			6.0	6.0	
Vehicle Extension (s)			2.0	2.0	2.0	2.0	1.5	0.2			0.2	0.2	
Lane Grp Cap (vph)			76	80	81	75	438	3989			3989	1242	
v/s Ratio Prot							c0.00	0.18			c0.20		
v/s Ratio Perm			0.00	c0.02	0.02	0.00	0.11					0.01	
v/c Ratio			0.00	0.40	0.40	0.03	0.13	0.23			0.26	0.01	
Uniform Delay, d1			58.9	60.1	60.1	59.0	2.3	3.7			3.8	3.0	
Progression Factor			1.00	1.00	1.00	1.00	0.54	0.38			1.00	1.00	
Incremental Delay, d2			0.0	1.2	1.2	0.1	0.1	0.1			0.2	0.0	
Delay (s)			59.0	61.3	61.2	59.1	1.3	1.5			3.9	3.0	
Level of Service			E	E	E	E	A	A			A	A	
Approach Delay (s)		59.0			60.4			1.5			3.9		
Approach LOS		E			E			A			A		
Intersection Summary													
HCM 2000 Control Delay			5.6		HCM 2000 Level of Service						A		
HCM 2000 Volume to Capacity ratio			0.26										
Actuated Cycle Length (s)			130.0		Sum of lost time (s)						18.0		
Intersection Capacity Utilization			42.4%		ICU Level of Service						A		
Analysis Period (min)			15										
c Critical Lane Group													

HCM Unsignalized Intersection Capacity Analysis

103: SR A1A & Alexander Towers

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	0	0	11	0	0	0	0	845	5	57	881	0
Future Volume (Veh/h)	0	0	11	0	0	0	0	845	5	57	881	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	0	0	13	0	0	0	0	971	6	66	1013	0
Pedestrians		27			51			4			4	
Lane Width (ft)		12.0			0.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		3			0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								350			700	
pX, platoon unblocked	0.97	0.97	0.95	0.97	0.97	0.96	0.95			0.96		
vC, conflicting volume	1500	2200	369	1512	2197	382	1040			1028		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1126	1845	163	1138	1842	200	868			875		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	98	100	100	100	100			91		
cM capacity (veh/h)	138	64	789	136	64	770	716			735		
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	SB 4				
Volume Total	13	388	388	200	66	338	338	338				
Volume Left	0	0	0	0	66	0	0	0				
Volume Right	13	0	0	6	0	0	0	0				
cSH	789	1700	1700	1700	735	1700	1700	1700				
Volume to Capacity	0.02	0.23	0.23	0.12	0.09	0.20	0.20	0.20				
Queue Length 95th (ft)	1	0	0	0	7	0	0	0				
Control Delay (s)	9.6	0.0	0.0	0.0	10.4	0.0	0.0	0.0				
Lane LOS	A				B							
Approach Delay (s)	9.6	0.0			0.6							
Approach LOS	A											
Intersection Summary												
Average Delay			0.4									
Intersection Capacity Utilization			28.3%	ICU Level of Service	A							
Analysis Period (min)			15									

Timings

104: SR A1A & 3001 Residences



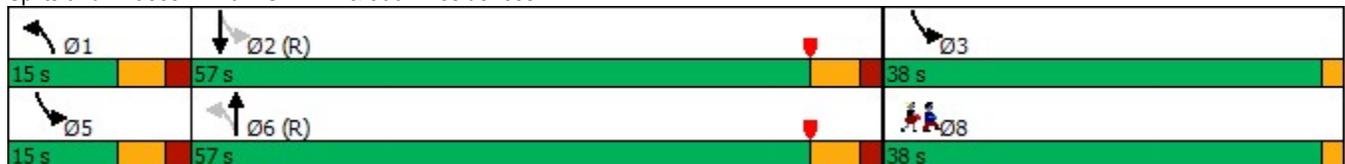
Lane Group	NBL	NBT	SBL	SBT	Ø3	Ø5	Ø8
Lane Configurations	↖	↑↑↑	↖	↑↑↑			
Traffic Volume (vph)	137	751	48	813			
Future Volume (vph)	137	751	48	813			
Turn Type	pm+pt	NA	pm+pt	NA			
Protected Phases	1	6	5 3	2	3	5	8
Permitted Phases	6		2				
Detector Phase	1	6	5 3	2			
Switch Phase							
Minimum Initial (s)	4.0	10.0		10.0	1.0	4.0	1.0
Minimum Split (s)	10.0	24.0		24.0	36.0	10.0	34.0
Total Split (s)	15.0	57.0		57.0	38.0	15.0	38.0
Total Split (%)	13.6%	51.8%		51.8%	35%	14%	35%
Yellow Time (s)	4.0	4.0		4.0	2.0	4.0	2.0
All-Red Time (s)	2.0	2.0		2.0	0.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0		0.0			
Total Lost Time (s)	6.0	6.0		6.0			
Lead/Lag	Lead	Lag		Lag		Lead	
Lead-Lag Optimize?	Yes	Yes		Yes		Yes	
Recall Mode	None	C-Max		C-Max	None	None	None
Act Effct Green (s)	80.8	75.7	94.0	69.5			
Actuated g/C Ratio	0.73	0.69	0.85	0.63			
v/c Ratio	0.34	0.25	0.07	0.29			
Control Delay	8.5	10.1	1.0	12.5			
Queue Delay	0.0	0.0	0.0	0.0			
Total Delay	8.5	10.1	1.0	12.5			
LOS	A	B	A	B			
Approach Delay		9.8		11.8			
Approach LOS		A		B			

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 90 (82%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.34
 Intersection Signal Delay: 10.8
 Intersection Capacity Utilization 33.4%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 104: SR A1A & 3001 Residences



Queues

104: SR A1A & 3001 Residences



Lane Group	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	154	878	54	920
v/c Ratio	0.34	0.25	0.07	0.29
Control Delay	8.5	10.1	1.0	12.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	8.5	10.1	1.0	12.5
Queue Length 50th (ft)	40	118	1	136
Queue Length 95th (ft)	66	145	5	173
Internal Link Dist (ft)		140		20
Turn Bay Length (ft)	200		190	
Base Capacity (vph)	478	3469	924	3207
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.32	0.25	0.06	0.29
Intersection Summary				

HCM Signalized Intersection Capacity Analysis

104: SR A1A & 3001 Residences

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	137	751	30	48	813	6
Future Volume (vph)	0	0	0	0	0	0	137	751	30	48	813	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)							6.0	6.0		6.0	6.0	
Lane Util. Factor							1.00	0.91		1.00	0.91	
Frbp, ped/bikes							1.00	1.00		1.00	1.00	
Flpb, ped/bikes							1.00	1.00		1.00	1.00	
Frt							1.00	0.99		1.00	1.00	
Flt Protected							0.95	1.00		0.95	1.00	
Satd. Flow (prot)							1769	5043		1765	5078	
Flt Permitted							0.27	1.00		0.31	1.00	
Satd. Flow (perm)							499	5043		579	5078	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	0	0	0	0	0	154	844	34	54	913	7
RTOR Reduction (vph)	0	0	0	0	0	0	0	2	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	154	876	0	54	920	0
Confl. Peds. (#/hr)			29	29			13		50	50		13
Confl. Bikes (#/hr)			1						17			5
Turn Type							pm+pt	NA		pm+pt	NA	
Protected Phases							1	6		5	3	2
Permitted Phases							6			2		
Actuated Green, G (s)							80.1	72.9		94.1	69.0	
Effective Green, g (s)							80.1	72.9		92.1	69.0	
Actuated g/C Ratio							0.73	0.66		0.84	0.63	
Clearance Time (s)							6.0	6.0		6.0	6.0	
Vehicle Extension (s)							1.5	3.0			3.0	
Lane Grp Cap (vph)							446	3342		733	3185	
v/s Ratio Prot							c0.02	c0.17		c0.02	0.18	
v/s Ratio Perm							c0.23			0.05		
v/c Ratio							0.35	0.26		0.07	0.29	
Uniform Delay, d1							4.8	7.6		1.6	9.3	
Progression Factor							1.00	1.00		1.00	1.00	
Incremental Delay, d2							0.2	0.2		0.0	0.2	
Delay (s)							5.0	7.8		1.6	9.6	
Level of Service							A	A		A	A	
Approach Delay (s)		0.0			0.0			7.3			9.1	
Approach LOS		A			A			A			A	
Intersection Summary												
HCM 2000 Control Delay			8.2				HCM 2000 Level of Service				A	
HCM 2000 Volume to Capacity ratio			0.30									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)				14.0	
Intersection Capacity Utilization			33.4%				ICU Level of Service				A	
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
 105: EB (Not Controlled by Signal)/WB (Not Controlled by Signal)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	9	0	0	21	0	751	0	0	813	0
Future Volume (Veh/h)	0	0	9	0	0	21	0	751	0	0	813	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	0	10	0	0	24	0	844	0	0	913	0
Pedestrians								29				
Lane Width (ft)								12.0				
Walking Speed (ft/s)								3.5				
Percent Blockage								3				
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)								100				
pX, platoon unblocked	0.93	0.93		0.93	0.93	0.93				0.93		
vC, conflicting volume	1218	1757	333	1187	1757	281	913			844		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	979	1557	333	946	1557	0	913			577		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	98	100	100	98	100			100		
cM capacity (veh/h)	186	104	644	193	104	1011	742			925		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	10	24	281	281	281	304	304	304				
Volume Left	0	0	0	0	0	0	0	0				
Volume Right	10	24	0	0	0	0	0	0				
cSH	644	1011	1700	1700	1700	1700	1700	1700				
Volume to Capacity	0.02	0.02	0.17	0.17	0.17	0.18	0.18	0.18				
Queue Length 95th (ft)	1	2	0	0	0	0	0	0				
Control Delay (s)	10.7	8.6	0.0	0.0	0.0	0.0	0.0	0.0				
Lane LOS	B	A										
Approach Delay (s)	10.7	8.6	0.0			0.0						
Approach LOS	B	A										
Intersection Summary												
Average Delay			0.2									
Intersection Capacity Utilization			37.4%			ICU Level of Service				A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

201: SR A1A & Driveway 1 (Exit Only)



Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations		↗		↑↑↑	↑↑↑		
Traffic Volume (veh/h)	0	96	0	0	775	0	
Future Volume (Veh/h)	0	96	0	0	775	0	
Sign Control	Stop			Free	Free		
Grade	0%			0%	0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	0	104	0	0	842	0	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type				None	None		
Median storage (veh)							
Upstream signal (ft)				630	420		
pX, platoon unblocked	0.93	0.93	0.93				
vC, conflicting volume	842	281	842				
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	577	0	577				
tC, single (s)	6.8	6.9	4.1				
tC, 2 stage (s)							
tF (s)	3.5	3.3	2.2				
p0 queue free %	100	90	100				
cM capacity (veh/h)	417	1011	926				
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	104	0	0	0	281	281	281
Volume Left	0	0	0	0	0	0	0
Volume Right	104	0	0	0	0	0	0
cSH	1011	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.10	0.00	0.00	0.00	0.17	0.17	0.17
Queue Length 95th (ft)	9	0	0	0	0	0	0
Control Delay (s)	9.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	A						
Approach Delay (s)	9.0	0.0			0.0		
Approach LOS	A						
Intersection Summary							
Average Delay	1.0						
Intersection Capacity Utilization	27.6%			ICU Level of Service	A		
Analysis Period (min)	15						

Timings

101: SR A1A & Diplomat Resort

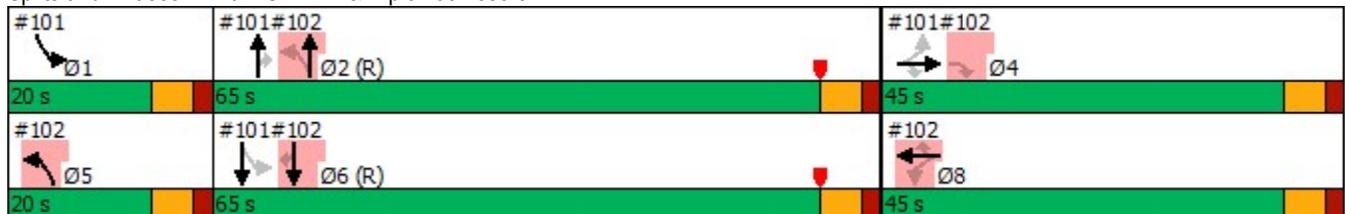


Lane Group	EBT	EBR	NBT	NBR	SBL	SBT	Ø5	Ø8
Lane Configurations	↕	↗	↑↑↑	↗	↖	↑↑↑		
Traffic Volume (vph)	1	47	967	47	57	872		
Future Volume (vph)	1	47	967	47	57	872		
Turn Type	NA	Perm	NA	Perm	pm+pt	NA		
Protected Phases	4		2		1	6	5	8
Permitted Phases		4		2	6			
Detector Phase	4	4	2	2	1	6		
Switch Phase								
Minimum Initial (s)	6.0	6.0	7.0	7.0	4.0	7.0	4.0	6.0
Minimum Split (s)	43.0	43.0	28.0	28.0	10.0	28.0	12.0	43.0
Total Split (s)	45.0	45.0	65.0	65.0	20.0	65.0	20.0	45.0
Total Split (%)	34.6%	34.6%	50.0%	50.0%	15.4%	50.0%	15%	35%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag			Lag	Lag	Lead	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	7.2	7.2	105.7	105.7	106.3	101.6		
Actuated g/C Ratio	0.06	0.06	0.81	0.81	0.82	0.78		
v/c Ratio	0.32	0.34	0.27	0.04	0.15	0.25		
Control Delay	67.0	11.6	4.1	0.5	1.9	2.3		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1		
Total Delay	67.0	11.6	4.1	0.5	1.9	2.4		
LOS	E	B	A	A	A	A		
Approach Delay	32.0		3.9			2.4		
Approach LOS	C		A			A		

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 1 (1%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.34
 Intersection Signal Delay: 4.2
 Intersection Capacity Utilization 62.3%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 101: SR A1A & Diplomat Resort



Queues

101: SR A1A & Diplomat Resort



Lane Group	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	31	53	1099	53	65	991
v/c Ratio	0.32	0.34	0.27	0.04	0.15	0.25
Control Delay	67.0	11.6	4.1	0.5	1.9	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	67.0	11.6	4.1	0.5	1.9	2.4
Queue Length 50th (ft)	26	0	83	0	3	32
Queue Length 95th (ft)	58	21	110	5	9	36
Internal Link Dist (ft)	370		300			270
Turn Bay Length (ft)				145	105	
Base Capacity (vph)	533	499	4133	1214	539	3972
Starvation Cap Reductn	0	0	0	0	0	1533
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.11	0.27	0.04	0.12	0.41
Intersection Summary						

HCM Signalized Intersection Capacity Analysis

101: SR A1A & Diplomat Resort

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (vph)	26	1	47	0	0	0	0	967	47	57	872	0
Future Volume (vph)	26	1	47	0	0	0	0	967	47	57	872	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0					6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00	1.00					0.91	1.00	1.00	0.91	
Frbp, ped/bikes		1.00	0.94					1.00	0.93	1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00	1.00	1.00	1.00	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1777	1489					5085	1479	1766	5085	
Flt Permitted		0.95	1.00					1.00	1.00	0.25	1.00	
Satd. Flow (perm)		1777	1489					5085	1479	458	5085	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	30	1	53	0	0	0	0	1099	53	65	991	0
RTOR Reduction (vph)	0	0	51	0	0	0	0	0	11	0	0	0
Lane Group Flow (vph)	0	31	2	0	0	0	0	1099	42	65	991	0
Confl. Peds. (#/hr)			46	46				8		15	15	8
Confl. Bikes (#/hr)									5			2
Turn Type	Perm	NA	Perm					NA	Perm	pm+pt	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4		4						2	6		
Actuated Green, G (s)		6.0	6.0					102.1	102.1	104.3	100.4	
Effective Green, g (s)		6.0	6.0					102.1	102.1	104.3	100.4	
Actuated g/C Ratio		0.05	0.05					0.79	0.79	0.80	0.77	
Clearance Time (s)		6.0	6.0					6.0	6.0	6.0	6.0	
Vehicle Extension (s)		2.0	2.0					0.2	0.2	1.5	0.2	
Lane Grp Cap (vph)		82	68					3993	1161	406	3927	
v/s Ratio Prot								c0.22		c0.00	0.19	
v/s Ratio Perm		0.02	0.00						0.03	0.12		
v/c Ratio		0.38	0.04					0.28	0.04	0.16	0.25	
Uniform Delay, d1		60.2	59.2					3.8	3.1	2.6	4.2	
Progression Factor		1.00	1.00					1.00	1.00	0.60	0.49	
Incremental Delay, d2		1.1	0.1					0.2	0.1	0.1	0.2	
Delay (s)		61.3	59.3					4.0	3.1	1.7	2.2	
Level of Service		E	E					A	A	A	A	
Approach Delay (s)		60.0			0.0			4.0			2.2	
Approach LOS		E			A			A			A	
Intersection Summary												
HCM 2000 Control Delay			5.2		HCM 2000 Level of Service				A			
HCM 2000 Volume to Capacity ratio			0.28									
Actuated Cycle Length (s)			130.0		Sum of lost time (s)				18.0			
Intersection Capacity Utilization			62.3%		ICU Level of Service				B			
Analysis Period (min)			15									
c Critical Lane Group												

Timings

102: SR A1A & Diplomat Landing

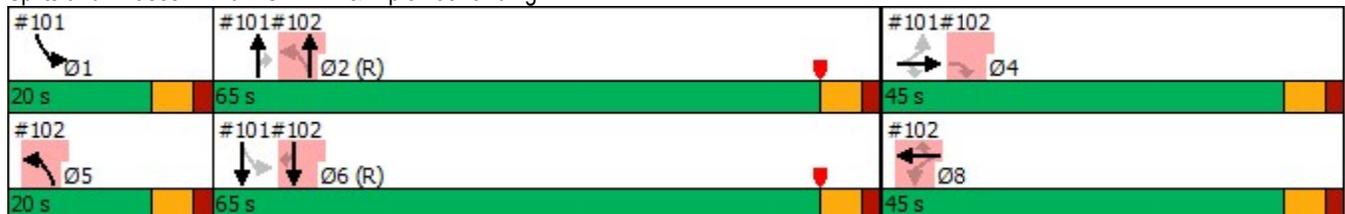


Lane Group	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR	Ø1
Lane Configurations	↗	↖	↗	↗	↖	↑↑↑	↑↑↑	↗	
Traffic Volume (vph)	1	44	4	44	120	926	866	35	
Future Volume (vph)	1	44	4	44	120	926	866	35	
Turn Type	Perm	Perm	NA	Perm	pm+pt	NA	NA	Perm	
Protected Phases			8		5	2	6		1
Permitted Phases	4	8		8	2			6	
Detector Phase	4	8	8	8	5	2	6	6	
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	4.0	7.0	7.0	7.0	4.0
Minimum Split (s)	43.0	43.0	43.0	43.0	12.0	28.0	28.0	28.0	10.0
Total Split (s)	45.0	45.0	45.0	45.0	20.0	65.0	65.0	65.0	20.0
Total Split (%)	34.6%	34.6%	34.6%	34.6%	15.4%	50.0%	50.0%	50.0%	15%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag					Lead	Lag	Lag	Lag	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	None
Act Effct Green (s)	7.2	7.2	7.2	7.2	109.3	105.7	101.6	101.6	
Actuated g/C Ratio	0.06	0.06	0.06	0.06	0.84	0.81	0.78	0.78	
v/c Ratio	0.00	0.31	0.32	0.34	0.33	0.27	0.27	0.04	
Control Delay	0.0	67.3	67.5	11.6	3.7	2.0	4.6	0.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	
Total Delay	0.0	67.3	67.5	11.6	3.7	2.1	4.6	0.3	
LOS	A	E	E	B	A	A	A	A	
Approach Delay			40.7			2.3	4.4		
Approach LOS			D			A	A		

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 1 (1%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.34
 Intersection Signal Delay: 5.0
 Intersection LOS: A
 Intersection Capacity Utilization 43.4%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 102: SR A1A & Diplomat Landing



Queues

102: SR A1A & Diplomat Landing



Lane Group	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	1	29	30	54	146	1129	1056	43
v/c Ratio	0.00	0.31	0.32	0.34	0.33	0.27	0.27	0.04
Control Delay	0.0	67.3	67.5	11.6	3.7	2.0	4.6	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	0.0	67.3	67.5	11.6	3.7	2.1	4.6	0.3
Queue Length 50th (ft)	0	25	26	0	9	34	82	0
Queue Length 95th (ft)	0	53	54	17	15	36	101	1
Internal Link Dist (ft)			348			270	270	
Turn Bay Length (ft)					100			135
Base Capacity (vph)	656	504	509	528	544	4133	3972	1227
Starvation Cap Reductn	0	0	0	0	0	1446	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.06	0.06	0.10	0.27	0.42	0.27	0.04
Intersection Summary								

HCM Signalized Intersection Capacity Analysis

102: SR A1A & Diplomat Landing

														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations														
Traffic Volume (vph)	0	0	1	44	4	44	120	926	0	0	866	35		
Future Volume (vph)	0	0	1	44	4	44	120	926	0	0	866	35		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Total Lost time (s)			6.0	6.0	6.0	6.0	6.0	6.0			6.0	6.0		
Lane Util. Factor			1.00	0.95	0.95	1.00	1.00	0.91			0.91	1.00		
Frbp, ped/bikes			1.00	1.00	1.00	1.00	1.00	1.00			1.00	0.98		
Flpb, ped/bikes			1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00		
Frt			0.86	1.00	1.00	0.85	1.00	1.00			1.00	0.85		
Flt Protected			1.00	0.95	0.96	1.00	0.95	1.00			1.00	1.00		
Satd. Flow (prot)			1611	1681	1699	1583	1770	5085			5085	1551		
Flt Permitted			1.00	0.95	0.96	1.00	0.25	1.00			1.00	1.00		
Satd. Flow (perm)			1611	1681	1699	1583	464	5085			5085	1551		
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82		
Adj. Flow (vph)	0	0	1	54	5	54	146	1129	0	0	1056	43		
RTOR Reduction (vph)	0	0	1	0	0	52	0	0	0	0	0	10		
Lane Group Flow (vph)	0	0	0	29	30	2	146	1129	0	0	1056	33		
Confl. Peds. (#/hr)									1	1				
Confl. Bikes (#/hr)												1		
Turn Type			Perm	Perm	NA	Perm	pm+pt	NA			NA	Perm		
Protected Phases					8		5	2			6			
Permitted Phases			4	8		8	2					6		
Actuated Green, G (s)			6.0	6.0	6.0	6.0	107.7	102.1			100.4	100.4		
Effective Green, g (s)			6.0	6.0	6.0	6.0	107.7	102.1			100.4	100.4		
Actuated g/C Ratio			0.05	0.05	0.05	0.05	0.83	0.79			0.77	0.77		
Clearance Time (s)			6.0	6.0	6.0	6.0	6.0	6.0			6.0	6.0		
Vehicle Extension (s)			2.0	2.0	2.0	2.0	1.5	0.2			0.2	0.2		
Lane Grp Cap (vph)			74	77	78	73	440	3993			3927	1197		
v/s Ratio Prot							c0.01	0.22			0.21			
v/s Ratio Perm			0.00	0.02	0.02	0.00	c0.26					0.02		
v/c Ratio			0.00	0.38	0.38	0.03	0.33	0.28			0.27	0.03		
Uniform Delay, d1			59.1	60.2	60.2	59.2	2.2	3.8			4.3	3.4		
Progression Factor			1.00	1.00	1.00	1.00	1.06	0.46			1.00	1.00		
Incremental Delay, d2			0.0	1.1	1.1	0.1	0.2	0.2			0.2	0.0		
Delay (s)			59.1	61.3	61.4	59.3	2.5	1.9			4.4	3.5		
Level of Service			E	E	E	E	A	A			A	A		
Approach Delay (s)		59.1			60.4			2.0			4.4			
Approach LOS		E			E			A			A			
Intersection Summary														
HCM 2000 Control Delay			5.7									HCM 2000 Level of Service	A	
HCM 2000 Volume to Capacity ratio			0.34											
Actuated Cycle Length (s)			130.0								18.0			
Intersection Capacity Utilization			43.4%										ICU Level of Service	A
Analysis Period (min)			15											

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

103: SR A1A & Alexander Towers

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	0	0	9	0	0	0	0	950	16	67	889	0
Future Volume (Veh/h)	0	0	9	0	0	0	0	950	16	67	889	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	0	0	10	0	0	0	0	1105	19	78	1034	0
Pedestrians		12			25			4			5	
Lane Width (ft)		12.0			0.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		1			0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								350			700	
pX, platoon unblocked	0.96	0.96	0.96	0.96	0.96	0.94	0.96			0.94		
vC, conflicting volume	1575	2351	361	1654	2342	408	1046			1149		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1204	2010	202	1286	2000	168	914			952		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	100	100	100	100			88		
cM capacity (veh/h)	120	49	763	104	50	796	706			677		
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	SB 4				
Volume Total	10	442	442	240	78	345	345	345				
Volume Left	0	0	0	0	78	0	0	0				
Volume Right	10	0	0	19	0	0	0	0				
cSH	763	1700	1700	1700	677	1700	1700	1700				
Volume to Capacity	0.01	0.26	0.26	0.14	0.12	0.20	0.20	0.20				
Queue Length 95th (ft)	1	0	0	0	10	0	0	0				
Control Delay (s)	9.8	0.0	0.0	0.0	11.0	0.0	0.0	0.0				
Lane LOS	A				B							
Approach Delay (s)	9.8	0.0			0.8							
Approach LOS	A											
Intersection Summary												
Average Delay			0.4									
Intersection Capacity Utilization			29.1%	ICU Level of Service	A							
Analysis Period (min)			15									

Timings

104: SR A1A & 3001 Residences



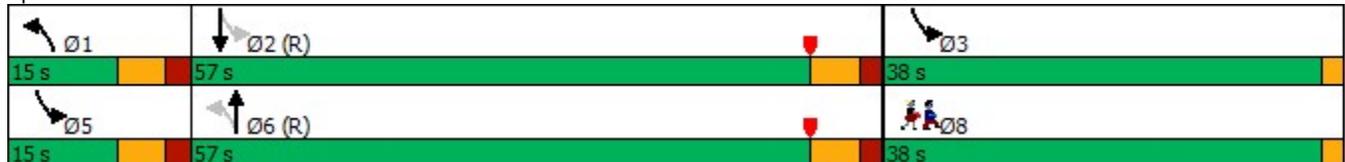
Lane Group	NBL	NBT	SBL	SBT	Ø3	Ø5	Ø8
Lane Configurations	↖	↑↑↑	↖	↑↑↑			
Traffic Volume (vph)	137	855	53	837			
Future Volume (vph)	137	855	53	837			
Turn Type	pm+pt	NA	pm+pt	NA			
Protected Phases	1	6	5 3	2	3	5	8
Permitted Phases	6		2				
Detector Phase	1	6	5 3	2			
Switch Phase							
Minimum Initial (s)	4.0	10.0		10.0	1.0	4.0	1.0
Minimum Split (s)	10.0	24.0		24.0	36.0	10.0	34.0
Total Split (s)	15.0	57.0		57.0	38.0	15.0	38.0
Total Split (%)	13.6%	51.8%		51.8%	35%	14%	35%
Yellow Time (s)	4.0	4.0		4.0	2.0	4.0	2.0
All-Red Time (s)	2.0	2.0		2.0	0.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0		0.0			
Total Lost Time (s)	6.0	6.0		6.0			
Lead/Lag	Lead	Lag		Lag		Lead	
Lead-Lag Optimize?	Yes	Yes		Yes		Yes	
Recall Mode	None	C-Max		C-Max	None	None	None
Act Effct Green (s)	86.0	81.4	93.6	75.8			
Actuated g/C Ratio	0.78	0.74	0.85	0.69			
v/c Ratio	0.35	0.27	0.10	0.28			
Control Delay	7.1	8.1	1.2	9.9			
Queue Delay	0.0	0.0	0.0	0.0			
Total Delay	7.1	8.1	1.2	9.9			
LOS	A	A	A	A			
Approach Delay		8.0		9.4			
Approach LOS		A		A			

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 90 (82%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.35
 Intersection Signal Delay: 8.6
 Intersection Capacity Utilization 33.9%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 104: SR A1A & 3001 Residences



Queues

104: SR A1A & 3001 Residences



Lane Group	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	159	1013	62	980
v/c Ratio	0.35	0.27	0.10	0.28
Control Delay	7.1	8.1	1.2	9.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	7.1	8.1	1.2	9.9
Queue Length 50th (ft)	6	48	2	49
Queue Length 95th (ft)	65	163	5	179
Internal Link Dist (ft)		140		20
Turn Bay Length (ft)	200		190	
Base Capacity (vph)	492	3750	869	3498
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.32	0.27	0.07	0.28

Intersection Summary

HCM Signalized Intersection Capacity Analysis

104: SR A1A & 3001 Residences

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	137	855	16	53	837	6
Future Volume (vph)	0	0	0	0	0	0	137	855	16	53	837	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)							6.0	6.0		6.0	6.0	
Lane Util. Factor							1.00	0.91		1.00	0.91	
Frbp, ped/bikes							1.00	1.00		1.00	1.00	
Flpb, ped/bikes							1.00	1.00		1.00	1.00	
Frt							1.00	1.00		1.00	1.00	
Flt Protected							0.95	1.00		0.95	1.00	
Satd. Flow (prot)							1769	5068		1769	5079	
Flt Permitted							0.26	1.00		0.27	1.00	
Satd. Flow (perm)							482	5068		504	5079	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	0	0	0	0	0	0	159	994	19	62	973	7
RTOR Reduction (vph)	0	0	0	0	0	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	159	1012	0	62	980	0
Confl. Peds. (#/hr)			11	11			11		14	14		11
Confl. Bikes (#/hr)			1						8			3
Turn Type							pm+pt	NA		pm+pt	NA	
Protected Phases							1	6		5	3	2
Permitted Phases							6			2		
Actuated Green, G (s)							85.4	78.7		94.7	75.4	
Effective Green, g (s)							85.4	78.7		92.7	75.4	
Actuated g/C Ratio							0.78	0.72		0.84	0.69	
Clearance Time (s)							6.0	6.0		6.0	6.0	
Vehicle Extension (s)							1.5	3.0			3.0	
Lane Grp Cap (vph)							452	3625		623	3481	
v/s Ratio Prot							c0.02	0.20		c0.02	0.19	
v/s Ratio Perm							c0.25			0.07		
v/c Ratio							0.35	0.28		0.10	0.28	
Uniform Delay, d1							3.3	5.6		1.6	6.7	
Progression Factor							1.00	1.00		1.00	1.00	
Incremental Delay, d2							0.2	0.2		0.0	0.2	
Delay (s)							3.4	5.8		1.6	6.9	
Level of Service							A	A		A	A	
Approach Delay (s)		0.0			0.0				5.4			6.6
Approach LOS		A			A				A			A
Intersection Summary												
HCM 2000 Control Delay			6.0				HCM 2000 Level of Service				A	
HCM 2000 Volume to Capacity ratio			0.33									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)				14.0	
Intersection Capacity Utilization			33.9%				ICU Level of Service				A	
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
 105: EB (Not Controlled by Signal)/WB (Not Controlled by Signal)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	15	0	855	0	0	837	0
Future Volume (Veh/h)	0	0	0	0	0	15	0	855	0	0	837	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	0	0	0	0	0	17	0	994	0	0	973	0
Pedestrians								11				
Lane Width (ft)								12.0				
Walking Speed (ft/s)								3.5				
Percent Blockage								1				
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								100				
pX, platoon unblocked	0.93	0.93		0.93	0.93	0.93				0.93		
vC, conflicting volume	1321	1967	335	1329	1967	331	973			994		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1086	1780	335	1095	1780	23	973			735		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	98	100			100		
cM capacity (veh/h)	156	76	654	155	76	976	704			807		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	0	17	331	331	331	324	324	324				
Volume Left	0	0	0	0	0	0	0	0				
Volume Right	0	17	0	0	0	0	0	0				
cSH	1700	976	1700	1700	1700	1700	1700	1700				
Volume to Capacity	0.00	0.02	0.19	0.19	0.19	0.19	0.19	0.19				
Queue Length 95th (ft)	0	1	0	0	0	0	0	0				
Control Delay (s)	0.0	8.8	0.0	0.0	0.0	0.0	0.0	0.0				
Lane LOS	A	A										
Approach Delay (s)	0.0	8.8	0.0			0.0						
Approach LOS	A	A										
Intersection Summary												
Average Delay			0.1									
Intersection Capacity Utilization			29.6%	ICU Level of Service				A				
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

201: SR A1A & Driveway 1 (Exit Only)



Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations		↗		↑↑↑	↑↑↑		
Traffic Volume (veh/h)	0	106	0	0	790	0	
Future Volume (Veh/h)	0	106	0	0	790	0	
Sign Control	Stop			Free	Free		
Grade	0%			0%	0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	0	115	0	0	859	0	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type				None	None		
Median storage (veh)							
Upstream signal (ft)				610	440		
pX, platoon unblocked	0.94	0.94	0.94				
vC, conflicting volume	859	286	859				
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	631	22	631				
tC, single (s)	6.8	6.9	4.1				
tC, 2 stage (s)							
tF (s)	3.5	3.3	2.2				
p0 queue free %	100	88	100				
cM capacity (veh/h)	389	987	892				
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	115	0	0	0	286	286	286
Volume Left	0	0	0	0	0	0	0
Volume Right	115	0	0	0	0	0	0
cSH	987	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.12	0.00	0.00	0.00	0.17	0.17	0.17
Queue Length 95th (ft)	10	0	0	0	0	0	0
Control Delay (s)	9.1	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	A						
Approach Delay (s)	9.1	0.0					0.0
Approach LOS	A						
Intersection Summary							
Average Delay			1.1				
Intersection Capacity Utilization			28.5%		ICU Level of Service		A
Analysis Period (min)			15				

PO-2015-21

ORDINANCE NO. O-2015-23

(13-DJPV-44)

AN ORDINANCE OF THE CITY OF HOLLYWOOD, FLORIDA, APPROVING AN AMENDMENT TO THE CURRENT OCEAN PALMS CONDOMINIUM PLANNED DEVELOPMENT MASTER PLAN AS IT RELATES TO PHASE II (ORIGINALLY APPROVED BY ORDINANCE O-2002-37); AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, on October 16, 2002, the City Commission passed and adopted Ordinance O-2002-37 which approved the rezoning of the properties located at 3100 and 3101 South Ocean Drive to PD (Planned Development), approved the Planned Development Master Plan known as Ocean Palms Condominium Planned Development Master Plan (the "Plan"); and

WHEREAS, the current project consists of two phases as follows: (1) Phase I (Oceanside condominium) has been completed; and (2) Phase II (Intracoastal side) which is currently vacant and is approved to be developed for a 19,400 sq. ft., six story, retail, restaurant, and parking garage facility; and

WHEREAS, an application was filed with the Department of Planning by Hollywood 3100, LLC requesting an amendment to the current Plan for Phase II of the project to develop the property as a five story commercial building to include office, retail and restaurant uses consisting of approximately 36,000 sq. ft., located at 3100 South Ocean Drive, as more particularly described in Exhibit "A" attached hereto and incorporated herein by reference; and

WHEREAS, pursuant to Section 4.15 G.3. of the Zoning and Land Development Regulations, the proposed amendment to the current Ocean Palms Plan (as approved by Ordinance O-2002-37), constitutes a substantial alteration to the character of the development and requires review and approval by the City Commission; and

WHEREAS, the Planning Manager and Associate Planner, following analysis of the proposed amendment to the Plan and its associated documents, have determined that the proposed amendment to the Plan is consistent with the Zoning and Land Development Regulations, is consistent with the City of Hollywood's Comprehensive Plan, and have therefore recommended approval; and

WHEREAS, the City Commission finds that the proposed amendment to the Plan is consistent with the City of Hollywood's Comprehensive Plan and the Zoning and Land Development Regulations, and is in the best interest of the citizens of the City of Hollywood;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF HOLLYWOOD, FLORIDA:

Section 1: That Ordinance No. O-2002-37, which approved the Ocean Palms Condominium Planned Development Master Plan, shall be further amended, as more specifically described in Exhibit "B" attached hereto and incorporated herein by reference.

Section 2: That all sections or parts of sections of the Zoning and Land Development Regulations, Code of Ordinances, and all ordinances or parts thereof and all resolutions or parts thereof in conflict herewith are hereby repealed to the extent of such conflict.

Section 3: That if any word, phrase, clause, subsection or section of this ordinance is for any reason held unconstitutional or invalid, the invalidity thereof shall not affect the validity of any remaining portions of this ordinance.

Advertised Sept 25, 2015.

PASSED on first reading this 26 day of August, 2015.

PASSED AND ADOPTED on second reading this 7 day of Oct, 2015.

RENDERED this 13 day of Nov, 2015.



PETER BOBER, MAYOR

ATTEST:


PATRICIA A. CERNY, MMC, CITY CLERK

APPROVED AS TO FORM & LEGALITY
for the use and reliance of the
City of Hollywood, Florida, only.


JEFFREY P. SHEFFEL, CITY ATTORNEY

EXHIBIT A

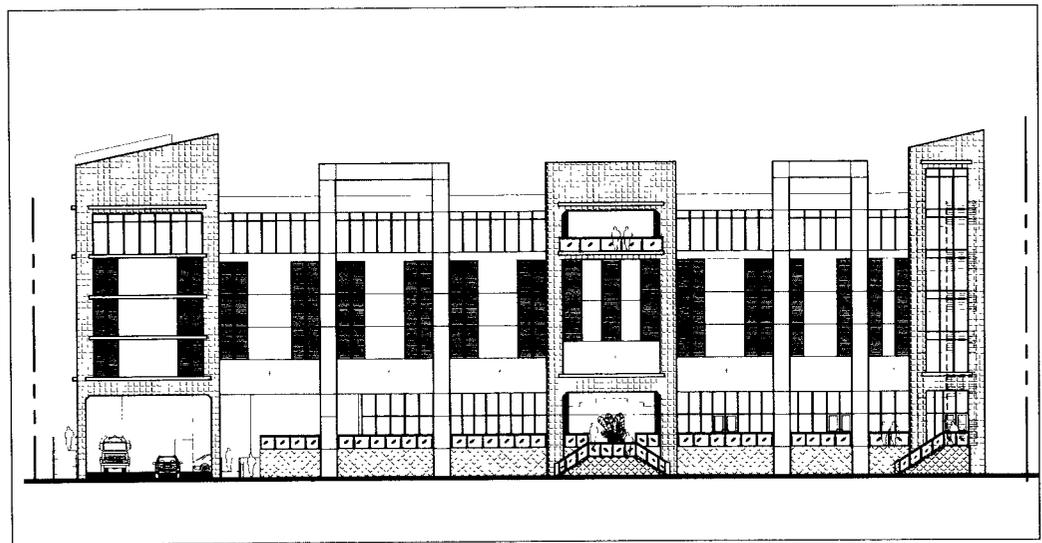
LEGAL DESCRIPTION

LOTS 26 AND 27, BLOCK 15 OF "BEVERLY BEACH", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 22, PAGE 13 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

PROPOSED NEW DEVELOPMENT FOR:

"OCEAN DRIVE RETAIL BUILDING."

3100 S OCEAN DRIVE
HOLLYWOOD, FLORIDA



02/06/2013 M.J.G.
05/20/2013 M.J.G.

SHEET INDEX	
	COVER SHEET
	SURVEY
SITE WORK	
SP-1	SITE PLAN
SP-2	PARKING DETAIL, LOADING ZONE & DUMPSTER DETAIL
SP-3	SCHEMATIC BUILDING SECTION
SP-4	SCHEMATIC RAMP AREA DETAILS
CIVIL	
C-1	PAVING, GRADING AND DRAINAGE PLAN
LANDSCAPE PLANS	
LD-1	TREE DISPOSITION PLAN
L-1	LANDSCAPE PLAN
L-2	TREE REPLACEMENT PLAN
L-3	LANDSCAPE DETAILS, NOTES, SPECIFICATIONS ETC
ARCHITECTURAL	
A-1	PROPOSED GROUND FLOOR PLAN
A-2	PROPOSED 2ND FLOOR PLAN
A-3	PROPOSED 3RD FLOOR PLAN
A-4	PROPOSED 4TH FLOOR PLAN
A-5	PROPOSED 5TH FLOOR PLAN
A-6	PROPOSED ROOF PLAN
A-7	PROPOSED EAST & WEST ELEVATION
A-8	PROPOSED NORTH & SOUTH ELEVATION
A-9	STREET VIEW ELEVATION ALONG "A"

TAC MEETING DATES	
CASE #	13-DP-44
PRELIMINARY TAC REVIEW	05/20/2013
FINAL TAC REVIEW #1	06/15/2013
FINAL TAC REVIEW #2	07/07/2014
FINAL TAC REVIEW #3	---

PROJECT TEAM

ARCHITECT:

GUSTAVO J. CARBONELL, P.A.
Architect and Planner
Member American Institute of Architects

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Maritza J. Gil
Architectural Project Manager
Phone: 954-462-2555 Ext. 32
E-mail: mgil@jcaarch.com

CIVIL ENGINEER:

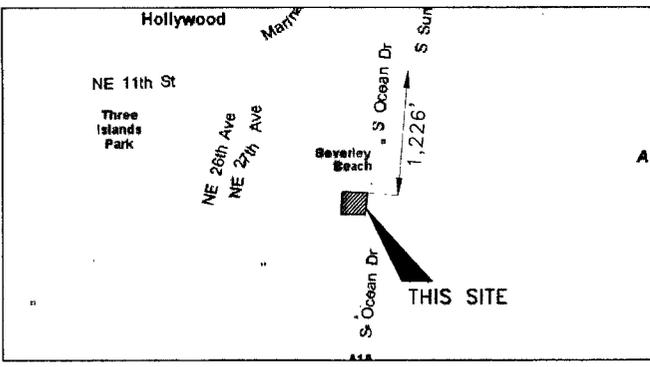
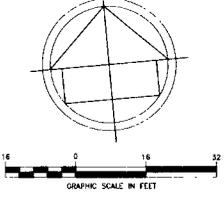
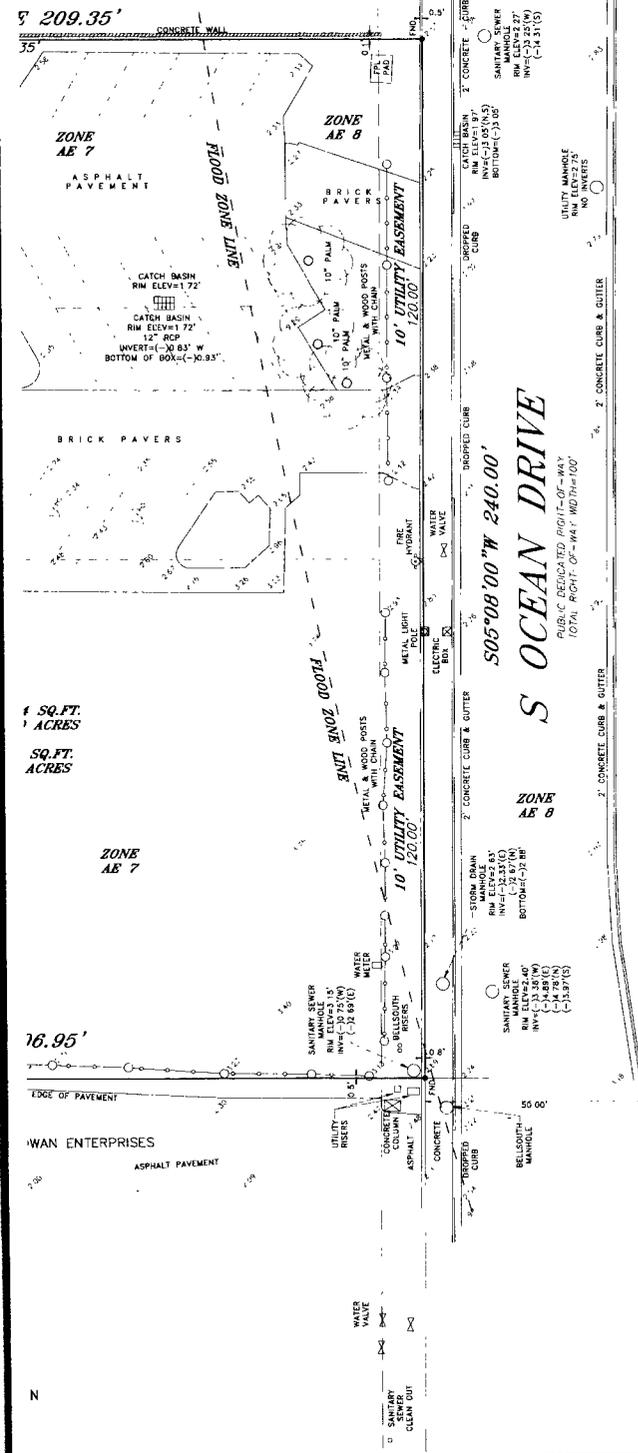
THOMPSON ASSOCIATES

Miami-Dade: 786-897-5914
Broward: 954-763-1976
Palm Beach: 561-932-1968
www.thompson-inc.com

LANDSCAPE ARCHITECT:

JFS Design Inc.
LANDSCAPE ARCHITECTURE
LC 000393

www.jfsdesignfl.com
Tel: (850) 417-1802 jimmy@jfsdesignfl.com
Fax: (850) 442-8225



LOCATION MAP (NTS)

- LEGEND:
- CKD CHECKED BY
 - CONC CONCRETE
 - DWN DRAWN BY
 - FB/PG FIELD BOOK AND PAGE
 - SIR SET 5/8" IRON ROD
 - SNC SET NAIL AND CAP #6448
 - FIR FOUND IRON ROD
 - FIP FOUND IRON PIPE
 - FNC FOUND NAIL AND CAP
 - FND FOUND NAIL & DISC
 - WPP WOOD POWER POLE
 - P.B. PLAT BOOK
 - X- CHAIN LINK (CLF)/WOOD FENCE
 - CBS CONCRETE BLOCK STRUCTURE
 - A/C AIR CONDITIONER
 - B.C.R. BROWARD COUNTY RECORDS
 - BFP BACK FLOW PREVENTER
 - CLP CONCRETE LIGHT POLE
 - ELEVATIONS (NAVD88)
 - OVERHEAD UTILITY LINES
 - NON-VEHICULAR ACCESS LINE
 - PERMANENT REFERENCE MONUMENT
 - PRM AMERICAN LAND TITLE ASSOCIATION
 - ALTA AMERICAN CONGRESS ON SURVEYING
 - ORB OFFICIAL RECORDS BOOK
 - EB ELECTRIC BOX
 - TYP TYPICAL
 - BOLLARD
 - HANDICAP SPACE
 - WPP WOOD POWER POLE
 - SQ.FT. SQUARE FEET

- NOTES:
- NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
 - THE CERTIFICATION SHOWN HEREON TO THE EXTENT RELATING TO THE EXISTENCE OF EASEMENTS AND/OR RIGHTS-OF-WAY OF RECORD IS BASED UPON THE UPDATED OWNERSHIP AND ENCUMBRANCES REPORT PREPARED BY ATTORNEYS' TITLE FUND SERVICES, LLC, EFFECTIVE DATES FROM JUNE 4, 2014 TO DECEMBER 7, 2014. FILE NO.: 10-2013-00568502
 - THIS SURVEY WAS DONE SOLELY FOR BOUNDARY PURPOSES AND DOES NOT DEPICT THE JURISDICTION OF ANY MUNICIPAL, STATE, FEDERAL OR OTHER ENTITIES.
 - LAND DESCRIPTION SHOWN HEREON WAS PROVIDED BY THE CLIENT.
 - UNDERGROUND IMPROVEMENTS NOT SHOWN.
 - ELEVATIONS SHOWN HEREON ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988. (NAVD88)
 - BENCHMARK REFERENCE: BROWARD COUNTY BENCHMARK #3956 ELEVATION=9.16(NGVD29) 7.65(NAVD88) CONVERSION: (NGVD29 - 1.51 = NAVD88)
 - BEARINGS SHOWN HEREON ARE BASED ON THE WEST LINE OF "BEVERLY BEACH", P.B. 22, PG. 13, B.C.R SAID LINE BEARS N04°32'14"E.
 - ZONING: PD - PLANNED DEVELOPMENT DISTRICT
 - STRIPED PARKING: (2) HANDICAP, (38) REGULAR = (40) TOTAL PARKING SPACES
 - SET BACKS REQUIREMENTS:

THERE ARE NO PLOTTABLE EXCEPTIONS

FLOOD ZONE INFORMATION	
COMMUNITY NUMBER	125113
PANEL NUMBER	0751 H
ZONE	AE
BASE FLOOD ELEVATION	7&8
EFFECTIVE DATE	08/18/14

- THERE ARE NO REQUIRED SETBACKS OR YARDS EXCEPT FOR THE FOLLOWING:
- INTERNAL STREETS - THERE SHALL BE A SETBACK OF NOT LESS THAN 25 FEET IN DEPTH ABUTTING ALL PUBLIC ROAD RIGHTS-OF-WAY WITHIN A PLANNED DEVELOPMENT DISTRICT.
 - EXTERNAL STREETS - THERE SHALL BE A PERIPHERAL LANDSCAPED SETBACK FROM ALL EXTERNAL STREETS OF THE PLANNED DEVELOPMENT OF NOT LESS THAN 25 FEET IN DEPTH.
 - MAXIMUM HEIGHT OF STRUCTURES - NO MAXIMUM HEIGHT OF STRUCTURES SHALL BE REQUIRED WITHIN A PLANNED DEVELOPMENT. THE CITY COMMISSION UPON RECOMMENDATION OF THE PLANNING BOARD SHALL DETERMINE THE APPROPRIATE HEIGHT LIMITATIONS ON AN INDIVIDUAL DEVELOPMENT BASIS.

SURVEYOR'S CERTIFICATION:

THAT (A) THIS SURVEY WAS PREPARED UNDER MY SUPERVISION; (B) THE LEGAL DESCRIPTION OF THE PROPERTY AS SET FORTH HEREIN, AND THE LOCATION OF ALL IMPROVEMENTS, FENCES, EASEMENTS, ROADWAYS, RIGHTS OF WAY AND SETBACK LINES WHICH ARE EITHER VISIBLE OR OF RECORD IN BROWARD COUNTY, FLORIDA (ACCORDING TO THE UPDATED OWNERSHIP AND ENCUMBRANCE REPORT, FILE NUMBER:10-2013-00568502, EFFECTIVE DATES FROM JUNE 4, 2014 TO DECEMBER 7, 2014), ARE ACCURATELY REFLECTED HEREON; AND (C) THIS SURVEY ACCURATELY DEPICTS THE STATE OF FACTS AS THEY APPEAR ON THE GROUND. THIS MAP AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH "MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS," JOINTLY ESTABLISHED AND ADOPTED BY THE AMERICAN LAND TITLE ASSOCIATION ("ALTA"), THE AMERICAN CONGRESS ON SURVEYING AND MAPPING ("ACSM") AND THE NATIONAL SOCIETY OF PROFESSIONAL SURVEYORS ("NSPS") IN 2011, AND INCLUDES ITEMS 1, 2, 3, 4, 6(A), 7(A), 7(B)(1), 7(C), 8, 9, 11 (A), 13, 14, 15, 17 AND 18 OF TABLE A THEREOF, PURSUANT TO THE ACCURACY STANDARDS AS ADOPTED BY ALTA, NSPS, AND ACSM AND IN EFFECT ON THE DATE OF THIS CERTIFICATION, THE UNDERSIGNED FURTHER CERTIFIES THAT:

THE SURVEY MEASUREMENTS WERE MADE IN ACCORDANCE WITH THE "MINIMUM ANGLE, DISTANCE, AND CLOSURE REQUIREMENTS FOR SURVEY MEASUREMENTS WHICH CONTROL LAND BOUNDARIES FOR ALTA/ACSM LAND TITLE SURVEYS"

DATED: 02/27/15 FOR THE FIRM BY: *Richard E. Cousins*
 RICHARD E. COUSINS
 PROFESSIONAL SURVEYOR AND MAPPER
 FLORIDA REGISTRATION No. 4188.

3100 S OCEAN DRIVE
 HOLLYWOOD, FLORIDA

REVISIONS	DATE	FB/PG	DWN	CKD
BOUNDARY & TOPOGRAPHIC SURVEY	09/04/12	DATA/COLL	AY	REC
REVISED PER O & E REPORT	09/22/13		AY	REC
CONVERTED ELEVATIONS FROM NAVD88 TO NAD83	06/23/13		JR	REC
ADDED INVERT INFORMATION TO DRAINAGE STRUCTURES	10/23/13	SKETCH	JD	REC
ADDED INVERT INFORMATION UTILITIES IN RIGHT-OF-WAY	10/24/13	SKETCH	JD	REC
ADDED PROPOSED FEMA FLOOD ZONE LINE	04/16/14		AM	REC

REVISIONS	DATE	FB/PG	DWN	CKD
UPDATE SURVEY / ALTA/ACSM LAND TITLE SURVEY	02/27/15		RB	REC
UPDATE SURVEY / ALTA/ACSM LAND TITLE SURVEY	12/02/14		JB	REC
UPDATE SURVEY	02/23/15		JB	REC

PROJECT NO: 6867-12
 SCALE: 1" = 16'

SHEET
 1
 OF
 1
 SHEET

75 PLAN APPROVED
49,856.00 S.F.
25,112.00 S.F.
3,776.00 S.F.
13,868.00 S.F.
7,200.00 S.F.
12,000.00 S.F.
7,400.00 S.F.
332 STALLS

ZONING DATA	PREVIOUSLY APPROVED FOR: OCEAN PALMS PHASE II	PROPOSED FOR: OCEAN DRIVE RETAIL BUILDING	REQUESTED MODIFICATIONS & VARIANCES
ZONING DESIGNATION	PD	P3	
PARKING PROPOSED	332 SPACES	221 SPACES	
TOTAL HEIGHT PROPOSED	65'-0"	65'-0" TOP OF ROOF FROM ESTABLISHED GRADE	
TOTAL NUMBER OF FLOORS	6	5	
RETAIL RESTAURANTS	12,000 S.F. 7,400 S.F.	1st FLOOR RETAIL ----- 9,454.42 S.F. 1st FLOOR RESTAURANT ----- 4,329.02 S.F. 5th FLOOR OFFICE ----- 15,656.43 S.F. 5th FLOOR RESTAURANT ----- 6,014.00 S.F.	
OPEN SPACE REQUIRED 40% OF TOTAL SITE AREA	24,844 S.F. = 49% OF TOTAL SITE AREA INCLUDED	16,351.16 = 32.78% OF TOTAL SITE AREA INCLUDED	MODIFICATION OPEN SPACE 32.78% OF TOTAL SITE AREA
OPEN SPACE PROVIDED	LANDSCAPE = 13,868.00 S.F. EXT DRIVEWAY AREA = 3,776.00 S.F. WATER = 7,200.00 S.F.	LANDSCAPE = 6,892.04 S.F. EXT DRIVEWAY AREA = 4,329.02 S.F. CONC SEAWALL = 186.30 S.F. WATER = 7,200.00 S.F. EXT WALKWAY, EXT H.C. RAMP & EXT STAIRS = 1,833.43 S.F.	
SETBACKS			
FRONT (EAST)	25'-0"	1'-2" TO COLUMNS	VARIANCE: 7'-2" TO COLUMNS -- 25' REQD
REAR (WEST) included 30' water	50'-0"	36'-1" VARIABLE DIM TO 38'-4"	MODIFICATION 36'-1" TO COLUMNS
SIDE (NORTH)	25'-0"	10'-2"	MODIFICATION 10'-2"
SIDE (SOUTH)	25'-0"	10'-2"	MODIFICATION 10'-2"



02/06/2015 M.J.G.
05/15/2015 M.J.G.

GUSTAVO J. CARBONELL, P.A.
Architect and Planner
1457 N.E. 4th AVE.
Ft. Lauderdale, Florida, 33304
(954) 462-6565
Member American Institute of Architects



4 LOCATION MAP

SCALE: N.T.S. NORTH

PROJECT DESCRIPTION	
PROPOSED NEW DEVELOPMENT FOR:	OCEAN DRIVE RETAIL BUILDING
PROPERTY ADDRESS	3100 S OCEAN DRIVE HOLLYWOOD, FL 33019
SITE PLAN	13-0P-44
LEGAL DESCRIPTION	LOTS 26 AND 27, BLOCK 15 OF "THE PALM BEACH" ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 12, PAGE 13 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA
SITE DATA	
LAND USE DESIGNATION	COMMERCIAL FLEX
ZONING DESIGNATION	P3
PROPOSED USE	RETAIL OFFICES & RESTAURANTS BUILDING
LOT AREAS	
RETAIL OFFICES & RESTAURANTS BUILDING	
IMPROVEMENTS	
BUILDING FOOTPRINT AREA	33,396.76 S.F. OR 86.87% OF SITE AREA
EXTERIOR VEHICULAR ACCESS	418.88 S.F. OR 0.94% OF SITE AREA
EXT WALKWAY, STAIRS, H.C. RAMP & LIFT AREAS	1,664.67 S.F. OR 3.93% OF SITE AREA
CONC SEAWALL	186.30 S.F. OR 0.37% OF SITE AREA
LANDSCAPE AREAS	
LANDSCAPE AREA	6,777.89 S.F. OR 13.57% OF SITE AREA
WATER & FUTURE DOCK AREAS	7,200.00 S.F. OR 14.42% OF SITE AREA
UTILITIES	
110KV POWER	11,281.77 S.F. OR 23.01% OF SITE AREA
15KV POWER	1,444.81 S.F. OR 2.95% OF SITE AREA
LEADER WATER AND CUMULATIVE TOWER	21,124.21 S.F. OR 42.25% OF SITE AREA
110KV TOWER	1,444.81 S.F. OR 2.95% OF SITE AREA
BUILDING AREAS	
VEHICULAR ACCESS RAMP & LOADING ZONE	7,883.16 S.F.
NON ENCLOSED WALKWAYS	7,883.16 S.F.
INTERIOR H.C. RAMPS	806.15 S.F.
BUILDING STAIRS	724.07 S.F.
BUILDING ELEVATORS	180.43 S.F.
EL. WASH. ROOM	743.46 S.F.
GARAGE & RECYCLE ROOMS	516.70 S.F.
BIKE DOCK ROOM	340.53 S.F.
CHANGE AREA ROOM	228.38 S.F.
MAIL & UTILITY ROOMS	623.83 S.F.
INTERIOR PLANTERS	302.50 S.F.
RETAIL	
RETAIL	9,454.42 S.F.
RESTAURANT	4,329.02 S.F.
TOTAL RETAIL	13,783.44 S.F.
OFFICE	
PARKING & VEHICULAR AREA	25,802.12 S.F.
COMMON AREAS	3,454.40 S.F.
TOTAL OFFICE	29,256.52 S.F.
TOILET	
PARKING & VEHICULAR AREA	25,255.20 S.F.
COMMON AREAS	3,721.42 S.F.
TOTAL OFFICE	28,976.62 S.F.
INTERIOR PLANTERS	8,971.53 S.F.
NON ENCLOSED WALKWAYS	453.75 S.F.
GARAGE ROOMS	151.23 S.F.
METER ROOM	158.66 S.F.
UTILITY ROOM	145.93 S.F.
OFFICES	
OFFICES	15,656.43 S.F.
RESTAURANTS	6,014.00 S.F.
BATHROOMS	505.25 S.F.
TOTAL OFFICE	22,175.68 S.F.
GROSS BUILDING FLOOR AREA	152,942.60 S.F.

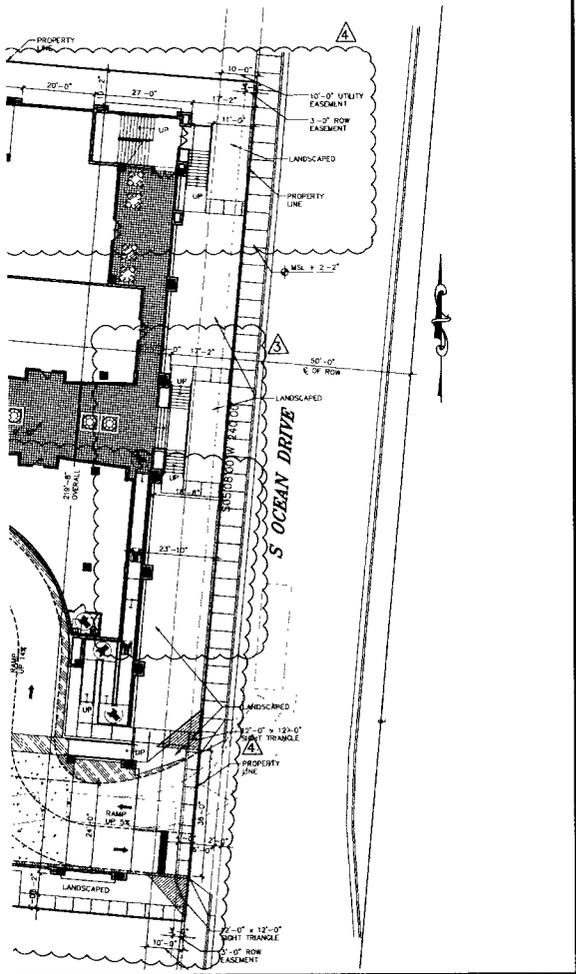
PROPOSED NEW DEVELOPMENT FOR:
OCEAN DRIVE RETAIL BUILDING.
3100 S OCEAN DRIVE
HOLLYWOOD, FLORIDA

SITE PLAN

DRAWN: M.J.G.
CHECKED: G.J.C.
DATE: 12-03-2012
SCALE: AS NOTED
JOB NO: 12-094
SHEET: SP-1

5 PREVIOUSLY APPROVED AND PROPOSED DATA

SCALE: N.T.S. NORTH



NOTES:

- 1- LIGHTING LEVELS TOWARD RESIDENTIAL AREAS WILL NOT EXCEED 0.5 FOOT-CANDELES LEVEL TO ALL PROPERTY LINES ADJACENT
- 2- ALL NEW SIGNAGE WILL COMPLY WITH ZONING AND LAND DEVELOPMENT REGULATIONS
- 3- DOCK AREA DESIGNED FOR MAXIMUM STRAIGHT BODY TRUCKS 15'-0" IN LENGTH

PARKING DATA	
RETAIL	1 / 250
1st FLOOR RETAIL	9,454.42/250= 37.82
RESTAURANTS	1X 0.60 / 60
1st FLOOR RESTAURANT	4,329.02 / 0.60= 7,215.03
5th FLOOR RESTAURANTS	6,014.00 / 0.60= 10,023.33
OFFICES	1 / 250
5th FLOOR OFFICES	15,656.43/250= 62.63
PARKING SPACES	203.88
TOTAL REQUIRED PARKING SPACES =	204 PARKING SPACES
LOADING ZONE:	(2) 10'-0" x 35'-0"
2nd FLOOR	STANDARD STALLS 69 H.C. STALLS 3 TOTAL 72 STALLS
3rd FLOOR	STANDARD STALLS 71 H.C. STALLS 2 TOTAL 73 STALLS
4th FLOOR	STANDARD STALLS 74 H.C. STALLS 2 TOTAL 76 STALLS
TOTAL PROVIDED PARKING SPACES =	221 PARKING SPACES
LOADING ZONE:	(2) 10'-0" x 35'-0"

2 PARKING DATA & NOTES

SCALE: N.T.S.

3 DATA

SCALE: N.T.S.

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 Architect and Planner
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 Member American Institute of Architects



PROPOSED NEW DEVELOPMENT FOR:
 OCEAN DRIVE RETAIL BUILDING.
 3100 S OCEAN DRIVE
 HOLLYWOOD, FLORIDA

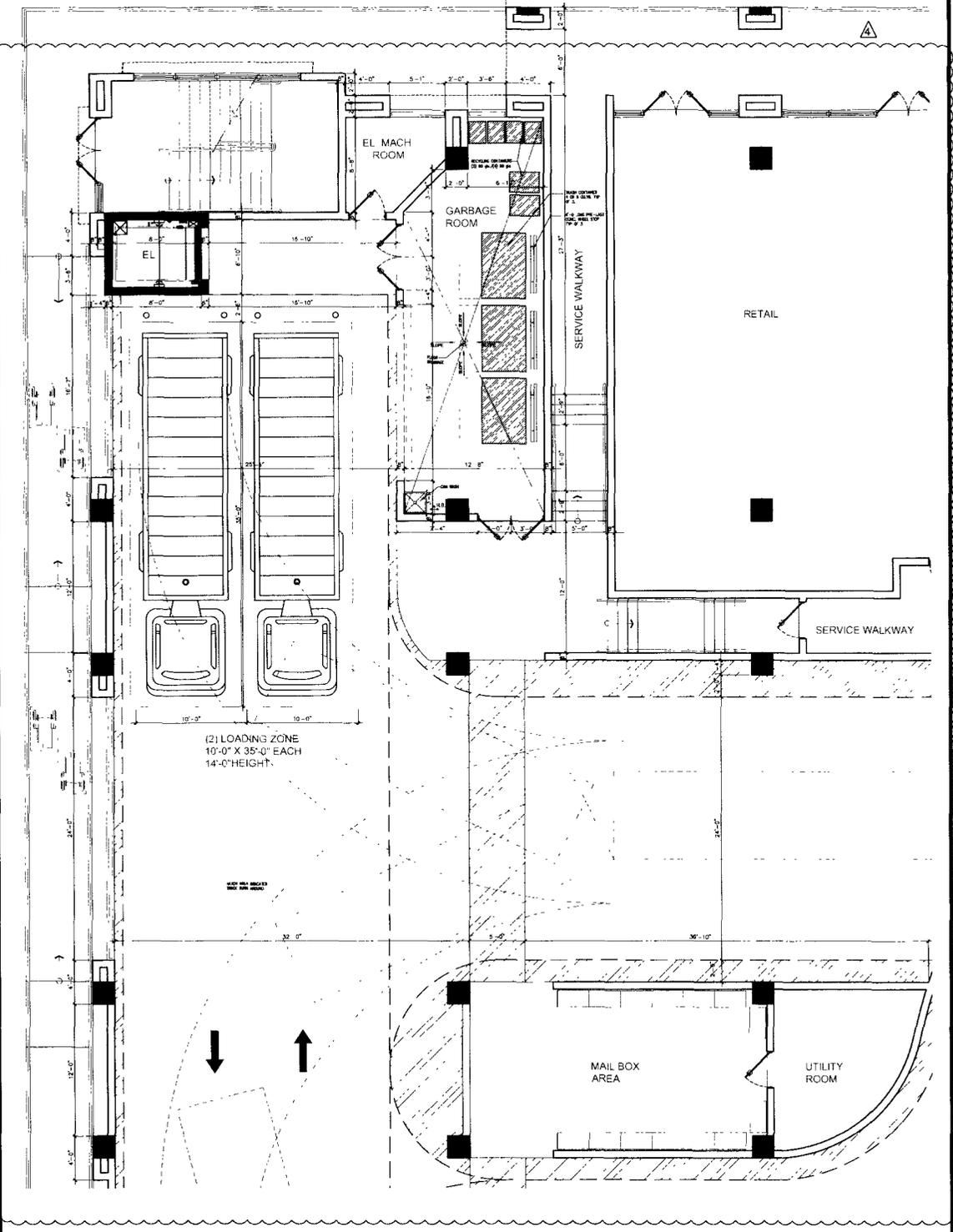
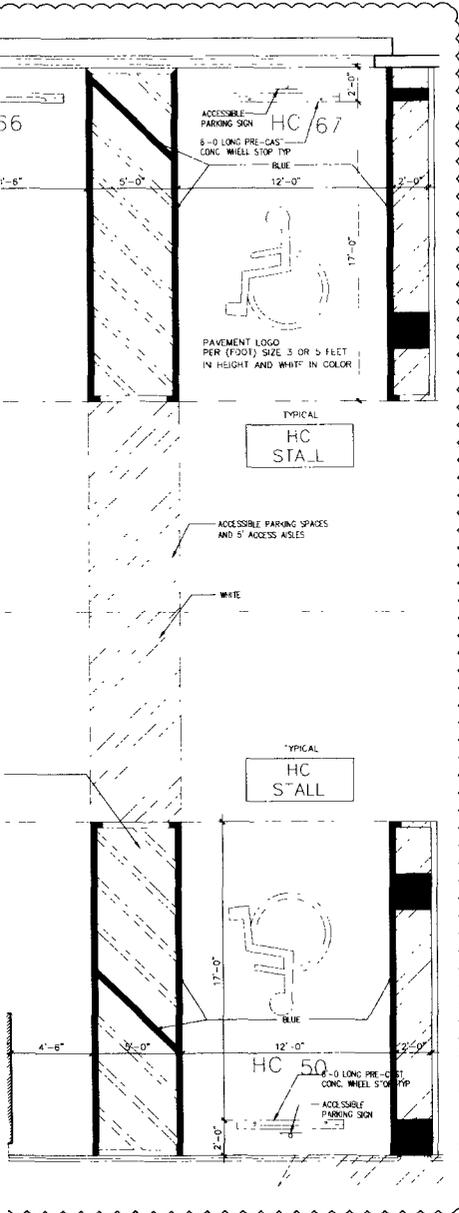
DATE: 12-03-2012
 AA NO: 26-2011-31

LOADING ZONE & PARKING DETAIL

DRAWN: M.J.G.
 CHECKED: G.J.C.
 DATE: 12-03-2012
 SCALE: AS NOTED
 JOB NO: 12-094

SP-2

2 PROPOSED LOADING & GARBAGE ROOM DETAIL
 SCALE 3/16" = 1'-0"



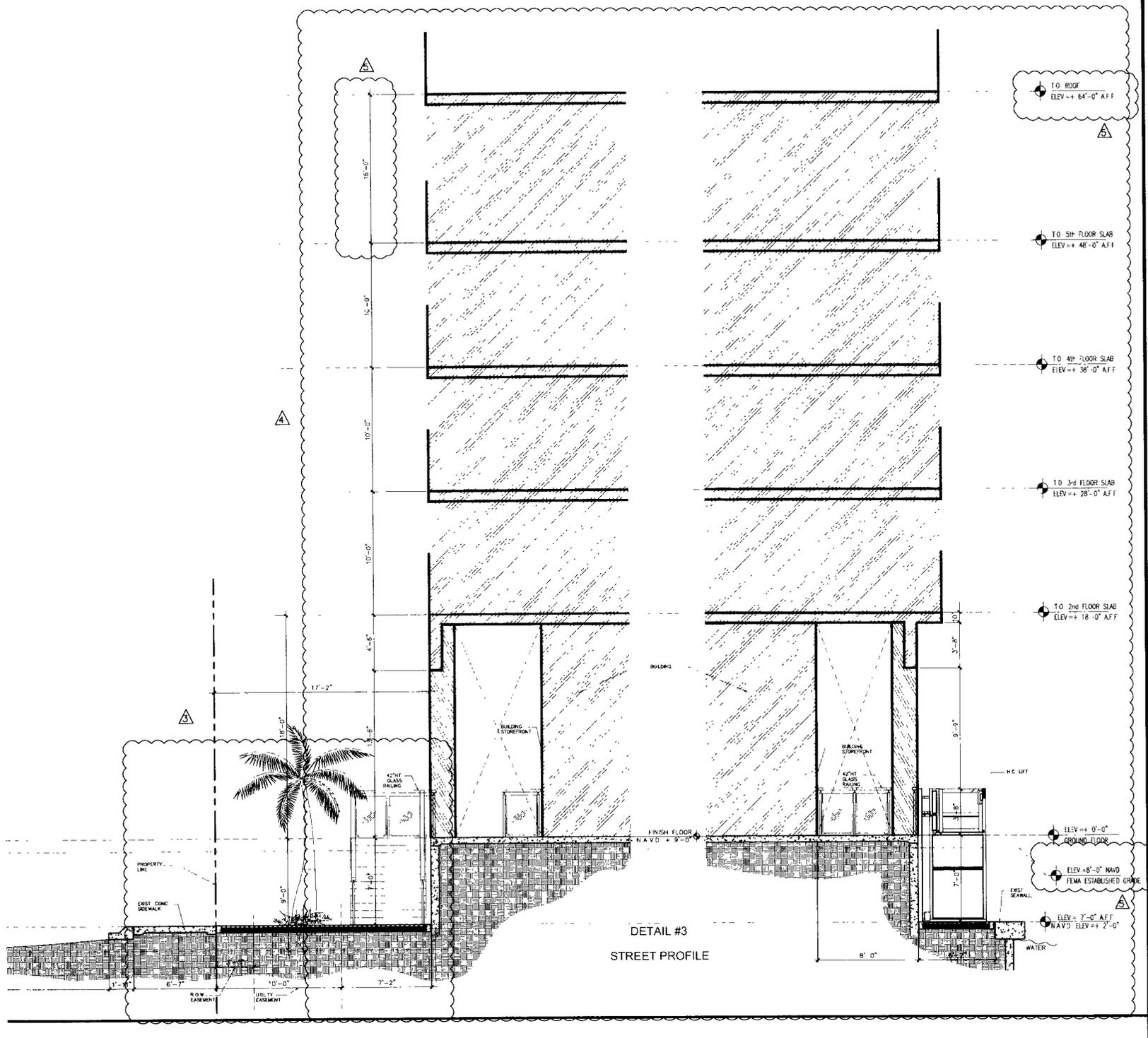
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 Member American Institute of Architects



PROPOSED NEW DEVELOPMENT FOR:
 OCEAN DRIVE RETAIL BUILDING.
 3100 S OCEAN DRIVE
 HOLLYWOOD, FLORIDA

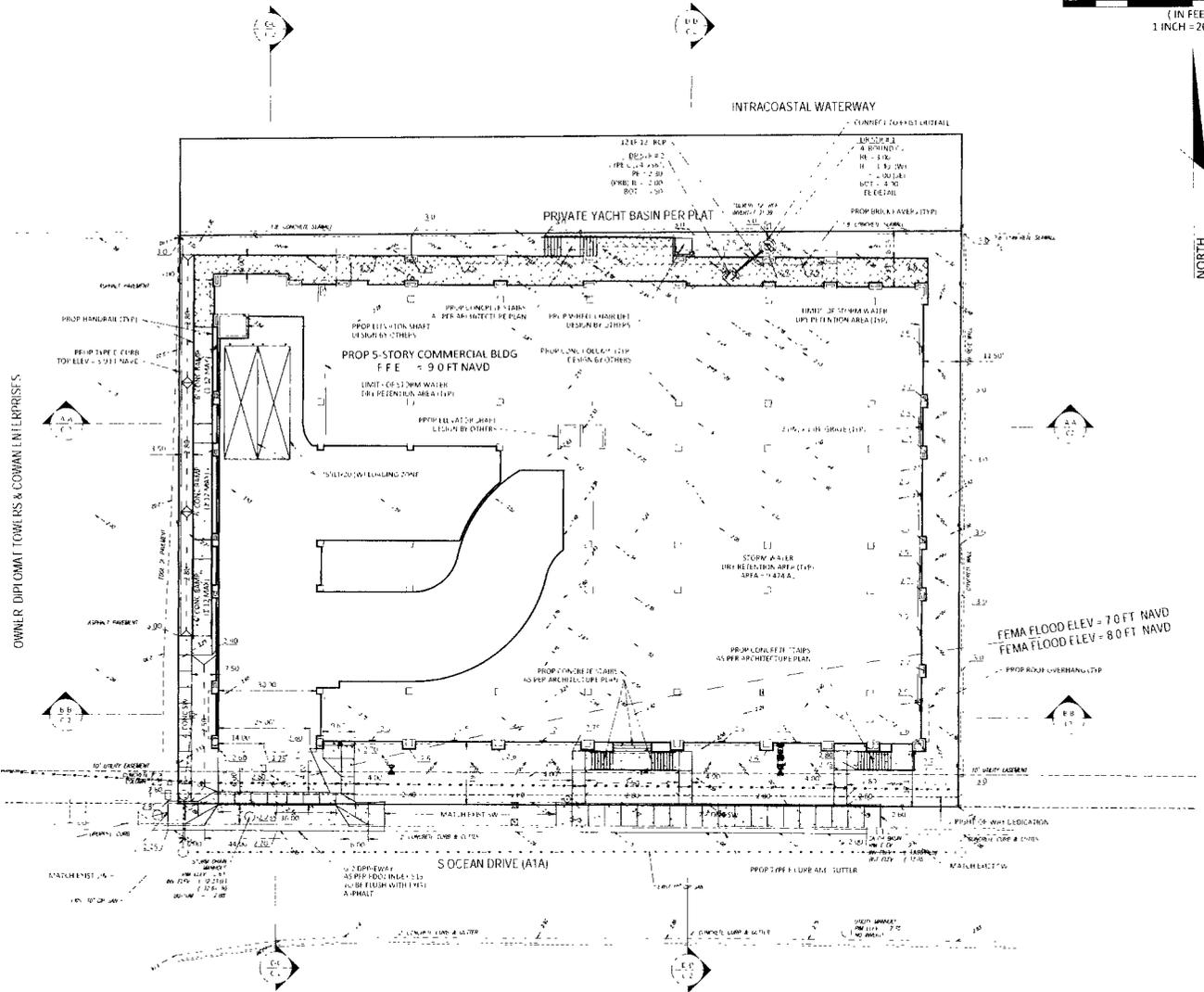
SCHEMATIC
 DETAILS

DATE	NO.	BY
12-03-2012	1	M.J.G.
SCALE	AS NOTED	
JOB NO.	12-094	
SP-3		



DETAIL #3
 STREET PROFILE

(IN FEET)
1 INCH = 20 FEET



NORTH

OWNER: DIPLOMAT TOWERS & COWAN ENTERPRISES

AVD		TO BE REMOVED
AVD		IMLUCCATED CURB
JRE		S & D WALK
JRE		PAVER
TO B		TO BE REMOVED
TO B		CHAIN LINK FENCE
TO B		DECORAT V FENCE
TO B		PROPERTY LINE
TO B		SECTION LINE
TO B		EASEMENT LINE
TO B		R/W LINE
TO B		TOP OF BANK
TO B		NON VEHICULAR ACCESS LINE

SITE PLAN APPROVAL, NOT FOR CONSTRUCTION

BY	DESIGNED	NR/SJH
	DATE	09/24/13
	DRAWN	NR
	DATE	09/29/13
	CHECKED	JFT
	DATE	5/19/15

THOMPSON & ASSOCIATES
 CERTIFICATE OF AUTHORIZATION 28125
 PROJECT NO. 12P-028
 36501 E. OCEAN BLVD., 7TH FL.
 FORT LAUDERDALE, FL 33308
 PHONE: (754) 461-1000
 FAX: (754) 461-1001

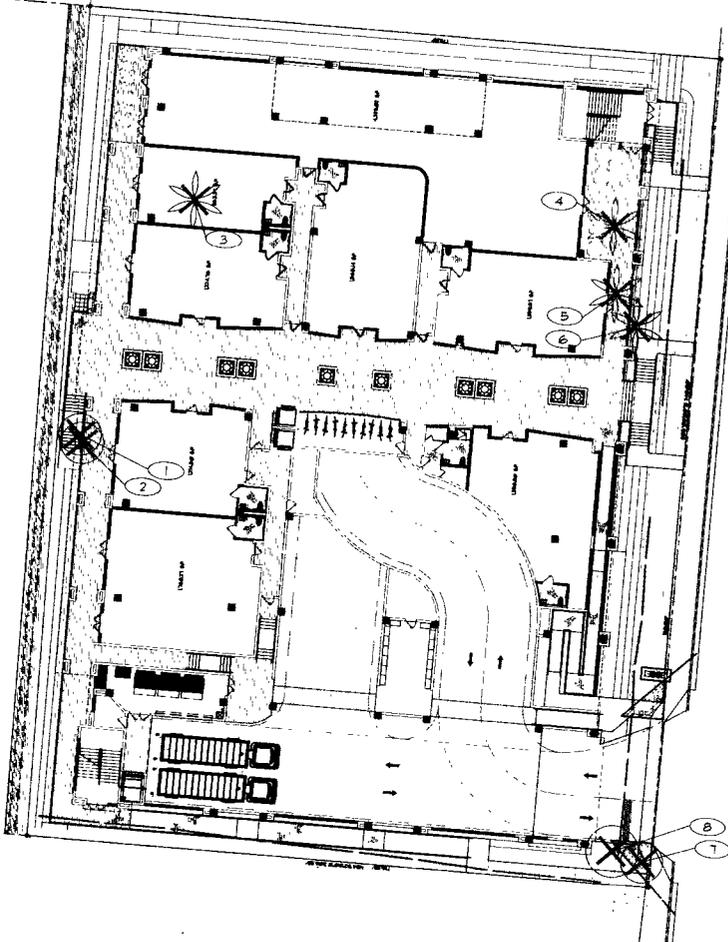
3100 OCEAN RETAIL BUILDING
 CITY OF HOLLYWOOD, FLORIDA

PAVING, GRADING AND DRAINAGE PLAN

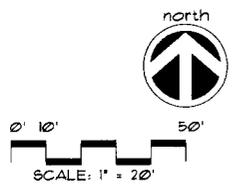
DESIGNED BY: SHAHIN HERMAT, PE - FE REG #49941
 DATE: 5/19/2015

SCALE: 1" = 20'
 PROJECT NO.: 12-P-028
 LAL FILE: X SHEET 04R

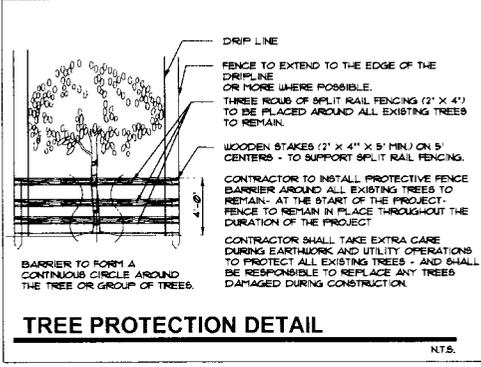
SHEET: **C-1**
 01 OF 09



SOUTH OCEAN DRIVE



TREE NO.	SYM.	COMMON NAME	BOTANICAL NAME	HEIGHT	BREADTH	DBH	CONDITION	STATUS	CANOPY	DBH LOSS	REMARKS
1	SP	SABAL PALM	Sabia palmetto	12	12	10	GOOD	TO REMOVE	110	12	
2	SP	SABAL PALM	Sabia palmetto	12	12	10	GOOD	TO REMOVE	110	12	
3	RE	ROYAL PALM	King stoneweed	25	20	14	FAIR	TO REMOVE	124	18	
4	CM	FLORIDIAN PALM	Caribbean palm	22	16	12	GOOD	TO REMOVE	78	13	
5	CM	GUINEA PALM	Caribbean palm	24	20	8	GOOD	TO REMOVE	234	2	
6	CM	COCONUT PALM	Coconut palm	25	20	9	GOOD	TO REMOVE	174	9	
7	SP	SABAL PALM	Sabia palmetto	18	12	12	GOOD	TO REMOVE	112	12	
8	BA	SCHIFFELERA	Straw tree	16	12	10	MUR	TO REMOVE	177		PROHIBITED SPECIES
									1,537	78	



TREE PROTECTION DETAIL

N.T.S.

NOTES:

- SEE SHEET L-1 FOR PROPOSED TREE LOCATIONS.
- THE CONTRACTOR SHALL REMOVE ALL TREES AND HEDGES AS PER PLANS AND AS APPROVED BY THE LOCAL GOVERNING AGENCIES (CITY OF HOLLYWOOD). TREE AND HEDGE REMOVAL SHALL INCLUDE ALL TRUNKS, STUMPS AND ROOTS. ALL EXCESS DEBRIS SHALL BE REMOVED FROM THE SITE AND DISPOSED OF AT AN APPROVED SITE. ALL HOLES AND DEPRESSIONS SHALL BE BACKFILLED WITH CLEAN, APPROVED BACKFILL.
- NOTE: LOCATIONS SHOWN FOR THE EXISTING TREES ARE APPROXIMATE. EXACT LOCATIONS ARE TO BE FIELD VERIFIED BY A REGISTERED LAND SURVEYOR (R.L.S.) PRIOR TO ANY PAVING AND ANY OTHER SUCH WORK WHICH WILL BE IMPACTED BY ANY TREES TO REMAIN.
- ALL INVASIVE EXOTIC VEGETATION AND OTHER PLANTS LISTED AS CATEGORY I, ON THE EXOTIC PEST PLANT COUNCIL'S LIST OF FLORIDA'S MOST INVASIVE SPECIES SHALL BE REMOVED FROM THE SITE AND MAINTENANCE SHALL GUARANTEE CONTROL OF RE-INVASION.

REMOVAL OF ANY AND ALL TREES AND PALMS WILL REQUIRE A WRITTEN TREE REMOVAL PERMIT FROM THE CITY OF HOLLYWOOD

SEE LANDSCAPE PLANS FOR PROPOSED PLANTINGS, PLANTLIST, LANDSCAPE DETAILS, SPECIFICATIONS, NOTES, ETC.

SEE L-2 FOR TREE REPLACEMENT PLAN.

SEE IRR-1 FOR IRRIGATION PLAN, NOTES, DETAILS, SPECIFICATIONS, ETC.

TREE DISPOSITION PLAN

JFS Design Inc.
 LANDSCAPE ARCHITECTURE
 LC 000983
 www.jfsdesign.com
 jimmy@jfsdesign.com
 TEL: (954) 471-9991
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REVISION	BY
5. New Background from Proj. Arch.	08/16/10

1. Per City TAC comments	08/16/10
2. New Background from Proj. Arch.	08/16/10
3. New Background from Proj. Arch.	08/16/10
4. 10-30-14 City TAC comments	07/18/14

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**PROPOSED NEW DEVELOPMENT FOR:
 OCEAN DRIVE RETAIL BUILDING.
 3100 S OCEAN DRIVE
 HOLLYWOOD, FLORIDA**

JAMES F. BOGASH
 R.L.A. # 2629132

DRAWN	
CHECKED	G.J.C.
DATE	12-03-2012
SCALE	1" = 20'
JOB NO	12-094
SHEET	
OF	SHEETS

TD-1

JFS Design Inc.
 LANDSCAPE ARCHITECTURE
 LC 000393
 www.jfsdesign.com
 jimmy@jfsdesign.com

TEL: (954) 441-8888
 FAX: (954) 441-8889

REVISION	BY
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For City TAC comments	08/22/13
New Background from Proj. Arch.	08/26/14
New Background from Proj. Arch.	08/26/14
10-30-14 City TAC comments	07/07/14

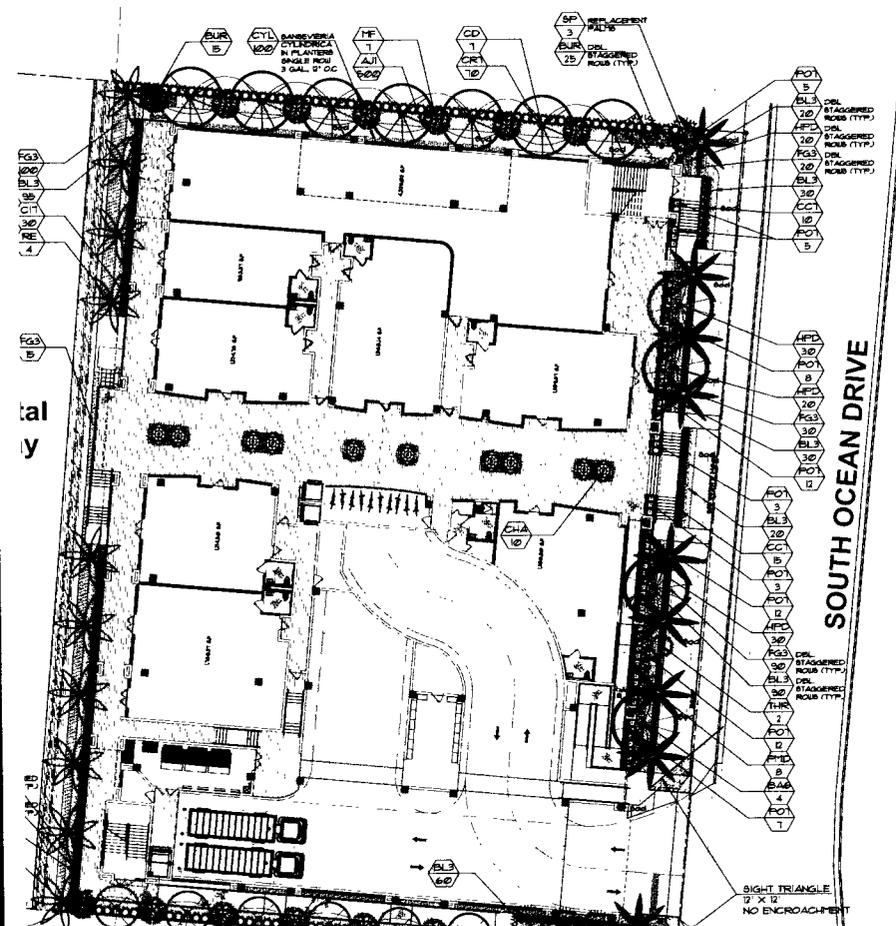
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**PROPOSED NEW DEVELOPMENT FOR:
 OCEAN DRIVE RETAIL BUILDING.**
 3100 S OCEAN DRIVE
 HOLLYWOOD, FLORIDA

JAMES F. SOCCASH
 RLA # 2606137

DRAWN
 CHECKED **G.J.C.**
 DATE **12-03-2012**
 SCALE **1" = 20'**
 JOB NO **12-094**
 SHEET
L-1
 OF SHEETS



SOUTH OCEAN DRIVE

OCEAN DRIVE RETAIL BUILDING			
3100 S. OCEAN DRIVE, HOLLYWOOD, FL			
LANDSCAPE SITE CALCULATIONS			
3/11/2015			
GROSS SITE AREA*	1.42 ac	61,944 SF	
NET SITE AREA**	0.964 ac.	42,024 SF	
PERVIOUS AREA	LANE AREA	ALLOWED	PROVIDED
			6,997 SF 14.0%
LANDSCAPE REQUIREMENTS LANDSCAPING COMPLIES WITH CITY OF HOLLYWOOD ZONING AND LAND DEVELOPMENT REGULATIONS, ARTICLE 9.			
STREET TREES			
1 tree/50 LF			
OCEAN DRIVE 240 LF @ 50 LF = 5 TREES	5	9	100%
Previous Area	7	11	63.6%
			1100 SF @ 1000 SF
TOTAL	12	20	
NATIVE REQUIREMENT			
TREES-60% NATIVE	8	61 C.F.CD***	
12% REQUIRED TREES & 60% NATIVE TREE SPECIES		4500 H.A. TREES ON PLAN	
SHRUBS-50% NATIVE	230	393 (86%)	
45% F. 50% - 2" NATIVE SHRUBS			

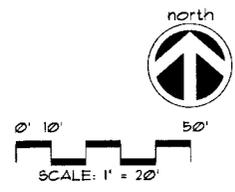
A WRITTEN TREE REMOVAL PERMIT IS REQUIRED FROM THE CITY OF HOLLYWOOD PRIOR TO REMOVAL OF ANY TREES OR PALMS.

PLANT MATERIAL SHALL NOT BE PLANTED INTO ROOT BALLS OF TREES AND PALMS PER THE CITY OF HOLLYWOOD (TYPICAL)

THE CITY LANDSCAPE ARCHITECT WILL BE NOTIFIED PRIOR TO ANY CHANGES IN APPROVED LANDSCAPE MATERIALS OR SIZES.

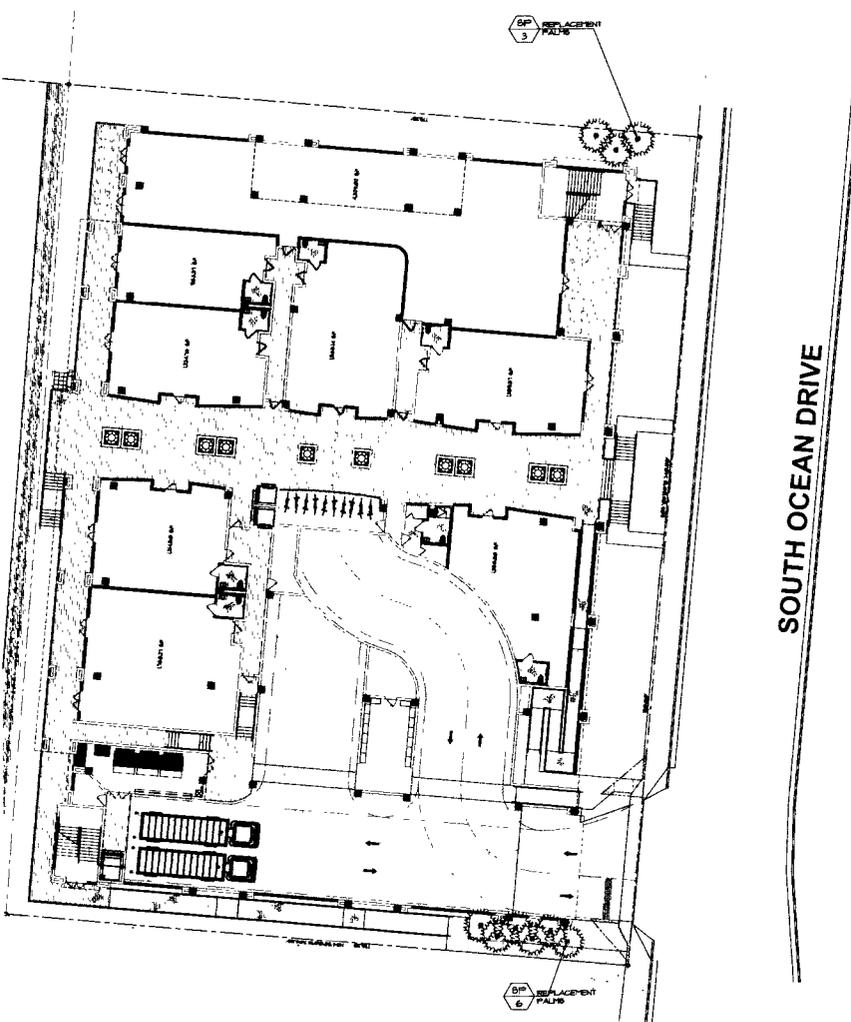
SEE SHEET L-2 FOR TREE REPLACEMENT PLAN.

SEE SHEET L-3 FOR LANDSCAPE DETAILS, SPECIFICATIONS, NOTES, ETC.



SPECIFICATION
16" x 18" x 10 apr. 4" cal.
FL FANCY TREEWORLD
12" x 6 apr. 2 1/2" cal
12" x 5 apr. 2" cal
12" x 6" max 5 lbs • o.s. H.
16" x 8" max. full head
12" cal. full head, specimen
10" GALL 30" o.s. full head
BTD, 16" x 20" o.s. 3" dbh.
1 gal. 30" x 24" 24" o.c. full
1 GAL. 30" x 24" full 24" o.c.
1 GAL. 36" H. 30" O.C. FTB.
3 gal. 18" x 18" 18" o.c.
10 gal. 36" H. 24" o.c.

SYM	NATIVE	NAME	BOTANICAL NAME	SPECIFICATION
ACCENTS AND GROUNDCOVERS				
CHA	10	EUROPEAN FAN PALM	<i>Chenopodium</i>	15 gal. 4" o.s. full
BL3	525	BLUEBERRY FLAX LILY	<i>Dianella tenax</i>	3 gal. 12" x 18" 18" o.c. full
FG3	430	'GREEN ISLAND' FIGUS	<i>Ficus 'Green Island'</i>	3 gal. 18" x 18" 18" o.c. full
BUR	50	PHILODENDRON 'ROJO CONGO'	<i>Philodendron spp.</i>	3 gal. 18" x 18" 18" o.c. full
CYL	200	SANSEVIERIA 'CYLINDRICA'	<i>Sansevieria cylindrica</i>	3 gal. 18" x 12" 18" o.c. full
AJ	800	ASIATIC JASMINE	<i>Trachelosperum asiaticum</i>	1 gal. 12" o.c.
SOD				
FLO	2200 SF	'FLORATAM' ST. AUGUSTINE	<i>Stenotaphrum secundatum</i>	SOLID SOD, price per sq ft
TOPSOIL:				
	50 CY	TOPSOIL SAND MIX	50-50 TOPSOIL-SAND MIX	SPREAD IN PLACE
MULCHING:				
	40 C.Y.	'DECO BARK' MULCH	3" DEPTH, SPREAD IN PLACE, ATLAS PEAT AND SOIL	PROVIDE SAMPLE FOR APPROVAL PRIOR TO INSTALLATION
TOPSOIL, SOD AND MULCH QUANTITIES SHOWN ARE APPROXIMATE. CONTRACTOR TO PROVIDE A UNIT PRICE PER UNIT AND WILL BE PAID ON THAT UNIT PRICE BASIS UPON FINAL INSPECTION AND APPROVAL.				



SOUTH OCEAN DRIVE

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 jimmy@jfsdesignfl.com
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 FAX: (954) 447-8828

REVISION	BY
5. New Background from Proj. Arch.	09/26/12

For City TAC comments	09/27/12
New Background from Proj. Arch.	09/26/12
New Background from Proj. Arch.	09/26/12
10-30-14 City TAC comments	07/17/14

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**PROPOSED NEW DEVELOPMENT FOR:
 OCEAN DRIVE RETAIL BUILDING.**
 3100 S OCEAN DRIVE
 HOLLYWOOD, FLORIDA

JAMES F. SOGASH
 R.L.A. # 2020132

DRAWN
CHECKED G.J.C.
DATE 12-03-2012
SCALE 1"=20'
JOB NO. 12-094
SHEET
L-2
OF SHEETS

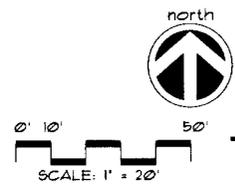
REPLACEMENT PLANTLIST							
SYM.	NATIVE	*	NAME	BOTANICAL NAME	SPECIFICATION	QUANTITY	INCHES EXTENDED
REMOVAL OF 78" D B.H. OF EXISTING TREES SEE TREE DISPOSITION PLAN FOR EXISTING TREE INVENTORY AND STATUS							
PALMS							
BP	YES	9	SABAL PALMS	Sabal palmetto	BTD, 16'-20' o.a., 9' dbh.	9	9' 81'
MITIGATION PROVIDED: 81"							81'
MITIGATION DEFICIT: 0 TREES							

A WRITTEN TREE REMOVAL PERMIT IS REQUIRED FROM THE CITY OF HOLLYWOOD PRIOR TO REMOVAL OF ANY TREES OR PALMS.

PLANT MATERIAL SHALL NOT BE PLANTED INTO ROOT BALLS OF TREES AND PALMS PER THE CITY OF HOLLYWOOD (TYPICAL).

THE CITY LANDSCAPE ARCHITECT WILL BE NOTIFIED PRIOR TO ANY CHANGES IN APPROVED LANDSCAPE MATERIALS OR SIZES.

SEE SHEET L-3 FOR LANDSCAPE DETAILS, SPECIFICATIONS, NOTES, ETC.

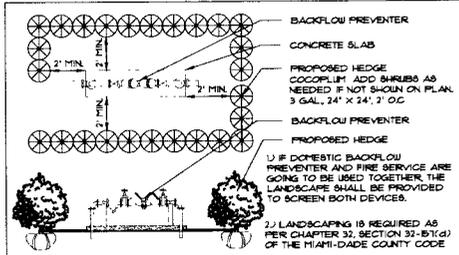


TREE REPLACEMENT PLAN

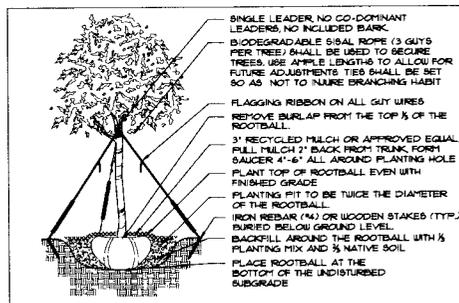
FERTILIZATION:

ONE COMPLETE APPLICATION OF GRANULAR FERTILIZER SHALL BE APPLIED PRIOR TO FINAL ACCEPTANCE AND APPROVAL BY THE LANDSCAPE ARCHITECT. AN ADDITIONAL FERTILIZATION PROGRAM SHALL BE SUBMITTED TO THE PROJECT MANAGER FOR AN ANNUAL FERTILIZATION APPLICATION PROGRAM. FERTILIZERS SHALL BE PER ATLANTIC -AREC FERTILIZER 4 CHEMICAL (AREC) OR AN APPROVED EQUAL. CONTRACTOR SHALL SUBMIT FERTILIZATION AS A SEPARATE ITEM IN THE BID.

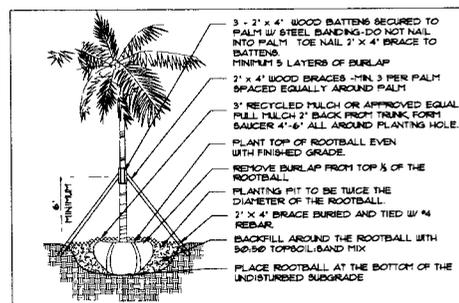
FERTILIZATION SHALL BE AS FOLLOWS: TREES:
 0-096-09 (AREC # 9231) RATE 15 LBS/INCH OF DIA. * DBH PALMS: 0-064-12 (AREC # 1216) RATE 15 LBS/INCH OF DIA. * DBH SHRUBS AND GROUNDCOVERS: 12-04-09 AREC # 9231) RATE 15 OZ/FT. OF HEIGHT



TYPICAL PLANTING SCREEN FOR ABOVE-GROUND UTILITIES



TREE PLANTING DETAIL



PALM PLANTING DETAIL

LANDSCAPE NOTES

1. ALL PLANT MATERIAL SHALL BE FLORIDA NO. 1 GRADE OR BETTER.
2. CONTRACTOR SHALL FAMILIARIZE HIMSELF WITH THE LOCATION OF AND AVOID AND PROTECT UTILITY LINES, BURIED CABLES, AND OTHER UTILITIES.
3. TREE, PALM, ACCENT AND BED LINES ARE TO BE LOCATED IN THE FIELD AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
4. ALL PLANTING SOIL SHALL BE 50/50 TOPSOIL/BAND MIX, FREE OF CLAY, STONES, ROCKS, OR OTHER FOREIGN MATTER. THIS SPECIFICATION INCLUDES ALL BACKFILL FOR BERMS AND OTHER LANDSCAPE AREAS.

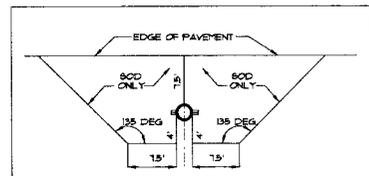
- SOODED-LAWN AREAS**
1. 2\"/>

5. THE SITE CONTRACTOR SHALL BE RESPONSIBLE TO BRING ALL GRADES TO WITHIN 1/2\"/>
6. THE LANDSCAPE CONTRACTOR SHALL CALCULATE AND SUBMIT AN ITEMIZED PRICE FOR THE 1\"/>

7. CONTRACTOR SHALL COORDINATE WITH THE IRRIGATION CONTRACTOR AND CLEAR PROVISIONS FOR ALL INCLUDING UNDERGROUND UTILITY LINE LOCATIONS DIAL 81 \"/>
8. ALL PLANTING BEDS SHALL BE MULCHED TO A DEPTH OF 3\"/>
9. BIOLOGICALLY SOUND, 1/3 GUY'S PER TREE SHALL BE USED TO SECURE TREES. USE APPLICABLE LENGTHS TO ALLOW FOR FUTURE ADJUSTMENTS. TIES SHALL BE SET 30\"/>
10. SOIL SHALL BE ARGENTINE 'BAHIA' OR ST. AUGUSTINE 'FLORATAM' AS SHOWN ON THE PLANS. STRONGLY ROOTED, FREE FROM WEED, FUNGUS, INSECTS AND DISEASE. CONTRACTOR SHALL SOIL ALL AREAS AS INDICATED ON THE PLAN OR AS DIRECTED. PAYMENT SHALL BE DETERMINED BY THE TOTAL MEASURED SOODED AREAS X THE UNIT PRICE SUBMITTED AND FIELD VERIFIED.

11. ALL TREES, PALMS, SHRUBS AND GROUNDCOVERS SHALL CARRY A ONE-YEAR WARRANTY FROM THE DATE OF FINAL ACCEPTANCE.
12. ALL TREES AND PALMS SHALL BE STAKED PER ACCEPTED STANDARDS BY THE FLORIDA NURSERY & GROWERS ASSOCIATION (FNGA). THERE SHALL BE ONE FINAL INSPECTION FOR APPROVAL BY THE PRESIDING GOVERNING AGENCY. CONTRACTOR SHALL INSURE THAT THE PLANS, DETAILS, SPECIFICATIONS AND NOTES HAVE BEEN ADHERED TO AND THAT THE LANDSCAPE AND IRRIGATION INSTALLATION IS COMPLIANT TO ALL ITEMS AS DIRECTED ON THE PLANS PRIOR TO SCHEDULING OF THE FINAL INSPECTION.
13. THE PLANT LIST IS INTENDED ONLY AS AN AID TO BIDDING. ANY DISCREPANCIES FOUND BETWEEN THE QUANTITIES ON THE PLAN AND PLANT LIST, THE QUANTITIES ON THE PLAN SHALL BE HELD VALID.

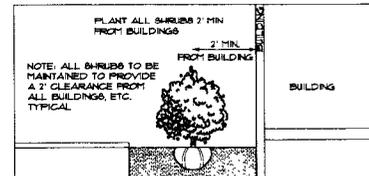
14. IRRIGATION SHALL PROVIDE FOR A 100% COVERAGE WITH A 100% OVERLAP, AUTOMATIC SYSTEM W/ RAIN MOISTURE SENSOR ATTACHED TO CONTROLLER. ALL FLORIDA BUILDING CODE APPENDIX 17 IRRIGATION REQUIREMENTS SHALL BE STRICTLY ADHERED TO FOR INSTALLATION AND PREVALING WATER MANAGEMENT DISTRICT RESTRICTIONS AND REGULATIONS SHALL BE IN COMPLIANCE FOR POST-INSTALLATION WATERING SCHEDULES.
15. EXISTING IRRIGATION SYSTEM (IF APPLICABLE) SHALL BE RETROFITTED TO COMPLY WITH THOSE SPECIFICATIONS AS OUTLINED ABOVE.
16. CONTRACTOR SHALL PROVIDE A WATER TRUCK DURING PLANTING TO INSURE PROPER WATERING DURING INSTALLATION AND WILL BE RESPONSIBLE FOR CONTINUAL WATERING UNTIL FINAL ACCEPTANCE BY THE OWNER.
17. ALL EXISTING TREES, PALMS AND PLANT MATERIAL TO REMAIN SHALL BE PROTECTED DURING CONSTRUCTION. CONTRACTOR SHALL INSTALL PROTECTIVE BARRIERS SUCH AS TRENCH PROTECTIVE ENCLOSURES AS SHOWN ON THE DETAILS TO BE INSTALLED AT THE BEGINNING OF THE PROJECT. BARRIERS SHALL BE LOCATED TO INCLUDE THE DRIFLINE OF THE TREES, PALMS AND PLANT MATERIAL. WHERE POSSIBLE, THE CONTRACTOR SHALL TAKE EXTRA CAUTION TO PREVENT ANY DAMAGE TO THE TRUNK, BRANCHES, ROOTS, ROOT ZONE AREAS AND ADJACENT GRADES.
18. EXISTING TREES AND PALMS TO REMAIN SHALL BE TRIMMED PER ANSI-300 STANDARDS. SUPERVISION OF THE TRIMMING SHALL BE PERFORMED BY AN ISA-CERTIFIED ARBORIST.
19. ALL EXISTING TREES AND PALMS SHALL BE 'LIFTED AND THINNED' TO PROVIDE FOR AN 8\"/>
20. REMOVAL OF ANY TREES OR PALMS WILL REQUIRE A WRITTEN TREE REMOVAL PERMIT FROM THE CITY OF HOLLYWOOD PRIOR TO REMOVAL.
21. CITY LANDSCAPE REVIEWER WILL BE NOTIFIED PRIOR TO ANY CHANGES IN APPROVED LANDSCAPE MATERIALS.
22. NO PLANT MATERIAL WILL BE PLANTED INTO ROOT BALLS OF TREES AND PALMS.



REQUIREMENTS APPLY TO FIRE HYDRANTS, SIATREE CONNECTIONS AND ANY OTHER FIRE EQUIPMENT FOR UTILIZING FIRE HOSE ON PUBLIC OR PRIVATE PROPERTY BY THE AUTHORITY OF THE FLORIDA BUILDING CODE.

THE CLEAR ZONE SHALL BE FREE OF LANDSCAPE (EXCEPT SOIL), MAILBOXES, PARKING, LAMP-POSTS AND ALL OTHER OBJECTS. EXCEPTIONS: OTHER FIRE FIGHTING EQUIPMENT OR TRAFFIC POSTS TO PREVENT FIRE FIGHTING EQUIPMENT.

FIRE HYDRANT CLEAR ZONE DETAIL



SHRUB PLANTING ADJACENT TO BUILDINGS DETAIL

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SEE SHEET L-2 FOR TREE REPLACEMENT PLAN.

SEE SHEET L-3 FOR LANDSCAPE DETAILS, SPECIFICATIONS, NOTES, ETC.

DETAILS, NOTES, SPECIFICATIONS, ETC.

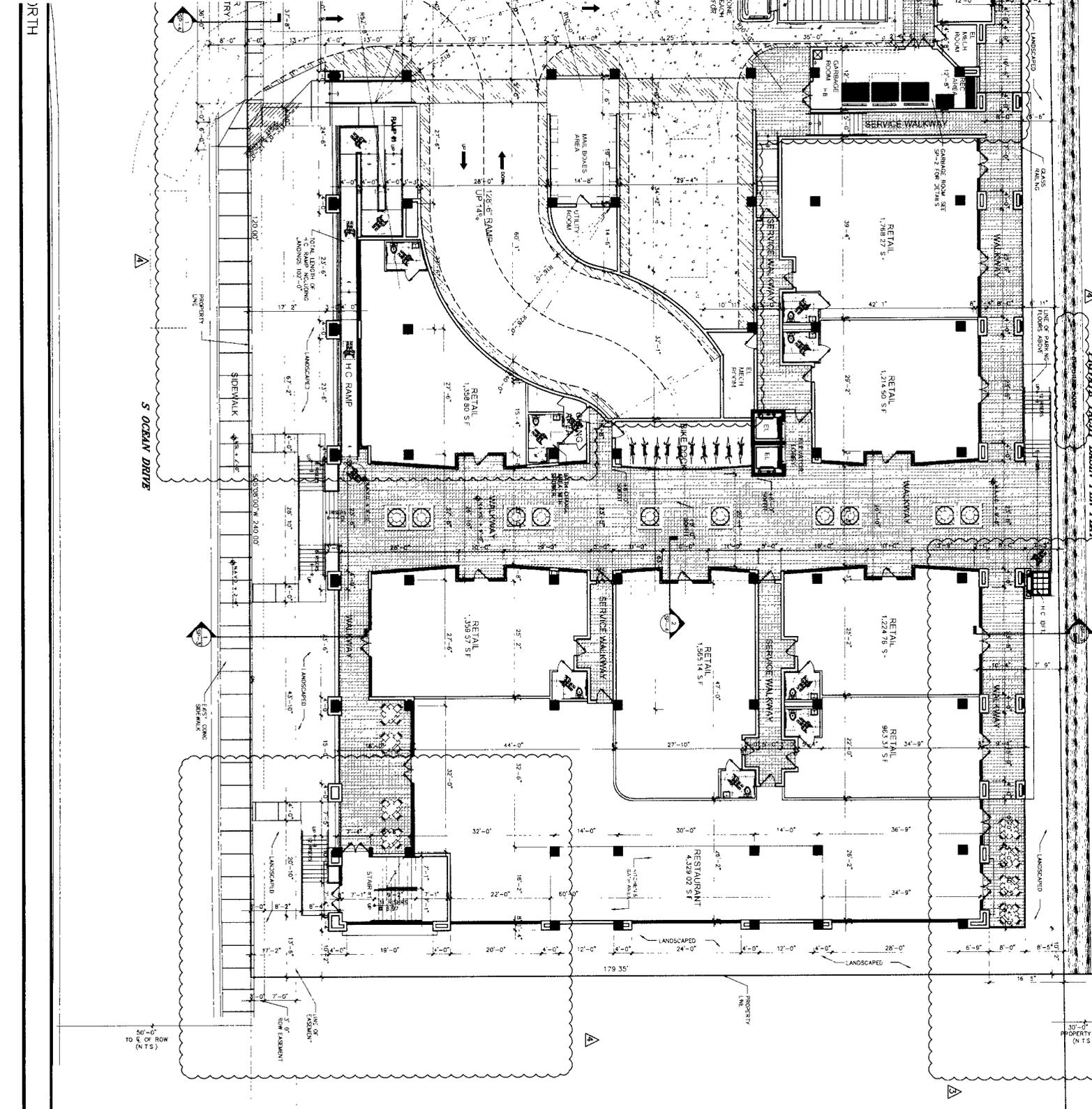
1. Per City TAC comments	05/05/10
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3. New Background from Proj. Arch.	05/05/10
4. 10-30-14 City TAC comments	07/07/14

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 304.467.6094
 Member State Bar Institute of Architects

**PROPOSED NEW DEVELOPMENT FOR:
 OCEAN DRIVE RETAIL BUILDING.**
 3100 S OCEAN DRIVE
 HOLLYWOOD, FLORIDA

JAMES P. BOCASH
 RLA # 000192

DRAWN	
CHECKED	G.J.C.
DATE	12-03-2012
SCALE	AS SHOWN
JOB NO.	12-094
SHEET	
OF	SHEETS



DRTH

DATE	12-03-2012
BY	G.J.C.
CHECKED	M.J.G.
SCALE	AS NOTED
PROJECT NO.	12-094
SHEET NO.	A-1

GROUND FLOOR PLAN

**PROPOSED NEW DEVELOPMENT FOR:
OCEAN DRIVE RETAIL BUILDING.**
3100 S OCEAN DRIVE
HOLLYWOOD, FLORIDA

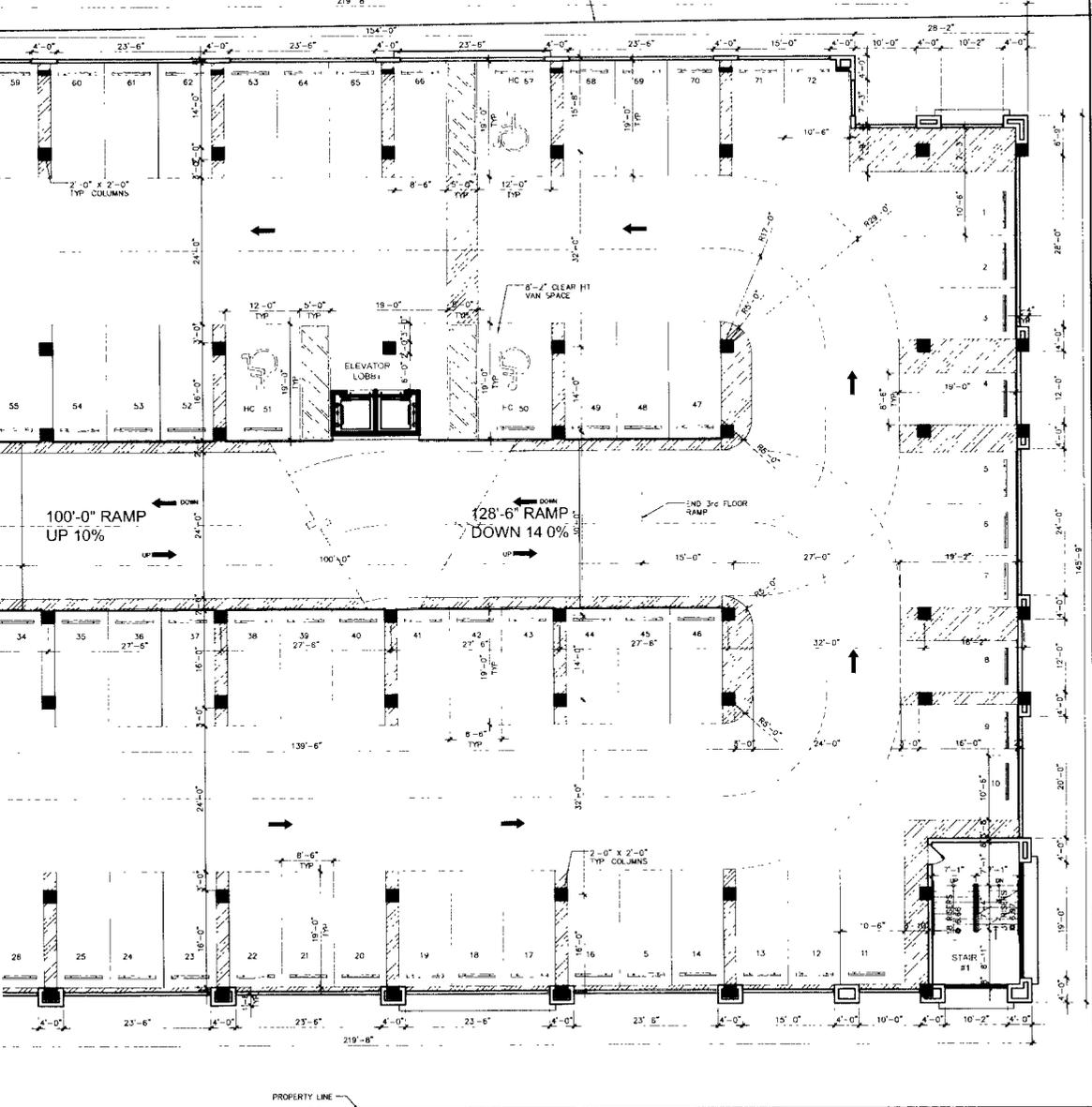
GUSTAVO J. CARBONELL, P.A.
Architect and Planner
1457 N.E. 4th Ave.
Ft. Lauderdale, Florida, 33304
(954) 462-6565
Member American Institute of Architects

DATE: 12/03/2012
BY: G.J.C.
CHECKED: M.J.G.
SCALE: AS NOTED
PROJECT NO.: 12-094
SHEET NO.: A-1

PROPERTY LINE
(INTRACOASTAL
WATERWAY)

INTRACOASTAL
WATERWAY LINE

219'-8"



PROVIDED PARKING SPACES 2nd FLOOR	12 SPACES
STANDARD SPACES 3rd FLOOR	66 SPACES
H.C. SPACES PROVIDED 2nd FLOOR	3 SPACES

PROPERTY LINE



02/06/2015 M.J.G.
02/06/2015 M.J.G.

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PROPOSED NEW DEVELOPMENT FOR:
 OCEAN DRIVE RETAIL BUILDING.
 3100 S OCEAN DRIVE
 HOLLYWOOD, FLORIDA

SEA: AR NO: 030792-1
 AA NO: 2609131

PARKING
 2nd FLOOR PLAN

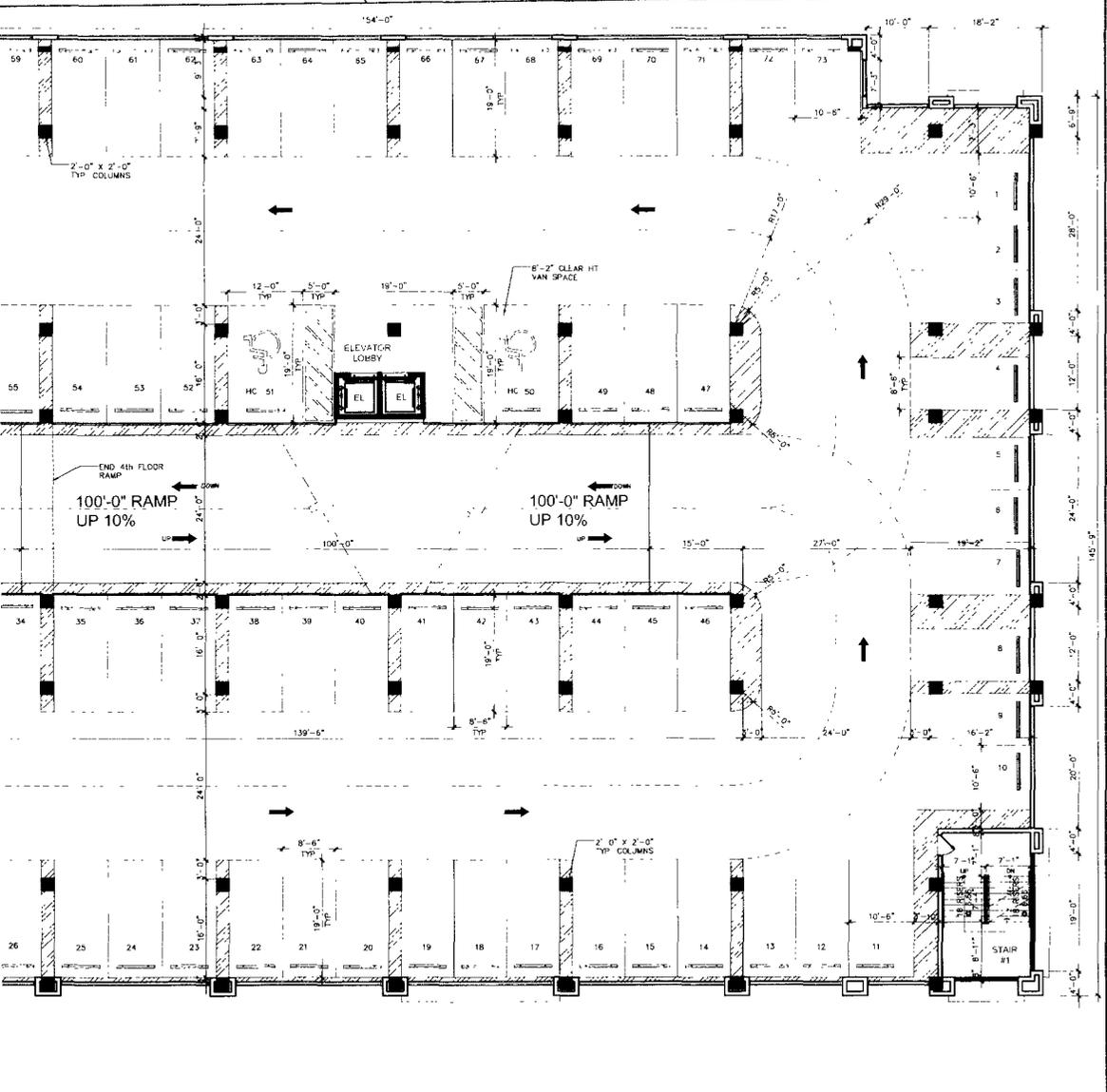
DRAWN: M.J.G.
 CHECKED: G.J.C.
 DATE: 12-03-2012
 SCALE: AS NOTED
 JOB NO: 12-094

A-2

PROPERTY LINE
(INTRACOASTAL
WATERWAY)

INTRACOASTAL
WATERWAY LINE

PROPERTY
LINE



PROVIDED PARKING SPACES 2ND FLOOR	73 SPACES
STANDARD SPACES 2ND FLOOR	71 SPACES
H.C. SPACES PROVIDED 2ND FLOOR	2 SPACES

10/28/2014 M.J.G.
02/06/2015 M.J.G.

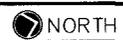
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PROPOSED NEW DEVELOPMENT FOR:
OCEAN DRIVE RETAIL BUILDING.
3100 S OCEAN DRIVE
HOLLYWOOD, FLORIDA

PARKING
3th FLOOR PLAN

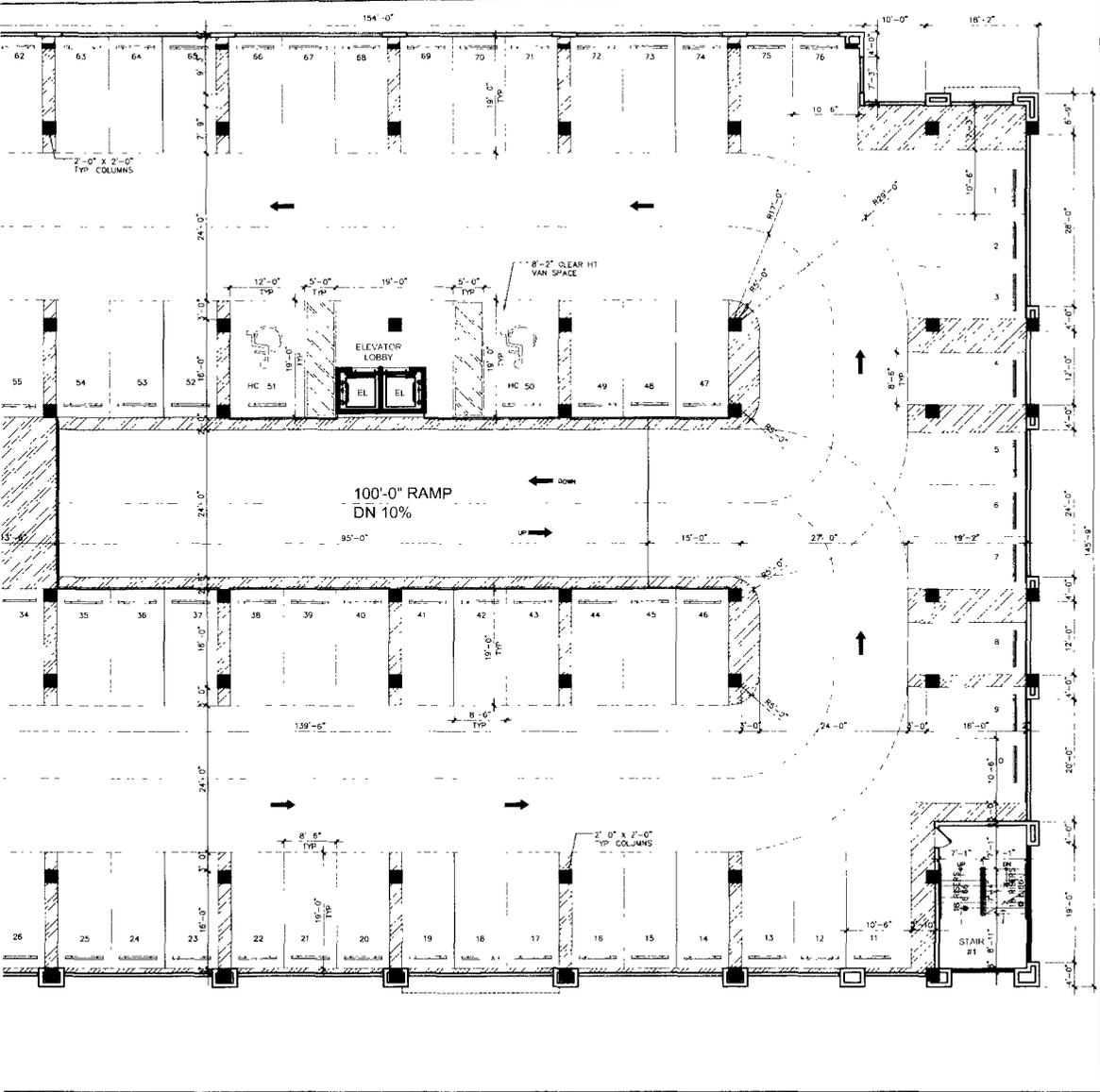
DRAWN: M J G
CHECKED: G J C
DATE: 12-03-2012
SCALE: AS NOTED
JOB NO: 12-094

SHEET
A-3
OF 5 SHEETS



PROPERTY LINE

02/06/2015 M.J.C.



PROVIDED PARKING SPACES 4th FLOOR	76 SPACES
STANDARD SPACES 4th FLOOR	74 SPACES
H.C. SPACES PROVIDED 4th FLOOR	2 SPACES

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PROPOSED NEW DEVELOPMENT FOR:
 OCEAN DRIVE RETAIL BUILDING.
 3100 S. OCEAN DRIVE
 HOLLYWOOD, FLORIDA

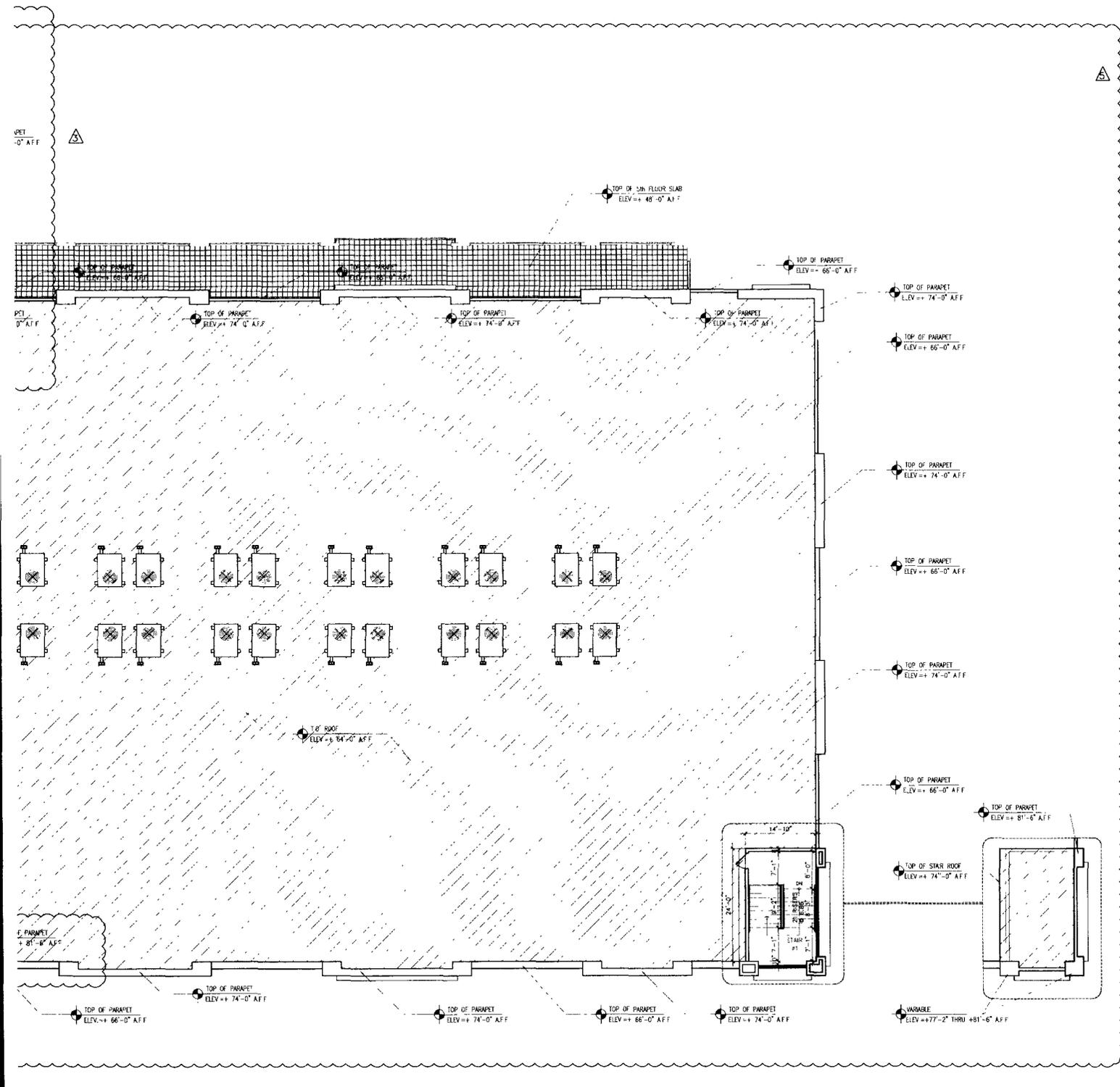
SEAL: JOB NO. D007657
 AP. NO. 15-00131

PARKING
 4th. FLOOR PLAN

DESIGNER: M J C
 CHECKED: G J C
 DATE: 12-03-2012
 SCALE: AS NOTED
 JOB NO: 12-094
 SHEET:

A-4





APPROVED	M.J.G.
DATE	02/06/2015
DATE	05/15/2015

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**PROPOSED NEW DEVELOPMENT FOR:
 OCEAN DRIVE RETAIL BUILDING.**
 3100 S OCEAN DRIVE
 HOLLYWOOD, FLORIDA

SCALE: AS NOTED

ROOF PLAN

DRAWN	M J G
CHECKED	G J C
DATE	12-03-2012
SCALE	AS NOTED
JOB NO.	12-094

A-6

OF 5 SHEETS

ORTH

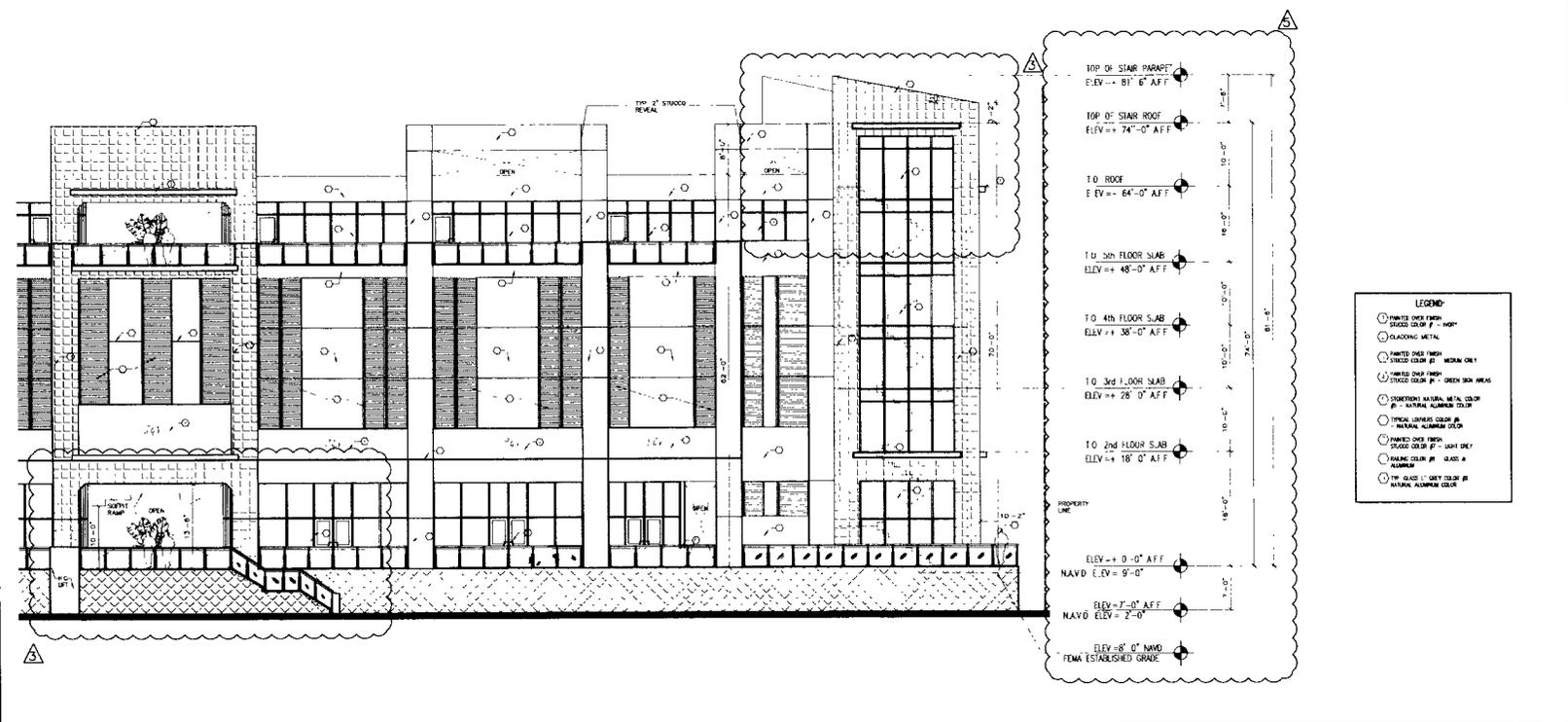
10/28/2014 M.J.G.
 02/06/2015 M.J.G.
 05/15/2015 M.J.G.

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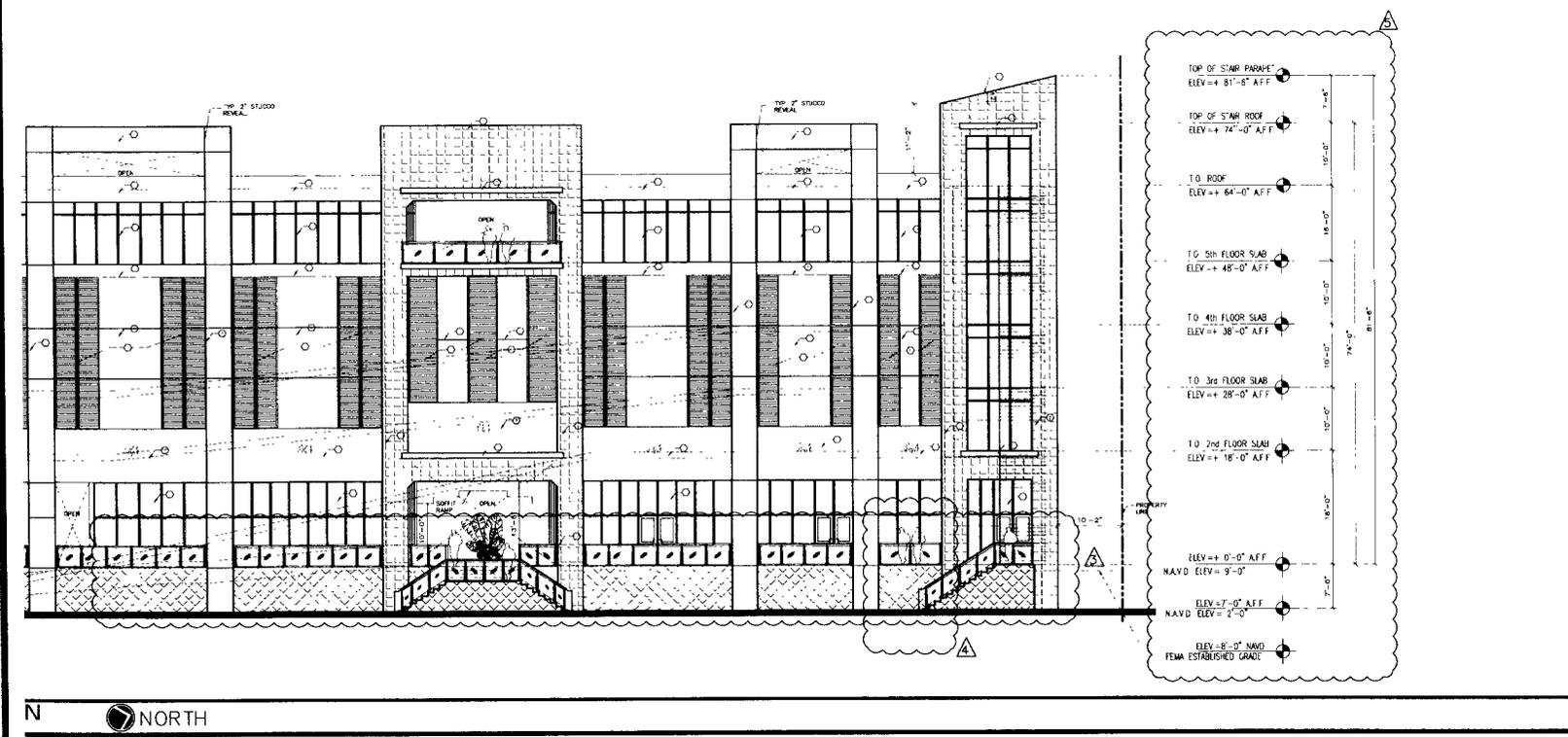
PROPOSED NEW DEVELOPMENT FOR:
 OCEAN DRIVE RETAIL BUILDING.
 3100 S. OCEAN DRIVE
 HOLLYWOOD, FLORIDA

SEAL: 0000000000
 AA 04 4802014
 ELEVATIONS

DRAWN: M J G
 CHECKED: G J C
 DATE: 12-03-2012
 TITLE: AS NOTED
 JOB NO: 12-094
 SHEET: A-7
 OF: 1



NORTH



NORTH

10/28/2014 M.J.G.
 02/06/2015 M.J.G.
 05/15/2015 M.J.G.

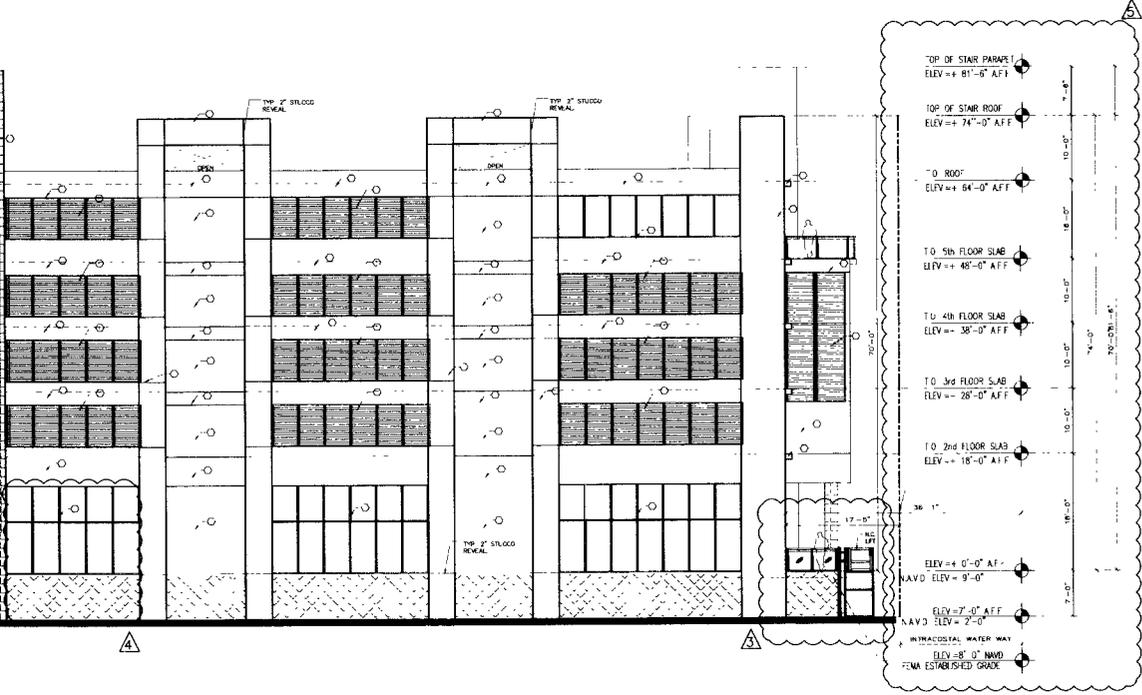
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PROPOSED NEW DEVELOPMENT FOR:
OCEAN DRIVE RETAIL BUILDING.
 3100 S OCEAN DRIVE
 HOLLYWOOD, FLORIDA

ELEVATIONS

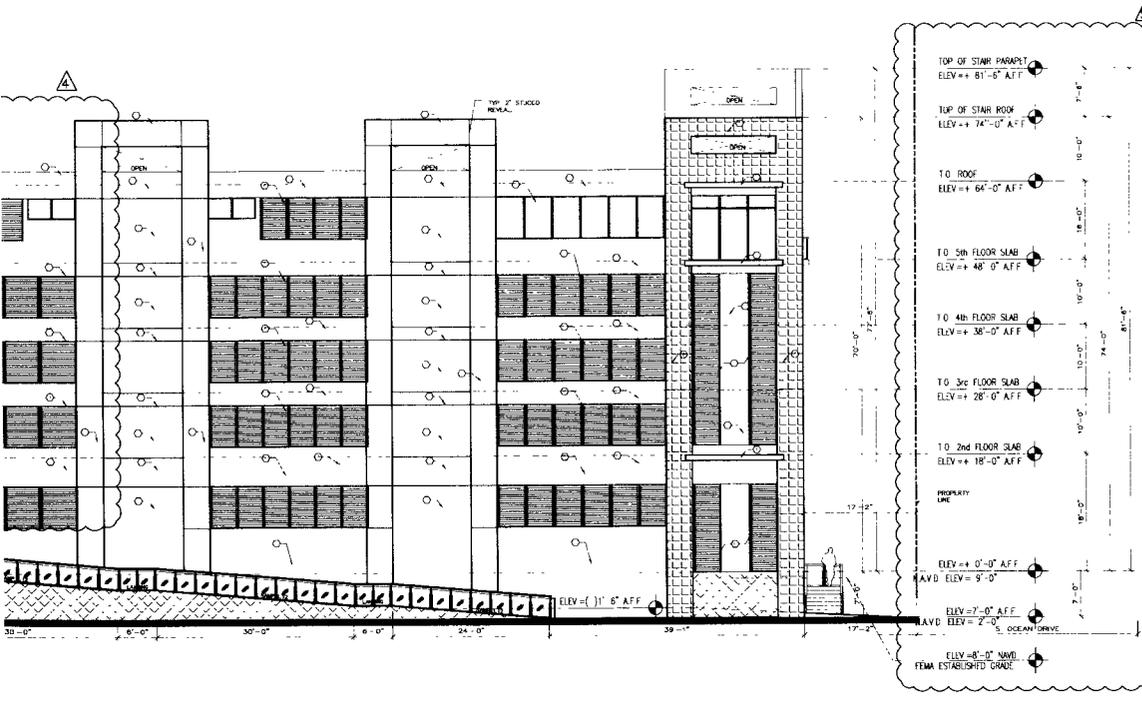
DRAWN: M J G
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 DATE: 12-03-2012
 SCALE: AS NOTED
 I/PB NO: 12-094
 SHEET:

A-8
 OF 1 J.E.-15



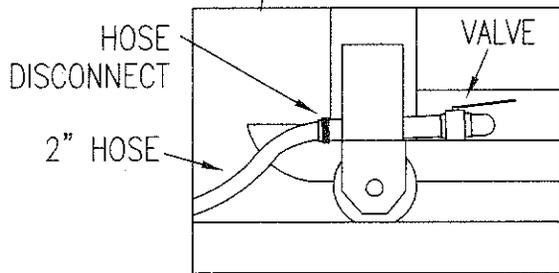
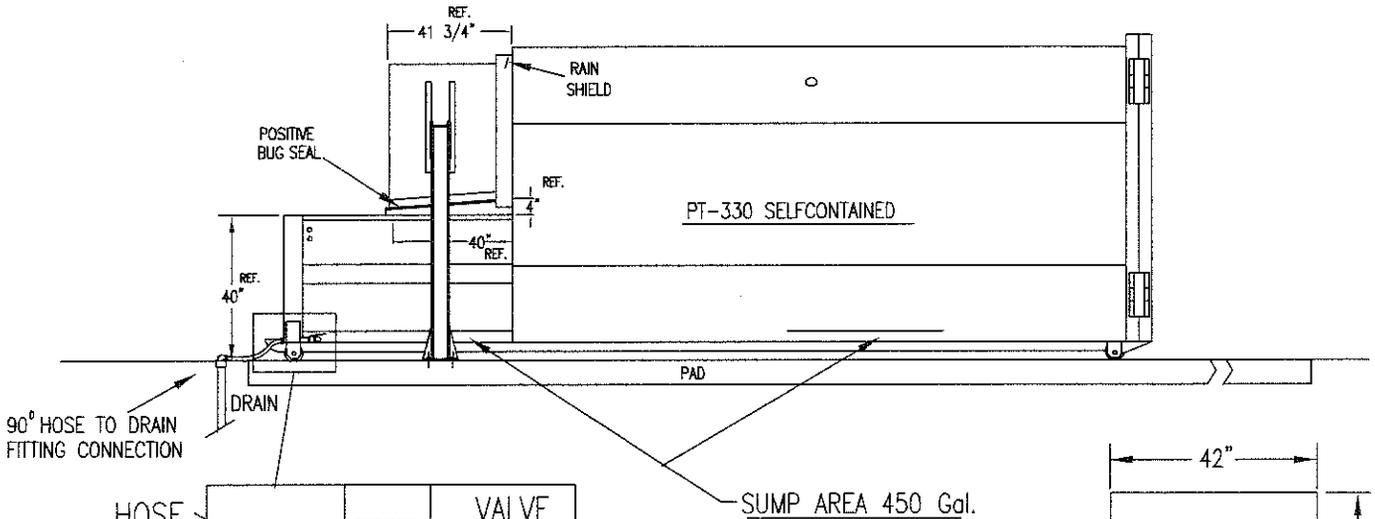
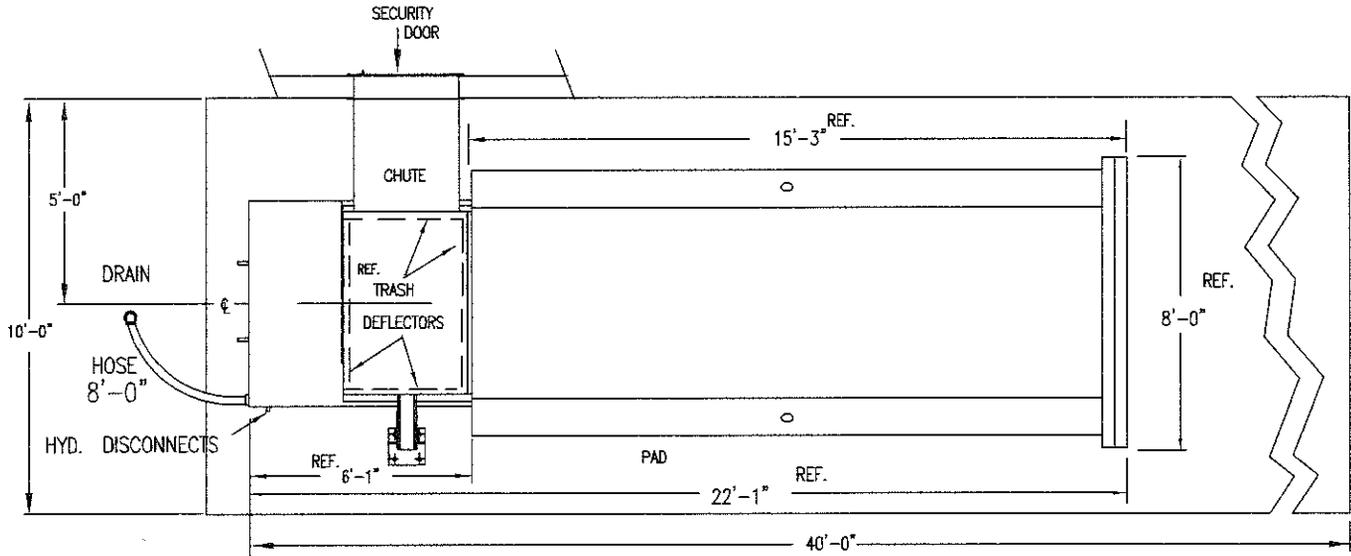
- LEGEND:**
- FINISHED OVER FRESH STUCCO COLOR # - WHITE
 - CLADDING METAL
 - FINISHED OVER FRESH STUCCO COLOR # - BEIGE GREY
 - FINISHED OVER FRESH STUCCO COLOR # - GREY DARK GREY
 - EXTERIOR METAL PANEL COLOR # - NATURAL ALUMINUM COLOR
 - TYPICAL WINDOW COLOR # - NATURAL ALUMINUM COLOR
 - FINISHED OVER FRESH STUCCO COLOR # - LIGHT GREY
 - FINISHED OVER FRESH STUCCO COLOR # - LIGHT GREY
 - FIN. SLABS (1) OR 1 COLOR # - NATURAL ALUMINUM COLOR

NORTH

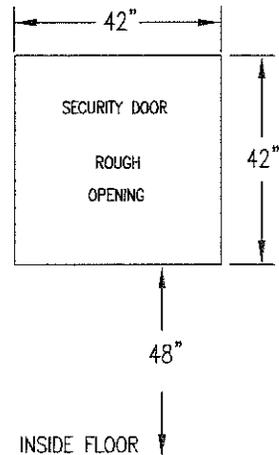


ORTH

PTR BALER & COMPACTOR



NOTE :
SUMP FITTING FOR VALVE
ON BOTH SIDES OF COMPACTOR
BODY TO ALLOW FIELD SWITCHING
OF VALVE HOSE SETUP



OPTIONS SHOWN :

1. SUMP DRAIN SYSTEM
2. RAIN SHIELD
3. DOGHOUSE BUG SEAL
4. MODEL PT-330 (LOW FEED HIGHT)
5. LEFT SIDE FEED CHUTE DOGHOUSE
6. TRASH DEFLECTORS

PAD = 3000 CONCRETE 6" THICK WITH MIN. 12 GAUGE SCREEN REINFORCEMENT

6/16/03