TENTATIVE:
SUBJECT TO
REVISION

TOWN OF PALM BEACH

SPECIAL TOWN COUNCIL
TOWN HALL
COUNCIL CHAMBERS - SECOND FLOOR
360 SOUTH COUNTY ROAD

AGENDA

JUNE 25, 2024

9:30 AM

Welcome

I. CALL TO ORDER AND ROLL CALL

Danielle H. Moore, Mayor
Bobbie D. Lindsay, President
Lew Crampton, President Pro Tem
Julie Araskog
Ted Cooney
Bridget Moran

II. PLEDGE OF ALLEGIANCE

III. APPROVAL OF AGENDA

IV. COMMUNICATIONS FROM CITIZENS - 3 MINUTE LIMIT

A. OLD BUSINESS

1. REVIEW AND CONSIDER ACCEPTING THE REVISED

TOWN OF PALM BEACH TRAFFIC ANALYSES AND COMMERCIAL AREA PARKING STUDY PREPARED BY THE CORRADINO GROUP

V. ANY OTHER MATTERS

VI. ADJOURNMENT

Procedures for Public Participation:

Note 1: **Live Stream audio:** To watch/listen live, visit the 'Public Meetings' webpage on the Town's website at www.townofpalmbeach.com. and select the "View Event" or "Click Here to Listen" button.

Note 2: Any citizen is entitled to be heard concerning any matter under the sections entitled 'Communications from Citizens' and 'Public Hearings', subject to the three-minute limitation. The public also can speak to any item listed on the agenda, including the consent agenda, at the time the agenda item comes up for discussion. Citizens desiring to address the Town Council should proceed toward the public microphones when the applicable agenda item is being considered to enable the Town Council President to acknowledge you. In-person or virtual Public Comment is limited to three minutes and must be preceded by your name and address for the record. As a public business meeting, the Town Council President retains the right to limit discussion on any issue.

Alternative public comment is also welcome for Town Council Meetings via four methods:

1. To make a public comment virtually (for Town Council Meetings Only), email a request to publiccomment@townofpalmbeach.com and identify the desired agenda item(s) to be addressed

2. Written public comment submittals should be sent to publiccomment@townofpalmbeach.com.

3. Direct written entry into the public meeting record through the eComment portal on the Public Meetings webpage.

4. Mail or in-person submittal of written document to the Town Clerk's Office at Town Hall no later than the Friday prior to the meeting.

Note 3: **Appeals:** If a person decides to appeal any decision made with respect to any matter considered at this meeting, they will need to ensure that a verbatim record of the proceedings is made for such purposes, which shall include the testimony and evidence upon which the appeal is to be based.

Note 4: Disabled persons needing accommodations to participate in this

meeting are requested to call the Clerk's Office at (561) 838-5416 at least one day prior to the meeting.

TOWN OF PALM BEACH

Special Town Council on: June 25, 2024

Section of Agenda

OLD BUSINESS

Agenda Title

REVIEW AND CONSIDER ACCEPTING THE REVISED TOWN OF PALM BEACH TRAFFIC ANALYSES AND COMMERCIAL AREA PARKING STUDY PREPARED BY THE CORRADINO GROUP

Presenter

ATTACHMENTS:

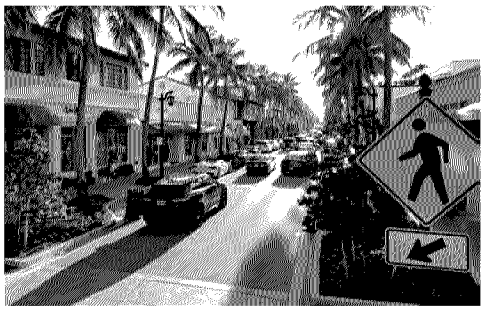
- **TOPB Downtown Study v5 UPDATE 6.10.24_Volume I_Report**
- **Appendices_Part1**
- **Appendices_Part2**

JUNE 2024 UPDATE









TOWN OF PALM BEACH TRAFFIC ANALYSES AND COMMERCIAL AREAS PARKING STUDY

Submitted to: The Town of Palm Beach

PREPARED BY:

THE CORRADINO GROUP

4055 NW 97TH AVENUE, SUITE 200 • DORAL, FL 33178 • 305.594.0735 • F: 305.594.0755 • WWW.CORRADINO.COM

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APPENDIX B…FDOT Peak Season Factor Category Report (2023), Turning Movement Counts, Volume Development Sheets, 2024 Town's Annual Roadway Level of Services (by KHA)

APPENDIX C…Existing Signal Timing Sheets, US Coast Guard Bridge Opening Schedule and Regulations, Existing (2024) Synchro Output Reports

APPENDIX D…Annual Growth Calculations (SERPM), Town's Approved Development and Redevelopment relevant pages, City of West Palm Beach Project Summaries, and Forecasted (2029) Synchro Output Reports

APPENDIX E…Existing (2024) Queues Synchro Output Reports, S. Lake Drive One-Way (SB) Synchro Output Reports.

APPENDIX F…Collected Parking Accumulation

APPENDIX G… Collected Valet Parking Data, Valet Parking Agreements & Copy of the Town's Valet Parking Permit Application.

EXECUTIVE SUMMARY

The Corradino Group, Inc. was hired on behalf of the Town of Palm Beach (Town) to prepare this traffic and parking study. The traffic and parking study included an evaluation of the following items:

- Traffic Analyses involving a Trip General Comparison, Intersection Capacity Analysis, Origin-Destination Analysis, and South Lake Avenue One-Way Analysis.

- Parking Analysis, which includes Parking Supply and Demand and a Valet Parking Review of 18 restaurant locations.

Below is a summary of the SCOPE items:

1. Traffic Analyses

1.1 Trip Generation Comparison -Provide a trip generation comparison of restaurants and commercial and office businesses using the Institute of Transportation Engineers (ITE) Trip Generation Manual (Manual). The purpose of this section of the report is to provide a general idea of the number of potential trips that different land uses and different intensities may generate.

1.2 Intersection Capacity Analysis – Update the intersection capacity analyses completed for the morning and afternoon peak hours for the 2023 and 2028 analyzed scenarios at twenty-three (23) intersections, with morning, mid-day, and afternoon peak periods for existing 2024 conditions and future (2029) conditions at twenty-four (24) intersections (signalized and unsignalized) within the Town. For the completion of this effort, new turning movement counts were collected.

The following is the list of the twenty-four (24) intersections that were analyzed:

1. County Road and Golfview Road (Signalized)
2. County Road and Worth Avenue (Signalized)
3. County Road and Peruvian Avenue (Signalized)
4. County Road and Chilean Avenue (Unsignalized)
5. County Road and Australian Avenue (Unsignalized)
6. County Road and Brazilian Avenue (Unsignalized)
7. County Road and Royal Palm Way (Signalized)
8. County Road and Seaview Avenue (Unsignalized)
9. County Road and Royal Poinciana Way (Signalized)
10. County Road and Breakers Row (Signalized)
11. County Road and Sunset Avenue (Signalized)
12. County Road and Sunrise Avenue (Signalized)

13. Bradley Place and Sunset Avenue (Unsignalized)
14. Bradley Place and Sunrise Avenue (Signalized)
15. Cocoanut Row and Royal Poinciana Way (Signalized)
16. Cocoanut Row and Royal Palm Way (Signalized)
17. Ocean Boulevard and Southern Boulevard (Roundabout)
18. Lake Drive and Royal Palm Way (Unsignalized)
19. Lake Drive and Brazilian Avenue (Unsignalized)
20. Lake Drive and Australian Avenue (Unsignalized)
21. Lake Drive and Chilean Avenue (Unsignalized)
22. Lake Drive and Peruvian Avenue (Unsignalized)
23. Cocoanut Row and Worth Avenue (Unsignalized)
24. Cocoanut Row and Seaview Avenue (Unsignalized)

The purpose of these analyses is to provide an update of the traffic operating conditions of the twenty-four (24) intersections listed above utilizing 2024 traffic counts and provide recommendations to improve any excessive delays or capacity issues, as well as turn lane storage length capacity issues where turn lane vehicle queues block the adjacent through movements.

1.3 South Lake Drive One-Way Analyses – Evaluate the potential modification of South Lake Drive between Royal Palm Way and Peruvian Avenue from a two-way corridor to a one-way southbound corridor. The purpose of this section is to determine the traffic impacts to the adjacent roadway network should the Town decide to move forward with the above-mentioned traffic modifications of South Lake Drive.

1.4 Seaview Avenue Traffic Operations/Conditions – Evaluate the existing traffic operations of the Seaview Avenue corridor between Cocoanut Row and S. County Road during the arrival and dismissal periods of the Palm Beach Elementary School and Palm Beach Day Academy, both located along this corridor. The purpose of this section is to determine if there are any operational deficiencies along the corridor or excessive queuing due to the two school's arrival and dismissal operations.

1.5 Origin - Destination Analysis – Evaluate STREETLIGHT DATA to determine the current traffic patterns to the Town for average weekday and weekend conditions. STREETLIGHT DATA is a technology platform that gathers and reviews data obtained from Connected Vehicle Data (CVD), GPS Data and smartphone data (among others) on a daily, weekly, or monthly basis. It allows users to select zones or roadways and analyze where travel originates and ends. The purpose of this evaluation is to determine the following:

- What percentage of the daily traffic is local traffic or traffic from outside of the Town and
- To determine the distribution of traffic originating from each entry point into the Town.

2. Parking Analysis

Parking Supply and Demand – Evaluate the existing parking supply, parking utilization, parking accumulation, and parking strategies of the Town's Commercial Areas to answer the following three items.

1. How much parking is provided in the study areas?
2. How is parking utilized, and if the current demand exceeds capacity?
3. Identify feasible strategies for increasing total or localized available parking utilization that is both satisfactory to the Town's residents and productive for businesses.

Valet Parking Analysis – Complete valet queuing data collection and general observations at eighteen (18) restaurant locations selected by the Town within the commercial areas during a regular weekday PM peak period and a weekend PM peak period. These observations aim to identify operational issues related to existing valet operations and traffic circulation patterns of these 18 locations. The following is the list of the specific eighteen (18) restaurant locations evaluated.

1. Meat Market Steakhouse
2. Echo Palm Beach
3. Palm Beach Catch
4. Lola 41 Palm Beach
5. Trevini Ristorante
6. Cucina Palm Beach
7. Henry's Palm Beach
8. Almond Palm Beach

9. Carriage House Club
10. La Goulue Palm Beach
11. Buccan Palm Beach
12. Bricktops Palm Beach
13. Pizza Al Fresco
14. Bice Ristorante
15. Club Colette
16. Café Via Flora
17. Ta-boo Restaurant
18. Le Bilboquet Palm Beach

The following is a summary of the FINDINGS for each of the scope items.

1. Traffic Analysis

1.1 Trip Generation Comparison

Tables 1 and 2 below summarize the results of the potential expected trips from different land uses and size/densities assigned by the Town during the AM and PM peak hours, respectively, according to the ITE Trip Generation Manual (Manual), 11th Edition. This Manual is the most widely used industry resource for preparing transportation impact analyses.

Table 1 AM Peak Hour Generator (Summary)

AM PEAK HOUR TRIP GENERATION COMPARISION					
ITE LUC	Description	Size /Density*	Net New Trips		
			In	Out	Total
932	High Turnover (Sit-Down) Restaurant	8000 sf.	42	35	77
822	Strip Retail Plaza <40k sf.	30,000 sf.	42	29	71
821	Shopping Plaza 40 - 150k sf.	80,000 sf.	175	107	282
710	General Office Building	100,000 sf.	147	20	167

* (sf.) Square feet of gross leasable area

Table 2 PM Peak Hour Generator (Summary)

PM PEAK HOUR TRIP GENERATION COMPARISION					
ITE LUC	Description	Size /Density*	Net New Trips		
			In	Out	Total
932	High Turnover (Sit-Down) Restaurant	8000 sf.	44	28	72
822	Strip Retail Plaza <40k sf.	30,000 sf.	99	99	198
821	Shopping Plaza 40 - 150k sf.	80,000 sf.	211	228	439
710	General Office Building	100,000 sf.	28	138	166

* (sf.) Square feet of gross leasable area

1.2 Intersection Capacity Analysis

Level of Service (LOS) is the standard used to evaluate traffic operating conditions in transportation systems. It is measured on an A-F scale, with LOS A representing the best operating conditions from the traveler's perspective and LOS F the worst. However, in recent years, there have been multiple discussions on how a LOS A is most likely not a desirable goal from a transportation perspective. LOS A during the peak travel hour could indicate that the roadway is underutilized, that there has been an inefficient use of funding, and leaves the facility open to higher speeds during the off-peak times and a potential increase in speed-related crashes and their severity. LOS F is also an undesirable condition; it represents a failing condition during the analysis period, meaning that the travel demand exceeds capacity and the facility operates in oversaturated conditions. Figure 1 below provides additional information regarding what Level of Service is (LOS) and what it represents.

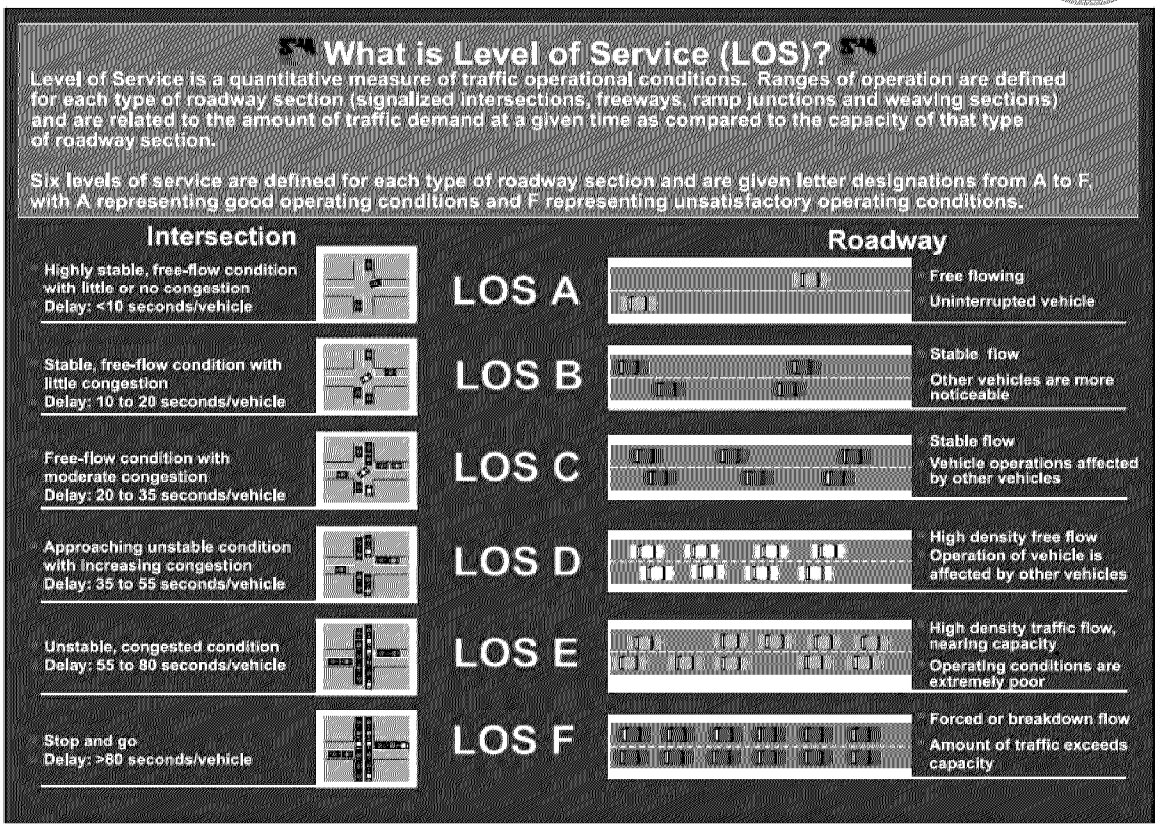


Figure 1 What is Level of Service (LOS)? Source: Roadway Capacity & Operations Policy MDOT

Turning movement counts (7:30 AM to 5:30 PM) were processed between 7:30 AM and 5:30 PM to identify the morning, midday, and afternoon peak hours of the assigned twenty-four (24) intersections. These turning volumes were seasonally adjusted based on this area's most current FDOT Peak Season report. Additional information regarding the traffic data that was collected and reviewed is included in Section 1.2.2 DATA COLLECTION of this study.

Based on recent conversations with Town staff, the Town has been working on deploying Adaptive Traffic Control Systems (ATCS) at all signalized intersections within the Town's jurisdiction since the last quarter of 2023. The ATCS aims to provide optimized signal timing plans based on real-time traffic demands. This Centracs Edaptive module offers deep analytical capabilities through Econolite's Centracs SPM (Signal Performance Measures) and Pattern Optimizer modules, allowing users to ensure maximum performance of their signal control system quickly and easily. With this technology, the Town can run its own intersections' traffic operational reports and obtain "real-time" signal delay and other key metrics from each signalized intersection.

The seasonally adjusted turning volumes at the study intersections were modeled using Synchro 12 Signal Timing and Analysis Software to establish a baseline for the new signal timing modifications and corridors' coordination, as provided by Town staff. It should be noted that there are some limitations with utilizing Synchro software, as this software does not model the proprietary algorithms from the Econolite Centracs Edaptive Signal Control System, and that the results of the signalized intersections operational analyses presented in this traffic study reflect the actuated-coordinated signal timings at most of the signalized intersections within the Town's jurisdiction. Historically, the Town's traffic signals were uncoordinated and semi-actuated.

Based on the results of the existing conditions (2024) traffic analyses, all the signalized intersections evaluated currently operate at an acceptable LOS D or better during all three peak periods analyzed, AM, MID, and PM peak. Unsignalized intersections were also evaluated in the traffic analyses. All individual approaches during the AM, MID and PM peak hour scenarios are expected to operate at an acceptable LOS D or better. (See Table 7 for the 2024 Synchro LOS results)

For the 2029 forecasted conditions, the Southeast Regional Planning Model (SERPM) was utilized to determine the annual growth to be used as part of the future conditions analyses. SERPM is a tool that local Metropolitan Planning Organizations, Transportation Planning Agencies, and Transportation Planning Organizations within the Southeast Florida region use to forecast future growth and transportation needs. A conservative annual growth rate of 1.5% was derived from the modified SERPM model and used for the future conditions analyses. In addition to the application of the calculated annual growth rate, site-generated trips from approved and unbuilt developments and redevelopments within the Town of Palm Beach and the City of West Palm Beach have also been included as part of the future conditions analyses. Additional information on how the 1.5% annual growth was calculated and the details of the Town of Palm Beach and City of West Palm Beach approved but unbuilt development projects included as part of the analyses can be found in Section 1.2.4 FORECASTED TRAFFIC OPERATIONS (2029) of this study and **Appendix D**.

Based on the results of the future conditions (2029) traffic analyses, all the signalized intersections evaluated currently operate at an acceptable LOS D or better during all three peak periods analyzed, AM, MID, and PM peak. Unsignalized intersections were also evaluated in the traffic analyses. All individual approaches during the AM, MID and PM peak hour scenarios are expected to operate at an acceptable LOS D or better. (See Table 9 for the 2029 Synchro LOS results)

A 95th percentile queue length analysis was also completed for the 2024 existing scenario for the AM, MID, and PM peak hours at each of the study signalized intersections with turning bays. The 95th percentile queue lengths are an important performance measure in traffic engineering to help determine the required storage length for pocket turn lanes at signalized intersections so that the risk of turning vehicles blocking the adjacent through lanes could be minimized. The results of the 95th percentile queuing analyses indicate that all the existing turn lane bays at the study signalized intersections except for the eastbound left-turn lanes (EBLTL) at the South County Road and Royal Palm Way (intersection #7), Cocoanut Row and Royal Poinciana Way (intersection #15), and Cocoanut Row and Royal Palm Way (intersection #16) intersections, provide adequate capacity to accommodate the existing peak hours vehicular demand during the peak hours analyzed. It should be noted that the results from the Synchro software at those three intersections (7, 15, and 16) show an acceptable level of service (LOS) D or better for the eastbound (EB) approach movement during the three peak periods analyzed; which could indicate that that the existing EBLTL turn lane bays are not restricting the capacity of the EB through lanes, but just making the situation more congested and less desirable. Field observations need to be completed during peak season to confirm the above statement.

1.3 South Lake Drive One-Way Analyses

The Town requested to evaluate the potential conversion of South Lake Drive between Royal Palm Way and Peruvian Avenue from a two-way corridor (north-south) to a one-way southbound corridor. This section of the report was updated using the results of Section 1.2.4 FORECASTED TRAFFIC OPERATIONS (2029) of this study. The results of the 2029 future scenario using Synchro Software, revealed that no significant impacts to the adjacent roadway network are expected with the proposed conversion of South Lake Drive to a southbound direction-only corridor. The signalized intersection of Cocoanut Road and Royal Palm Way, where most of these trips will be absorbed, would continue to operate at an overall acceptable LOS D or better during the AM, MIF, and peak hours of the forecasted 2029 traffic conditions. (See Table 11 for additional LOS information).

1.4 Seaview Avenue Traffic Operations/Conditions

The Town requested to complete an evaluation of the traffic conditions experienced along Seaview Avenue during the school's arrival and dismissal periods of the Palm Beach Elementary School and Palm Beach Day Academy.

Based on the results of the traffic operational analyses completed at the un-signalized intersections of S. County Road and Seaview Avenue and Cocoanut Row and Seaview Avenue during the AM, MID, and PM peak periods for the existing 2024 and forecasted 2029 traffic conditions, all individual approach movements are expected to operate at an acceptable LOS D or better.

Based on field review observations during the dismissal period of Palm Beach Elementary School, which begins at 2:05 PM, no traffic concerns were observed during the dismissal operations. The vehicle stacking was contained along Seaview Avenue and did not extend into S. County Road. During the dismissal period observations of Palm Beach Day Academy, which begins at 3:05 PM, longer vehicular queues were observed along Seaview Avenue and continued north on S. County Road to Seabreeze Avenue on the southbound (SB) outermost lane. It should be noted that crossing guards were observed at the intersections with Cocoanut Row and Seaview Avenue, and that the school zone flasher along Seaview Avenue was operating normally during the dismissal period observations of the two schools.

1.5 Origin - Destination (OD) Analysis

STREETLIGHT DATA is a technology platform that gathers and reviews data obtained from Connected Vehicle Data (CVD), GPS Data, and smartphone data (among others) on a daily, weekly, or monthly basis. It allows users to select zones or roadways and analyze where travel originates and ends.

STREETLIGHT DATA was evaluated to determine the current traffic patterns to the Town for average weekday and weekend conditions. The analysis divided the Town of Palm Beach into three distinct areas: North District, Central District, and South District; see Figure 2 for a map of the zones. Based on the results of the Origin-Destination Analyses, the following was determined:

- A total of 38,400 trips come into the town daily using the five entry points- the 4 causeways and Ocean Boulevard at the south end of the Town. (Please refer to Tables 12, 13, 14, 15, 16, and 17 for the breakdown per entry points, Weekday Data, Weekday AM, Weekday PM, Weekend Daily, Weekend AM, and Weekend PM)

- A total of 11,247 average weekday trips are destined for the major attractors in the area (beaches, commercial areas, and golf courses). These trips can include associated work trips as well as recreational trips.
- A total of 15,806 average weekend day trips are destined to the major attractors in the area.
- On a typical weekday, the North District attracts mainly golf course (2,410) and commercial area (6,831) trips. The Central District attracts mainly commercial area trips (2,190) and beach trips (969). And the South District attracts mainly beach trips (3,741) and golf course trips (313).
- On a typical weekend day, the types of trips each district attracts is similar to those of the weekday, except that the magnitude of trips are different. North District attracts mainly golf course (2,477) and commercial area (6,201) trips. The Central District attracts mainly commercial area trips (1,749) and beach trips (1,543). And the South District attracts mainly beach trips (8,052) and golf course trips (314).
- Based on the results of the STREETLIGHT DATA reviewed, there are about 11,400 trips classified as work trips. This number was confirmed with the *Longitudinal Employer-Household Dynamics* (*LEHD*) program which is part of the Center for Economic Studies at the U.S. Census Bureau. It should be noted that there may be other employment trips such as temporary construction workers, and self-employment trips such as plumbers, landscapers not generally accounted for in the U.S Census data.

TOWN OF PALM BEACH OD ZONES ANALYSIS

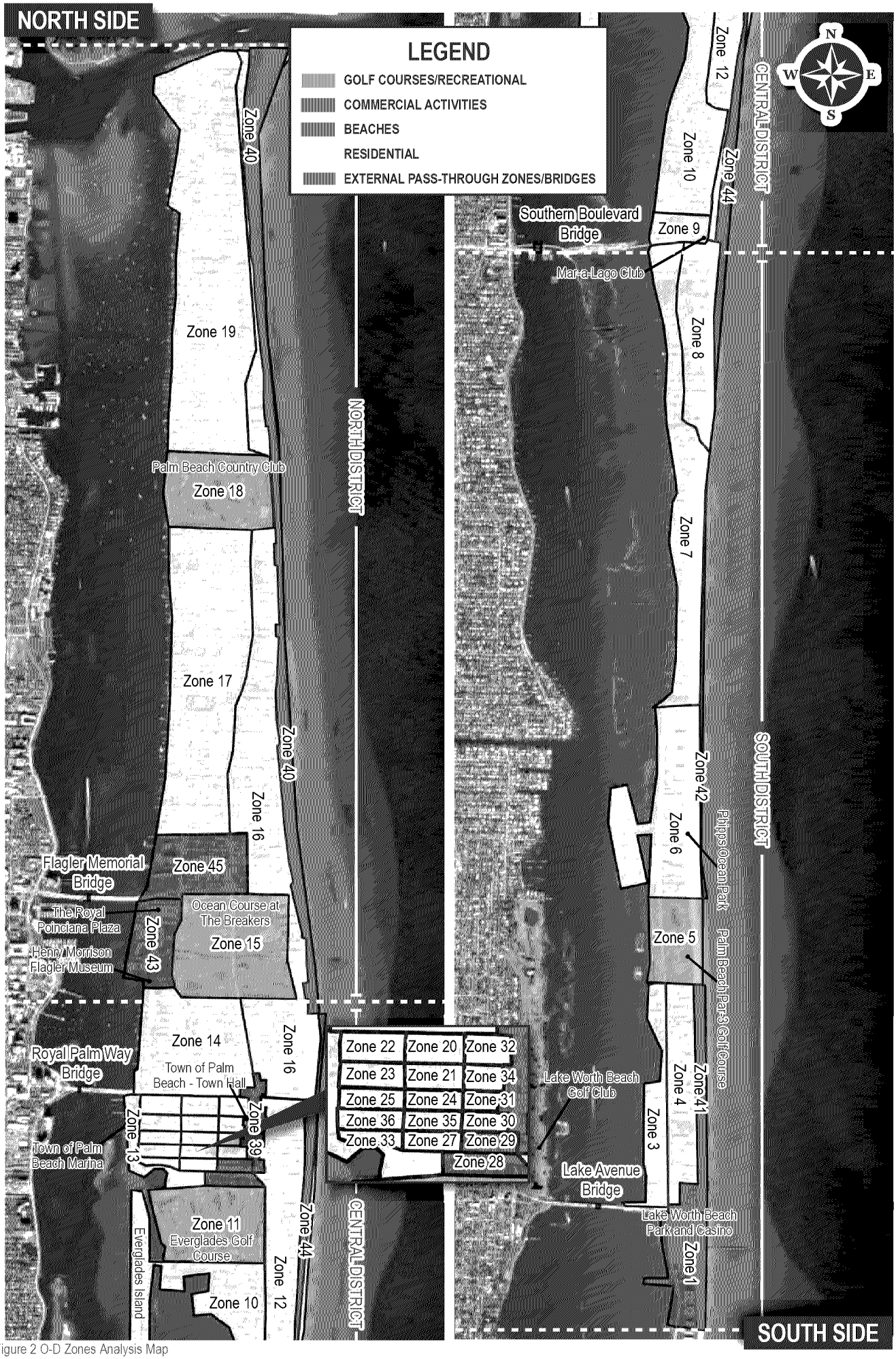


Figure 2 O-D Zones Analysis Map

2. Parking Analysis

Parking Supply & Demand

Two (2) commercial parking districts were studied: the South and the North Commercial Parking Districts. The boundaries for each District can be seen in Figure 3. For each district, two types of parking data were collected: 1) parking accumulation data/studies and 2) parking occupancy data/studies.

The South Commercial Parking District includes 1,188 on-street parking spaces from South Lake Drive to South Ocean Boulevard and from Royal Palm Way to Worth Avenue. The actual study area is smaller because it does not include Royal Palm Way, South Ocean Boulevard, and South Lake Drive or the segment of east-west streets from Cocoanut Row to South Lake Drive. Thes area includes 718 on-street parking spaces. For the entire area, of the 1,188 on-street parking spaces, only about 70% are available to the public for self-parking, with the rest reserved for commercial and passenger loading, valet areas, or reserved for residential permit holders. Ownership patterns and proprietary restrictions on off-street spaces cause a similar reduction of public parking supply on off-street locations. In total, 1,350 off-street spaces are available in the South District; however, only 895 (66%) are available for public self-parking. In total, restrictions lower the publicly available parking supply by 35% in the South Parking Study District.

In the North Commercial Parking Study District, on-street parking is less impacted by restrictions, where there are 220 on-street parking spaces in total, and only 9 are regulated as commercial and passenger loading zones or taxi stands, leaving 96% available for public self-parking. The off-street parking in the North Study District is more impacted by ownership patterns and proprietary restrictions. Of the 502 off-street spaces, 386 (77%) are publicly available for self-parking. In the North Study District, restrictions lower the publicly available parking supply by 17%.

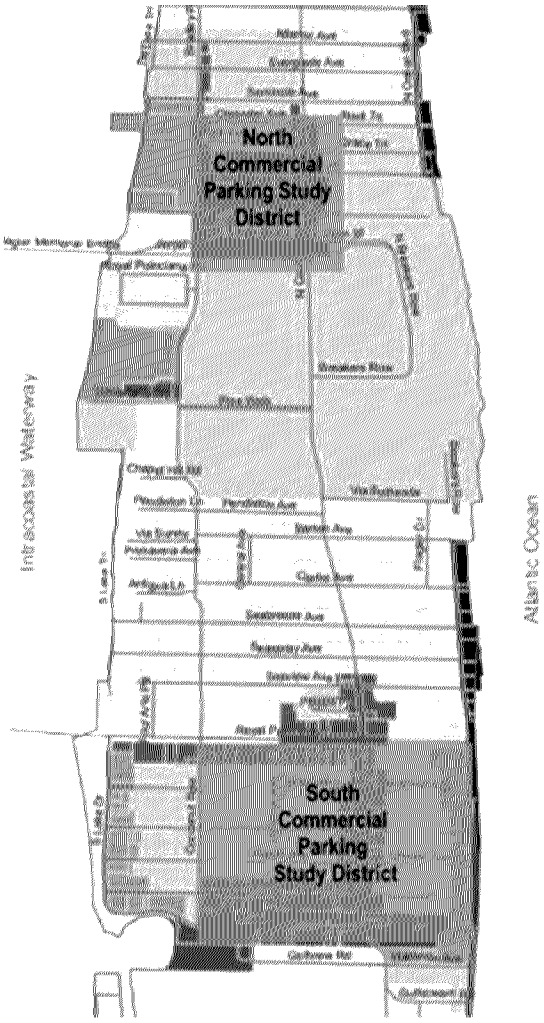


Figure 3 North & South Commercial Parking Study Districts (Town's Zoning Map Excerpt)

The following is a summary of the evaluated Parking Supply and Demand.

- There is adequate supply for both commercial parking study districts when considered on a district-wide basis; however, particularly within the South Commercial Parking Study District, there are localized shortages caused by the combined effects of street circulation patterns, destination locations, the distribution of parking within the district, and lack of parking information to visitors.
- The parking supply includes the spaces allocated to valet parking. Valet parking provides an alternative way to access parking and can reduce traffic caused by cars circulating to find parking. For the visitor, valet parking is a convenience. For the destination business owners, valet operations are good business by providing a desired service to their patrons and assurance that patrons don't balk due to the apparent lack of convenient parking. The valet operations do not increase the supply of parking in the commercial districts of the Town because they use parking areas that are generally within the respective commercial districts.

- On weekends, Worth Avenue on-street parking is full, and off-street parking is near capacity west of South County Road; however, there is adequate available supply elsewhere within the district.
- On weekdays there is a localized lack of capacity near Brazilian Avenue west of South County Road.
- Supply and demand are misaligned either locationally, by ownership, or by management.
- Additional capacity is not required for the entirety of each district. Management strategies that better utilize available parking areas can alleviate parking issues.
- Community expectations for walk distance are very short, as evidenced by the large number of valet operations. A well-managed valet is a good choice for management at high-priced establishments.

Parking Policy: Zoning Code, Redevelopment, And Legacy[1] Buildings

Like other exclusive communities, the Town's zoning requirements with regard to parking are more conservative, requiring more parking spaces than is typical to assure the highest level of convenience for its residents and viable service for its businesses. This also mitigates some of the effects of historic and other older buildings that continue to operate as an important part of the commercial districts with legacy parking supplies dating back to when they were built. The following characteristics were noted:

- The Town's zoning code parking requirements are generally enforceable, using units of development such as floor area or bedroom counts, and are not dependent on person counts, which are used in other places and are difficult to administer.
- Parking incentives are not a focus in the Town's zoning code for new development, as the parking requirements support higher increased parking supply to respond to community needs.

Valet Parking Analysis

Valet parking queue data was collected in one-minute intervals and maximum queues were documented during the weekday peak period on Monday, April 17th and Friday, April 21st between 5:00 to 8:00 P.M. and during the peak period on Saturday, April 15th between 5:00 to 9:00 P.M. at eighteen (18) restaurant locations within the commercial areas of the Town. The maximum observed queues and the total number of vehicles parked during these periods were documented.

[1] The term is to refer to buildings that are NOT subject to the current zoning code; therefore, grandfathered buildings with regard to parking.

Based on the results of the observations, restaurant locations #1 Meat Market, #2 Echo Palm Beach, #5 Trevini, #13 Pizza Al Fresco, #14 Bice, #15 Club Colette experienced long queues and existing Town records documented in **Appendix G** do not provide sufficient information to validate the existing approved valet operations for the majority of the eighteen (18) restaurants assigned.

The Town of Palm Beach Police Department monitors the approved valet parking operations at the authorized commercial locations throughout the Town. The approved valet operations are monitored daily by the watch commander of the Town of Palm Beach Police Department as part of their valet parking enforcement strategies to ensure that there are no violations. The Town of Palm Beach Police Department understands the use of private parking lots in the valet parking operations for authorized commercial locations and monitors the number of approved spaces in these private parking lots. If code compliance issues are observed, the Town of Palm Beach Police Department will issue a warning. If the code compliance issues are not resolved after the warning is issued, the current approved valet parking operations can be subject to reevaluation by the Town Council.

The following is a summary of the RECOMMENDATIONS for each of the previously identified scope items.

1. Traffic Analyses

1.1 Trip Generation Comparison

There are no recommendations from this section of the study as this was a request to provide a general idea of the number of potential trips that may be generated by different land uses and different intensities.

1.2 Intersection Capacity Analysis

Based on the results of the traffic operation analyses completed utilizing Synchro Software that includes the signal timing modifications provided by Town staff, the Town should consider the following:

- Complete annual evaluations of the Adaptive Traffic Control System (ATCS) that provides the Level of Service (LOS) and Average Delay – Seconds/Vehicle as well as other traffic signal performance measures from the Econolite Centracs SPM module. As the ATCS' objective is to provide optimized signal timing plans based on real-time traffic demands and Synchro Software does not model proprietary algorithms from the Econolite Centracs Edaptive Signal Control System.
- Continue to monitor queue lengths at all signalized intersections to make sure adequate capacity is provided to meet the travel demand.
- Complete a corridor study of Sunset Avenue between Bradley Place and North County Road. This study should evaluate the corridor's traffic operations after the conversion from two-way to one-way operations. It should also review the traffic operations at the existing Publix driveway connections to Sunset Avenue. Aerial drone technology should be utilized to capture actual field conditions during peak hours.
- Complete a traffic signal warrant study at the Sunset Avenue and Bradley Place intersection per MUTCD criteria. The study should be completed if Sunset Avenue reverts to a two-way corridor between Bradley Place and North County Road.
- Coordinate with FDOT and the United States Coast Guard to make the reduced peak period drawbridge openings permanent. This should include modifications to the mid-afternoon peak hour between 3:00 and 4:00 p.m.
- Increase the number of road segments to evaluate as part of the Town's Annual Roadway Level of Service Evaluation. This should include key local road segments in addition to the 14 currently evaluated.
- Complete a field queueing evaluation during peak season at the following road segments:
    - Cocoanut Row- Royal Palm Way south to Chilean Avenue
    - Cocoanut Row- Royal Palm Way north to Seabreeze Avenue
    - Bradley Place/N. Lake Way- Royal Poinciana north to Wells Road
    - South County Road- Royal Poinciana to Oleander Avenue

  Aerial drone technology should be utilized to capture actual field conditions during peak hours.

1.3 South Lake Drive One-Way Analysis

The updated results of the 2029 future scenario using Synchro Software, revealed that no significant impacts to the adjacent roadway network are expected with the proposed conversion of South Lake Drive to a southbound direction-only corridor. The signalized intersection of Cocoanut Road and Royal Palm Way, where most of these trips will be absorbed, would continue to operate at an overall acceptable LOS D or better for the forecasted 2029 traffic conditions. (See Table 11 for the individual intersection Synchro results). Should the Town decide to move forward with this proposed traffic pattern along South Lake Drive, local service agencies such as fire, police, and emergency medical services personnel, need to be involved early on during this process. The necessary roadway signage along with pavement markings will need to be installed along the corridor and at all approaching movements intersecting the corridor.

1.4 Seaview Avenue Traffic Operations/Conditions

Based on the field review observations, Palm Beach Day Academy experiences longer vehicular queues during the school's dismissal period along Seaview Avenue and then continues north on S. County Road to Seaspray Avenue on the southbound (SB) outermost lane of S. County Road, while the innermost southbound travel lane continues to flow. The Town may consider the following to improve the vehicular queue:

- Explore the possibility of restricting on-street parking, not related to the school's pick-up operations, along Seaview Avenue during the school's dismissal period, and allow these on-street parking spaces to serve as additional staging areas for students' pick-up.

1.5 Origin Destination Analysis

There are no recommendations from this section of the study as this was a request to provide the answers that have been included under the findings section.

2. Parking Analysis

The Corradino Group, Inc. is familiar with the Town's (6) Point Parking Program, that was developed and is being further refined. A number of our proposed parking recommendations align with the 6 key points of the program.

The key elements of the (6) Point Parking Program, are identified as follows:

- Part 1: Expansion of paid parking in the business district, from Barton Avenue to Hammon Avenue
- Part 2: Palm Beach Resident Parking Decals.
- Part 3: Valet Parking on Worth Avenue and South County Road.
- Part 4: Signage to direct drivers to Parking Opportunities.
- Part 5: Free 30-minute Parking Spaces for added Convenience.
- Part 6: Long-term Goal of Building a Parking Facility in the Business District.

Based on the results of the completed parking evaluations, the Town should consider the following parking recommendations.

Parking Supply

- At this time, we do not recommend additional capacity to be built until management strategies are implemented to more efficiently utilize the existing the existing parking supply in the South Commercial Parking Study District or in the North Commercial Parking Study District.

Parking Management

- Implementation of Dynamic Parking Wayfinding via smartphone applications for residents and visitors parking. Dynamic wayfinding means that the application keeps track of the nearest location of a parking space in real time and can guide the driver along the quickest path to the space. The same application may also be used to reserve a space ahead of time. Without the need for physically posted signage, the application can also manage demand by varying the cost of spaces as well as the parking duration rules, and even can vary the price based on parking duration, such as discounting the first hour or half hour to incentivize faster turnover, especially at on-street locations where higher turnover is desired.
- Adoption of an app-based paid parking system applicable to all public parking spaces throughout both business districts. The Town should also pursue agreements to integrate large parking facilities into the program. The app-based system should include the following functionalities:
    - Dynamic tracking of parking supply, occupancy, and time until empty.
    - Establish maximum parking durations that can be adjusted to manage utilization within the districts.
    - Variable pricing to manage demand.

- Variable pricing to manage turnover, such as discounted initial parking rates that scale up the longer a vehicle remains.
- Easy and convenient touch-free payments for the consumer, with notifications when time is getting low.
- Ability to integrate a residential tag program by permitting long term and overnight parking for residents and their guests, but not other visitors.
- Ability to implement an employee program that permits long-term day parking for employees.
- Revenue tracking for the Town.
- Enforcement notifications are used to identify vehicles that remain in a space over time.
- Provide management data to the Town monthly to support the Town's ongoing parking management and identify localized and temporary shortages.

Parking Policy:

- A review of the current Town's zoning code towards the following changes:
  - The zoning code should reinforce shared parking as a way to better utilize empty spaces within the walksheds of destinations. Along with new commercial or mixed-use development applications and approvals, public private partnerships for shared parking capacity can create a long-term program to provide additional parking supply.
  - Legacy buildings should be identified and listed along with their as-built parking supply and the shortfall compared to current regulations, and data should be tracked according to the uses that occupy these buildings. Legacy building parking needs should be considered for inclusion into the app-based parking management system to provide for their needs in a managed way.
  - If intercept parking with micro-transit is chosen as a solution at a future time, then code requirements may include in-lieu impact fees that new development may pay instead of providing on-site parking. Intercept parking is the location of a major parking facility that is close to the access point of the district and allows visitors to park without entering the district by car. This reduces the amount of traffic caused by circulating to find a parking space and provides for a more enjoyable pedestrian environment. It also maintains the historic character of the commercial districts by supporting off-site alternatives to surface parking, and expensive

structured parking diminishes the ability for new developments to be designed with compatible architectural character.

Valet Parking Analysis

Based on the valet parking queuing operational analysis results and review of the valet parking schematic diagrams on file at the Town, the Town should consider the following recommendations which are provided in short-term, mid-term and long-term efforts.

- Short-Term:
    - Develop a valet parking operational plan methodology (policy/code update). The valet parking methodology should be requested from the applicant/owner and should include detailed information on the proposed valet routing plan, anticipated queueing, pick-up/drop-off operations, including valet stand location and the number of valet operators, as well as specific details regarding the use of off-site surface parking lots or parking garages in the valet parking operations and the number of parking spaces allocated and/or necessary for the same.
    - Create a GIS layer of existing approved valet parking locations within the Town. Populate the GIS layer with parking requirements for each commercial location, assigned parking spaces/lots, etc. For example, several restaurant owners use the Apollo Parking lot for valet operations. There should be a parking inventory of how many parking spaces in surface parking lots or garages are already accounted for in these approved valet operations.
    - Continue to review each valet parking permits/agreement annually and make any necessary modifications where necessary. The Town of Palm Beach Police Department will also reevaluate the internal valet parking policies and processes and make any necessary modifications to ensure a comprehensive code enforcement process is implemented. Use aerial drone technology periodically to monitor and document valet operations during peak periods to ensure the valet plan on file as part of the permit is working as intended.

- Mid-Term:
    - Request that existing restaurant owners provide the valet parking operational plan per the Town's approved methodology.

- Long-Term:
    - Create an overall valet parking circulation master plan per District that can be reviewed and updated by Town staff as necessary.

1. TRAFFIC ANALYSES

1.1 TRIP GENERATION COMPARISON

Trip generation calculations for four (4) different land uses were completed using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th edition.

The trip generation comparison was determined using ITE Land Use Codes (LUC) 932 High Turnover (Sit-Down) Restaurant, LUC 822 (Strip Retail Plaza less than 40,000 square feet of gross leasable area (GLA), LUC 821 Shopping Plaza between 40,000 and 150,000 square feet of GLA, and LUC 710 General Office Building.

The four (4) LUCs and size of potential developments for the trip generation comparison of this study section were agreed and confirmed with Town staff and shown in Table 3.

Table 3 ITE Land Uses and Descriptions

LAND USES AND SIZES		
ITE Land Use Code (LUC)	Description	Size
932	High Turnover (Sit-Down) Restaurant	8,000 sf.
822	Strip Retail Plaza (<40K)	30,000 sf.
821	Shopping Plaza (40-150k)	80,000 sf.
710	General Office Building	100,000 sf.

The comparison of AM peak, PM peak, and daily trips are shown in Tables 4, 5, and 6.

Pass-by-capture trips are expected and determined based on rates in the ITE's Trip Generation Handbook, 3rd Edition. A pass-by rate of 40% was utilized for LUC 821 (Shopping Plaza) for the PM peak hour generator.

According to ITE's Trip Generation Handbook, 3rd Edition, pass-by trips are also expected for LUC 932 (High Turnover Sit-Down Restaurant) during the PM peak hour; however, since few people "stop by" at restaurants on their way to or from another location in the Town, this pass-by percentage was not used in this section of the study, as most trips to restaurants on the island would be single purpose only.

It should also be noted that pass-by trips should also be expected for LUC 822 (Strip Retail Plaza) during the PM peak hour; however, since ITE does not provide pass-by rates for this use, then no pass-by rate credits were applied for this section of the report. Therefore, the PM peak trips shown in Table 5 for LUC 822 (Strip Retail Plaza) are higher than expected.

Table 4 AM Peak Hour Peak Generation Comparision

AM PEAK HOUR TRIP GENERATION COMPARISION													
ITE LUC	Description	Unit	Total Units	Directional Distribution %		Total Trips			Pass-by Rate		Net New Trips		
				In	Out	In	Out	Total	Percent	Trips	In	Out	Total
932	High Turnover (Sit-Down) Restaurant	1000 sf	8.0	55%	45%	42	35	77	0%	0	42	35	77
822	Strip Retail Plaza <40k	1000 sf	30.0	60%	40%	42	29	71	0%	0	42	29	71
821	Shopping Plaza 40 - 150k	1000 sf	80.0	62%	38%	175	107	282	0%	0	175	107	282
710	General Office Building	1000 sf	100.0	88%	12%	147	20	167	0%	0	147	20	167

LUC 932: AM Peak Hour Trip Generation = 8.0 x 9.57 (Avg. Rate) ITE 11th Edition page 674
LUC 822: AM Peak Hour Trip Generation = 30 x 2.36 (Avg. Rate) ITE 11th Edition page 230
LUC 821: AM Peak Hour Trip Generation = 80 x 3.53 (Avg. Rate) ITE 11th Edition page 200
LUC 710: Ln(AM Peak Hour Trip Generation) = 0.86 Ln (100) + 1.16 (Fitted Curve) ITE 11th Edition page 710

Table 5 PM Peak Hour Peak Generation Comparision

PM PEAK HOUR TRIP GENERATION COMPARISION													
ITE LUC	Description	Unit	Total Units	Directional Distribution %		Total Trips			Pass-by Rate		Net New Trips		
				In	Out	In	Out	Total	Percent	Trips	In	Out	Total
932	High Turnover (Sit-Down) Restaurant	1000 sf	8.0	61%	39%	44	28	72	0%*	0	44	28	72
822	Strip Retail Plaza <40k	1000 sf	30.0	50%	50%	99	99	198	0%	0	99	99	198
821	Shopping Plaza 40 - 150k	1000 sf	80.0	48%	52%	352	380	732	40%	293	211	228	439
710	General Office Building	1000 sf	100.0	17%	83%	28	138	166	0%	0	28	138	166

LUC 932: PM Peak Hour Trip Generation = 8.0 x 9.05 (Avg. Rate) ITE 11th Edition page 675
LUC 822: PM Peak Hour Trip Generation = 30 x 6.59 (Avg. Rate) ITE 11th Edition page 231
LUC 821: PM Peak Hour Trip Generation = 7.67(80)+118.86 (Fitted Curve) ITE 11th Edition page 201
LUC 710: Ln(PM Peak Hour Trip Generation) = 0.83 Ln (100) + 1.29 (Fitted Curve) ITE 11th Edition page 711
* Pass-by Rate for ITE LUC 932 was not applied, as most trips to restaurants on the island would be single purpose.

Table 6 Daily Trip Generation Comparision

DAILY TRIP GENERATION COMPARISION													
ITE LUC	Description	Unit	Total Units	Directional Distribution %		Total Trips			Pass-by Rate		Net New Trips		
				In	Out	In	Out	Total	Percent	Trips	In	Out	Total
932	High Turnover (Sit-Down) Restaurant	1000 sf	8.0	50%	50%	429	429	858	0%	0	429	429	858
822	Strip Retail Plaza <40k	1000 sf	30.0	50%	50%	817	817	1634	0%	0	817	817	1634
821	Shopping Plaza 40 - 150k	1000 sf	80.0	50%	50%	3785	3785	7570	0%	0	3,785	3,785	7,570
710	General Office Building	1000 sf	100.0	50%	50%	580	580	1160	0%	0	580	580	1160

LUC 932: PM Peak Hour Trip Generation = 8.0 x 107.20 (Avg. Rate) ITE 11th Edition page 673
LUC 822: PM Peak Hour Trip Generation = 30 x 54.45 (Avg. Rate) ITE 11th Edition page 229
LUC 821: PM Peak Hour Trip Generation = 76.96(80)+1412.79 (Fitted Curve) ITE 11th Edition page 199
LUC 710: Ln(PM Peak Hour Trip Generation) = 0.87 Ln (100) + 3.05 (Fitted Curve) ITE 11th Edition page 709

The relevant pages from the ITE Trip Generation Manual are included in **Appendix A**

1.2 INTERSECTION CAPACITY ANALYSES

1.2.1 EXISTING CONDITIONS – ROADWAY CHARACTERISTICS

South County Road / North County Road: within the study's limits, it is a four-lane, two-way, undivided minor collector. It runs in the north/south direction, and it is maintained by the Town. The posted speed limit is 25 MPH. This roadway facility provides sidewalks on both sides of the road. There is on-street parking on both sides of the road from Seaspray Avenue south to Chilean Avenue and along the east side of the road from Chilean Avenue to Worth Avenue. There are no dedicated bicycle facilities along the limits of the study.

Cocoanut Row: within the limits of the study, it is a three-lane (2-northbound lanes, 1-southbound lane), two-way undivided local roadway from Royal Poinciana Way south to Pendleton Avenue and a two-lane, two-way from Pendleton Avenue south to Worth Avenue. It runs in the north/south direction, and it is maintained by the Town. The posted speed limit is 25 MPH. This roadway facility provides sidewalks on both sides of the road; except from Pendleton Avenue south to Seabreeze Avenue; which provides sidewalk on the east side only. There is on-street parking on both sides of the road south of Royal Palm Way to Worth Avenue. There are no dedicated bicycle facilities along the limits of the study.

South Lake Drive: within the study's limits, it is a two-lane, two-way undivided local roadway. It runs in the north/south direction, and it is maintained by the Town. The posted speed limit is 25 MPH. This roadway facility provides sidewalks and on-street parking on both sides of the road. There are no dedicated bicycle facilities along the limits of the study.

Bradley Place: within the study's limits, it is a two-lane, two-way, undivided local roadway. It runs in the north/south direction, and it is maintained by the Town. The posted speed limit is 25 MPH. This roadway facility provides sidewalks on both sides of the road. There is on-street parking on both sides of the road from Atlantic Avenue south to Park Avenue and along the east side of the road from Park Avenue to Royal Poinciana Way. There are no dedicated bicycle facilities along the limits of the study.

Royal Poinciana Way: within the study's limits, it is a four-lane, two-way divided major collector. It runs in the east/west direction, and it is maintained by the Town. The posted speed limit is 30 MPH. This roadway facility provides sidewalks on the north side of the road only and on-street parking on both sides of the road. There are no dedicated bicycle facilities along the limits of the study.

Royal Palm Way: within the study's limits, it is a four-lane, two-way divided minor arterial. It runs in the east/west direction, and it is maintained by the Town. The posted speed limit is 30 MPH. This roadway facility provides sidewalks on both sides of the road. There are no dedicated bicycle facilities or on-street parking along the study's limits.

Worth Avenue, Chilean Avenue: within the study's limits, these are two-lane, one-way, undivided local roadways. These run in the westbound direction, and they are maintained by the Town. There is no posted speed limit along these corridor segments. These roadway facilities provide sidewalks and on-street parking on both sides of the road. There are no dedicated bicycle facilities along the limits of the study.

Peruvian Avenue, Australian Avenue: within the study's limits, these are two-lane, one-way, undivided local roadways. These run in the eastbound direction, and they are maintained by the Town. There is no posted speed limit along these corridor segments. These roadway facilities provide sidewalks and on-street parking on both sides of the road. There are no dedicated bicycle facilities along the limits of the study.

Brazilian Avenue, Sunset Avenue, and Sunrise Avenue: within the study's limits, these are two-lane, two-way, undivided local roadways. These run in the east/west direction, and they are maintained by the Town. There is no posted speed limit along the corridor segments. These roadway facilities provide sidewalks and on-street parking on both sides of the road. There are no dedicated bicycle facilities along the limits of the study.

South Ocean Boulevard / SR A1A: within the study's limits, it is a two-lane, two-way, undivided major collector. It runs in the north/south direction, and it is maintained by the Florida Department of Transportation. The posted speed limit is 30 MPH. This roadway facility does not provide sidewalk, on-street parking, or dedicated bicycle facilities.

Southern Boulevard / US 98: within the study's limits, this is a two-lane, two-way, undivided minor arterial. It runs in the east/west direction, and it is maintained by the Florida Department of Transportation (FDOT). The posted speed limit is 25 MPH. This roadway facility does not provide on-street parking or dedicated bicycle facilities, but it does provide sidewalk on both sides of the road.

1.2.2 DATA COLLECTION

Seventy-two hours of bidirectional volumes were collected by the Town's Traffic Engineer consultant from Tuesday, March 12th, 2024, to Thursday, March 14th, 2024, along 14 different corridor segments within the Town. They were used by the Town's Traffic Engineer consultant to update The Town's Annual Roadway Level of Service Evaluation. Video cameras were also placed within this time period to collect turning movement counts at the twenty-four (24) study intersections. The traffic data collected was shared with The Corradino Group. Our review of the collected corridor traffic data determined that the AM, MID, and PM peak periods were experienced on Wednesday, March 13th, 2024, between 7:30 AM to 5:30 PM. The 10 hours of turning movement counts (TMCs) from March 13th, 2024, were processed to identify the morning, midday, and afternoon peak hours of 22 of the 24 intersections studied. Additional turning movement counts were collected at the unsignalized intersections of County Road and Seaview Avenue (intersection #8), and Cocoanut Row and Seaview Avenue (intersection #24) on Tuesday, April 2nd, 2024, due to Palm Beach Day Academy' Spring break session observed during the March 2024 traffic data collection. TMCs were evaluated for the AM, MID, and PM peak hours at the following twenty-four (24) intersections' locations:

1. County Road and Golfview Road (Signalized)
2. County Road and Worth Avenue (Signalized)
3. County Road and Peruvian Avenue (Signalized)
4. County Road and Chilean Avenue (Unsignalized)
5. County Road and Australian Avenue (Unsignalized)
6. County Road and Brazilian Avenue (Unsignalized)
7. County Road and Royal Palm Way (Signalized)
8. County Road and Seaview Avenue (Unsignalized)
9. County Road and Royal Poinciana Way (Signalized)
10. County Road and Breakers Row (Signalized)
11. County Road and Sunset Avenue (Signalized)
12. County Road and Sunrise Avenue (Signalized)
13. Bradley Place and Avenue (Unsignalized)
14. Bradley Place and Sunrise Avenue (Signalized)
15. Cocoanut Row and Royal Poinciana Way (Signalized)
16. Cocoanut Row and Royal Palm Way (Signalized)
17. Ocean Boulevard and Southern Boulevard (Roundabout)
18. Lake Drive and Royal Palm Way (Unsignalized)
19. Lake Drive and Brazilian Avenue (Unsignalized)
20. Lake Drive and Australian Avenue (Unsignalized)
21. Lake Drive and Chilean Avenue (Unsignalized)

22. Lake Drive and Peruvian Avenue (Unsignalized)
23. Cocoanut Row and Worth Avenue (Unsignalized)
24. Cocoanut Row and Seaview Avenue (Unsignalized)

Figures 4 and 5 show the study intersections' locations.



Figure 4 Study Intersections Locations



Figure 5 Study Intersection Location

1.2.3 TRAFFIC OPERATIONS (2024 Conditions)

The FDOT Peak Season Factor Category Report (2023), the most current published report, revealed a PSCF of 0.99 for the study area during the week when most of the traffic data was collected. Therefore, a PSCF conservative value of 1.00 was applied to the turning movement counts collected in March 2024. So, no reduction in the collected trips was accounted for in the analyses completed as part of this study. The turning movement counts that were collected during the first week of April were seasonally adjusted with a PSCF of 1.03, based on the FDOT Peak Season Factor Category Report (2023) shown for that week. The FDOT Peak Season Factor Category Report (2023), the collected peak hour turning movement counts, the intersections volume sheets, and the 2024 Town's Annual Roadway Level of Service Evaluation completed by the Town's Traffic Engineer Consultant are included in **Appendix B**.

Based on recent conversations with Town staff, the Town has been working on deploying Adaptive Traffic Control Systems (ATCS) at all signalized intersections within the Town's jurisdiction since the last quarter of 2023. The ATCS aims to provide optimized signal timing plans based on real-time traffic demands. This Centracs Edaptive module offers deep analytical capabilities through Econolite's Centracs SPM (Signal Performance Measures) and Pattern Optimizer modules, allowing users to ensure maximum performance of their signal control system quickly and easily. With this technology, the Town can run its own intersections' traffic operational reports and obtain "real-time" signal delay and other key metrics from each signalized intersection. The study intersections were modeled using Synchro 12 Signal Timing and Analysis Software to establish a baseline for the new signal timing modifications and corridors' coordination, as provided by Town staff. Synchro applies methodologies outlined in the Highway Capacity Manual (HCM). Traffic Operational conditions are defined in terms of Level of Service (LOS). These service levels range from A (negligible delays) to F (forced flow/ jammed conditions) and are

measured based on approach delay as defined by the HCM. It should be noted that there are some limitations with utilizing Synchro software, as this software does not model the proprietary algorithms from the Econolite Centracs Edaptive Signal Control System, and that the results of the signalized intersections operational analyses presented in this traffic study reflect the actuated-coordinated signal timings at most of the signalized intersections within the Town's jurisdiction. Historically, the Town's traffic signals were uncoordinated and semi-actuated.

Table 7 shows the existing level of service and delay as modeled by Synchro for each study intersection during the weekday AM, MID, and PM peak hours. As shown in Table 7, all signalized intersections currently (2024 scenario analyzed) operate at an acceptable LOS D or better during the AM, MID, and PM peak scenarios. The current signal timing sheets and Synchro output reports for the existing conditions are included in **Appendix C**.

Table 7 2024 Existing Level of Service Results

№	INTERSECTION	CONTROL TYPE	MOVEMENT	AM PEAK HOUR		MID PEAK HOUR		PM PEAK HOUR	
				DELAY (s/v)	LOS	DELAY (s/v)	LOS	DELAY (s/v)	LOS
1	S County Road & Golfview Rd	Signalized	EB	31.4	C	29.1	C	31.6	C
			WB	32.4	C	31.2	C	33.3	C
			NB	1.9	A	2.7	A	1.9	A
			SB	0.9	A	1.8	A	1.7	A
			OVERALL	**4.9**	**A**	**6**	**A**	**5**	**A**
2	S County Rd & Worth Ave	Signalized	EB						
			WB	24.2	C	19.9	B	20.9	C
			NB	3.4	A	4.9	A	4.1	A
			SB	3.3	A	6.3	A	5.7	A
			OVERALL	**8.1**	**A**	**9.2**	**A**	**9.4**	**A**
3	S County Rd & Peruvian Ave	Signalized	EB	24.9	C	20.9	C	21.5	C
			WB						
			NB	3	A	4.9	A	4.9	A
			SB	7.8	A	12	B	10.6	B
			OVERALL	**9.9**	**A**	**12.4**	**B**	**11.6**	**B**
4	S County Rd & Chilean Ave	Unsignalized	EB						
			WB	9.8	A	10.7	B	10.22	B
			NB	0	-	0	-	0	-
			SB	0	-	0	-	0	-
			OVERALL						
5	S County Rd & Australian Ave	Unsignalized	EB	10.8	B	13	B	12.3	B
			WB						
			NB	0	-	0	-	0	-
			SB	0	-	0	-	0	-
			OVERALL						
6	S County Rd & Brazilian Ave	Unsignalized	EB	12	B	14.2	B	12.9	B
			WB	9.5	A	10.3	B	10	B
			NB	2.3	-	3	-	2.2	-
			SB	0.2	-	0.1	-	0.1	-
			OVERALL						
7	S County Rd & Royal Palm Way	Signalized	EB	17.8	B	22.6	C	18.8	B
			WB	42.4	D	34.5	C	42.9	D
			NB	15	B	17.3	B	15.9	B
			SB	30.1	C	29.1	C	28.7	C
			OVERALL	**23.6**	**C**	**24.4**	**C**	**24.1**	**C**
8	S County Rd & Seaview Ave	Unsignalized	EB						
			WB	11.9	B	12.6	B	11.4	B
			NB	0.5	-	0.3	-	2	-
			SB	0	-	0	-	0	-
			OVERALL						
9	N County Rd & Royal Poinciana Way	Signalized	EB	34.1	C	32.7	C	42.7	D
			WB	39.7	D	41.9	D	50.4	D
			NB	16.4	B	21.5	C	16.6	B
			SB	15.6	B	16.2	B	35.2	D
			OVERALL	**22.5**	**C**	**22.9**	**C**	**32.5**	**C**
10	S County Rd & Breakers Row	Signalized	EB						
			WB	29.3	C	29.5	C	30	C
			NB	9	A	5.3	A	4.6	A
			SB	8.8	A	5.8	A	5.3	A
			OVERALL	**13.2**	**B**	**6.8**	**A**	**6.9**	**A**
11	N County Rd & Sunset Ave	Signalized	EB	61	E	38.3	D	81.4	F
			WB	34.3	C	34.5	C	41.4	D
			NB	2.6	A	2.1	A	2.2	A
			SB	4.4	A	2.3	A	1.9	A
			OVERALL	**8.3**	**A**	**5.9**	**A**	**12.2**	**B**
12	N County Rd & Sunrise Ave	Signalized	EB	34.7	C	46.3	D	50.1	D
			WB	29.2	C	28.9	C	36.8	D
			NB	9	A	14.2	B	9	A
			SB	7.4	A	10	B	9.5	A
			OVERALL	**11.8**	**B**	**17.7**	**B**	**15.7**	**B**

13	Bradley Pl & Sunset Ave	Unsignalized	EB	12	B	14.2	B	14.7	B
			WB						
			NB	0.2	-	0.5	-	0.6	-
			SB	0.2	-	0.1	-	0.1	-
			OVERALL						
14	Bradley Pl & Sunrise Ave	Signalized	EB						
			WB	29.9	C	41.5	D	41.4	D
			NB	7.2	A	4.3	A	10.5	B
			SB	3.7	A	7.3	A	7.7	A
			OVERALL	**9.1**	**A**	**15.6**	**B**	**16.9**	**B**
15	Cocoanut Row & Royal Poinciana Way	Signalized	EB	46.5	D	32.8	C	38.7	D
			WB	19.4	B	22.1	C	26.9	C
			NB	20.2	C	20.7	C	23.9	C
			SB	21	C	17.3	B	27.6	C
			OVERALL	**34.4**	**D**	**24.2**	**C**	**29.9**	**C**
16	Cocoanut Row & Royal Palm Way	Signalized	EB	14.2	B	13.2	B	22.4	C
			WB	22.6	C	22.1	C	21.5	C
			NB	42.3	D	35.9	D	51.2	D
			SB	40.9	D	39.4	D	39	D
			OVERALL	**21.3**	**C**	**22.9**	**C**	**28.4**	**C**
17	S Ocean Blvd & Southern Blvd	Roundabout	EB	8.5	A	6.1	A	3.5	A
			WB	1.9	A	2.2	A	3.6	A
			NB	3	A	3.4	A	4	A
			SB						
			OVERALL						
18	S Lake Dr & Royal Palm Way	Unsignalized	EB	0	-	0	-	0	-
			WB	0.5	-	0.8	-	0.4	-
			NB	17.1	C	16	C	13.8	B
			SB						
			OVERALL						
19	S Lake Dr & Brazilian Ave	Unsignalized	EB	7.3	A	8.1	A	7.5	A
			WB	7.6	A	8.2	A	7.8	A
			NB	7.3	A	7.7	A	7.6	A
			SB	8.9	A	11	B	8.3	A
			OVERALL						
20	S Lake Dr & Australian Ave	Unsignalized	EB	-	-	-	-	-	-
			WB						
			NB	9.3	A	9.6	A	9.3	A
			SB	-	-	-	-	-	-
			OVERALL						
21	S Lake Dr & Chilean Ave	Unsignalized	EB						
			WB	7.2	A	7.3	A	7.2	A
			NB	7.3	A	7.4	A	7.4	A
			SB	7.8	A	8.1	A	7.7	A
			OVERALL						
22	S Lake Dr & Peruvian Ave	Unsignalized	EB						
			WB						
			NB	7.1	A	7.2	A	7.1	A
			SB	8.1	A	8.3	A	7.8	A
			OVERALL						
23	Cocoanut Row & Worth Ave	Unsignalized	EB						
			WB	0	-	0	-	0	-
			NB						
			SB	8.5	A	8.6	A	8.6	A
			OVERALL						
24	Cocoanut Row & Seaview Ave	Unsignalized	EB	10	B	13.2	B	14.8	B
			WB	19.1	C	17.9	C	23.5	C
			NB	0	-	0	-	0	-
			SB	0	-	0	-	0	
			OVERALL						

Source: Highway Capacity Manual & Synchro Software

(s/v) = Average Delay measured in seconds/vehicle

Results shown on this table for the signalized intersections include timing modifications provided by Town staff and are limited to Synchro Software capabilities

At unsignalized intersections, the LOS is only documented for the stop-controlled movement

1.2.4 FORECASTED TRAFFIC OPERATIONS (2029 Forecasted Conditions)

For this section of the study, the Southeast Regional Planning Model (SERPM) was utilized. The Southeast Regional Planning Model (SERPM) is a tool that local Metropolitan Planning Organizations, Transportation Planning Agencies, and Transportation Planning Organizations within the Southeast Florida region use to forecast future growth and transportation needs. The SERPM is used to support the development of Long-Range Transportation Plans, Regional Transportation Plans, and other regional planning efforts.

The Current adopted version of the model is the **2015/2045 SERPM 8.541**. The model base year is 2015, and its current forecast is the year 2045. Based on the results of the Town's model outputs, an annual growth rate of 0.92% was obtained. The Corradino Group was asked by Town staff to revisit the growth rate and to take into consideration recently approved developments from the City of West Palm Beach that may have a significant impact on the Town's transportation roadway network. Based on the revised output models for the Town's Transportation Analysis Zone (TAZ) that include the City of West Palm Beach's recently approved developments, an annual growth rate of 1.28% was calculated. For this section of the study, a conservative annual growth rate of 1.5% was used to account for additional uncertainty factors. A detailed explanation of how the growth rate was calculated utilizing the SERPM model with the addition of the committed City of West Palm Beach trips is included in **Appendix D.**

The forecasted traffic volumes considered in the operational analysis for the year 2029 are the sum of the seasonally adjusted traffic counts, an additional amount of traffic annually for potential area-wide growth (1.5% annual growth rate), and the committed trips from approved and unbuilt sites within the Town and the City of West Palm Beach.

1.2.4.1 Town of Palm Beach (Committed Development Trips)

The following is a list of the approved development projects that were included in the 2029 future analysis scenario. The committed trips were obtained from available and approved traffic impact studies from the following sites' addresses:

1. 363 Cocoanut Road. (Vineta Hotel)
2. 125 Worth Avenue. (Proposed Modifications)
3. 165 Bradley Place. (Alef Preschool)
4. 340 Royal Poinciana Way (Royal Poinciana Playhouse)
5. 160 Royal Palm Way (The Palm House Hotel) *
6. Breaker's Plan Unit Development (PUD)*
7. 184 Sunset Avenue. (Low-rise Multifamily Development) *

* It should be noted that no traffic impact studies were found in the Town's records for developments/redevelopments 5, 6, and 7 listed above. For these three development/redevelopments, site-generated trips were calculated per the ITE Trip Generation Manual,11th Edition, and trip distribution/trip assignment, based on the proposed use or uses of the site as well as the adjacent land uses to the project area, were completed so that those estimated trips can be included as part of the forecasted traffic operations of this section of the study. It should also be noted that for this section of the report, all developments and redevelopments listed above were assumed to be operational by the year 2029; this includes the 251 Low-Rise multi-family units from The Breaker's PUD, as stated in the Town of Palm Beach Comprehensive Plan amended November 9, 2022. The relevant pages of the available traffic impact studies, along with other relevant documents from the approved development and redevelopments within the Town, are included in **Appendix D.**

In addition to the above-committed vehicular trips, Town staff asked to include additional committed trips from the City of West Palm Beach development projects as part of the future analysis scenario. Section 1.2.4.2 City of West Palm Beach (Committed Development Trips) of this study summarizes the number of projects and trips utilized for the future 2029 analysis periods.

1.2.4.2 City of West Palm Beach (Committed Development Trips)

The City of West Palm Beach Development Services Department was contacted regarding development projects currently under review, approved, and under construction. The projects that were posted on the Citywide Projects Web Viewer page through April 19, 2024, were included as part of the committed trips for the traffic operational analysis for the future conditions' scenario.

The list of projects under review (13), approved (25), and under construction (15) included a total of fifty-three (53) separate applications on file with the City of West Palm Beach. The Palm Beach County Traffic Performance Standards (TPS) GIS Database was also cross-checked to verify the total number of daily and AM/PM peak hour trips for each project and the associated trip distribution/assignment on the road network. The site-generated trips distributed to the Southern Boulevard, Royal Palm Way (Royal Park Bridge), and Royal Poinciana Way (Flagler Memorial Bridge) bridge crossings were summarized in a table format for the traffic operational analysis of the impacted intersection locations. It should be noted that some of the 53 applications were not reflected in the Palm Beach County TPS Database. The projected site-generated trips for these projects were calculated per the ITE Trip Generation Manual based on the redevelopment program for each project. An estimated trip distribution/trip assignment was developed for each project. Table 8 depicts the summary of the AM and PM peak-hour trips at each bridge crossing. A copy of the project summaries, trip generation, and trip distribution/assignment from the Palm Beach County TPS database have been included for these City of West Palm Beach projects in **Appendix D**.



Figure 6 Downtown Development West Palm Beach

Table 8 City of West Palm Beach Projected Peak Trips In and Out of the Town

TOWN OF PALM BEACH ROADWAY	AM PEAK HOUR ENTERING TRIPS	AM PEAK HOUR EXITING TRIPS	PM PEAK HOUR ENTERING TRIPS	PM PEAK HOUR EXITING TRIPS
Royal Poinciana Way	146	118	155	191
Royal Palm Way	203	85	155	238
Southern Boulevard	42	32	51	62

As mentioned in Section 1.2.3 TRAFFIC OPERATIONS (2024 Conditions) of this study, the Town has been working on the deployment of Adaptive Traffic Control Systems (ATCS) at all signalized intersections within the Town's jurisdiction. Synchro Software does not model proprietary algorithms from the Econolite Centracs Edaptive Signal Control System. The forecasted 2029 analyses were modeled in Synchro including the signal timing modifications and corridors' coordination, as provided by Town staff.

Table 9 identifies the forecasted level of service and delays as modeled by Synchro for all study intersections during the weekday AM, MID, and PM peak hours for 2029. As shown in Table 9, all signalized intersections are expected to operate at an acceptable level of service (LOS) D or better during the forecasted 2029 AM, MID, and PM peak hour scenarios. Unsignalized intersections were also evaluated; all individual approaches during the AM, MID and PM peak scenarios are expected to operate at an acceptable LOS D or better. The Synchro output reports for the forecasted 2029 conditions are included in **Appendix D.**

The three bridges that connect the Town of Palm Beach with the City of West Palm Beach have bridge openings governed by the operating schedule set forth by the United States Coast Guard and FDOT. The normal operating schedule for the drawbridge openings is as follows:

- Flagler Memorial Bridge (SR A1A)- opens on the quarter and three-quarter hours.
- Royal Park Bridge (SR 704)- opens on the hour and half hour.
- Southern Boulevard (SR 700/80)- opens on the quarter and three-quarter hour.

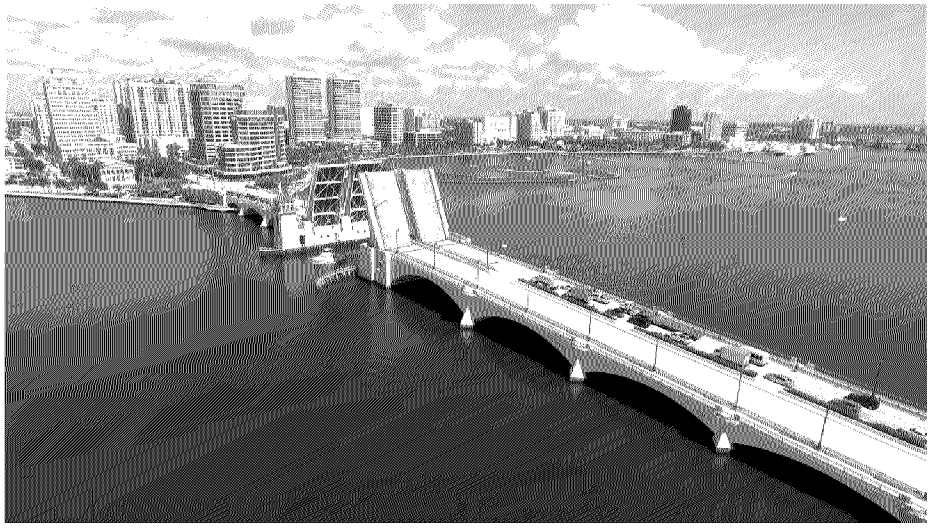


Figure 7 Royal Park Bridge Opening

There have been reduced drawbridge openings during peak hour periods since January 2024 on a test basis per the United States Coast Guard. The drawbridge openings are reduced to one per hour between 7:30 a.m. and 9:00 a.m. and 4:00 p.m. to 6:00 p.m. Traffic congestion is experienced by the Town of Palm Beach during each of these drawbridge openings as depicted in Figure 7. A copy of the drawbridge opening schedule and United States Coast Guard Governing Regulations can be found in **Appendix C**.

Table 9 2029 Level of Service Results

№	INTERSECTION	CONTROL TYPE	MOVEMENT	AM PEAK HOUR		MID PEAK HOUR		PM PEAK HOUR	
				DELAY (s/v)	LOS	DELAY (s/v)	LOS	DELAY (s/v)	LOS
1	S County Road & Golfview Rd	Signalized	EB	31.4	C	28.9	C	29.8	C
			WB	32.4	C	31.2	C	30.9	C
			NB	2	A	2.8	A	2.4	A
			SB	1	A	1.9	A	2.3	A
			OVERALL	**4.9**	**A**	**6.2**	**A**	**5.1**	**A**
2	S County Rd & Worth Ave	Signalized	EB						
			WB	23.8	C	19.3	B	20.1	C
			NB	3.5	A	5.6	A	5.1	A
			SB	3.7	A	7.5	A	7.3	A
			OVERALL	**8.6**	**A**	**10.5**	**B**	**8**	**A**
3	S County Rd & Peruvian Ave	Signalized	EB	24.3	C	19.6	B	19.9	B
			WB						
			NB	3.4	A	6.4	A	6.1	A
			SB	8.7	A	14.3	B	13.8	B
			OVERALL	**10.1**	**B**	**13**	**B**	**12.5**	**B**
4	S County Rd & Chilean Ave	Unsignalized	EB						
			WB	9.9	A	10.9	B	10.4	B
			NB	0	-	0	-	0	-
			SB	0	-	0	-	0	-
			OVERALL						
5	S County Rd & Australian Ave	Unsignalized	EB	11.1	B	13.8	B	12.7	B
			WB						
			NB	0	-	0	-	0	-
			SB	0	-	0	-	0	-
			OVERALL						
6	S County Rd & Brazilian Ave	Unsignalized	EB	12.9	B	15.3	C	14.1	B
			WB	9.7	A	10.5	B	10.5	B
			NB	2.5	-	3.2	-	2.4	-
			SB	0.2	-	0.1	-	0.1	-
			OVERALL						
7	S County Rd & Royal Palm Way	Signalized	EB	19	B	23.8	C	19.6	B
			WB	42.5	D	35.5	C	43.8	D
			NB	15.4	B	16.8	B	20	C
			SB	31.2	C	30.2	C	29.6	C
			OVERALL	**24.6**	**C**	**25.5**	**C**	**25.8**	**C**
8	S County Rd & Seaview Ave	Unsignalized	EB						
			WB	13.1	B	13.2	B	12.2	B
			NB	0.6	-	0.3	-	2.1	-
			SB	0	-	0	-	0	-
			OVERALL						
9	N County Rd & Royal Poinciana Way	Signalized	EB	36.4	D	32.6	C	43.2	D
			WB	44.1	D	42.6	D	53.3	D
			NB	26.1	C	30.3	C	24.7	C
			SB	18.5	B	17.4	B	58.2	E
			OVERALL	**28.2**	**C**	**26.6**	**C**	**44.7**	**D**
10	S County Rd & Breakers Row	Signalized	EB						
			WB	30.2	C	29.8	C	30.2	C
			NB	9.6	A	5.6	A	4.8	A
			SB	9.5A	A	6.1	A	5.7	A
			OVERALL	**13.9**	**B**	**7.1**	**A**	**7.1**	**A**
11	N County Rd & Sunset Ave	Signalized	EB	63.3	E	38.2	D	82.8	F
			WB	34.4	C	34.2	C	41.4	D
			NB	2.7	A	2.2	A	2.3	A
			SB	4.4	A	2.4	A	1.9	A
			OVERALL	**8.5**	**A**	**6**	**A**	**12.6**	**B**
12	N County Rd & Sunrise Ave	Signalized	EB	31.9	C	42.8	D	50.8	D
			WB	29.2	C	28.8	C	36.5	D
			NB	9.8	B	15.4	B	10.2	B
			SB	7.7	A	10.8	B	10.2	B
			OVERALL	**12.1**	**B**	**18.1**	**B**	**16.5**	**B**

13	Bradley Pl & Sunset Ave	Unsignalized	EB	13.2	B	15	C	17.1	C
			WB						
			NB	0.2	-	0.5	-	0.6	-
			SB	0.1	-	0.2	-	0.1	-
			OVERALL						
14	Bradley Pl & Sunrise Ave	Signalized	EB						
			WB	29.9	C	41.5	D	42.7	D
			NB	10.9	B	5.3	A	12.5	B
			SB	4.3	A	8.2	A	9.8	A
			OVERALL	**11.7**	**B**	**16.2**	**B**	**18.7**	**B**
15	Cocoanut Row & Royal Poinciana Way	Signalized	EB	83.7	F	33.9	D	44.4	D
			WB	20.4	C	23.1	C	33.5	C
			NB	19.9	B	21.4	C	26.7	C
			SB	19.3	B	19.6	B	43	D
			OVERALL	**53.7**	**D**	**25.5**	**C**	**38**	**D**
16	Cocoanut Row & Royal Palm Way	Signalized	EB	19	B	13.6	B	48.9	D
			WB	25.3	C	23.1	C	33	C
			NB	40.1	D	36.3	D	47.5	D
			SB	40	D	39.3	D	41.9	D
			OVERALL	**24.3**	**C**	**23.4**	**C**	**41.8**	**D**
17	S Ocean Blvd & Southern Blvd	Roundabout	EB	11.3	B	7	A	5.1	A
			WB	1.8	A	2.3	A	4.9	A
			NB	3.6	A	3.8	A	4.6	A
			SB						
			OVERALL						
18	S Lake Dr & Royal Palm Way	Unsignalized	EB	0	-	0	-	0	-
			WB	0.1	-	1	-	0.8	-
			NB	22.3	C	17.6	C	16.8	C
			SB						
			OVERALL						
19	S Lake Dr & Brazilian Ave	Unsignalized	EB	7.4	A	8.2	A	7.5	A
			WB	7.3	A	8.3	A	7.9	A
			NB	7.7	A	7.7	A	7.6	A
			SB	9.1	A	11.7	B	8.5	A
			OVERALL						
20	S Lake Dr & Australian Ave	Unsignalized	EB	-	-	-	-	-	-
			WB						
			NB	9.4	A	9.7	A	9.4	A
			SB	-	-	-	-	-	-
			OVERALL						
21	S Lake Dr & Chilean Ave	Unsignalized	EB						
			WB	7.4	A	7.4	A	7.2	A
			NB	7.3	A	7.5	A	7.5	A
			SB	7.9	A	8.2	A	7.7	A
			OVERALL						
22	S Lake Dr & Peruvian Ave	Unsignalized	EB						
			WB						
			NB	7.1	A	7.2	A	7.2	A
			SB	8.2	A	8.4	A	7.9	A
			OVERALL						
23	Cocoanut Row & Worth Ave	Unsignalized	EB						
			WB	0	-	0	-	0	-
			NB						
			SB	8.5	A	8.6	A	8.7	A
			OVERALL						
24	Cocoanut Row & Seaview Ave	Unsignalized	EB	10.1	B	14.2	B	15.9	C
			WB	20.9	C	20.9	C	29.6	D
			NB	0	-	0	-	0	-
			SB	0	-	0	-	0	-
			OVERALL						

Source: Highway Capacity Manual & Synchro Software

(s/v) = Average Delay measured in seconds/vehicle

Results shown on this table for the signalized intersections include timing modifications provided by Town staff and are limited to Synchro Software capabilities

At unsignalized intersections, the LOS is only documented for the stop-controlled movement

1.2.5. 95TH PERCENTILE QUEUE ANALYSES

A 95th percentile queue analysis was also completed for the 2024 scenario for the AM, MID, and PM peak hours at each study signalized intersections with existing turning bays. Queue lengths are important parameters in traffic engineering for determining the capacity and the quality of the traffic control device equipment chosen for each intersection. At signalized intersections, queue lengths at the end of red time are most important for dimensioning the necessary turn lane storage lengths. While the average queue length reflects the capacity of traffic signals, the 95th percentile of queue lengths at red-ends is used to determine the length of turning lanes so that the risk of a blockage in the through lanes can be minimized. The results of the 95th percentile queue analyses are shown in Table 10.

As indicated in Table 10, all the existing turn lane bays at the study signalized intersections except for the eastbound left-turn lanes (EBLTL) at South County Road and Royal Palm Way (intersection #7), Cocoanut Row and Royal Poinciana Way (intersection #15), and Cocoanut Row and Royal Palm Way (intersection #16) intersections, provide adequate capacity to accommodate the existing peak hours vehicular during the peak hours analyzed. The Synchro Queue output reports are included in **Appendix E**.

It should be noted that the results from the Synchro software (Table 7) at those three intersections (#7, #15, and #16) show an acceptable level of service (LOS) D or better during the three peak periods analyzed for the eastbound (EB) approach movement; which could indicate that the existing EBLTL turn lane bays are not restricting the capacity of the EB through lanes, but just making the situation less desirable. Field observations need to be completed during peak season to confirm the above statement. No observations were completed during any of the peak hours at any of the 3 intersections mentioned above (# 7, #15, and #16) to confirm the outputs reported by Synchro Software due to the time of completion of this 95th percentile queuing analyses, which was between May and June of 2024, as those two months do not reflect the traffic peak season months of the Town.

Table 10 95th Percentile Queue (Existing Conditions)

SIGNALIZED INTERSECTION	MOVEMENT	LINK DISTANCE / STORAGE*	Existing 95th Percentile Queue in ft. AM (MID) [PM]**	Queue in Excess of Storage in ft. AM (MID) [PM]
1. County Rd. & Golfview Rd.				
2. County Rd. & Worth Ave.	NBL	150	23, (33), [27]	0, (0), [0]
3. County Rd. & Peruvian Ave.				
7. County Rd. & Royal Palm Way	EBL	180	240, (299), [93]	**60, (119), [0]**
9. County Rd. & Royal Poinciana Way	EBL	410	215, (51), [192]	0, (0), [0]
10. County Rd. & Breakers Row				
11. County Rd. & Sunset Ave.	EBL	70	18, (35), [74]	0, (0), [0]
	EBR	100	39, (60),[84]	0, (0), [0]
12. County Rd. & Sunrise Ave.	WBL	210	80, (93), [100]	0, (0), [0]
14. Bradley Pl. & Sunrise Ave.	SBL	40	7, (18), [16]	0, (0), [0]
15. Cocoanut Row & Royal Poinciana Way	EBL	240	227, (139), [156]	**13, (0), [0]**
	WBL	110	94, (91), [101]	0, (0), [0]
	WBR	150	1, (0), [1]	0, (0), [0]
16. Cocoanut Row & Royal Palm Way	EBL	150	285, (167), [293]	**135, (17), [143]**
	SBL	225	77, (49), [71]	0, (0), [0]

* Does Not Include Taper Length

** From 2024 Synchro Output Reports

Results shown on this table include timing modifications provided by Town staff and are limited to Synchro Software capabilities

1.3 SOUTH LAKE DRIVE ONE-WAY ANALYSIS

South Lake Drive, as previously mentioned in Section 1.2.1 EXISTING CONDITIONS of this study, is a two-lane, two-way, undivided local roadway that runs in the north/south direction, it is maintained by the Town and has a posted limit of 25 MPH. The Town has expressed an interest in modifying the current roadway direction from two-way travel to a one-way southbound only from the intersection with Royal Palm Way south to Peruvian Avenue.

An analysis of the conversion of South Lake Drive from a bidirectional corridor in the north/south direction to a one-way street in the southbound direction was completed utilizing the results of Section 1.2.4 FORECASTED OPERATIONS of this study. Table 11 compares the traffic operations between the 2029 forecasted conditions with and without the proposed modifications to the South Lake Drive corridor and the affected nearby intersections.

Table 11 South Lake Drive One-Way SB Direction Operation Results

INTERSECTION	MOVEMENT	2029 WITH EXISTING ROADWAY CONFIGURATION			2029 WITH S. LAKE DR. CORRIDOR SB ONLY		
		AM PEAK HOUR	MID PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	MID PEAK HOUR	PM PEAK HOUR
16. Cocoanut Row & Royal Palm Way (Signalized)	EB	B (19)	B (13.6)	D (48.9)	C (20.7)	C (20.9)	D (51.6)
	WB	C (25.3)	C (23.1)	C (33)	C (26.1)	D (35.6)	E (62.6)
	NB	D (40.1)	D (36.3)	D (47.5)	D (41)	C (24.8)	D (42.8)
	SB	B (40)	D (39.3)	D (41.9)	D (39.5)	C (29.1)	C (33.4)
	OVERALL	**C (24.3)**	**C (23.4)**	**D (41.8)**	**C (25.8)**	**C (27.3)**	**D (50.9)**
18. S Lake Dr. & Royal Palm Way (Unsignalized)	EB	0	0	0	0	0	0
	WB	0.1	1	0.8	0.4	0.4	0.2
	NB	C (22.3)	C (17.6)	C (16.8)			
	SB						
	OVERALL						
19. S Lake Dr. & Brazilian Ave. (Unsignalized)	EB	A (7.4)	A (8.2)	A (7.5)	A (7.2)	A (8)	A (7.3)
	WB	A (7.3)	A (8.3)	A (7.9)	A (7.9)	A (8.3)	A (7.8)
	NB	A (7.7)	A (7.7)	A (7.6)			
	SB	A (9.1)	B (11.7)	A (8.5)	A (8.9)	B (11.3)	A (8.3)
	OVERALL						
21. S Lake Dr. & Chilean Ave. (Unsignalized)	EB						
	WB	A (7.4)	A (7.4)	A (7.2)	A (9.5)	A (9.6)	A (9.2)
	NB	A (7.3)	A (7.5)	A (7.5)			
	SB	A (7.9)	A (8.2)	A (7.7)	0	0	0
	OVERALL						
22. S Lake Dr. & Peruvian Ave. (Unsignalized)	EB						
	WB						
	NB	A (7.1)	A (7.2)	A (7.2)	A (6.7)	A (6.9)	A (6.8)
	SB	A (8.2)	A (8.4)	A (7.9)	A (8.2)	A (8.4)	A (7.9)
	OVERALL						

Source: Highway Capacity Manual & Synchro Software

Legend: D (00.0) = LOS (Average Delay measured in seconds/vehicle)

Results shown on this table for the signalized intersections include timing modifications provided by Town staff and are limited to Synchro Software capabilities

At unsignalized intersections, the LOS is only documented for the stop-controlled movement

Based on the results from Synchro software presented in Table 11, there are no significant operational impacts expected at the signalized intersection of Cocoanut Road and Royal Palm Way, where most of these trips will be absorbed, and it is expected to continue to operate at an overall acceptable LOS D or better for the forecasted 2029 traffic conditions. All other analyzed unsignalized intersections show an improvement in delay measured in average seconds/vehicle. The Synchro Output reports of the 2029 forecasted conditions at the intersections mentioned in Table 11 are included in **Appendix E.**

1.4 SEAVIEW AVENUE TRAFFIC OPERATIONS/CONDITIONS

The Town Council requested that The Corradino Group complete an evaluation of the traffic conditions experienced along the Seaview Avenue corridor during the dismissal periods of the Palm Beach Elementary School and Palm Beach Academy. Palm Beach Elementary School is located at 239 Cocoanut Row and Palm Beach Day Academy is located at 241 Seaview Avenue in the Town of Palm Beach.

Seaview Avenue is a one-way roadway facility that operates westbound between S. County Road and Cocoanut Row. The roadway classification is a local street with a posted speed limit of 25 mph. The school zone speed limit identified along Seaview Avenue is 15 mph and 20 mph along Cocoanut Row and S. County Road north and South of Seaview Avenue.

In addition to the turning movement counts collected at Seaview Avenue and Cocoanut Row (intersection #24) and Seaview Avenue and S. County Road (intersection #8), a field visit was completed on Monday, May 20th, 2024, to review the traffic operations associated with the afternoon dismissal/pick-up time for both schools. The following was observed during the dismissal periods of the schools:

Palm Beach Elementary School's dismissal period begins at 2:05 PM.

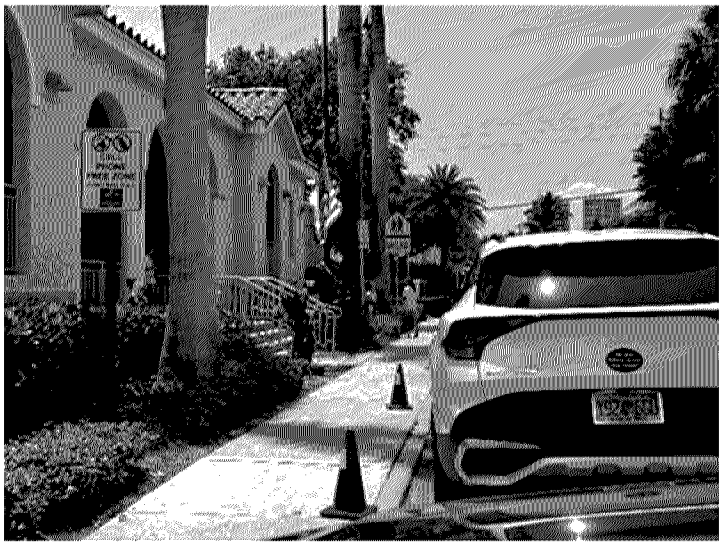


Figure 8 Palm Beach Elementary School Dismissal along Seaview Ave. looking WB.

- Vehicles began stacking along Seaview Avenue for the Palm Beach Elementary School dismissal at around 1:30 p.m. Student volunteers came out and stacked numbered cones in the middle of the sidewalk adjacent to the on-street parking spaces on the south side of Seaview Avenue as shown in Figure 8. Vehicles stack along Seaview Avenue as students are escorted out to the assigned numbered parking space/cone. Vehicles then exit the parking space and turn onto Cocoanut Row.
- An assigned traffic control officer was controlling traffic within the intersection of Seaview Avenue and Cocoanut Row (intersection #24).
- Vehicle stacking did not extend into S. County Road during the dismissal period. Vehicles were cleared from Seaview Avenue by 2:20 PM.

Palm Beach Day Academy's dismissal period begins at 3:00 PM

- Vehicles started stacking for the Palm Beach Day Academy dismissal at 2:30 PM. Vehicles stack on the north side of Seaview Avenue up to the existing crosswalk at the Main entrance to the school.
- There are crossing guards at the existing crosswalk location who monitor student pickup.
- Traffic control officers were at the intersections of S. County Road and Seaview Avenue (intersection #8) and Seaview Avenue and Cocoanut Row (Intersection #24).
- Vehicles stacked along Seaview Avenue and out onto S. County Road north to Seabreeze Avenue along the outermost southbound lane of S. County Road while the innermost southbound travel lane continues to flow as shown in Figure 9.
- The peak vehicle stacking dissipated by 3:10 PM.



Figure 9 Palm Beach Day Academy Stacking Dismissal along Seaview Ave. looking WB.

Figure 10 shows the maximum queue observed during school pick-up operations.



Figure 10 Palm Beach Elementary School and Palm Beach Day Academy Maximum Queues Observed.

1.5 ORIGIN DESTINATION ANALYSES

1.5.1. TRAFFIC DATA COLLECTION

Corradino and the Town of Palm Beach partnered with Streetlight Data to obtain a license for the Big Data available through the Streetlight InSight Data platform. StreetLight InSight users can access customized analytics like Origin-Destination, select link, travel time, speed percentiles, routing, and more. Corradino has utilized the Streetlight InSight Data platform using 45 analysis zones defined by the area type to aid in evaluating the origins and destinations from external and internal trips.

1.5.2 ORIGIN DESTINATION ANALYSIS- GOALS AND OBJECTIVES

Corradino evaluated the Streetlight data to determine the current traffic patterns to the Town for average weekday and weekend conditions. The Origin-Destination data was calibrated using available directional Annual Average Daily Traffic (AADT). This analysis included the following:

- Determination of what percentage of the traffic is local traffic or traffic from outside of the Town.
- Determination of the distribution of traffic originating from each of the entry points into the Town.

Corradino divided the Town of Palm Beach into three distinct areas: North District, Central District, and South District. The following sections provide an expanded narrative regarding the characteristics of each District.

1.5.3 ORIGIN DESTINATION ANALYSIS

Corradino developed the traffic analysis zones in the Streetlight Data InSight data platform. Figure 6 depicts all 45 analysis zones along with the three (3) different districts.

- Zone numbers 5,11, 15, and 18 include Golf Clubs/Courses.
- Zone numbers 28, 29, 39, 43, and 45 include commercial business strips.
- Zone numbers 40, 41, 42, and 44 include the beach areas.
- And all other zones are categorized as residential zones.

The Origin-Destination (O-D) analysis results for the weekday and weekend scenarios are tabulated in Tables 12, 13, 14, 15, 16, and 17.

TOWN OF PALM BEACH OD ZONES ANALYSIS

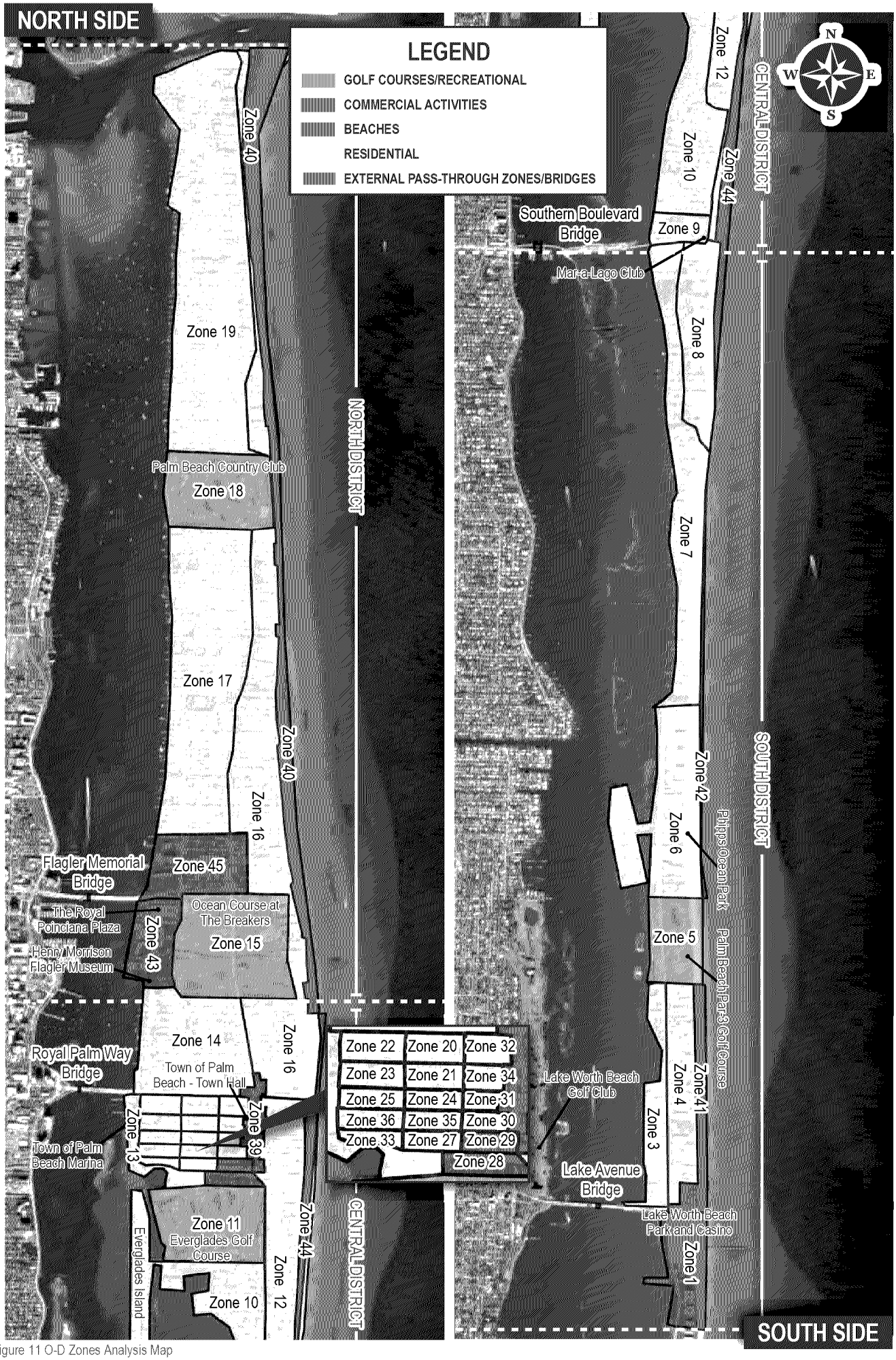


Figure 11 O-D Zones Analysis Map

Table 12 Weekday O-D Data Daily

Weekday Daily																									
	DESTINATION																								
	North District						Central District						South District												
ORIGIN	Recreational	Commercial	Beaches	Residential	North Total	Work Trips	Recreational	Commercial	Beaches	Residential	Central Total	Work Trips	Recreational	Beaches	Residential	South Total	Work Trips	Total (External - Internal Trips)	Total (External - External Trips)	Work Trips (External - External Trips)	Trips to Town (Streetlight OD data)	AADT 2022	Total Residential	Home-Based Work Trips (Streetlight OD Data)	Shoppers/ Beach Goers
Flagler Memorial Bridge	944	3,206	11	1,645	5,806	1,419	-	355	81	2,054	2,490	507	4	42	65	111	1	8,407	977	183	9,384	9,000	3,764	2,110	3,510
Royal Palm Bridge	1,209	2,984	4	1,381	5,578	1,493	12	1,380	457	6,566	8,415	2,286	23	62	103	188	4	14,181	1,423	266	15,604	12,500	8,050	4,050	3,504
Southern Blvd Bridge	165	370	-	266	801	283	79	281	343	2,804	3,507	1,108	92	204	1,393	1,689	396	5,997	1,050	177	7,047	4,550	4,463	1,964	620
Lake Ave Bridge	24	37	-	41	102	44	2	10	19	111	142	67	112	2,767	2,574	5,453	917	5,697	2,908	807	8,605	7,350	2,726	1,835	4,044
Zone 1/ Barton Park	68	216	-	45	329	47	-	184	69	376	609	56	82	651	1,050	1,783	149	2,721	2,627	745	5,348	5,000	1,471	998	2,879
Grand Total	**2,410**	**6,813**	**15**	**3,378**	**12,616**	**3,286**	**93**	**2,190**	**969**	**11,911**	**15,163**	**4,026**	**313**	**3,726**	**5,185**	**9,224**	**1,467**	**37,003**	**8,985**	**2,177**	**45,988**	**38,400**	**20,474**	**10,957**	**14,557**

Table 13 Weekday AM Peak Data 6 AM to 10 AM

Weekday AM Peak Period (6am-10am)																							
	DESTINATION																						
	North District						Central District						South District										
ORIGIN	Recreational	Commercial	Beaches	Residential	North Total	Work Trips	Recreational	Commercial	Beaches	Residential	Central Total	Work Trips	Recreational	Beaches	Residential	South Total	Work Trips	Total (External - Internal Trips)	Total (External - External Trips)	Work Trips (External - External Trips)	Trips to Town (Streetlight OD data)	Total Residential
Flagler Memorial Bridge	222	975	-	794	1,991	416	-	91	6	604	701	155	-	18	34	52	-	2,744	135	19	2,879	1,432
Royal Palm Bridge	322	892	-	675	1,889	359	-	429	76	2,457	2,962	735	2	6	10	18	-	4,869	193	23	5,062	3,142
Southern Blvd Bridge	74	155	-	179	408	85	26	128	43	1,089	1,286	249	8	25	524	557	106	2,251	176	22	2,427	1,792
Lake Ave Bridge	4	16	-	32	52	24	2	4	-	69	75	49	17	419	704	1,140	338	1,267	685	266	1,952	805
Zone 1/ Barton Park	11	44	-	30	85	34	-	32	24	91	147	43	33	80	141	254	29	486	310	122	796	262
Grand Total	**633**	**2,082**		**1,710**	**4,425**	**918**	**28**	**684**	**149**	**4,310**	**5,171**	**1,231**	**60**	**548**	**1,413**	**2,021**	**473**	**11,617**	**1,499**	**452**	**13,116**	**7433**

Table 144 Weekday PM Peak Data 3 PM to 7 PM

Weekday PM Peak Period (3pm-7pm)																							
	DESTINATION																						
	North District						Central District						South District										
ORIGIN	Recreational	Commercial	Beaches	Residential	North Total	Work Trips	Recreational	Commercial	Beaches	Residential	Central Total	Work Trips	Recreational	Beaches	Residential	South Total	Work Trips	Total (External - Internal Trips)	Total (External - External Trips)	Work Trips (External - External Trips)	Trips to Town (Streetlight OD data)	Total Residential
Flagler Memorial Bridge	191	681	-	294	1,166	132	-	110	28	501	639	43	4	13	12	29	-	1,834	330	50	2,164	807
Royal Palm Bridge	267	625	2	301	1,195	215	4	286	132	1,314	1,736	167	4	17	36	57	1	2,988	473	90	3,461	1,651
Southern Blvd Bridge	28	49	-	21	98	8	16	42	113	548	719	128	25	39	234	298	35	1,115	292	37	1,407	803
Lake Ave Bridge	4	2	-	2	8	-	-	-	8	14	22	-	24	618	566	1,208	156	1,238	691	163	1,929	582
Zone 1/ Barton Park	43	96	-	8	117	2	-	53	13	113	179	1	26	147	278	451	41	747	964	224	1,711	399
Grand Total	**533**	**1,423**	**2**	**626**	**2,584**	**357**	**20**	**491**	**294**	**2,490**	**3,295**	**339**	**83**	**834**	**1,126**	**2,043**	**233**	**7,922**	**2,750**	**564**	**10,672**	**4242**

Table 15 Weekend OD Data Daily

Weekend Daily																								
	DESTINATION																							
	North District						Central District						South District											
ORIGIN	Recreational	Commercial	Beaches	Residential	North Total	Work Trips	Recreational	Commercial	Beaches	Residential	Central Total	Work Trips	Recreational	Beaches	Residential	South Total	Work Trips	Total (External - Internal Trips)	Total (External - External Trips)	Work Trips (External - External Trips)	Trips to Town (Streetlight OD data)	AADT 2022	Total Residential	Home-Based Work Trips (Streetlight OD Data)	Shoppers/ Beach Goers
Flagler Memorial Bridge	847	2,540	3	781	4,171	638	-	235	89	1,441	1,765	191	-	7	23	30	4	5,966	1,370	102	7,336	9,000	2,245	934	4,157
Royal Palm Bridge	1,360	2,846	19	680	4,905	651	14	1,112	641	5,126	6,893	565	19	130	135	284	5	12,082	4,470	239	16,552	12,500	5,941	1,461	9,150
Southern Blvd Bridge	146	485	7	127	765	74	29	257	686	2,292	3,276	456	101	479	1,112	1,692	90	5,733	2,182	191	7,915	4,550	3,531	811	3,573
Lake Ave Bridge	43	46	-	50	139	63	3	7	38	124	172	28	127	5,679	3,250	9,056	716	9,567	1,757	550	11,324	7,350	3,424	1,357	6,543
Zone 1/ Barton Park	81	284	-	52	417	5	-	138	77	416	631	24	67	1,528	1,936	3,531	136	4,579	3,334	328	7,913	5,000	2,404	493	5,016
Grand Total	**2,477**	**6,201**	**29**	**1,690**	**10,397**	**1,431**	**46**	**1,749**	**1,543**	**9,399**	**12,737**	**1,265**	**314**	**8,023**	**6,456**	**14,793**	**950**	**37,927**	**13,113**	**1,410**	**51,040**	**38,400**	**17,545**	**5,056**	**28,439**

Table 16 Weekend AM Peak OD Data 6 AM to 10 AM

Weekend AM Peak Period (6am-10am)																							
	DESTINATION																						
	North District						Central District						South District										
ORIGIN	Recreational	Commercial	Beaches	Residential	North Total	Work Trips	Recreational	Commercial	Beaches	Residential	Central Total	Work Trips	Recreational	Beaches	Residential	South Total	Work Trips	Total (External - Internal Trips)	Total (External - External Trips)	Work Trips (External - External Trips)	Trips to Town (Streetlight OD data)	Total Residential
Flagler Memorial Bridge	59	324		149	532	137		48	7	176	231	71		-	-	-	-	763	108	33	871	325
Royal Palm Bridge	264	393	3	127	787	173		127	108	707	942	221	7	3	3	13	-	1,742	143	40	1,885	837
Southern Blvd Bridge	3	63		24	90	22		43	99	428	570	201	7	44	191	242	50	902	145	43	1,047	643
Lake Ave Bridge	-	-		34	34	34	3	-	11	35	49	17	24	1,037	732	1,793	291	1,876	565	266	2,441	801
Zone 1/ Barton Park	3	29		14	46	-		31	23	76	130	15	11	230	287	528	25	704	267	122	971	377
Grand Total	**329**	**809**	**3**	**348**	**1,489**	**366**	**3**	**249**	**248**	**1,422**	**1,922**	**525**	**49**	**1,314**	**1,213**	**2,576**	**366**	**5,987**	**1,228**	**504**	**7,215**	**2,983**

Table 17 Weekend PM Peak Data 3 PM to 7 PM

Weekend PM Peak Period (3pm-7pm)																							
	DESTINATION																						
	North District						Central District						South District										
ORIGIN	Recreational	Commercial	Beaches	Residential	North Total	Work Trips	Recreational	Commercial	Beaches	Residential	Central Total	Work Trips	Recreational	Beaches	Residential	South Total	Work Trips	Total (External - Internal Trips)	Total (External - External Trips)	Work Trips (External - External Trips)	Trips to Town (Streetlight OD data)	Total Residential
Flagler Memorial Bridge	246	632		175	1,053	82		80	15	414	509	13		-	16	16	3	1,578	467	50	2,045	605
Royal Palm Bridge	437	785	11	153	1,386	88	3	361	146	1,488	1,998	91	3	45	40	88	4	3,472	675	90	4,147	1,681
Southern Blvd Bridge	39	102	3	32	176	13	10	89	219	675	993	57	15	149	283	447	4	1,616	560	37	2,176	990
Lake Ave Bridge	15	10		7	32	4		3	23	48	74	-	27	1,622	871	2,520	105	2,626	1,288	163	3,914	926
Zone 1/ Barton Park	26	84		3	113	-		34	23	121	178	-	11	461	542	1,014	60	1,305	1,116	224	2,421	666
Grand Total	**763**	**1,613**	**14**	**370**	**2,760**	**187**	**13**	**567**	**426**	**2,746**	**3,752**	**161**	**56**	**2,277**	**1,752**	**4,085**	**176**	**10,597**	**4,106**	**564**	**14,703**	**4,868**

From these O-D analysis results, the following conclusions were drawn:

- A total one-way AADT of 38,400 trips come into the town daily using the five entry points- 4 causeways and Ocean Boulevard at the south end of the town.
- A total of 11,247 average weekday trips are destined for the major attractors in the area (beaches, commercial areas, and golf courses). These can include work trips and recreational trips.
- A total of 15,806 average weekend day trips destined to the major attractors in the area.
- On a typical weekday, the North District attracts mainly golf courses (2,410) and commercial area (6,813) trips. The Central District attracts primarily commercial area trips (2,190) and beach trips (969). The South District mainly attracts beach trips (3,741) and golf course trips (313).
- On a typical weekend day, the types of trips each district attracts are similar to those on weekdays, except the magnitude of trips is different. North District attracts mainly golf courses (2,477) and trips to the commercial area (1,625). The Central District attracts primarily commercial area trips (1,749) and beach trips (1,543). The South District mainly attracts beach trips (8,052) and golf course trips (314).

It is understood that it will be further useful to know how many of these trips are work trips. For this, an aggregate assessment for the entire town has been completed using the Census Longitudinal Employer-Household Dynamics (LEHD) Data that provides the worker flow information. This data is developed by Census using the employer payroll data and matching it with the employees' home ends to their work ends. The LEHD data for the Town has been extracted and is shown in Figure 12. Approximately 11,400 daily trips come into the Town for work purposes.

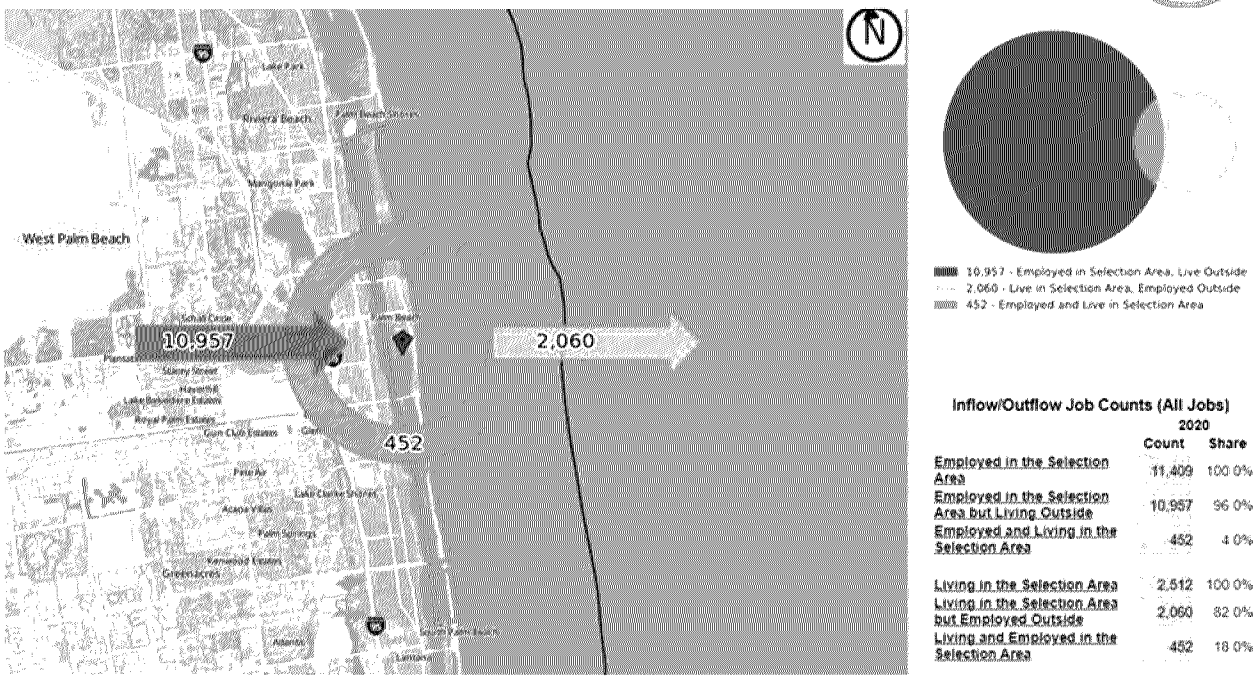


Figure 12 Town of Palm Beach Census Longitudinal Employer-Household Data

Based on the results of the StreetLight data reviewed, there are about 11,400 trips classified as work trips. This number was confirmed with the Longitudinal Employer-Household Dynamics (LEHD) program which is part of the Center for Economic Studies at the U.S. Census Bureau. It should be noted that there may be other employment trips, such as temporary construction workers, and self-employment trips, such as plumbers, and landscapers not generally accounted for in the U.S Census data. This analysis provides the magnitude of total worker and visitor trips that come into the town and to various districts within the Town. These can be further utilized for transportation planning purposes. The StreetLight OD data package has been submitted to the Town separately.

StreetLight data is unable to distinguish the specific landscape trade/maintenance worker trips within the data analysis due to the granular nature of the request. Random field observations were completed on the island on 05/20/24 to confirm the presence of these trips. For example, five different landscape vehicles were located along Miraflores Drive between N. Lake Way and N. County Road at 1:00 p.m. Figures 13 and 14 depict these landscape trade/maintenance workers. Similar observations occurred on other local Town roads during the afternoon peak periods.



Figure 13 Miraflores Drive looking west towards N. County Road



Figure 14 Miraflores Drive east of N. Lake Way

2. PARKING ANALYSES COMMERCIAL AREAS

Parking availability and utilization in the commercial area of Palm Beach affect the daily life of the Town's residents, visitors, and businesses. Where supply and demand become misaligned, whether in absolute numbers for the entire area or by more specific locations, then access is inhibited to economic, educational, and recreational opportunities and quality-of-life of residents and visitors becomes strained.

The Town of Palm Beach's mixed-use districts include residences, commerce, and employment uses in compact and walkable districts, and each is bordered north to south by residential areas and golf courses, by the Intracoastal Waterway to the west and the Atlantic Ocean to the east. The compact geography, while providing excellent walkable community fabric, also exacerbates impacts from unmanaged localized parking demands exceeding parking supply within walksheds. Many of the land uses are legacy uses constructed at a time when parking requirements were significantly less than current demands for parking spaces.



Figure 15 Town of Palm Beach On-Street Parking

The data and analysis of this section will accomplish the following three (3) objectives.

1. How much parking is provided in the study area?
2. How parking is being utilized and if the current demand exceeds capacity?
3. Identification of feasible strategies for increasing total or localized available parking capacity that is both satisfactory to the Town's residents and productive for businesses.

2.1 PARKING DATA COLLECTION

Parking Data collection is required in the commercial districts and corridors of the Town for the purpose of providing parking data that is ready for analysis of the districts' parking supplies and demands. Parking data was collected in the two of the Town's commercial districts. For each study area, parking was inventoried by block based on field review.

- The North Commercial Parking Study District is defined by the following boundaries: north, Park Avenue; south, Royal Poinciana Way; east, North County Road (A1A); and west, Bradley Place.
- The South Commercial Parking Study District is defined by the following boundaries: north, Royal Palm Way; south, Cocoanut Row; east, South Ocean Boulevard; and west, Bradley Place

Parking Occupancy

Parking Occupancy Data was collected for each district. Parking occupancy data is a "snapshot" of peak conditions made during a one-hour period, in which parked cars are counted, and the number of parked vehicles is divided by the number of available spaces. On-street parking occupancies of 85-90% are usually considered the highest acceptable target since there must be spaces always available for someone looking for a space. Occupancies above 100% are possible where vehicles park illegally or in unofficial spaces. Data is grouped by city block or by parking lot. Occupancy data provides concrete information to identify inadequate parking availability. High occupancies in one area combined with lower occupancies nearby indicate an opportunity for parking management. Where this occurs, excess demand should be directed to the nearby available supply, with modifications to information for drivers and circulation patterns. Parking occupancy data was collected during three time periods:

- Midday - a weekday (Wednesday) midday survey was performed from 12:00 noon to 2:00 PM to capture the peak for offices, retail, and restaurant patronage on a weekday.
- Weekend Daytime - a Saturday midday survey was performed from 3:00 PM to 5:00 PM to capture the peak for retail and restaurant patronage on weekends.
- Weekend Evening - a Saturday evening survey was performed from 6:00 PM to 8:00 PM to capture the peak for dinner restaurant patronage on weekends.

Duration & Turnover

The length of time a car remains in a given parking space is its duration and was estimated by collecting partial license plate information. (The last three numbers are recorded. Complete license plate information is not ever recorded to ensure that there are no records from this study that would violate individual privacy). The number of hourly intervals for each vehicle in the same space is observed, and then an average duration for all spaces by parking area and time period is calculated. Duration data can be used to understand parking behavior to redefine time restrictions and parking fees toward using existing spaces more efficiently. This analysis can reveal if there are different parking behaviors in different areas and at different time periods. The inverse of duration is turnover, that describes the number of cars that can use a space in a given period of time. Parking Turnover & Occupancy: Accumulation, turnover and occupancy studies were performed from 11:00 AM to 8:00 PM on a weekend day at sample locations within the general retail/restaurant area and town-serving commercial districts. The locations were along Worth Avenue from Cocoanut Row to South Ocean Boulevard and South County Road (A1A) from Worth Avenue to Royal Palm Way

Study Areas

The study areas are along land designated as "Commercial" on the Town Zoning Map. It includes the zoning districts that are shown in Figure 9. The study areas include roadways and parking lots along and on land designated as "Commercial" on the Town Zoning Map.

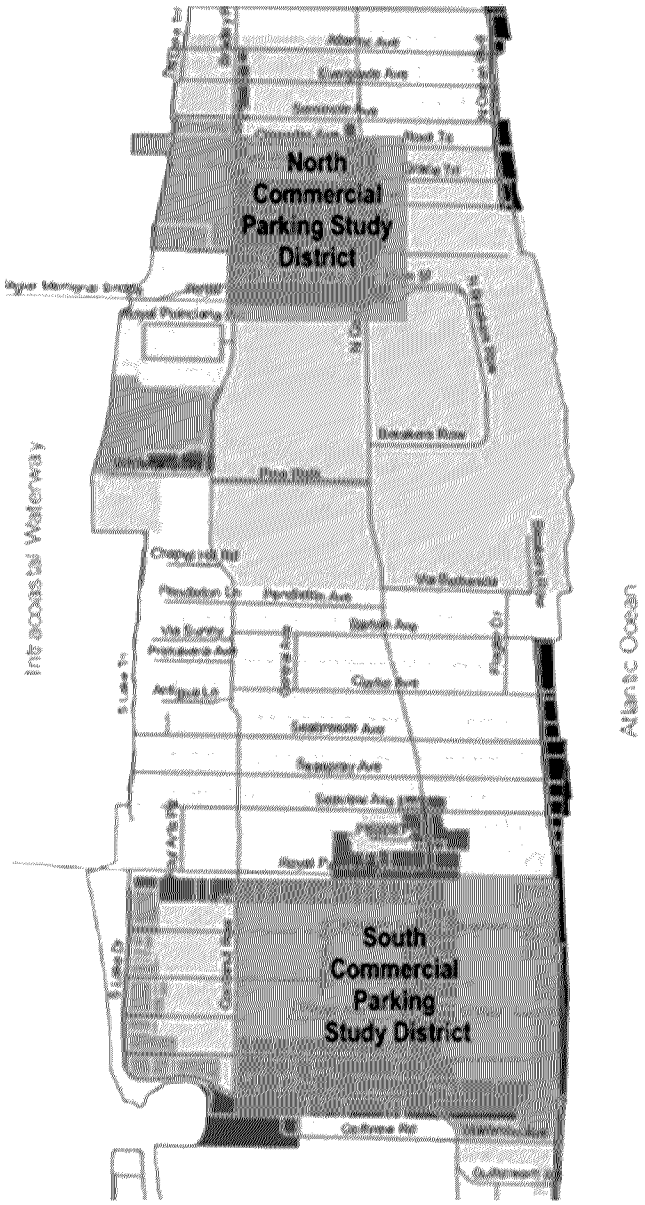
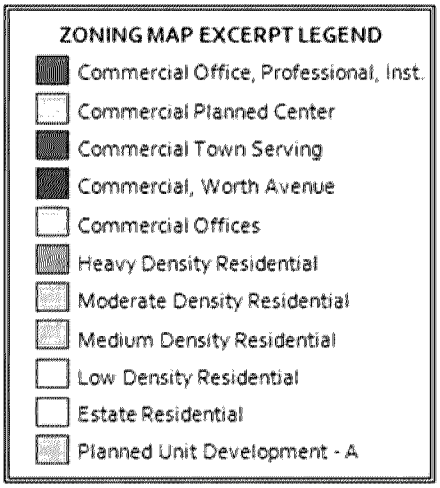


Figure 16 Zoning Map Excerpt and Parking Study Boundaries



It includes the zoning districts: Commercial Office, Professional, Institutional (C-OPI), Commercial Planned Center (C-PC), Commercial Town Serving (C-TS), Commercial, Worth Avenue (C-WA), and Commercial Offices (C-B).

The study includes two contiguous commercial and mixed-use areas that are highlighted on Figure 16 Zoning Map Excerpt. The South Commercial Parking Study District is the Town's primary tourist destination. The North Commercial Parking Study District is smaller, and a more locally serving commercial area to the north of the Breakers Golf Course.

2.2 PARKING SUPPLY

South Commercial Parking Study District

The South Commercial Parking Study District includes 1,188 on-street parking spaces from South Lake Drive to South Ocean Boulevard and from Royal Palm Way to Worth Avenue, as summarized in Table 18. The study area covered by the data collection does not include Royal Palm Way, South Ocean Boulevard, and South Lake Drive or the segment of east-west streets from Cocoanut Row to South Lake Drive. This area is predominantly residential and covered by a parking permit program that would bias survey results for public self-parking. Of the 1,188 South Commercial Parking Study District on-street parking spaces, about 27% are for the residential and dock permit program, and 10% are not available by other regulatory restrictions for special uses, commercial and passenger loading, or valet areas. Sixty-three percent is available for public self-parking.



Figure 17 South Commercial Parking Study District Street Segments and Off-Street Parking Lots

Ownership patterns and proprietary restrictions on off-street spaces cause a similar reduction of public parking supply on off-street locations. In total, 1,350 off-street spaces are available in the South District; however, only 895 (66%) are available for public self-parking. In total, the cumulative effect of restrictions is to reduce publicly available parking supply by 35% in the South Commercial Parking Study District.

Table 18 South Commercial Study District Parking Space Availability by Regulation

	TOTAL	PUBLICLY AVAILABLE MONDAY-SATURDAY	PUBLICLY AVAILABLE SUNDAYS, HOLIDAYS	AVAILABLE VIA VALET	AVAILABLE TO SPECIFIC BUSINESS	PARKING BY PERMIT ONLY	NOT AVAILABLE
On-Street Parking	1,188	749 (63%)	776 (65%)	n.a.	n.a.	322 (27%)	117 (10%)
Off-Street Parking	1,350	895 (66%)	895 (66%)	79 (6%)	82 (6%)	n.a.	294 (22%)
Total	2,538	1,644 (65%)	1,671 (66%)	79 (3%)	82 (3%)	322 (13%)	411 (16%)

North Commercial Parking Study District

In the North Commercial Parking Study District, on-street parking is less impacted by restrictions, where there are 220 on-street parking spaces in total, and only nine are regulated as commercial and passenger loading zones or taxi stands, leaving 96% available for public self-parking. This is summarized in Table 19. Off-street parking in the North Study District is impacted more by ownership patterns and proprietary restrictions. Of the 502 off-street spaces, 386 (77%) are publicly available for self-parking. In the North Study District, restrictions lower the publicly available parking supply by 17%.



Figure 18 North Commercial Parking Study District Street Segments and Off-Street Parking Lots

Table 19 North Area Parking Space Availability by Regulation

	TOTAL	PUBLICLY AVAILABLE MONDAY-SATURDAY	PUBLICLY AVAILABLE SUNDAYS, HOLIDAYS	AVAILABLE VIA VALET	AVAILABLE TO SPECIFIC BUSINESS	PARKING BY PERMIT ONLY	NOT AVAILABLE
On-Street Parking	220	211 (96%)	211 (96%)	n.a.	n.a.	0	9 (4%)
Off-Street Parking	502	386 (77%)	386 (77%)	0 (0%)	54 (11%)	60 (12%)	2 (<1%)
Total	722	597 (83%)	597 (83%)	0 (0%)	54 (7%)	60 (8%)	11 (2%)

2.3 PARKING DEMAND

For each district, two types of parking data were collected: 1) accumulation studies and 2) occupancy studies.

2.3.1 ACCUMULATION STUDIES

The Accumulation Studies is a "snapshot" of conditions that measure occupancy of available spaces. If there is a high utilization, above 90%, then either more spaces are needed, or a management and information system is needed to direct people to available spaces; however, a small percentage of excess spaces at any given time during peak hours is necessary to maintain a high quality of service for providing adequate parking to satisfy the mobility of parking demand. Furthermore, if there is sufficient parking for the district overall, individual walksheds are also considered to provide parking that is of service quality and that satisfies residents, employees, and business patrons. This is defined as distances of approximately a five-minute walk time, about ¼-mile from parking space to destination. Walkshed overlap and are dependent on a person's destination. For the purpose of understanding potential local parking supply deficiencies, the distribution of parking accumulation results is disaggregated by street segments and mapped to visualize spatial patterns of unmet parking needs. These results will help identify localized parking insufficiencies that can be addressed with locationally specific parking capacity improvements or parking management alternatives.

The accumulation studies were performed during three time periods:

- Midday Weekday from 12:00 noon to 2:00 PM to capture the presumed peak for offices, retail, and restaurant patronage on a weekday. The data was collected on Wednesday, March 8, 2023.
- Weekend Afternoon from 3:00 PM to 5:00 PM to capture the presumed peak for shopping and visitor traffic prior to dinner hours. The data was collected on Saturday, March 4, 2023.
- Weekend Evening from 6:00 PM to 8:00 PM to capture the peak for restaurant and evening entertainment patronage. The data was collected on Saturday, March 4, 2023.

Tables 20 through 23 summarize the results of the accumulation studies by street segment for the three time periods, showing the percentage of spaces occupied for each survey period. For each roadway segment, the basis of the occupancy data is all publicly available parking spaces, on-street, and off-street. The results are graphically illustrated in Figures 19 through 24. The parking data collected is included in **Appendix F**.

Table 20 South Commercial Parking Study District On-Street Parking Accumulation Summary

STREET	FROM	TO	PUBLICLY AVAILABLE SPACES	WEEKDAY MIDDAY OCCUPANCY	SATURDAY AFTERNOON OCCUPANCY	SATURDAY EVENING OCCUPANCY
Brazilian Avenue	Cocoanut Row	Hibiscus Avenue	33	64%	79%	67%
	Hibiscus Avenue	South County Road	31	94%	90%	74%
	South County Rd.	South Ocean Blvd.	46	26%	65%	24%
Australian Avenue	Cocoanut Row	Hibiscus Avenue	40	65%	78%	78%
	Hibiscus Avenue	South County Road	24	67%	83%	92%
	South County Rd.	South Ocean Blvd.	32	84%	72%	56%
Chilean Avenue	Cocoanut Row	Hibiscus Avenue	33	64%	58%	42%
	Hibiscus Avenue	South County Road	30	87%	80%	60%
	South County Rd.	South Ocean Blvd.	34	71%	94%	47%
Peruvian Avenue	Cocoanut Row	Hibiscus Avenue	36	83%	97%	0%
	Hibiscus Avenue	South County Road	39	49%	72%	87%
	South County Rd.	South Ocean Blvd.	36	22%	31%	47%
Worth Avenue	Cocoanut Row	Hibiscus Avenue	41	100%	102%	110%
	Hibiscus Avenue	South County Road	46	35%	102%	93%
	South County Rd.	South Ocean Blvd.	46	35%	98%	72%
Cocoanut Row	Royal Palm Way	Brazilian Avenue	10	40%	0%	10%
	Brazilian Avenue	Australian Avenue	20	10%	60%	65%
	Australian Avenue	Chilean Avenue	4	0%	100%	50%
	Chilean Avenue	Peruvian Avenue	13	0%	85%	100%

	Peruvian Avenue	Worth Avenue	18	106%	106%	106%
Hibiscus Avenue	Royal Palm Way	Brazilian Avenue	9	33%	33%	33%
	Brazilian Avenue	Australian Avenue	9	100%	100%	100%
	Australian Avenue	Chilean Avenue	6	0	0	100%
	Chilean Avenue	Peruvian Avenue	5	100%	100%	100%
	Peruvian Avenue	Worth Avenue	0	*not applicable*	*not applicable*	*not applicable*
South County Road	Royal Palm Way	Brazilian Avenue	21	60%	95%	100%
	Brazilian Avenue	Australian Avenue	21	68%	76%	95%
	Australian Avenue	Chilean Avenue	22	77%	41%	64%
	Chilean Avenue	Peruvian Avenue	7	57%	100%	71%
	Peruvian Avenue	Worth Avenue	6	35%	83%	83%
Total for District			718	59%	78%	67%

Table 21 North Commercial Parking Study District On-Street Parking Accumulation Summary

STREET	FROM	TO	PUBLICLY AVAILABLE SPACES	WEEKDAY MIDDAY OCCUPANCY	SATURDAY AFTERNOON OCCUPANCY	SATURDAY EVENING OCCUPANCY
Sunrise Avenue	Bradley Place	North County Road	20	90%	75%	85%
Sunset Avenue	Bradley Place	North County Road	21	86%	100%	100%
Royal Poinciana Avenue	Bradley Place	North County Road	139	89%	19%	27%
Bradley Place	Park Avenue	Sunrise Avenue	5	20%	80%	100%
	Sunrise Avenue	Sunset Avenue	9	89%	78%	100%
	Sunset Avenue	Royal Poinciana Av.	8	63%	75%	63%
North County Road	Park Avenue	Sunrise Avenue	8	50%	38%	25%
	Sunrise Avenue	Sunset Avenue	10	100%	100%	60%
	Sunset Avenue	Royal Poinciana Av.	0	n.a.	n.a.	n.a.
Total for District			220	85%	42%	46%

Table 22 South Commercial Parking Study District Off-Street Parking Accumulation Summary (public and proprietary spaces -- includes valet spaces)

BLOCK	BOUNDED BY	LOTS	AVAILABLE SPACES BY LOT	AVAILABLE SPACES BY BLOCK	WEEKDAY MIDDAY OCCUPANCY	SATURDAY AFTERNOON OCCUPANCY	SATURDAY EVENING OCC.
Block 1	Royal Palm Way Hibiscus Avenue South County Road Brazilian Avenue	Lot 1	21	21	95%	105%	52%
Block 2	Royal Palm Way South County Road South Ocean Boulevard Brazilian Avenue	Lot 2	31	31	97%	97%	65%
Block 3	Brazilian Avenue Hibiscus Avenue South County Road Australian Avenue	Lot 3 Lot 4 Lot 5 Lot 6	58 0 51 16	125	86%	50%	64%
Block 4	Brazilian Avenue South County Road South Ocean Boulevard Australian Avenue	Lot 7 Lot 8 Lot 9 Lot 10	20 42 10 8	80	79%	56%	73%
Block 5	Australian Avenue Hibiscus Avenue South County Road Chilean Avenue	Lot 12 Lot 13	41 6	47	81%	43%	30%
Block 6	Australian Avenue South County Road South Ocean Boulevard Chilean Avenue	Lot 11	5	5	20%	0%	0%
Block 7	Chilean Avenue Hibiscus Avenue South County Road Peruvian Avenue	Lot 14 Lot 15 Lot 16 Lot 17 Lot 18	79 15 22 13 18	147	82%	67%	29%
Block 8	Chilean Avenue South County Road South Ocean Boulevard Peruvian Avenue	Lot 19	42	42	48%	50%	90%
Block 9	Peruvian Avenue Cocoanut Row Hibiscus Avenue Worth Avenue	Lot 20 Lot 21 Lot 22	46 2 9	57	89%	54%	82%
Block 10	Peruvian Avenue Hibiscus Avenue South County Road Worth Avenue	Lot 23 Lot 24	172 22	194	65%	97%	62%
Block 11	Peruvian Avenue Hibiscus Avenue South County Road Worth Avenue	Lot 25 Lot 26 Lot 27 Lot 28	49 15 0 161	225	56%	23%	26%
Block 12	Worth Avenue Cocoanut Row South County Road Alley south of Worth Av.	Lot 29	51	51	49%	27%	2%

BLOCK	BOUNDED BY	LOTS	AVAILABLE SPACES BY LOT	AVAILABLE SPACES BY BLOCK	WEEKDAY MIDDAY OCCUPANCY	SATURDAY AFTERNOON OCCUPANCY	SATURDAY EVENING OCC.
Block 13	Worth Avenue South County Road South Ocean Boulevard Interior lot lines	Lot 30	325	325	92%	72%	27%
Total for District			1,350	1,350	76%	61%	43%

Table 23 North Commercial Parking Study District Off-Street Parking Accumulation Summary (public and propietary spaces -- includes valet spaces)

	BOUNDED BY	LOTS	AVAILABLE SPACES BY LOT	AVAILABLE SPACES BY BLOCK	WEEKDAY MIDDAY OCCUPANCY	SATURDAY AFTERNOON OCCUPANCY	SATURDAY EVENING OCCUPANCY
Block 14	Park Avenue Bradley Place North County Road Sunrise Avenue	Lot 31	80	80	49&	26%	54%
Block 15	Sunrise Avenue	Lot 32	218	321	80%	85%	70%
	Bradley Place	Lot 33	9				
	North County Road	Lot 34	47				
	Sunset Avenue	Lot 35	21				
		Lot 36	26				
Block 16	Sunset Avenue	Lot 37	15	101	62%	50%	42%
	Bradley Place	Lot 38	7				
	North County Road	Lot 39	15				
	Royal Poinciana Avenue	Lot 40	64				
Total for District			502	502	71%	69%	62%

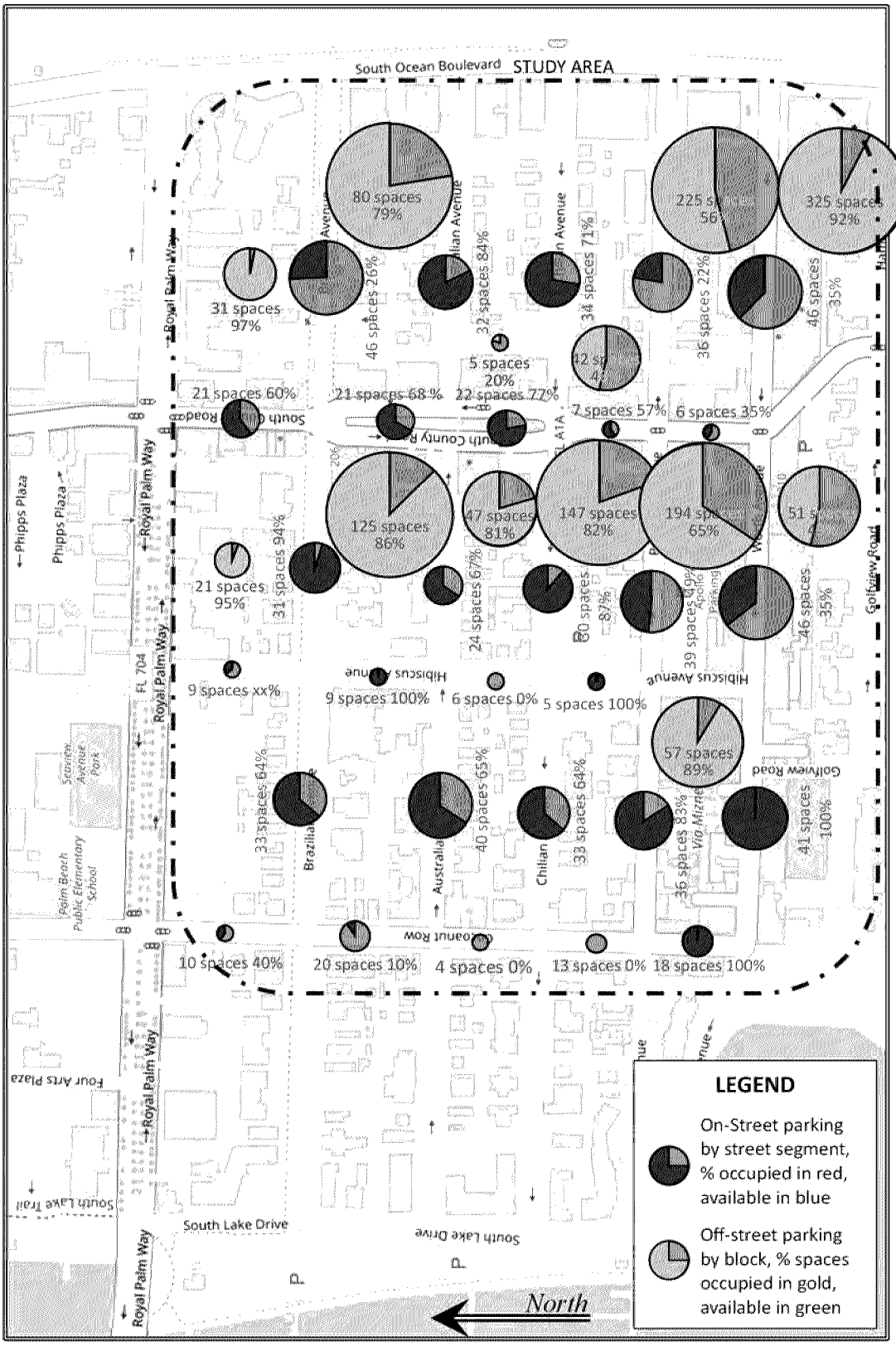


Figure 19 South Commercial Parking Study District Parking Accumulation Study Results - Weekday 12 PM to 2 PM

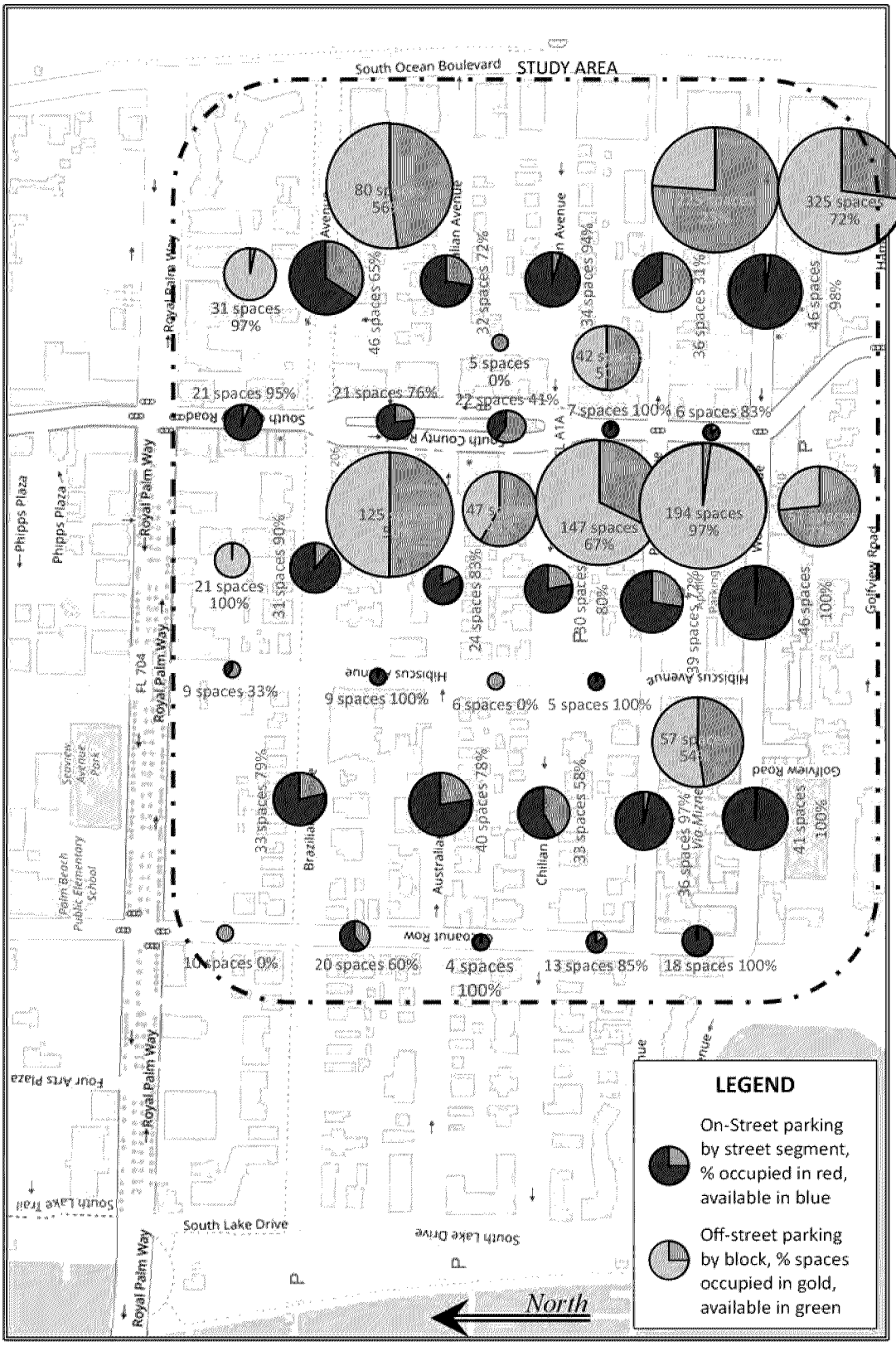


Figure 20 South Commercial Parking Study District Parking Accumulation Study Results -Saturday 3 PM to 5 PM

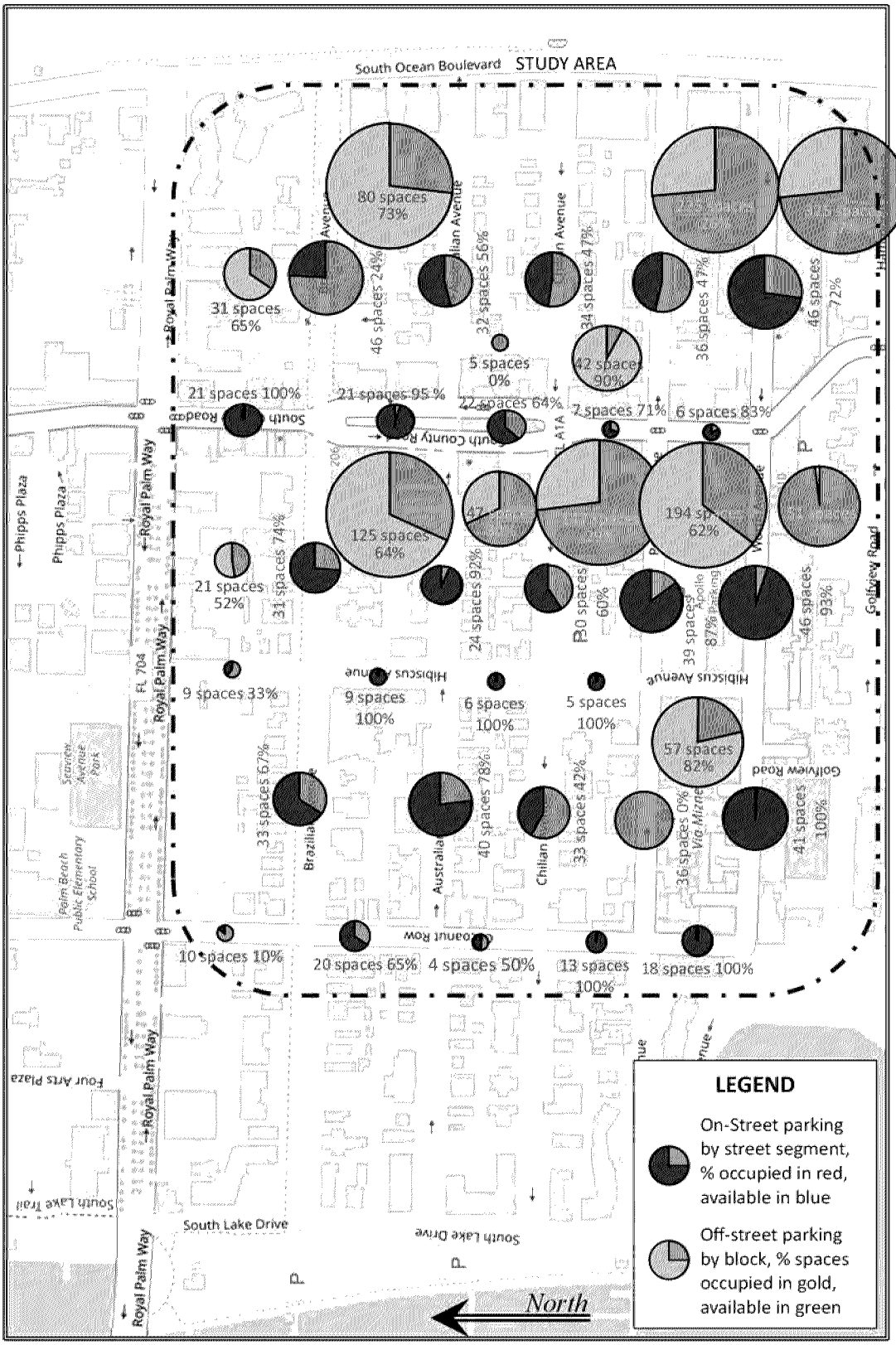


Figure 21 South Commercial Parking Study District Parking Accumulation Study Results - Saturday 6 PM to 8 PM

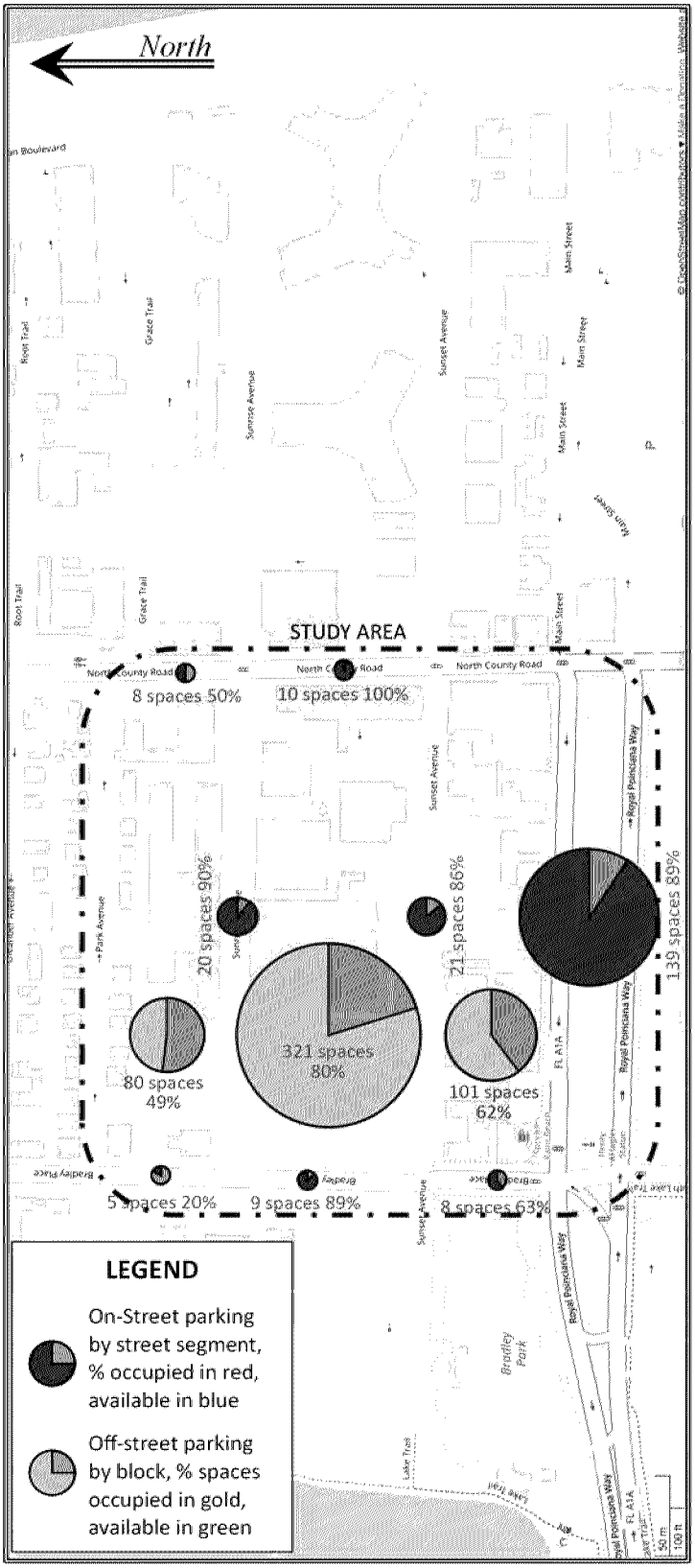


Figure 22 North Commercial Parking Study District Parking Accumulation Study Results - Weekday 12 PM to 2 PM

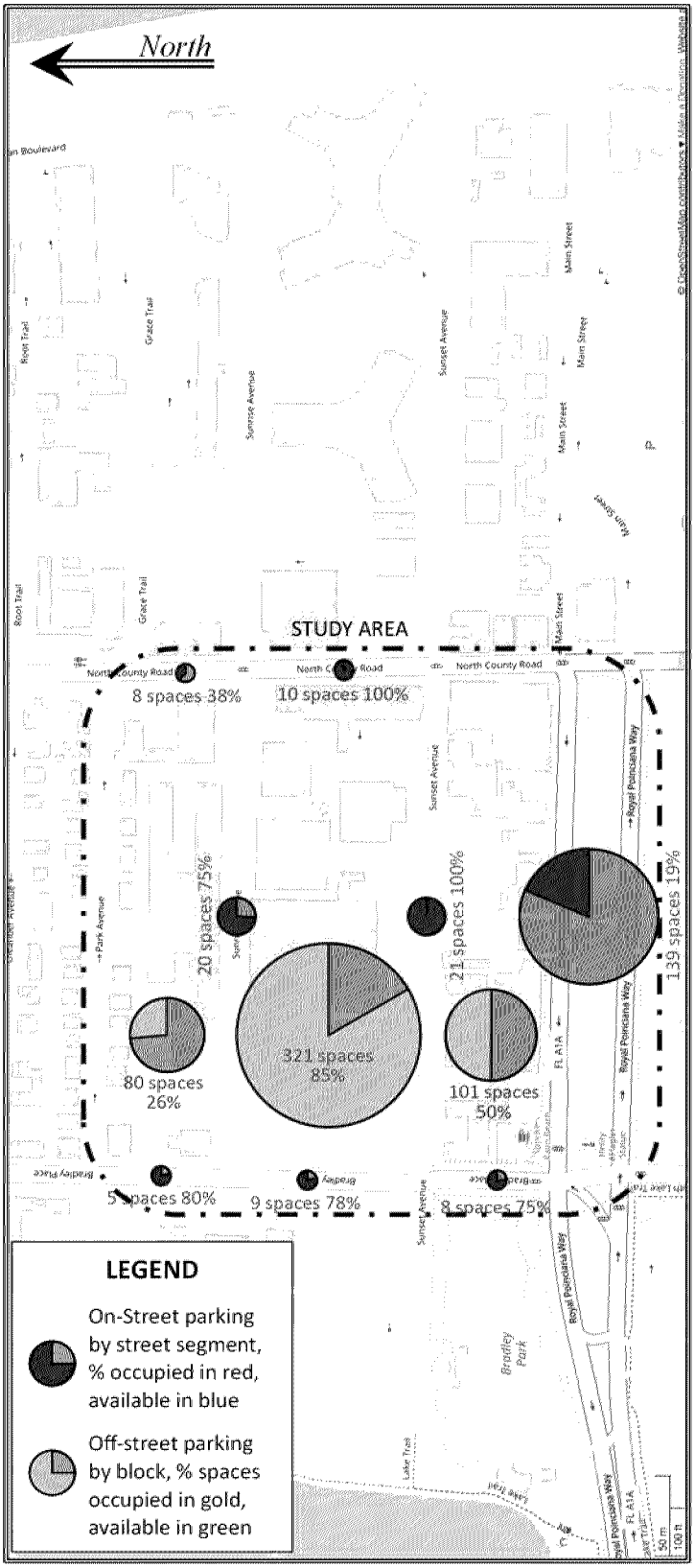


Figure 23 North Commercial Parking Study District Parking Accumulation Study Results - Saturday 3PM to 5PM

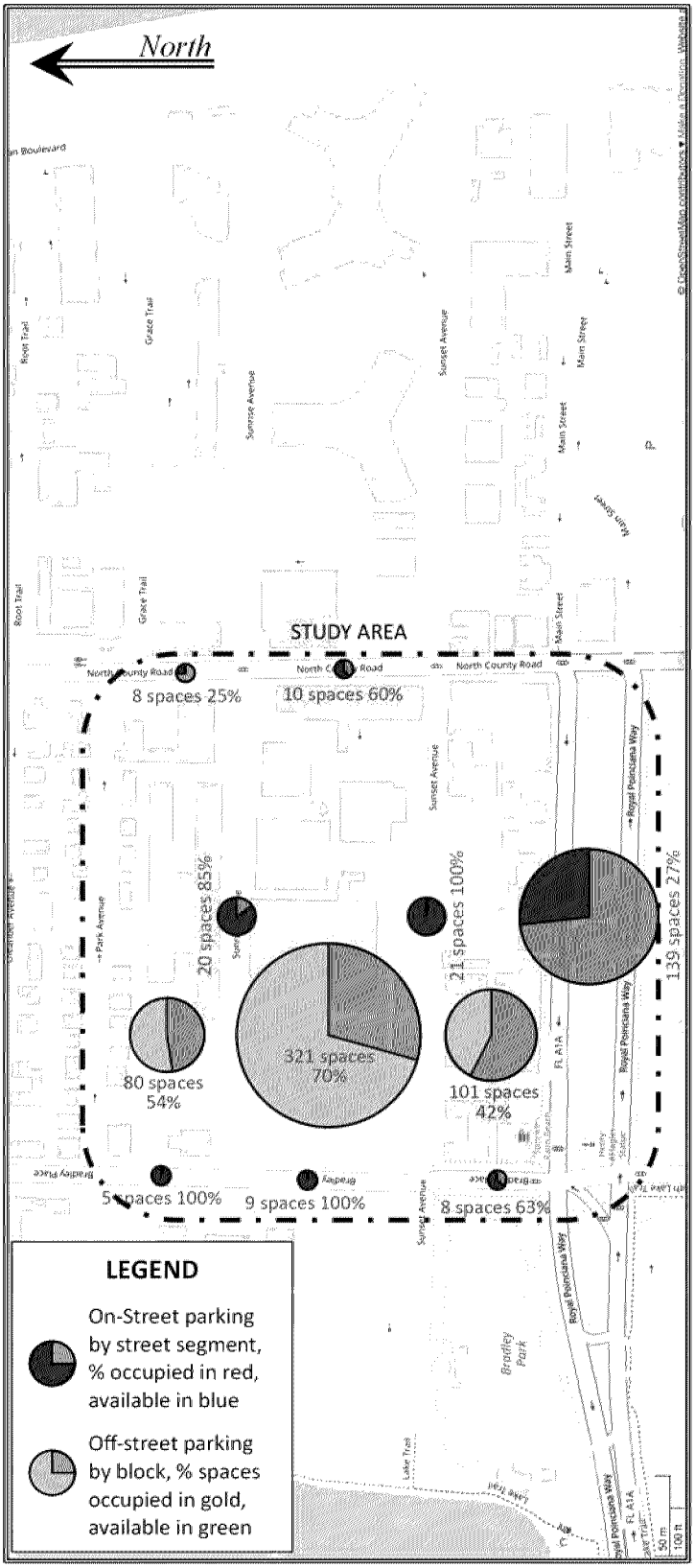


Figure 24 North Commercial Parking Study District Parking Accumulation Study Results - Saturday 6 PM to 8 PM

2.3.2 OCCUPANCY STUDIES

In addition to peak accumulation and utilization, a key data point for parking analysis is understanding how long a parking space is occupied. Long occupancies are typical of work and residential parking patterns; however, in a retail and services setting, long occupancies can exacerbate parking supply insufficiencies by not turning over spaces often enough for newly arriving patrons to find available parking spaces. In a retail and services setting that is combined with high tourism, it is more typical to experience longer occupancy in the system as tourists visit multiple destinations that may include longer duration activities such as full-service dining or visiting the beach.

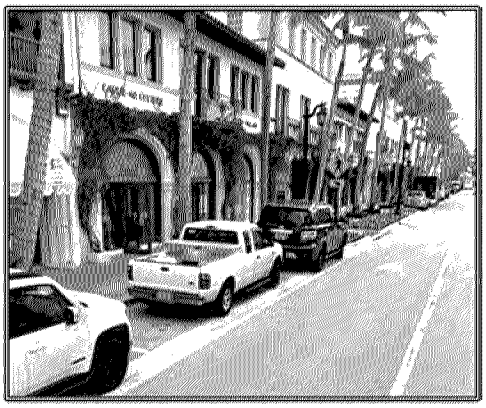


Figure 25 Town of Palm Beach On-Street Parking

Long-term parking should be regulated to off-street locations to allow for convenient "hitching post" parking on the street to support short-term retail access by patrons, by having clearly visible short-term parking spaces in the immediate vicinity of short retail visits. Short retail visits include retail purchases of goods from store inventories or personal services that are on a drop-off and pick-up basis, such as cobblers, but not services where the service is performed while the patron is present, such as barbers and doctors. The shortest-term parking in Palm Beach are the five post office spaces limited to 15 minutes.



Figure 26 Town of Palm Beach Post Office

Throughout the South Study District and the North Study District, all on-street parking is regulated to 2 hours or less. On one hand, this supports shopping and multiple destinations, browsing and dining; however, a shorter duration of ½ to 1 hour or less would better support the businesses that require short-term visits.

Table 24 provides the regulatory parking durations that are permitted. This table summarizes a survey of posted street parking regulations that includes the streets of the entire mixed-use area from intracoastal to the beach, including Royal Palm Way, South Lake Drive and South Ocean Boulevard in addition to the study area streets. Approximately 40% of on-street parking is metered and short-term, being of 1 hour or less, with another 22% in the 1 to 2-hour range.

Table 24 On-Street Spaces by Regulated Maximum Parking Duration South Lake Dr. to South Ocean Blvd.

	15-minute Parking	30-minute Parking	1-hour Parking	2-hour parking	Metered Parking	Handicap Parking	Permit	No Parking
Royal Palm Way	-	-	-	-	39	-	-	-
Brazilian Avenue	-	-	7	57	14	-	66	-
Australian Avenue	-	-	6	55	5	1	79	8
Chilean Avenue	-	-	62	7	7	-	60	14
Peruvian Avenue	5	-	10	-	78	-	60	7
Worth Avenue	-	28	-	99	16	-	10	7
South Lake Drive	-	-	-	-	-	-	88 (dock & residential)	-
Cocoanut Row	-	-	15	31	-	-	9	9
Hibiscus Avenue	-	-	8	9	-	-	12	1
South County Road	-	10	57	-	-	-	-	9
South Ocean Blvd	-	-	-	-	119	2	-	-
Total	**5** ***(<1%)***	**38** ***(3%)***	**165** ***(14%)***	**258** ***(22%)***	**278** ***(23%)***	**3** ***(<1%)***	**384** ***(32%)***	**55** ***(5%)***

Parking Turnover & Occupancy Studies were performed from 11:00 AM to 8:00 PM on Saturday, March 4, 2023, at sample locations within the general retail/restaurant area and town-serving commercial districts, including:

- South County Road (A1A) from Australian Avenue to Royal Palm Way
- South County Road (A1A) from Royal Palm Way to Brazilian Avenue
- South County Road (A1A) from Brazilian Avenue to Australian Avenue
- South County Road (A1A) from Australian Avenue to Chilean Avenue
- South County Road (A1A) from Chilean Avenue to Peruvian Avenue
- South County Road (A1A) from Peruvian Avenue to Worth Avenue
- Worth Avenue from Hibiscus Avenue to Cocoanut Row
- Worth Avenue from South County Road to Hibiscus Avenue
- Worth Avenue from South Ocean Boulevard to South County Road

The two corridors (South County Road & Worth Avenue) were selected as representation of three (3) types of commercial destinations with three potential parking demand patterns.

South County Road (SR A1A) is a commercial corridor along the major spine of the Town, with a mix of retail, business and civic uses. These uses typically require a shorter parking duration with more single destination trips and short duration services. Public parking along South County Road is mostly regulated to a 1-hour maximum, with a small amount of 30-minute parking. The expectation is for short-term parking. The results of the parking occupancy study on South County Road are shown in Figure 27. The average parking duration along South County Road is 1 hour and 4 minutes. Over 34% of parked cars stayed over the regulated limit of 1 hour, and the compliance rate is less than 66%.

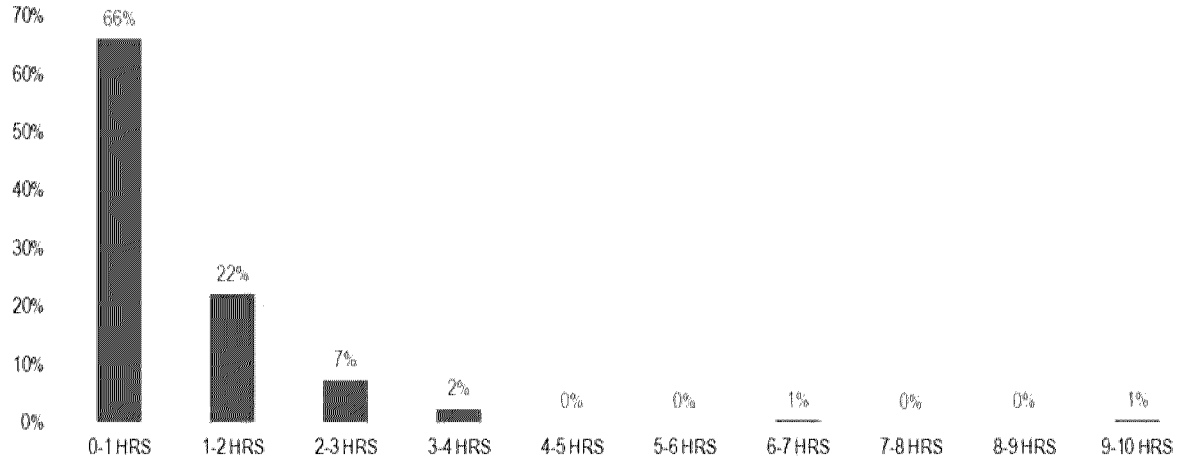


Figure 27 South County Road (A1A) Parking Duration

Worth Avenue is comprised of a mix of destination luxury retail, offices and services. Similar to malls, it is expected to service multiple destinations within a attractive pedestrian environment. Patrons are mix of local residents and visitors to Palm Beach. Public parking on Worth Avenue is primarily regulated to a 2-hour maximum. The expectation is for longer-term parking. The results of the parking occupancy study on Worth Avenue are shown in Figure 28 below. The average parking duration along Worth Avenue is 1 hour and 16 minutes. Over 16% of parked cars stayed over the regulated limit of 2 hours, and the compliance rate is less than 84%.

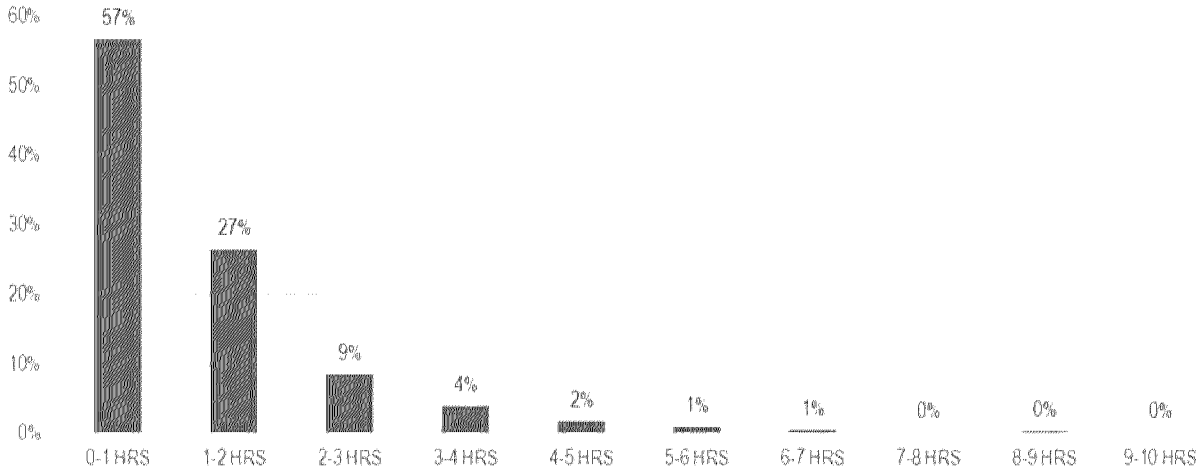


Figure 28 Worth Avenue Parking Duration

2.4 DEVELOPMENT AND PARKING REQUIREMENTS

To improve the quality-of-life and economic viability of the commercial areas, the Town will consider revising its land development and parking regulations and will need parking audit information for a data-driven approach. Task 3 is to provide the Town with the necessary data to establish the existing and project conditions for different land use scenarios. The Town's Parking Code and Shared Parking Ordinance have been reviewed and compared with three similar communities to determine if parking standards need to be modernized to fit contemporary forms of development and contemporary travel and vehicle usage patterns.

To select peer communities, the geographic and land development that are listed below were used.

- Small, compact and walkable mixed-use district.
- Mix of residential, offices, commercial/professional services, with a mix of destination luxury retail as well as daily community needs retail.
- Geographically constrained as either an island or an isolated area.
- Retail and service establishments that serve high-price residential community needs.
- Tourist destination that is adjacent to major metropolitan area.
- Preference is given to Florida communities.

The three (3) peer communities chosen are: 1. Bal Harbour, Florida, 2. Naples, Florida 3.and Greenwich, Connecticut. Table 25 provides how each criteria evaluation was used to select these peer communities.

Table 25 Peer Community Selection Criteria

CRITERIA	PALM BEACH, FLORIDA	BAL HARBOUR, FLORIDA	NAPLES, FLORIDA	GREENWICH, CONNECTICUT
Compact, walkable mixed-use	Yes	Generally	Yes	Yes
Geographically Constrained	Yes	Yes	No	No
Luxury Mixed Use	Yes	Yes	Yes	Yes
High-Price Point Residential	Yes	Yes	Yes	Yes
Tourist Destination near major metro	Yes	Yes	Yes	Yes
Florida Community	Yes	Yes	Yes	No

2.4.1 PARKING REQUIREMENT COMPARISON: BAL HARBOUR, FLORIDA

Table 26 Parking Requirement Comparison: Bal Harbour, Fl.

	LAND USE / OCCUPATION	PARKING REQUIREMENTS Palm Beach, Florida	PARKING REQUIREMENTS Bal Harbour, Florida
1	Single-family dwellings, first 3,000 sq. ft.	2 spaces	2 spaces
	additional 3,000 sq. ft.	1 additional space	not applicable
	Multi-Family Dwelling Units	not applicable - see below	1.5 spaces per dwelling unit, plus 1 additional space for each 10 dwelling units in total, plus required spaces for any business within
	Two-family dwellings and townhouses: Dwelling unit of 3,000 sq. ft. or less	2 spaces per dwelling unit plus 1 per every 5 dwelling units (2.2 spaces per dwelling unit)	see Multi-family Dwelling Units
	Two-family dwellings and townhouses: Dwelling unit over 3,000 sq. ft.	3 spaces per dwelling unit plus 1 per every 5 dwelling units (3.2 spaces per dwelling unit)	see Multi-family Dwelling Units
2	Multifamily dwellings with 3 dwelling units	8 spaces (2.67 spaces per dwelling unit)	see Multi-family Dwelling Units
	Multifamily dwellings with 4 dwelling units	11 spaces (2.75 spaces per dwelling unit)	see Multi-family Dwelling Units
	Multifamily dwellings with 5 dwelling units	13 spaces (2.6 spaces per dwelling unit)	see Multi-family Dwelling Units
	Multifamily dwellings with 6 or more dwelling units	2.2 spaces per dwelling unit	see Multi-family Dwelling Units
3	Houses of worship, theaters and auditoriums	One per four permanent seats in the main auditorium.	not applicable
4	Social, swimming, golf, tennis and yacht clubs	One per four members.	see "Hotels"
5	Retail, commercial and personal service establishments and banks and financial institutions, excluding brokerage and trust companies	One per 200 square feet of gross leasable area (GLA)	Business Establishments: 3.1 spaces for each 1,000 sq. ft. of 90% gross floor area, except municipal buildings and religious institutions.
6	Hotels, condo-hotels, motels, motor inns and timesharing uses	One and three-fourths per unit with two or fewer rooms, and 2.75 per unit with more than two rooms; plus one for each 2.5 seats of conference capacity including auditorium, ballroom, banquet facilities, convention hall, gymnasium, meeting rooms, or other similar places of assembly.	1 space for each guest room of separate occupancy, plus one space for each 400 sq. ft. of public assembly area, plus the required spaces for each business within. (excepts grandfathered apartment hotels)
7	Libraries, museums and nonprofit cultural centers	One per 500 square feet	see "Business Establishments" above
8	Medical or dental offices or clinics	One per 250 square feet of gross leasable area (GLA)	included in "Business Establishments" above
9	Restaurants, nightclubs or other eating places	One for each three proposed fixed seats, and/or one for each 45 square feet of floor area in the proposed public seating area not having fixed seats, plus one for each 300 square feet of floor area in the remainder of the floor area	see "Business Establishments" above
10	Reserved	not applicable	not applicable
11	Schools (public or private): Grades 1 through 6	One per 14 students	not applicable
	Schools (public or private): Grades 7 through 9	One per nine students	not applicable
	Schools (public or private): Grades 10 through 12	One per three students	not applicable
12	Accessory commercial retail and service uses in hotels and condo hotels	One per 250 square feet except for a restaurant, nightclub, bar, or other entry place which shall require the same as subsection (9) of this section, and except for conference facilities and similar places of assembly which shall require the same as subsection (6) of this section	not applicable

	LAND USE / OCCUPATION	PARKING REQUIREMENTS Palm Beach, Florida	PARKING REQUIREMENTS Bal Harbour, Florida
13	Office, professional and business service establishments, institutions, institutions, and brokerage and trust companies	One per 250 square feet of gross leasable area (GLA)	not applicable
14	Group home and foster care facilities	One space per each four resident occupants or fraction thereof, plus one per each employee in the largest work shift, with a minimum of two parking spaces	not applicable
15	Required off-street parking exception for commercial parking garages in the C-WA zoning district	Number of required parking spaces attributed to uses on a commercial property within a parking garage in the C-WA district may be reduced by a maximum of 15 percent in order to provide off-site supplemental parking for other off-site commercial uses in the same district. The application can only be approved if the property owner provides evidence satisfactory to the town at the time of application and on an annual renewal basis that said parking exception will not negatively impact the parking of all on-site uses. Those off-site commercial uses in the C-WA district that are allowed to share the parking garage shall not be allowed to use said shared parking as a basis to develop or redevelop property, or expand or intensify the use of property. (See footnote 1 for requirements in granting an exception)	not applicable
	SHARED PARKING	BY SPECIAL EXCEPTION in CT-S, C-WA, and C-OPI zoning districts. Basis is professional advice to staff. There are no standards.	included in other categories - shared use not provided

2.4.2 PARKING REQUIREMENT COMPARISON: NAPLES, FLORIDA

Table 27 Parking Requirement Comparison: Naples, Fl.

	LAND USE / OCCUPATION	PARKING REQUIREMENTS Palm Beach, Florida	PARKING REQUIREMENTS Naples, Florida
1	Single-family dwellings, first 3,000 sq. ft.	2 spaces	2 spaces
	additional 3,000 sq. ft.	1 additional space	not applicable
	Multi-Family Dwelling Units	not applicable - see below	2 spaces per dwelling unit, plus 1 additional space for each 10 dwelling units in total, except for certain zoning districts, 1 visitor space for first 12 dwelling units and 1 visitor space for each 2 dwelling units thereafter.
	Two-family dwellings and townhouses: Dwelling unit of 3,000 sq. ft. or less	2 spaces per dwelling unit plus 1 per every 5 dwelling units (2.2 spaces per dwelling unit)	see Multi-family Dwelling Units
	Two-family dwellings and townhouses: Dwelling unit over 3,000 sq. ft.	3 spaces per dwelling unit plus 1 per every 5 dwelling units (3.2 spaces per dwelling unit)	see Multi-family Dwelling Units
2	Multifamily dwellings with 3 dwelling units	8 spaces (2.67 spaces per dwelling unit)	see Multi-family Dwelling Units
	Multifamily dwellings with 4 dwelling units	11 spaces (2.75 spaces per dwelling unit)	see Multi-family Dwelling Units
	Multifamily dwellings with 5 dwelling units	13 spaces (2.6 spaces per dwelling unit)	see Multi-family Dwelling Units
	Multifamily dwellings with 6 or more dwelling units	2.2 spaces per dwelling unit	see Multi-family Dwelling Units
3	Houses of worship, theaters and auditoriums	One per four permanent seats in the main auditorium.	1 space per 4 seats or 1 space per 4 occupants, based on maximum occupancy
4	Social, swimming, golf, tennis and yacht clubs	One per four members.	Country Clubs and Golf Courses: 5 spaces per golf hole, plus 1 space per 200 sq. ft. area

	LAND USE / OCCUPATION	PARKING REQUIREMENTS Palm Beach, Florida	PARKING REQUIREMENTS Naples, Florida
			devoted to food or beverage preparation and service, and plus 1 space per 300 sq. ft. of clubhouse or retail shop.
5	Retail, commercial and personal service establishments and banks and financial institutions, excluding brokerage and trust companies	One per 200 square feet of gross leasable area (GLA)	Commercial uses such as retail sales, offices, financial institutions, maintenance and repair businesses, libraries, museums, art studios or galleries, private clubs which do not serve food or beverages, and business schools: 1 space per 300 sq. ft: Grocery Stores, 1 space per 300 sq. ft.
6	Hotels, condo-hotels, motels, motor inns and timesharing uses	One and three-fourths per unit with two or fewer rooms, and 2.75 per unit with more than two rooms; plus one for each 2.5 seats of conference capacity including auditorium, ballroom, banquet facilities, convention hall, gymnasium, meeting rooms, or other similar places of assembly.	Varies with zoning district: 1.25 spaces per unit for first 100 units, one space per unit for the next 150 units and 0.25 space for all units over 250. Other districts (residential): 1.5 spaces per unit, and 2 spaces per unit.
7	Libraries, museums and nonprofit cultural centers	One per 500 square feet	see "Auditoriums"
8	Medical or dental offices or clinics	One per 250 square feet of gross leasable area (GLA)	1 space per 175 sq. ft. gross leasable floor area
9	Restaurants, nightclubs or other eating places	One for each three proposed fixed seats, and/or one for each 45 square feet of floor area in the proposed public seating area not having fixed seats, plus one for each 300 square feet of floor area in the remainder of the floor area	1 space per 100 sq. f.t of gross floor area. does not include outdoor dining. Outdoor dining requires 3 spaces for every 1,000 sq. ft. of outdoor dining except in 5th Av South Special District. Outdoor dining area under 100 sq. ft. is exempt.
10	Reserved	not applicable	not applicable
11	Schools (public or private): Grades 1 through 6	One per 14 students	1 space for each classroom plus 1 space for each 10 seats in an auditorium
	Schools (public or private): Grades 7 through 9	One per nine students	1 space for each classroom plus 1 space for each 10 seats in an auditorium
	Schools (public or private): Grades 10 through 12	One per three students	2 spaces for each classroom plus 1 space for each 8 seats in an auditorium
12	Accessory commercial retail and service uses in hotels and condo hotels	One per 250 square feet except for a restaurant, nightclub, bar, or other entry place which shall require the same as subsection (9) of this section, and except for conference facilities and similar places of assembly which shall require the same as subsection (6) of this section	not applicable
13	Office, professional and business service establishments, institutions, institutions, and brokerage and trust companies	One per 250 square feet of gross leasable area (GLA)	see "Commercial Uses". - 1 space per 300 sq. f.t gross floor area
14	Group home and foster care facilities	One space per each four resident occupants or fraction thereof, plus one per each employee in the largest work shift, with a minimum of two parking spaces	1 space per 2 beds
15	Required off-street parking exception for commercial parking garages in the C-WA zoning district	Number of required parking spaces attributed to uses on a commercial property within a parking garage in the C-WA district may be reduced by a maximum of 15 percent in order to provide off-site supplemental parking for other off-site commercial uses in the same district. The application can only be approved if the property owner provides evidence satisfactory to the town at the time of application and on an annual renewal basis that said parking exception will not negatively	not applicable

	LAND USE / OCCUPATION	PARKING REQUIREMENTS Palm Beach, Florida	PARKING REQUIREMENTS Naples, Florida
		impact the parking of all on-site uses. Those off-site commercial uses in the C-WA district that are allowed to share the parking garage shall not be allowed to use said shared parking as a basis to develop or redevelop property, or expand or intensify the use of property. (See footnote 1 for requirements in granting an exception)	
	SHARED PARKING	BY SPECIAL EXCEPTION in CT-S, C-WA, and C-OPI zoning districts. Basis is professional advice to staff. There are no standards.	may be reduced by parking needs analysis approved as a conditional use, or with shared parking agreement approved as a conditional use and limited to certain zoning districts and no more than 20% reduction.

2.4.3 PARKING REQUIREMENT COMPARISON: GREENWICH, CONNECTICUT

Table 28 Parking Requirement Comparison: Greenwich, Ct.

	LAND USE / OCCUPATION	PARKING REQUIREMENTS Palm Beach, Florida	PARKING REQUIREMENTS Greenwich, Connecticut
1	Single-family dwellings, first 3,000 sq. ft.	2 spaces	Dwelling with 1 or 2 bedrooms: 1 garage space and a 1 outdoor space for each dwelling unit. Studio apartments: 1 garage space and 1.6 outdoor spaces for each dwelling unit.
	additional 3,000 sq. ft.	1 additional space	Dwelling with 3 or more bedrooms: 1 garage space and 1.6 outdoor spaces for each dwelling unit.
	Multi-Family Dwelling Units	not applicable - see below	1 space per dwelling unit unless a greater or lesser number is deemed appropriate by the Commission.
	Two-family dwellings and townhouses: Dwelling unit of 3,000 sq. ft. or less	2 spaces per dwelling unit plus 1 per every 5 dwelling units (2.2 spaces per dwelling unit)	see above
	Two-family dwellings and townhouses: Dwelling unit over 3,000 sq. ft.	3 spaces per dwelling unit plus 1 per every 5 dwelling units (3.2 spaces per dwelling unit)	see above
2	Multifamily dwellings with 3 dwelling units	8 spaces (2.67 spaces per dwelling unit)	see above
	Multifamily dwellings with 4 dwelling units	11 spaces (2.75 spaces per dwelling unit)	see above
	Multifamily dwellings with 5 dwelling units	13 spaces (2.6 spaces per dwelling unit)	see above
	Multifamily dwellings with 6 or more dwelling units	2.2 spaces per dwelling unit	see above
3	Houses of worship, theaters and auditoriums	One per four permanent seats in the main auditorium.	1 space per 3 seats
4	Social, swimming, golf, tennis and yacht clubs	One per four members.	1 per membership or as determined by Commission based on type and facility, and membership use pattern
5	Retail, commercial and personal service establishments and banks and financial institutions, excluding brokerage and trust companies	One per 200 square feet of gross leasable area (GLA)	Personal Services: 2 spaces for each chair or station; Retail: 1 space per 150 sq. ft. of usable floor area; Supermarkets: 1 space per 150 sq. ft. of usable floor area
6	Hotels, condo-hotels, motels, motor inns and timesharing uses	One and three-fourths per unit with two or fewer rooms, and 2.75 per unit with more than two rooms; plus one for each 2.5 seats of conference capacity including auditorium, ballroom, banquet facilities, convention hall, gymnasium, meeting rooms, or other similar places of assembly.	1 per guest room in addition to parking required by other uses in the same building or use on same lot.

	LAND USE / OCCUPATION	PARKING REQUIREMENTS Palm Beach, Florida	PARKING REQUIREMENTS Greenwich, Connecticut
7	Libraries, museums and nonprofit cultural centers	One per 500 square feet	Community Center: 1 space per 200 sq. ft. of usable floor area; Stadium, theater, place of assembly: 1 space per 2.5 seats
8	Medical or dental offices or clinics	One per 250 square feet of gross leasable area (GLA)	5 per medical personnel plus additional parking for employees at 25% or required
9	Restaurants, nightclubs or other eating places	One for each three proposed fixed seats, and/or one for each 45 square feet of floor area in the proposed public seating area not having fixed seats, plus one for each 300 square feet of floor area in the remainder of the floor area	Restaurant: 1 space per 3 persons seated and standing dining capacity; plus 1 per 2 persons for seated and standing bar capacity; Fast Food: 1 space per 2 person dining capacity Plus 14 queue per drive-through window
10	Reserved	not applicable	OTHER USES NOT LISTED: 1 space per 250 sq. ft. of usable floor area.
11	Schools (public or private): Grades 1 through 6	One per 14 students	parking to be provided at adequate level as determined by Planning and Zoning Commission
	Schools (public or private): Grades 7 through 9	One per nine students	parking to be provided at adequate level as determined by Planning and Zoning Commission
	Schools (public or private): Grades 10 through 12	One per three students	parking to be provided at adequate level as determined by Planning and Zoning Commission
12	Accessory commercial retail and service uses in hotels and condo hotels	One per 250 sq. ft. except for restaurant, nightclub, bar, or other entry place which shall require the same as subsection (9) of this section, and except for conference facilities and similar places of assembly which shall require the same as subsection (6) of this sec.	not applicable
13	Office, professional and business service establishments, institutions, institutions, and brokerage and trust companies	One per 250 square feet of gross leasable area (GLA)	Business Office: 1 space per 150 square feet for Group 2a and 2b and 1 space per 200 square feet for Group 2c
14	Group home and foster care facilities	One space per each four resident occupants or fraction thereof, plus one per each employee in the largest work shift, with a minimum of two parking spaces	2 bedrooms: 1 garage space + 1 outdoor space. 3 or more bedrooms 1 garage space + 1.6 outdoor.
15	Required off-street parking exception for commercial parking garages in the C-WA zoning district	Number of required parking spaces attributed to uses on a commercial property within a parking garage in the C-WA district may be reduced by a maximum of 15 percent in order to provide off-site supplemental parking for other off-site commercial uses in the same district. The application can only be approved if the property owner provides evidence satisfactory to the town at the time of application and on an annual renewal basis that said parking exception will not negatively impact the parking of all on-site uses. Those off-site commercial uses in the C-WA district that are allowed to share the parking garage shall not be allowed to use said shared parking as a basis to develop or redevelop property, or expand or intensify the use of property. (See footnote 1 for requirements in granting an exception)	not applicable
	SHARED PARKING	BY SPECIAL EXCEPTION in CT-S, C-WA, and C-OPI zoning districts. Basis is professional advice to staff. There are no standards.	not applicable

2.4.4 PARKING REQUIREMENT COMPARISION: ITE PARKING GENERATION MANUAL

In addition, the parking requirements of the Town's land development regulations regarding amount of parking that is required have also been compared to the Institute of Transportation Engineers (ITE) Parking Generation Manual, 5th Edition.

Table 29 Parking Requirement Comparison: ITE Parking Generation Manual

	LAND USE / OCCUPATION	PARKING REQUIREMENTS Palm Beach, Florida	ITE Averages ITE Parking Generation 5th Ed.
1	Single-family dwellings, first 3,000 sq. ft.	2 spaces	not applicable
	additional 3,000 sq. ft.	1 additional space	not applicable
	Multi-Family Dwelling Units	not applicable - see below	Low Rise Multi-Family Housing (ITE #220, general urban not in proximity to rail transit) : 0.66 spaces per bedroom
	Two-family dwellings and townhouses: Dwelling unit of 3,000 sq. ft. or less	2 spaces per dwelling unit plus 1 per every 5 dwelling units (2.2 spaces per dwelling unit)	
	Two-family dwellings and townhouses: Dwelling unit over 3,000 sq. ft.	3 spaces per dwelling unit plus 1 per every 5 dwelling units (3.2 spaces per dwelling unit)	
2	Multifamily dwellings with 3 dwelling units	8 spaces (2.67 spaces per dwelling unit)	
	Multifamily dwellings with 4 dwelling units	11 spaces (2.75 spaces per dwelling unit)	
	Multifamily dwellings with 5 dwelling units	13 spaces (2.6 spaces per dwelling unit)	
	Multifamily dwellings with 6 or more dwelling units	2.2 spaces per dwelling unit	
3	Houses of worship, theaters and auditoriums	One per four permanent seats in the main auditorium.	9.44 to 19.22 spaces per 1,000 sq. ft.
4	Social, swimming, golf, tennis and yacht clubs	One per four members.	Tennis Club (ITE #491) 0.98 spaces per 1,000 sq. ft.
5	Retail, commercial and personal service establishments and banks and financial institutions, excluding brokerage and trust companies	One per 200 square feet of gross leasable area (GLA)	General Office (less than 5,000 sq. ft., urban/suburban): 2.25 spaces per 1,000 sq. ft. General Retail (ITE#820, urban/suburban): 1.95 spaces per 1,000 sq. ft.
6	Hotels, condo-hotels, motels, motor inns and timesharing uses	One and three-fourths per unit with two or fewer rooms, and 2.75 per unit with more than two rooms; plus one for each 2.5 seats of conference capacity including auditorium, ballroom, banquet facilities, convention hall, gymnasium, meeting rooms, or other similar places of assembly.	Hotel (ITE #310 urban/suburban): 0.74 spaces per room
7	Libraries, museums and nonprofit cultural centers	One per 500 square feet	Library: 1 space per 2,350 sq. ft. Museum: 1 space per 760 sq. ft.
8	Medical or dental offices or clinics	One per 250 square feet of gross leasable area (GLA)	(ITE #720, general urban/suburban) 3.23 spaces per 1,000 sq. ft.
9	Restaurants, nightclubs or other eating places	One for each three proposed fixed seats, and/or one for each 45 square feet of floor area in the proposed public seating area not having fixed seats, plus one for each 300 square feet of floor area in the remainder of the floor area	Quality Restaurant (ITE#931): 10.52 spaces per 1,000 sq. ft. High Turnover Sit Down Restaurant (ITE#932): 9.44 spaces per 1,000 sq. ft. Fast Food without Drive-Through (ITE#933): 9.91 spaces per 1,000 sq. ft.
10	Reserved	not applicable	not applicable
11	Schools (public or private): Grades 1 through 6	One per 14 students	0.13 spaces per student
	Schools (public or private): Grades 7 through 9	One per nine students	0.09 spaces per student
	Schools (public or private): Grades 10 through 12	One per three students	0.26 spaces per student

	LAND USE / OCCUPATION	PARKING REQUIREMENTS Palm Beach, Florida	ITE Averages ITE Parking Generation 5th Ed.
12	Accessory commercial retail and service uses in hotels and condo hotels	One per 250 sq. ft. except for restaurant, nightclub, bar, or other entry place which shall require the same as subsection (9) of this section, and except for conference facilities and similar places of assembly which shall require the same as subsection (6) of this sec.	not applicable
13	Office, professional and business service establishments, institutions, institutions, and brokerage and trust companies	One per 250 square feet of gross leasable area (GLA)	General Office (ITE #710): 1 space per 2,390 sq. ft. Small Office Bldg (5,000 sq. ft. or less)(ITE# 712): 1 space per 2,560 sq. ft.
14	Group home and foster care facilities	One space per each four resident occupants or fraction thereof, plus one per each employee in the largest work shift, with a minimum of two parking spaces	Senior Adult Housing (ITE#252) 0.56 space per dwelling unit
15	Required off-street parking exception for commercial parking garages in the C-WA zoning district	Number of required parking spaces attributed to uses on a commercial property within a parking garage in the C-WA district may be reduced by a maximum of 15 percent in order to provide off-site supplemental parking for other off-site commercial uses in the same district. The application can only be approved if the property owner provides evidence satisfactory to the town at the time of application and on an annual renewal basis that said parking exception will not negatively impact the parking of all on-site uses. Those off-site commercial uses in the C-WA district that are allowed to share the parking garage shall not be allowed to use said shared parking as a basis to develop or redevelop property, or expand or intensify the use of property. (See footnote 1 for requirements in granting an exception)	not applicable
	SHARED PARKING	BY SPECIAL EXCEPTION in CT-S, C-WA, and C-OPI zoning districts. Basis is professional advice to staff. There are no standards.	Defined method to share between complementary uses: retail, office, hotel, and residential.

2.5 EXISTING AND FUTURE CONDITIONS ANALYSIS - CONCLUSIONS

Parking Analysis: Commercial Areas- The Town of Palm Beach residents have expressed concerns that land development and parking regulations in the commercial areas need to be revised for improved traffic and parking management. Where parking supply and demand become misaligned, economic and recreational opportunities become inhibited, and residents' quality of life is strained. The Town of Palm Beach is an island community and a destination for visitors because of its natural and architectural quality and unique culture within short, walkable distances. While providing for excellent walkable community fabric, the compact geography also exacerbates impacts from parking demands that are not managed to the best practicable standards.

To improve the quality of life and economic viability of the commercial areas, The Corradino Group recommends that the Town consider revising policies, regulations and future infrastructure development with a data-driven approach. The Commercial Parking Study was performed in response to the following four overarching questions.

1. How much parking is provided in the study area?
2. How parking is being utilized and if demand exceeds capacity?
3. Can changes in the land use and parking regulations affect parking and traffic impacts, with particular attention to the unique parking patterns of restaurants versus retail and other commercial uses?
4. Are there management strategies to better utilize existing infrastructure if demand and supply are locationally misaligned?

PARKING SUPPLY

- There is adequate supply for both commercial parking study districts when considered on a district-wide basis; however, particularly within the South Commercial Parking Study District, there are localized shortages caused by the combined effects of street circulation patterns, destination locations, the distribution of parking within the district, and lack of parking information to visitors.
- The parking supply includes the spaces allocated to valet parking. Valet parking provides an alternative way to access parking and can reduce traffic caused by cars circulating to find parking. For the visitor, valet is a convenience. For the destination business owners, valet operations are good business by providing a desired service to their patrons and assurance that patrons don't balk due to the apparent lack of convenient parking. The valet operations do not increase the supply of parking in the commercial districts of the Town because they use parking areas that are generally within the respective commercial districts.
- On weekends, Worth Avenue on-street parking is full, and off-street parking is near capacity west of South County Road; however, there is adequate available supply elsewhere within the district.
- On weekdays there is a localized lack of capacity near Brazilian Avenue west of South County Road.
- Supply and demand are misaligned either locationally, by ownership, or by management.

- Additional capacity is not required for the entirety of each district. Management strategies that better utilize available parking areas can alleviate parking issues.
- Community expectations for walk distance are very short, as evidenced by the large number of valet operations. A well-managed valet is a good choice for management at high-priced establishments.

PARKING POLICY: ZONING CODE, REDEVELOPMENT, AND LEGACY[2] BUILDINGS

Like other exclusive communities, the Town's zoning requirements about parking are more conservative, requiring more parking spaces than is typical to assure the highest level of convenience for its residents and viable service for its businesses. This also mitigates some of the effect of historic and other older buildings that continue to operate as an important part of the commercial districts with legacy parking supplies dating back to when they were built. The following characteristics were noted:

• The Town's zoning code parking requirements are generally enforceable, using units of development such as floor area or bedroom counts, and not dependent on person counts which are used in other places and difficult to administer.

• Parking incentives are not a focus in the Town's zoning code for new development, as the parking requirements support higher increased parking supply to respond to community needs.

2.6 VALET PARKING OPERATIONS ANALYSES

The Town of Palm Beach requested a valet parking analysis at 18 specific restaurant locations in the Town. Corradino received the following specific restaurant locations to collect valet parking queue data:

1. Meat Market Steak House
2. Echo Palm Beach
3. Palm Beach Catch
4. Lola 41 Palm Beach
5. Trevini Ristorante
6. Cucina Palm Beach
7. Henry's Palm Beach
8. Almond Palm Beach
9. Carriage House Club

[2] The term is to refer to buildings that are NOT subject to the current zoning code; therefore, grandfathered buildings with regard to parking.

10. La Goulue Palm Beach
11. Buccan Palm Beach
12. Bricktops Palm Beach
13. Pizza Al Fresco
14. Bice Ristorante
15. Club Colette
16. Café Via Flora
17. Ta-boo Restaurant
18. Le Bilboquet Palm Beach

Valet parking queue data was collected in one-minute intervals and maximum queues were documented during the weekday peak period on Monday, April 17th, and Friday, April 21st, between 5:00 to 8:00 PM and during the peak period on Saturday, April 15th, between 5:00 to 9:00 PM.

2.6.1. VALET PARKING DATA COLLECTION AND VALET PARKING ANALYSIS

The following is a summary of the valet parking queue data collection and valet parking analysis for each of these restaurant locations.

Location #1- Meat Market Steakhouse: Bradley Place and Seminole Avenue

The Meat Market Steakhouse located at 191 Bradley Place, Palm Beach, Florida is the initial restaurant location. Figures 29 and 30 depict the restaurant location at the southeast corner of Bradley Place and Seminole Avenue and the existing on-street parking along both roads. The approved valet parking schematic is included in **Appendix G.**



Figure 29 Valet Stand- Meat Market Steakhouse

The following are the peak queue results from the valet parking queue data collection.

- Weekday (04/17/23) Total Vehicles in Queue During Peak Period- 60 vehicles
  - Peak One Minute Vehicles in Queue During Peak Period- 4 vehicles (at 6:44 PM.)
- Weekend (04/15/23) Total Vehicles in Queue During Peak Period- 229 vehicles
  - Peak One Minute Vehicles in Queue During Peak Period- 7 vehicles (at 7:01 PM.)

The weekday peak queue of 4 vehicles lasted no longer than 60 seconds, with the queue decreasing to 3 vehicles for an additional 2 minutes. The weekend peak queue of 7 vehicles lasted no longer than 60 seconds but decreased to between 3 to 5 vehicles for an additional 4 minutes. The snapshot queue table with the detailed valet parking queue data is provided in **Appendix G.**



Figure 30 Valet Parking: Destination Location- Meat Market Steakhouse

Location #2- Echo Palm Beach: Sunrise Avenue

The Echo Palm Beach, located at 230A Sunrise Avenue, Palm Beach, Florida is the next restaurant location. Figures 6 depicts the restaurant location along Sunrise Avenue. The valet stand is in front of the restaurant on Sunrise Avenue. Figures 31 and 32 depict the on-street parking spaces and the on-site parking lot/garage being utilized for the valet parking. The approved parking agreement includes details regarding exclusive use of certain parking spaces within the garage during different times of the day and collectively with other tenants within the vicinity. A copy of the valet parking agreement and parking schematic is included in **Appendix G**.

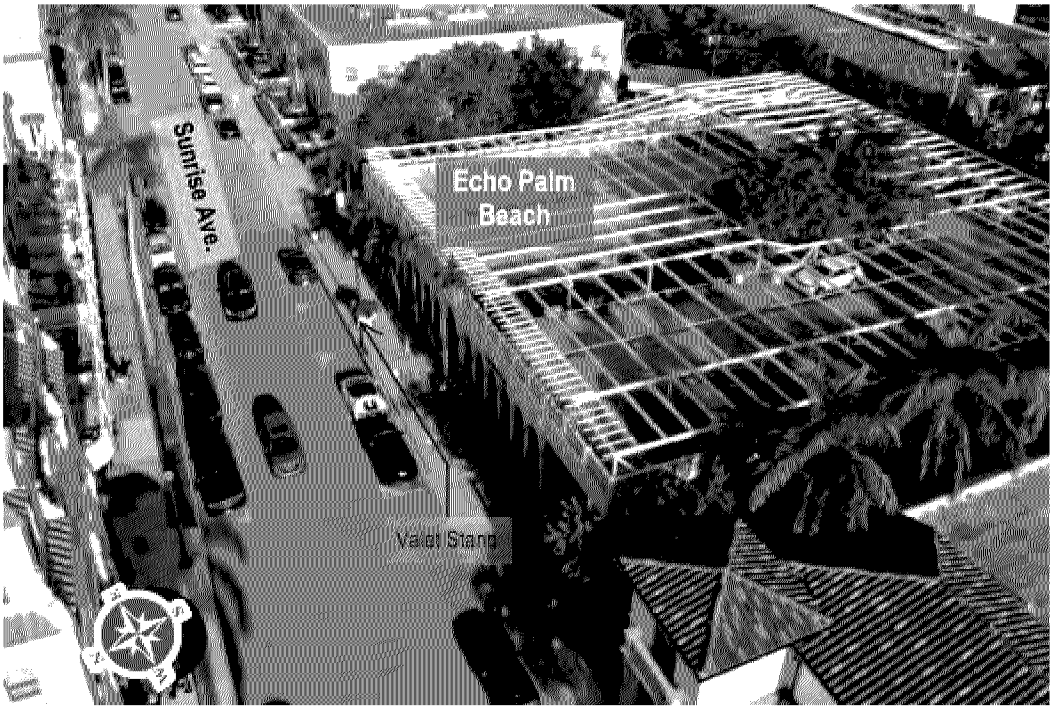


Figure 31 Valet Stand- Echo Palm Beach

The following are the peak queue results from the valet parking queue data collection.

- Weekday (04/17/23) Total Vehicles in Queue During Peak Period -31 vehicles
    - Peak One Minute Vehicles in Queue During Peak Period - 1 vehicle (numerous times; at 5:59 PM.)
- Weekend (04/15/23) Total Vehicles in Queue During Peak Period - 146 vehicles
    - Peak One Minute Vehicles in Queue During Peak Period - 6 vehicles (at 6:45 PM.)

The weekday peak queue of 1 vehicle lasted no longer than 180 seconds with the queue decreasing to 0 after 3 minutes. The weekend peak queue of 6 vehicles lasted no longer than 60 seconds but decreased to 3 to 4 vehicles for an additional 6 minutes. The snapshot queue table with the detailed valet parking queue data is provided in **Appendix G.**

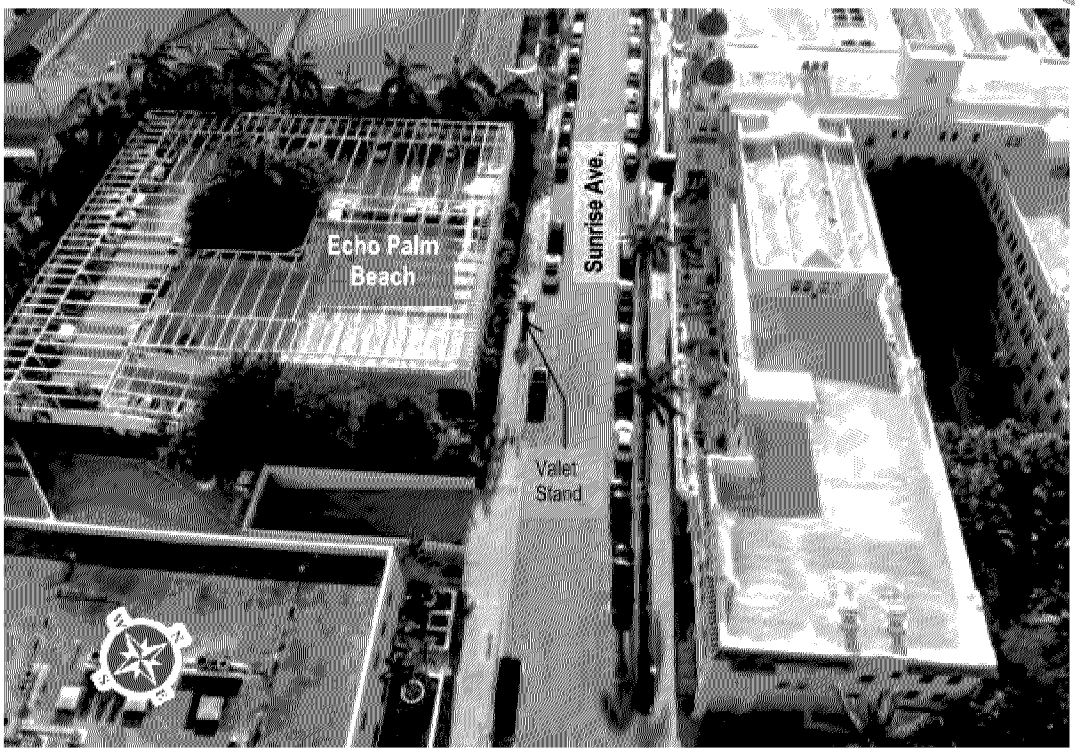


Figure 32 Valet Parking: Destination Location- Echo Palm Beach

Location #3-Palm Beach Catch: Sunrise Avenue

The Palm Beach Catch located at 251 Sunrise Avenue, Palm Beach, Florida is the next restaurant location. Figure 9 depicts the restaurant location along Sunrise Avenue. The valet stand is in front of the restaurant on Sunrise Avenue. Figure 33 depicts the on-street parking spaces and the nearby Bank's surface parking lot, which was observed to be utilized for the valet parking operations during the field review. Based on the received handwritten valet parking schematics, "red zone" parking spaces are being used for the Palm Beach Catch valet drop-off operations and will utilize the on-street parking along Sunrise Avenue.

The following are the peak queue results from the valet parking queue data collection.

- Weekday (04/17/23) Total Vehicles in Queue During Peak Period - 20 vehicles
    - Peak One Minute Vehicles in Queue During Peak Period - 1 vehicle (numerous times)
- Weekend (04/15/23) Total Vehicles in Queue During Peak Period - 63 vehicles
    - Peak One Minute Vehicles in Queue During Peak Period - 3 vehicles (at 7:40 PM.)

The weekday peak queue of 1 vehicle lasted no longer than 60 seconds with the queue decreasing to 0 after 2 minutes. The weekend peak queue of 3 vehicles lasted no longer than 60 seconds but decreased to between 1 to 2 vehicles for an additional 2 minutes. The snapshot queue table with the detailed valet parking queue data is provided in **Appendix G.**

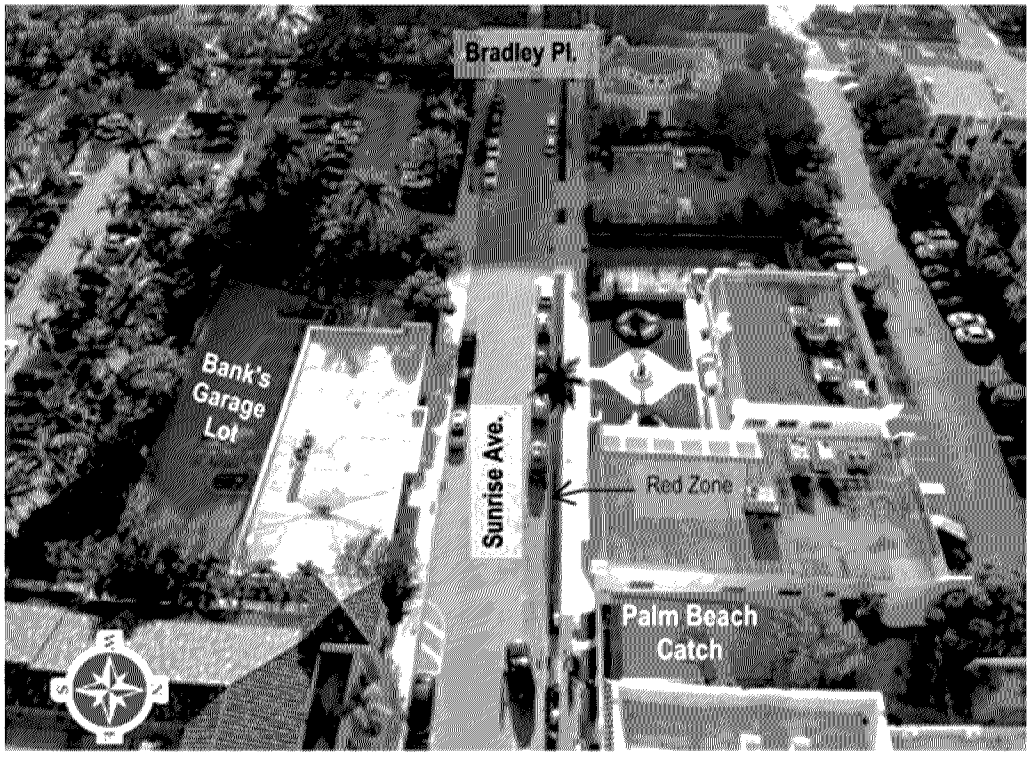


Figure 33 Valet Parking: Destination Location- Palm Beach Catch

Location #4-LoLa 41: Sunset Avenue

Lola 41, located at 290 Sunset Avenue, Palm Beach, Florida, is the next restaurant location. Figure 12 depicts the restaurant location at the southeast corner of Sunset Avenue and Bradley Place. The valet stand is in front of the restaurant along Bradley Place. Figure 34 depicts the on-street parking spaces used for the valet pick-up and drop-off. The approved valet parking schematic identifies the valet route, which is from the pick-up/drop-off location on Bradley Place and then eastbound along Sunset Avenue to the Paramount Parking lot, southbound on N. County Road and then westbound along Royal Poinciana Way back to Bradley Place. A copy of the valet parking schematic is included in **Appendix G.**



Figure 34 Valet Stand- LoLa 41

The following are the peak queue results from the valet parking queue data collection.

- Weekday (04/17/23) Total Vehicles in Queue During Peak Period- 36 vehicles
    - Peak One Minute Vehicles in Queue During Peak Period - 2 vehicles (at 7:29 PM)
- Weekend (04/15/23) Total Vehicles in Queue During Peak Period - 202 vehicles
    - Peak One Minute Vehicles in Queue During Peak Period - 4 vehicles (numerous times at 6:31 PM, 6:34 PM and 8:42 PM)

The weekday peak queue of 2 vehicles lasted no longer than 60 seconds, with the queue decreasing to 1 vehicle after 3 minutes. The weekend peak queue of 4 vehicles lasted no longer than 60 seconds but decreased to between 1 and 3 vehicles for an additional 2 minutes. The snapshot queue table with the detailed valet parking queue data is provided in **Appendix G**.

Location #5-Trevini: Sunset Avenue

Trevini which is located at 223 Sunset Avenue, Palm Beach, Florida is the next restaurant location. Figure 35 depicts the restaurant location along Sunset Avenue west of N. County Road. The valet stand is in front of the restaurant along Sunset Avenue. There is a parking garage adjacent to the restaurant that is used for the valet parking operation. The snapshot queue table with the detailed valet parking queue data is provided in **Appendix G**.

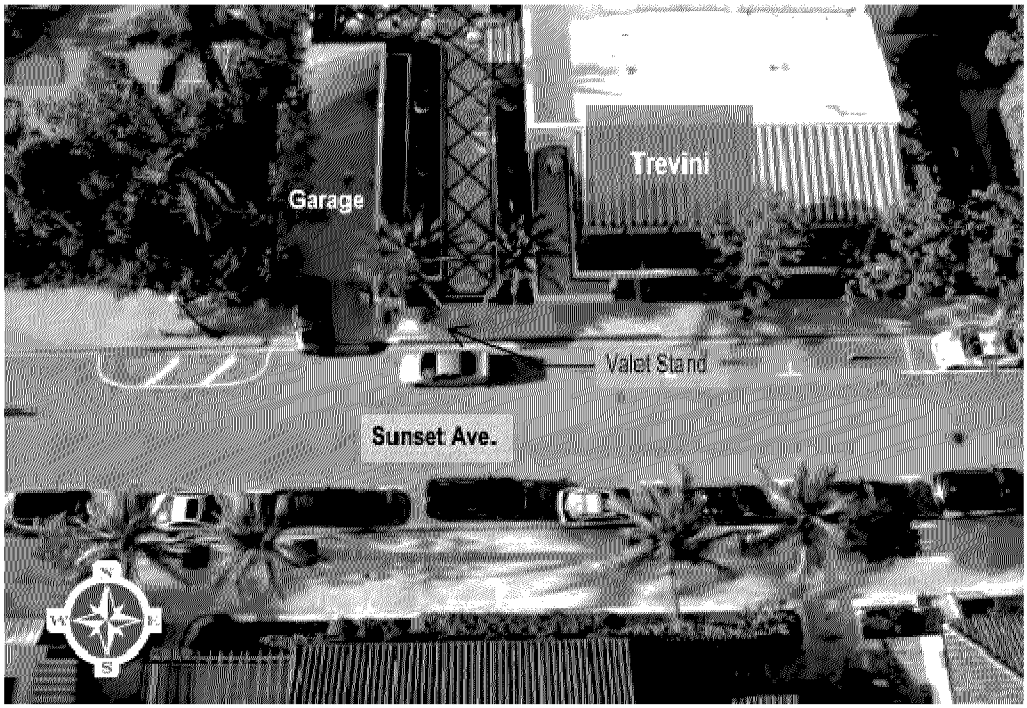


Figure 35 Valet Parking: Destination Location- Trevini

The following is the peak queue results from the valet parking queue data collection.

- Weekday (04/17/23) Total Vehicles in Queue During Peak Period - 175 vehicles
  - Peak One Minute Vehicles in Queue During Peak Period - 8 vehicles (at 7:00 PM.)
- Weekend (04/15/23) Total Vehicles in Queue During Peak Period -101 vehicles
  - Peak One Minute Vehicles in Queue During Peak Period - 3 vehicles (numerous times; at 6:32 AM, 6:57 AM, 7:05 PM, 7:42 PM and 8:29 PM.)

The weekday peak queue of 8 vehicles lasted no longer than 60 seconds with the queue decreasing to 3 to 6 vehicles for the next 10 minutes. The weekend peak queue of 3 vehicles lasted no longer than 60 seconds but decreased to 1 vehicle for an additional 1 to 2 minutes. The snapshot queue table with the detailed valet parking queue data is provided in **Appendix G**.

Location #6-Cucina Palm Beach: Royal Palm Way

Cucina Palm Beach, which is located at 257 Royal Poinciana Way, Palm Beach, Florida is the next restaurant location. Figure 36 depicts the restaurant location along the north side of Royal Poinciana Way east of Bradley Place. The valet stand is in front of the restaurant along the north side of Royal Poinciana Way. The angled on-street parking spaces along eastbound and westbound Royal Poinciana Way are used for the valet parking operation. A copy of the valet parking schematic is included in **Appendix G**.

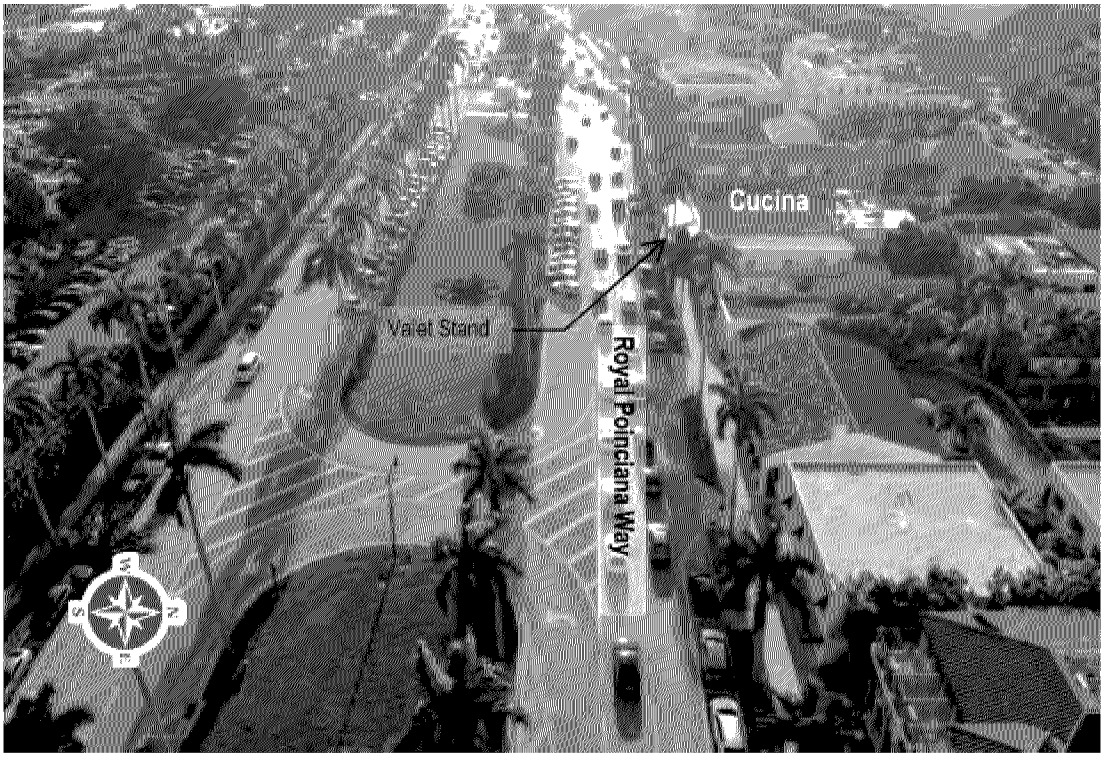


Figure 36 Valet Stand- Cucina Palm Beach

The following is the peak queue results from the valet parking queue data collection.

- Weekday (04/21/23) Total Vehicles in Queue During Peak Period - 15 vehicles
    - Peak One Minute Vehicles in Queue During Peak Period - 1 Vehicle (numerous locations).
- Weekend (04/15/23) Total Vehicles in Queue During Peak Period – 19 vehicles
    - Peak One Minute Vehicles in Queue During Peak Period – 2 vehicles (8:26 PM.)

The weekday peak queue of 1 vehicle lasted no longer than 60 seconds. The weekend peak queue of 2 vehicles lasted no longer than 60 seconds and decreased to 0 after 1 to 2 minutes. The snapshot queue table with the detailed valet parking queue data is provided in **Appendix G.**

Location #7- Henry's Palm Beach: Royal Palm Way

Henry's Palm Beach, located at 229 Royal Poinciana Way, Palm Beach, Florida, is the next restaurant location. Figure 37 depicts the restaurant location along the north side of Royal Poinciana Way east of Bradley Place. The valet stand is in front of the restaurant along the north side of Royal Poinciana Way. There is a sub-basement parking garage located in the 221 & 231 Royal Poinciana and 214 & 216 Sunset Avenue mixed use building. These parking spaces and the angled and parallel on-street parking spaces along Royal Poinciana Way are used for the valet parking operation. Figure 30 depicts the restaurant location and the on-street parking spaces that may be used for the valet pick-up and drop off.



Figure 37 Valet Stand -Henry's Palm Beach

The following is the peak queue results from the valet parking queue data collection.

- Weekday (04/17/23) Total Vehicles in Queue During Peak Period - 6 vehicles
    - Peak One Minute Vehicles in Queue During Peak Period - 1 vehicle (at numerous times).
- Weekend (04/15/23) Total Vehicles in Queue During Peak Period- 89 vehicles
    - Peak One Minute Vehicles in Queue During Peak Period - 7 vehicles (at 8:40 PM.)

The weekday peak queue of 1 vehicle lasted no longer than 60 seconds, and the queue decreased to 0 within the next 60 seconds. The weekend peak queue of 7 vehicles lasted no longer than 60 seconds but decreased to 1 vehicle for an additional 1 minute. The snapshot queue table with the detailed valet parking queue data is provided in **Appendix G**.

Location #8- Almond Palm Beach: Royal Palm Way

Almond Palm Beach, located at 207 Royal Poinciana Way, Palm Beach, Florida, is the next restaurant location. Figure 38 depicts the restaurant location and on-street parking that may be used for the valet pick-up and drop-off along the north side of Royal Poinciana Way. The valet stand is in front of the restaurant along the north side of Royal Poinciana Way. Angled and parallel on-street parking spaces along Royal Poinciana Way are used for the valet parking operation.



Figure 38 Valet Stand- Almond Palm Beach

The following is the peak queue results from the valet parking queue data collection.

- Weekday (04/21/23) Total Vehicles in Queue During Peak Period- 23 vehicles
    - Peak One Minute Vehicles in Queue During Peak Period - 2 vehicles (at 7:42 PM.)
- Weekend (04/15/23) Total Vehicles in Queue During Peak Period- 21 vehicles
    - Peak One Minute Vehicles in Queue During Peak Period- 2 vehicles (at 6:13 PM.)

The weekday peak queue of 2 vehicles lasted no longer than 60 seconds with the queue decreasing to 1 for an additional 1 to 2 minutes. The weekend peak queue of 2 vehicles lasted for 120 seconds but decreased to 0 vehicles after that timeframe. The snapshot queue table with the detailed valet parking queue data is provided in **Appendix G**.

Location #9- Carriage House Club: Royal Palm Way

The Carriage House Club which is located at 264-270 South County Road, Palm Beach, Florida is the next restaurant location. Figure 39 depicts the restaurant location along the west side of South County Road north of Royal Palm Way. The valet stand is in the nearby J.P. Morgan Chase parking lot. The vehicle drop-off and pick-up location is located at the valet stand on Royal Palm Way. The vehicles are then driven to the surface parking lot at 230 Royal Palm Way. These parking spaces are used for the valet parking operation. Figure 32 depicts the parking spaces in the 230 Royal Palm Way surface parking lot. A copy of the valet parking schematic is included in **Appendix G**.



Figure 39 Valet Stand- Carriage House Club

The following is the peak queue results from the valet parking queue data collection.

- Weekday (04/17/23) Total Vehicles in Queue During Peak Period- 121 vehicles
    - Peak One Minute Vehicles in Queue During Peak Period- 5 vehicles (at 6.:35 PM.)
- Weekend (04/22/23) Total Vehicles in Queue During Peak Period- 66 vehicles
    - Peak One Minute Vehicles in Queue During Peak Period- 2 vehicles (at 6:13 PM.)

The weekday peak queue of 5 vehicles lasted no longer than 60 seconds with the queue decreasing to 1 to 2 vehicles for an additional 1 to 2 minutes. The weekend peak queue of 2 vehicles lasted for 120 seconds but decreased to 0 vehicles after that timeframe. The snapshot queue table with the detailed valet parking queue data is provided in **Appendix G**.

Location #10- La Goulue Palm Beach: Royal Palm Way

La Goulue Palm Beach, which is located at 288 South County Road, Palm Beach, Florida is the next restaurant location. Figure 40 depicts the restaurant location which is at the southwest corner of the Royal Palm Way and South County Road intersection. The valet stand is at the front of the restaurant building. The vehicle drop-off and pick-up location is located at the valet stand. The vehicles are then driven to one of two surface parking lots behind the First Horizon Bank parking lot along South County Road and at adjacent parking lot north of Brazilian Avenue and east of South County Road. These parking spaces within the surface parking are used for the valet parking operation and are shared with Café L'Europe's evening costumers after the Bank's lot is fully vacated but not earlier than 5:30 PM. A copy of the valet parking schematic is included in **Appendix G**.



Figure 40 Valet Stand- La Goulue Palm Beach

The following are the peak queue results from the valet parking queue data collection.

- Weekday (04/17/23) Total Vehicles in Queue During Peak Period- 121 vehicles
    - Peak One Minute Vehicles in Queue During Peak Period- 5 vehicles (at 6:35 PM.)
- Weekend (04/22/23) Total Vehicles in Queue During Peak Period- 66 vehicles
    - Peak One Minute Vehicles in Queue During Peak Period- 2 vehicles (at 6:13 PM.)

The weekday peak queue of 5 vehicles lasted no longer than 60 seconds, with the queue decreasing to 1 to 2 vehicles for an additional 1 to 2 minutes. The weekend peak queue of 2 vehicles lasted for 120 seconds but decreased to 0 vehicles after that timeframe. The snapshot queue table with the detailed valet parking queue data is provided in **Appendix G**.

Location #11- Buccan Palm Beach: South County Road

Buccan Palm Beach, located at 350 South County Road, Palm Beach, Florida is the next restaurant location. Figure 41 depicts the restaurant location at the southwest corner of the Australian Avenue and South County Road intersection. The valet stand is at the front of the Palm Beach Gallery building where Buccan resides. The vehicle drop-off and pick-up location is located at the valet stand. The vehicles are then driven to a surface parking lot which is located at the northwest corner of Chilean Avenue and South County Road. These parking spaces within the surface parking-lot are used for the valet parking operation from 5:00 pm to midnight/closing. The vehicles are dropped off at the valet stand and the vehicles are driven south on South County Road to the previously referenced surface parking lot on Chilean Avenue. The return vehicles make a loop on South County Road for vehicle pickup at the valet stand. A copy of the valet parking schematic is included in **Appendix G**.

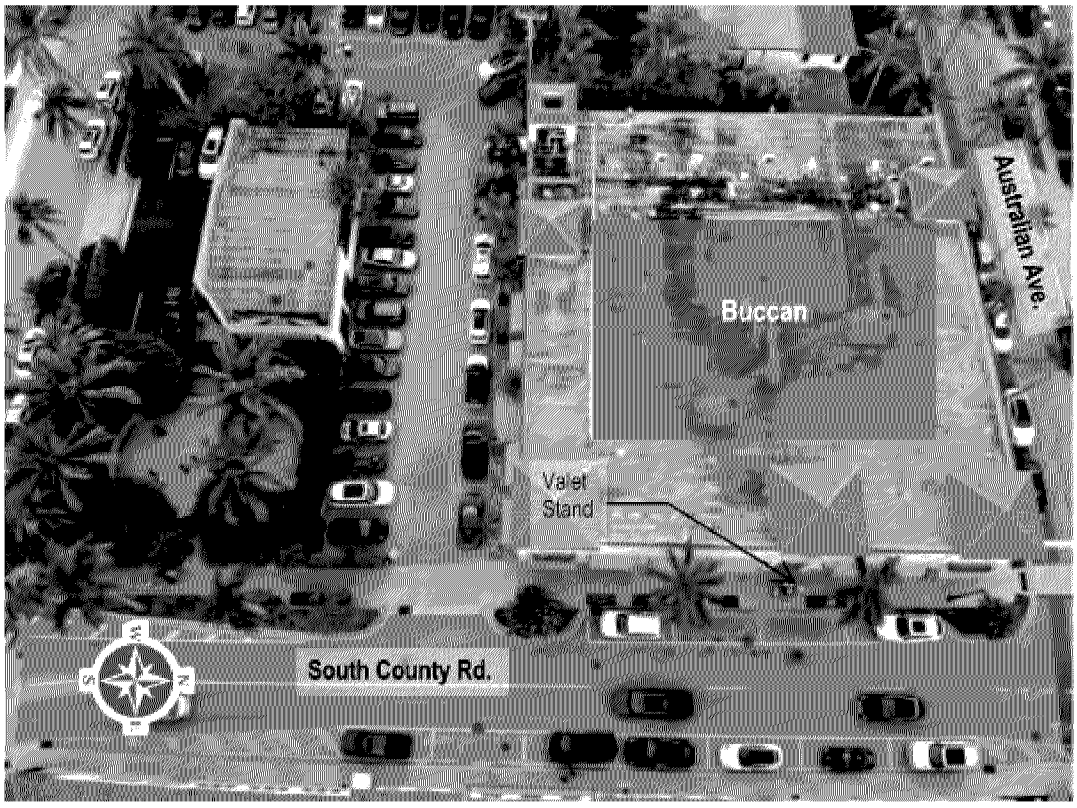


Figure 41 Valet Parking: Destination Location- Buccan Palm Beach

The following are the peak queue results from the valet parking queue data collection.

- Weekday (04/17/23) Total Vehicles in Queue During Peak Period - 126 vehicles
  - Peak One Minute Vehicles in Queue During Peak Period - 4 vehicles (at 7:28 PM.)
- Weekend (04/15/23) Total Vehicles in Queue During Peak Period - 147 vehicles
  - Peak One Minute Vehicles in Queue During Peak Period - 4 vehicles (at 8:28 PM.)

The weekday peak queue of 4 vehicles lasted no longer than 60 seconds, with the queue decreasing to 1 to 2 vehicles for an additional 2 to 3 minutes. The weekend peak queue of 4 vehicles lasted for no longer than 60 seconds but decreased to 2 vehicles for an additional 1 minute. The snapshot queue table with the detailed valet parking queue data and agreement is provided in **Appendix G**.

Location #12- BrickTops: South County Road

BrickTops, located at 375 South County Road, Palm Beach, Florida is the next restaurant location. Figure 42 depicts the restaurant location at the northeast corner of Peruvian Avenue and South County Road. The valet stand is at the front of the restaurant along Peruvian Avenue. The vehicle drop-off and pick-up location is located at the valet stand. The vehicles are then driven to the on-site subterrain parking garage with access on Peruvian Avenue. The parking spaces in the garage are used for the valet parking operation. According to the valet schematics provided by the Town, 42 marked spaces within the parking garage are used for the valet operations. A copy of the valet parking schematic is included in **Appendix G**.



Figure 42 Valet Stand- BrickTops

The following is the peak queue results from the valet parking queue data collection.

- Weekday (04/17/23) Total Vehicles in Queue During Peak Period- 75 vehicles
    - Peak One Minute Vehicles in Queue During Peak Period- 3 vehicles (at numerous times; 6:52 PM.)
- Weekend (04/15/23) Total Vehicles in Queue During Peak Period- 175 vehicles
    - Peak One Minute Vehicles in Queue During Peak Period- 4 vehicles (at 8:28 PM.)

The weekday peak queue of 3 vehicles lasted no longer than 120 seconds with the queue decreasing to 2 to 3 vehicles for the next 7 minutes. The weekend peak queue of 4 vehicles lasted for no longer 60 seconds but decreased to 3 vehicles for an additional 1 minute. The snapshot queue table with the detailed valet parking queue data is provided in **Appendix G**.

Location #13- Pizza Al Fresco: Peruvian Avenue

Pizza Al Fresco, which is located at 14 Via Mizner, Palm Beach, Florida is the next restaurant location. Figure 43 depicts the restaurant location which is located along Worth Avenue. The valet stand is at the front of the restaurant along Worth Avenue. The vehicle drop-off and pick-up location is located at the valet stand. The vehicles are then driven to the surface parking lot at 330 Peruvian Avenue, where the restaurant has the right to park 19 vehicles between the hours of 6:00 PM and 1:00 AM seven (7) days per week, based on the agreement provided by the Town. Figures 36 and 37 depict the adjacent roadway network near the Pizza Al Fresco restaurant. A copy of the valet parking schematics and agreement are included in **Appendix G**.



Figure 43 Valet Stand- Pizza Al Fresco

The following are the peak queue results from the valet parking queue data collection.

- Weekday (04/17/23) Total Vehicles in Queue During Peak Period - 79 vehicles
    - Peak One Minute Vehicles in Queue During Peak Period - 3 vehicles (at numerous times; 6:45 PM.)
- Weekend (04/15/23) Total Vehicles in Queue During Peak Period - 318 vehicles
    - Peak One Minute Vehicles in Queue During Peak Period - 6 vehicles (at 6:18 PM.)

The weekday peak queue of 3 vehicles lasted no longer than 60 seconds, with the queue decreasing to 1 to 3 vehicles for the next 8 minutes. The weekend peak queue of 6 vehicles lasted for no longer than 180 seconds but decreased to between 3 to 6 vehicles for an additional 19 minutes. The snapshot queue table with the detailed valet parking queue data and agreement is provided in **Appendix G**.

Location #14- BICE Ristorante: Peruvian Avenue

BICE Ristorante, located at 313 Worth Avenue, Palm Beach, Florida is the next restaurant location. Figures 44 and 45 depicts the restaurant location along Worth Avenue. The valet stand is at the front of the restaurant along Peruvian Avenue. The vehicle drop-off and pick-up location is located at the valet stand. The vehicles are then driven to the surface parking lots north and south of Peruvian Avenue near the restaurant. The parking spaces in the surface parking lots are used for the valet parking operation. A copy of the valet parking schematic is included in **Appendix G**.

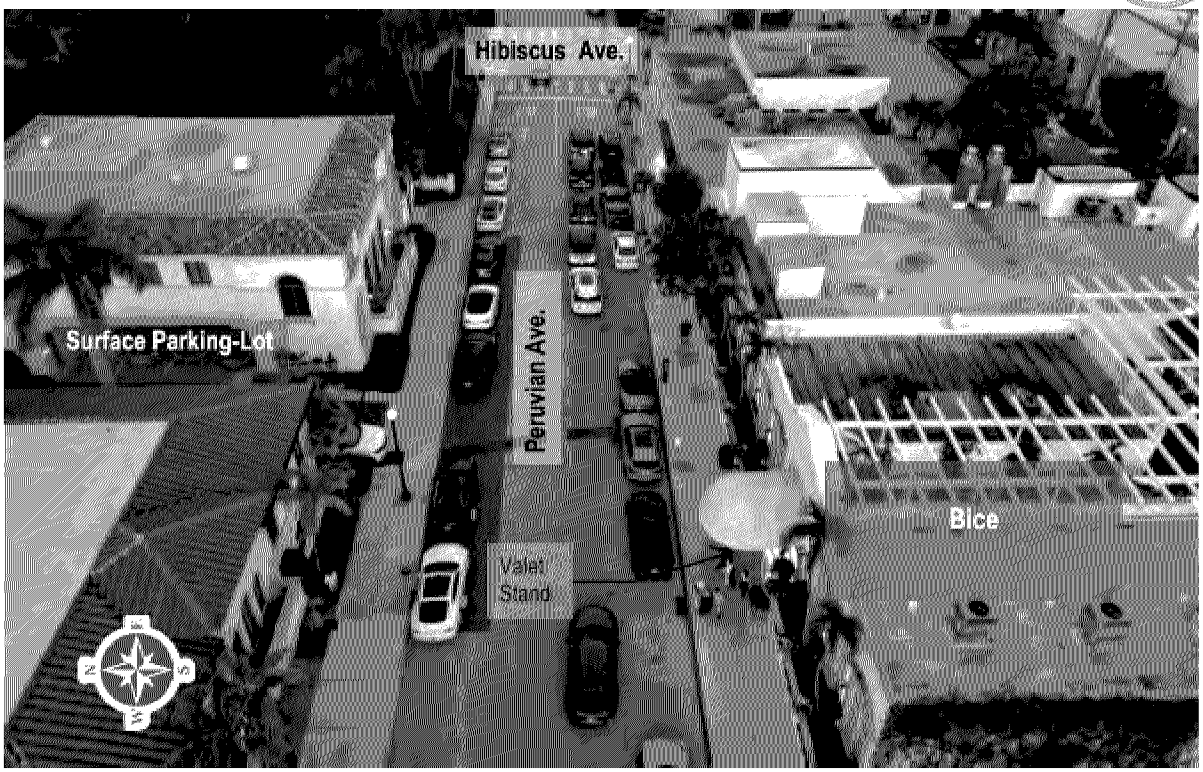


Figure 44 Valet Stand- BICE Ristorante

The following are the peak queue results from the valet parking queue data collection.

- Weekday (04/17/23) Total Vehicles in Queue During Peak Period - 118 vehicles
    - Peak One Minute Vehicles in Queue During Peak Period - 4 vehicles (at 6:55 PM.)
- Weekend (04/22/23) Total Vehicles in Queue During Peak Period - 211 vehicles
    - Peak One Minute Vehicles in Queue During Peak Period - 4 vehicles (at 8:09 PM.)

The weekday peak queue of 4 vehicles lasted no longer than 120 seconds, decreasing to 3 to 4 vehicles for the next 4 minutes. The weekend peak queue of 4 vehicles lasted for no longer than 180 seconds but decreased to between 2 to 3 vehicles for an additional 6 minutes. The snapshot queue table with the detailed valet parking queue data is provided in **Appendix G**.

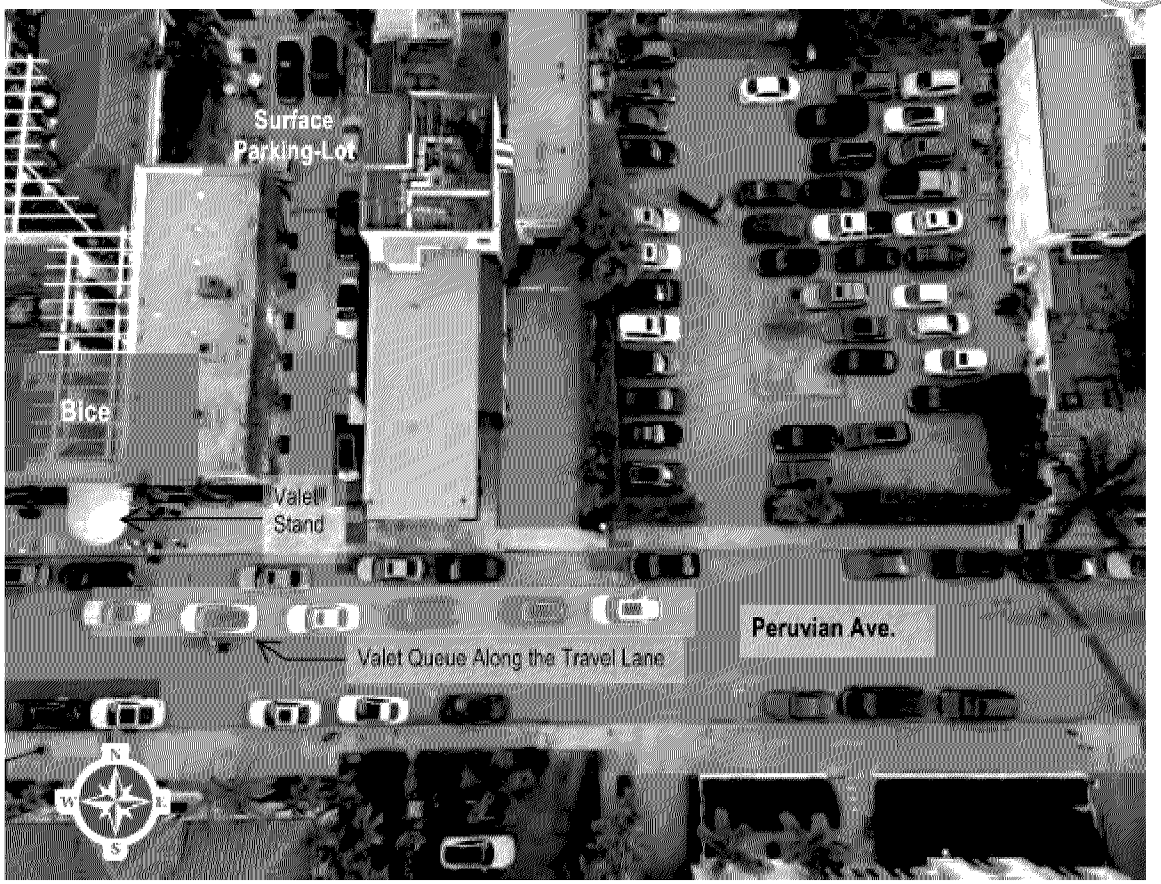


Figure 45 Valet Parking: Destination Location- BICE Ristorante

Location #15- Club Colette: Peruvian Avenue

Club Colette, located at 215 Peruvian Avenue, Palm Beach, Florida is the next restaurant location. Figure 46 depicts the restaurant location along Peruvian Avenue. The valet stand is at the front of the restaurant along Peruvian Avenue. The vehicle drop-off and pick-up location is located at the valet stand. The vehicles are then driven to one of two surface parking lots near the restaurant. Club Colette has valet parking agreements with both the Apollo surface parking lot owners located at 405 Hibiscus Avenue (25 parking spaces) and the Coe and Broberg, LLP private parking lot (15 parking spaces) located at 223 Peruvian Avenue. The parking spaces in the surface parking lots are used for the valet parking operation. A copy of the valet parking schematic is included in **Appendix G**.



Figure 46 Valet Stand- Club Colette

The following are the peak queue results from the valet parking queue data collection.

- Weekday (04/17/23) Total Vehicles in Queue During Peak Period - 56 vehicles
  - Peak One Minute Vehicles in Queue During Peak Period - 3 vehicles (at 7:00 PM.)
- Weekend (04/15/23) Total Vehicles in Queue During Peak Period - 195 vehicles
  - Peak One Minute Vehicles in Queue During Peak Period - 5 vehicles (at numerous times; at 6:57 PM.)

The weekday peak queue of 3 vehicles lasted no longer than 60 seconds, with the queue decreasing to 2 vehicles for the next 2 minutes. The weekend peak queue of 5 vehicles lasted for no longer than 120 seconds but decreased to between 3 to 5 vehicles for an additional 10 minutes. The snapshot queue table with the detailed valet parking queue data is provided in **Appendix G**, and Figure 47 depicts the location of the Apollo surface parking lot.

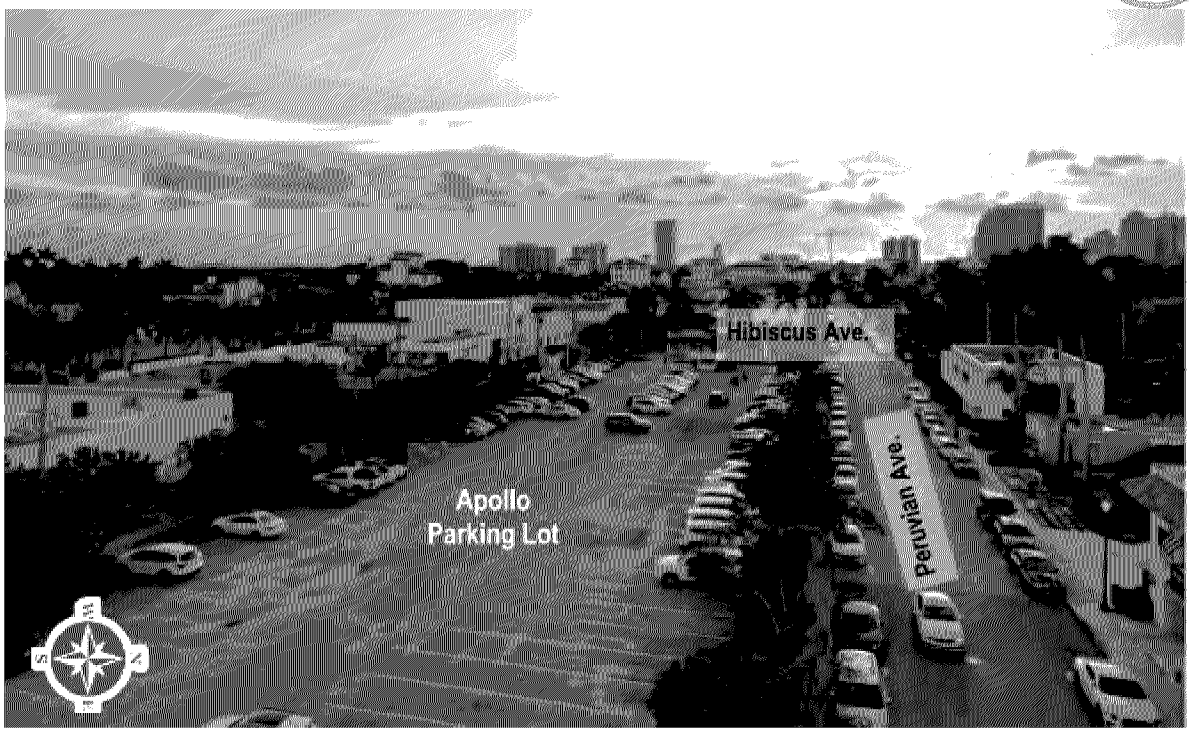


Figure 47 Valet Parking: Destination Location- Club Colette (Apollo Parking Lot)

Location #16- Café Via Flora: Worth Avenue

Café Via Flora, which is located at 240 Worth Avenue, Palm Beach, Florida is the next restaurant location. Figure 48 depicts the restaurant location which is located along Worth Avenue. The valet stand is at the front of the restaurant along Worth Avenue. The vehicle drop-off and pick-up location is located at the valet stand. The vehicles are then driven to the Apollo surface parking lot located at 405 Hibiscus Avenue near the restaurant. The parking spaces in the surface parking lots are used for the valet parking operation. A copy of the valet parking schematic is included in **Appendix G**.



Figure 48 Valet Stand- Café Via Flora

The following is the peak queue results from the valet parking queue data collection.

- Weekday (04/17/23) Total Vehicles in Queue During Peak Period - 20 vehicles
    - Peak One Minute Vehicles in Queue During Peak Period - 1 vehicle (at numerous times; 6:10 PM.)
- Weekend (04/15/23) Total Vehicles in Queue During Peak Period - 70 vehicles
    - Peak One Minute Vehicles in Queue During Peak Period - 3 vehicles (at numerous times; at 6:59 PM.)

The weekday peak queue of 1 vehicle lasted no longer than 60 seconds with the queue remaining steady at 1 vehicle for the next 4 minutes. The weekend peak queue of 3 vehicles lasted for no longer 60 seconds but decreased to 2 vehicles for an additional 60 seconds. The snapshot queue table with the detailed valet parking queue data is provided in **Appendix G**.

Location #17- Ta-boo Restaurant: Worth Avenue

Ta-boo, located at 221 Worth Avenue, Palm Beach, Florida is the next restaurant location. Figure 49 depicts the restaurant location along Worth Avenue. The valet stand is at the front of the restaurant along Worth Avenue. The vehicle drop-off and pick-up location is located at the valet stand. The vehicles are then driven to the Apollo surface parking lot located at 405 Hibiscus Avenue near the restaurant. Ta-boo has a valet parking agreement with the owners of the Apollo parking lot located at 405 Hibiscus Avenue (25 parking spaces). The parking spaces in the surface parking lot are used for the valet parking operation after 6:00 PM. A copy of the valet parking schematic is included in **Appendix G**.



Figure 49 Valet Stand- Ta-boo

The following is the peak queue results from the valet parking queue data collection.

- Weekday (04/17/23) Total Vehicles in Queue During Peak Period - 23 vehicles
    - Peak One Minute Vehicles in Queue During Peak Period - 2 vehicles (at numerous times; 7:03 PM.)
- Weekend (04/15/23) Total Vehicles in Queue During Peak Period- 162 vehicles
    - Peak One Minute Vehicles in Queue During Peak Period- 4 vehicles (at numerous times; at 7:13 PM.)

The weekday peak queue of 2 vehicles lasted no longer than 60 seconds, with the queue decreasing to 1 vehicle for the next 60 seconds. The weekend peak queue of 4 vehicles lasted for no longer than 120 seconds but decreased to between 1 and 4 vehicles for an additional 20 minutes. Appendix G provides the snapshot queue table with the detailed valet parking queue data, and Figure 50 depicts The Apollo surface parking lot.

It should be noted that based on recent discussions with Town staff, Ta-boo Restaurant has closed its operations; however, at the time the valet queuing data was collected, the restaurant was open for business.



Figure 50 Valet Parking: Destination Location- Ta-boo (Apollo Parking Lot)

Location #18- Le Bilboquet: Worth Avenue

Le-Bibloquet, located at 245a Worth Avenue, Palm Beach, Florida is the next restaurant location. Figure 51 depicts the restaurant location along Worth Avenue. The valet stand is at the front of the restaurant along Worth Avenue. The vehicle drop-off and pick-up location is located at the valet stand. The vehicles are then driven to the Apollo surface parking lot located at 405 Hibiscus Avenue near the restaurant. Le Bilboquet has a valet parking agreement with the owners of the Apollo parking lot located at 405 Hibiscus Avenue. The parking spaces in the surface parking lot are used for the valet parking operation. A copy of the valet parking schematic is included in **Appendix G**.



Figure 51 Valet Stand- Le Bibloquet

The following is the peak queue results from the valet parking queue data collection.

- Weekday (04/17/23) Total Vehicles in Queue During Peak Period - 130 vehicles
    - Peak One Minute Vehicles in Queue During Peak Period - 4 vehicles (at numerous times; 5:53 PM.)
- Weekend (04/15/23) Total Vehicles in Queue During Peak Period - 309 vehicles
    - Peak One Minute Vehicles in Queue During Peak Period - 7 vehicles (at numerous times; at 8:23 PM.)

The weekday peak queue of 4 vehicles lasted no longer than 60 seconds with the queue decreasing to between 2 and 4 vehicles for the next 12 minutes. The weekend peak queue of 7 vehicles lasted for no longer 60 seconds but decreased to 3 vehicles after an additional 60 seconds. The snapshot queue table with the detailed valet parking queue data is provided in **Appendix G**

Based on the results of the observations at all 18 restaurant locations #1 Meat Market, #2 Echo Palm Beach, #5 Trevini, #13 Pizza Al Fresco, #14 Bice, #15 Club Colette experienced long queues and existing Town records documented in Appendix G do not provide sufficient information to validate the existing approved valet operations for the majority of the eighteen (18) restaurants assigned. There are periods of time at the 300 block of Peruvian Avenue where there is a bottleneck created due to numerous valet parking management and staging. This bottleneck occurs due to Renatos, BiCE Ristorante and an event being held at the Preservation Foundation of Palm Beach.

The Town of Palm Beach Police Department monitors the approved valet parking operations at the authorized commercial locations throughout the Town. The approved valet operations are monitored daily by the watch commander of the Town of Palm Beach Police Department as part of their valet parking enforcement strategies to ensure that there are no violations. The Town of Palm Beach Police Department understands the use of private parking lots in the valet parking operations for authorized commercial locations. The Town of Palm Beach Police Department monitors the number of approved spaces in these private parking lots. If code compliance issues are observed, the Town of Palm Beach Police Department will issue a warning. If the code compliance issues are not resolved after the warning is issued, the current approved valet parking operations can be subject to reevaluation by the Town Council. A copy of the current Town's Valet Parking Permit Application is also included in **Appendix G**.

RECOMMENDATIONS

The Corradino Group, Inc. was hired on behalf of the Town of Palm Beach (Town) to prepare this traffic and parking study. The traffic and parking study included an evaluation of the following items:

- Traffic Analysis - Trip Generation Comparison
- Traffic Analysis - Traffic Operational analysis at 24 intersections (signalized and unsignalized) within the Town.
- Traffic Analysis- One Way Analysis of South Lake Drive between Royal Palm Way and Peruvian Avenue
- Traffic Analysis- Seaview Avenue Traffic Operations/Conditions
- Traffic Analysis - Origin Destination of historical traffic patterns of external and internal trips within the Town
- Parking Analysis- Evaluation of parking supply, parking utilization and parking strategies of the Town Commercial Areas.
- Valet Parking Analysis at 18 restaurant locations selected by the Town.

The following is a summary of the results and recommendations for each scope item.

1. Traffic Analyses

1.1 Trip Generation Comparison

There are no recommendations from this section of the study as this was a request to provide a general idea of the number of potential trips that may be generated by different land uses and different intensities.

1.2 Intersection Capacity Analysis

Based on the results of the traffic operation analyses completed utilizing Synchro Software that include signal timing modifications, such as corridor coordination, cycle length modifications during certain peak periods, green time modifications, and other timing modifications, as provided by Town staff, all signalized intersections operate (2024), and will continue to operate (2029) at an acceptable level of service (LOS) D or better during the three (3) analyzed peak periods. The Town should consider the following:

- Complete annual evaluations of the Adaptive Traffic Control System (ATCS) that provides the Level of Service (LOS) and Average Delay – Seconds/Vehicle as well as other traffic signal performance measures from the Econolite Centracs SPM module. As the ATCS' objective is to provide optimized signal timing plans based on real-time traffic demands and Synchro Software does not model proprietary algorithms from the Econolite Centracs Edaptive Signal Control System.
- Continue to monitor queue lengths at signalized intersections to make sure adequate capacity is provided to meet the travel demand.
- Complete a corridor study of Sunset Avenue between Bradley Place and North County Road. This study should evaluate the corridor's traffic operations after the conversion from two-way to one-way operations. It should also review the traffic operations at the existing Publix driveway connections to Sunset Avenue. Aerial drone technology should be utilized to capture actual field conditions during peak hours.
- Complete a traffic signal warrant study at the Sunset Avenue and Bradley Place intersection per MUTCD criteria. The study should be completed if Sunset Avenue reverts to a two-way corridor between Bradley Place and North County Road.
- Coordinate with FDOT and the United States Coast Guard to make the reduced peak period drawbridge openings permanent. This should include modifications to the mid-afternoon peak hour between 3:00 and 4:00 p.m.
- Increase the number of road segments to evaluate as part of the Town's Annual Roadway Level of Service Evaluation. This should include key local road segments in addition to the 14 currently evaluated.
- Complete a field queueing evaluation during peak season at the following road segments:
    - Cocoanut Row- Royal Palm Way south to Chilean Avenue
    - Cocoanut Row- Royal Palm Way north to Seabreeze Avenue
    - Bradley Place/N. Lake Way- Royal Poinciana north to Wells Road
    - South County Road- Royal Poinciana to Oleander Avenue

  Aerial drone technology should be utilized to capture actual field conditions during peak hours.

1.3 South Lake Drive One-Way Analysis

The results of the 2029 future scenario using Synchro Software, revealed that no significant impacts to the adjacent roadway network are expected with the proposed conversion of South Lake Drive to a southbound direction-only corridor. The signalized intersection of Cocoanut Road and Royal Palm Way, where most of these trips will be absorbed, would continue to operate at an overall acceptable LOS D or better for the forecasted 2029 traffic conditions. Should the Town decide to move forward with this proposed traffic pattern along South Lake Drive, local service agencies such as fire, police, and emergency medical services personnel, need to be involved early on during this process. The necessary signage and pavement markings will need to be installed along the corridor and at all approaching movements intersecting the corridor.

1.4 Seaview Avenue Traffic Operations/Conditions

Based on the results of the traffic operations at the un-signalized intersections of S.County Road and Seaview Avenue and Cocoanut Row and Seaview Avenue during the AM, MID, and PM peak periods for the existing 2024 and forecasted 2029 traffic conditions all individual approach movements are expected to operate at an acceptable LOS D or better. Based on the field review observations, Palm Beach Day Academy experiences longer vehicular queues along Seaview Avenue that continue north on S. County Road to Seaspray Avenue on the southbound (SB) outermost lane of S.County Road, while the innermost southbound travel lane continues to flow. The Town may consider the following:

- Explore the possibility of restricting on-street parking, not related to the school's pick-up operations, along Seaview Avenue during the school's dismissal period, and allow these on-street parking spaces to serve as additional staging areas for students' pick-up.

1.5 Origin Destination Analysis

There are no recommendations from this section of the study as this was a request to provide the answers that have been included under the findings section.

2. Parking Analysis

The Corradino Group, Inc. is familiar with the Town's (6) Point Parking Program, that is currently being developed and refined. A number of our proposed parking recommendations align with the 6 key points of the program.

The key elements of the (6) Point Parking Program, are identified as follows:

- Part 1: Expansion of paid parking in the business district, from Barton Avenue to Hammon Avenue
- Part 2: Palm Beach Resident Parking Decals.
- Part 3: Valet Parking on Worth Avenue and South County Road.
- Part 4: Signage to direct drivers to Parking Opportunities.
- Part 5: Free 30-minute Parking Spaces for added Convenience.
- Part 6: Long-term Goal of Building a Parking Facility in the Business District.

Based on the results of the completed parking evaluations, the Town should consider the following parking recommendations.

Parking Supply

- At this time, we do not recommend additional capacity to be built until management strategies are implemented to more efficiently utilize the existing the existing parking supply in the South Commercial Parking Study District or in the North Commercial Parking Study District.

Parking Management

- Implementation of Dynamic Parking Wayfinding via smartphone applications for residents and visitors parking. Dynamic wayfinding means that the application keeps track of the nearest location of a parking space in real time and can guide the driver along the quickest path to the space. The same application may also be used to reserve a space ahead of time. Without the need for physically posted signage, the application can also manage demand by varying the cost of spaces as well as the parking duration rules, and even can vary the price based on parking duration, such as discounting the first hour or half hour to incentivize faster turnover, especially at on-street locations where higher turnover is desired.
- Adoption of an app-based paid parking system applicable to all public parking spaces throughout both business districts. The Town should also pursue agreements to integrate large parking facilities into the program. The app-based system should include the following functionalities:
    - Dynamic tracking of parking supply, occupancy, and time until empty.
    - Establish maximum parking durations that can be adjusted to manage utilization within the districts.

- Variable pricing to manage demand.
- Variable pricing to manage turnover, such as discounted initial parking rates that scale up the longer a vehicle remains.
- Easy and convenient touch-free payments for the consumer, with notifications when time is getting low.
- Ability to integrate a residential tag program by permitting long term and overnight parking for residents and their guests, but not other visitors.
- Ability to implement an employee program be permitting long-term day parking for employees.
- Revenue tracking for the Town.
- Enforcement notifications to identify vehicles that remain in a space overtime.
- Provide management data to the Town on a monthly basis to support the Town's ongoing parking management, and to identify localized and temporary shortages.

Parking Policy:

- A review of the current Town's zoning code towards the following changes:
  - The zoning code should reinforce shared parking as a way to better utilize empty spaces within the walksheds of destinations. Along with new commercial or mixed-use development applications and approvals, public private partnerships for shared parking capacity can create a long-term program to provide additional parking supply.
  - Legacy buildings should be identified and listed along with their as-built parking supply and the shortfall compared to current regulations, and data should be tracked according to the uses that occupy these buildings. Legacy building parking needs should be considered for inclusion into the app-based parking management system to provide for their needs in a managed way.
  - If intercept parking with micro-transit is chosen as a solution at a future time, then code requirements may include in-lieu impact fees that new development may pay instead of providing on-site parking. Intercept parking is the location of a major parking facility that is close to the access point of the district and allows visitors to park without entering the district

by car. This reduces the amount of traffic caused by circulating to find a parking space and allows for a more enjoyable pedestrian environment. It also maintains the historic character of the commercial districts by supporting off-site alternatives to surface parking and expensive structured parking diminished the ability for new developments to de designed with compatible architectural character.

Valet Parking Analysis

Based on the results of the valet parking queuing operational analysis and review of the valet parking schematic diagrams on file at the Town, the following recommendations should be considered by the Town and are provided in short-term, mid-term and long-term efforts.

- Short-Term:
    - Develop a valet parking operational plan methodology (policy/code update).The valet parking methodology should be requested from the applicant/owner and should include detailed information on the proposed valet routing plan, anticipated queueing, pick-up/drop-off operations including valet stand location and the number of valet operators as well as specific details regarding the use of off-site surface parking lots or parking garages in the valet parking operations and the number of parking spaces allocated and/or necessary for the same.
    - Create a GIS layer of existing approved valet parking locations within the Town. Populate the GIS layer with parking requirements for each commercial location, assigned parking spaces/lots, etc. For example, there were several restaurant owners that use the Apollo Parking lot for their valet operations. There should be a parking inventory of how many parking spaces in surface parking lots or garages are already accounted for in these approved valet operations.
    - Continue to review each valet parking permits/agreements annually and make any necessary modifications where necessary. The Town of Palm Beach Police Department will also reevaluate the internal valet parking policies and processes and make any necessary modifications to ensure a comprehensive code enforcement process is implemented. Use aerial drone technology periodically to monitor and document valet operations

during peak periods to ensure the valet plan on file as part of the permit is working as intended.

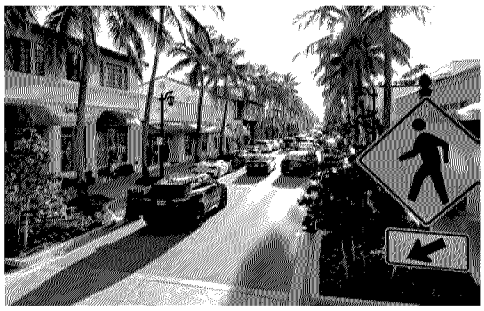
- Mid-Term:
    - Request that existing restaurant owners provide the valet parking operational plan per the Town's approved methodology.

- Long-Term:
    - Create an overall valet parking circulation master plan per District that can be reviewed and updated by Town staff as necessary.









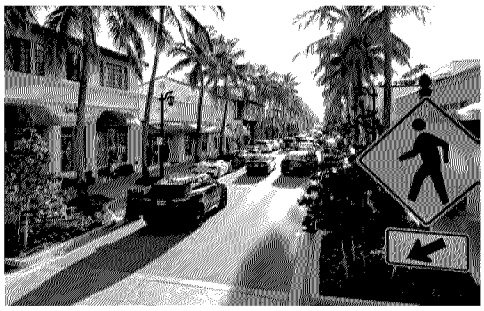
TOWN OF PALM BEACH TRAFFIC ANALYSES AND COMMERCIAL AREAS PARKING STUDY

APPENDICES









TOWN OF PALM BEACH TRAFFIC ANALYSES AND COMMERCIAL AREAS PARKING STUDY

APPENDICES

APPENDIX A

ITE Trip Generation Manual Relevant Pages

Land Use: 710
General Office Building

Description

A general office building is a location where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted. An office building houses multiple tenants that can include, as examples, professional services, insurance companies, investment brokers, a banking institution, a restaurant, or other service retailers. A general office building with a gross floor area of 10,000 square feet or less is classified as a small office building (Land Use 712). Corporate headquarters building (Land Use 714), single tenant office building (Land Use 715), medical-dental office building (Land Use 720), office park (Land Use 750), research and development center (Land Use 760), and business park (Land Use 770) are additional related uses.

Additional Data

If two or more general office buildings are in close physical proximity (within a close walk) and function as a unit (perhaps with a shared parking facility and common or complementary tenants), the total gross floor area or employment of the paired office buildings can be used for calculating the site trip generation. If the individual buildings are isolated or not functionally related to one another, trip generation should be calculated for each building separately.

For study sites with reported gross floor area and employees, an average employee density of 3.3 employees per 1,000 square feet GFA (or roughly 300 square feet per employee) has been consistent through the 1980s, 1990s, and 2000s. No sites counted in the 2010s reported both GFA and employees.

The average building occupancy varies considerably within the studies for which occupancy data were provided. The reported occupied gross floor area was 88 percent for general urban/suburban sites and 96 percent for the center city core and dense multi-use urban sites.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The average numbers of person trips per vehicle trip at the eight center city core sites at which both person trip and vehicle trip data were collected are as follows:

- 2.8 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 2.9 during Weekday, AM Peak Hour of Generator
- 2.9 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 3.0 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the 18 dense multi-use urban sites at which both person trip and vehicle trip data were collected are as follows:

- 1.5 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.5 during Weekday, AM Peak Hour of Generator
- 1.5 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.5 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the 23 general urban/suburban sites at which both person trip and vehicle trip data were collected are as follows:

- 1.3 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.3 during Weekday, AM Peak Hour of Generator
- 1.3 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.4 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, Colorado, Connecticut, Georgia, Illinois, Indiana, Kansas, Kentucky, Maine, Maryland, Michigan, Minnesota, Missouri, Montana, New Hampshire, New Jersey, New York, Ontario (CAN)Pennsylvania, Texas, Utah, Virginia, and Washington.

Source Numbers

161, 175, 183, 184, 185, 207, 212, 217, 247, 253, 257, 260, 262, 273, 279, 297, 298, 300, 301, 302, 303, 304, 321, 322, 323, 324, 327, 404, 407, 408, 419, 423, 562, 734, 850, 859, 862, 867, 869, 883, 884, 890, 891, 904, 940, 944, 946, 964, 965, 972, 1009, 1030, 1058, 1061

General Office Building
(710)

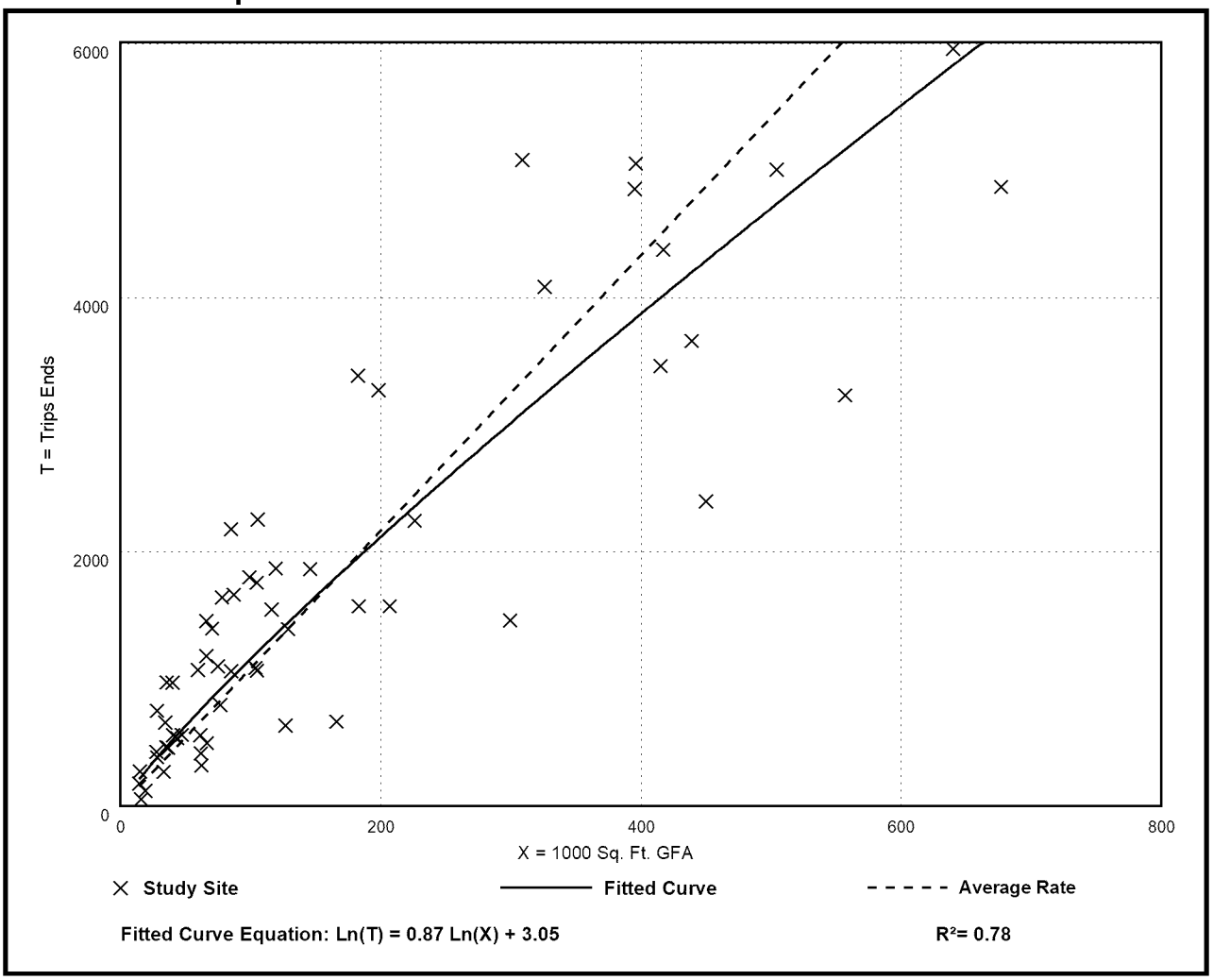
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 59
Avg. 1000 Sq. Ft. GFA: 163
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
10.84	3.27 - 27.56	4.76

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.87 Ln(X) + 3.05

R^2= 0.78

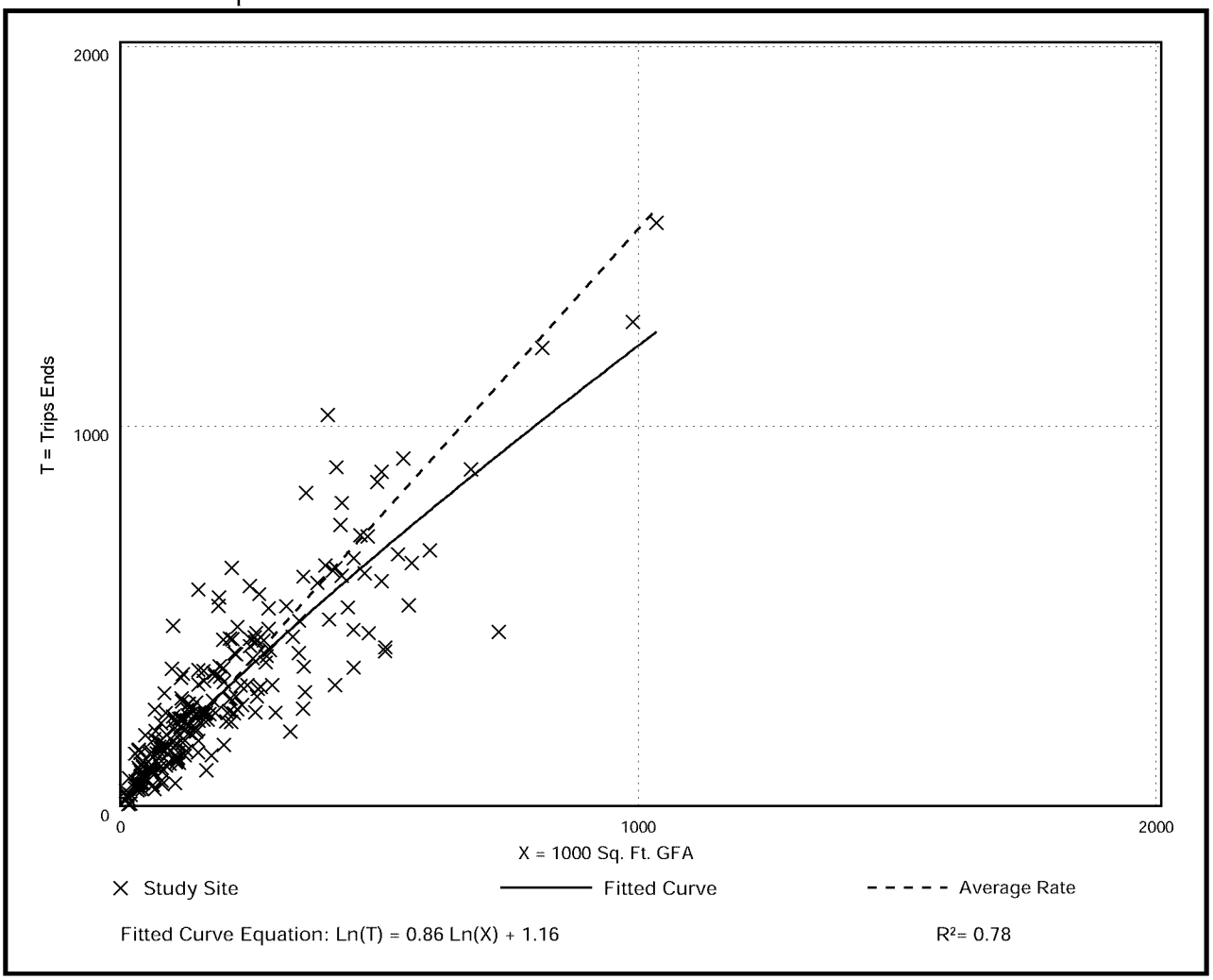
General Office Building
(710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 221
Avg. 1000 Sq. Ft. GFA: 201
Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.52	0.32 - 4.93	0.58

Data Plot and Equation



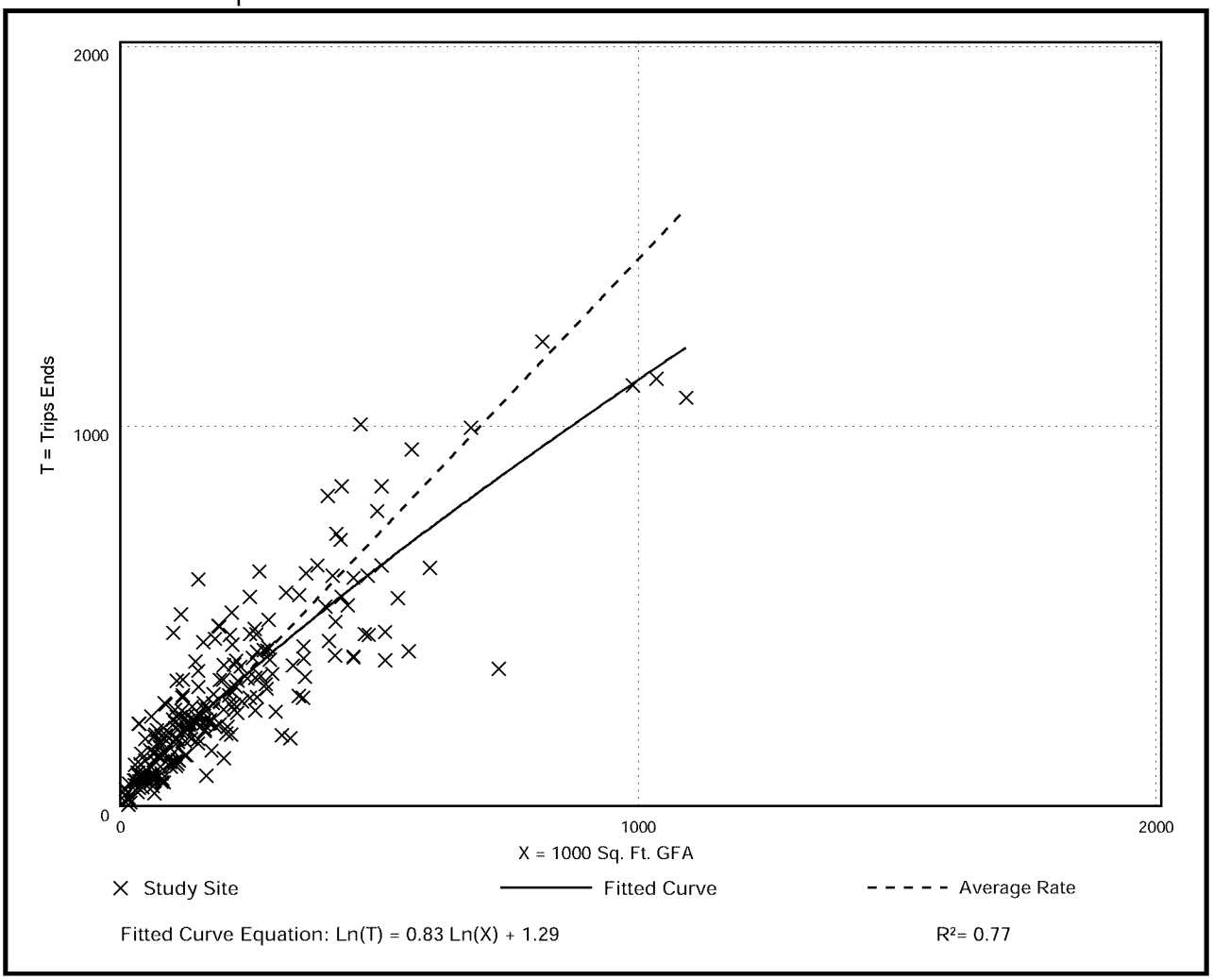
General Office Building
(710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 232
Avg. 1000 Sq. Ft. GFA: 199
Directional Distribution: 17% entering, 83% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.44	0.26 - 6.20	0.60

Data Plot and Equation



Land Use: 710
General Office Building

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- 1.5 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.5 during Weekday, AM Peak Hour of Generator
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General Office Building
(710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 59
Avg. 1000 Sq. Ft. GFA: 163
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
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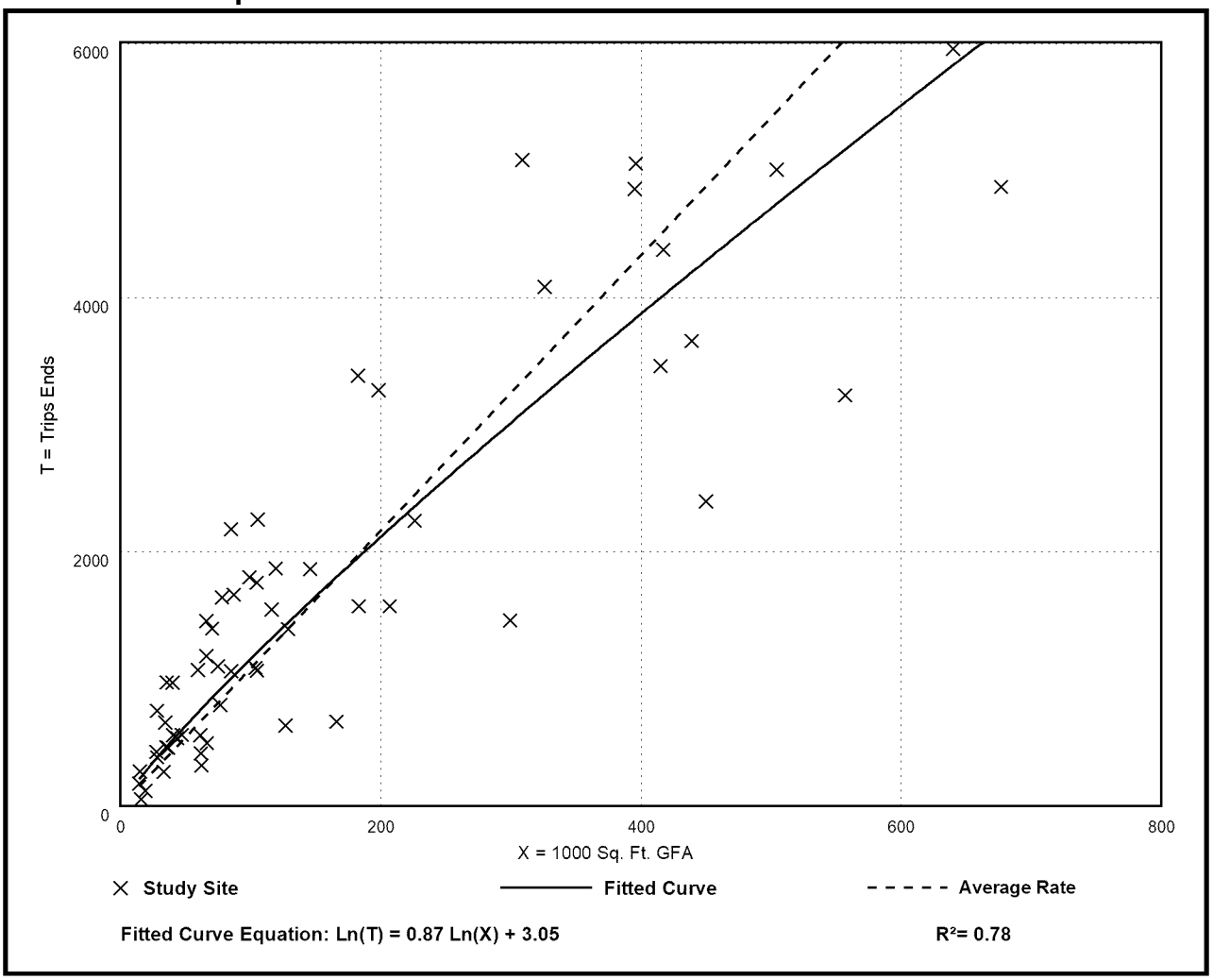
Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.87 Ln(X) + 3.05

R^2= 0.78

General Office Building
(710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
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Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
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Avg. 1000 Sq. Ft. GFA: 201
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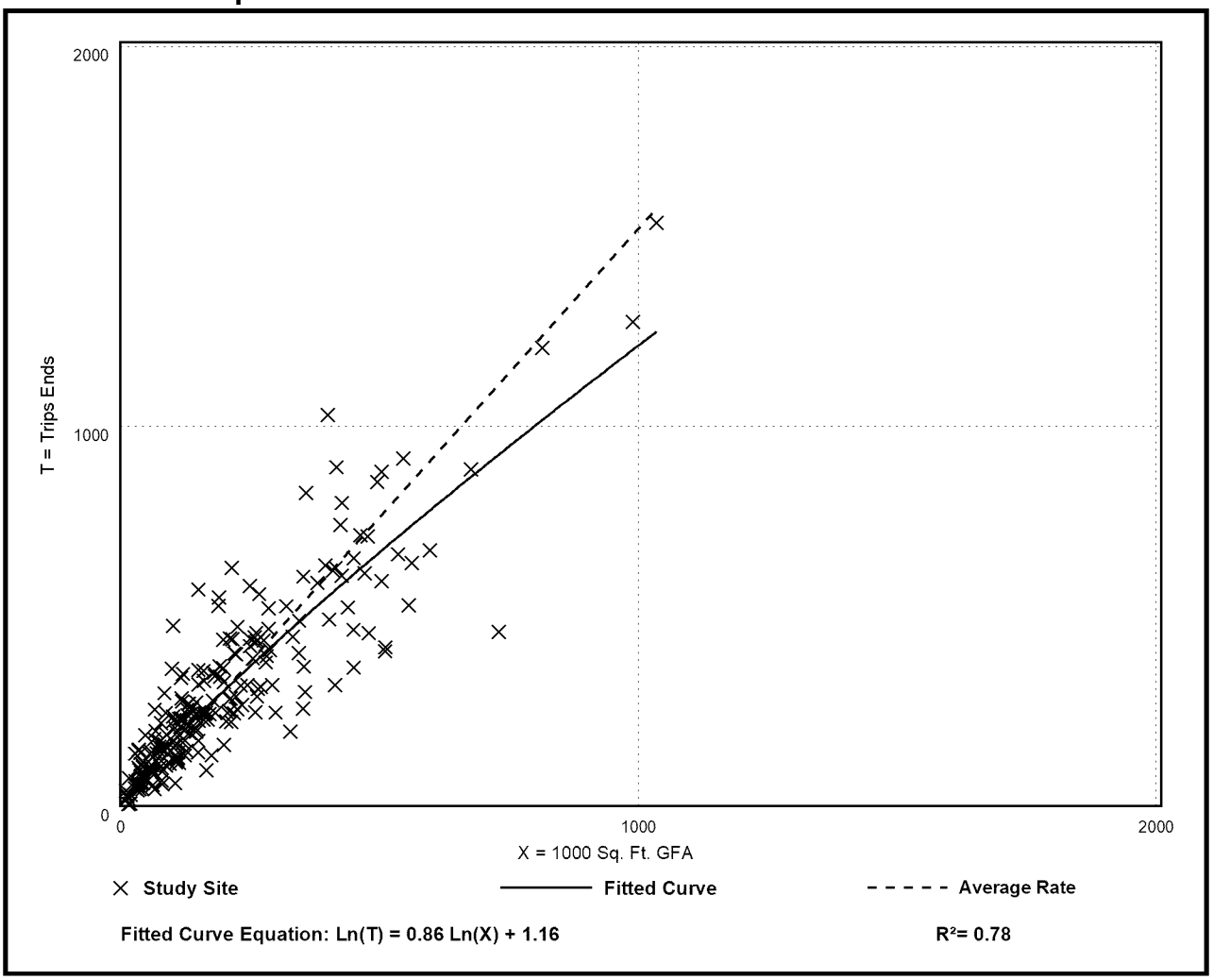

Fitted Curve Equation: Ln(T) = 0.86 Ln(X) + 1.16

R^2= 0.78

General Office Building
(710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 232
Avg. 1000 Sq. Ft. GFA: 199
Directional Distribution: 17% entering, 83% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
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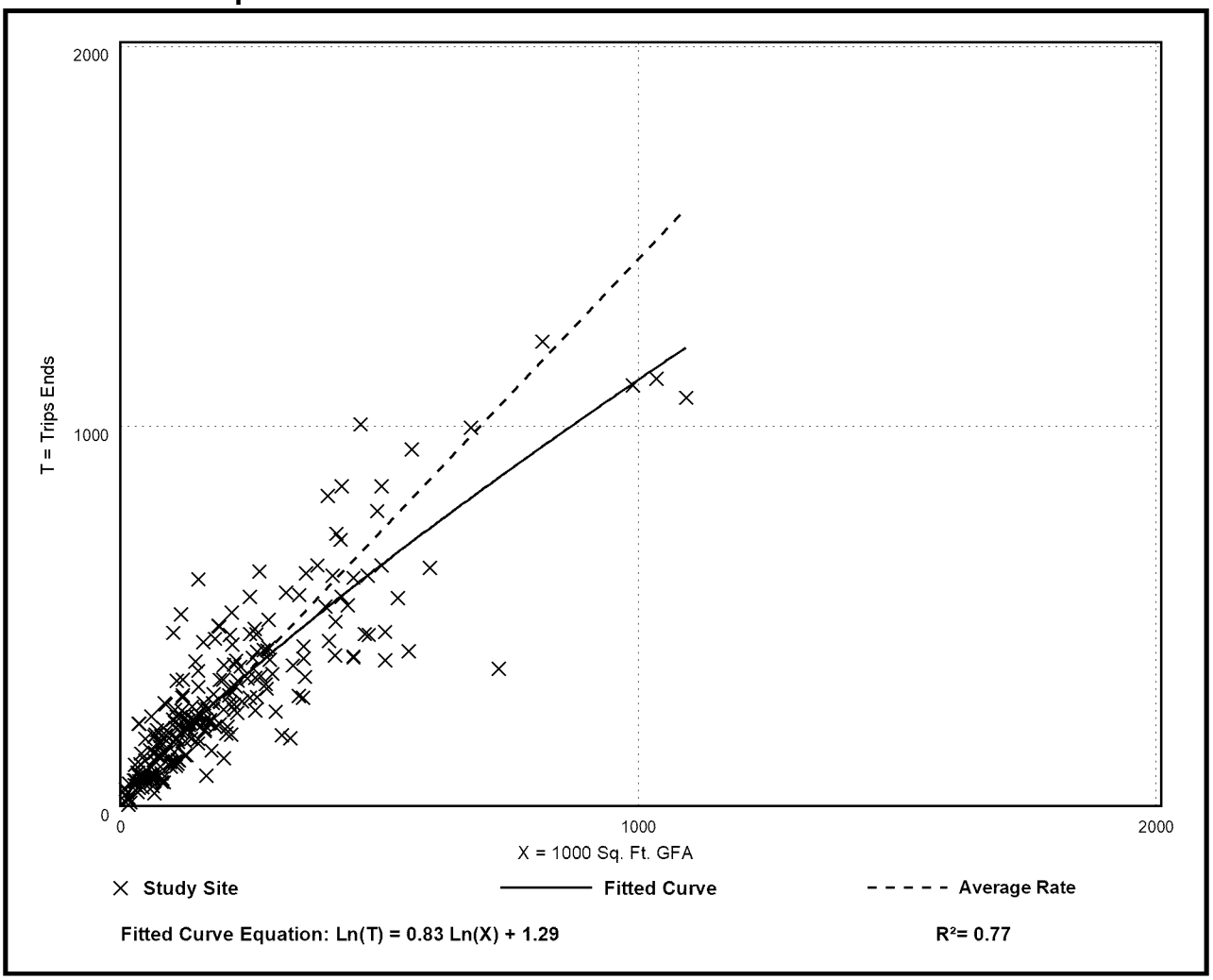


Land Use: 821
Shopping Plaza (40-150k)

Description

A shopping plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has between 40,000 and 150,000 square feet of gross leasable area (GLA). The term "plaza" in the land use name rather than "center" is simply a means of distinction between the different shopping center size ranges. Various other names are commonly used to categorize a shopping plaza within this size range, depending on its specific size and tenants, such as neighborhood center, community center, and fashion center.

Its major tenant is often a supermarket but many sites are anchored by home improvement, discount, or other stores. A shopping plaza typically contains more than retail merchandising facilities. Office space, a movie theater, restaurants, a post office, banks, a health club, and recreational facilities are common tenants. A shopping plaza is almost always open-air and the GLA is the same as the gross floor area of the building.

The 150,000 square feet GLA threshold value between shopping plaza and shopping center (Land Use 820) is based on an examination of trip generation data. For a shopping plaza that is smaller than the threshold value, the presence or absence of a supermarket within the plaza has a measurable effect on site trip generation. For a shopping center that is larger than the threshold value, the trips generated by its other major tenants mask any effects of the presence or absence of an on-site supermarket.

The 40,000 square feet GFA threshold between shopping plaza and strip retail plaza (Land Use 822) was selected based on an examination of the overall shopping center/plaza database. No shopping plaza with a supermarket as its anchor is smaller than 40,000 square feet GLA.

Shopping center (>150k) (Land Use 820), strip retail plaza (<40k) (Land Use 822), and factory outlet center (Land Use 823) are related uses.

Land Use Subcategory

The presence or absence of a supermarket in a shopping plaza has been determined to have a measurable effect on site trip generation. Therefore, data are presented for two subcategories for this land use: sites with a supermarket anchor and sites without a supermarket.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), British Columbia (CAN), California, Connecticut, District of Columbia, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Maine, Maryland, Massachusetts, Minnesota, Nevada, New Jersey, New York, Ontario (CAN), Oregon, Pennsylvania, South Dakota, Texas, Vermont, Virginia, Washington, and Wisconsin.

Source Numbers

105, 110, 156, 159, 186, 198, 204, 211, 213, 239, 259, 260, 295, 301, 304, 305, 307, 317, 319, 358, 376, 390, 400, 404, 437, 444, 446, 507, 580, 598, 658, 728, 908, 926, 944, 946, 960, 973, 974, 1004, 1009, 1025, 1069

Shopping Plaza (40-150k) - Supermarket - Yes (821)

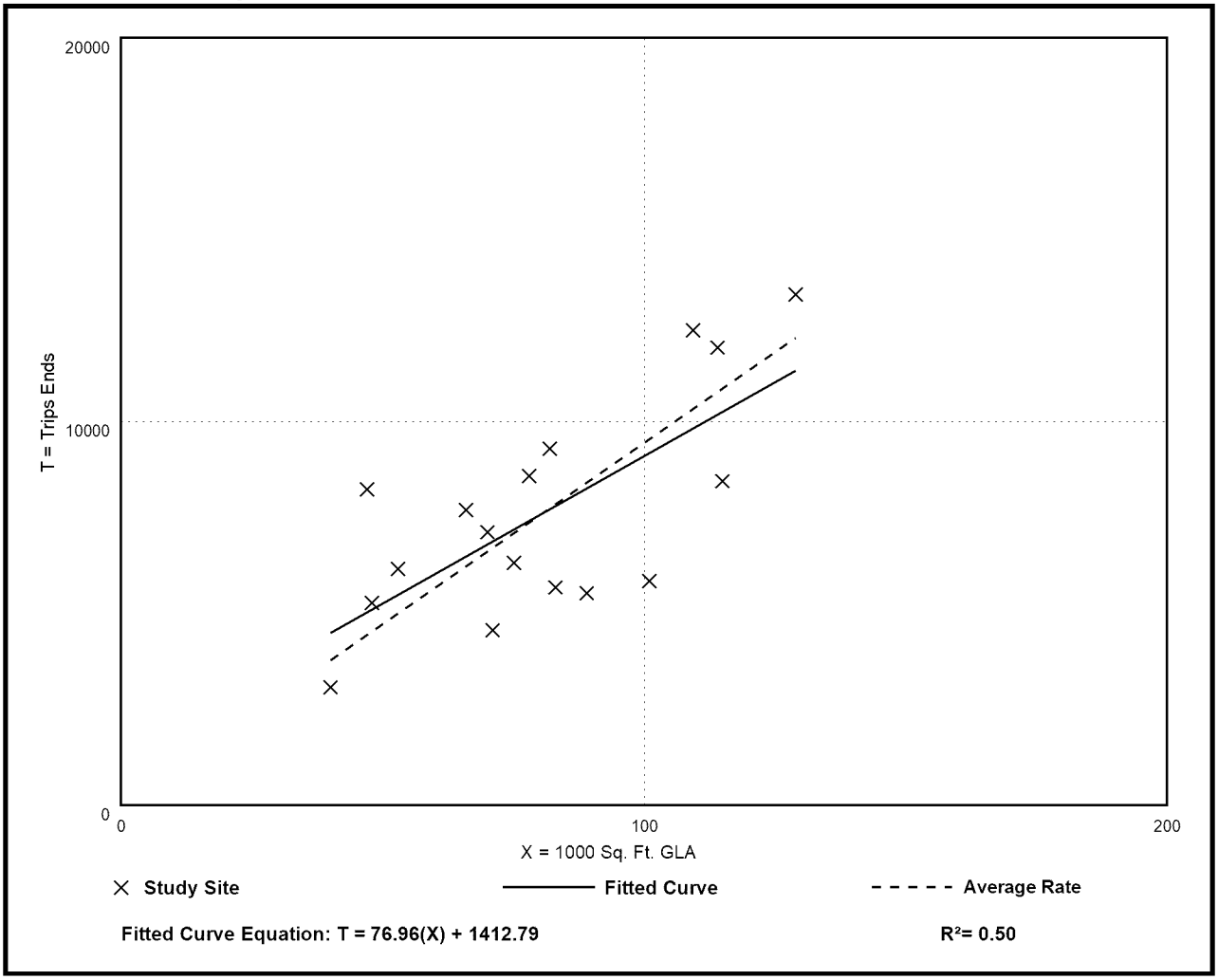
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 17
Avg. 1000 Sq. Ft. GLA: 81
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
94.49	57.86 - 175.32	26.55

Data Plot and Equation



Fitted Curve Equation: T = 76.96(X) + 1412.79

R^2= 0.50

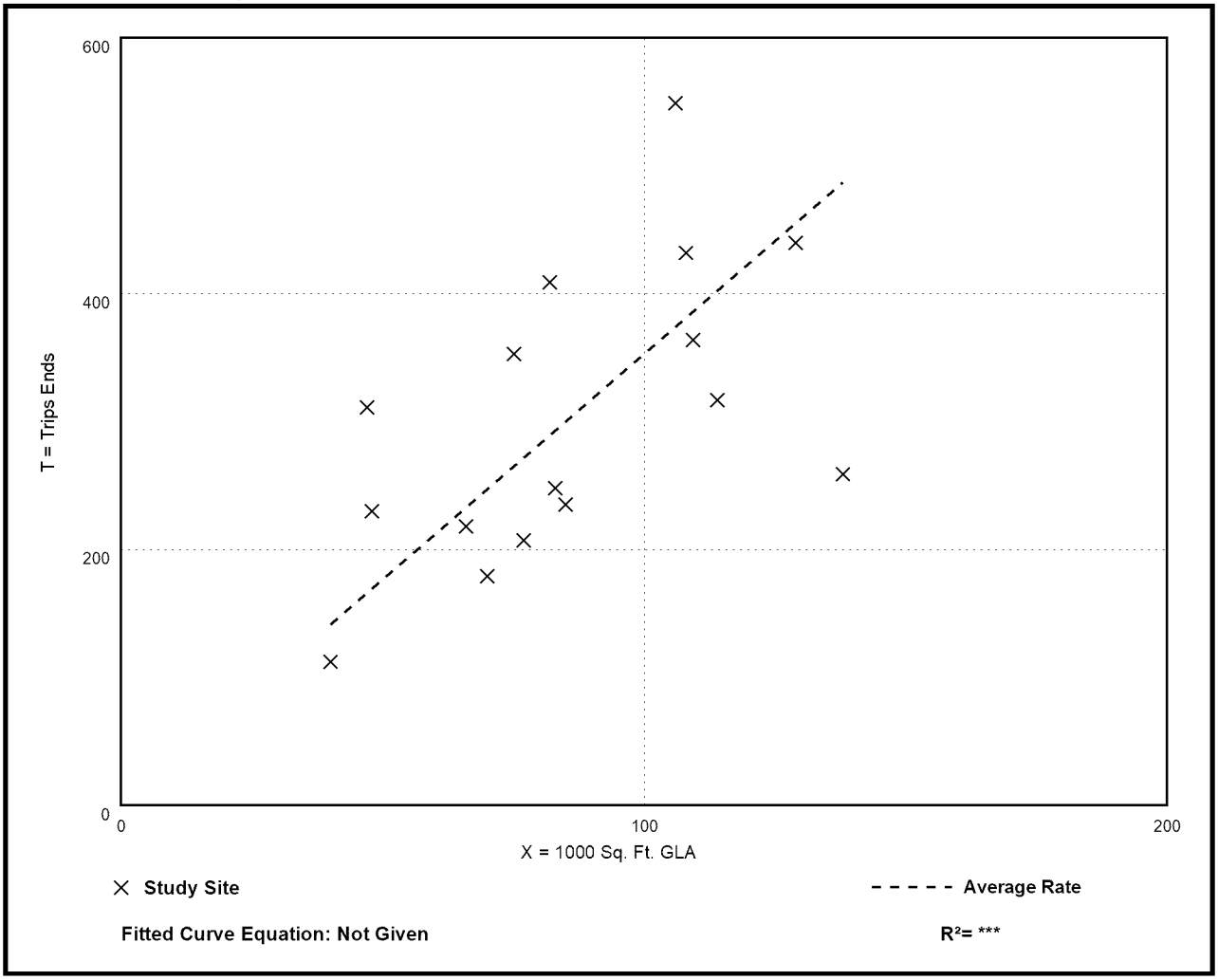
Shopping Plaza (40-150k) - Supermarket - Yes (821)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 16
Avg. 1000 Sq. Ft. GLA: 86
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.53	1.88 - 6.62	1.17

Data Plot and Equation



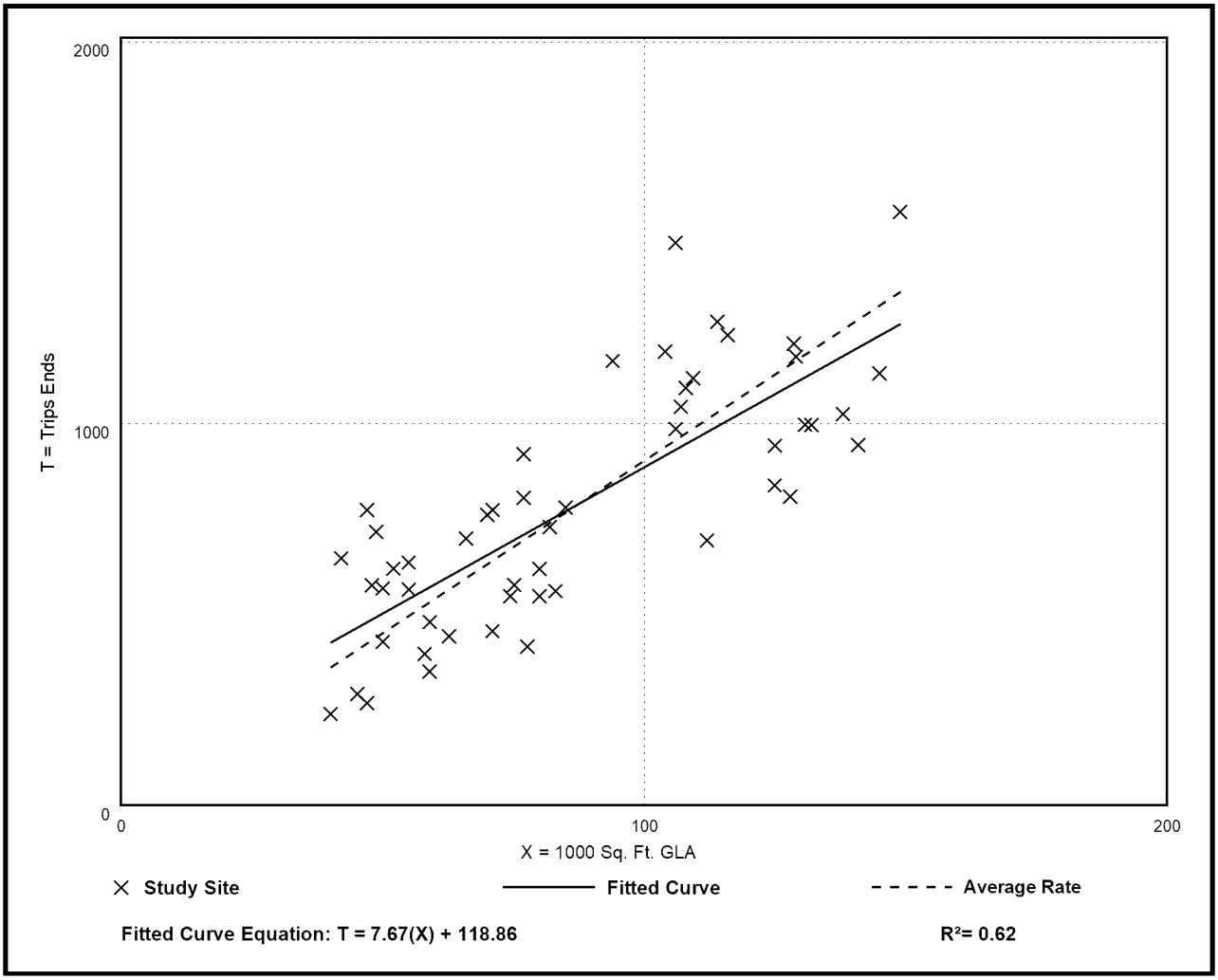
Shopping Plaza (40-150k) - Supermarket - Yes (821)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 51
Avg. 1000 Sq. Ft. GLA: 87
Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
9.03	5.35 - 16.45	2.37

Data Plot and Equation



Fitted Curve Equation: T = 7.67(X) + 118.86

R^2= 0.62

Land Use: 822
Strip Retail Plaza (<40k)

Description

A strip retail plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has less than 40,000 square feet of gross leasable area (GLA). Because a strip retail plaza is open-air, the GLA is the same as the gross floor area of the building.

The 40,000 square feet GFA threshold between strip retail plaza and shopping plaza (Land Use 821) was selected based on an examination of the overall shopping center/plaza database. No shopping plaza with a supermarket as its anchor is smaller than 40,000 square feet GLA.

Shopping center (>150k) (Land use 820), shopping plaza (40-150k) (Land Use 821), and factory outlet center (Land Use 823) are related uses.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Delaware, Florida, New Jersey, Ontario (CAN), South Dakota, Vermont, Washington, and Wisconsin.

Source Numbers

304, 358, 423, 428, 437, 507, 715, 728, 936, 960, 961, 974, 1009

Strip Retail Plaza (<40k)
(822)

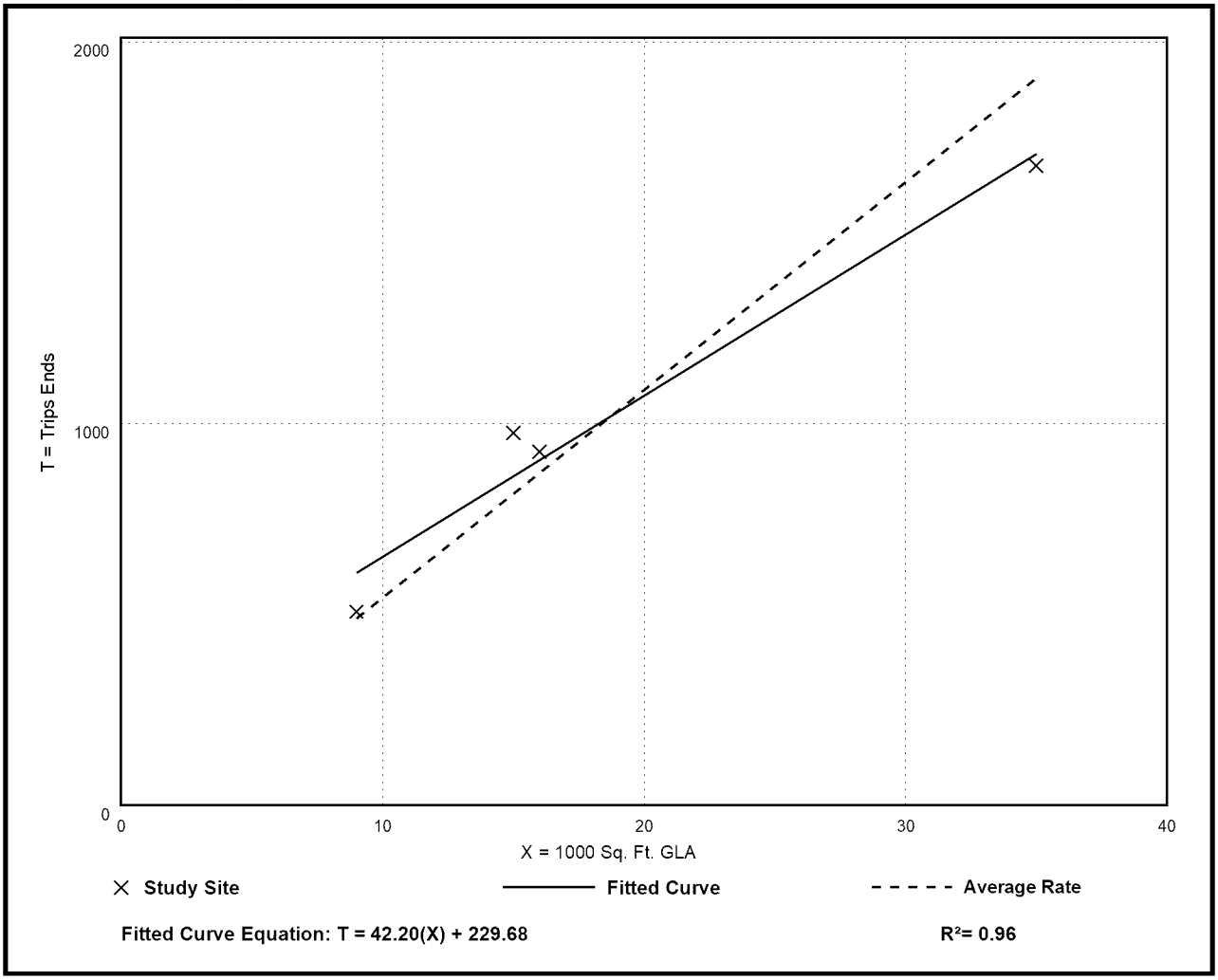
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 19
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
54.45	47.86 - 65.07	7.81

Data Plot and Equation



Fitted Curve Equation: T = 42.20(X) + 229.68

R^2= 0.96

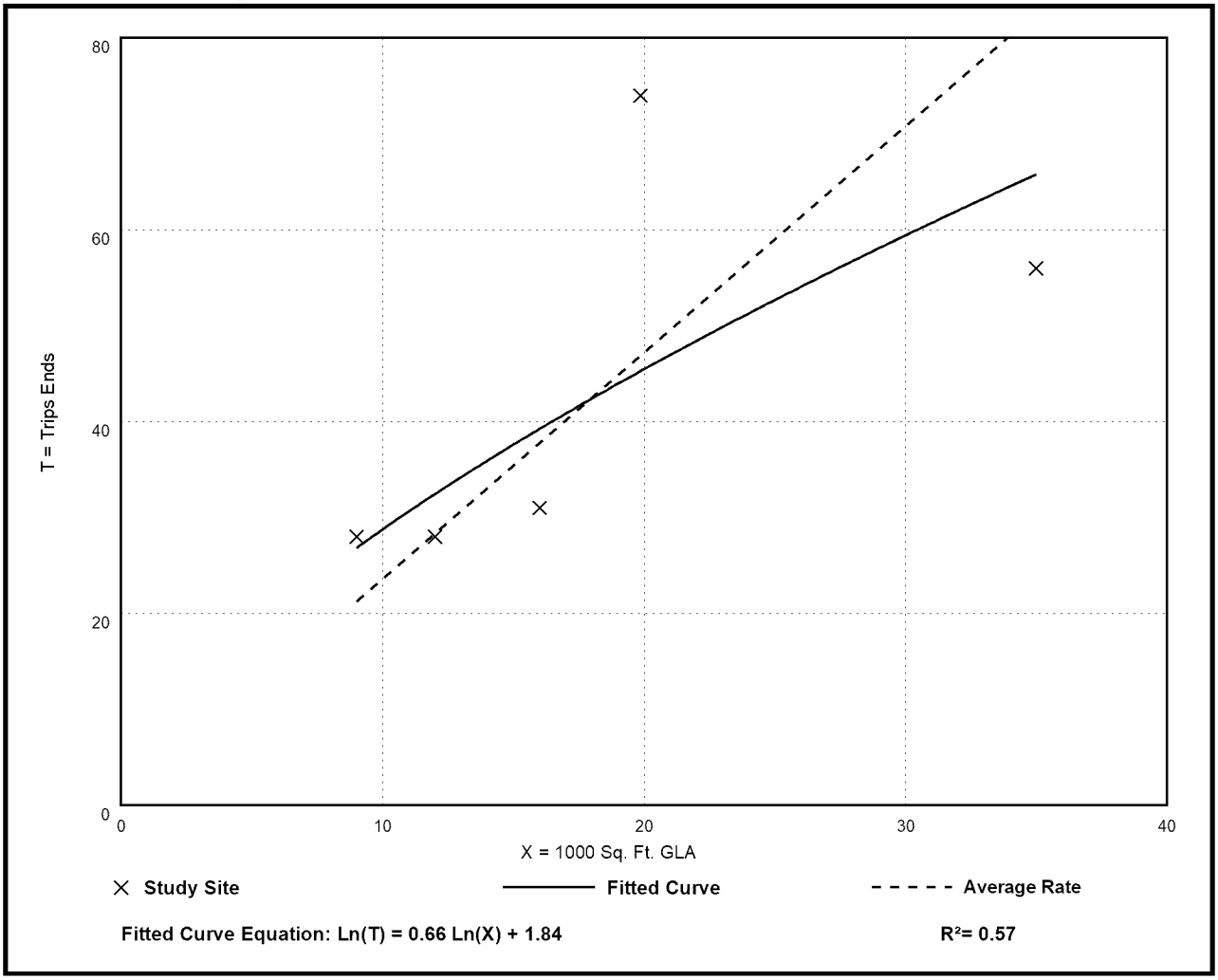
Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. 1000 Sq. Ft. GLA: 18
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.36	1.60 - 3.73	0.94

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.66 Ln(X) + 1.84

R^2= 0.57

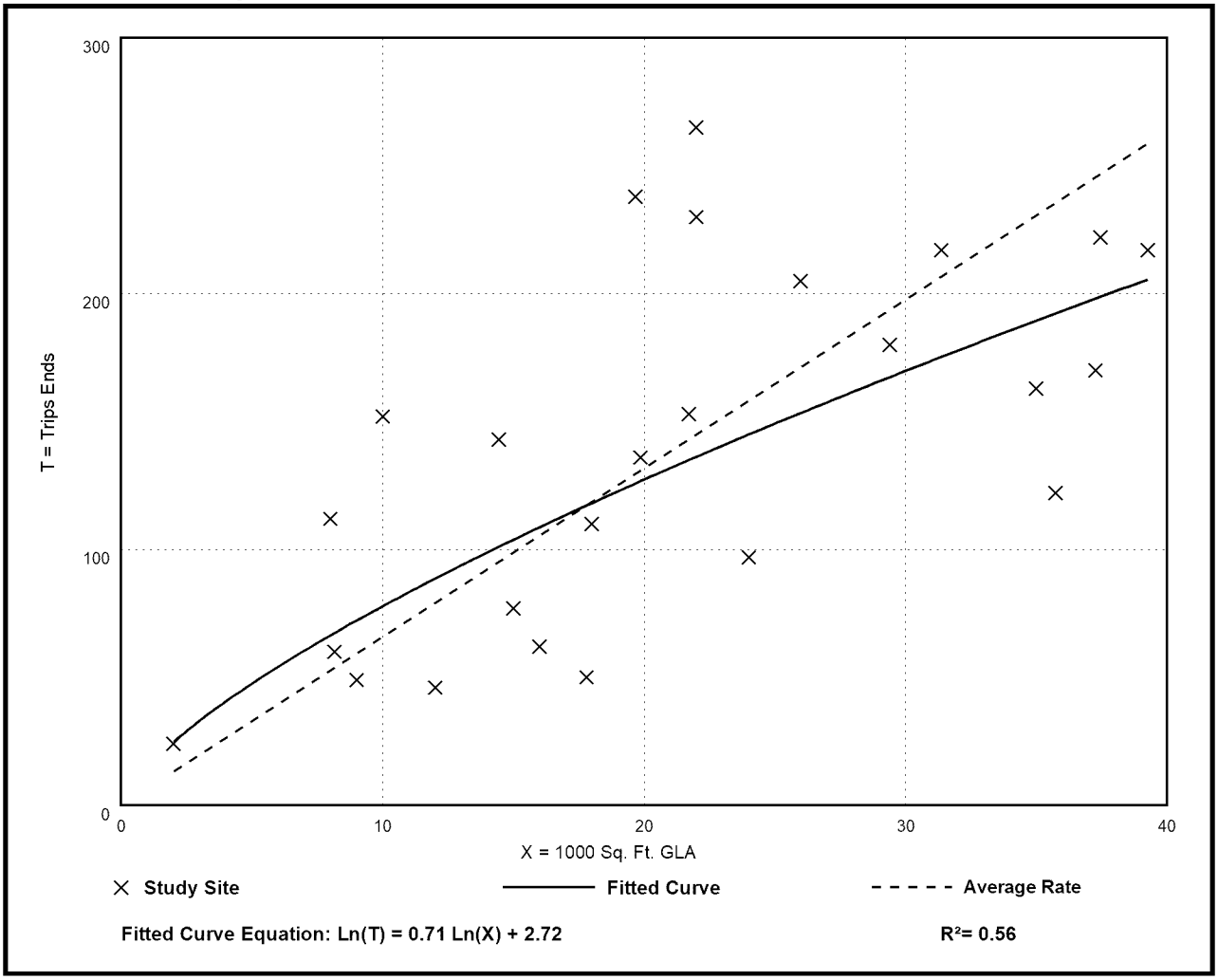
Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 25
Avg. 1000 Sq. Ft. GLA: 21
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.71 Ln(X) + 2.72

R^2= 0.56

Land Use: 932
High-Turnover (Sit-Down) Restaurant

Description

This land use consists of sit-down, full-service eating establishments with a typical duration of stay of 60 minutes or less. This type of restaurant is usually moderately priced, frequently belongs to a restaurant chain, and is commonly referred to as casual dining. Generally, these restaurants serve lunch and dinner; they may also be open for breakfast and are sometimes open 24 hours a day. These restaurants typically do not accept reservations. A patron commonly waits to be seated, is served by wait staff, orders from a menu, and pays after the meal.

Some facilities offer carry-out for a small proportion of its customers. Some facilities within this land use may also contain a bar area for serving food and alcoholic drinks.

Fast casual restaurant (Land Use 930), fine dining restaurant (Land Use 931), fast-food restaurant without drive-through window (Land Use 933), and fast-food restaurant with drive-through window (Land Use 934) are related uses.

Additional Data

Users should exercise caution when applying statistics during the AM peak periods, as the sites contained in the database for this land use may or may not be open for breakfast. In cases where it was confirmed that the sites were not open for breakfast, data for the AM peak hour of the adjacent street traffic were removed from the database.

If the restaurant has outdoor seating, its area is not included in the overall gross floor area. For a restaurant that has significant outdoor seating, the number of seats may be more reliable than GFA as an independent variable on which to establish a trip generation rate.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Florida, Georgia, Indiana, Kentucky, Massachusetts, Minnesota, New Hampshire, New Jersey, New York, Ohio, Oklahoma, Oregon, Pennsylvania, South Carolina, South Dakota, Texas, Vermont, and Wisconsin.

Source Numbers

126, 269, 275, 280, 300, 301, 305, 338, 340, 341, 358, 384, 424, 432, 437, 438, 444, 507, 555, 577, 589, 617, 618, 728, 868, 884, 885, 903, 927, 939, 944, 961, 962, 977, 1048

High-Turnover (Sit-Down) Restaurant
(932)

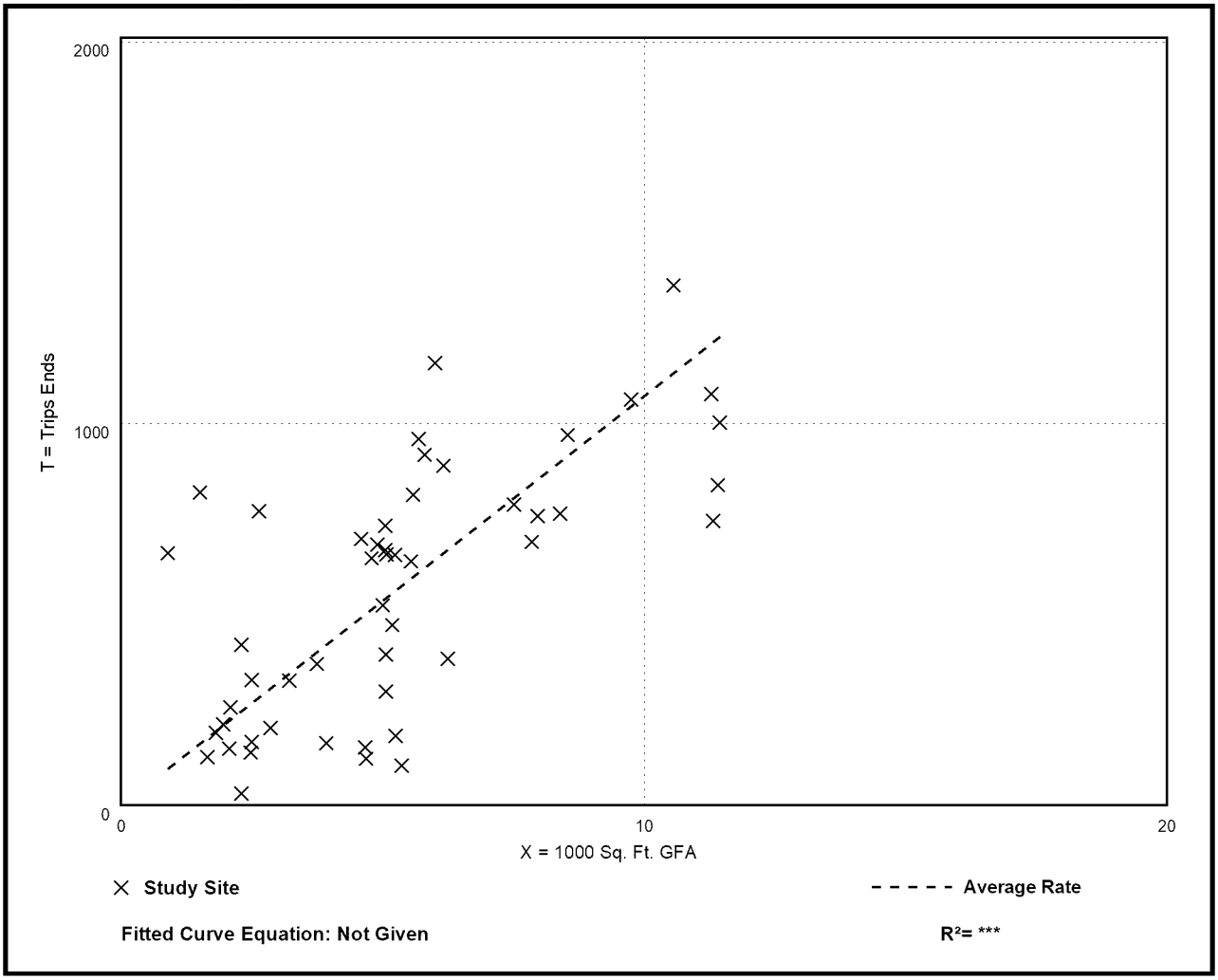
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 50
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
107.20	13.04 - 742.41	66.72

Data Plot and Equation



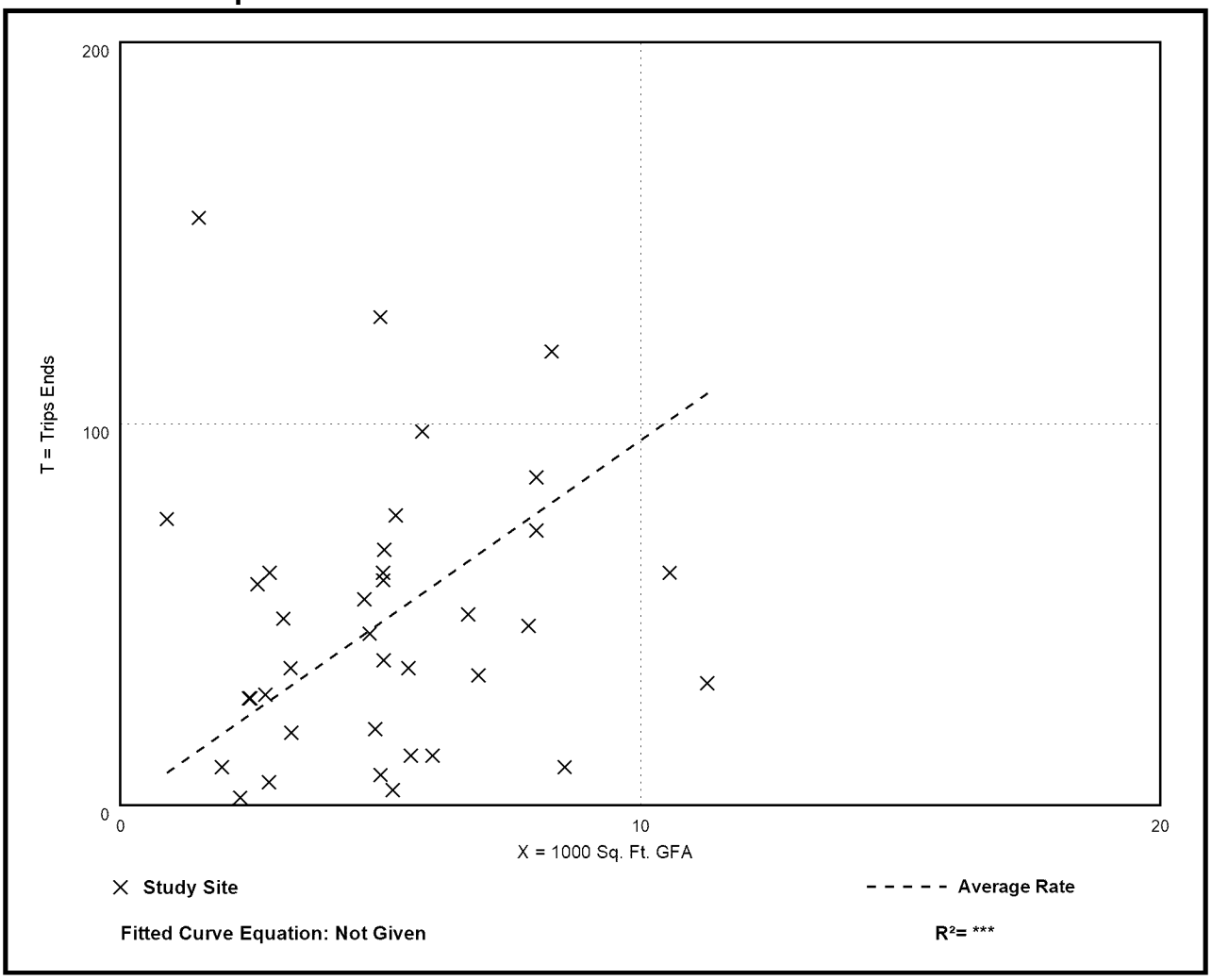
High-Turnover (Sit-Down) Restaurant
(932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 37
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.57	0.76 - 102.39	11.61

Data Plot and Equation



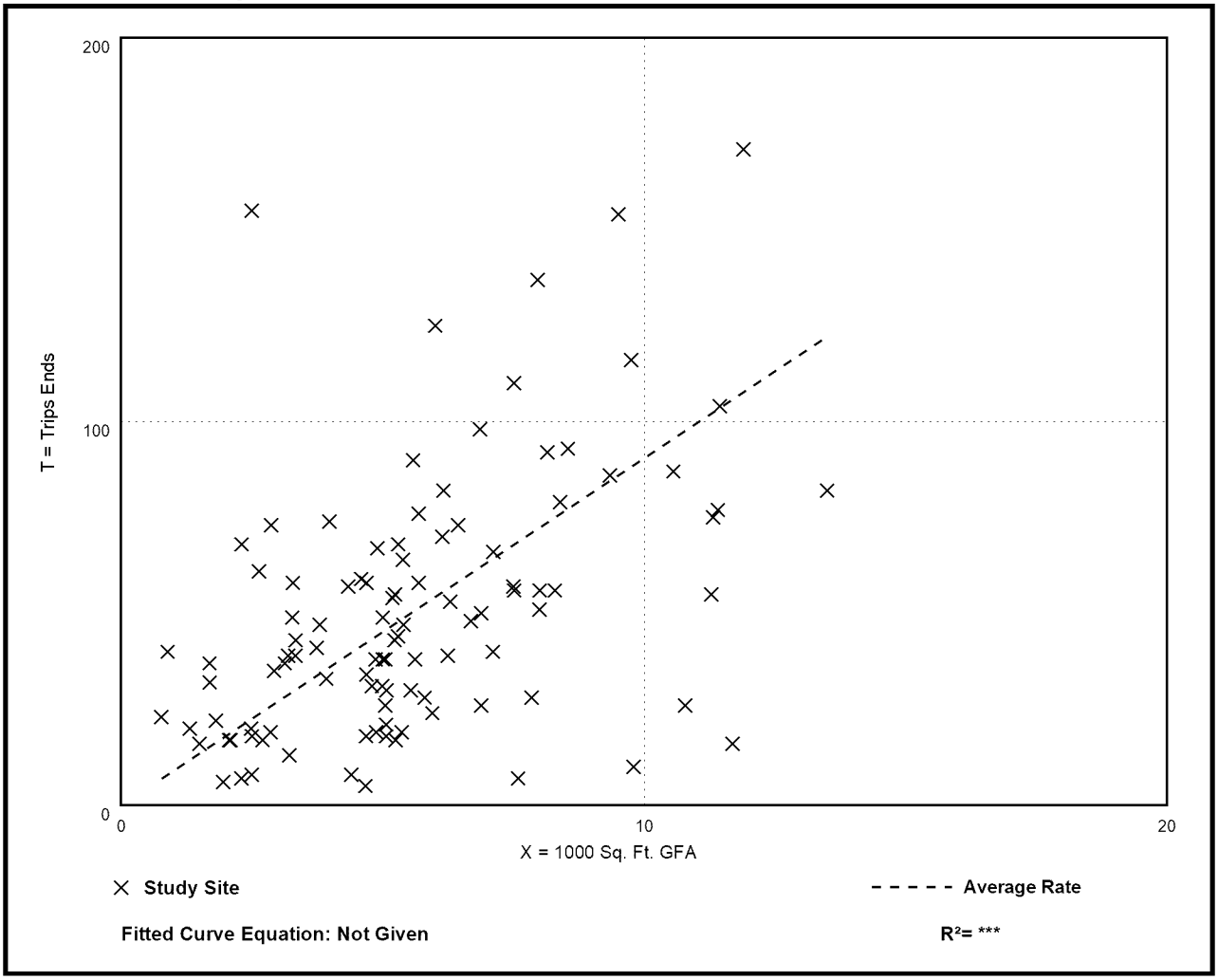
High-Turnover (Sit-Down) Restaurant
(932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 104
Avg. 1000 Sq. Ft. GFA: 6
Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.05	0.92 - 62.00	6.18

Data Plot and Equation



APPENDIX B

FDOT Peak Season Factor Category Report (2023)
Turning Movement Counts
Volume Development Sheets
2024 Town's Annual Roadway Level of Service (by KHA)

2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 9300 EAST- A1A TO US1

MOCF: 0.90

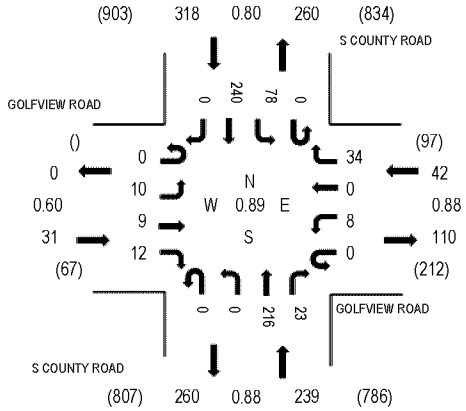
WEEK	DATES	SF	PSCF
1	01/01/2023 - 01/07/2023	0.97	1.08
* 2	01/08/2023 - 01/14/2023	0.94	1.04
* 3	01/15/2023 - 01/21/2023	0.90	1.00
* 4	01/22/2023 - 01/28/2023	0.89	0.99
* 5	01/29/2023 - 02/04/2023	0.89	0.99
* 6	02/05/2023 - 02/11/2023	0.88	0.98
* 7	02/12/2023 - 02/18/2023	0.88	0.98
* 8	02/19/2023 - 02/25/2023	0.88	0.98
* 9	02/26/2023 - 03/04/2023	0.88	0.98
*10	03/05/2023 - 03/11/2023	0.88	0.98
*11	03/12/2023 - 03/18/2023	0.89	0.99
*12	03/19/2023 - 03/25/2023	0.90	1.00
*13	03/26/2023 - 04/01/2023	0.92	1.02
*14	04/02/2023 - 04/08/2023	0.93	1.03
15	04/09/2023 - 04/15/2023	0.95	1.06
16	04/16/2023 - 04/22/2023	0.96	1.07
17	04/23/2023 - 04/29/2023	0.97	1.08
18	04/30/2023 - 05/06/2023	0.99	1.10
19	05/07/2023 - 05/13/2023	1.00	1.11
20	05/14/2023 - 05/20/2023	1.02	1.13
21	05/21/2023 - 05/27/2023	1.04	1.16
22	05/28/2023 - 06/03/2023	1.07	1.19
23	06/04/2023 - 06/10/2023	1.10	1.22
24	06/11/2023 - 06/17/2023	1.13	1.26
25	06/18/2023 - 06/24/2023	1.15	1.28
26	06/25/2023 - 07/01/2023	1.17	1.30
27	07/02/2023 - 07/08/2023	1.18	1.31
28	07/09/2023 - 07/15/2023	1.20	1.33
29	07/16/2023 - 07/22/2023	1.19	1.32
30	07/23/2023 - 07/29/2023	1.18	1.31
31	07/30/2023 - 08/05/2023	1.16	1.29
32	08/06/2023 - 08/12/2023	1.15	1.28
33	08/13/2023 - 08/19/2023	1.14	1.27
34	08/20/2023 - 08/26/2023	1.13	1.26
35	08/27/2023 - 09/02/2023	1.13	1.26
36	09/03/2023 - 09/09/2023	1.12	1.24
37	09/10/2023 - 09/16/2023	1.12	1.24
38	09/17/2023 - 09/23/2023	1.10	1.22
39	09/24/2023 - 09/30/2023	1.08	1.20
40	10/01/2023 - 10/07/2023	1.06	1.18
41	10/08/2023 - 10/14/2023	1.04	1.16
42	10/15/2023 - 10/21/2023	1.02	1.13
43	10/22/2023 - 10/28/2023	1.01	1.12
44	10/29/2023 - 11/04/2023	1.00	1.11
45	11/05/2023 - 11/11/2023	1.00	1.11
46	11/12/2023 - 11/18/2023	0.99	1.10
47	11/19/2023 - 11/25/2023	0.99	1.10
48	11/26/2023 - 12/02/2023	0.98	1.09
49	12/03/2023 - 12/09/2023	0.98	1.09
50	12/10/2023 - 12/16/2023	0.97	1.08
51	12/17/2023 - 12/23/2023	0.95	1.06
52	12/24/2023 - 12/30/2023	0.92	1.02
53	12/31/2023 - 12/31/2023	0.90	1.00

* PEAK SEASON

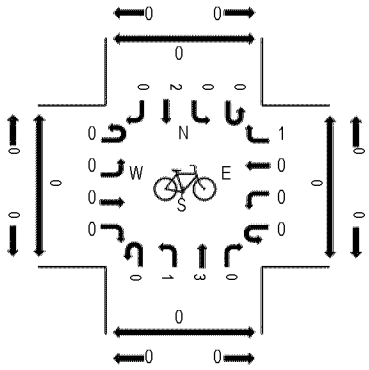
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 S COUNTY ROAD & GOLFVIEW ROAD AM
Date: Wednesday, March 13, 2024
Peak Hour: 10:00 AM - 11:00 AM
Peak 15-Minutes: 10:45 AM - 11:00 AM

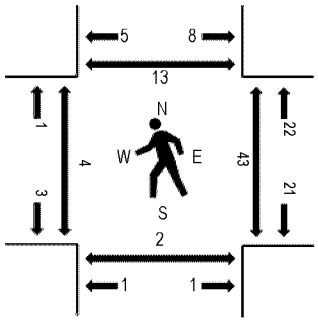
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

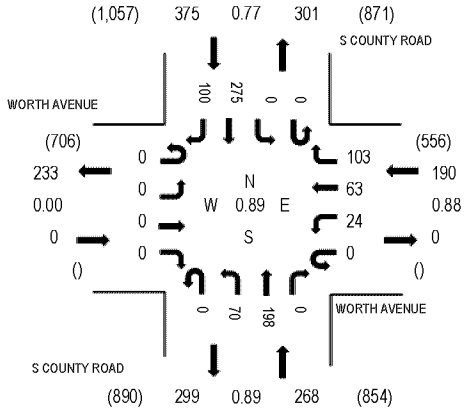
Traffic Counts - Motorized Vehicles

Interval Start Time	GOLFVIEW ROAD Eastbound				GOLFVIEW ROAD Westbound				S COUNTY ROAD Northbound				S COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	2	0	0	0	1	0	3	0	0	38	1	0	3	34	0	82	382	0	1	0	2
7:45 AM	0	0	0	1	0	0	0	6	0	0	43	0	1	4	31	0	86	416	0	2	0	2
8:00 AM	0	0	0	0	0	2	0	3	0	0	34	2	0	6	59	0	106	470	5	10	2	1
8:15 AM	0	0	0	1	0	0	0	2	0	0	44	3	0	10	48	0	108	516	2	6	0	2
8:30 AM	0	1	1	0	0	1	0	4	0	0	43	2	0	5	59	0	116	561	1	4	0	3
8:45 AM	0	1	4	3	0	6	0	2	0	0	59	4	0	9	52	0	140	604	0	8	2	1
9:00 AM	0	0	0	5	0	1	0	5	0	0	60	3	0	12	66	0	152	585	0	6	0	1
9:15 AM	0	2	1	0	0	2	0	5	0	0	71	3	0	2	67	0	153	590	0	15	1	5
9:30 AM	0	3	0	3	0	2	0	4	0	0	74	5	0	11	57	0	159	577	0	5	0	1
9:45 AM	0	2	3	3	0	0	0	6	0	0	56	2	0	6	43	0	121	575	0	15	0	4
10:00 AM	0	3	2	3	0	2	0	9	0	0	57	7	0	19	55	0	157	630	3	12	1	0
10:15 AM	0	2	1	1	0	2	0	7	0	0	62	3	0	12	50	0	140		1	10	1	2
10:30 AM	0	2	2	2	0	3	0	9	0	0	54	3	0	23	59	0	157		0	6	0	3
10:45 AM	0	3	4	6	0	1	0	9	0	0	43	10	0	24	76	0	176		0	15	0	8
Count Total	0	21	18	28	0	23	0	74	0	0	738	48	1	146	756	0	1,853		12	115	7	35
Peak Hour	0	10	9	12	0	8	0	34	0	0	216	23	0	78	240	0	630		4	43	2	13

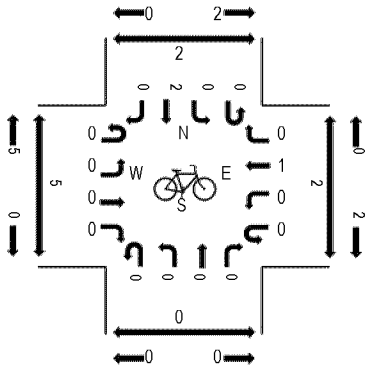
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 S COUNTY ROAD & WORTH AVENUE AM
Date: Wednesday, March 13, 2024
Peak Hour: 10:00 AM - 11:00 AM
Peak 15-Minutes: 10:45 AM - 11:00 AM

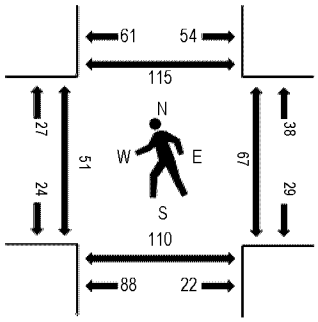
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

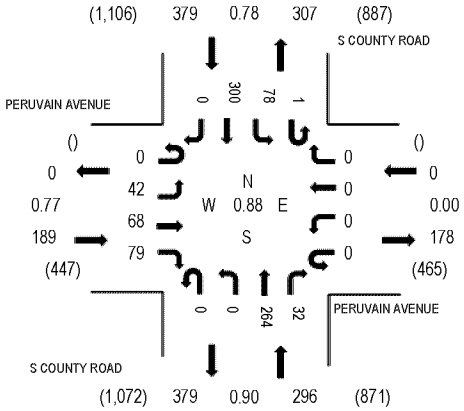
Traffic Counts - Motorized Vehicles

Interval Start Time	WORTH AVENUE Eastbound				WORTH AVENUE Westbound				S COUNTY ROAD Northbound				S COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	0	0	0	0	4	10	8	0	16	31	0	0	0	35	6	110	519	2	1	5	6
7:45 AM	0	0	0	0	0	3	28	14	0	21	28	0	0	0	29	14	137	564	4	7	9	11
8:00 AM	0	0	0	0	0	2	6	15	0	9	29	0	0	0	64	7	132	601	2	6	8	8
8:15 AM	0	0	0	0	0	3	14	18	0	8	42	0	0	0	52	3	140	648	4	6	8	3
8:30 AM	0	0	0	0	0	2	9	20	0	17	33	0	0	0	64	10	155	732	6	7	9	8
8:45 AM	0	0	0	0	0	3	20	13	0	10	54	0	0	0	60	14	174	774	7	9	9	13
9:00 AM	0	0	0	0	0	5	18	10	0	14	46	0	0	0	74	12	179	786	6	7	17	9
9:15 AM	0	0	0	0	0	4	22	25	0	28	55	0	0	0	65	25	224	789	8	17	23	22
9:30 AM	0	0	0	0	0	3	19	14	0	24	56	0	0	0	64	17	197	759	8	15	30	15
9:45 AM	0	0	0	0	0	8	27	19	0	25	40	0	0	0	47	20	186	786	6	20	27	19
10:00 AM	0	0	0	0	0	3	11	21	0	16	51	0	0	0	63	17	182	833	6	12	26	31
10:15 AM	0	0	0	0	0	5	11	32	0	22	54	0	0	0	52	18	194		7	16	22	27
10:30 AM	0	0	0	0	0	6	18	29	0	21	46	0	0	0	74	30	224		14	12	31	30
10:45 AM	0	0	0	0	0	10	23	21	0	11	47	0	0	0	86	35	233		24	27	31	27
Count Total	0	0	0	0	0	61	236	259	0	242	612	0	0	0	829	228	2,467		104	162	255	229
Peak Hour	0	0	0	0	0	24	63	103	0	70	198	0	0	0	275	100	833		51	67	110	115

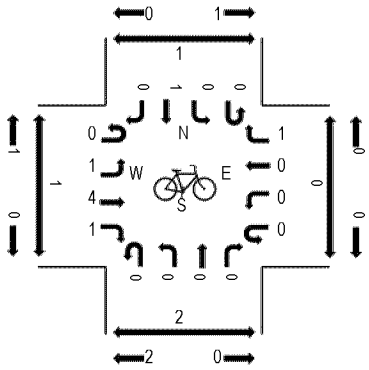
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 S COUNTY ROAD & PERUVAIN AVENUE AM
Date: Wednesday, March 13, 2024
Peak Hour: 10:00 AM - 11:00 AM
Peak 15-Minutes: 10:30 AM - 10:45 AM

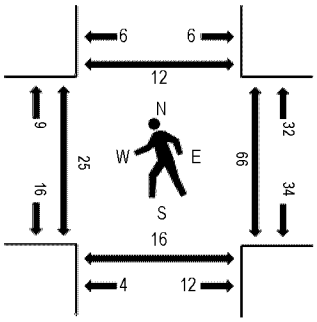
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

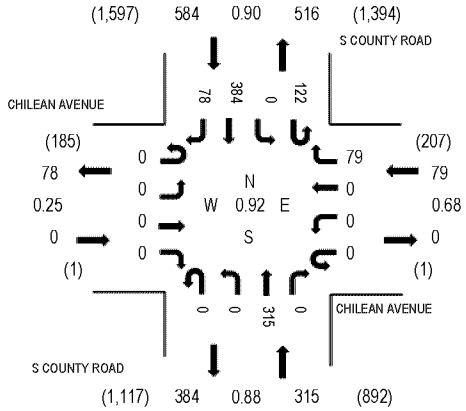
Traffic Counts - Motorized Vehicles

Interval Start Time	PERUVAIN AVENUE Eastbound				PERUVAIN AVENUE Westbound				S COUNTY ROAD Northbound				S COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	0	4	9	0	0	0	0	0	0	36	3	0	13	33	0	98	471	7	0	1	2
7:45 AM	0	4	3	11	0	0	0	0	0	0	37	4	1	6	36	0	102	525	3	6	0	3
8:00 AM	0	2	3	12	0	0	0	0	0	0	43	4	0	16	57	0	137	600	3	1	0	0
8:15 AM	0	4	2	7	0	0	0	0	0	0	50	6	0	15	50	0	134	650	6	6	3	3
8:30 AM	0	4	7	9	0	0	0	0	0	0	50	4	0	13	65	0	152	729	5	7	1	3
8:45 AM	0	6	7	13	0	0	0	0	0	0	62	5	0	21	63	0	177	778	7	10	3	7
9:00 AM	0	8	18	19	0	0	0	0	0	0	54	4	0	17	67	0	187	760	1	5	6	3
9:15 AM	0	10	14	12	0	0	0	0	0	0	71	8	0	17	81	0	213	756	4	18	2	2
9:30 AM	0	8	13	14	0	0	0	0	0	0	62	8	0	22	74	0	201	734	7	16	9	1
9:45 AM	0	8	13	14	0	0	0	0	0	0	60	4	0	13	47	0	159	779	3	24	4	3
10:00 AM	0	4	13	18	0	0	0	0	0	0	57	10	0	20	61	0	183	864	6	9	5	6
10:15 AM	0	11	17	13	0	0	0	0	0	0	77	5	0	14	54	0	191		6	18	4	3
10:30 AM	0	12	20	20	0	0	0	0	0	0	64	9	1	25	95	0	246		8	18	3	2
10:45 AM	0	15	18	28	0	0	0	0	0	0	66	8	0	19	90	0	244		5	21	4	1
Count Total	0	96	152	199	0	0	0	0	0	0	789	82	2	231	873	0	2,424		71	159	45	39
Peak Hour	0	42	68	79	0	0	0	0	0	0	264	32	1	78	300	0	864		25	66	16	12

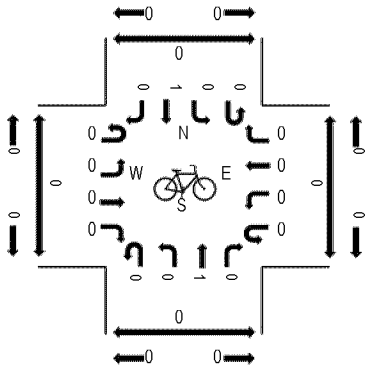
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 S COUNTY ROAD & CHILEAN AVENUE AM
Date: Wednesday, March 13, 2024
Peak Hour: 10:00 AM - 11:00 AM
Peak 15-Minutes: 10:30 AM - 10:45 AM

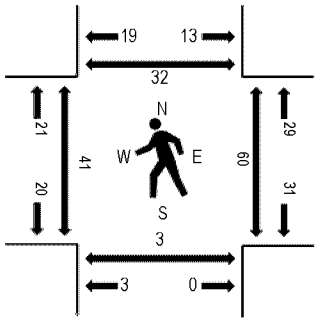
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

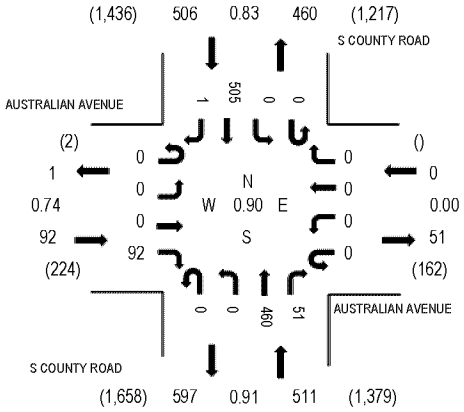
Traffic Counts - Motorized Vehicles

Interval Start Time	CHILEAN AVENUE Eastbound				CHILEAN AVENUE Westbound				S COUNTY ROAD Northbound				S COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	0	0	0	0	0	0	9	0	0	36	0	12	0	46	5	108	524	8	0	1	8
7:45 AM	0	0	0	0	0	1	0	12	0	0	43	0	11	0	45	6	118	589	3	8	0	1
8:00 AM	0	0	0	0	0	0	0	14	0	0	46	0	12	0	70	10	152	665	3	0	2	4
8:15 AM	0	0	0	0	0	0	0	11	0	0	51	1	10	0	64	9	146	710	5	11	0	7
8:30 AM	0	0	0	0	0	0	0	12	0	0	59	0	12	0	78	12	173	808	5	8	1	6
8:45 AM	0	0	0	1	0	0	0	19	0	0	68	0	11	0	87	8	194	848	4	8	0	8
9:00 AM	0	0	0	0	0	0	0	12	0	0	58	0	29	0	86	12	197	828	3	10	1	9
9:15 AM	0	0	0	0	0	0	0	16	0	0	80	0	30	0	96	22	244	848	7	17	4	15
9:30 AM	0	0	0	0	0	0	0	8	0	0	66	0	29	0	96	14	213	838	10	22	2	10
9:45 AM	0	0	0	0	0	0	0	14	0	0	69	0	19	0	63	9	174	890	6	12	2	7
10:00 AM	0	0	0	0	0	0	0	18	0	0	63	0	30	0	83	23	217	978	12	9	0	6
10:15 AM	0	0	0	0	0	0	0	18	0	0	90	0	36	0	72	18	234		9	16	2	10
10:30 AM	0	0	0	0	0	0	0	29	0	0	77	0	31	0	117	11	265		9	13	1	12
10:45 AM	0	0	0	0	0	0	0	14	0	0	85	0	25	0	112	26	262		11	22	0	4
Count Total	0	0	0	1	0	1	0	206	0	0	891	1	297	0	1,115	185	2,697		95	156	16	107
Peak Hour	0	0	0	0	0	0	0	79	0	0	315	0	122	0	384	78	978		41	60	3	32

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

Location: 5 S COUNTY ROAD & AUSTRALIAN AVENUE AM
Date: Wednesday, March 13, 2024
Peak Hour: 10:00 AM - 11:00 AM
Peak 15-Minutes: 10:30 AM - 10:45 AM

Peak Hour - Motorized Vehicles


(1,436) 506 0.83 460 (1,217)
S COUNTY ROAD
AUSTRALIAN AVENUE
505
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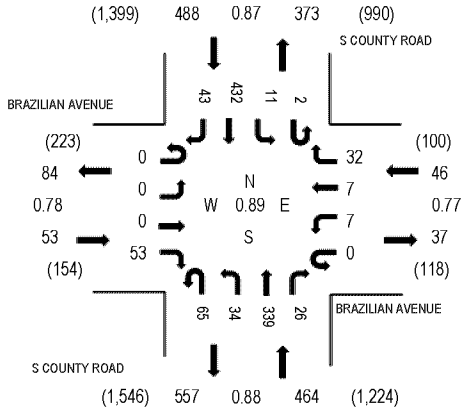
0

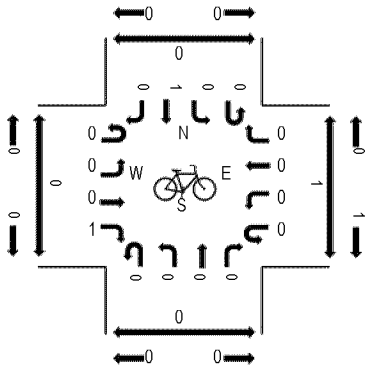
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 S COUNTY ROAD & BRAZILIAN AVENUE AM
Date: Wednesday, March 13, 2024
Peak Hour: 10:00 AM - 11:00 AM
Peak 15-Minutes: 10:30 AM - 10:45 AM

Peak Hour - Motorized Vehicles



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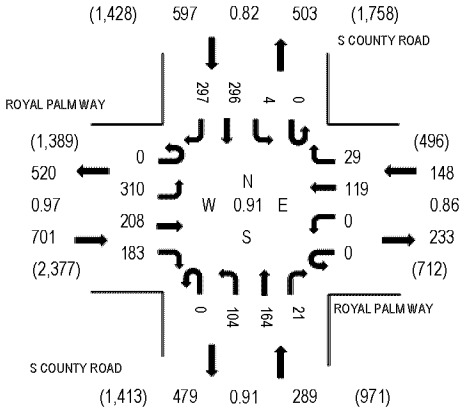
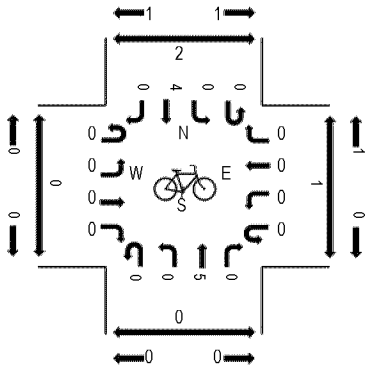
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 7 S COUNTY ROAD & ROYAL PALM WAY AM
Date: Wednesday, March 13, 2024
Peak Hour: 08:45 AM - 09:45 AM
Peak 15-Minutes: 09:15 AM - 09:30 AM

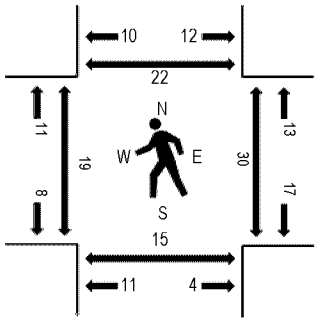
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

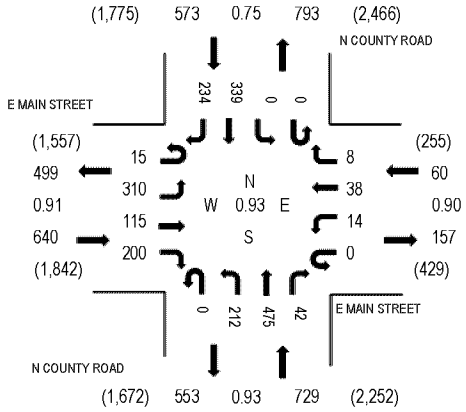
Traffic Counts - Motorized Vehicles

Interval Start Time	ROYAL PALM WAY Eastbound				ROYAL PALM WAY Westbound				S COUNTY ROAD Northbound				S COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	106	38	34	0	0	26	7	0	8	34	1	0	1	25	16	296	1,240	3	2	8	7
7:45 AM	0	89	36	27	0	0	22	21	0	22	22	4	0	0	29	15	287	1,300	2	2	6	11
8:00 AM	0	98	34	32	0	0	31	5	0	19	31	1	0	1	47	29	328	1,434	3	3	4	6
8:15 AM	0	96	47	39	0	0	25	5	0	20	25	2	0	1	36	33	329	1,545	1	6	5	3
8:30 AM	0	92	48	41	0	0	28	6	0	28	32	1	0	0	56	24	356	1,693	1	7	7	2
8:45 AM	0	86	55	36	0	0	32	5	0	28	47	4	0	1	69	58	421	1,735	3	5	5	7
9:00 AM	0	71	46	49	0	0	37	7	0	19	26	3	0	1	75	105	439	1,626	9	5	5	2
9:15 AM	0	82	48	50	0	0	25	12	0	32	50	9	0	2	87	80	477	1,590	6	10	3	4
9:30 AM	0	71	59	48	0	0	25	5	0	25	41	5	0	0	65	54	398	1,511	1	10	2	9
9:45 AM	0	58	39	24	0	0	28	10	0	24	40	5	0	0	50	34	312	1,529	4	10	3	9
10:00 AM	0	68	49	64	0	0	26	8	0	37	43	3	0	0	65	40	403	1,629	2	9	4	5
10:15 AM	1	82	49	60	0	0	20	2	0	34	49	7	0	1	42	51	398		4	7	5	3
10:30 AM	0	60	45	56	0	1	29	5	0	45	48	7	0	0	81	39	416		8	7	12	12
10:45 AM	0	64	53	47	0	0	38	5	0	40	44	6	0	0	78	37	412		3	13	12	4
Count Total	1	1,123	646	607	0	1	392	103	0	381	532	58	0	8	805	615	5,272		50	96	81	84
Peak Hour	0	310	208	183	0	0	119	29	0	104	164	21	0	4	296	297	1,735		19	30	15	22

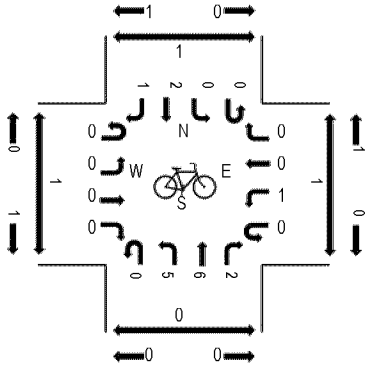
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 9 N COUNTY ROAD & E MAIN STREET AM
Date: Wednesday, March 13, 2024
Peak Hour: 08:45 AM - 09:45 AM
Peak 15-Minutes: 09:00 AM - 09:15 AM

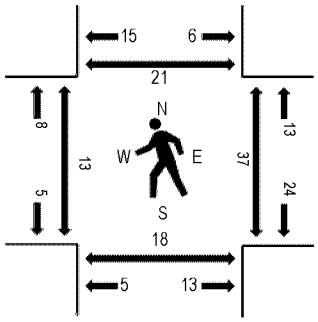
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

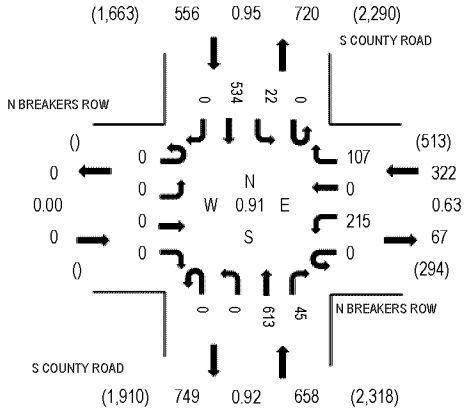
Traffic Counts - Motorized Vehicles

Interval Start Time	E MAIN STREET Eastbound				E MAIN STREET Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	56	16	67	0	0	23	1	0	33	73	19	0	0	26	27	341	1,563	1	1	3	1
7:45 AM	3	58	11	27	0	2	22	1	0	38	81	15	0	0	54	32	344	1,689	1	4	5	0
8:00 AM	3	113	16	54	0	1	19	1	0	25	116	16	0	0	61	47	472	1,847	6	5	4	0
8:15 AM	3	47	16	32	0	3	15	2	0	42	133	16	0	0	54	43	406	1,915	3	8	7	1
8:30 AM	2	116	20	40	0	1	17	0	0	30	119	10	0	0	54	58	467	1,997	1	9	7	0
8:45 AM	3	99	24	53	0	3	7	3	0	43	138	9	0	0	85	35	502	2,002	3	6	5	6
9:00 AM	4	83	32	59	0	4	7	3	0	69	119	10	0	0	89	61	540	1,961	6	10	6	3
9:15 AM	3	50	22	40	0	2	9	0	0	48	124	14	0	0	95	81	488	1,813	0	6	1	3
9:30 AM	5	78	37	48	0	5	15	2	0	52	94	9	0	0	70	57	472	1,716	4	15	6	9
9:45 AM	4	70	21	47	0	2	11	2	0	50	107	7	0	0	84	56	461	1,688	3	12	3	8
10:00 AM	5	50	18	37	0	2	19	1	0	38	113	10	0	0	59	40	392	1,631	4	7	2	5
10:15 AM	3	38	12	38	0	7	11	2	0	43	96	6	0	0	75	60	391		1	9	0	10
10:30 AM	5	53	17	40	0	3	9	1	0	36	107	4	0	0	111	58	444		5	13	8	7
10:45 AM	2	9	12	21	0	1	12	4	0	27	103	10	0	0	116	87	404		4	11	4	13
Count Total	45	920	274	603	0	36	196	23	0	574	1,523	155	0	0	1,033	742	6,124		42	116	61	66
Peak Hour	15	310	115	200	0	14	38	8	0	212	475	42	0	0	339	234	2,002		13	37	18	21

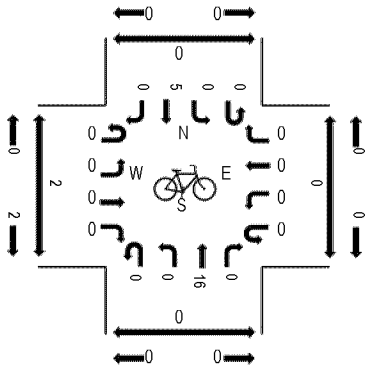
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 10 S COUNTY ROAD & N BREAKERS ROW AM
Date: Wednesday, March 13, 2024
Peak Hour: 08:45 AM - 09:45 AM
Peak 15-Minutes: 09:00 AM - 09:15 AM

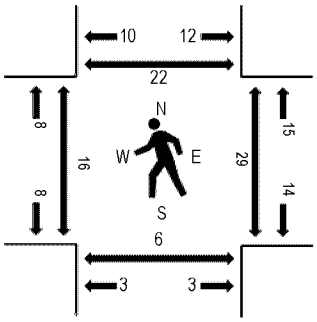
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

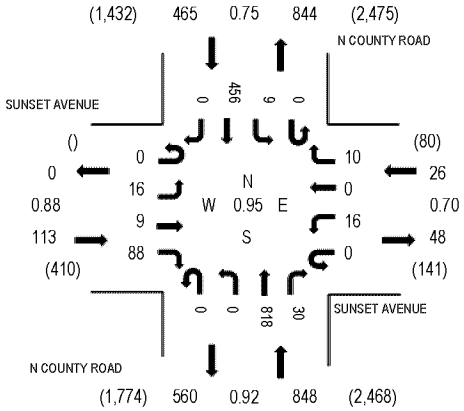
Traffic Counts - Motorized Vehicles

Interval Start Time	N BREAKERS ROW Eastbound				N BREAKERS ROW Westbound				S COUNTY ROAD Northbound				S COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	0	0	0	0	4	0	8	0	0	123	44	0	24	67	0	270	1,104	3	5	0	0
7:45 AM	0	0	0	0	0	8	0	5	0	0	141	23	0	9	76	0	262	1,147	0	9	0	5
8:00 AM	0	0	0	0	0	10	0	2	0	0	151	11	0	5	107	0	286	1,268	7	3	2	5
8:15 AM	0	0	0	0	0	14	0	7	0	0	176	5	0	0	84	0	286	1,403	0	3	0	0
8:30 AM	0	0	0	0	0	7	0	7	0	0	190	3	0	3	103	0	313	1,521	4	9	0	3
8:45 AM	0	0	0	0	0	39	0	20	0	0	168	9	0	5	142	0	383	1,536	4	4	0	12
9:00 AM	0	0	0	0	0	84	0	44	0	0	138	14	0	5	136	0	421	1,460	5	11	0	7
9:15 AM	0	0	0	0	0	69	0	28	0	0	160	9	0	5	133	0	404	1,335	4	4	3	3
9:30 AM	0	0	0	0	0	23	0	15	0	0	147	13	0	7	123	0	328	1,239	3	10	3	0
9:45 AM	0	0	0	0	0	14	0	9	0	0	150	10	0	9	115	0	307	1,235	6	15	2	5
10:00 AM	0	0	0	0	0	19	0	7	0	0	151	13	1	2	103	0	296	1,234	2	10	2	8
10:15 AM	0	0	0	0	0	24	0	11	0	0	143	19	0	5	106	0	308		1	8	0	0
10:30 AM	0	0	0	0	0	15	0	2	0	0	143	14	0	6	144	0	324		0	7	0	4
10:45 AM	0	0	0	0	0	8	0	10	0	0	133	17	0	5	133	0	306		3	9	0	5
Count Total	0	0	0	0	0	338	0	175	0	0	2,114	204	1	90	1,572	0	4,494		42	107	12	57
Peak Hour	0	0	0	0	0	215	0	107	0	0	613	45	0	22	534	0	1,536		16	29	6	22

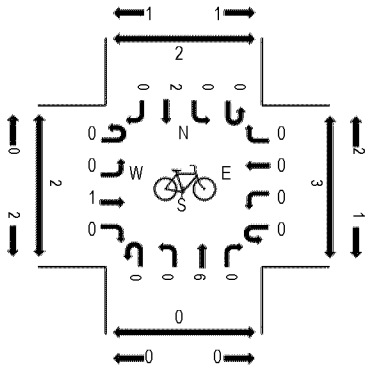
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 11 N COUNTY ROAD & SUNSET AVENUE AM
Date: Wednesday, March 13, 2024
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

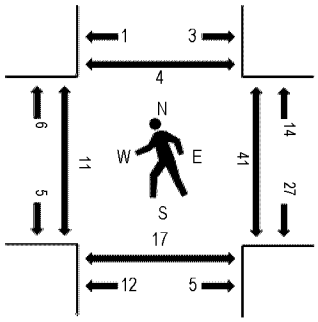
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

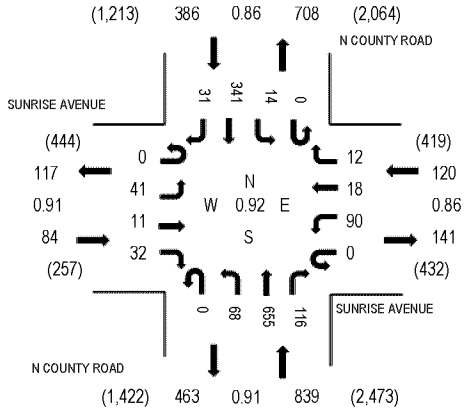
Traffic Counts - Motorized Vehicles

Interval Start Time	SUNSET AVENUE Eastbound				SUNSET AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	2	0	11	0	2	0	1	0	0	124	5	0	0	43	0	188	1,048	1	3	2	0
7:45 AM	0	1	1	14	0	4	0	0	0	0	133	6	0	0	70	0	229	1,213	7	4	5	0
8:00 AM	0	0	0	20	0	5	0	3	0	0	225	4	0	0	79	0	336	1,367	0	10	10	2
8:15 AM	0	4	0	21	0	1	0	1	0	0	186	0	0	5	77	0	295	1,388	5	10	4	1
8:30 AM	0	3	2	16	0	8	0	4	0	0	220	9	0	2	89	0	353	1,452	3	11	5	1
8:45 AM	0	5	4	18	0	3	0	1	0	0	232	8	0	3	109	0	383	1,418	3	9	3	2
9:00 AM	0	5	2	24	0	2	0	2	0	0	193	6	0	1	122	0	357	1,363	3	11	4	0
9:15 AM	0	3	1	30	0	3	0	3	0	0	173	7	0	3	136	0	359	1,291	2	10	5	1
9:30 AM	0	8	1	27	0	1	0	2	0	0	169	8	0	0	103	0	319	1,214	8	16	6	3
9:45 AM	0	8	2	31	0	1	0	5	0	0	169	10	0	3	99	0	328	1,245	4	16	5	2
10:00 AM	0	4	2	27	0	1	0	3	0	0	156	9	0	2	81	0	285	1,243	4	10	3	2
10:15 AM	0	5	1	26	0	2	0	3	0	0	129	9	0	1	106	0	282		7	13	2	1
10:30 AM	0	10	2	30	0	3	0	6	0	0	154	9	0	3	133	0	350		10	12	6	6
10:45 AM	0	5	3	31	0	5	0	5	0	0	110	5	0	2	160	0	326		8	10	7	1
Count Total	0	63	21	326	0	41	0	39	0	0	2,373	95	0	25	1,407	0	4,390		65	145	67	22
Peak Hour	0	16	9	88	0	16	0	10	0	0	818	30	0	9	456	0	1,452		11	41	17	4

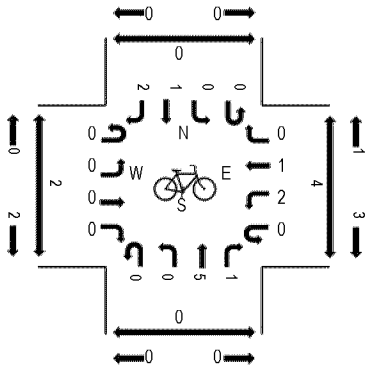
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 12 N COUNTY ROAD & SUNRISE AVENUE AM
Date: Wednesday, March 13, 2024
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

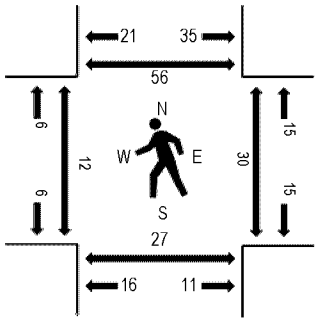
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE AVENUE Eastbound				SUNRISE AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	6	5	3	0	3	4	4	0	10	101	16	0	0	37	2	191	1,052	0	1	1	7
7:45 AM	0	7	7	5	0	13	5	1	0	4	114	16	0	0	50	4	226	1,206	6	6	5	23
8:00 AM	0	7	1	4	0	15	5	7	0	13	190	30	0	2	59	4	337	1,368	2	7	6	10
8:15 AM	0	10	2	3	0	16	5	1	0	10	150	27	0	3	63	8	298	1,387	8	19	2	15
8:30 AM	0	11	4	8	0	22	5	4	0	10	172	41	0	2	60	6	345	1,429	4	6	11	11
8:45 AM	0	12	2	8	0	26	4	1	0	13	205	25	0	2	81	9	388	1,412	3	11	9	18
9:00 AM	0	10	2	6	0	16	2	3	0	20	152	25	0	5	103	12	356	1,354	2	5	6	13
9:15 AM	0	8	3	10	0	26	7	4	0	25	126	25	0	5	97	4	340	1,273	3	8	1	14
9:30 AM	0	8	6	5	0	15	10	6	0	19	141	25	0	1	81	11	328	1,220	6	4	10	15
9:45 AM	0	2	4	9	0	23	9	9	0	21	139	22	0	1	73	18	330	1,241	5	5	8	8
10:00 AM	0	8	2	11	0	19	6	2	0	18	119	22	0	3	52	13	275	1,223	6	19	10	13
10:15 AM	0	7	3	8	0	23	9	3	0	11	93	35	0	1	76	18	287		7	5	3	9
10:30 AM	0	5	1	14	0	28	11	4	0	17	124	25	0	4	100	16	349		4	5	6	7
10:45 AM	0	3	7	10	0	30	10	3	0	23	82	17	0	3	111	13	312		3	4	2	2
Count Total	0	104	49	104	0	275	92	52	0	214	1,908	351	0	32	1,043	138	4,362		59	105	80	165
Peak Hour	0	41	11	32	0	90	18	12	0	68	655	116	0	14	341	31	1,429		12	30	27	56

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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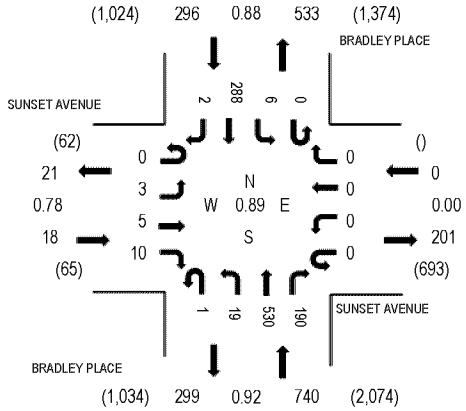
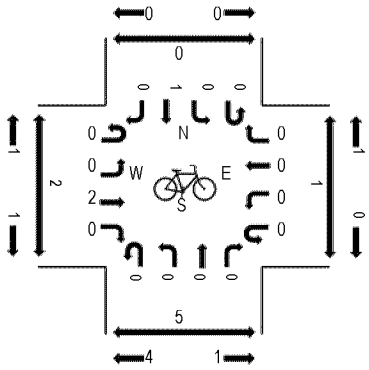
Location: 13 BRADLEY PLACE & SUNSET AVENUE AM
Date: Wednesday, March 13, 2024
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 09:00 AM - 09:15 AM

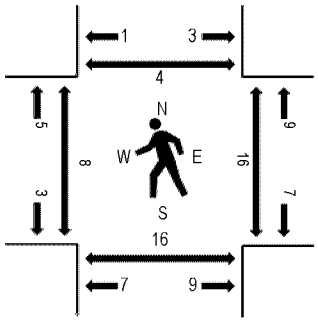
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNSET AVENUE Eastbound				SUNSET AVENUE Westbound				BRADLEY PLACE Northbound				BRADLEY PLACE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	0	0	0	0	0	0	0	0	2	65	46	0	0	41	0	154	715	0	4	2	1
7:45 AM	0	0	0	1	0	0	0	0	0	2	68	20	0	1	41	1	134	834	2	3	4	1
8:00 AM	0	0	0	0	0	0	0	0	0	5	126	58	0	0	55	0	244	963	2	3	8	1
8:15 AM	0	0	1	5	0	0	0	0	0	3	84	36	0	3	51	0	183	1,015	2	5	6	2
8:30 AM	0	0	0	0	0	0	0	0	0	5	149	48	0	2	68	1	273	1,054	1	3	2	0
8:45 AM	0	2	2	1	0	0	0	0	0	6	142	49	0	1	60	0	263	1,035	2	4	9	3
9:00 AM	0	0	1	5	0	0	0	0	1	6	141	54	0	3	84	1	296	1,007	3	5	2	1
9:15 AM	0	1	2	4	0	0	0	0	0	2	98	39	0	0	76	0	222	964	2	4	3	0
9:30 AM	0	1	0	8	0	0	0	0	0	8	99	54	0	4	80	0	254	947	11	5	5	3
9:45 AM	0	0	1	5	0	0	0	0	0	3	96	48	0	5	77	0	235	972	4	10	12	4
10:00 AM	0	1	0	5	0	0	0	0	0	3	87	68	0	5	84	0	253	905	1	7	11	1
10:15 AM	0	1	0	3	0	0	0	0	1	3	64	46	0	2	85	0	205		3	7	4	1
10:30 AM	0	0	0	6	0	0	0	0	0	7	108	53	0	7	97	1	279		3	7	14	0
10:45 AM	0	0	4	5	0	0	0	0	0	3	41	27	0	3	85	0	168		1	6	8	3
Count Total	0	6	11	48	0	0	0	0	2	58	1,368	646	0	36	984	4	3,163		37	73	90	21
Peak Hour	0	3	5	10	0	0	0	0	1	19	530	190	0	6	288	2	1,054		8	16	16	4

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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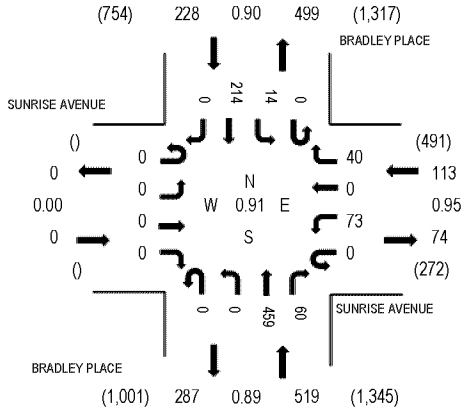
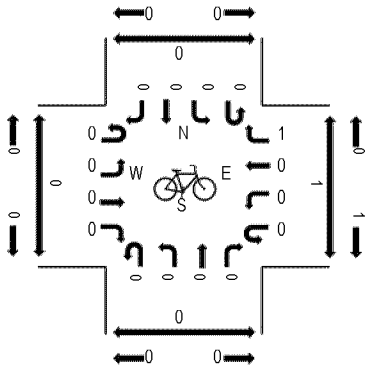
Location: 14 BRADLEY PLACE & SUNRISE AVENUE AM
Date: Wednesday, March 13, 2024
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 09:00 AM - 09:15 AM

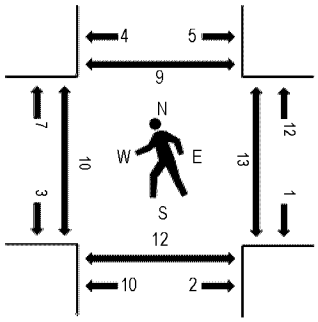
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE AVENUE Eastbound				SUNRISE AVENUE Westbound				BRADLEY PLACE Northbound				BRADLEY PLACE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	0	0	0	0	15	0	10	0	0	51	12	0	1	24	0	113	574	0	1	1	0
7:45 AM	0	0	0	0	0	7	0	9	0	0	55	8	0	2	34	0	115	686	0	2	1	0
8:00 AM	0	0	0	0	0	17	0	14	0	0	106	15	0	1	39	0	192	781	0	3	2	2
8:15 AM	0	0	0	0	0	13	0	19	0	0	69	13	0	1	39	0	154	824	0	4	0	0
8:30 AM	0	0	0	0	0	19	0	6	0	0	132	14	0	5	49	0	225	860	0	5	0	4
8:45 AM	0	0	0	0	0	22	0	11	0	0	127	10	0	4	36	0	210	829	0	3	3	1
9:00 AM	0	0	0	0	0	17	0	11	0	0	121	17	0	2	67	0	236	814	2	2	5	0
9:15 AM	0	0	0	0	0	15	0	12	0	0	79	19	0	3	62	0	190	778	8	3	4	4
9:30 AM	0	0	0	0	0	33	0	11	0	0	84	11	0	8	47	0	194	751	2	5	4	0
9:45 AM	0	0	0	0	0	37	0	6	0	0	84	14	0	9	45	0	195	795	1	5	2	1
10:00 AM	0	0	0	0	0	31	0	13	0	0	71	14	0	14	56	0	199	767	1	1	2	1
10:15 AM	0	0	0	0	0	37	0	12	0	0	48	9	0	9	48	0	163		2	1	0	1
10:30 AM	0	0	0	0	0	35	0	14	0	0	94	23	0	11	61	0	238		2	6	2	1
10:45 AM	0	0	0	0	0	33	0	12	0	0	36	9	0	14	63	0	167		1	6	1	0
Count Total	0	0	0	0	0	331	0	160	0	0	1,157	188	0	84	670	0	2,590		19	47	27	15
Peak Hour	0	0	0	0	0	73	0	40	0	0	459	60	0	14	214	0	860		10	13	12	9

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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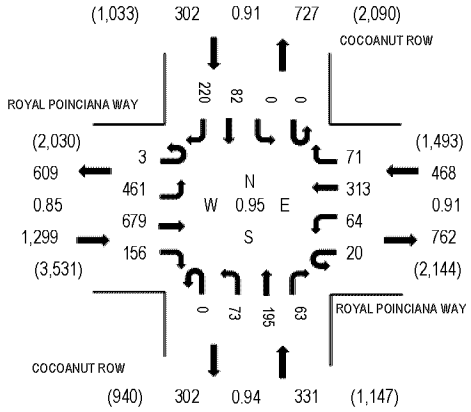
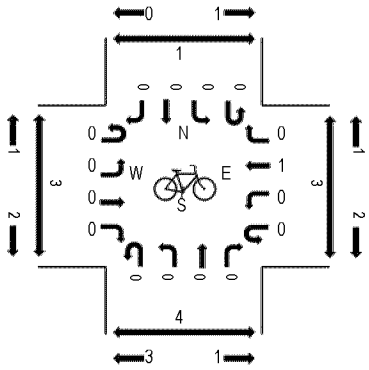
Location: 15 COCOANUT ROW & ROYAL POINCIANA WAY AM
Date: Wednesday, March 13, 2024
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

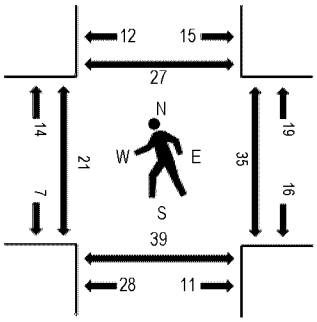
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ROYAL POINCIANA WAY Eastbound				ROYAL POINCIANA WAY Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	81	124	25	18	4	50	5	0	19	22	19	0	0	11	32	410	1,842	1	2	3	3
7:45 AM	0	59	110	16	14	14	56	13	0	14	37	12	0	0	7	35	387	2,040	3	4	6	3
8:00 AM	0	132	207	48	15	6	57	10	0	17	42	14	0	0	13	49	610	2,286	7	15	7	4
8:15 AM	0	68	106	26	12	13	56	14	0	16	50	16	0	0	14	44	435	2,296	4	6	6	7
8:30 AM	1	129	200	35	4	16	66	16	0	11	48	13	0	0	19	50	608	2,400	5	14	11	5
8:45 AM	0	125	190	44	9	11	66	24	0	20	68	18	0	0	19	39	633	2,368	5	11	9	5
9:00 AM	0	118	167	40	3	19	84	15	0	27	35	20	0	0	29	63	620	2,302	8	7	10	10
9:15 AM	2	89	122	37	4	18	97	16	0	15	44	12	0	0	15	68	539	2,188	3	3	9	7
9:30 AM	2	94	130	39	3	20	94	22	0	28	43	25	0	0	19	57	576	2,096	8	5	10	10
9:45 AM	2	93	143	47	2	14	76	16	0	22	46	20	0	0	23	63	567	2,080	4	14	13	3
10:00 AM	3	90	94	27	4	11	86	16	0	23	46	16	0	0	30	60	506	1,819	1	10	8	4
10:15 AM	3	62	81	19	2	16	71	13	0	26	40	26	0	0	25	63	447		8	10	10	8
10:30 AM	1	107	115	30	3	11	93	16	0	25	43	16	0	0	28	72	560		9	9	14	6
10:45 AM	1	17	7	23	5	23	38	13	0	18	53	22	0	1	36	49	306		11	18	21	5
Count Total	15	1,264	1,796	456	98	196	990	209	0	281	617	249	0	1	288	744	7,204		77	128	137	80
Peak Hour	3	461	679	156	20	64	313	71	0	73	195	63	0	0	82	220	2,400		21	35	39	27

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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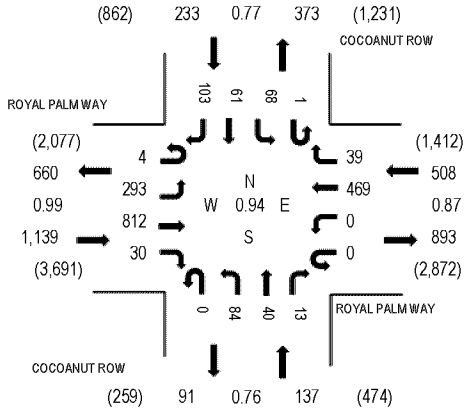
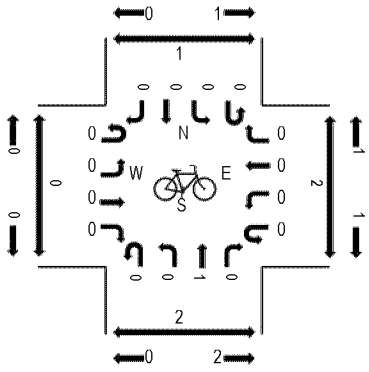
Location: 16 COCOANUT ROW & ROYAL PALM WAY AM
Date: Wednesday, March 13, 2024
Peak Hour: 08:45 AM - 09:45 AM
Peak 15-Minutes: 09:00 AM - 09:15 AM

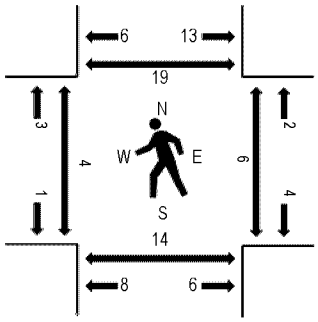
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ROYAL PALM WAY Eastbound				ROYAL PALM WAY Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	65	185	7	0	0	44	6	0	10	3	1	0	18	10	56	405	1,646	1	4	8	10
7:45 AM	0	47	153	3	0	0	45	2	0	14	6	3	0	12	8	51	344	1,689	0	3	5	11
8:00 AM	1	70	211	7	0	0	76	21	0	20	5	1	0	18	8	27	465	1,835	2	1	3	6
8:15 AM	0	81	198	9	0	0	69	4	0	12	6	2	0	13	4	34	432	1,909	2	1	5	0
8:30 AM	1	76	215	8	0	0	68	4	0	13	12	7	0	11	12	21	448	1,986	3	1	3	3
8:45 AM	0	81	210	5	0	0	95	15	0	12	12	2	0	20	10	28	490	2,017	1	1	2	7
9:00 AM	2	86	201	10	0	0	138	4	0	27	12	3	0	18	14	24	539	1,939	0	1	5	0
9:15 AM	1	58	202	5	0	0	138	8	0	20	7	2	0	18	20	30	509	1,900	2	3	3	5
9:30 AM	1	68	199	10	0	0	98	12	0	25	9	6	1	12	17	21	479	1,869	1	1	4	7
9:45 AM	0	60	137	12	0	0	76	15	0	26	11	3	0	15	15	42	412	1,857	0	5	3	2
10:00 AM	1	67	193	9	0	0	99	11	0	37	15	8	0	17	13	30	500	1,916	1	3	4	4
10:15 AM	2	72	180	6	0	0	104	13	0	29	10	4	1	20	7	30	478		1	0	6	7
10:30 AM	3	67	153	15	0	1	114	12	0	27	6	3	0	18	1	47	467		3	5	5	7
10:45 AM	5	62	164	7	0	1	105	14	0	27	14	2	0	14	5	51	471		3	4	3	4
Count Total	17	960	2,601	113	0	2	1,269	141	0	299	128	47	2	224	144	492	6,439		20	33	59	73
Peak Hour	4	293	812	30	0	0	469	39	0	84	40	13	1	68	61	103	2,017		4	6	14	19

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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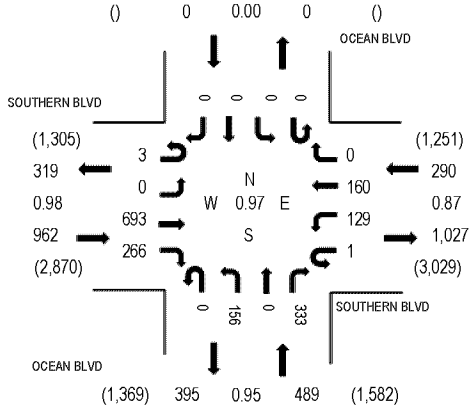
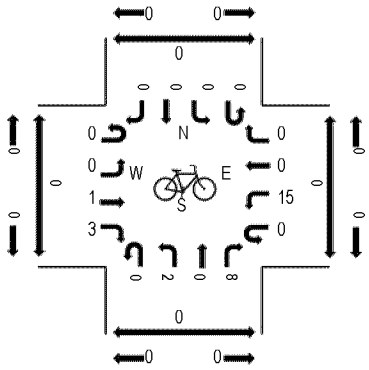
Location: 17 OCEAN BLVD & SOUTHERN BLVD AM
Date: Wednesday, March 13, 2024
Peak Hour: 08:15 AM - 09:15 AM
Peak 15-Minutes: 09:00 AM - 09:15 AM

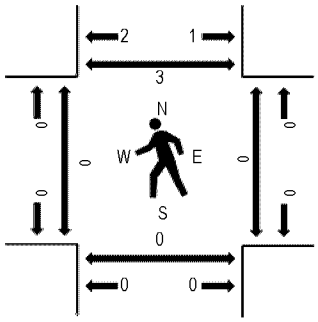
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SOUTHERN BLVD Eastbound				SOUTHERN BLVD Westbound				OCEAN BLVD Northbound				OCEAN BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	1	0	156	65	0	20	32	0	0	19	0	69	0	0	0	0	362	1,618	0	0	0	0
7:45 AM	0	0	148	69	0	28	39	0	0	23	0	81	0	0	0	0	388	1,699	0	0	0	0
8:00 AM	1	0	182	66	0	31	35	0	0	37	0	93	0	0	0	0	445	1,737	0	0	0	0
8:15 AM	1	0	168	66	1	26	33	0	0	37	0	91	0	0	0	0	423	1,741	0	0	0	1
8:30 AM	0	0	185	65	0	30	34	0	0	34	0	95	0	0	0	0	443	1,724	0	0	0	1
8:45 AM	1	0	187	64	0	32	36	0	0	36	0	70	0	0	0	0	426	1,693	0	0	0	0
9:00 AM	1	0	153	71	0	41	57	0	0	49	0	77	0	0	0	0	449	1,678	0	0	0	1
9:15 AM	0	0	165	55	0	46	51	0	0	41	0	48	0	0	0	0	406	1,560	0	0	0	0
9:30 AM	0	0	143	59	1	46	63	0	0	45	0	55	0	0	0	0	412	1,559	0	0	0	0
9:45 AM	2	0	130	50	0	38	73	0	1	52	0	65	0	0	0	0	411	1,534	0	0	0	0
10:00 AM	2	0	71	31	1	36	61	0	0	59	0	70	0	0	0	0	331	1,538	0	0	0	0
10:15 AM	0	0	129	66	7	32	63	0	0	39	0	69	0	0	0	0	405		0	0	0	1
10:30 AM	0	0	85	59	2	55	69	0	1	47	0	69	0	0	0	0	387		0	0	0	1
10:45 AM	1	0	104	68	1	52	79	0	0	52	0	58	0	0	0	0	415		0	0	0	0
Count Total	10	0	2,006	854	13	513	725	0	2	570	0	1,010	0	0	0	0	5,703		0	0	0	5
Peak Hour	3	0	693	266	1	129	160	0	0	156	0	333	0	0	0	0	1,741		0	0	0	3

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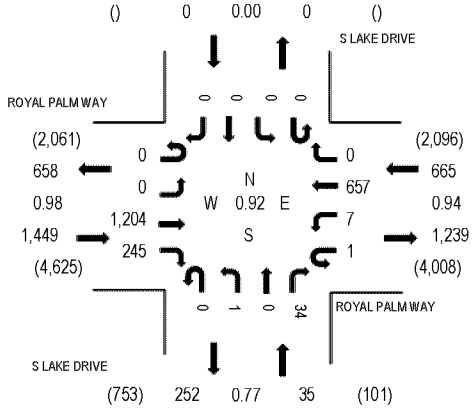
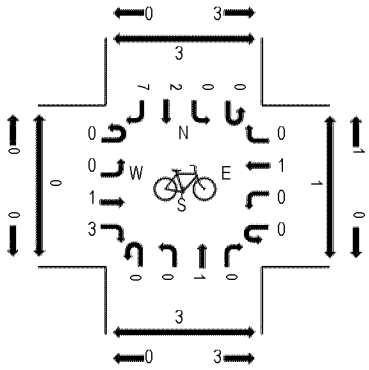
Location: 18 S LAKE DRIVE & ROYAL PALM WAY AM
Date: Wednesday, March 13, 2024
Peak Hour: 08:45 AM - 09:45 AM
Peak 15-Minutes: 09:00 AM - 09:15 AM

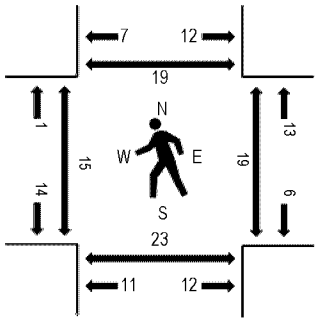
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ROYAL PALM WAY Eastbound				ROYAL PALM WAY Westbound				S LAKE DRIVE Northbound				S LAKE DRIVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	0	287	40	0	1	107	0	0	0	0	3	0	0	0	0	438	1,818	1	3	9	6
7:45 AM	0	0	256	36	0	2	119	0	0	1	0	4	0	0	0	0	418	1,854	1	1	5	15
8:00 AM	0	0	278	52	0	0	137	0	0	0	0	3	0	0	0	0	470	1,941	5	5	4	7
8:15 AM	0	0	313	57	0	1	118	0	0	0	0	3	0	0	0	0	492	2,053	6	4	6	0
8:30 AM	0	0	315	49	0	1	105	0	0	0	0	4	0	0	0	0	474	2,133	2	1	6	8
8:45 AM	0	0	321	56	0	4	121	0	0	1	0	2	0	0	0	0	505	2,149	4	5	6	7
9:00 AM	0	0	319	64	0	2	192	0	0	0	0	5	0	0	0	0	582	2,055	3	4	5	2
9:15 AM	0	0	281	78	0	1	196	0	0	0	0	16	0	0	0	0	572	1,981	6	6	2	4
9:30 AM	0	0	283	47	1	0	148	0	0	0	0	11	0	0	0	0	490	1,882	2	4	10	6
9:45 AM	0	0	204	48	1	5	143	0	0	0	0	10	0	0	0	0	411	1,882	7	11	4	4
10:00 AM	0	0	287	41	0	4	164	0	0	0	0	12	0	0	0	0	508	1,970	3	7	13	6
10:15 AM	0	0	255	49	0	0	159	0	0	0	0	10	0	0	0	0	473		2	9	8	5
10:30 AM	0	0	244	49	0	5	179	0	0	0	0	13	0	0	0	0	490		1	2	4	9
10:45 AM	0	0	263	53	1	8	171	0	0	0	0	3	0	0	0	0	499		4	10	10	5
Count Total	0	0	3,906	719	3	34	2,059	0	0	2	0	99	0	0	0	0	6,822		47	72	92	84
Peak Hour	0	0	1,204	245	1	7	657	0	0	1	0	34	0	0	0	0	2,149		15	19	23	19

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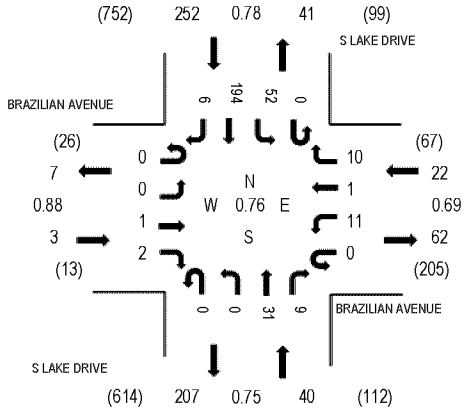
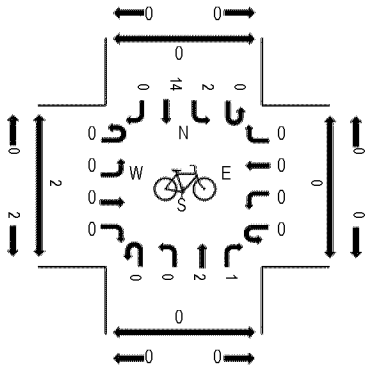
Location: 19 S LAKE DRIVE & BRAZILIAN AVENUE AM
Date: Wednesday, March 13, 2024
Peak Hour: 09:00 AM - 10:00 AM
Peak 15-Minutes: 09:15 AM - 09:30 AM

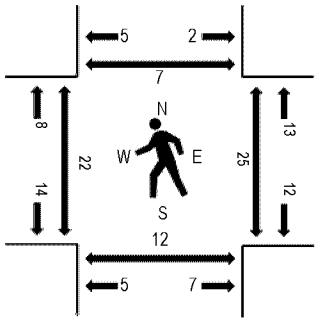
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BRAZILIAN AVENUE Eastbound				BRAZILIAN AVENUE Westbound				S LAKE DRIVE Northbound				S LAKE DRIVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	0	0	0	0	2	0	2	0	0	1	1	0	8	33	1	48	223	5	4	0	1
7:45 AM	0	0	0	0	0	2	0	1	0	1	4	2	0	6	31	1	48	233	5	1	3	4
8:00 AM	0	0	2	0	0	3	2	0	0	1	2	2	0	17	34	0	63	250	5	5	2	4
8:15 AM	0	1	0	0	0	0	0	1	0	0	1	2	0	19	40	0	64	269	10	3	6	3
8:30 AM	0	0	0	1	0	3	0	1	0	0	4	1	0	14	33	1	58	309	5	2	5	4
8:45 AM	0	0	0	0	0	5	0	0	0	0	2	3	0	12	41	2	65	316	5	8	3	1
9:00 AM	0	0	0	0	0	2	0	2	0	0	5	3	0	12	56	2	82	317	7	4	6	0
9:15 AM	0	0	0	0	0	4	1	4	0	0	10	4	0	19	59	3	104	306	8	6	3	2
9:30 AM	0	0	0	1	0	3	0	4	0	0	8	1	0	8	39	1	65	271	0	4	1	2
9:45 AM	0	0	1	1	0	2	0	0	0	0	8	1	0	13	40	0	66	280	7	11	2	3
10:00 AM	0	1	1	0	0	6	0	1	0	2	10	5	0	9	35	1	71	281	7	6	0	4
10:15 AM	0	0	1	1	0	2	1	2	0	0	8	5	0	7	40	2	69		3	16	2	7
10:30 AM	0	1	0	0	0	5	0	1	0	0	11	1	0	11	42	2	74		9	2	5	0
10:45 AM	0	0	1	0	0	4	0	1	0	0	2	1	0	12	44	2	67		3	7	0	4
Count Total	0	3	6	4	0	43	4	20	0	4	76	32	0	167	567	18	944		79	79	38	39
Peak Hour	0	0	1	2	0	11	1	10	0	0	31	9	0	52	194	6	317		22	25	12	7

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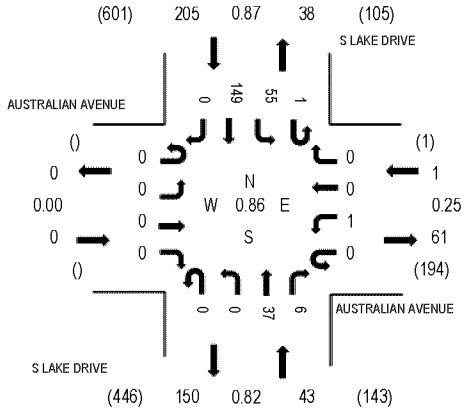
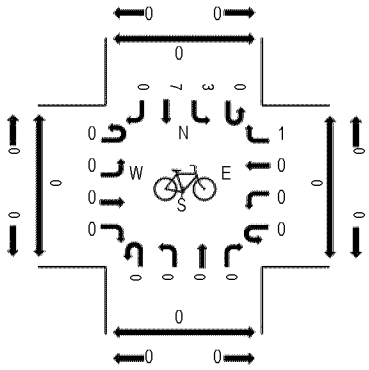
Location: 20 S LAKE DRIVE & AUSTRALIAN AVENUE AM
Date: Wednesday, March 13, 2024
Peak Hour: 08:45 AM - 09:45 AM
Peak 15-Minutes: 09:15 AM - 09:30 AM

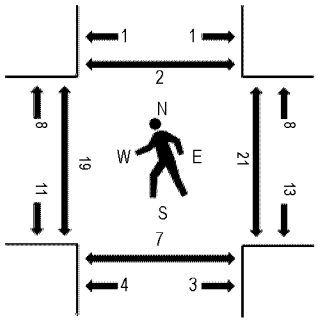
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	AUSTRALIAN AVENUE Eastbound				AUSTRALIAN AVENUE Westbound				S LAKE DRIVE Northbound				S LAKE DRIVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	0	0	0	0	0	0	0	0	0	2	1	0	8	26	0	37	165	6	3	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	8	3	0	12	20	0	43	176	4	2	2	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	3	3	0	13	22	0	41	184	7	6	2	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	3	2	0	14	25	0	44	212	6	10	5	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	4	7	0	10	27	0	48	240	3	8	1	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	6	0	1	12	32	0	51	249	2	1	2	0
9:00 AM	0	0	0	0	0	1	0	0	0	0	7	2	0	21	38	0	69	249	6	8	2	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	13	1	0	12	46	0	72	240	7	7	2	1
9:30 AM	0	0	0	0	0	0	0	0	0	0	11	3	0	10	33	0	57	221	4	5	1	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	8	3	0	5	35	0	51	225	7	14	2	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	15	2	0	12	31	0	60	232	9	5	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	9	0	0	10	34	0	53		11	15	4	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	12	5	0	7	37	0	61		8	4	5	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	3	7	0	9	39	0	58		12	9	0	0
Count Total	0	0	0	0	0	1	0	0	0	0	104	39	1	155	445	0	745		92	97	29	3
Peak Hour	0	0	0	0	0	1	0	0	0	0	37	6	1	55	149	0	249		19	21	7	2

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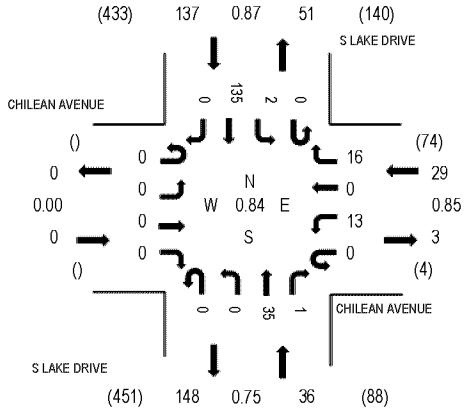
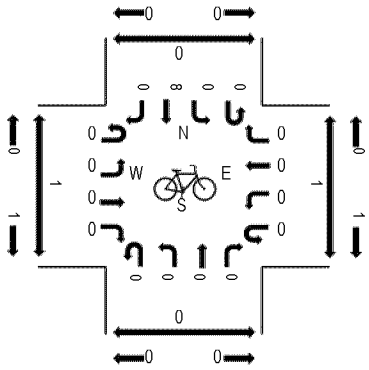
Location: 21 S LAKE DRIVE & CHILEAN AVENUE AM
Date: Wednesday, March 13, 2024
Peak Hour: 09:15 AM - 10:15 AM
Peak 15-Minutes: 09:15 AM - 09:30 AM

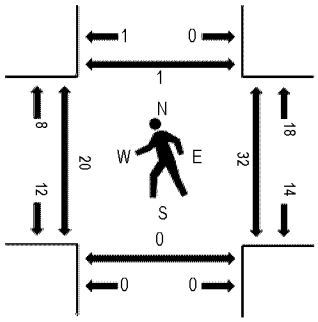
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CHILEAN AVENUE Eastbound				CHILEAN AVENUE Westbound				S LAKE DRIVE Northbound				S LAKE DRIVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	0	0	0	0	1	0	1	0	0	2	0	0	0	26	0	30	119	4	3	0	0
7:45 AM	0	0	0	0	0	0	0	4	0	0	7	0	0	0	21	0	32	126	3	3	0	0
8:00 AM	0	0	0	0	0	1	0	1	0	0	5	0	0	0	20	0	27	133	2	7	1	0
8:15 AM	0	0	0	0	0	1	0	1	0	0	4	0	0	0	24	0	30	153	5	4	0	0
8:30 AM	0	0	0	0	0	1	0	7	0	0	3	0	0	0	26	0	37	183	1	1	0	0
8:45 AM	0	0	0	0	0	1	0	2	0	0	3	1	1	0	31	0	39	194	1	9	0	1
9:00 AM	0	0	0	0	0	0	0	2	0	0	7	0	0	0	38	0	47	201	4	6	0	0
9:15 AM	0	0	0	0	0	3	0	3	0	0	12	0	0	0	42	0	60	202	12	9	0	0
9:30 AM	0	0	0	0	0	4	0	3	0	0	8	1	0	2	30	0	48	185	0	4	0	0
9:45 AM	0	0	0	0	0	2	0	4	0	0	6	0	0	0	34	0	46	192	2	15	0	1
10:00 AM	0	0	0	0	0	4	0	6	0	0	9	0	0	0	29	0	48	199	6	4	0	0
10:15 AM	0	0	0	0	0	1	0	7	0	0	3	0	0	0	32	0	43		3	15	1	0
10:30 AM	0	0	0	0	0	3	0	7	0	0	10	0	1	0	34	0	55		4	4	0	0
10:45 AM	0	0	0	0	0	0	0	4	0	0	7	0	0	0	42	0	53		5	7	1	0
Count Total	0	0	0	0	0	22	0	52	0	0	86	2	2	2	429	0	595		52	91	3	2
Peak Hour	0	0	0	0	0	13	0	16	0	0	35	1	0	2	135	0	202		20	32	0	1

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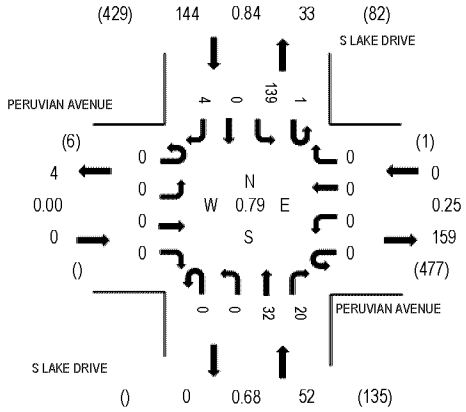
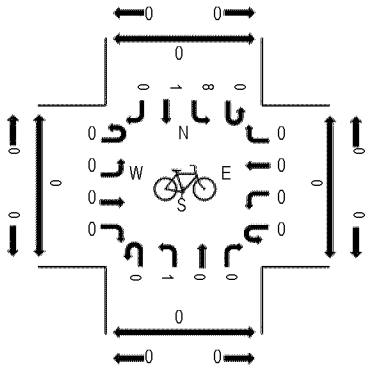
Location: 22 S LAKE DRIVE & PERUVIAN AVENUE AM
Date: Wednesday, March 13, 2024
Peak Hour: 09:15 AM - 10:15 AM
Peak 15-Minutes: 09:15 AM - 09:30 AM

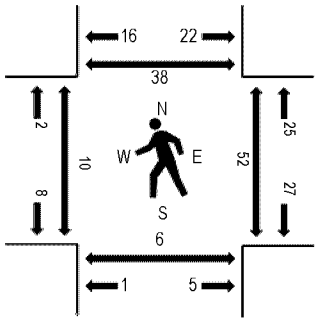
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PERUVIAN AVENUE Eastbound				PERUVIAN AVENUE Westbound				S LAKE DRIVE Northbound				S LAKE DRIVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	0	0	0	0	0	0	0	0	0	2	3	0	23	0	0	28	120	4	8	2	8
7:45 AM	0	0	0	0	0	0	0	0	0	0	7	3	0	22	0	0	32	126	4	7	2	6
8:00 AM	0	0	0	0	0	0	0	0	0	0	5	2	0	22	0	0	29	130	2	14	0	6
8:15 AM	0	0	0	0	0	0	0	0	0	0	3	3	0	25	0	0	31	142	2	12	0	10
8:30 AM	0	0	0	0	0	0	0	0	0	0	3	6	0	24	0	1	34	173	2	3	1	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	4	1	29	0	0	36	183	4	8	3	6
9:00 AM	0	0	0	0	0	0	0	0	0	0	6	3	0	32	0	0	41	195	4	6	4	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	12	7	0	41	0	2	62	196	2	8	2	9
9:30 AM	0	0	0	0	0	0	0	0	0	0	6	4	0	32	0	2	44	172	4	6	1	3
9:45 AM	0	0	0	0	0	0	0	0	0	0	7	5	0	36	0	0	48	180	3	23	2	12
10:00 AM	0	0	0	0	0	0	0	0	0	0	7	4	1	30	0	0	42	180	1	15	1	14
10:15 AM	0	0	0	0	0	0	0	0	0	0	2	4	0	32	0	0	38		1	21	1	4
10:30 AM	0	0	0	0	0	0	0	0	0	0	9	8	3	31	0	1	52		2	7	1	9
10:45 AM	0	0	0	0	0	0	0	1	0	0	4	4	1	38	0	0	48		4	13	1	6
Count Total	0	0	0	0	0	0	0	1	0	0	75	60	6	417	0	6	565		39	151	21	96
Peak Hour	0	0	0	0	0	0	0	0	0	0	32	20	1	139	0	4	196		10	52	6	38

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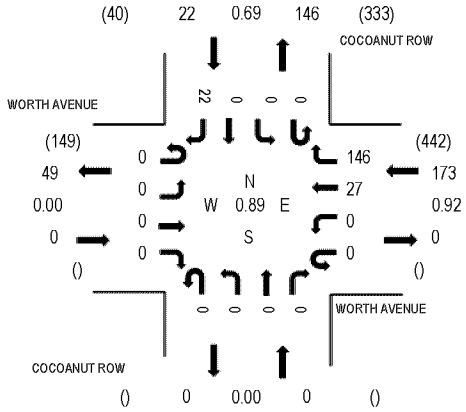
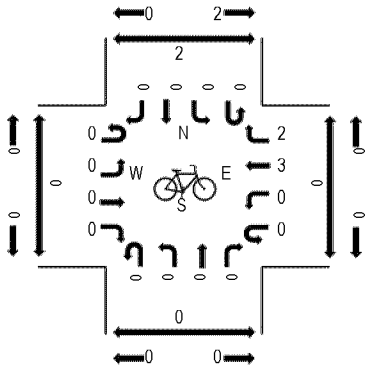
Location: 23 COCOANUT ROW & WORTH AVENUE AM
Date: Wednesday, March 13, 2024
Peak Hour: 10:00 AM - 11:00 AM
Peak 15-Minutes: 10:30 AM - 10:45 AM

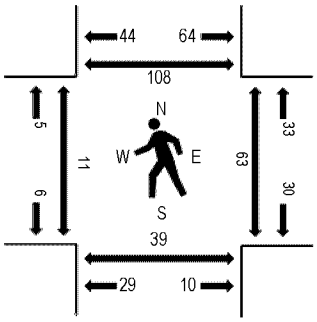
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

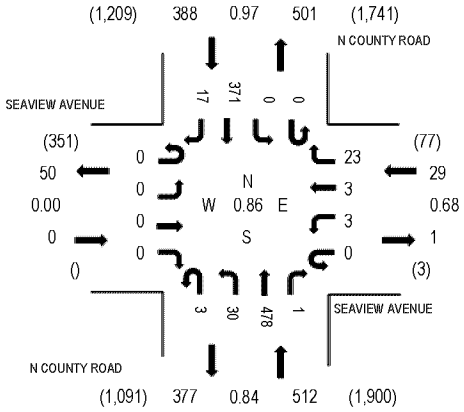
Traffic Counts - Motorized Vehicles

Interval Start Time	WORTH AVENUE Eastbound				WORTH AVENUE Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	1	13	81	0	4	1	15
7:45 AM	0	0	0	0	0	0	13	19	0	0	0	0	0	0	0	1	33	84	1	32	4	11
8:00 AM	0	0	0	0	0	0	5	10	0	0	0	0	0	0	0	1	16	80	3	13	7	9
8:15 AM	0	0	0	0	0	0	4	14	0	0	0	0	0	0	0	1	19	100	2	12	4	17
8:30 AM	0	0	0	0	0	0	8	7	0	0	0	0	0	0	0	1	16	125	3	7	5	9
8:45 AM	0	0	0	0	0	0	5	21	0	0	0	0	1	0	0	2	29	151	1	25	2	12
9:00 AM	0	0	0	0	0	0	11	25	0	0	0	0	0	0	0	0	36	161	1	12	2	15
9:15 AM	0	0	0	0	0	0	14	27	0	0	0	0	0	0	0	3	44	166	2	13	5	17
9:30 AM	0	0	0	0	0	0	7	31	0	0	0	0	0	0	0	4	42	170	1	11	5	15
9:45 AM	0	0	0	0	0	0	10	26	0	0	0	0	0	0	0	3	39	183	1	30	2	17
10:00 AM	0	0	0	0	0	0	3	32	0	0	0	0	0	0	0	6	41	195	4	14	11	36
10:15 AM	0	0	0	0	0	0	4	41	0	0	0	0	0	0	0	3	48		1	18	3	17
10:30 AM	0	0	0	0	0	0	9	38	0	0	0	0	0	0	0	8	55		3	17	18	17
10:45 AM	0	0	0	0	0	0	11	35	0	0	0	0	0	0	0	5	51		3	14	7	38
Count Total	0	0	0	0	0	0	110	332	0	0	0	0	1	0	0	39	482		26	222	76	245
Peak Hour	0	0	0	0	0	0	27	146	0	0	0	0	0	0	0	22	195		11	63	39	108

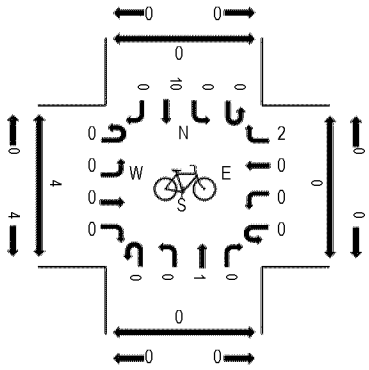
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 8 N COUNTY ROAD & SEAVIEW AVENUE AM
Date: Tuesday, April 2, 2024
Peak Hour: 09:45 AM - 10:45 AM
Peak 15-Minutes: 09:45 AM - 10:00 AM

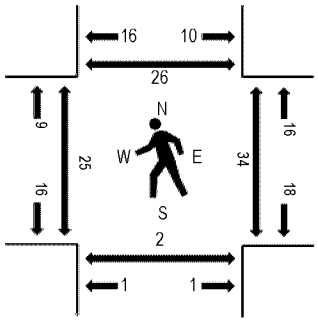
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

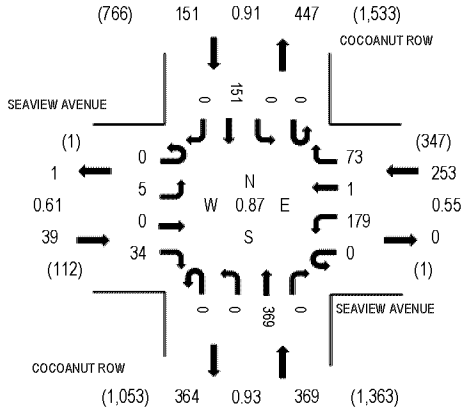
Traffic Counts - Motorized Vehicles

Interval Start Time	SEAVIEW AVENUE Eastbound				SEAVIEW AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	0	0	0	0	0	0	1	0	72	83	0	0	0	43	35	234	925	1	0	0	2
7:45 AM	0	0	0	0	0	0	2	2	0	57	123	1	0	1	62	32	280	906	6	2	0	0
8:00 AM	0	0	0	0	0	0	1	4	0	9	134	0	0	0	60	9	217	855	3	4	0	2
8:15 AM	0	0	0	0	0	0	1	1	0	4	126	0	0	0	60	2	194	857	1	2	0	3
8:30 AM	0	0	0	0	0	1	1	5	0	5	116	0	0	0	77	10	215	903	5	3	0	0
8:45 AM	0	0	0	0	0	0	0	3	0	10	141	0	0	0	71	4	229	873	4	5	0	5
9:00 AM	0	0	0	0	0	0	1	10	1	4	116	0	0	0	81	6	219	914	5	7	1	5
9:15 AM	0	0	0	0	0	0	2	4	0	11	140	0	0	0	79	4	240	900	2	10	2	6
9:30 AM	0	0	0	0	0	1	0	4	0	4	90	0	0	0	84	2	185	894	2	4	0	4
9:45 AM	0	0	0	0	0	1	0	7	2	9	153	1	0	0	97	0	270	929	12	9	0	14
10:00 AM	0	0	0	0	0	1	0	4	1	7	99	0	0	0	89	4	205	903	5	7	1	4
10:15 AM	0	0	0	0	0	0	0	4	0	9	124	0	0	0	89	8	234		4	12	1	1
10:30 AM	0	0	0	0	0	1	3	8	0	5	102	0	0	0	96	5	220		4	6	0	7
10:45 AM	0	0	0	0	0	1	1	2	0	6	135	0	0	0	93	6	244		4	3	0	5
Count Total	0	0	0	0	0	6	12	59	4	212	1,682	2	0	1	1,081	127	3,186		58	74	5	58
Peak Hour	0	0	0	0	0	3	3	23	3	30	478	1	0	0	371	17	929		25	34	2	26

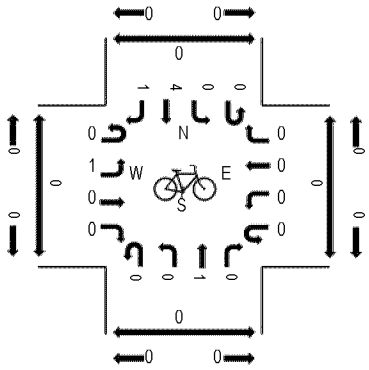
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 24 COCOANUT ROW & SEAVIEW AVENUE AM
Date: Tuesday, April 2, 2024
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

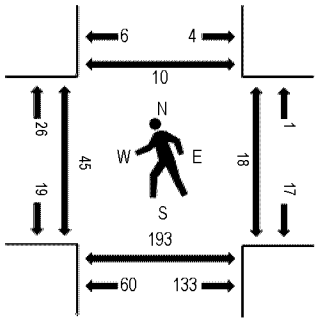
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

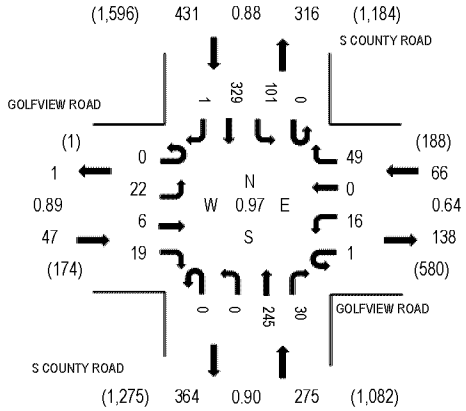
Traffic Counts - Motorized Vehicles

Interval Start Time	SEAVIEW AVENUE Eastbound				SEAVIEW AVENUE Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:30 AM	0	0	0	10	0	77	0	37	0	0	73	0	0	0	30	0	227	812	12	1	74	0
7:45 AM	0	1	0	15	0	83	1	28	0	0	77	0	0	0	29	0	234	750	18	7	106	0
8:00 AM	0	3	0	5	0	16	0	4	0	0	107	0	0	0	41	0	176	708	12	2	10	8
8:15 AM	0	1	0	4	0	3	0	4	0	0	112	0	0	0	51	0	175	723	3	8	3	2
8:30 AM	0	4	0	3	0	10	0	3	0	0	102	0	0	0	43	0	165	724	1	4	3	3
8:45 AM	0	9	0	0	0	5	0	3	1	0	114	0	0	0	60	0	192	709	0	0	1	1
9:00 AM	0	10	0	3	0	5	0	3	0	0	121	0	0	0	49	0	191	737	0	3	4	2
9:15 AM	0	5	0	0	0	7	0	3	0	0	86	0	0	0	75	0	176	700	1	1	0	1
9:30 AM	0	0	0	0	0	3	0	1	0	0	75	0	0	0	71	0	150	705	0	4	1	0
9:45 AM	0	5	0	1	0	3	0	6	0	0	134	0	0	0	71	0	220	718	0	5	6	3
10:00 AM	0	1	0	1	0	4	0	5	0	0	87	0	0	0	56	0	154	682	6	2	1	0
10:15 AM	0	5	0	5	0	9	0	5	0	0	96	0	0	0	61	0	181		5	4	12	0
10:30 AM	0	8	1	4	0	4	0	9	0	0	76	0	0	0	61	0	163		1	1	4	0
10:45 AM	0	5	0	3	0	3	0	3	0	0	102	0	0	0	68	0	184		2	0	0	0
Count Total	0	57	1	54	0	232	1	114	1	0	1,362	0	0	0	766	0	2,588		61	42	225	20
Peak Hour	0	5	0	34	0	179	1	73	0	0	369	0	0	0	151	0	812		45	18	193	10

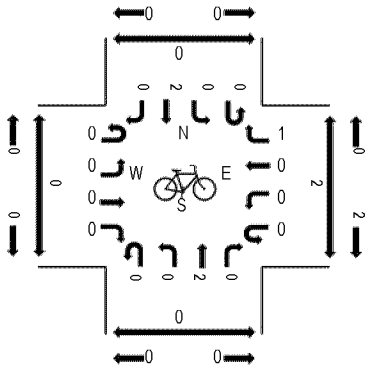
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 S COUNTY ROAD & GOLFVIEW ROAD Noon
Date: Wednesday, March 13, 2024
Peak Hour: 01:00 PM - 02:00 PM
Peak 15-Minutes: 01:00 PM - 01:15 PM

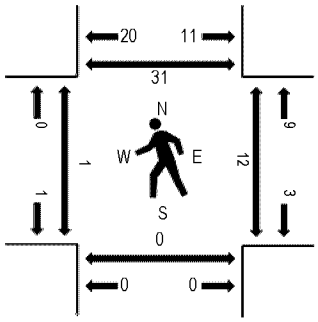
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

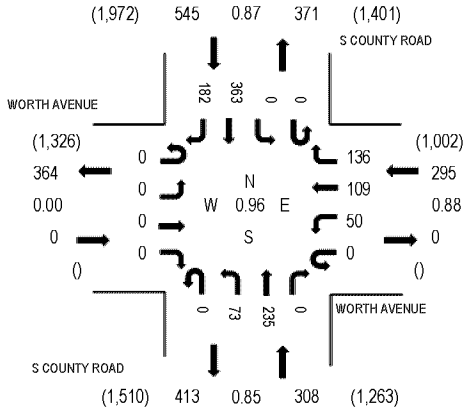
Traffic Counts - Motorized Vehicles

Interval Start Time	GOLFVIEW ROAD Eastbound				GOLFVIEW ROAD Westbound				S COUNTY ROAD Northbound				S COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	1	1	4	0	0	0	4	0	0	58	3	1	14	48	0	134	717	3	12	0	1
11:15 AM	0	5	2	5	0	2	0	8	0	0	68	4	0	23	63	0	180	792	3	3	3	1
11:30 AM	0	7	1	8	0	1	0	11	0	0	78	7	0	26	56	0	195	806	1	5	0	4
11:45 AM	0	3	3	4	0	2	0	8	0	0	63	11	0	40	74	0	208	786	1	7	0	2
12:00 PM	0	9	1	6	0	0	0	6	0	0	65	11	0	37	74	0	209	760	1	4	0	7
12:15 PM	0	6	2	7	0	3	0	14	0	0	51	7	0	33	71	0	194	762	1	7	0	4
12:30 PM	0	5	0	3	0	3	0	3	0	0	62	6	0	26	67	0	175	762	1	6	0	4
12:45 PM	0	4	1	3	0	2	0	4	0	0	69	7	0	30	62	0	182	792	1	5	0	0
1:00 PM	0	7	1	3	0	1	0	6	0	0	62	9	0	30	92	0	211	819	0	8	0	4
1:15 PM	0	8	1	6	0	4	0	6	0	0	60	5	0	23	81	0	194	786	0	0	0	5
1:30 PM	0	4	1	5	1	6	0	21	0	0	55	10	0	28	74	0	205	779	1	2	0	16
1:45 PM	0	3	3	5	0	5	0	16	0	0	68	6	0	20	82	1	209	779	0	2	0	6
2:00 PM	0	4	3	2	0	2	0	11	0	0	42	11	0	22	81	0	178	744	0	4	0	7
2:15 PM	0	2	2	4	0	2	0	8	0	0	58	7	0	30	74	0	187		0	8	0	13
2:30 PM	0	5	4	6	0	5	0	8	0	0	54	7	0	30	86	0	205		0	0	1	12
2:45 PM	0	0	1	3	0	3	0	12	0	0	51	7	0	22	75	0	174		0	4	0	4
Count Total	0	73	27	74	1	41	0	146	0	0	964	118	1	434	1,160	1	3,040		13	77	4	90
Peak Hour	0	22	6	19	1	16	0	49	0	0	245	30	0	101	329	1	819		1	12	0	31

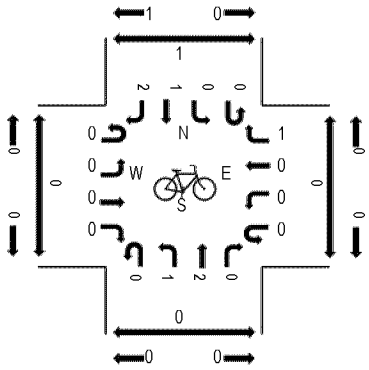
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 S COUNTY ROAD & WORTH AVENUE Noon
Date: Wednesday, March 13, 2024
Peak Hour: 01:45 PM - 02:45 PM
Peak 15-Minutes: 01:45 PM - 02:00 PM

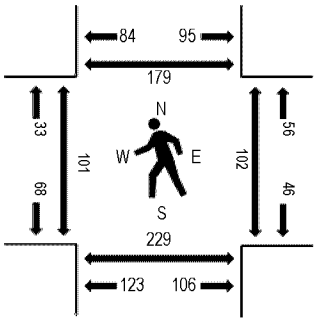
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

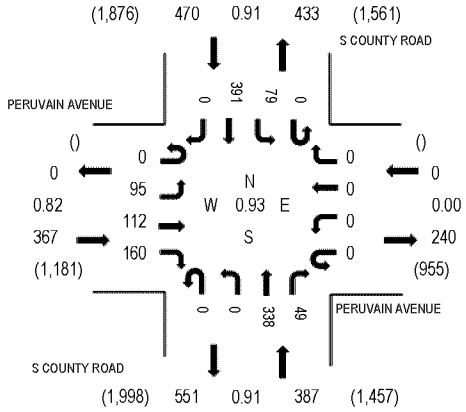
Traffic Counts - Motorized Vehicles

Interval Start Time	WORTH AVENUE Eastbound				WORTH AVENUE Westbound				S COUNTY ROAD Northbound				S COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	0	0	0	0	5	22	24	0	11	50	0	0	0	59	27	198	974	12	16	49	19
11:15 AM	0	0	0	0	0	6	21	18	0	21	60	0	0	0	70	32	228	1,036	28	24	61	27
11:30 AM	0	0	0	0	0	6	15	25	0	32	69	0	0	0	78	37	262	1,075	18	18	61	46
11:45 AM	0	0	0	0	0	6	29	26	0	14	68	0	0	0	98	45	286	1,070	23	20	73	44
12:00 PM	0	0	0	0	0	7	25	22	0	17	64	0	0	0	88	37	260	1,043	16	24	53	37
12:15 PM	0	0	0	0	0	13	23	32	0	20	57	0	0	0	84	38	267	1,050	27	24	47	40
12:30 PM	0	0	0	0	0	5	29	33	0	21	51	0	0	0	81	37	257	1,061	23	32	71	34
12:45 PM	0	0	0	0	0	10	22	18	0	23	66	0	0	0	77	43	259	1,075	18	22	50	30
1:00 PM	0	0	0	0	0	14	17	30	0	21	52	0	0	0	97	36	267	1,115	19	33	33	36
1:15 PM	0	0	0	0	0	12	24	32	0	25	56	0	0	0	91	38	278	1,134	27	24	41	40
1:30 PM	0	0	0	0	0	15	25	31	0	27	61	0	0	0	81	31	271	1,130	33	30	46	49
1:45 PM	0	0	0	0	0	11	27	46	0	24	67	0	0	0	84	40	299	1,148	29	27	48	58
2:00 PM	0	0	0	0	0	6	26	30	0	12	56	0	0	0	94	62	286	1,105	24	22	53	43
2:15 PM	0	0	0	0	0	13	25	30	0	15	57	0	0	0	89	45	274		24	28	81	42
2:30 PM	0	0	0	0	0	20	31	30	0	22	55	0	0	0	96	35	289		24	25	47	36
2:45 PM	0	0	0	0	0	7	21	37	0	21	48	0	0	0	87	35	256		35	28	55	31
Count Total	0	0	0	0	0	156	382	464	0	326	937	0	0	0	1,354	618	4,237		380	397	869	612
Peak Hour	0	0	0	0	0	50	109	136	0	73	235	0	0	0	363	182	1,148		101	102	229	179

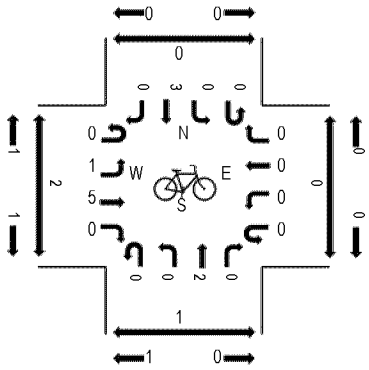
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 S COUNTY ROAD & PERUVAIN AVENUE Noon
Date: Wednesday, March 13, 2024
Peak Hour: 01:45 PM - 02:45 PM
Peak 15-Minutes: 02:00 PM - 02:15 PM

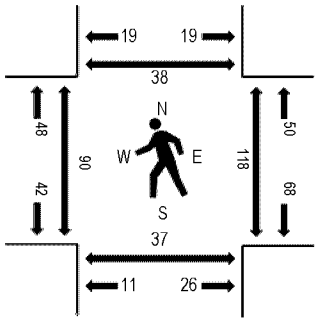
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

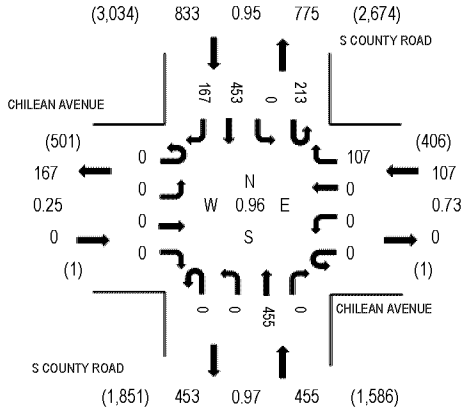
Traffic Counts - Motorized Vehicles

Interval Start Time	PERUVAIN AVENUE Eastbound				PERUVAIN AVENUE Westbound				S COUNTY ROAD Northbound				S COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	13	15	18	0	0	0	0	0	0	60	13	0	24	72	0	215	1,012	7	16	15	4
11:15 AM	0	10	16	21	0	0	0	0	0	0	78	7	1	15	75	0	223	1,085	7	21	1	2
11:30 AM	0	12	14	18	0	0	0	0	0	0	91	5	0	24	101	0	265	1,134	17	19	0	8
11:45 AM	0	22	20	31	0	0	0	0	0	0	87	8	0	32	109	0	309	1,161	16	21	1	3
12:00 PM	0	14	26	28	0	0	0	0	0	0	72	16	1	33	98	0	288	1,124	13	29	1	4
12:15 PM	0	8	27	35	0	0	0	0	0	0	76	12	0	22	92	0	272	1,117	21	30	6	5
12:30 PM	0	24	28	33	0	0	0	0	0	0	72	19	0	33	83	0	292	1,150	18	34	6	2
12:45 PM	0	14	22	31	0	0	0	0	0	0	71	16	0	22	96	0	272	1,132	22	36	8	11
1:00 PM	0	16	26	39	0	0	0	0	0	0	69	16	0	21	94	0	281	1,169	19	40	8	14
1:15 PM	0	24	26	32	0	0	0	0	0	0	82	14	0	25	102	0	305	1,216	20	30	7	13
1:30 PM	0	29	17	27	0	0	0	0	0	0	83	15	0	18	85	0	274	1,210	37	30	21	16
1:45 PM	0	20	25	38	0	0	0	0	0	0	94	16	0	24	92	0	309	1,224	19	34	10	13
2:00 PM	0	27	33	52	0	0	0	0	0	0	85	13	0	14	104	0	328	1,209	30	33	8	7
2:15 PM	0	25	26	43	0	0	0	0	0	0	84	6	0	23	92	0	299		11	29	8	7
2:30 PM	0	23	28	27	0	0	0	0	0	0	75	14	0	18	103	0	288		30	22	11	11
2:45 PM	0	20	28	30	0	0	0	0	0	0	79	9	0	31	97	0	294		18	39	14	17
Count Total	0	301	377	503	0	0	0	0	0	0	1,258	199	2	379	1,495	0	4,514		305	463	125	137
Peak Hour	0	95	112	160	0	0	0	0	0	0	338	49	0	79	391	0	1,224		90	118	37	38

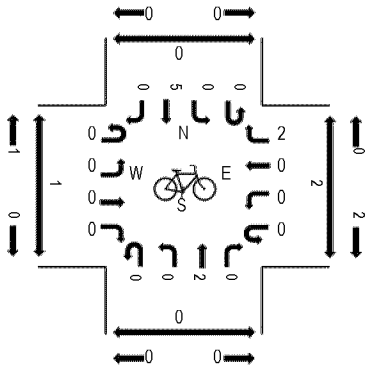
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 S COUNTY ROAD & CHILEAN AVENUE Noon
Date: Wednesday, March 13, 2024
Peak Hour: 01:15 PM - 02:15 PM
Peak 15-Minutes: 01:45 PM - 02:00 PM

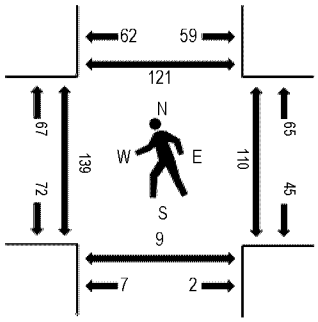
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

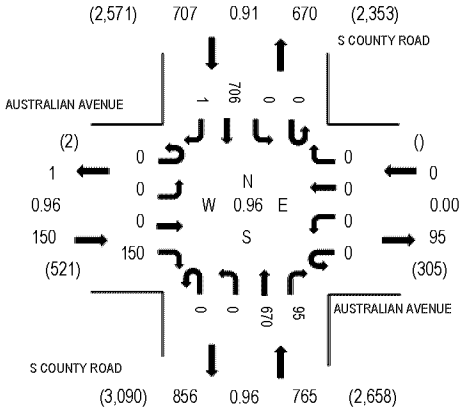
Traffic Counts - Motorized Vehicles

Interval Start Time	CHILEAN AVENUE Eastbound				CHILEAN AVENUE Westbound				S COUNTY ROAD Northbound				S COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	0	0	0	0	0	0	13	0	0	78	0	32	0	90	30	243	1,174	15	13	5	8
11:15 AM	0	0	0	0	0	0	0	23	0	0	89	0	34	0	94	20	260	1,247	20	37	1	19
11:30 AM	0	0	0	0	0	0	0	18	0	0	103	0	35	0	120	27	303	1,270	18	14	0	11
11:45 AM	0	0	0	0	0	0	0	35	0	0	108	0	39	0	151	35	368	1,272	18	25	1	25
12:00 PM	0	0	0	0	0	1	0	39	0	1	88	0	34	0	126	27	316	1,198	15	32	1	16
12:15 PM	0	0	0	0	0	0	0	23	0	0	83	0	43	0	111	23	283	1,193	28	24	2	13
12:30 PM	0	0	0	0	0	0	0	19	0	0	98	0	40	0	117	31	305	1,256	20	11	0	4
12:45 PM	0	1	0	0	0	0	0	17	0	0	89	0	52	0	111	24	294	1,284	37	20	1	32
1:00 PM	0	0	0	0	0	0	0	29	0	0	86	0	46	0	124	26	311	1,353	21	28	6	28
1:15 PM	0	0	0	0	0	0	0	26	0	0	103	0	55	0	116	46	346	1,395	34	27	0	29
1:30 PM	0	0	0	0	0	0	0	29	0	0	119	0	47	0	102	36	333	1,365	46	28	5	28
1:45 PM	0	0	0	0	0	0	0	29	0	0	115	0	53	0	122	44	363	1,340	21	35	4	29
2:00 PM	0	0	0	0	0	0	0	23	0	0	118	0	58	0	113	41	353	1,302	38	20	0	35
2:15 PM	0	0	0	0	0	0	0	21	0	0	109	0	37	0	117	32	316		29	11	0	14
2:30 PM	0	0	0	0	0	0	0	33	0	0	99	0	45	0	112	19	308		42	12	0	19
2:45 PM	0	0	0	0	0	0	0	28	0	0	99	1	34	0	124	39	325		30	16	4	10
Count Total	0	1	0	0	0	1	0	405	0	1	1,584	1	684	0	1,850	500	5,027		432	353	30	320
Peak Hour	0	0	0	0	0	0	0	107	0	0	455	0	213	0	453	167	1,395		139	110	9	121

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

Location: 5 S COUNTY ROAD & AUSTRALIAN AVENUE Noon
Date: Wednesday, March 13, 2024
Peak Hour: 01:15 PM - 02:15 PM
Peak 15-Minutes: 01:45 PM - 02:00 PM

Peak Hour - Motorized Vehicles


(2,571) 707 0.91 670 (2,353)
S COUNTY ROAD
AUSTRALIAN AVENUE
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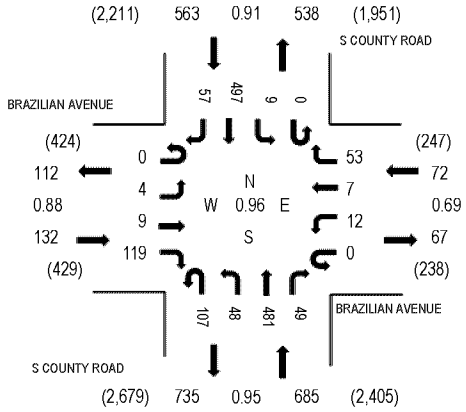
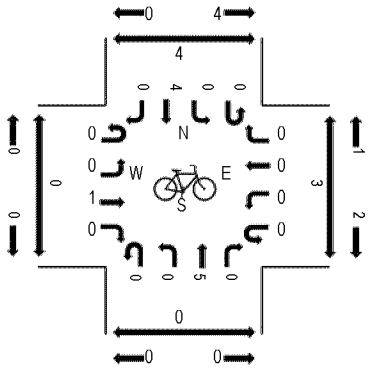
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 S COUNTY ROAD & BRAZILIAN AVENUE Noon
Date: Wednesday, March 13, 2024
Peak Hour: 01:15 PM - 02:15 PM
Peak 15-Minutes: 01:15 PM - 01:30 PM

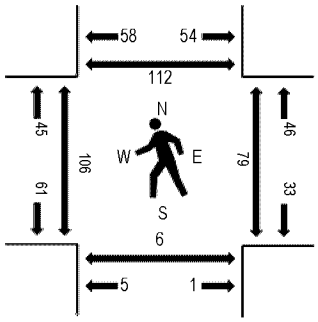
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

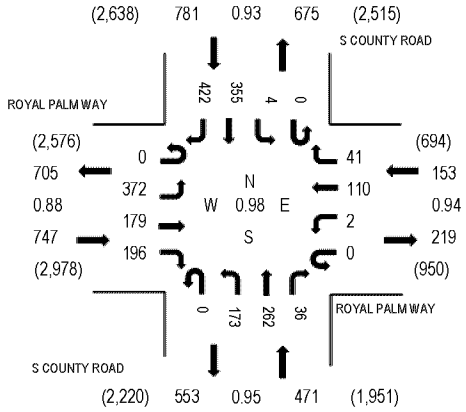
Traffic Counts - Motorized Vehicles

Interval Start Time	BRAZILIAN AVENUE Eastbound				BRAZILIAN AVENUE Westbound				S COUNTY ROAD Northbound				S COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	0	0	10	0	3	3	16	13	9	90	6	0	1	107	9	267	1,214	16	14	0	34
11:15 AM	0	0	0	11	0	1	1	11	17	10	98	8	1	1	103	13	275	1,275	27	26	0	30
11:30 AM	0	0	0	15	0	0	2	10	9	13	101	15	0	2	137	16	320	1,289	20	10	0	16
11:45 AM	0	1	1	20	0	2	0	11	27	11	118	7	0	3	138	13	352	1,303	30	17	0	27
12:00 PM	0	0	2	14	0	2	2	8	19	10	108	10	0	2	137	14	328	1,272	19	23	3	21
12:15 PM	0	3	2	22	1	3	0	8	17	6	99	9	2	2	103	12	289	1,296	39	16	1	32
12:30 PM	0	2	4	40	0	2	1	8	13	12	110	8	0	1	120	13	334	1,386	24	35	0	39
12:45 PM	0	4	2	47	0	1	1	10	18	6	108	14	0	1	96	13	321	1,391	22	24	0	29
1:00 PM	0	5	6	35	0	3	2	9	12	18	97	15	1	3	128	18	352	1,439	32	12	1	18
1:15 PM	0	1	6	35	0	7	2	17	30	15	97	15	0	1	134	19	379	1,452	16	10	3	20
1:30 PM	0	1	2	21	0	1	0	12	19	12	129	11	0	3	121	7	339	1,412	29	30	0	31
1:45 PM	0	1	1	31	0	4	1	12	30	10	126	14	0	1	127	11	369	1,407	29	27	1	31
2:00 PM	0	1	0	32	0	0	4	12	28	11	129	9	0	4	115	20	365	1,367	32	12	2	30
2:15 PM	0	2	1	17	0	4	2	11	15	11	106	11	0	4	138	17	339		34	9	0	19
2:30 PM	0	1	1	12	0	5	0	16	28	15	102	10	1	4	118	21	334		30	9	1	22
2:45 PM	0	2	1	14	0	1	1	14	22	9	119	11	0	2	125	8	329		38	4	0	19
Count Total	0	24	29	376	1	39	22	185	317	178	1,737	173	5	35	1,947	224	5,292		437	278	12	418
Peak Hour	0	4	9	119	0	12	7	53	107	48	481	49	0	9	497	57	1,452		106	79	6	112

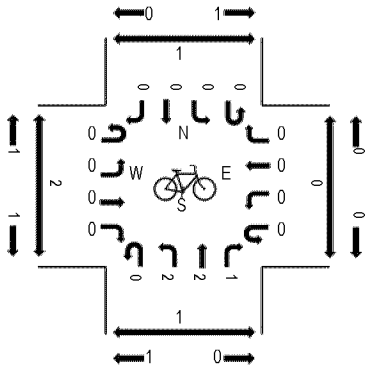
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 7 S COUNTY ROAD & ROYAL PALM WAY Noon
Date: Wednesday, March 13, 2024
Peak Hour: 12:30 PM - 01:30 PM
Peak 15-Minutes: 12:30 PM - 12:45 PM

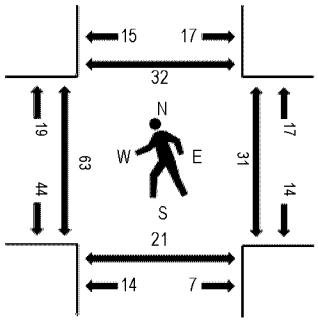
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

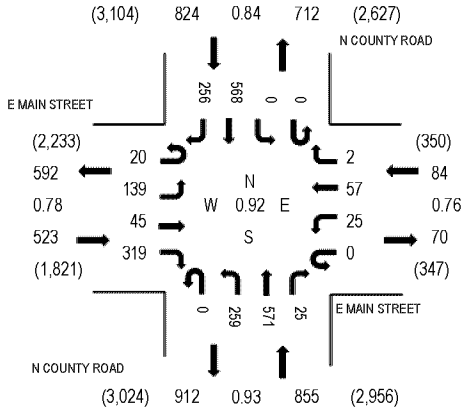
Traffic Counts - Motorized Vehicles

Interval Start Time	ROYAL PALM WAY Eastbound				ROYAL PALM WAY Westbound				S COUNTY ROAD Northbound				S COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	1	72	54	51	0	0	27	11	0	44	62	4	0	2	65	65	458	1,967	9	5	9	1
11:15 AM	1	83	58	60	0	0	34	11	0	43	65	2	0	0	68	75	500	2,045	7	6	3	5
11:30 AM	1	61	38	58	0	0	32	5	0	45	55	8	0	2	99	72	476	2,038	5	6	3	7
11:45 AM	0	74	58	50	0	0	41	8	0	53	75	7	0	1	104	62	533	2,110	19	10	8	10
12:00 PM	3	79	64	72	0	0	40	6	0	51	56	11	0	1	81	72	536	2,115	8	12	19	8
12:15 PM	0	102	37	46	0	0	30	10	0	41	58	6	0	2	68	93	493	2,102	14	15	10	6
12:30 PM	0	92	38	53	0	1	27	8	0	51	62	6	0	1	83	126	548	2,152	13	11	1	8
12:45 PM	0	102	31	42	0	0	24	7	0	45	71	7	0	2	74	133	538	2,107	20	0	6	7
1:00 PM	0	92	51	43	0	1	19	16	0	36	73	11	0	0	97	84	523	2,098	19	7	6	11
1:15 PM	0	86	59	58	0	0	40	10	0	41	56	12	0	1	101	79	543	2,107	11	13	8	6
1:30 PM	1	70	33	48	0	0	39	9	0	51	76	10	0	1	78	87	503	2,068	17	11	10	7
1:45 PM	0	98	51	47	0	0	29	6	0	48	79	12	0	2	93	64	529	2,068	19	4	11	9
2:00 PM	0	69	57	50	0	0	37	12	0	57	71	14	0	1	90	74	532	2,081	35	6	7	14
2:15 PM	0	74	56	58	1	2	34	11	0	35	80	5	0	1	99	48	504		20	2	6	5
2:30 PM	0	66	60	63	0	0	45	7	0	54	58	8	0	0	82	60	503		11	2	6	1
2:45 PM	0	87	56	64	0	0	43	11	0	71	63	2	0	6	71	68	542		22	0	17	13
Count Total	7	1,307	801	863	1	4	541	148	0	766	1,060	125	0	23	1,353	1,262	8,261		249	110	130	118
Peak Hour	0	372	179	196	0	2	110	41	0	173	262	36	0	4	355	422	2,152		63	31	21	32

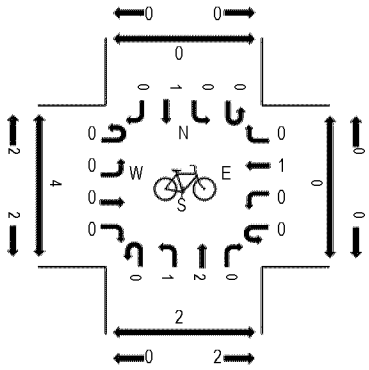
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 9 N COUNTY ROAD & E MAIN STREET Noon
Date: Wednesday, March 13, 2024
Peak Hour: 12:30 PM - 01:30 PM
Peak 15-Minutes: 01:00 PM - 01:15 PM

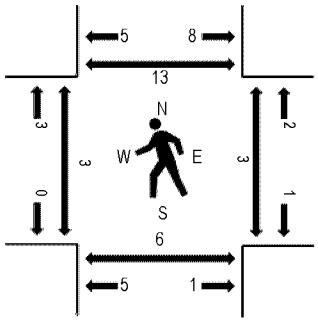
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

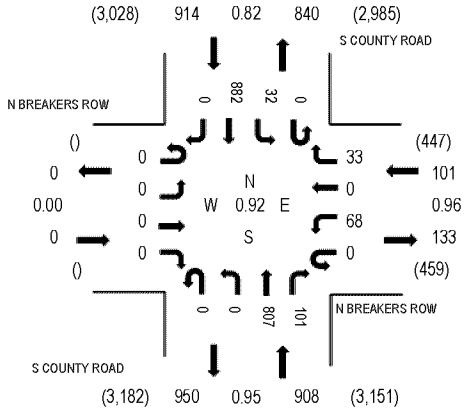
Interval Start Time	E MAIN STREET Eastbound				E MAIN STREET Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	5	57	10	54	0	2	4	2	0	45	113	5	0	0	105	58	460	2,000	2	6	0	19
11:15 AM	2	43	16	48	0	4	10	2	0	41	118	9	0	0	102	70	465	1,958	2	5	3	1
11:30 AM	4	61	17	52	0	6	8	1	0	49	123	9	0	0	145	85	560	1,919	3	0	4	8
11:45 AM	6	41	13	48	0	7	13	6	0	54	106	14	0	0	136	71	515	1,980	5	14	10	7
12:00 PM	1	10	5	26	0	8	11	3	0	40	114	6	0	0	133	61	418	2,042	2	1	0	2
12:15 PM	1	21	3	61	0	8	8	3	0	33	132	4	0	0	116	36	426	2,247	6	3	2	4
12:30 PM	0	23	7	118	0	6	11	0	0	60	145	5	0	0	170	76	621	2,286	1	1	0	0
12:45 PM	4	43	14	85	0	8	10	0	0	64	135	7	0	0	155	52	577	2,228	0	1	4	5
1:00 PM	11	63	18	87	0	5	20	0	0	69	155	7	0	0	120	68	623	2,077	0	0	1	6
1:15 PM	5	10	6	29	0	6	16	2	0	66	136	6	0	0	123	60	465	2,016	2	1	1	2
1:30 PM	5	52	18	80	0	8	19	3	0	52	115	10	0	0	126	75	563	2,049	1	2	0	4
1:45 PM	3	16	10	22	0	5	8	5	0	43	137	6	0	0	96	75	426	2,031	7	7	0	3
2:00 PM	6	77	19	74	0	4	12	4	0	59	106	11	0	0	126	64	562	2,112	1	4	7	11
2:15 PM	5	21	15	44	0	6	12	10	0	67	118	12	0	0	112	76	498		1	6	2	5
2:30 PM	2	37	30	57	0	6	27	4	0	68	104	9	0	0	112	89	545		7	1	0	11
2:45 PM	7	27	17	49	0	5	19	3	0	40	120	9	0	0	119	92	507		10	2	3	14
Count Total	67	602	218	934	0	94	208	48	0	850	1,977	129	0	0	1,996	1,108	8,231		50	54	37	102
Peak Hour	20	139	45	319	0	25	57	2	0	259	571	25	0	0	568	256	2,286		3	3	6	13

ALL TRAFFIC DATA SERVICES

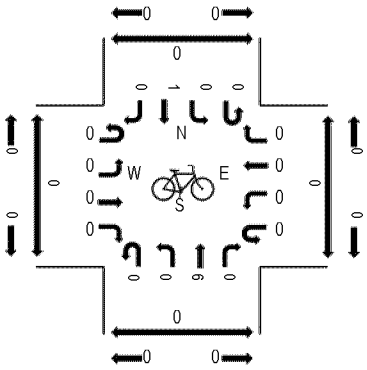
(303) 216-2439
www.alltrafficdata.net

Location: 10 S COUNTY ROAD & N BREAKERS ROW Noon
Date: Wednesday, March 13, 2024
Peak Hour: 12:15 PM - 01:15 PM
Peak 15-Minutes: 12:30 PM - 12:45 PM

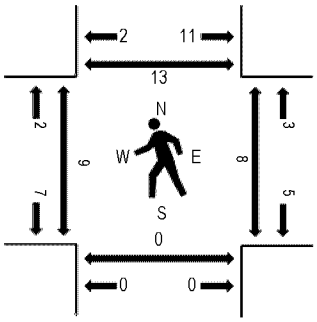
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	N BREAKERS ROW Eastbound				N BREAKERS ROW Westbound				S COUNTY ROAD Northbound				S COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	0	0	0	0	15	0	5	0	0	155	9	0	6	161	0	351	1,541	0	7	1	2
11:15 AM	0	0	0	0	0	19	0	7	0	0	189	13	0	5	128	0	361	1,554	1	6	2	1
11:30 AM	0	0	0	0	0	22	0	10	0	0	150	21	0	12	207	0	422	1,612	4	5	0	9
11:45 AM	0	0	0	0	0	16	0	14	0	0	164	18	0	6	189	0	407	1,710	5	7	0	3
12:00 PM	0	0	0	0	0	22	0	9	0	0	144	19	0	3	167	0	364	1,796	3	0	0	10
12:15 PM	0	0	0	0	0	20	0	10	0	0	174	37	0	5	173	0	419	1,923	3	3	0	5
12:30 PM	0	0	0	0	0	17	0	5	0	0	198	20	0	3	277	0	520	1,897	1	1	0	2
12:45 PM	0	0	0	0	0	18	0	10	0	0	217	22	0	12	214	0	493	1,796	2	1	0	4
1:00 PM	0	0	0	0	0	13	0	8	0	0	218	22	0	12	218	0	491	1,695	3	3	0	2
1:15 PM	0	0	0	0	0	16	0	11	0	0	177	16	1	6	166	0	393	1,627	0	0	0	1
1:30 PM	0	0	0	0	0	14	0	7	0	0	158	22	0	11	207	0	419	1,639	1	2	0	1
1:45 PM	0	0	0	0	0	21	0	12	0	0	188	29	0	5	137	0	392	1,608	3	7	0	3
2:00 PM	0	0	0	0	0	24	0	10	0	0	167	21	0	16	185	0	423	1,594	0	8	0	6
2:15 PM	0	0	0	0	0	22	0	13	0	0	192	17	0	19	142	0	405		0	1	0	0
2:30 PM	0	0	0	0	0	19	0	13	0	0	161	16	0	8	171	0	388		3	1	3	4
2:45 PM	0	0	0	0	0	14	0	11	0	0	177	20	0	8	148	0	378		2	1	0	1
Count Total	0	0	0	0	0	292	0	155	0	0	2,829	322	1	137	2,890	0	6,626		31	53	6	54
Peak Hour	0	0	0	0	0	68	0	33	0	0	807	101	0	32	882	0	1,923		9	8	0	13

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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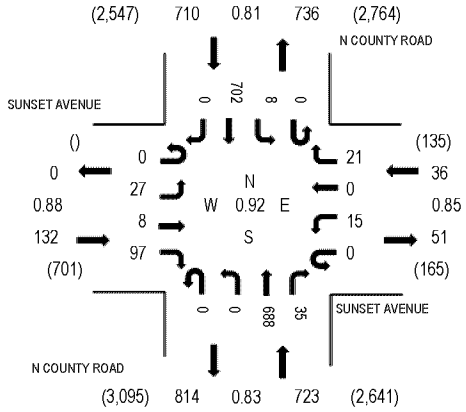
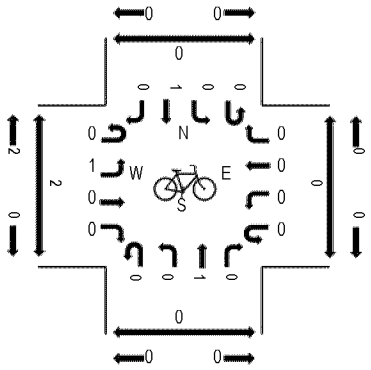
Location: 11 N COUNTY ROAD & SUNSET AVENUE Noon
Date: Wednesday, March 13, 2024
Peak Hour: 12:30 PM - 01:30 PM
Peak 15-Minutes: 12:30 PM - 12:45 PM

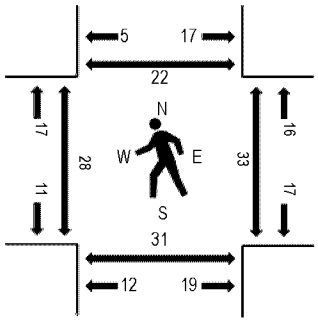
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNSET AVENUE Eastbound				SUNSET AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	9	0	39	0	3	0	1	0	0	166	7	0	3	134	0	362	1,543	6	10	3	3
11:15 AM	0	9	0	30	0	4	0	2	0	0	163	7	0	3	131	0	349	1,512	5	9	3	2
11:30 AM	0	10	1	42	0	4	0	4	0	0	177	9	0	1	180	0	428	1,469	6	11	3	1
11:45 AM	0	24	2	32	0	5	0	7	0	0	149	8	0	1	176	0	404	1,475	4	5	6	4
12:00 PM	0	5	1	34	0	5	0	3	0	0	126	2	0	0	155	0	331	1,476	9	9	6	13
12:15 PM	0	14	1	20	0	5	0	5	0	0	136	7	0	0	118	0	306	1,561	5	14	15	3
12:30 PM	0	8	1	20	0	7	0	2	0	0	171	6	0	1	218	0	434	1,601	7	7	11	3
12:45 PM	0	7	1	27	0	0	0	5	0	0	175	8	0	5	177	0	405	1,569	7	14	7	13
1:00 PM	0	5	6	25	0	7	0	5	0	0	203	14	0	1	150	0	416	1,512	5	4	6	5
1:15 PM	0	7	0	25	0	1	0	9	0	0	139	7	0	1	157	0	346	1,499	9	8	7	1
1:30 PM	0	13	1	43	0	4	0	5	0	0	166	4	0	4	162	0	402	1,503	0	5	3	3
1:45 PM	0	6	6	41	0	5	0	5	0	0	153	7	0	0	125	0	348	1,471	10	13	8	5
2:00 PM	0	13	3	36	0	3	0	6	0	0	183	3	0	4	152	0	403	1,493	8	0	4	13
2:15 PM	0	7	3	29	0	2	0	4	0	0	144	6	0	0	155	0	350		13	10	6	3
2:30 PM	0	10	5	31	0	3	0	9	0	0	142	5	0	2	163	0	370		2	12	2	0
2:45 PM	0	8	0	41	0	2	0	3	0	0	141	7	0	1	167	0	370		5	8	3	4
Count Total	0	155	31	515	0	60	0	75	0	0	2,534	107	0	27	2,520	0	6,024		101	139	93	76
Peak Hour	0	27	8	97	0	15	0	21	0	0	688	35	0	8	702	0	1,601		28	33	31	22

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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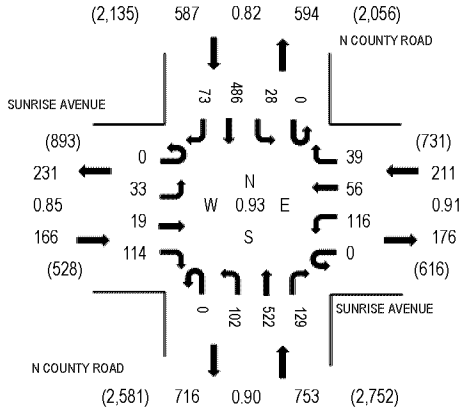
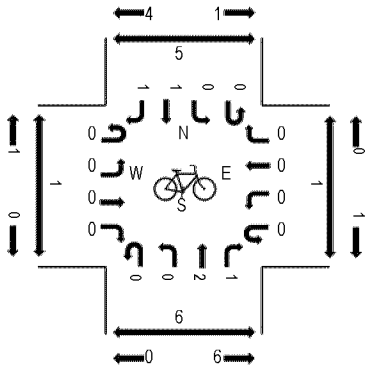
Location: 12 N COUNTY ROAD & SUNRISE AVENUE Noon
Date: Wednesday, March 13, 2024
Peak Hour: 12:30 PM - 01:30 PM
Peak 15-Minutes: 12:30 PM - 12:45 PM

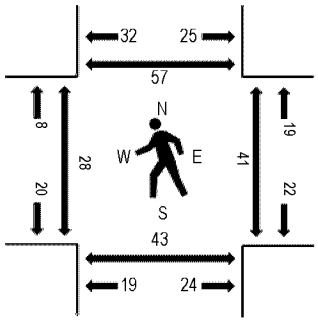
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE AVENUE Eastbound				SUNRISE AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	6	3	19	0	24	4	2	0	23	112	29	0	3	99	15	339	1,571	5	9	10	9
11:15 AM	0	16	10	7	0	20	10	4	0	28	132	24	0	5	118	17	391	1,585	4	5	5	11
11:30 AM	0	9	14	21	0	37	11	12	0	24	125	32	0	5	112	7	409	1,510	7	9	12	9
11:45 AM	0	10	6	12	0	31	16	4	0	33	119	37	0	2	144	18	432	1,565	7	9	11	14
12:00 PM	0	10	2	20	0	32	8	5	0	33	82	18	0	4	114	25	353	1,582	9	2	7	22
12:15 PM	0	10	2	16	0	14	11	12	0	20	88	31	0	3	93	16	316	1,652	9	14	8	13
12:30 PM	0	5	4	32	0	26	5	18	0	15	140	35	0	6	161	17	464	1,717	8	18	12	12
12:45 PM	0	6	5	25	0	26	24	8	0	25	134	33	0	11	127	25	449	1,628	10	12	13	21
1:00 PM	0	11	6	32	0	30	19	6	0	35	139	35	0	4	92	14	423	1,513	4	2	10	5
1:15 PM	0	11	4	25	0	34	8	7	0	27	109	26	0	7	106	17	381	1,490	6	9	8	19
1:30 PM	0	5	4	25	0	26	17	4	0	39	124	25	0	4	93	9	375	1,460	5	9	2	7
1:45 PM	0	7	8	19	0	22	8	4	0	37	102	21	0	3	95	8	334	1,452	4	7	4	5
2:00 PM	0	8	8	16	0	29	11	5	0	33	132	34	0	4	110	10	400	1,480	5	5	8	12
2:15 PM	0	4	4	14	0	31	11	4	0	39	91	27	0	2	114	10	351		9	2	9	5
2:30 PM	0	5	4	17	0	30	11	5	0	29	106	24	0	5	115	16	367		4	5	5	11
2:45 PM	0	3	8	10	0	29	11	5	0	35	90	21	0	4	137	9	362		0	5	1	3
Count Total	0	126	92	310	0	441	185	105	0	475	1,825	452	0	72	1,830	233	6,146		96	122	125	178
Peak Hour	0	33	19	114	0	116	56	39	0	102	522	129	0	28	486	73	1,717		28	41	43	57

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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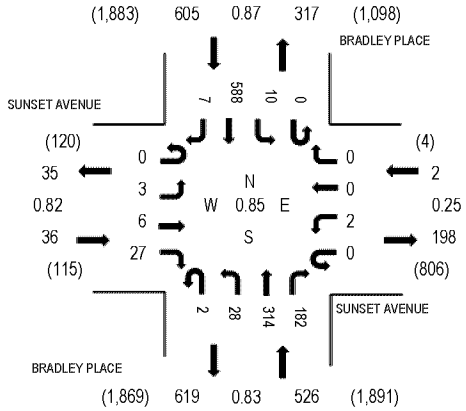
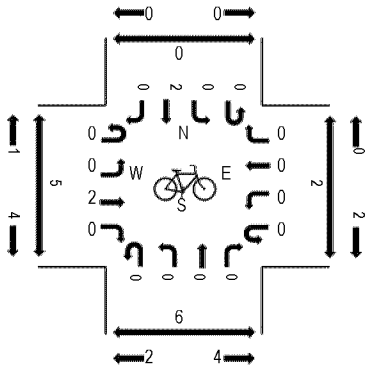
Location: 13 BRADLEY PLACE & SUNSET AVENUE Noon
Date: Wednesday, March 13, 2024
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:00 PM - 02:15 PM

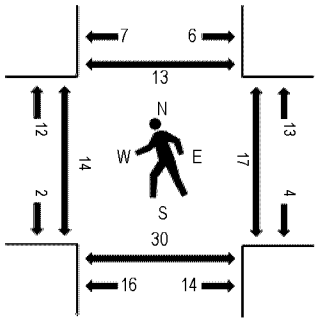
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNSET AVENUE Eastbound				SUNSET AVENUE Westbound				BRADLEY PLACE Northbound				BRADLEY PLACE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	1	0	6	0	0	0	0	0	6	95	58	0	9	95	2	272	1,127	7	6	4	1
11:15 AM	0	0	3	2	0	0	0	0	0	6	92	48	0	5	102	4	262	953	2	9	7	2
11:30 AM	0	2	0	7	0	0	0	0	0	11	94	68	0	8	129	0	319	817	8	11	12	2
11:45 AM	0	1	1	7	0	0	0	0	0	6	49	44	0	9	157	0	274	674	4	4	11	2
12:00 PM	0	0	3	6	0	0	0	0	0	2	18	28	0	4	37	0	98	655	3	4	11	1
12:15 PM	0	0	0	4	0	0	0	0	0	1	40	36	0	2	43	0	126	886	4	6	11	3
12:30 PM	0	1	3	3	0	0	0	1	0	3	63	47	0	3	49	3	176	931	6	4	6	5
12:45 PM	0	2	0	4	0	0	0	0	1	4	66	31	0	9	136	2	255	1,063	3	9	5	1
1:00 PM	0	0	0	6	0	0	0	0	1	12	99	61	0	7	142	1	329	942	3	8	5	2
1:15 PM	0	0	2	5	0	0	0	1	1	4	34	23	0	2	96	3	171	958	2	3	4	2
1:30 PM	0	0	0	6	0	0	0	0	0	9	100	50	0	6	137	0	308	1,092	4	8	8	3
1:45 PM	0	0	2	2	0	0	0	0	0	5	22	27	0	9	66	1	134	1,049	6	12	9	4
2:00 PM	0	1	1	5	0	0	0	0	0	5	95	64	0	2	171	1	345	1,169	0	6	6	1
2:15 PM	0	1	2	6	0	0	0	0	0	11	93	41	0	0	147	4	305		5	7	5	7
2:30 PM	0	0	2	7	0	2	0	0	2	5	67	42	0	3	134	1	265		6	2	7	1
2:45 PM	0	1	1	9	0	0	0	0	0	7	59	35	0	5	136	1	254		3	2	12	4
Count Total	0	10	20	85	0	2	0	2	5	97	1,086	703	0	83	1,777	23	3,893		66	101	123	41
Peak Hour	0	3	6	27	0	2	0	0	2	28	314	182	0	10	588	7	1,169		14	17	30	13

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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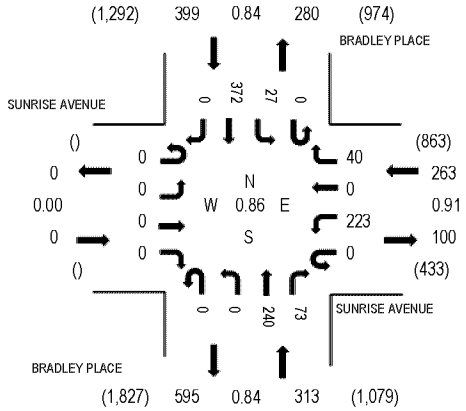
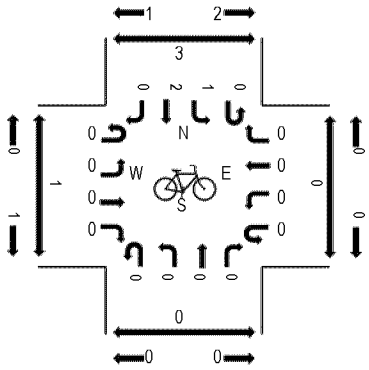
Location: 14 BRADLEY PLACE & SUNRISE AVENUE Noon
Date: Wednesday, March 13, 2024
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:00 PM - 02:15 PM

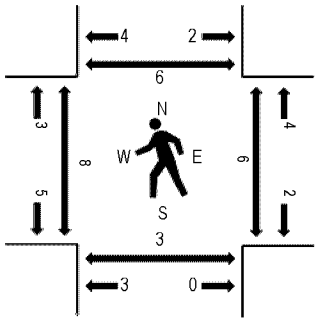
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE AVENUE Eastbound				SUNRISE AVENUE Westbound				BRADLEY PLACE Northbound				BRADLEY PLACE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	0	0	0	0	41	0	9	0	0	79	10	0	10	52	0	201	923	6	5	3	4
11:15 AM	0	0	0	0	0	41	0	15	0	0	69	26	0	10	69	0	230	806	0	2	3	0
11:30 AM	0	0	0	0	0	39	0	12	0	0	74	24	0	11	90	0	250	658	1	10	1	1
11:45 AM	0	0	0	0	0	65	0	18	0	0	45	4	0	13	97	0	242	539	1	3	3	3
12:00 PM	0	0	0	0	1	21	0	5	0	0	18	5	0	11	23	0	84	537	1	0	0	2
12:15 PM	0	0	0	0	0	13	0	5	0	0	17	17	0	5	25	0	82	713	1	2	1	2
12:30 PM	0	0	0	0	0	14	0	7	0	0	40	21	0	14	35	0	131	798	3	7	3	6
12:45 PM	0	0	0	0	0	54	0	13	0	0	54	19	0	11	89	0	240	917	1	1	2	0
1:00 PM	0	0	0	0	0	55	0	8	0	0	64	30	0	17	86	0	260	799	1	1	4	0
1:15 PM	0	0	0	0	0	47	0	14	0	0	19	13	0	14	60	0	167	821	0	2	3	1
1:30 PM	0	0	0	0	0	54	0	12	0	0	71	21	0	10	82	0	250	913	4	2	4	3
1:45 PM	0	0	0	0	0	28	0	9	0	0	17	9	0	7	52	0	122	871	2	4	3	3
2:00 PM	0	0	0	0	0	60	0	12	0	0	69	22	0	10	109	0	282	975	0	2	1	0
2:15 PM	0	0	0	0	0	49	0	10	0	0	71	25	0	4	100	0	259		4	3	0	1
2:30 PM	0	0	0	0	0	56	0	10	0	0	48	13	0	3	78	0	208		2	1	0	3
2:45 PM	0	0	0	0	0	58	0	8	0	0	52	13	0	10	85	0	226		2	0	2	2
Count Total	0	0	0	0	1	695	0	167	0	0	807	272	0	160	1,132	0	3,234		29	45	33	31
Peak Hour	0	0	0	0	0	223	0	40	0	0	240	73	0	27	372	0	975		8	6	3	6

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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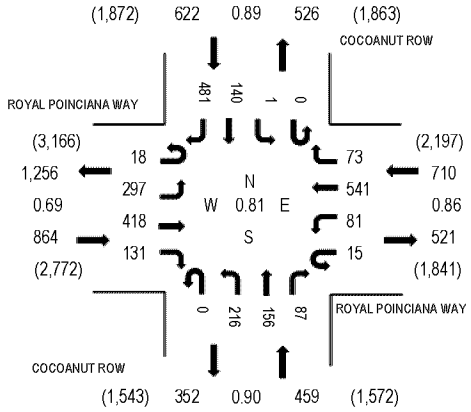
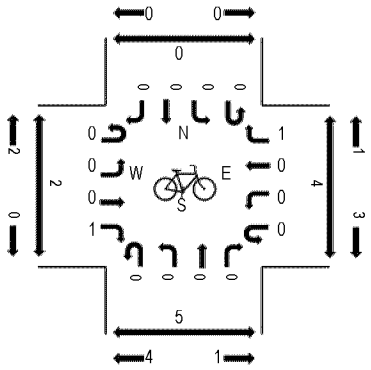
Location: 15 COCOANUT ROW & ROYAL POINCIANA WAY Noon
Date: Wednesday, March 13, 2024
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:00 PM - 02:15 PM

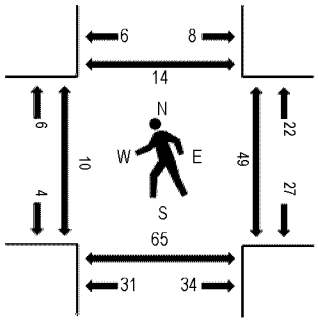
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

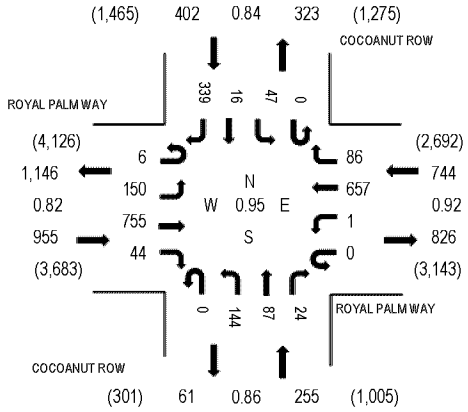
Traffic Counts - Motorized Vehicles

Interval Start Time	ROYAL POINCIANA WAY Eastbound				ROYAL POINCIANA WAY Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	83	132	40	3	27	93	24	0	21	48	19	0	0	40	68	598	2,259	8	7	11	5
11:15 AM	4	75	86	26	0	24	79	21	0	28	46	17	0	0	36	71	513	1,884	4	15	12	1
11:30 AM	1	104	124	27	5	28	93	23	0	22	40	22	0	0	22	107	618	1,658	12	5	11	9
11:45 AM	2	53	67	27	6	17	94	12	0	35	26	21	0	0	50	120	530	1,420	6	12	7	3
12:00 PM	0	2	5	26	3	26	15	15	0	16	50	22	0	0	31	12	223	1,421	9	9	14	4
12:15 PM	0	11	28	69	7	34	12	13	1	4	37	28	0	2	31	10	287	1,962	5	5	6	2
12:30 PM	0	19	40	27	34	63	1	53	1	1	38	49	0	5	36	13	380	1,982	5	17	13	4
12:45 PM	1	56	79	28	3	23	45	17	1	39	43	60	0	3	57	76	531	2,344	8	16	17	16
1:00 PM	3	108	155	33	10	27	150	21	0	45	35	23	0	1	43	110	764	2,078	7	5	13	8
1:15 PM	2	10	16	9	3	30	36	17	0	20	39	29	0	0	48	48	307	2,133	10	10	12	3
1:30 PM	3	94	136	48	6	34	157	17	0	49	32	21	0	0	38	107	742	2,421	8	12	20	6
1:45 PM	2	10	23	14	3	18	38	7	0	24	37	24	1	0	31	33	265	2,327	11	17	27	4
2:00 PM	3	108	160	40	2	20	163	21	0	64	45	19	0	0	34	140	819	2,655	4	10	20	5
2:15 PM	6	74	68	19	6	25	110	25	0	46	36	18	0	0	42	120	595		1	15	14	5
2:30 PM	9	61	103	41	2	22	141	15	0	58	32	22	0	1	28	113	648		4	9	10	3
2:45 PM	0	54	87	31	5	14	127	12	0	48	43	28	0	0	36	108	593		1	15	21	1
Count Total	36	922	1,309	505	98	432	1,354	313	3	520	627	422	1	12	603	1,256	8,413		103	179	228	79
Peak Hour	18	297	418	131	15	81	541	73	0	216	156	87	0	1	140	481	2,655		10	49	65	14

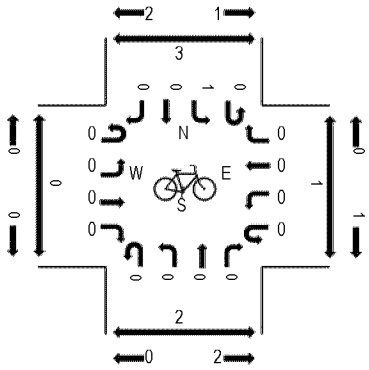
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 16 COCOANUT ROW & ROYAL PALM WAY Noon
Date: Wednesday, March 13, 2024
Peak Hour: 12:00 PM - 01:00 PM
Peak 15-Minutes: 12:00 PM - 12:15 PM

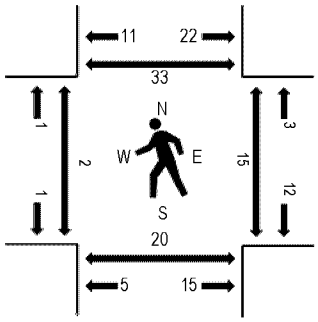
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ROYAL PALM WAY Eastbound				ROYAL PALM WAY Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	90	190	15	0	0	142	7	0	31	14	1	0	16	5	65	576	2,125	1	8	8	3
11:15 AM	2	67	196	9	0	0	141	12	0	24	12	5	0	21	13	43	545	2,168	1	8	4	11
11:30 AM	0	41	135	9	0	0	156	11	0	32	13	5	0	22	8	37	469	2,220	0	4	2	5
11:45 AM	1	38	165	14	0	0	152	24	0	32	16	3	0	30	17	43	535	2,348	9	0	2	3
12:00 PM	4	32	210	16	0	0	163	25	0	54	22	7	0	26	8	52	619	2,356	2	0	4	4
12:15 PM	0	42	198	12	0	0	151	26	0	30	11	7	0	5	4	111	597	2,219	0	8	6	9
12:30 PM	2	39	174	11	0	1	179	23	0	30	27	4	0	10	2	95	597	2,210	0	6	4	10
12:45 PM	0	37	173	5	0	0	164	12	0	30	27	6	0	6	2	81	543	2,088	0	1	6	10
1:00 PM	0	33	153	7	0	0	144	6	0	30	21	8	0	15	3	62	482	2,065	0	0	0	2
1:15 PM	1	39	187	8	0	0	143	19	0	44	26	3	0	28	9	81	588	2,111	0	1	6	4
1:30 PM	0	16	120	3	0	0	149	17	0	49	25	5	0	24	7	60	475	2,102	0	2	3	8
1:45 PM	0	37	192	4	0	0	142	19	0	38	21	4	0	11	6	46	520	2,180	0	4	4	7
2:00 PM	2	54	166	10	0	0	113	10	0	45	22	4	0	16	9	77	528	2,299	2	2	0	6
2:15 PM	7	60	141	9	0	0	179	7	0	51	14	7	0	24	19	61	579		16	4	2	4
2:30 PM	1	47	179	13	0	0	163	10	0	43	17	1	0	13	13	53	553		4	2	3	4
2:45 PM	2	57	200	8	0	0	173	9	0	55	21	8	0	19	22	65	639		3	4	11	9
Count Total	22	729	2,779	153	0	1	2,454	237	0	618	309	78	0	286	147	1,032	8,845		38	54	65	99
Peak Hour	6	150	755	44	0	1	657	86	0	144	87	24	0	47	16	339	2,356		2	15	20	33

ALL TRAFFIC DATA SERVICES

(303) 216-2439
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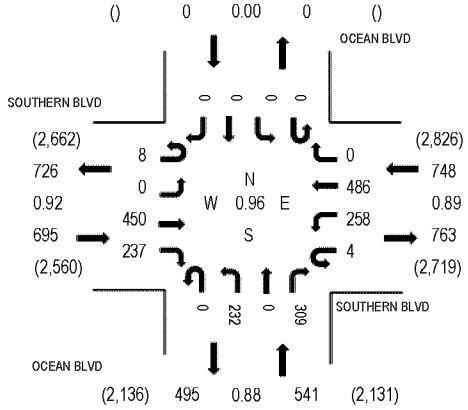
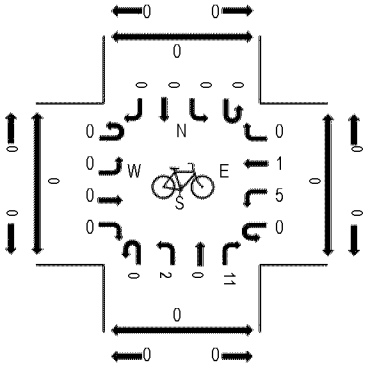
Location: 17 OCEAN BLVD & SOUTHERN BLVD Noon
Date: Wednesday, March 13, 2024
Peak Hour: 12:30 PM - 01:30 PM
Peak 15-Minutes: 12:45 PM - 01:00 PM

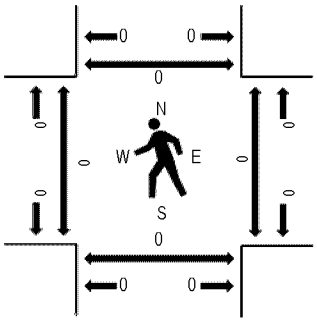
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

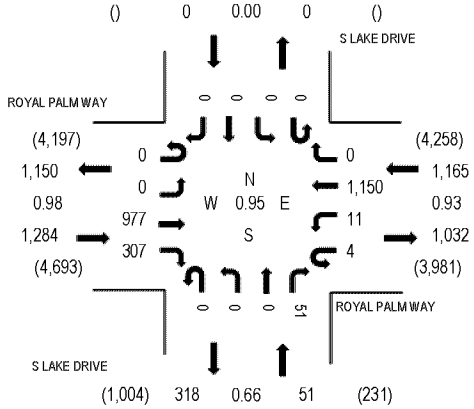
Traffic Counts - Motorized Vehicles

Interval Start Time	SOUTHERN BLVD Eastbound				SOUTHERN BLVD Westbound				OCEAN BLVD Northbound				OCEAN BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	4	0	77	58	0	49	65	0	0	61	0	66	0	0	0	0	380	1,727	0	0	0	0
11:15 AM	1	0	115	63	2	49	86	0	1	51	0	90	0	0	0	0	458	1,835	0	0	0	0
11:30 AM	0	0	100	67	4	61	86	0	1	54	0	65	0	0	0	0	438	1,801	0	0	0	0
11:45 AM	0	0	102	47	4	72	92	0	0	57	0	77	0	0	0	0	451	1,853	0	0	0	0
12:00 PM	3	0	93	71	1	62	115	0	0	69	0	74	0	0	0	0	488	1,918	0	0	0	0
12:15 PM	1	0	73	62	4	77	81	0	0	52	0	74	0	0	0	0	424	1,930	0	0	0	0
12:30 PM	2	0	116	70	1	66	103	0	0	60	0	72	0	0	0	0	490	1,984	0	0	0	0
12:45 PM	2	0	110	56	1	51	136	0	0	74	0	86	0	0	0	0	516	1,984	0	0	0	0
1:00 PM	2	0	114	62	1	65	134	0	0	50	0	72	0	0	0	0	500	1,946	0	0	0	0
1:15 PM	2	0	110	49	1	76	113	0	0	48	0	79	0	0	0	0	478	1,913	0	0	0	0
1:30 PM	0	0	111	71	0	75	103	0	4	57	0	69	0	0	0	0	490	1,921	0	0	0	0
1:45 PM	1	0	97	67	0	73	103	0	0	73	0	64	0	0	0	0	478	1,913	0	0	0	0
2:00 PM	2	0	89	66	2	75	110	0	0	54	0	69	0	0	0	0	467	1,926	0	0	0	0
2:15 PM	2	0	86	61	0	82	109	0	0	63	0	83	0	0	0	0	486		0	0	0	0
2:30 PM	1	0	57	75	1	82	125	0	0	60	0	81	0	0	0	0	482		0	0	0	0
2:45 PM	3	0	73	66	1	104	123	0	0	69	0	52	0	0	0	0	491		0	0	0	0
Count Total	26	0	1,523	1,011	23	1,119	1,684	0	6	952	0	1,173	0	0	0	0	7,517		0	0	0	0
Peak Hour	8	0	450	237	4	258	486	0	0	232	0	309	0	0	0	0	1,984		0	0	0	0

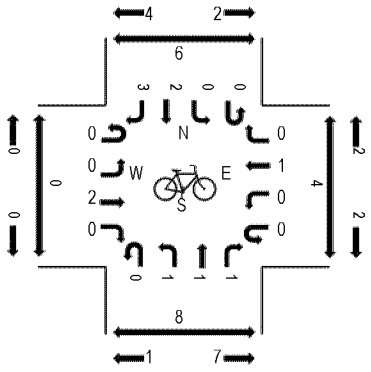
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 18 S LAKE DRIVE & ROYAL PALM WAY Noon
Date: Wednesday, March 13, 2024
Peak Hour: 12:00 PM - 01:00 PM
Peak 15-Minutes: 12:15 PM - 12:30 PM

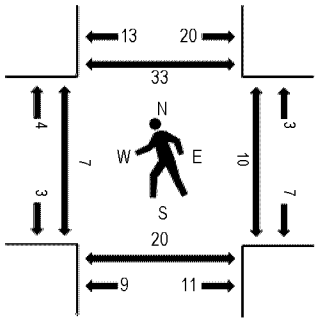
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

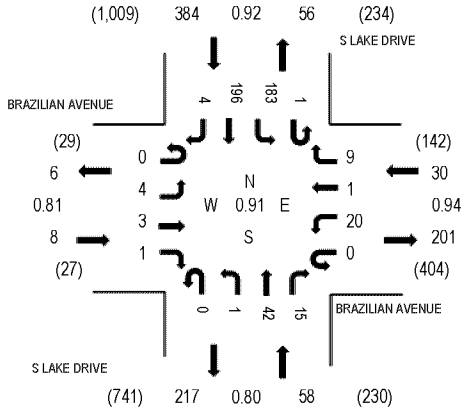
Traffic Counts - Motorized Vehicles

Interval Start Time	ROYAL PALM WAY Eastbound				ROYAL PALM WAY Westbound				S LAKE DRIVE Northbound				S LAKE DRIVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	0	311	35	0	3	241	0	0	0	0	10	0	0	0	0	600	2,135	3	4	6	5
11:15 AM	0	0	251	43	0	3	220	0	0	0	0	14	0	0	0	0	531	2,133	3	1	8	12
11:30 AM	0	0	176	31	1	8	225	0	0	0	0	11	0	0	0	0	452	2,260	2	0	4	7
11:45 AM	0	0	234	55	0	5	238	0	0	0	0	20	0	0	0	0	552	2,443	2	2	2	3
12:00 PM	0	0	273	46	2	4	263	0	0	0	0	10	0	0	0	0	598	2,500	4	0	3	4
12:15 PM	0	0	254	75	1	4	309	0	0	0	0	15	0	0	0	0	658	2,440	1	2	5	9
12:30 PM	0	0	235	83	0	2	304	0	0	0	0	11	0	0	0	0	635	2,403	2	3	3	8
12:45 PM	0	0	215	103	1	1	274	0	0	0	0	15	0	0	0	0	609	2,270	0	5	9	12
1:00 PM	0	0	186	87	0	2	247	0	0	0	0	16	0	0	0	0	538	2,222	5	1	2	5
1:15 PM	0	0	234	89	0	7	278	0	0	0	0	13	0	0	0	0	621	2,222	1	2	6	3
1:30 PM	0	0	168	69	3	5	244	0	0	0	0	13	0	0	0	0	502	2,155	2	1	2	9
1:45 PM	0	0	234	68	0	5	234	0	0	1	0	19	0	0	0	0	561	2,216	1	1	5	6
2:00 PM	0	0	226	51	0	0	249	0	0	0	0	12	0	0	0	0	538	2,325	1	0	4	6
2:15 PM	0	0	203	37	1	2	299	0	0	0	0	12	0	0	0	0	554		1	1	1	6
2:30 PM	0	0	251	33	0	1	263	0	0	0	0	15	0	0	0	0	563		1	3	2	5
2:45 PM	0	0	291	46	0	1	308	0	0	0	0	24	0	0	0	0	670		2	0	10	5
Count Total	0	0	3,742	951	9	53	4,196	0	0	1	0	230	0	0	0	0	9,182		31	26	72	105
Peak Hour	0	0	977	307	4	11	1,150	0	0	0	0	51	0	0	0	0	2,500		7	10	20	33

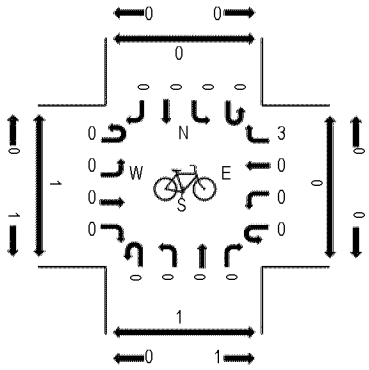
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 19 S LAKE DRIVE & BRAZILIAN AVENUE Noon
Date: Wednesday, March 13, 2024
Peak Hour: 12:30 PM - 01:30 PM
Peak 15-Minutes: 12:45 PM - 01:00 PM

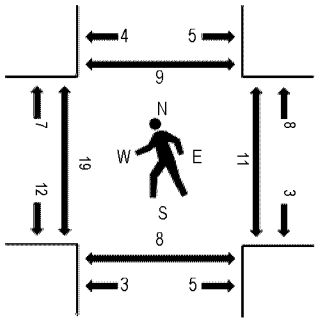
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

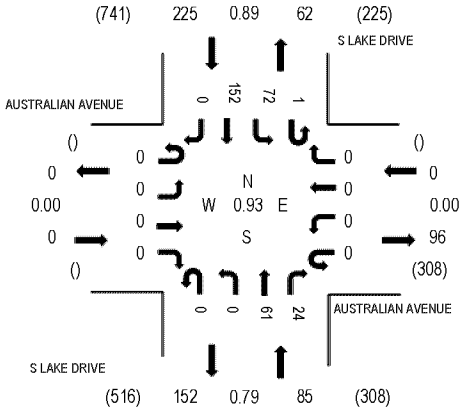
Traffic Counts - Motorized Vehicles

Interval Start Time	BRAZILIAN AVENUE Eastbound				BRAZILIAN AVENUE Westbound				S LAKE DRIVE Northbound				S LAKE DRIVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	0	2	2	0	3	0	5	1	2	5	2	0	7	31	2	62	285	10	3	3	1
11:15 AM	0	1	0	1	0	8	1	2	0	1	9	2	0	6	38	2	71	298	4	5	3	2
11:30 AM	0	2	1	0	0	5	1	6	0	1	8	3	0	9	30	2	68	325	3	2	0	1
11:45 AM	0	3	0	1	0	6	0	5	0	0	10	6	0	5	47	1	84	362	0	5	8	1
12:00 PM	0	0	1	0	0	5	0	6	0	0	5	5	0	9	43	1	75	410	2	4	0	1
12:15 PM	0	1	0	1	0	2	1	2	0	0	13	1	0	31	45	1	98	453	1	2	2	1
12:30 PM	0	2	1	1	0	2	0	1	0	0	8	2	0	46	41	1	105	480	3	4	3	1
12:45 PM	0	2	1	0	0	5	0	2	0	1	11	6	0	60	44	0	132	460	7	1	2	1
1:00 PM	0	0	0	0	0	5	1	3	0	0	12	5	0	33	58	1	118	438	5	4	2	6
1:15 PM	0	0	1	0	0	8	0	3	0	0	11	2	1	44	53	2	125	397	4	2	1	1
1:30 PM	0	1	0	0	1	4	0	2	0	0	10	2	0	21	44	0	85	338	3	2	2	3
1:45 PM	0	0	0	0	0	5	1	7	1	1	12	7	0	28	48	0	110	305	2	2	7	0
2:00 PM	0	0	0	0	0	6	0	0	0	0	11	5	0	20	33	2	77	275	1	4	1	0
2:15 PM	0	0	2	0	0	5	0	3	1	1	11	4	0	5	34	0	66		0	1	0	1
2:30 PM	0	0	0	0	0	4	1	2	0	0	12	1	0	3	29	0	52		2	4	0	3
2:45 PM	0	0	0	0	0	6	0	7	0	1	17	1	0	13	35	0	80		0	1	0	1
Count Total	0	12	9	6	1	79	6	56	3	8	165	54	1	340	653	15	1,408		47	46	34	24
Peak Hour	0	4	3	1	0	20	1	9	0	1	42	15	1	183	196	4	480		19	11	8	9

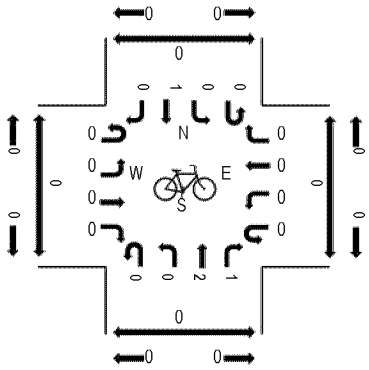
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 20 S LAKE DRIVE & AUSTRALIAN AVENUE Noon
Date: Wednesday, March 13, 2024
Peak Hour: 01:00 PM - 02:00 PM
Peak 15-Minutes: 01:45 PM - 02:00 PM

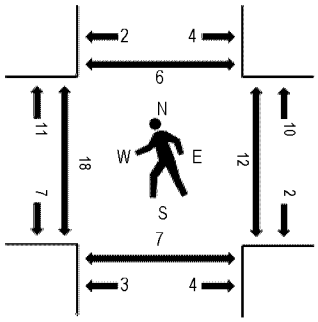
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

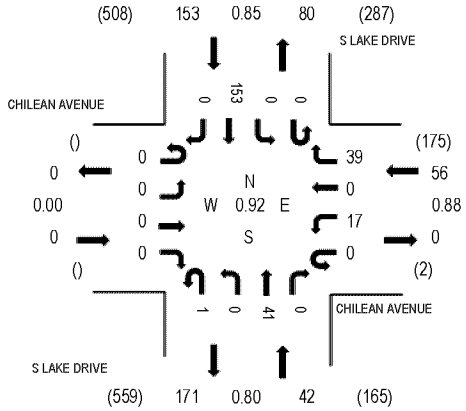
Traffic Counts - Motorized Vehicles

Interval Start Time	AUSTRALIAN AVENUE Eastbound				AUSTRALIAN AVENUE Westbound				S LAKE DRIVE Northbound				S LAKE DRIVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	0	0	0	0	0	0	0	0	0	10	5	1	9	26	0	51	245	9	7	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	14	7	0	16	30	0	67	256	13	2	7	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	12	8	0	13	24	0	57	254	1	6	4	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	13	7	1	13	36	0	70	256	3	4	1	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	10	4	0	9	39	0	62	257	7	8	6	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	14	5	0	13	33	0	65	277	0	2	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	11	2	0	15	31	0	59	293	3	2	1	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	16	5	0	17	33	0	71	298	7	4	2	2
1:00 PM	0	0	0	0	0	0	0	0	0	0	16	3	0	16	47	0	82	310	4	5	1	3
1:15 PM	0	0	0	0	0	0	0	0	0	0	13	8	1	20	39	0	81	285	9	2	3	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	11	7	0	15	31	0	64	264	3	3	2	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	21	6	0	21	35	0	83	253	2	2	1	1
2:00 PM	0	0	0	0	0	0	0	0	0	0	13	4	0	12	28	0	57	237	2	0	1	1
2:15 PM	0	0	0	0	0	0	0	0	0	0	15	5	0	7	33	0	60		2	2	2	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	14	6	0	8	25	0	53		5	1	3	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	19	4	0	18	26	0	67		7	0	3	1
Count Total	0	0	0	0	0	0	0	0	0	0	222	86	3	222	516	0	1,049		77	50	37	13
Peak Hour	0	0	0	0	0	0	0	0	0	0	61	24	1	72	152	0	310		18	12	7	6

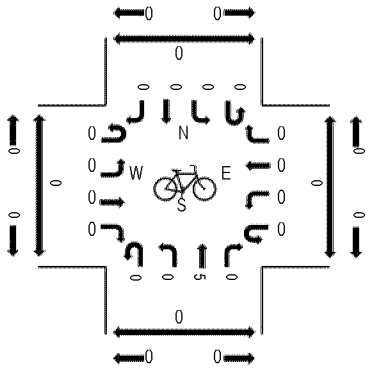
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 21 S LAKE DRIVE & CHILEAN AVENUE Noon
Date: Wednesday, March 13, 2024
Peak Hour: 01:00 PM - 02:00 PM
Peak 15-Minutes: 01:00 PM - 01:15 PM

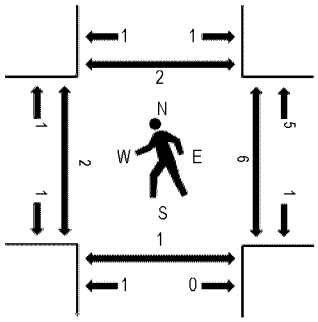
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

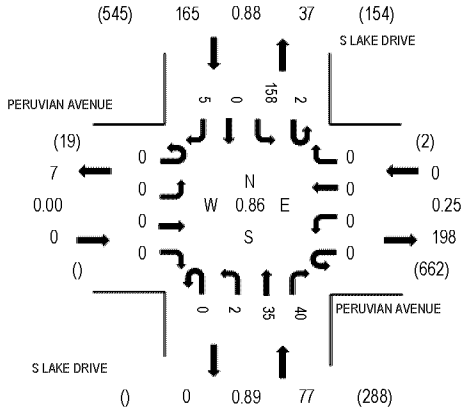
Traffic Counts - Motorized Vehicles

Interval Start Time	CHILEAN AVENUE Eastbound				CHILEAN AVENUE Westbound				S LAKE DRIVE Northbound				S LAKE DRIVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	0	0	0	0	5	0	10	0	0	6	0	0	0	23	0	44	201	8	7	0	2
11:15 AM	0	0	0	0	0	4	0	4	0	0	13	0	0	0	27	0	48	206	0	8	2	1
11:30 AM	0	0	0	0	0	5	0	8	0	0	13	0	0	0	25	0	51	206	0	9	0	0
11:45 AM	0	0	0	0	0	2	0	11	0	0	9	0	0	0	36	0	58	200	0	2	0	0
12:00 PM	0	0	0	0	0	1	0	6	0	0	5	0	0	0	37	0	49	199	0	7	1	0
12:15 PM	0	0	0	0	0	1	0	3	0	0	11	0	0	0	33	0	48	218	0	2	0	0
12:30 PM	0	0	0	0	0	3	0	5	0	0	7	0	1	0	29	0	45	235	0	2	1	0
12:45 PM	0	0	0	0	0	5	0	8	0	0	11	0	0	0	33	0	57	242	0	1	2	4
1:00 PM	0	0	0	0	0	5	0	9	0	0	9	0	0	0	45	0	68	251	1	3	1	0
1:15 PM	0	0	0	0	0	5	0	7	0	0	12	0	0	0	41	0	65	229	0	1	0	0
1:30 PM	0	0	0	0	0	3	0	11	1	0	7	0	0	0	30	0	52	219	1	2	0	1
1:45 PM	0	0	0	0	0	4	0	12	0	0	13	0	0	0	37	0	66	213	0	0	0	1
2:00 PM	0	0	0	0	0	2	0	8	0	0	10	0	0	0	26	0	46	197	0	0	0	0
2:15 PM	0	0	0	0	0	3	0	10	0	0	8	0	0	2	32	0	55		0	3	0	0
2:30 PM	0	0	0	0	0	2	0	4	0	0	15	0	0	0	25	0	46		0	1	0	0
2:45 PM	0	0	0	0	0	3	0	6	0	0	15	0	0	0	26	0	50		0	0	0	0
Count Total	0	0	0	0	0	53	0	122	1	0	164	0	1	2	505	0	848		10	48	7	9
Peak Hour	0	0	0	0	0	17	0	39	1	0	41	0	0	0	153	0	251		2	6	1	2

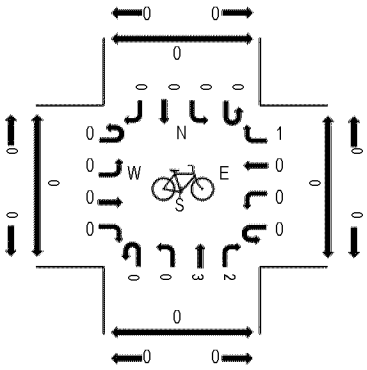
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 22 S LAKE DRIVE & PERUVIAN AVENUE Noon
Date: Wednesday, March 13, 2024
Peak Hour: 01:00 PM - 02:00 PM
Peak 15-Minutes: 01:00 PM - 01:15 PM

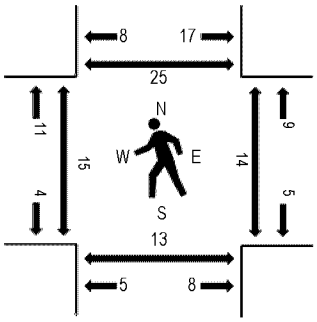
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

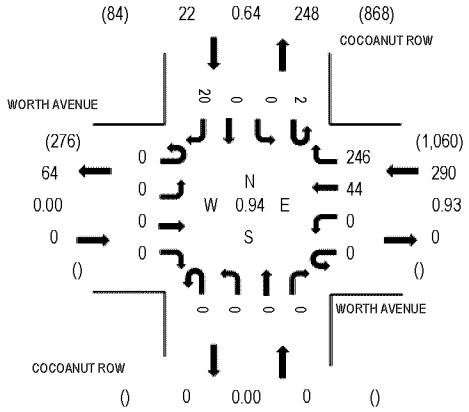
Traffic Counts - Motorized Vehicles

Interval Start Time	PERUVIAN AVENUE Eastbound				PERUVIAN AVENUE Westbound				S LAKE DRIVE Northbound				S LAKE DRIVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	0	0	0	0	0	0	0	0	0	8	9	0	26	0	2	45	201	4	6	2	10
11:15 AM	0	0	0	0	0	0	0	1	0	0	8	4	1	27	0	1	42	209	0	5	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	11	11	0	29	0	1	52	217	3	13	2	5
11:45 AM	0	0	0	0	0	0	0	0	0	0	12	10	0	38	0	2	62	212	0	0	2	6
12:00 PM	0	0	0	0	0	0	0	0	0	0	6	10	0	35	0	2	53	201	4	7	4	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	9	9	0	31	0	1	50	218	0	4	10	3
12:30 PM	0	0	0	0	0	0	0	0	0	0	9	8	0	30	0	0	47	233	2	6	1	8
12:45 PM	0	0	0	0	0	0	0	0	0	0	8	4	0	38	0	1	51	236	0	7	2	8
1:00 PM	0	0	0	0	0	0	0	0	0	0	9	14	0	46	0	1	70	242	2	7	2	4
1:15 PM	0	0	0	0	0	0	0	0	0	0	10	11	0	44	0	0	65	213	5	5	3	12
1:30 PM	0	0	0	0	0	0	0	0	0	0	5	11	2	29	0	3	50	200	2	2	3	5
1:45 PM	0	0	0	0	0	0	0	0	0	2	11	4	0	39	0	1	57	199	6	0	5	4
2:00 PM	0	0	0	0	0	0	0	0	0	0	7	6	1	26	0	1	41	191	2	3	2	5
2:15 PM	0	0	0	0	0	0	0	0	0	0	7	11	2	32	0	0	52		2	3	2	2
2:30 PM	0	0	0	0	0	0	0	1	0	0	11	11	1	24	0	1	49		0	7	0	2
2:45 PM	0	0	0	0	0	0	0	0	0	0	14	8	0	27	0	0	49		0	2	2	4
Count Total	0	0	0	0	0	0	0	2	0	2	145	141	7	521	0	17	835		32	77	42	82
Peak Hour	0	0	0	0	0	0	0	0	0	2	35	40	2	158	0	5	242		15	14	13	25

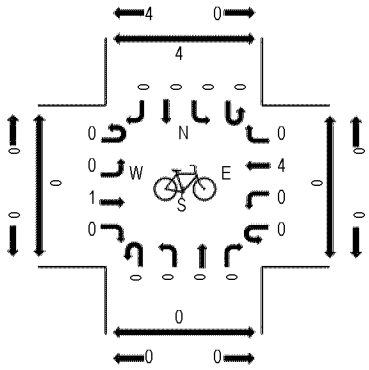
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 23 COCOANUT ROW & WORTH AVENUE Noon
Date: Wednesday, March 13, 2024
Peak Hour: 01:30 PM - 02:30 PM
Peak 15-Minutes: 01:45 PM - 02:00 PM

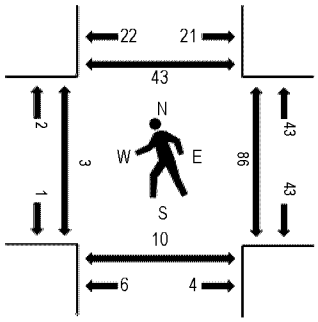
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

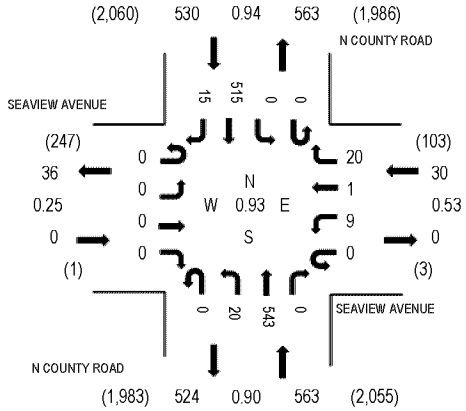
Traffic Counts - Motorized Vehicles

Interval Start Time	WORTH AVENUE Eastbound				WORTH AVENUE Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	0	0	0	0	0	9	39	0	0	0	0	0	0	0	5	53	247	2	39	8	24
11:15 AM	0	0	0	0	0	0	9	44	0	0	0	0	0	0	0	7	60	266	3	28	6	17
11:30 AM	0	0	0	0	0	0	14	40	0	0	0	0	0	0	0	5	59	279	1	25	13	19
11:45 AM	0	0	0	0	0	0	12	52	0	0	0	0	1	0	0	10	75	287	0	29	16	12
12:00 PM	0	0	0	0	0	0	8	60	0	0	0	0	0	0	0	4	72	293	2	16	9	22
12:15 PM	0	0	0	0	0	0	14	55	0	0	0	0	0	0	0	4	73	292	3	22	5	17
12:30 PM	0	0	0	0	0	0	11	51	0	0	0	0	0	0	0	5	67	298	1	17	8	23
12:45 PM	0	0	0	0	0	0	11	69	0	0	0	0	0	0	0	1	81	305	1	23	6	15
1:00 PM	0	0	0	0	0	0	15	51	0	0	0	0	1	0	0	4	71	307	0	20	6	8
1:15 PM	0	0	0	0	0	0	18	53	0	0	0	0	0	0	0	8	79	309	2	16	2	12
1:30 PM	0	0	0	0	0	0	10	62	0	0	0	0	0	0	0	2	74	312	0	30	4	11
1:45 PM	0	0	0	0	0	0	12	66	0	0	0	0	0	0	0	5	83	303	2	17	4	6
2:00 PM	0	0	0	0	0	0	13	56	0	0	0	0	2	0	0	2	73	297	0	15	1	6
2:15 PM	0	0	0	0	0	0	9	62	0	0	0	0	0	0	0	11	82		1	24	1	20
2:30 PM	0	0	0	0	0	0	7	53	0	0	0	0	0	0	0	5	65		0	31	9	8
2:45 PM	0	0	0	0	0	0	24	51	0	0	0	0	0	0	0	2	77		1	21	3	18
Count Total	0	0	0	0	0	0	196	864	0	0	0	0	4	0	0	80	1,144		19	373	101	238
Peak Hour	0	0	0	0	0	0	44	246	0	0	0	0	2	0	0	20	312		3	86	10	43

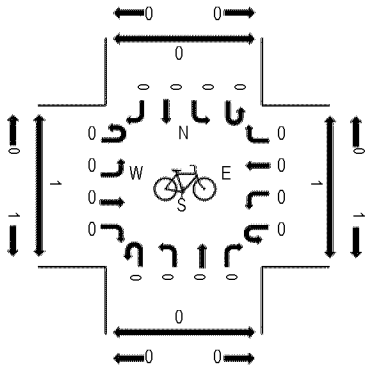
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 8 N COUNTY ROAD & SEAVIEW AVENUE Noon
Date: Tuesday, April 2, 2024
Peak Hour: 11:45 AM - 12:45 PM
Peak 15-Minutes: 11:45 AM - 12:00 PM

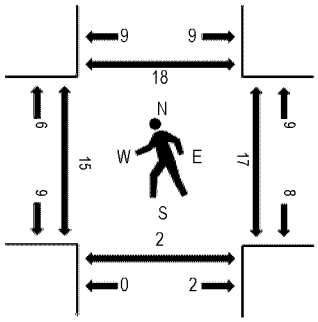
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

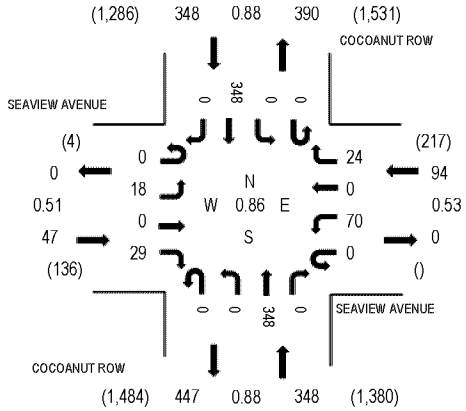
Traffic Counts - Motorized Vehicles

Interval Start Time	SEAVIEW AVENUE Eastbound				SEAVIEW AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	0	0	0	0	1	0	5	1	4	114	0	0	0	108	5	238	1,042	7	3	0	3
11:15 AM	0	0	0	0	0	0	0	4	0	8	136	0	0	0	101	8	257	1,085	12	4	0	6
11:30 AM	0	0	0	0	0	0	0	5	0	5	93	0	0	0	137	5	245	1,092	8	2	0	7
11:45 AM	0	0	0	0	0	8	0	7	0	7	149	0	0	0	124	7	302	1,123	7	2	0	5
12:00 PM	0	0	0	0	0	1	1	6	0	6	139	0	0	0	127	1	281	1,066	2	6	1	3
12:15 PM	0	0	0	0	0	0	0	3	0	3	127	0	0	0	127	4	264	1,019	5	5	1	7
12:30 PM	0	0	0	0	0	0	0	4	0	4	128	0	0	0	137	3	276	1,016	1	4	0	3
12:45 PM	0	0	0	0	0	2	0	5	0	6	112	1	0	0	117	2	245	996	8	7	0	4
1:00 PM	0	0	0	0	0	2	0	10	0	7	89	0	1	0	119	6	234	1,041	2	5	3	4
1:15 PM	0	0	0	0	0	0	0	5	0	6	115	1	0	0	128	6	261	1,065	3	5	0	4
1:30 PM	0	0	0	0	0	0	0	3	0	13	104	0	0	0	134	2	256	1,087	5	6	0	3
1:45 PM	0	0	0	0	0	0	1	8	0	20	128	1	0	0	126	6	290	1,103	12	2	0	14
2:00 PM	0	1	0	0	0	0	0	5	0	12	109	0	0	0	122	9	258	1,070	2	1	0	1
2:15 PM	0	0	0	0	0	2	0	3	0	13	121	0	0	0	129	15	283		12	7	0	1
2:30 PM	0	0	0	0	0	1	2	3	0	14	128	0	0	0	113	11	272		3	7	1	5
2:45 PM	0	0	0	0	0	1	0	5	0	20	111	0	0	0	115	5	257		6	4	0	3
Count Total	0	1	0	0	0	18	4	81	1	148	1,903	3	1	0	1,964	95	4,219		95	70	6	73
Peak Hour	0	0	0	0	0	9	1	20	0	20	543	0	0	0	515	15	1,123		15	17	2	18

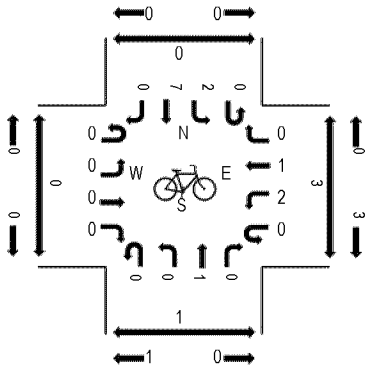
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 24 COCOANUT ROW & SEAVIEW AVENUE Noon
Date: Tuesday, April 2, 2024
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:45 PM - 03:00 PM

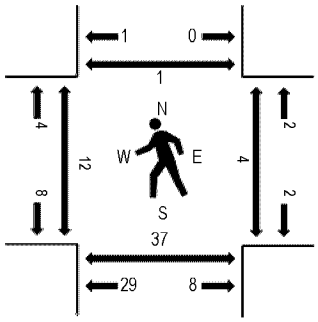
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

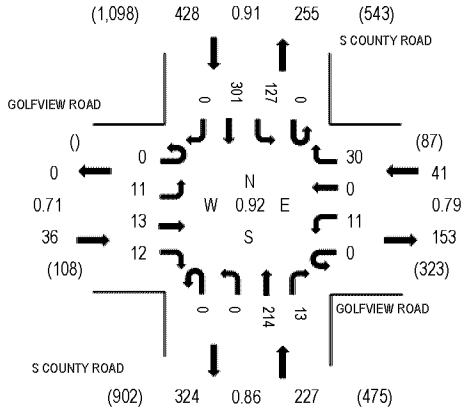
Traffic Counts - Motorized Vehicles

Interval Start Time	SEAVIEW AVENUE Eastbound				SEAVIEW AVENUE Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	6	0	4	0	3	0	4	0	0	73	0	0	0	70	0	160	682	0	0	2	0
11:15 AM	0	2	0	5	0	6	0	6	0	0	84	0	0	0	65	0	168	732	0	1	1	0
11:30 AM	0	6	0	1	0	6	0	7	0	0	63	0	0	0	75	0	158	754	0	3	2	1
11:45 AM	0	10	0	5	0	8	0	3	0	0	88	0	0	0	82	0	196	785	0	4	0	1
12:00 PM	0	5	0	1	0	6	0	6	0	0	106	0	0	0	86	0	210	762	0	1	1	0
12:15 PM	0	2	0	0	0	10	0	4	0	0	83	0	0	0	91	0	190	716	0	1	7	0
12:30 PM	0	2	0	1	0	7	0	4	0	0	96	0	0	0	78	1	189	726	4	1	6	0
12:45 PM	0	3	0	2	0	7	0	3	0	0	87	0	0	0	71	0	173	731	1	2	2	0
1:00 PM	0	3	0	2	0	5	0	6	0	0	70	0	0	0	76	2	164	738	4	0	0	0
1:15 PM	0	4	0	4	0	7	0	5	0	0	97	0	0	0	82	1	200	761	0	1	1	0
1:30 PM	0	8	0	3	0	6	0	1	0	0	92	0	0	0	84	0	194	773	0	0	1	0
1:45 PM	0	8	0	2	0	2	0	1	0	0	93	0	0	0	74	0	180	775	0	2	2	0
2:00 PM	0	2	0	4	0	33	0	11	0	0	68	0	0	0	69	0	187	837	2	3	31	0
2:15 PM	0	4	0	4	0	14	0	10	0	0	94	0	0	0	86	0	212		2	0	1	0
2:30 PM	0	5	0	5	0	13	0	1	0	0	78	0	0	0	94	0	196		1	0	0	1
2:45 PM	0	7	0	18	0	10	0	2	0	0	108	0	0	0	99	0	242		7	1	5	0
Count Total	0	77	0	59	0	143	0	74	0	0	1,380	0	0	0	1,282	4	3,019		21	20	62	3
Peak Hour	0	18	0	29	0	70	0	24	0	0	348	0	0	0	348	0	837		12	4	37	1

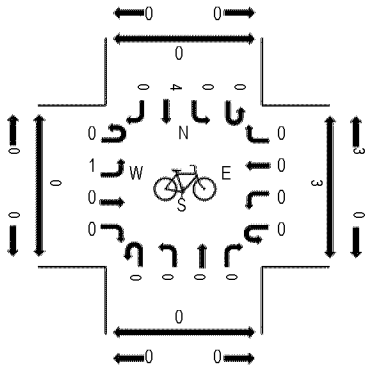
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 S COUNTY ROAD & GOLFVIEW ROAD PM
Date: Wednesday, March 13, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:00 PM - 03:15 PM

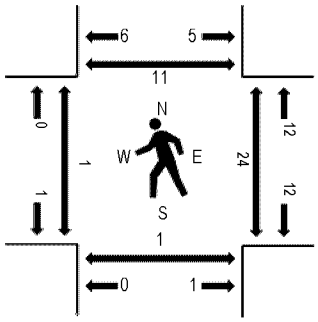
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

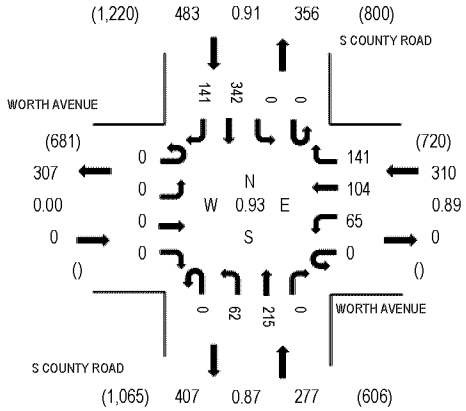
Traffic Counts - Motorized Vehicles

Interval Start Time	GOLFVIEW ROAD Eastbound				GOLFVIEW ROAD Westbound				S COUNTY ROAD Northbound				S COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	5	4	1	0	3	0	10	0	0	60	6	0	30	79	0	198	732	0	3	0	2
3:15 PM	0	3	3	5	0	2	0	11	0	0	54	2	0	43	73	0	196	712	0	6	0	5
3:30 PM	0	1	3	5	0	5	0	6	0	0	47	3	0	19	69	0	158	660	0	11	0	3
3:45 PM	0	2	3	1	0	1	0	3	0	0	53	2	0	35	80	0	180	673	1	4	1	1
4:00 PM	0	1	5	4	0	0	0	9	0	0	38	5	0	26	90	0	178	657	0	7	0	4
4:15 PM	0	2	4	6	1	2	0	4	0	0	31	4	0	11	79	0	144	664	1	5	1	4
4:30 PM	0	2	1	1	0	1	0	8	0	0	40	1	0	27	90	0	171	714	1	1	0	4
4:45 PM	0	10	3	5	0	0	0	8	0	0	34	4	0	21	79	0	164		0	2	1	7
5:00 PM	0	7	5	5	0	1	0	6	0	0	37	5	0	15	104	0	185		0	8	0	4
5:15 PM	0	2	6	3	0	1	0	5	0	0	44	5	0	21	107	0	194		3	8	1	7
Count Total	0	35	37	36	1	16	0	70	0	0	438	37	0	248	850	0	1,768		6	55	4	41
Peak Hour	0	11	13	12	0	11	0	30	0	0	214	13	0	127	301	0	732		1	24	1	11

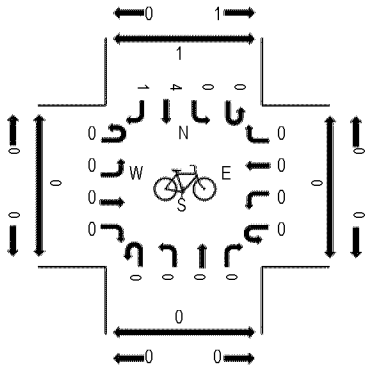
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 S COUNTY ROAD & WORTH AVENUE PM
Date: Wednesday, March 13, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:15 PM - 03:30 PM

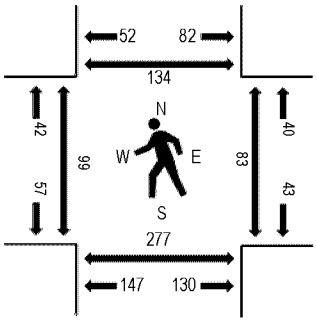
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

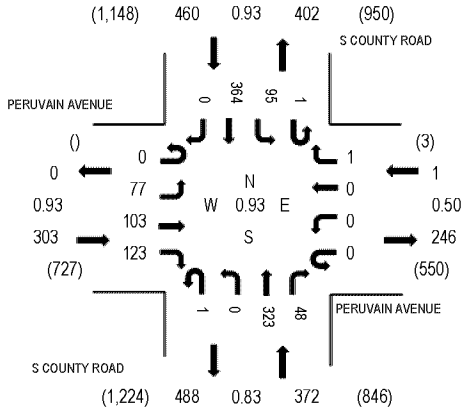
Traffic Counts - Motorized Vehicles

Interval Start Time	WORTH AVENUE Eastbound				WORTH AVENUE Westbound				S COUNTY ROAD Northbound				S COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	0	0	0	0	25	22	40	0	12	68	0	0	0	81	36	284	1,070	38	15	84	38
3:15 PM	0	0	0	0	0	15	27	40	0	17	59	0	0	0	91	38	287	1,055	16	22	77	26
3:30 PM	0	0	0	0	0	10	28	28	0	12	44	0	0	0	79	28	229	972	19	27	60	45
3:45 PM	0	0	0	0	0	15	27	33	0	21	44	0	0	0	91	39	270	994	26	19	56	25
4:00 PM	0	0	0	0	0	15	17	37	0	17	44	0	0	0	102	37	269	954	29	30	45	40
4:15 PM	0	0	0	0	0	10	16	34	0	8	32	0	0	0	79	25	204	928	30	7	65	25
4:30 PM	0	0	0	0	0	18	22	31	0	15	43	0	0	0	95	27	251	1,003	33	15	47	30
4:45 PM	0	0	0	0	0	8	30	30	0	17	35	0	0	0	90	20	230		20	16	61	40
5:00 PM	0	0	0	0	0	15	23	23	0	12	47	0	0	0	102	21	243		20	34	46	30
5:15 PM	0	0	0	0	0	19	19	43	0	14	45	0	0	0	105	34	279		13	29	43	47
Count Total	0	0	0	0	0	150	231	339	0	145	461	0	0	0	915	305	2,546		244	214	584	346
Peak Hour	0	0	0	0	0	65	104	141	0	62	215	0	0	0	342	141	1,070		99	83	277	134

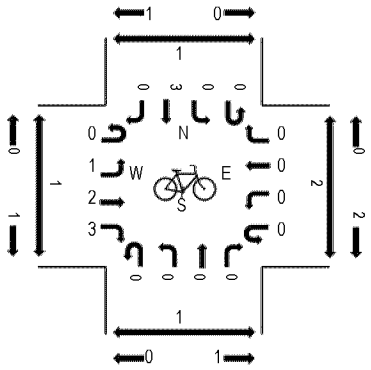
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 S COUNTY ROAD & PERUVAIN AVENUE PM
Date: Wednesday, March 13, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:00 PM - 03:15 PM

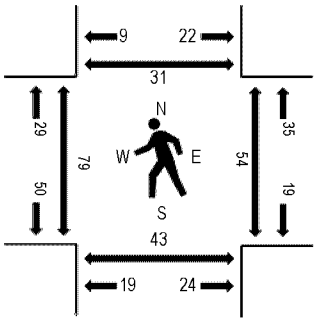
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

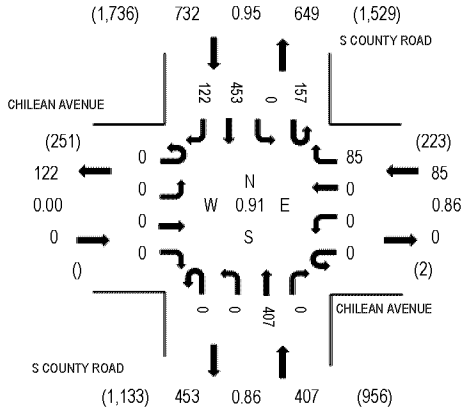
Traffic Counts - Motorized Vehicles

Interval Start Time	PERUVAIN AVENUE Eastbound				PERUVAIN AVENUE Westbound				S COUNTY ROAD Northbound				S COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	16	26	33	0	0	0	0	0	0	103	9	0	25	92	0	304	1,136	34	13	7	7
3:15 PM	0	19	27	26	0	0	0	0	0	0	88	15	0	25	97	0	297	1,133	13	19	19	5
3:30 PM	0	14	29	29	0	0	0	1	1	0	60	12	0	23	80	0	249	1,064	19	6	8	3
3:45 PM	0	28	21	35	0	0	0	0	0	0	72	12	1	22	95	0	286	1,088	13	16	9	16
4:00 PM	0	21	21	43	0	0	0	0	0	0	82	8	1	25	100	0	301	1,038	23	15	8	11
4:15 PM	0	17	17	30	0	0	0	1	0	0	61	8	0	19	75	0	228	1,010	18	12	6	8
4:30 PM	0	27	19	36	0	0	0	0	0	0	69	12	0	27	83	0	273	1,059	15	13	4	11
4:45 PM	0	16	19	22	0	0	0	0	0	0	66	4	0	24	85	0	236		7	16	3	10
5:00 PM	0	23	30	26	0	0	0	1	0	0	61	9	0	23	100	0	273		5	31	4	6
5:15 PM	0	15	17	25	0	0	0	0	0	0	87	7	0	15	111	0	277		21	17	7	9
Count Total	0	196	226	305	0	0	0	3	1	0	749	96	2	228	918	0	2,724		168	158	75	86
Peak Hour	0	77	103	123	0	0	0	1	1	0	323	48	1	95	364	0	1,136		79	54	43	31

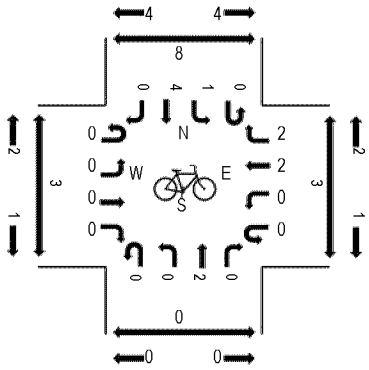
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 S COUNTY ROAD & CHILEAN AVENUE PM
Date: Wednesday, March 13, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:00 PM - 03:15 PM

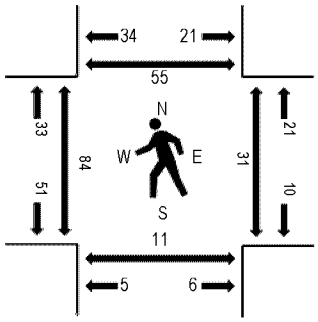
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

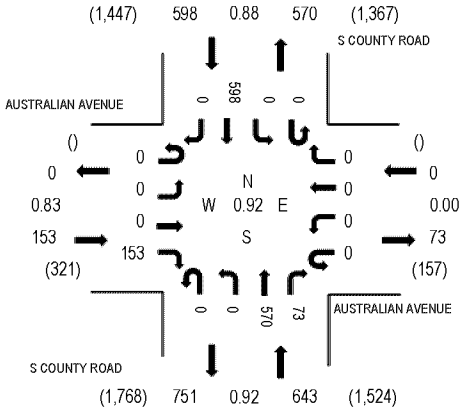
Traffic Counts - Motorized Vehicles

Interval Start Time	CHILEAN AVENUE Eastbound				CHILEAN AVENUE Westbound				S COUNTY ROAD Northbound				S COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	0	0	0	0	0	0	25	0	0	119	0	41	0	116	36	336	1,224	32	9	2	19
3:15 PM	0	0	0	0	0	0	0	27	0	0	107	0	37	0	120	29	320	1,211	16	9	2	11
3:30 PM	0	0	0	0	0	0	0	17	0	0	83	0	41	0	105	16	262	1,140	20	3	6	10
3:45 PM	0	0	0	0	0	0	0	16	0	0	98	0	38	0	112	42	306	1,149	16	10	1	15
4:00 PM	0	0	0	0	0	0	0	30	0	1	101	1	31	0	126	33	323	1,122	32	10	1	17
4:15 PM	0	0	0	0	0	0	0	26	0	0	77	0	28	1	94	23	249	1,083	34	13	1	13
4:30 PM	0	0	0	0	0	0	0	22	0	0	91	0	31	0	108	19	271	1,119	21	17	0	21
4:45 PM	0	0	0	0	0	0	0	25	0	0	86	0	30	0	113	25	279		24	7	4	18
5:00 PM	0	0	0	0	0	0	0	21	0	0	90	0	43	0	115	15	284		16	19	0	18
5:15 PM	0	0	0	0	0	0	0	14	0	0	102	0	32	0	124	13	285		18	15	0	19
Count Total	0	0	0	0	0	0	0	223	0	1	954	1	352	1	1,133	250	2,915		229	112	17	161
Peak Hour	0	0	0	0	0	0	0	85	0	0	407	0	157	0	453	122	1,224		84	31	11	55

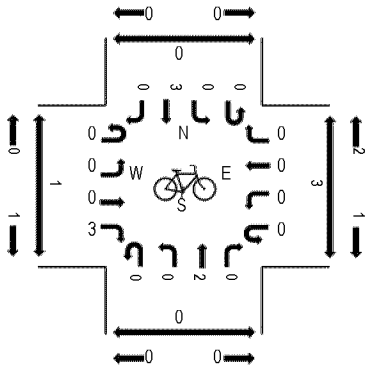
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 S COUNTY ROAD & AUSTRALIAN AVENUE PM
Date: Wednesday, March 13, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:00 PM - 03:15 PM

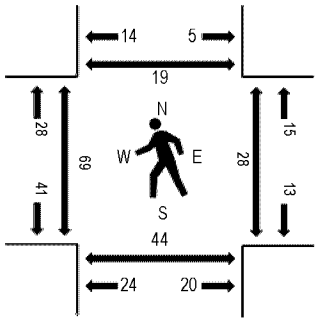
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

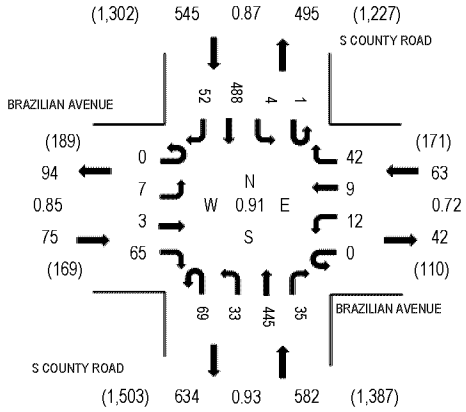
Interval Start Time	AUSTRALIAN AVENUE Eastbound				AUSTRALIAN AVENUE Westbound				S COUNTY ROAD Northbound				S COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	0	0	36	0	0	0	0	0	0	154	20	0	0	170	0	380	1,394	17	5	12	3
3:15 PM	0	0	0	46	0	0	0	0	0	0	155	20	0	0	140	0	361	1,366	16	5	9	5
3:30 PM	0	0	0	32	0	0	0	0	0	0	132	13	0	0	132	0	309	1,284	21	13	17	5
3:45 PM	0	0	0	39	0	0	0	0	0	0	129	20	0	0	156	0	344	1,280	15	5	6	6
4:00 PM	0	0	0	29	0	0	0	0	0	0	150	16	0	0	157	0	352	1,254	18	8	4	4
4:15 PM	0	0	0	29	0	0	0	0	0	0	114	15	0	0	121	0	279	1,230	29	14	11	12
4:30 PM	0	0	0	19	0	0	0	0	0	0	131	18	0	0	137	0	305	1,267	23	14	5	3
4:45 PM	0	0	0	33	0	0	0	0	0	0	127	12	0	0	146	0	318		30	17	12	9
5:00 PM	0	0	0	32	0	0	0	0	0	0	137	17	0	0	142	0	328		27	9	12	22
5:15 PM	0	0	0	26	0	0	0	0	0	0	138	6	0	0	146	0	316		14	14	7	0
Count Total	0	0	0	321	0	0	0	0	0	0	1,367	157	0	0	1,447	0	3,292		210	104	95	69
Peak Hour	0	0	0	153	0	0	0	0	0	0	570	73	0	0	598	0	1,394		69	28	44	19

ALL TRAFFIC DATA SERVICES

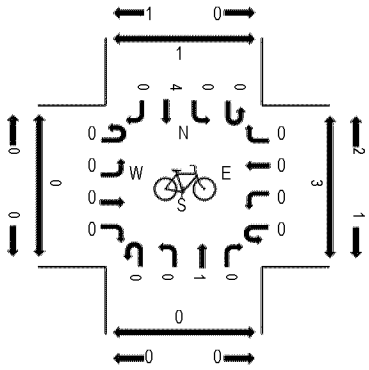
(303) 216-2439
www.alltrafficdata.net

Location: 6 S COUNTY ROAD & BRAZILIAN AVENUE PM
Date: Wednesday, March 13, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:00 PM - 03:15 PM

Peak Hour - Motorized Vehicles



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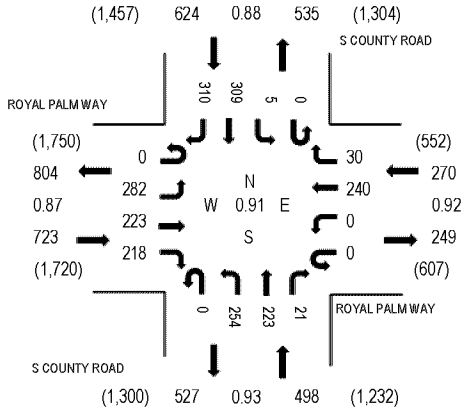
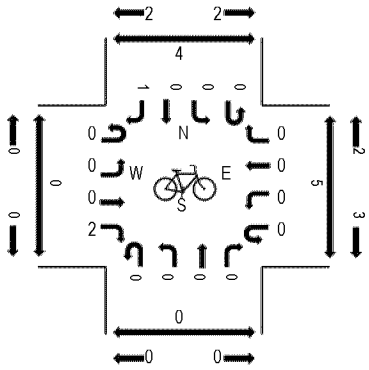
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 7 S COUNTY ROAD & ROYAL PALM WAY PM
Date: Wednesday, March 13, 2024
Peak Hour: 03:15 PM - 04:15 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

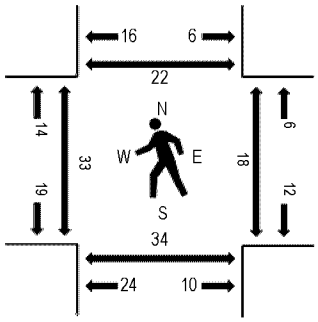
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

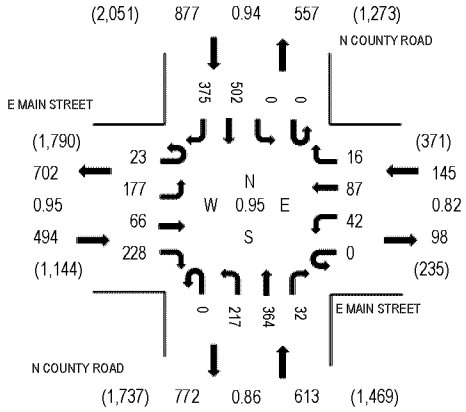
Traffic Counts - Motorized Vehicles

Interval Start Time	ROYAL PALM WAY Eastbound				ROYAL PALM WAY Westbound				S COUNTY ROAD Northbound				S COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	84	64	56	0	0	32	8	0	63	62	5	0	1	97	78	550	2,081	6	1	9	3
3:15 PM	0	74	48	51	0	0	52	8	0	66	56	5	0	1	76	81	518	2,115	5	1	2	5
3:30 PM	0	48	40	53	0	0	57	8	0	59	52	7	0	3	75	66	468	2,036	10	4	6	7
3:45 PM	0	83	65	62	0	0	65	7	0	62	52	5	0	1	72	71	545	2,021	11	10	7	1
4:00 PM	0	77	70	52	0	0	66	7	0	67	63	4	0	0	86	92	584	1,930	7	3	19	9
4:15 PM	0	48	37	55	0	1	49	10	0	54	49	8	0	1	67	60	439	1,819	4	1	2	5
4:30 PM	0	48	46	51	0	0	38	6	0	47	63	8	0	0	81	65	453	1,857	13	2	2	4
4:45 PM	0	64	56	43	0	0	41	3	0	64	50	4	0	0	76	53	454		12	3	4	1
5:00 PM	0	62	51	55	0	0	40	7	0	59	69	4	0	3	64	59	473		5	3	11	5
5:15 PM	0	60	62	55	0	0	33	14	0	56	62	7	0	1	72	55	477		6	5	7	10
Count Total	0	648	539	533	0	1	473	78	0	597	578	57	0	11	766	680	4,961		79	33	69	50
Peak Hour	0	282	223	218	0	0	240	30	0	254	223	21	0	5	309	310	2,115		33	18	34	22

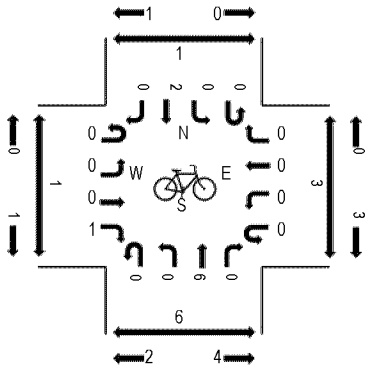
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 9 N COUNTY ROAD & E MAIN STREET PM
Date: Wednesday, March 13, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:00 PM - 03:15 PM

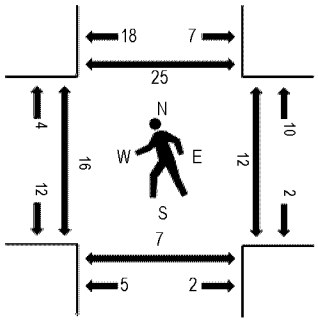
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

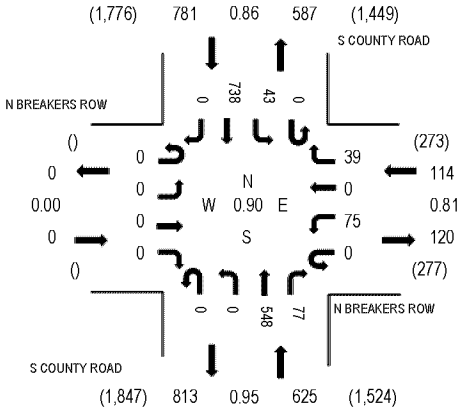
Traffic Counts - Motorized Vehicles

Interval Start Time	E MAIN STREET Eastbound				E MAIN STREET Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	7	39	19	63	0	13	27	1	0	63	109	7	0	0	135	78	561	2,129	7	3	1	10
3:15 PM	4	43	13	70	0	12	23	4	0	41	90	10	0	0	132	95	537	2,091	3	3	3	3
3:30 PM	8	54	18	48	0	13	23	6	0	53	68	7	0	0	116	101	515	2,002	3	5	2	3
3:45 PM	4	41	16	47	0	4	14	5	0	60	97	8	0	0	119	101	516	1,979	3	1	1	9
4:00 PM	2	37	16	48	0	9	32	1	0	42	81	14	0	0	121	120	523	1,922	2	1	7	3
4:15 PM	7	31	15	46	0	6	19	5	0	65	79	5	0	0	83	87	448	1,909	0	3	4	5
4:30 PM	5	32	15	37	0	7	32	1	0	44	61	8	0	0	122	128	492	1,935	4	7	4	6
4:45 PM	6	37	23	64	0	9	23	2	0	43	73	8	0	0	87	84	459		3	5	8	5
5:00 PM	6	37	15	63	0	9	32	6	0	58	94	5	0	0	102	83	510		6	2	4	5
5:15 PM	3	32	10	63	0	6	20	7	0	73	100	3	0	0	83	74	474		11	3	2	1
Count Total	52	383	160	549	0	88	245	38	0	542	852	75	0	0	1,100	951	5,035		42	33	36	50
Peak Hour	23	177	66	228	0	42	87	16	0	217	364	32	0	0	502	375	2,129		16	12	7	25

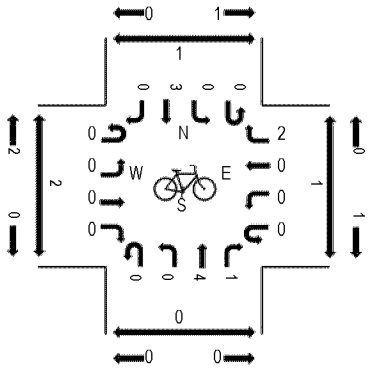
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 10 S COUNTY ROAD & N BREAKERS ROW PM
Date: Wednesday, March 13, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:00 PM - 03:15 PM

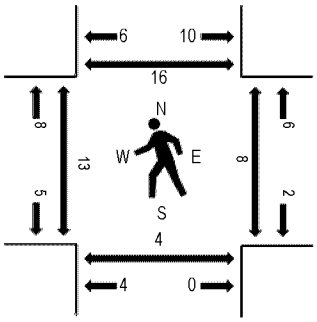
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

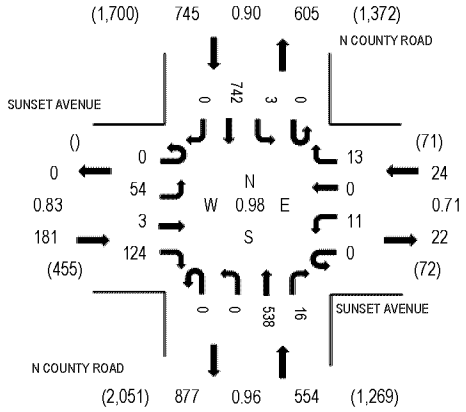
Traffic Counts - Motorized Vehicles

Interval Start Time	N BREAKERS ROW Eastbound				N BREAKERS ROW Westbound				S COUNTY ROAD Northbound				S COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	0	0	0	0	24	0	5	0	0	142	22	0	12	216	0	421	1,520	3	0	2	4
3:15 PM	0	0	0	0	0	23	0	12	0	0	149	16	0	9	200	0	409	1,474	4	1	2	8
3:30 PM	0	0	0	0	0	10	0	10	0	0	118	16	0	13	167	0	334	1,387	3	2	0	2
3:45 PM	0	0	0	0	0	18	0	12	0	0	139	23	0	9	155	0	356	1,372	3	5	0	2
4:00 PM	0	0	0	0	0	17	0	11	0	0	135	26	0	6	180	0	375	1,336	1	7	0	2
4:15 PM	0	0	0	0	0	14	0	15	0	0	132	7	0	6	148	0	322	1,344	1	3	0	2
4:30 PM	0	0	0	0	0	16	0	7	0	0	106	18	0	7	165	0	319	1,356	2	1	2	3
4:45 PM	0	0	0	0	0	15	0	6	0	0	125	19	0	13	142	0	320		2	5	0	0
5:00 PM	0	0	0	0	0	18	0	12	0	0	153	21	1	8	170	0	383		1	0	2	3
5:15 PM	0	0	0	0	0	14	0	14	0	0	144	13	1	13	135	0	334		11	4	8	3
Count Total	0	0	0	0	0	169	0	104	0	0	1,343	181	2	96	1,678	0	3,573		31	28	16	29
Peak Hour	0	0	0	0	0	75	0	39	0	0	548	77	0	43	738	0	1,520		13	8	4	16

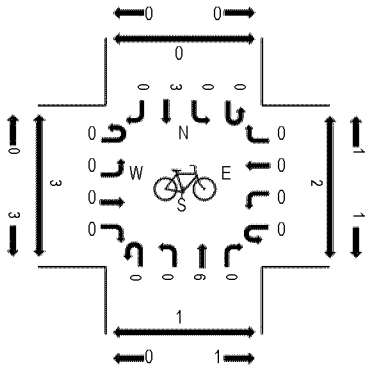
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 11 N COUNTY ROAD & SUNSET AVENUE PM
Date: Wednesday, March 13, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:00 PM - 03:15 PM

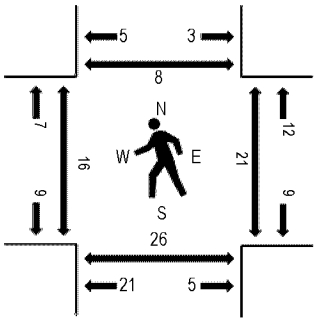
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

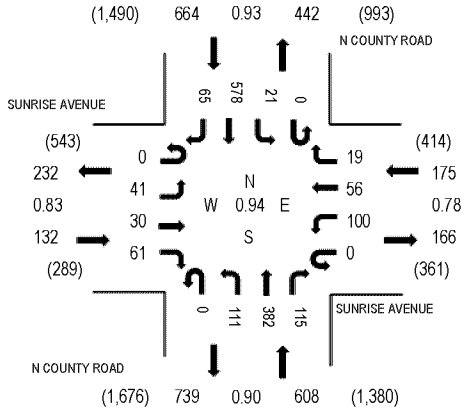
Traffic Counts - Motorized Vehicles

Interval Start Time	SUNSET AVENUE Eastbound				SUNSET AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	17	1	26	0	3	0	4	0	0	144	1	0	1	185	0	382	1,504	2	6	7	0
3:15 PM	0	10	2	35	0	4	0	2	0	0	129	3	0	2	188	0	375	1,498	6	3	8	4
3:30 PM	0	18	0	41	0	3	0	6	0	0	130	5	0	0	176	0	379	1,443	0	4	1	2
3:45 PM	0	9	0	22	0	1	0	1	0	0	135	7	0	0	193	0	368	1,412	8	8	10	2
4:00 PM	0	14	2	23	0	3	0	2	0	0	115	3	0	2	212	0	376	1,342	4	1	10	1
4:15 PM	0	18	4	35	0	7	0	6	0	0	106	6	0	1	137	0	320	1,304	5	1	7	0
4:30 PM	0	11	1	29	0	10	0	2	0	0	88	5	0	2	200	0	348	1,295	3	6	4	0
4:45 PM	0	6	2	40	0	3	0	2	0	0	108	5	0	2	130	0	298		6	13	8	4
5:00 PM	0	6	3	34	0	4	0	3	0	0	135	3	0	0	150	0	338		7	3	3	6
5:15 PM	0	6	3	37	0	2	0	3	0	0	136	5	0	1	118	0	311		5	6	5	0
Count Total	0	115	18	322	0	40	0	31	0	0	1,226	43	0	11	1,689	0	3,495		46	51	63	19
Peak Hour	0	54	3	124	0	11	0	13	0	0	538	16	0	3	742	0	1,504		16	21	26	8

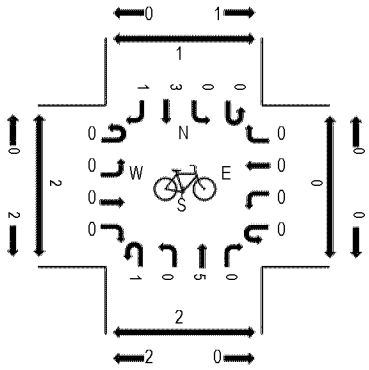
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 12 N COUNTY ROAD & SUNRISE AVENUE PM
Date: Wednesday, March 13, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:00 PM - 03:15 PM

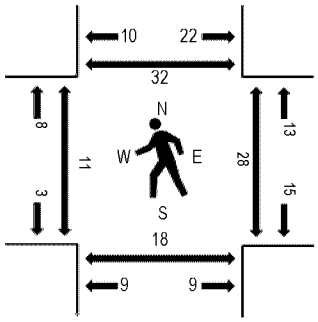
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

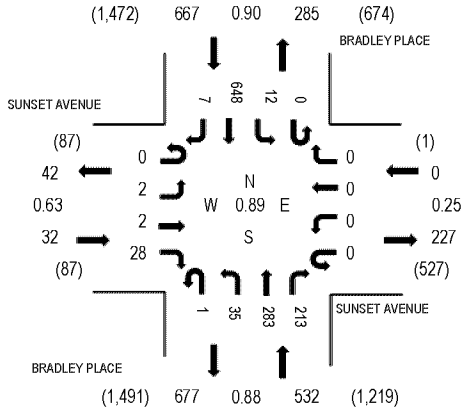
Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE AVENUE Eastbound				SUNRISE AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	12	8	8	0	24	19	6	0	34	113	21	0	5	157	15	422	1,579	1	7	5	6
3:15 PM	0	10	4	14	0	27	12	2	0	23	80	33	0	8	131	20	364	1,540	4	6	4	16
3:30 PM	0	10	10	12	0	34	17	5	0	27	106	28	0	4	140	15	408	1,532	1	9	2	5
3:45 PM	0	9	8	27	0	15	8	6	0	27	83	33	0	4	150	15	385	1,456	5	6	7	5
4:00 PM	0	5	8	21	0	22	24	2	0	24	72	26	1	3	163	12	383	1,361	2	4	4	12
4:15 PM	0	8	4	14	0	9	23	7	0	29	94	19	0	3	131	15	356	1,320	6	4	4	5
4:30 PM	0	15	7	20	0	26	9	5	0	19	70	15	0	4	130	12	332	1,255	0	2	5	9
4:45 PM	0	10	2	10	0	26	9	5	0	17	74	23	0	3	96	15	290		0	10	3	6
5:00 PM	0	5	3	14	0	24	9	4	0	30	80	36	0	3	117	17	342		12	5	2	7
5:15 PM	0	3	2	6	0	21	10	4	0	26	87	31	0	3	87	11	291		7	5	7	13
Count Total	0	87	56	146	0	228	140	46	0	256	859	265	1	40	1,302	147	3,573		38	58	43	84
Peak Hour	0	41	30	61	0	100	56	19	0	111	382	115	0	21	578	65	1,579		11	28	18	32

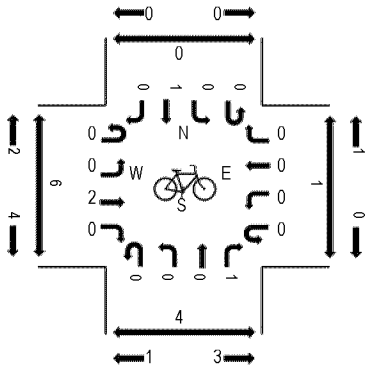
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 13 BRADLEY PLACE & SUNSET AVENUE PM
Date: Wednesday, March 13, 2024
Peak Hour: 03:30 PM - 04:30 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

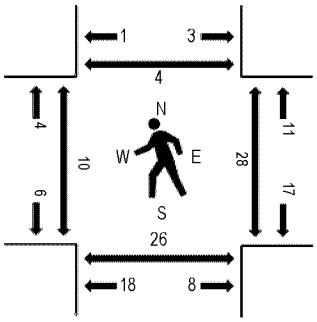
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

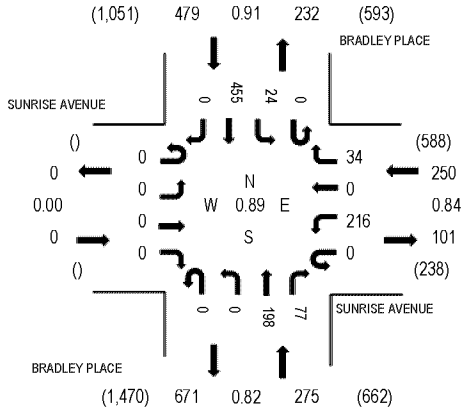
Traffic Counts - Motorized Vehicles

Interval Start Time	SUNSET AVENUE Eastbound				SUNSET AVENUE Westbound				BRADLEY PLACE Northbound				BRADLEY PLACE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	1	3	8	0	0	0	0	0	8	74	55	0	4	161	2	316	1,125	2	5	8	3
3:15 PM	0	0	1	7	0	0	0	0	0	3	64	53	0	1	118	2	249	1,154	3	3	4	2
3:30 PM	0	0	0	4	0	0	0	0	0	6	75	46	0	3	172	1	307	1,231	4	4	4	4
3:45 PM	0	0	1	6	0	0	0	0	0	8	73	40	0	3	121	1	253	1,182	4	7	5	0
4:00 PM	0	1	1	10	0	0	0	0	1	12	82	57	0	4	174	3	345	1,170	0	11	10	0
4:15 PM	0	1	0	8	0	0	0	0	0	9	53	70	0	2	181	2	326	1,106	2	6	7	0
4:30 PM	0	1	1	7	0	0	0	0	0	5	62	39	0	2	140	1	258	983	1	5	8	0
4:45 PM	0	1	1	3	0	0	0	0	0	9	67	35	0	4	119	2	241		0	5	5	0
5:00 PM	0	3	0	12	0	0	0	0	0	2	64	49	0	6	142	3	281		0	8	6	0
5:15 PM	0	0	0	6	0	1	0	0	0	7	52	39	0	7	90	1	203		0	11	5	2
Count Total	0	8	8	71	0	1	0	0	1	69	666	483	0	36	1,418	18	2,779		16	65	62	11
Peak Hour	0	2	2	28	0	0	0	0	1	35	283	213	0	12	648	7	1,231		10	28	26	4

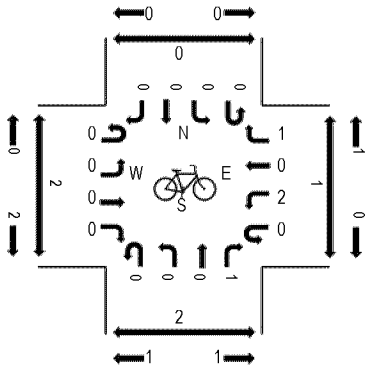
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 14 BRADLEY PLACE & SUNRISE AVENUE PM
Date: Wednesday, March 13, 2024
Peak Hour: 03:30 PM - 04:30 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

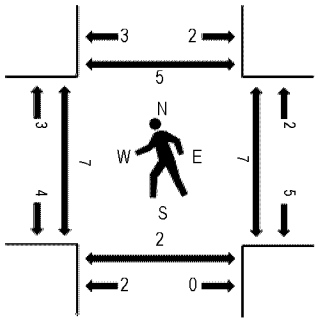
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE AVENUE Eastbound				SUNRISE AVENUE Westbound				BRADLEY PLACE Northbound				BRADLEY PLACE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	0	0	0	0	61	0	12	0	0	56	19	0	8	107	0	263	933	0	6	2	0
3:15 PM	0	0	0	0	0	28	0	5	0	0	46	16	0	7	92	0	194	951	2	4	10	0
3:30 PM	0	0	0	0	0	61	0	9	0	0	46	22	0	5	118	0	261	1,004	2	0	2	1
3:45 PM	0	0	0	0	0	30	0	11	0	0	46	21	0	12	95	0	215	972	3	5	0	2
4:00 PM	0	0	0	0	0	69	0	9	0	0	66	20	0	3	114	0	281	967	0	0	0	0
4:15 PM	0	0	0	0	0	56	0	5	0	0	40	14	0	4	128	0	247	927	2	2	0	2
4:30 PM	0	0	0	0	0	52	0	16	0	0	54	9	0	11	87	0	229	840	4	3	4	4
4:45 PM	0	0	0	0	0	44	0	11	0	0	47	19	0	7	82	0	210		1	5	0	1
5:00 PM	0	0	0	0	0	50	0	11	0	0	56	14	0	9	101	0	241		1	1	1	2
5:15 PM	0	0	0	0	0	36	0	12	0	0	35	16	0	2	59	0	160		1	7	1	1
Count Total	0	0	0	0	0	487	0	101	0	0	492	170	0	68	983	0	2,301		16	33	20	13
Peak Hour	0	0	0	0	0	216	0	34	0	0	198	77	0	24	455	0	1,004		7	7	2	5

ALL TRAFFIC DATA SERVICES
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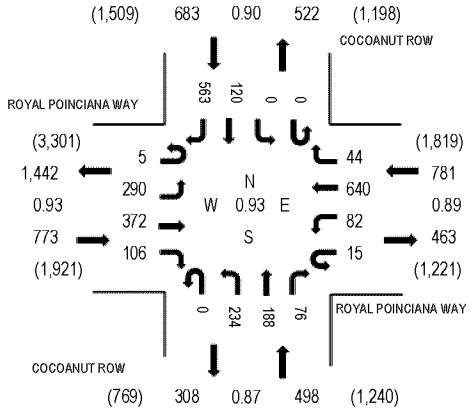
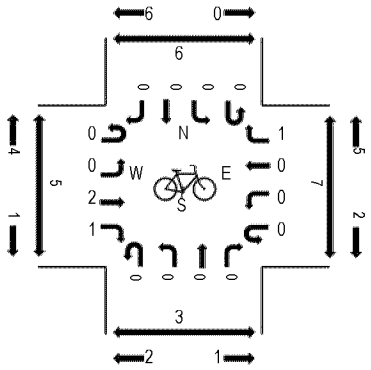
Location: 15 COCOANUT ROW & ROYAL POINCIANA WAY PM
Date: Wednesday, March 13, 2024
Peak Hour: 03:30 PM - 04:30 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

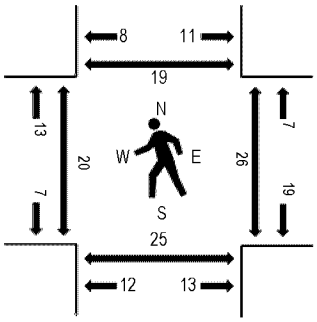
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ROYAL POINCIANA WAY Eastbound				ROYAL POINCIANA WAY Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	5	81	94	22	2	24	140	16	0	74	48	34	0	0	36	129	705	2,652	12	11	12	9
3:15 PM	3	59	108	23	6	13	118	14	0	48	37	35	0	0	28	101	593	2,674	10	15	12	5
3:30 PM	1	80	105	27	2	25	183	9	0	60	54	17	0	0	36	140	739	2,735	5	10	8	9
3:45 PM	1	55	101	27	8	19	128	11	0	59	55	19	0	0	21	111	615	2,650	1	3	9	3
4:00 PM	2	82	79	34	3	26	173	13	0	61	42	23	0	0	28	161	727	2,626	9	5	7	4
4:15 PM	1	73	87	18	2	12	156	11	0	54	37	17	0	0	35	151	654	2,556	5	8	1	3
4:30 PM	3	56	75	29	7	11	178	12	0	76	34	20	0	0	40	113	654	2,456	2	9	1	2
4:45 PM	3	67	110	22	9	13	120	10	0	54	37	19	0	0	27	100	591		7	6	11	3
5:00 PM	4	62	107	31	8	21	139	16	0	77	29	16	0	1	33	113	657		7	17	8	3
5:15 PM	3	53	94	34	1	24	119	17	0	64	28	12	0	0	30	75	554		7	1	5	2
Count Total	26	668	960	267	48	188	1,454	129	0	627	401	212	0	1	314	1,194	6,489		65	85	74	43
Peak Hour	5	290	372	106	15	82	640	44	0	234	188	76	0	0	120	563	2,735		20	26	25	19

ALL TRAFFIC DATA SERVICES

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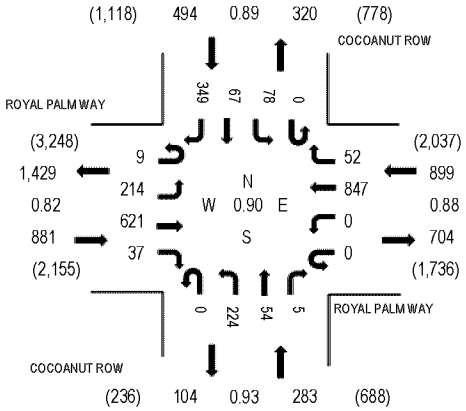
Location: 16 COCOANUT ROW & ROYAL PALM WAY PM

Date: Wednesday, March 13, 2024

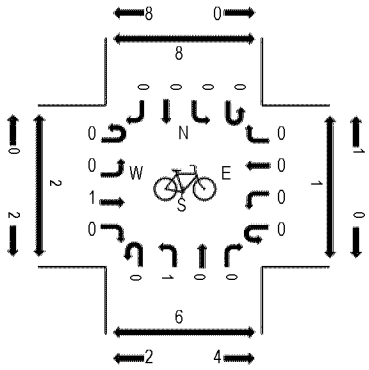
Peak Hour: 03:45 PM - 04:45 PM

Peak 15-Minutes: 03:45 PM - 04:00 PM

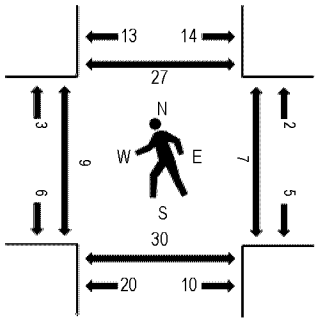
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ROYAL PALM WAY Eastbound				ROYAL PALM WAY Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	2	73	185	8	0	0	186	9	0	53	15	5	0	15	14	77	642	2,487	1	0	6	1
3:15 PM	1	45	154	3	0	0	236	10	0	60	16	4	0	14	10	68	621	2,536	1	0	4	2
3:30 PM	2	38	131	9	0	0	139	12	0	53	17	3	0	20	19	70	513	2,517	0	1	2	6
3:45 PM	1	77	195	12	0	0	225	13	0	50	14	2	0	16	16	90	711	2,557	2	0	6	9
4:00 PM	2	44	169	7	0	0	242	12	0	60	16	1	0	21	14	103	691	2,372	5	5	8	3
4:15 PM	3	44	142	10	0	0	202	15	0	54	16	0	0	22	13	81	602	2,301	0	1	9	11
4:30 PM	3	49	115	8	0	0	178	12	0	60	8	2	0	19	24	75	553	2,218	2	1	7	4
4:45 PM	3	42	141	16	0	0	168	14	0	35	8	1	0	25	11	62	526		0	0	4	4
5:00 PM	13	50	147	11	0	0	207	11	0	50	22	0	0	15	13	81	620		0	3	8	7
5:15 PM	8	46	138	8	0	0	129	17	0	46	13	4	0	30	10	70	519		0	1	2	3
Count Total	38	508	1,517	92	0	0	1,912	125	0	521	145	22	0	197	144	777	5,998		11	12	56	50
Peak Hour	9	214	621	37	0	0	847	52	0	224	54	5	0	78	67	349	2,557		9	7	30	27

ALL TRAFFIC DATA SERVICES
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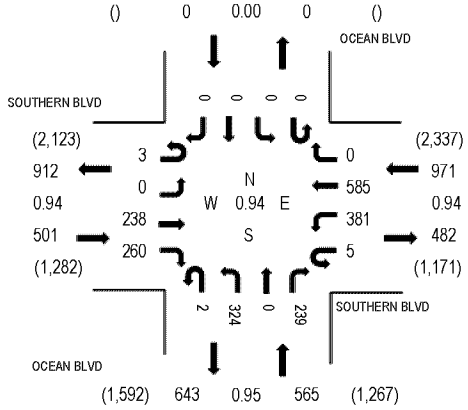
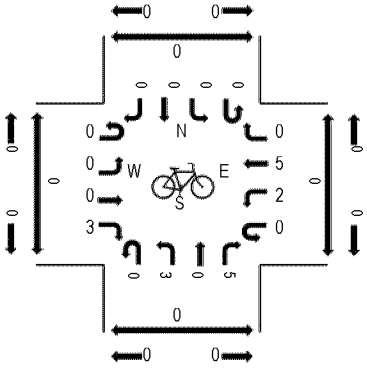
Location: 17 OCEAN BLVD & SOUTHERN BLVD PM
Date: Wednesday, March 13, 2024
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

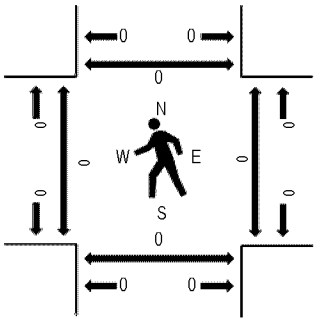
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SOUTHERN BLVD Eastbound				SOUTHERN BLVD Westbound				OCEAN BLVD Northbound				OCEAN BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	1	0	67	60	1	86	134	0	0	75	0	59	0	0	0	0	483	1,855	0	0	0	0
3:15 PM	1	0	69	64	0	73	122	0	1	46	0	52	0	0	0	0	428	1,884	0	0	0	0
3:30 PM	0	0	67	75	4	78	136	0	0	68	0	50	0	0	0	0	478	1,995	0	0	0	0
3:45 PM	0	0	65	66	0	84	142	0	0	71	0	38	0	0	0	0	466	2,021	0	0	0	0
4:00 PM	0	0	66	51	1	93	166	0	0	81	0	54	0	0	0	0	512	2,037	0	0	0	0
4:15 PM	1	0	63	72	1	113	147	0	2	82	0	58	0	0	0	0	539	2,026	0	0	0	0
4:30 PM	1	0	64	65	1	94	140	0	0	88	0	51	0	0	0	0	504	1,980	0	0	0	0
4:45 PM	1	0	45	72	2	81	132	0	0	73	0	76	0	0	0	0	482		0	0	0	0
5:00 PM	1	0	56	69	2	109	147	0	0	66	0	51	0	0	0	0	501		0	0	0	0
5:15 PM	2	0	48	70	0	114	134	0	0	65	0	60	0	0	0	0	493		0	0	0	0
Count Total	8	0	610	664	12	925	1,400	0	3	715	0	549	0	0	0	0	4,886		0	0	0	0
Peak Hour	3	0	238	260	5	381	585	0	2	324	0	239	0	0	0	0	2,037		0	0	0	0

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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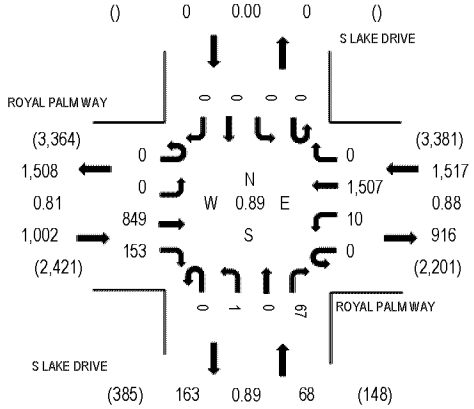
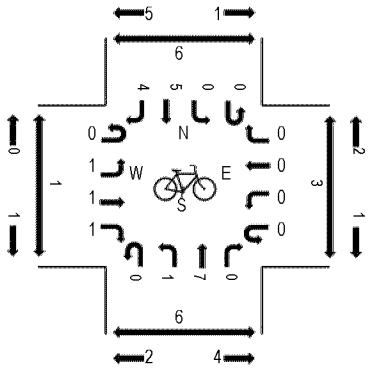
Location: 18 S LAKE DRIVE & ROYAL PALM WAY PM
Date: Wednesday, March 13, 2024
Peak Hour: 03:45 PM - 04:45 PM
Peak 15-Minutes: 03:45 PM - 04:00 PM

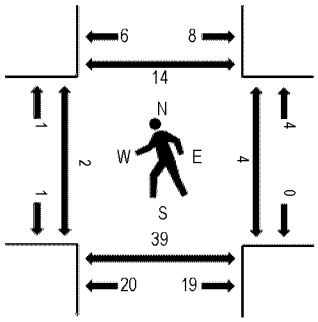
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ROYAL PALM WAY Eastbound				ROYAL PALM WAY Westbound				S LAKE DRIVE Northbound				S LAKE DRIVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	1	0	221	38	0	2	337	0	0	0	0	13	0	0	0	0	612	2,492	2	0	8	4
3:15 PM	0	0	212	42	0	2	362	0	0	0	0	11	0	0	0	0	629	2,564	0	0	3	1
3:30 PM	0	0	188	38	0	2	273	0	0	0	0	20	0	0	0	0	521	2,567	1	3	1	5
3:45 PM	0	0	277	54	0	0	382	0	0	0	0	17	0	0	0	0	730	2,587	2	3	11	4
4:00 PM	0	0	200	34	0	2	427	0	0	1	0	20	0	0	0	0	684	2,366	0	0	10	2
4:15 PM	0	0	202	41	0	4	368	0	0	0	0	17	0	0	0	0	632	2,296	0	0	8	5
4:30 PM	0	0	170	24	0	4	330	0	0	0	0	13	0	0	0	0	541	2,142	0	1	10	3
4:45 PM	0	0	183	32	0	1	279	0	0	1	0	13	0	0	0	0	509		1	4	6	5
5:00 PM	0	0	200	33	0	1	367	0	0	1	0	12	0	0	0	0	614		0	0	7	9
5:15 PM	0	0	203	28	0	3	235	0	0	0	0	9	0	0	0	0	478		2	1	4	2
Count Total	1	0	2,056	364	0	21	3,360	0	0	3	0	145	0	0	0	0	5,950		8	12	68	40
Peak Hour	0	0	849	153	0	10	1,507	0	0	1	0	67	0	0	0	0	2,587		2	4	39	14

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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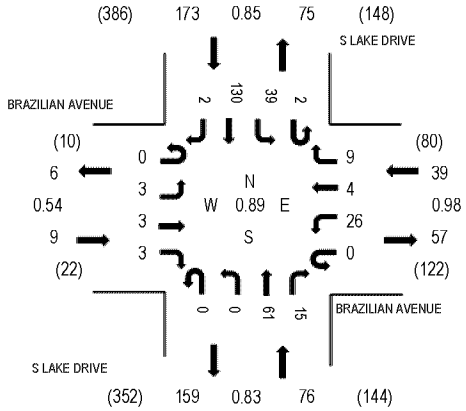
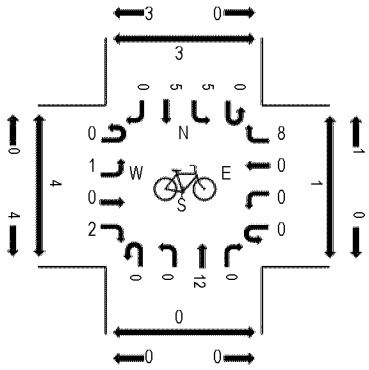
Location: 19 S LAKE DRIVE & BRAZILIAN AVENUE PM
Date: Wednesday, March 13, 2024
Peak Hour: 03:30 PM - 04:30 PM
Peak 15-Minutes: 03:45 PM - 04:00 PM

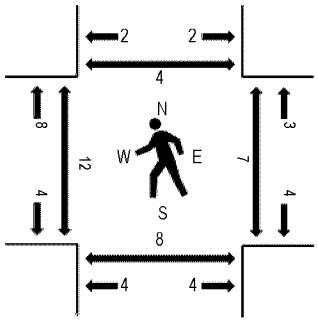
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BRAZILIAN AVENUE Eastbound				BRAZILIAN AVENUE Westbound				S LAKE DRIVE Northbound				S LAKE DRIVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	0	2	0	2	7	0	2	0	0	12	1	0	11	30	1	68	288	0	1	4	0
3:15 PM	0	0	0	0	0	5	0	2	0	1	9	2	0	10	36	0	65	290	2	2	0	3
3:30 PM	0	0	1	1	0	7	2	1	0	0	19	4	1	10	26	0	72	297	7	3	6	3
3:45 PM	0	1	1	1	0	5	1	4	0	0	11	7	1	12	38	1	83	273	1	0	0	0
4:00 PM	0	1	0	1	0	7	1	2	0	0	17	1	0	5	35	0	70	250	3	1	1	1
4:15 PM	0	1	1	0	0	7	0	2	0	0	14	3	0	12	31	1	72	231	1	3	1	0
4:30 PM	0	3	0	0	0	5	0	0	0	0	11	2	0	3	23	1	48	202	3	1	6	2
4:45 PM	0	1	1	0	0	8	0	1	1	0	11	2	0	11	24	0	60		0	2	0	0
5:00 PM	0	5	1	0	0	4	0	1	0	0	7	2	0	6	25	0	51		0	1	1	0
5:15 PM	0	0	0	0	0	1	0	3	0	0	5	2	0	7	24	1	43		5	7	4	4
Count Total	0	12	7	3	2	56	4	18	1	1	116	26	2	87	292	5	632		22	21	23	13
Peak Hour	0	3	3	3	0	26	4	9	0	0	61	15	2	39	130	2	297		12	7	8	4

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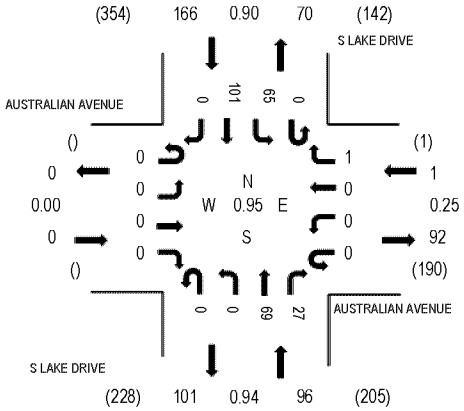
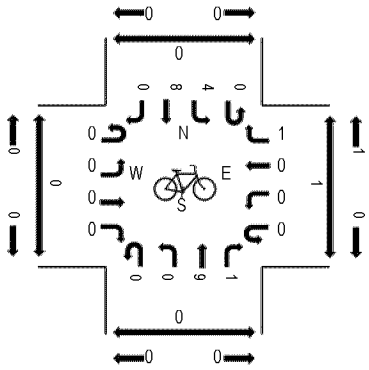
Location: 20 S LAKE DRIVE & AUSTRALIAN AVENUE PM
Date: Wednesday, March 13, 2024
Peak Hour: 03:15 PM - 04:15 PM
Peak 15-Minutes: 03:45 PM - 04:00 PM

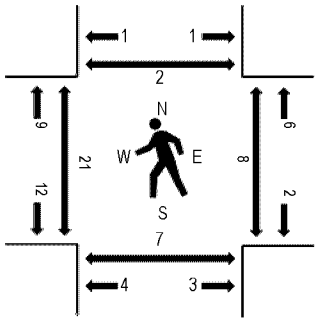
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

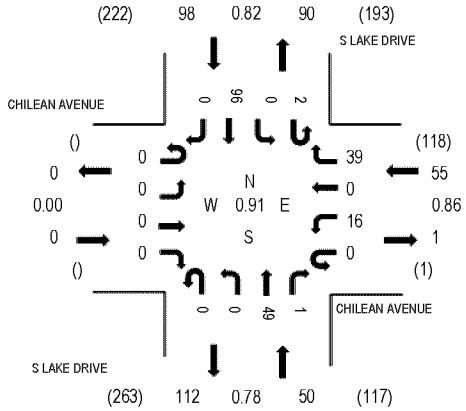
Traffic Counts - Motorized Vehicles

Interval Start Time	AUSTRALIAN AVENUE Eastbound				AUSTRALIAN AVENUE Westbound				S LAKE DRIVE Northbound				S LAKE DRIVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	0	0	0	0	0	0	0	0	0	11	5	0	15	22	0	53	247	2	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	14	8	0	15	30	0	67	263	3	4	5	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	20	6	0	15	17	0	58	258	10	1	1	0
3:45 PM	0	0	0	0	0	0	0	1	0	0	17	5	0	18	28	0	69	249	2	1	0	2
4:00 PM	0	0	0	0	0	0	0	0	0	0	18	8	0	17	26	0	69	227	6	2	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	18	6	0	15	23	0	62	206	3	1	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	13	5	0	13	18	0	49	182	2	1	1	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	15	6	0	4	22	0	47		4	3	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	10	7	0	7	24	0	48		0	2	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	5	8	0	7	18	0	38		12	6	5	0
Count Total	0	0	0	0	0	0	0	1	0	0	141	64	0	126	228	0	560		44	21	14	6
Peak Hour	0	0	0	0	0	0	0	1	0	0	69	27	0	65	101	0	263		21	8	7	2

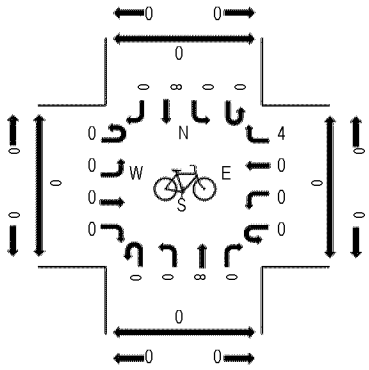
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 21 S LAKE DRIVE & CHILEAN AVENUE PM
Date: Wednesday, March 13, 2024
Peak Hour: 03:15 PM - 04:15 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

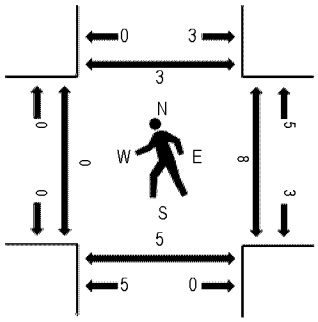
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

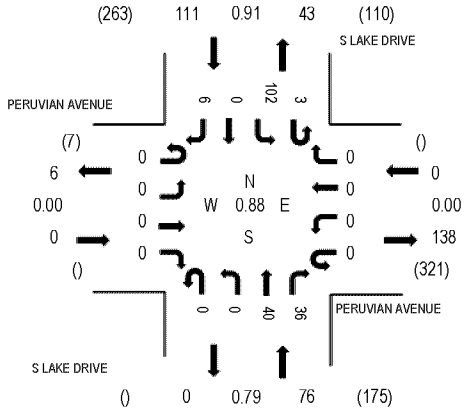
Traffic Counts - Motorized Vehicles

Interval Start Time	CHILEAN AVENUE Eastbound				CHILEAN AVENUE Westbound				S LAKE DRIVE Northbound				S LAKE DRIVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	0	0	0	0	4	0	5	0	0	10	0	0	0	22	0	41	188	2	1	0	0
3:15 PM	0	0	0	0	0	2	0	6	0	0	13	1	2	0	28	0	52	203	0	2	2	0
3:30 PM	0	0	0	0	0	5	0	11	0	0	14	0	0	0	16	0	46	199	0	3	0	3
3:45 PM	0	0	0	0	0	4	0	12	0	0	8	0	0	0	25	0	49	189	0	1	0	0
4:00 PM	0	0	0	0	0	5	0	10	0	0	14	0	0	0	27	0	56	189	0	2	3	0
4:15 PM	0	0	0	0	0	5	0	3	0	0	18	0	0	0	22	0	48	177	0	1	0	2
4:30 PM	0	0	0	0	0	1	0	6	0	0	12	0	0	0	17	0	36	165	0	0	0	0
4:45 PM	0	0	0	0	0	6	0	10	0	0	12	0	0	0	21	0	49		0	1	0	1
5:00 PM	0	0	0	0	0	4	0	6	0	0	9	0	0	0	25	0	44		0	2	2	2
5:15 PM	0	0	0	0	0	7	0	6	0	0	6	0	0	0	17	0	36		0	11	0	0
Count Total	0	0	0	0	0	43	0	75	0	0	116	1	2	0	220	0	457		2	24	7	8
Peak Hour	0	0	0	0	0	16	0	39	0	0	49	1	2	0	96	0	203		0	8	5	3

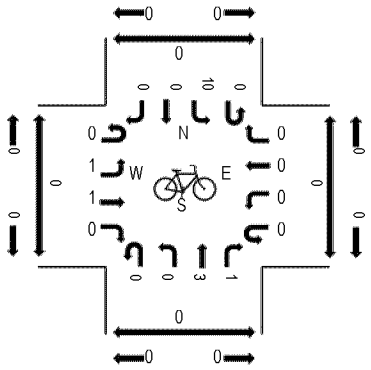
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 22 S LAKE DRIVE & PERUVIAN AVENUE PM
Date: Wednesday, March 13, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:15 PM - 03:30 PM

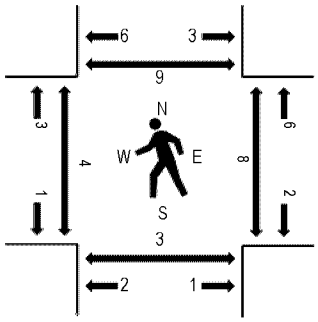
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

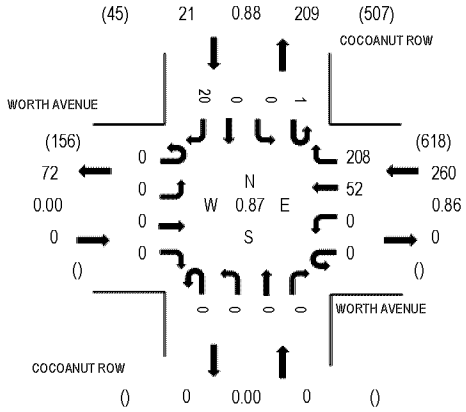
Traffic Counts - Motorized Vehicles

Interval Start Time	PERUVIAN AVENUE Eastbound				PERUVIAN AVENUE Westbound				S LAKE DRIVE Northbound				S LAKE DRIVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	0	0	0	0	0	0	0	0	0	10	14	1	22	0	3	50	187	2	5	0	3
3:15 PM	0	0	0	0	0	0	0	0	0	0	9	12	1	31	0	6	53	184	1	2	1	2
3:30 PM	0	0	0	0	0	0	0	0	0	0	16	6	1	21	0	0	44	182	0	0	2	2
3:45 PM	0	0	0	0	0	0	0	0	0	0	5	4	0	28	0	3	40	170	1	1	0	2
4:00 PM	0	0	0	0	0	0	0	0	0	0	11	4	0	31	0	1	47	175	1	4	3	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	18	5	0	28	0	0	51	172	2	4	1	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	11	5	0	16	0	0	32	153	0	2	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	12	8	1	24	0	0	45		0	6	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	9	6	0	29	0	0	44		1	3	0	6
5:15 PM	0	0	0	0	0	0	0	0	0	0	5	5	0	22	0	0	32		3	15	3	5
Count Total	0	0	0	0	0	0	0	0	0	0	106	69	4	252	0	7	438		11	42	10	32
Peak Hour	0	0	0	0	0	0	0	0	0	0	40	36	3	102	0	6	187		4	8	3	9

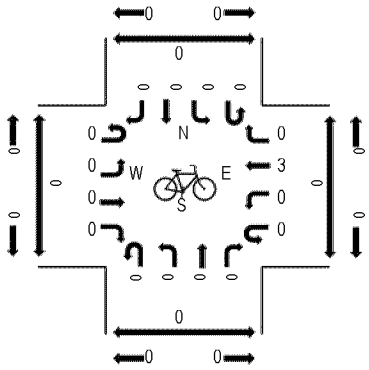
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 23 COCOANUT ROW & WORTH AVENUE PM
Date: Wednesday, March 13, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:00 PM - 03:15 PM

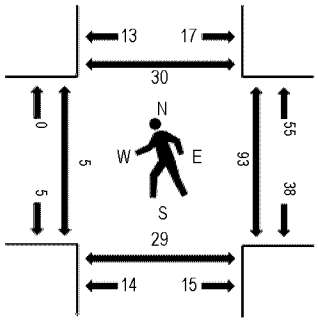
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

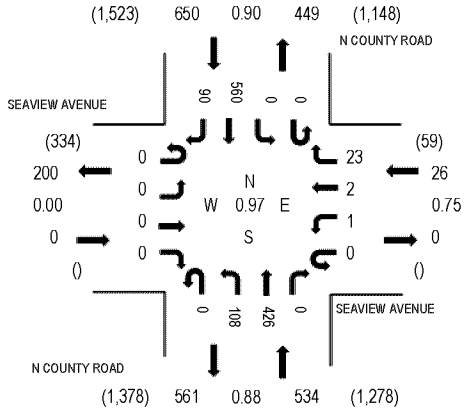
Traffic Counts - Motorized Vehicles

Interval Start Time	WORTH AVENUE Eastbound				WORTH AVENUE Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	0	0	0	0	0	18	58	0	0	0	0	0	0	0	5	81	281	2	22	18	4
3:15 PM	0	0	0	0	0	0	14	57	0	0	0	0	1	0	0	5	77	267	0	24	2	5
3:30 PM	0	0	0	0	0	0	14	36	0	0	0	0	0	0	0	5	55	263	1	18	6	7
3:45 PM	0	0	0	0	0	0	6	57	0	0	0	0	0	0	0	5	68	263	2	29	3	14
4:00 PM	0	0	0	0	0	0	10	54	0	0	0	0	0	0	0	3	67	255	0	28	3	16
4:15 PM	0	0	0	0	0	0	13	56	0	0	0	0	0	0	0	4	73	250	3	19	8	16
4:30 PM	0	0	0	0	0	0	9	40	0	0	0	0	1	0	0	5	55	242	1	22	10	13
4:45 PM	0	0	0	0	0	0	11	44	0	0	0	0	0	0	0	5	60		1	6	2	18
5:00 PM	0	0	0	0	0	0	8	51	0	0	0	0	0	0	0	3	62		1	23	14	23
5:15 PM	0	0	0	0	0	0	10	52	0	0	0	0	0	0	0	3	65		0	30	9	31
Count Total	0	0	0	0	0	0	113	505	0	0	0	0	2	0	0	43	663		11	221	75	147
Peak Hour	0	0	0	0	0	0	52	208	0	0	0	0	1	0	0	20	281		5	93	29	30

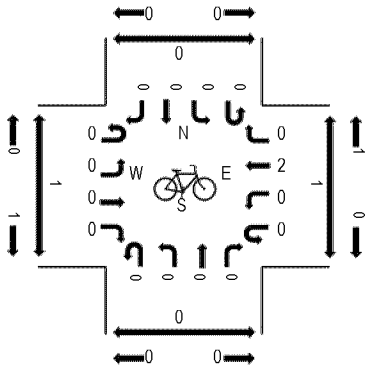
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 8 N COUNTY ROAD & SEAVIEW AVENUE PM
Date: Tuesday, April 2, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

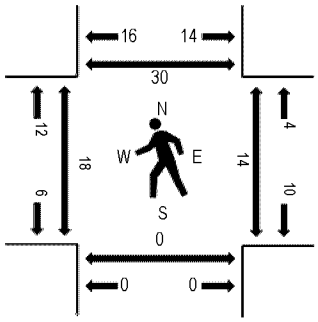
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

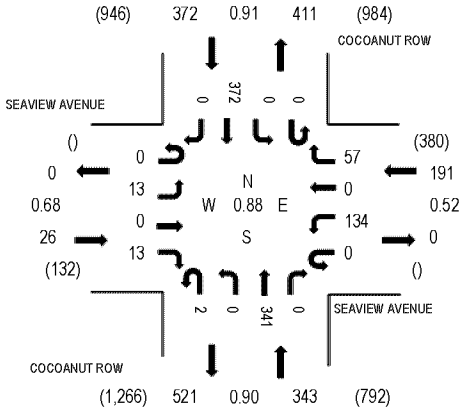
Traffic Counts - Motorized Vehicles

Interval Start Time	SEAVIEW AVENUE Eastbound				SEAVIEW AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	0	0	0	0	1	0	7	0	30	93	0	0	0	139	41	311	1,210	2	5	0	9
3:15 PM	0	0	0	0	0	0	1	4	0	18	104	0	0	0	142	12	281	1,167	3	5	0	6
3:30 PM	0	0	0	0	0	0	1	6	0	24	113	0	0	0	149	19	312	1,181	1	3	0	7
3:45 PM	0	0	0	0	0	0	0	6	0	36	116	0	0	0	130	18	306	1,138	12	1	0	8
4:00 PM	0	0	0	0	0	1	1	7	0	19	91	0	0	0	134	15	268	1,096	6	3	0	7
4:15 PM	0	0	0	0	0	0	0	3	0	14	118	0	0	0	143	17	295	1,113	0	6	0	5
4:30 PM	0	0	0	0	0	1	0	3	0	9	94	0	0	0	155	7	269	1,087	3	3	0	0
4:45 PM	0	0	0	0	0	2	2	6	0	13	109	0	0	0	127	5	264		6	8	0	6
5:00 PM	0	0	0	0	0	0	0	4	0	6	122	0	0	0	144	9	285		10	0	2	2
5:15 PM	0	0	0	0	0	0	0	3	0	10	139	0	0	0	110	7	269		7	4	0	3
Count Total	0	0	0	0	0	5	5	49	0	179	1,099	0	0	0	1,373	150	2,860		50	38	2	53
Peak Hour	0	0	0	0	0	1	2	23	0	108	426	0	0	0	560	90	1,210		18	14	0	30

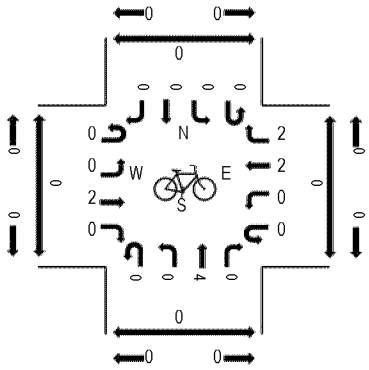
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 24 COCOANUT ROW & SEAVIEW AVENUE PM
Date: Tuesday, April 2, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:00 PM - 03:15 PM

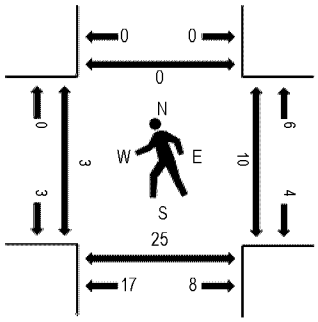
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SEAVIEW AVENUE Eastbound				SEAVIEW AVENUE Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	4	0	6	0	62	0	30	0	0	87	0	0	0	76	0	265	932	2	3	10	0
3:15 PM	0	4	0	1	0	31	0	7	1	0	89	0	0	0	121	0	254	900	1	3	8	0
3:30 PM	0	2	0	1	0	18	0	11	1	0	70	0	0	0	88	0	191	873	0	0	1	0
3:45 PM	0	3	0	5	0	23	0	9	0	0	95	0	0	0	87	0	222	882	0	4	6	0
4:00 PM	0	14	0	17	0	25	0	13	0	0	71	0	0	0	93	0	233	869	7	1	21	0
4:15 PM	0	20	0	8	0	17	0	18	0	0	78	0	0	0	86	0	227	882	5	1	6	0
4:30 PM	0	6	0	9	0	19	0	9	0	0	66	0	0	0	91	0	200	858	2	0	0	1
4:45 PM	0	7	0	3	0	14	0	4	0	0	72	0	0	0	109	0	209		8	0	3	0
5:00 PM	0	2	0	5	0	42	0	18	0	0	85	0	0	0	94	0	246		1	0	1	0
5:15 PM	0	9	0	6	0	6	0	4	0	0	77	0	0	0	101	0	203		0	1	3	0
Count Total	0	71	0	61	0	257	0	123	2	0	790	0	0	0	946	0	2,250		26	13	59	1
Peak Hour	0	13	0	13	0	134	0	57	2	0	341	0	0	0	372	0	932		3	10	25	0

TURNING MOVEMENT COUNTS (AM PEAK) 10:00AM													
1. S County Road & Golfview Rd													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	10	9	12	8	0	34	0	216	23	78	240	0
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	10	9	12	8	0	34	0	216	23	78	240	0
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	11	10	13	9	0	37	0	233	25	84	259	0
	125 Worth Avenue									9		7	
	2029 FUTURE TRAFFIC	11	10	13	9	0	37	0	233	34	84	266	0

TURNING MOVEMENT COUNTS (PM PEAK) 3:00 PM													
1. S County Road & Golfview Rd													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	11	13	12	11	0	30	0	214	13	127	301	0
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	11	13	12	11	0	30	0	214	13	127	301	0
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	12	14	13	12	0	32	0	231	14	137	324	0
	125 Worth Avenue									8		37	
	2029 FUTURE TRAFFIC	12	14	13	12	0	32	0	231	22	137	361	0

TURNING MOVEMENT COUNTS (MID PEAK) 1:00 PM to 2:00 PM													
1. S County Road & Golfview Rd													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	22	6	19	17	0	49	0	245	30	101	329	1
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	22	6	19	17	0	49	0	245	30	101	329	1
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	24	6	20	18	0	53	0	264	32	109	354	1
	125 Worth Avenue												
	2029 FUTURE TRAFFIC	24	6	20	18	0	53	0	264	32	109	354	1

TURNING MOVEMENT COUNTS (AM PEAK) 10:00 AM													
2. S County Rd & Worth Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	0	0	0	24	63	103	70	198	0	0	275	100
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	0	0	0	24	63	103	70	198	0	0	275	100
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	0	0	0	26	68	111	75	213	0	0	296	108
	125 Worth Avenue				7	2	14						
	2029 FUTURE TRAFFIC	0	0	0	33	70	125	75	213	0	0	296	108

TURNING MOVEMENT COUNTS (PM PEAK) 3:00 PM													
2. S County Rd & Worth Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	0	0	0	65	104	141	62	215	0	0	342	141
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	0	0	0	65	104	141	62	215	0	0	342	141
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	0	0	0	70	112	152	67	232	0	0	368	152
	125 Worth Avenue				37	13	75						
	2029 FUTURE TRAFFIC	0	0	0	107	125	227	67	232	0	0	368	152

TURNING MOVEMENT COUNTS (MID PEAK) 1:45 PM to 2:45PM													
2. S County Rd & Worth Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	0	0	0	50	109	136	73	235	0	0	363	182
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	0	0	0	50	109	136	73	235	0	0	363	182
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	0	0	0	54	117	147	79	253	0	0	391	196
	125 Worth Avenue				37	13	75						
	2029 FUTURE TRAFFIC	0	0	0	91	130	222	79	253	0	0	391	196

TURNING MOVEMENT COUNTS (AM PEAK) 10:00 AM													
3. S County Rd & Peruvian Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	42	68	79	0	0	0	0	264	32	78	300	0
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	42	68	79	0	0	0	0	264	32	78	300	0
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	45	73	85	0	0	0	0	284	34	84	323	0
	125 Worth Avenue								14		24		
	2029 FUTURE TRAFFIC	45	73	85	0	0	0	0	298	34	108	323	0

TURNING MOVEMENT COUNTS (PM PEAK) 3:00 PM													
3. S County Rd & Peruvian Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	77	103	123	0	0	1	1	323	48	96	364	0
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	77	103	123	0	0	1	1	323	48	96	364	0
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	83	111	133	0	0	1	1	348	52	103	392	0
	125 Worth Avenue								75		19		
	2029 FUTURE TRAFFIC	83	111	133	0	0	1	1	423	52	122	392	0

TURNING MOVEMENT COUNTS (MIS PEAK) 1:45PM TO 2:45 PM													
3. S County Rd & Peruvian Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	95	112	160	0	0	0	0	338	49	79	391	0
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	95	112	160	0	0	0	0	338	49	79	391	0
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	102	121	172	0	0	0	0	364	53	85	421	0
	125 Worth Avenue								75		19		
	2029 FUTURE TRAFFIC	102	121	172	0	0	0	0	439	53	104	421	0

TURNING MOVEMENT COUNTS (AM PEAK) 10:00 AM													
4. S County Rd & Chilean Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	0	0	0	0	0	79	0	315	0	0	384	78
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	0	0	0	0	0	79	0	315	0	0	384	78
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	0	0	0	0	0	85	0	339	0	0	414	84
	2029 FUTURE TRAFFIC	0	0	0	0	0	85	0	339	0	0	414	84

TURNING MOVEMENT COUNTS (PM PEAK) 3:00 PM													
4. S County Rd & Chilean Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	0	0	0	0	0	85	0	407	0	0	453	122
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	0	0	0	0	0	85	0	407	0	0	453	122
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	0	0	0	0	0	92	0	438	0	0	488	131
	2029 FUTURE TRAFFIC	0	0	0	0	0	92	0	438	0	0	488	131

TURNING MOVEMENT COUNTS (MID PEAK) 1:15 PM TO 2:15 PM													
4. S County Rd & Chilean Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	0	0	0	0	0	107	0	455	0	0	453	167
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	0	0	0	0	0	107	0	455	0	0	453	167
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	0	0	0	0	0	115	0	490	0	0	488	180
	2029 FUTURE TRAFFIC	0	0	0	0	0	115	0	490	0	0	488	180

TURNING MOVEMENT COUNTS (AM PEAK) 10:00 AM													
5. S County Rd & Australian Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	0	0	92	0	0	0	0	460	51	0	505	1
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	0	0	92	0	0	0	0	460	51	0	505	1
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	0	0	99	0	0	0	0	496	55	0	544	1
	2028 FUTURE TRAFFIC	0	0	99	0	0	0	0	496	55	0	544	1

TURNING MOVEMENT COUNTS (PM PEAK) 3:00 PM													
5. S County Rd & Australian Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	0	0	153	0	0	0	0	570	73	0	598	0
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	0	0	153	0	0	0	0	570	73	0	598	0
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	0	0	165	0	0	0	0	614	79	0	644	0
	2028 FUTURE TRAFFIC	0	0	165	0	0	0	0	614	79	0	644	0

TURNING MOVEMENT COUNTS (MID PEAK) 1:15PM TO 2:15 PM													
5. S County Rd & Australian Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	0	0	150	0	0	0	0	670	95	0	706	1
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	0	0	150	0	0	0	0	670	95	0	706	1
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	0	0	162	0	0	0	0	722	102	0	761	1
	2028 FUTURE TRAFFIC	0	0	162	0	0	0	0	722	102	0	761	1

TURNING MOVEMENT COUNTS (AM PEAK) 10:00 AM													
6. S County Rd & Brazilian Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	0	0	53	7	7	32	99	339	26	13	432	43
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	0	0	53	7	7	32	99	339	26	13	432	43
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	0	0	57	8	8	34	107	365	28	14	465	46
	Palm House								6			5	
	West Palm Beach Commited Trips Rpalm								12			33	
	2029 FUTURE TRAFFIC	0	0	57	8	8	34	107	383	28	14	503	46

TURNING MOVEMENT COUNTS (PM PEAK) 3:00 PM													
6. S County Rd & Brazilian Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	7	3	65	12	9	42	102	445	35	5	488	52
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	7	3	65	12	9	42	102	445	35	5	488	52
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	8	3	70	13	10	45	110	479	38	5	526	56
	Palm House								5			6	
	West Palm Beach Commited Trips Rpalm								45			30	
	2029 FUTURE TRAFFIC	8	3	70	13	10	45	110	529	38	5	562	56

TURNING MOVEMENT COUNTS (MID PEAK) 1:15PM TO 2:15 PM													
6. S County Rd & Brazilian Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	4	9	119	12	7	53	155	481	49	9	497	57
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	4	9	119	12	7	53	155	481	49	9	497	57
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	4	10	128	13	8	57	167	518	53	10	535	61
	Palm House								9			6	
	2029 FUTURE TRAFFIC	4	10	128	13	8	57	167	527	53	10	541	61

TURNING MOVEMENT COUNTS (AM PEAK) 8:45 AM													
7. S County Rd & Royal Palm Way													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	310	208	183	0	119	29	104	164	21	4	296	297
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	310	208	183	0	119	29	104	164	21	4	296	297
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	334	224	197	0	128	31	112	177	23	4	319	320
	BREAKERS PUD	4		3				1	1			4	7
	Palm House		20		5	15	1			6	2		
	West Palm Beach Commited Trips Rpalm	55	38	33		14		12					34
	2029 FUTURE TRAFFIC	393	282	233	5	157	32	125	178	29	6	323	361

TURNING MOVEMENT COUNTS (PM PEAK) 3:15 PM													
7. S County Rd & Royal Palm Way													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	282	223	218	0	240	30	254	223	21	5	309	310
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	282	223	218	0	240	30	254	223	21	5	309	310
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	304	240	235	0	259	32	274	240	23	5	333	334
	BREAKERS PUD	6		2				4	4			3	5
	Palm House		19		6	20	1			5	1		
	West Palm Beach Commited Trips Rpalm	40	31	30		43		45					54
	2029 FUTURE TRAFFIC	350	290	267	6	322	33	323	244	28	6	336	393

TURNING MOVEMENT COUNTS (MID PEAK) 12:30 PM TO 1:30 PM													
7. S County Rd & Royal Palm Way													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	372	179	196	2	110	41	173	262	36	4	355	422
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	372	179	196	2	110	41	173	262	36	4	355	422
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	401	193	211	2	119	44	186	282	39	4	382	455
	Palm House		26		6	20	1			9	2		
	2029 FUTURE TRAFFIC	401	219	211	8	139	45	186	282	48	6	382	455

TURNING MOVEMENT COUNTS (AM PEAK) 9:45 AM to 10:45 AM													
8. S County Rd & Seaview Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	0	0	0	3	3	23	33	478	1	0	371	17
	PSCF	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
	ADJUSTED EXISTING VOLUMES	0	0	0	3	3	24	34	492	1	0	382	18
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	0	0	0	3	3	26	37	530	1	0	412	19
	BREAKERS PUD								5			11	2
	Palm House											2	
	West Palm Beach Commited Trips Rpalm							3	52			34	
	2029 FUTURE TRAFFIC	0	0	0	3	3	26	40	587	1	0	459	21

TURNING MOVEMENT COUNTS (PM PEAK) 3:00 PM													
8. S County Rd & Seaview Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	0	0	0	1	2	23	108	426	0	0	560	90
	PSCF	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
	ADJUSTED EXISTING VOLUMES	0	0	0	1	2	24	111	439	0	0	577	93
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	0	0	0	1	2	26	120	473	0	0	621	100
	BREAKERS PUD								10			8	2
	Palm House								1				
	West Palm Beach Commited Trips Rpalm							8	32			54	
	2029 FUTURE TRAFFIC	0	0	0	1	2	26	128	516	0	0	683	102

TURNING MOVEMENT COUNTS (MID PEAK) 11:45 AM to 12:45 PM													
8. S County Rd & Seaview Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	0	0	0	9	1	20	20	543	0	0	515	15
	PSCF	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
	ADJUSTED EXISTING VOLUMES	0	0	0	9	1	21	21	559	0	0	530	15
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	0	0	0	10	1	22	22	603	0	0	571	17
	Palm House								1				
	2029 FUTURE TRAFFIC	0	0	0	10	1	22	22	604	0	0	571	17

TURNING MOVEMENT COUNTS (AM PEAK) 8:45 AM													
9.County Rd & Royal Poinciana W													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	325	115	200	14	38	8	212	475	42	0	339	234
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	325	115	200	14	38	8	212	475	42	0	339	234
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	350	124	215	15	41	9	228	512	45	0	365	252
	184 Sunset Ave LOW RISE	2							3			9	7
	BREAKERS PUD		10		13	29	2			4			
	West Palm Beach Commited Trips	39	13	24				29					32
	2029 FUTURE TRAFFIC	391	147	239	28	70	11	257	515	49	0	374	291

TURNING MOVEMENT COUNTS (PM PEAK) 3:00 PM													
9.County Rd & Royal Poinciana W													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	177	66	228	42	87	16	217	364	32	0	502	375
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	177	66	228	42	87	16	217	364	32	0	502	375
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	191	71	246	45	94	17	234	392	34	0	541	404
	184 Sunset Ave LOW RISE	6							8			5	3
	BREAKERS PUD		27		10	21	2			10			
	West Palm Beach Commited Trips	28	12	36				32					54
	2029 FUTURE TRAFFIC	225	110	282	55	115	19	266	400	44	0	546	461

TURNING MOVEMENT COUNTS (MID PEAK) 12:30 PM TO 1:30 PM													
9.County Rd & Royal Poinciana W													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	159	45	319	25	57	2	259	571	25	0	568	256
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	159	45	319	25	57	2	259	571	25	0	568	256
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	171	48	344	27	61	2	279	615	27	0	612	276
	2029 FUTURE TRAFFIC	171	48	344	27	61	2	279	615	27	0	612	276

TURNING MOVEMENT COUNTS (AM PEAK) 8:45 AM													
10 S County Rd & Breakers Row													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	0	0	0	215	0	107	0	613	45	22	534	0
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	0	0	0	215	0	107	0	613	45	22	534	0
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	0	0	0	232	0	115	0	660	48	24	575	0
	BREAKERS PUD								5			13	
	2029 FUTURE TRAFFIC	0	0	0	232	0	115	0	665	48	24	588	0

TURNING MOVEMENT COUNTS (PM PEAK) 3:00 PM													
10 S County Rd & Breakers Row													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	0	0	0	75	0	39	0	548	77	43	738	0
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	0	0	0	75	0	39	0	548	77	43	738	0
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	0	0	0	81	0	42	0	590	83	46	795	0
	BREAKERS PUD								10			10	
	2029 FUTURE TRAFFIC	0	0	0	81	0	42	0	600	83	46	805	0

TURNING MOVEMENT COUNTS (MID PEAK) 12:15PM to 1:15 PM													
10 S County Rd & Breakers Row													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	0	0	0	68	0	33	0	807	101	32	882	0
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	0	0	0	68	0	33	0	807	101	32	882	0
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	0	0	0	73	0	36	0	869	109	34	950	0
	2029 FUTURE TRAFFIC	0	0	0	73	0	36	0	869	109	34	950	0

TURNING MOVEMENT COUNTS (AM PEAK) 8:30 AM													
11 N County Rd & Sunset Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	16	9	88	16	0	10	0	818	30	9	456	0
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	16	9	88	16	0	10	0	818	30	9	456	0
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	17	10	95	17	0	11	0	881	32	10	491	0
	184 Sunset Ave LOW RISE		2									16	
	BREAKERS PUD								2				
	2029 FUTURE TRAFFIC	17	12	95	17	0	11	0	881	32	10	507	0

TURNING MOVEMENT COUNTS (PM PEAK) 3:00 PM													
11 N County Rd & Sunset Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	54	3	124	11	0	13	0	538	16	3	742	0
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	54	3	124	11	0	13	0	538	16	3	742	0
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	58	3	134	12	0	14	0	580	17	3	799	0
	184 Sunset Ave LOW RISE		5									8	
	BREAKERS PUD								2				
	2029 FUTURE TRAFFIC	58	8	134	12	0	14	0	582	17	3	807	0

TURNING MOVEMENT COUNTS (MID PEAK) 12:30 PM to 1:30 PM													
11 N County Rd & Sunset Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	27	8	97	15	0	21	0	688	35	8	702	0
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	27	8	97	15	0	21	0	688	35	8	702	0
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	29	9	104	16	0	23	0	741	38	9	756	0
	184 Sunset Ave LOW RISE												
	2029 FUTURE TRAFFIC	29	9	104	16	0	23	0	741	38	9	756	0

TURNING MOVEMENT COUNTS (AM PEAK) 8:30 AM													
12. N County Rd & Sunrise Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	41	11	32	90	18	12	68	655	116	14	341	31
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	41	11	32	90	18	12	68	655	116	14	341	31
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	44	12	34	97	19	13	73	706	125	15	367	33
	184 Sunset Ave LOW RISE							7					
	165 Bradley Place			1				1					
	BREAKERS PUD							2					
	2029 FUTURE TRAFFIC	44	12	34	97	19	13	80	706	125	15	367	33

TURNING MOVEMENT COUNTS (PM PEAK) 3:00 PM													
12. N County Rd & Sunrise Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	41	30	61	100	56	19	111	382	115	21	578	65
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	41	30	61	100	56	19	111	382	115	21	578	65
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	44	32	66	108	60	20	120	412	124	23	623	70
	184 Sunset Ave LOW RISE							3					
	165 Bradley Place			1				1					
	BREAKERS PUD							2					
	2029 FUTURE TRAFFIC	44	32	66	108	60	20	123	412	124	23	623	70

TURNING MOVEMENT COUNTS (MID PEAK) 12:30 PM to 1:30 PM													
12. N County Rd & Sunrise Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	33	19	114	116	56	39	102	522	129	28	486	73
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	33	19	114	116	56	39	102	522	129	28	486	73
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	36	20	123	125	60	42	110	562	139	30	524	79
	184 Sunset Ave LOW RISE												
	165 Bradley Place												
	2029 FUTURE TRAFFIC	36	20	123	125	60	42	110	562	139	30	524	79

TURNING MOVEMENT COUNTS (AM PEAK) 8:30 AM													
13. Bradley Pl & Sunset Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	3	5	10	0	0	0	20	530	190	6	288	2
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	3	5	10	0	0	0	20	530	190	6	288	2
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	3	5	11	0	0	0	22	571	205	6	310	2
	165 Bradley Place								3			3	
	184 Sunset Ave LOW RISE									2		7	
	West Palm Beach Commited Trips								38	14		43	
	2029 FUTURE TRAFFIC	3	5	11	0	0	0	22	612	221	6	363	2

TURNING MOVEMENT COUNTS (PM PEAK) 3:15 PM													
13. Bradley Pl & Sunset Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	2	2	28	0	0	0	36	283	213	12	648	7
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	2	2	28	0	0	0	36	283	213	12	648	7
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	2	2	30	0	0	0	39	305	229	13	698	8
	165 Bradley Place								2			2	
	184 Sunset Ave LOW RISE									5		3	
	West Palm Beach Commited Trips								34	23		75	
	2029 FUTURE TRAFFIC	2	2	30	0	0	0	39	341	257	13	778	8

TURNING MOVEMENT COUNTS (MID PEAK) 2:00 PM to 3:00PM													
13. Bradley Pl & Sunset Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	3	6	27	2	0	0	30	314	182	10	588	7
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	3	6	27	2	0	0	30	314	182	10	588	7
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	3	6	29	2	0	0	32	338	196	11	633	8
	165 Bradley Place								2			2	
	2029 FUTURE TRAFFIC	3	6	29	2	0	0	32	340	196	11	635	8

TURNING MOVEMENT COUNTS (AM PEAK) 8:30 AM													
14. Bradley Pl & Sunrise Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	0	0	0	73	0	40	0	459	60	14	214	0
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	0	0	0	73	0	40	0	459	60	14	214	0
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	0	0	0	79	0	43	0	494	65	15	231	0
	Alef School 165 Bradley Place						1		3		1	3	
	184 Sunset Ave LOW RISE				7								
	West Palm Beach Committed Trips				11				33	5		32	
	2029 FUTURE TRAFFIC	0	0	0	97	0	44	0	530	70	16	266	0

TURNING MOVEMENT COUNTS (PM PEAK) 3:15 PM													
14. Bradley Pl & Sunrise Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	0	0	0	216	0	34	0	198	77	24	455	0
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	0	0	0	216	0	34	0	198	77	24	455	0
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	0	0	0	233	0	37	0	213	83	26	490	0
	Alef School 165 Bradley Place						1		2		1	2	
	184 Sunset Ave LOW RISE				3								
	West Palm Beach Committed Trips				24				25	9		43	
	2029 FUTURE TRAFFIC	0	0	0	260	0	38	0	240	92	27	535	0

TURNING MOVEMENT COUNTS (MID PEAK) 2:00 PM to 3:00 PM													
14. Bradley Pl & Sunrise Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	0	0	0	223	0	40	0	240	73	27	372	0
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	0	0	0	223	0	40	0	240	73	27	372	0
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	0	0	0	240	0	43	0	259	79	29	401	0
	165 Bradley Place						1		2		1	2	
	184 Sunset Ave LOW RISE												
	2029 FUTURE TRAFFIC	0	0	0	240	0	44	0	261	79	30	403	0

TURNING MOVEMENT COUNTS (AM PEAK) 8:30 AM													
15. Cocoanut Rw & Royal Poinciana													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	464	679	156	84	313	71	73	195	63	0	82	220
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	464	679	156	84	313	71	73	195	63	0	82	220
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	500	731	168	90	337	76	79	210	68	0	88	237
	Royal Poinciana Playhouse			1	2		1	1	1	2		1	
	Alef School 165 Bradley Place	1					1		1		1	1	1
	184 Sunset Ave LOW RISE	2	2			7							7
	BREAKERS PUD		8	6	2	26		18	8	1		3	
	West Palm Beach Commited Trips	52	76	18		61		14					43
	2029 FUTURE TRAFFIC	555	817	193	94	431	78	112	220	71	1	93	288

TURNING MOVEMENT COUNTS (PM PEAK) 3:15 PM													
15. Cocoanut Rw & Royal Poinciana													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	295	372	106	82	640	44	234	188	76	0	120	563
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	295	372	106	82	640	44	234	188	76	0	120	563
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	318	401	114	88	689	47	252	203	82	0	129	607
	Royal Poinciana Playhouse	5	7	12	24	0	0	2	2	2	0	12	0
	184 Sunset Ave LOW RISE	5	6			3							3
	Alef School 165 Bradley Place	1							1			1	1
	BREAKERS PUD		23	18	4	19		11	4	4		7	
	West Palm Beach Commited Trips	59	75	21		86		30					75
	2029 FUTURE TRAFFIC	388	512	165	116	797	47	295	210	88	0	149	686

TURNING MOVEMENT COUNTS (MID PEAK) 2:00 PM to 3:00 PM													
15. Cocoanut Rw & Royal Poinciana													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	315	418	131	96	541	73	216	156	87	1	140	481
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	315	418	131	96	541	73	216	156	87	1	140	481
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	339	450	141	103	583	79	233	168	94	1	151	518
	2029 FUTURE TRAFFIC	339	450	141	103	583	79	233	168	94	1	151	518

TURNING MOVEMENT COUNTS (AM PEAK) 8:45 AM													
16.Cocoanut Rw & Royal Poinciana													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	297	812	30	0	469	39	84	40	13	69	61	103
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	297	812	30	0	469	39	84	40	13	69	61	103
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	320	875	32	0	505	42	90	43	14	74	66	111
	Royal Poinciana Playhouse	1											1
	BREAKERS PUD	7	2			7	1				4		21
	Palm House		20			15							
	West Palm Beach Commited Trips RPalm	43	126			60		11					14
	2029 FUTURE TRAFFIC	371	1023	32	0	587	43	101	43	14	78	66	147
	S Lake Drive One Way SB	371	1023	32	0	587	43	133	54	17	78	66	147

TURNING MOVEMENT COUNTS (PM PEAK) 3:45 PM													
16. Cocoanut Rw & Royal Poinciana													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	226	621	37	0	847	52	224	54	5	78	67	349
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	226	621	37	0	847	52	224	54	5	78	67	349
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	243	669	40	0	912	56	241	58	5	84	72	376
	Royal Poinciana Playhouse	6	0	0	0	0	3				1	0	2
	BREAKERS PUD	21	6			5	4				2		13
	Palm House		19			20							
	West Palm Beach Commited Trips RPalm	37	101	6		142		38					58
	2029 FUTURE TRAFFIC	307	795	46	0	1079	63	279	58	5	87	72	449
	S Lake Drive One Way SB	307	795	46	0	1079	63	349	83	12	87	72	449

TURNING MOVEMENT COUNTS (MID PEAK) 12:00PM to 1:00 PM													
16.Cocoanut Rw & Royal Poinciana													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	156	755	44	1	657	86	144	87	24	47	16	339
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	156	755	44	1	657	86	144	87	24	47	16	339
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	168	813	47	1	708	93	155	94	26	51	17	365
	Royal Poinciana Playhouse												
	Palm House		26			20							
	2029 FUTURE TRAFFIC	168	839	47	1	728	93	155	94	26	51	17	365
	S Lake Drive One Way SB	168	839	47	1	728	93	182	103	28	51	17	365

TURNING MOVEMENT COUNTS (AM PEAK) 8:15 AM													
17. S Ocean Blvd & Southern Bl													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	3	693	266	130	160	0	156	0	333	0	0	0
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	3	693	266	130	160	0	156	0	333	0	0	0
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	3	747	287	140	172	0	168	0	359	0	0	0
	Palm House		3			3							
	West Palm Beach Commited Trips Southern		42			32							
	2029 FUTURE TRAFFIC	3	792	287	140	207	0	168	0	359	0	0	0

TURNING MOVEMENT COUNTS (PM PEAK) 4:00 PM													
17. S Ocean Blvd & Southern Bl													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	3	238	260	386	585	0	326	0	239	0	0	0
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	3	238	260	386	585	0	326	0	239	0	0	0
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	3	250	273	406	615	0	343	0	251	0	0	0
	Palm House		3			3							
	West Palm Beach Commited Trips Southern		51		62								
	2029 FUTURE TRAFFIC	3	304	273	468	618	0	343	0	251	0	0	0

TURNING MOVEMENT COUNTS (MID PEAK) 12:30 PM to 1:30 PM													
17. S Ocean Blvd & Southern Bl													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	0	450	237	262	486	0	232	0	309	0	0	0
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	0	450	237	262	486	0	232	0	309	0	0	0
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	0	485	255	282	524	0	250	0	333	0	0	0
	Palm House		4			3							
	2029 FUTURE TRAFFIC	0	489	255	282	527	0	250	0	333	0	0	0

TURNING MOVEMENT COUNTS (AM PEAK) 8:45 AM													
18. S Lake Dr & Royal Palm Way													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	0	1204	245	8	657	0	1	0	34	0	0	0
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	0	1204	245	8	657	0	1	0	34	0	0	0
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	0	1297	264	9	708	0	1	0	37	0	0	0
	BREAKERS PUD		21			30							
	Palm House		20			15							
	West Palm Beach Commited Trips RPalm Wy		169	34		85							
	2029 FUTURE TRAFFIC	0	1507	298	9	838	0	1	0	37	0	0	0
	S Lake Drive One-Way SB	0	1507	298	9	838	0	0	0	0	0	0	0

TURNING MOVEMENT COUNTS (PM PEAK) 3:45 PM													
18. S Lake Dr & Royal Palm Way													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2023	0	849	153	10	1507	0	1	0	67	0	0	0
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	0	849	153	10	1507	0	1	0	67	0	0	0
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	0	915	165	11	1623	0	1	0	72	0	0	0
	BREAKERS PUD		27			18							
	Palm House		19			20							
	West Palm Beach Commited Trips RPalm Wy		144	11		238							
	2029 FUTURE TRAFFIC	0	1105	176	11	1899	0	1	0	72	0	0	0
	S Lake Drive One-Way SB	0	1105	176	11	1899	0	0	0	0	0	0	0

TURNING MOVEMENT COUNTS (MID PEAK) 12:00 PM to 1:00 PM													
18. S Lake Dr & Royal Palm Way													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2023	0	977	307	15	1150	0	0	0	51	0	0	0
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	0	977	307	15	1150	0	0	0	51	0	0	0
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	0	1053	331	16	1239	0	0	0	55	0	0	0
	Palm House		26			20							
	2029 FUTURE TRAFFIC	0	1079	331	16	1259	0	0	0	55	0	0	0
	S Lake Drive One-Way SB	0	1079	331	16	1259	0	0	0	0	0	0	0

TURNING MOVEMENT COUNTS (AM PEAK) 9:00 AM													
19. S Lake Dr & Brazilian Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	0	1	2	11	1	10	0	31	9	52	194	6
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	0	1	2	11	1	10	0	31	9	52	194	6
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	0	1	2	12	1	11	0	33	10	56	209	6
	2029 FUTURE TRAFFIC	0	1	2	12	1	11	0	33	10	56	209	6
	S Lake Drive One-Way SB	0	1	2	12	1	0	0	0	0	56	209	6

TURNING MOVEMENT COUNTS (PM PEAK) 3:45 PM													
19. S Lake Dr & Brazilian Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	3	3	3	26	4	9	0	61	15	41	130	2
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	3	3	3	26	4	9	0	61	15	41	130	2
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	3	3	3	28	4	10	0	66	16	44	140	2
	2029 FUTURE TRAFFIC	3	3	3	28	4	10	0	66	16	44	140	2
	S Lake Drive One-Way SB	0	6	3	28	4	0	0	0	0	44	140	2

TURNING MOVEMENT COUNTS (MID PEAK) 12:30 to 1:30 PM													
19. S Lake Dr & Brazilian Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	4	3	1	20	1	9	1	42	15	184	196	4
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	4	3	1	20	1	9	1	42	15	184	196	4
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	4	3	1	22	1	10	1	45	16	198	211	4
	2029 FUTURE TRAFFIC	4	3	1	22	1	10	1	45	16	198	211	4
	S Lake Drive One-Way SB	0	7	1	22	1	0	0	0	0	198	211	4

TURNING MOVEMENT COUNTS (AM PEAK) 8:45 AM													
20. S Lake Dr & Australian Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	0	0	0	0	0	0	0	37	6	56	149	0
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	0	0	0	0	0	0	0	37	6	56	149	0
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	0	0	0	0	0	0	0	40	6	60	161	0
	2029 FUTURE TRAFFIC	0	0	0	0	0	0	0	40	6	60	161	0
	S Lake Drive One-Way SB	0	0	0	0	0	0	0	0	0	60	161	0

TURNING MOVEMENT COUNTS (PM PEAK) 3:45 PM													
20. S Lake Dr & Australian Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	0	0	0	0	0	0	0	69	27	65	101	0
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	0	0	0	0	0	0	0	69	27	65	101	0
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	0	0	0	0	0	0	0	74	29	70	109	0
	2029 FUTURE TRAFFIC	0	0	0	0	0	0	0	74	29	70	109	0
	S Lake Drive One-Way SB	0	0	0	0	0	0	0	0	0	70	109	0

TURNING MOVEMENT COUNTS (MID PEAK) 1:00 PM to 2:00 PM													
20. S Lake Dr & Australian Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	0	0	0	0	0	0	0	61	24	73	152	0
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	0	0	0	0	0	0	0	61	24	73	152	0
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	0	0	0	0	0	0	0	66	26	79	164	0
	2029 FUTURE TRAFFIC	0	0	0	0	0	0	0	66	26	79	164	0
	S Lake Drive One-Way SB	0	0	0	0	0	0	0	0	0	79	164	0

TURNING MOVEMENT COUNTS (AM PEAK) 9:15 AM													
21. S Lake Dr & Chilean Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	0	0	0	13	0	16	0	35	1	2	135	0
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	0	0	0	13	0	16	0	35	1	2	135	0
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	0	0	0	14	0	17	0	38	1	2	145	0
	2029 FUTURE TRAFFIC	0	0	0	14	0	17	0	38	1	2	145	0
	S Lake Drive One-Way SB	0	0	0	14	0	0	0	0	0	2	145	0

TURNING MOVEMENT COUNTS (PM PEAK) 3:15 PM													
21. S Lake Dr & Chilean Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	0	0	0	16	0	39	0	49	1	2	96	0
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	0	0	0	16	0	39	0	49	1	2	96	0
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	0	0	0	17	0	42	0	53	1	2	103	0
	2029 FUTURE TRAFFIC	0	0	0	17	0	42	0	53	1	2	103	0
	S Lake Drive One-Way SB	0	0	0	17	0	0	0	0	0	2	103	0

TURNING MOVEMENT COUNTS (MID PEAK) 1:00 PM to 2:00 PM													
21. S Lake Dr & Chilean Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	0	0	0	17	0	39	1	41	0	0	153	0
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	0	0	0	17	0	39	1	41	0	0	153	0
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	0	0	0	18	0	42	1	44	0	0	165	0
	2029 FUTURE TRAFFIC	0	0	0	18	0	42	1	44	0	0	165	0
	S Lake Drive One-Way SB	0	0	0	18	0	0	0	0	0	0	165	0

TURNING MOVEMENT COUNTS (AM PEAK) 9:15 AM													
22.S Lake Dr & Peruvian Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	0	0	0	0	0	0	0	32	20	139	0	4
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	0	0	0	0	0	0	0	32	20	139	0	4
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	0	0	0	0	0	0	0	34	22	150	0	4
	2029 FUTURE TRAFFIC	0	0	0	0	0	0	0	34	22	150	0	4
	S Lake Drive One-Way SB	0	0	0	0	0	0	0	0	56	150	0	4

TURNING MOVEMENT COUNTS (PM PEAK) 3:00 PM													
22.S Lake Dr & Peruvian Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	0	0	0	0	0	0	0	40	36	105	0	6
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	0	0	0	0	0	0	0	40	36	105	0	6
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	0	0	0	0	0	0	0	43	39	113	0	6
	2029 FUTURE TRAFFIC	0	0	0	0	0	0	0	43	39	113	0	6
	S Lake Drive One-Way SB	0	0	0	0	0	0	0	0	82	113	0	6

TURNING MOVEMENT COUNTS (MID PEAK) 1:00 PM to 2:00 PM													
22.S Lake Dr & Peruvian Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	0	0	0	0	0	0	2	35	40	160	0	5
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	0	0	0	0	0	0	2	35	40	160	0	5
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	0	0	0	0	0	0	2	38	43	172	0	5
	2029 FUTURE TRAFFIC	0	0	0	0	0	0	2	38	43	172	0	5
	S Lake Drive One-Way SB	0	0	0	0	0	0	2	0	81	172	0	5

TURNING MOVEMENT COUNTS (AM PEAK) 10:00 AM													
23. Cocoanut Row & Seaview Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	0	0	0	0	27	146	0	0	0	0	0	22
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	0	0	0	0	27	146	0	0	0	0	0	22
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	0	0	0	0	29	157	0	0	0	0	0	24
	2029 FUTURE TRAFFIC	0	0	0	0	29	157	0	0	0	0	0	24

TURNING MOVEMENT COUNTS (PM PEAK) 3:00 PM													
23. Cocoanut Row & Seaview Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	0	0	0	0	52	208	0	0	0	1	0	20
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	0	0	0	0	52	208	0	0	0	1	0	20
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	0	0	0	0	56	224	0	0	0	1	0	22
	2029 FUTURE TRAFFIC	0	0	0	0	56	224	0	0	0	1	0	22

TURNING MOVEMENT COUNTS (MID PEAK) 1:30 PM to 2:30 PM													
23. Cocoanut Row & Seaview Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	0	0	0	0	44	246	0	0	0	2	0	20
	PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	ADJUSTED EXISTING VOLUMES	0	0	0	0	44	246	0	0	0	2	0	20
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	0	0	0	0	47	265	0	0	0	2	0	22
	2029 FUTURE TRAFFIC	0	0	0	0	47	265	0	0	0	2	0	22

TURNING MOVEMENT COUNTS (AM PEAK) 7:30AM to 8:30 AM													
24. Cocoanut Row & Seaview Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	5	0	34	179	1	73	0	369	0	0	151	0
	PSCF	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
	ADJUSTED EXISTING VOLUMES	5	0	35	184	1	75	0	380	0	0	156	0
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	6	0	38	199	1	81	0	409	0	0	168	0
	2029 FUTURE TRAFFIC	6	0	38	199	1	81	0	409	0	0	168	0

TURNING MOVEMENT COUNTS (PM PEAK) 3:00 PM													
24. Cocoanut Row & Seaview Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	13	0	13	134	0	57	2	341	0	0	372	0
	PSCF	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
	ADJUSTED EXISTING VOLUMES	13	0	13	138	0	59	2	351	0	0	383	0
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	14	0	14	149	0	63	2	378	0	0	413	0
	2029 FUTURE TRAFFIC	14	0	14	149	0	63	2	378	0	0	413	0

TURNING MOVEMENT COUNTS (MID PEAK) 2:00 PM to 3:00 PM													
24. Cocoanut Row & Seaview Ave													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS- 2024	18	0	29	70	0	24	0	348	0	0	348	0
	PSCF	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
	ADJUSTED EXISTING VOLUMES	19	0	30	72	0	25	0	358	0	0	358	0
	ANNUAL GROWTH RATE	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	GROWTH ADJUSTED VOLUMES	20	0	32	78	0	27	0	386	0	0	386	0
	2029 FUTURE TRAFFIC	20	0	32	78	0	27	0	386	0	0	386	0

Kimley»Horn

April 24, 2024

Ms. Patricia Strayer, P.E.
Town Engineer
Town of Palm Beach
P.O. Box 2029
Palm Beach, Florida 33480

RE: ***Town of Palm Beach***
2024 Annual Traffic Count Update
Kimley-Horn #044063310

Dear Ms. Strayer:

The peak season 2024 traffic count data that was collected by Traffic Survey Specialists, Inc. for the Town of Palm Beach has been presented in a series of tables. Tables 1, 2 and 3 provide daily, AM peak hour, and PM peak hour traffic counts for three days in March 2024, respectively. Tables 4, 5 and 6 contain traffic volumes, roadway classes, capacities, volume to capacity ratios, and levels of service for fourteen (14) links covering daily, AM peak hour, and PM peak hours, respectively. Tables 7, 8, and 9 provide daily, AM peak hour, and PM peak hour traffic count data by year from 2007 through 2011, 2015, 2017, 2018, 2019, 2020, 2022, 2023, and 2024 respectively.

The capacities and levels of service in Table 4, 5, and 6 were determined by utilizing the 2020 Quality/Level of Service Handbook, published by the Florida Department of Transportation in 2020. The actual multi-day count data summaries for each location have also been included.

We appreciate this opportunity to work with you on this project. Please contact me at 561-840-0874 if you have any questions.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Adam B. Kerr, P.E.

Transportation Engineer

Florida Registration Number 64773

ABK

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TABLE 1
EXISTING 2024 DAILY PEAK SEASON COUNTS
TOWN OF PALM BEACH

(Counts collected between Tuesday, March 12 to Thursday, March 14, 2024)

Location No.	Street Segment	Facility Type	Daily Volume			
			Tue.	Wed.	Thurs.	AVG.
1	**Southern Blvd** (Just West of SR-A1A)	2L ART Undivided	-	17,029	15,861	16,445
2	**SR A1A** (North of Via Del Lago)	2L ART Undivided	16,582	17,369	16,413	16,788
3	**SR A1A** (South of Via Pelicano)	2L ART Undivided	11,552	12,164	12,080	11,932
4	**Ocean Boulevard** (North of El Vedado Road)	2L COLL Undivided	11,198	11,617	11,681	11,499
5	**South County Road** (North of Royal Palm Way)	4L ART Undivided	10,263	10,649	10,970	10,627
6	**North County Road** (North of Breakers Row)	4L ART Undivided	16,077	17,302	16,916	16,765
7	**North County Road** (North of Royal Poinciana Way)	4L ART Undivided	16,413	17,080	16,820	16,771
8	**Cocoanut Row** (North of Seabreeze Avenue)	2L COLL Undivided	8,490	8,786	9,491	8,922
9	**Cocoanut Row** (North of Whitehall Way)	2L COLL Undivided	9,343	9,725	10,387	9,818
10	**Bradley Place** (North of Royal Poinciana Way)	2L COLL Undivided	13,909	13,782	14,424	14,038
11	**Royal Palm Way** (East of Hibiscus Avenue)	4L ART Divided	17,466	18,098	18,607	18,057
12	**Royal Palm Way** (West of Hibiscus Avenue)	4L ART Divided	19,352	19,920	20,657	19,976
13	**Royal Poinciana Way** (West of Cocoanut Row)	4L ART Divided	22,946	22,337	23,829	23,037
14	**Royal Poinciana Way** (East of Cocoanut Row)	4L ART Divided	14,933	15,303	15,942	15,393

TABLE 2
EXISTING 2024 AM PEAK HOUR PEAK SEASON COUNTS
TOWN OF PALM BEACH

(Counts collected between Tuesday, March 12 to Thursday, March 14, 2024)

Location No.	Street Segment	Facility Type	AM Peak Hour Volume			
			Tue.	Wed.	Thurs.	AVG.
1	**Southern Blvd** (Just West of SR-A1A)	2L ART Undivided	-	1,212	1,147	1,180
2	**SR A1A** (North of Via Del Lago)	2L ART Undivided	1,177	1,272	1,241	1,230
3	**SR A1A** (South of Via Pelicano)	2L ART Undivided	803	852	808	821
4	**Ocean Boulevard** (North of El Vedado Road)	2L COLL Undivided	837	902	857	865
5	**South County Road** (North of Royal Palm Way)	4L ART Undivided	789	830	843	821
6	**North County Road** (North of Breakers Row)	4L ART Undivided	1,239	1,329	1,319	1,296
7	**North County Road** (North of Royal Poinciana Way)	4L ART Undivided	1,576	1,642	1,565	1,594
8	**Cocoanut Row** (South of Seabreeze Avenue)	2L COLL Undivided	691	684	731	702
9	**Cocoanut Row** (North of Whitehall Way)	2L COLL Undivided	729	732	789	750
10	**Bradley Place** (North of Royal Poinciana Way)	2L COLL Undivided	1,223	1,306	1,219	1,249
11	**Royal Palm Way** (East of Hibiscus Avenue)	4L ART Divided	1,182	1,320	1,356	1,286
12	**Royal Palm Way** (West of Hibiscus Avenue)	4L ART Divided	1,298	1,435	1,471	1,401
13	**Royal Poinciana Way** (West of Cocoanut Row)	4L ART Divided	1,764	1,911	1,718	1,798
14	**Royal Poinciana Way** (West of County Road)	4L ART Divided	1,296	1,348	1,276	1,307

TABLE 3
EXISTING 2024 PM PEAK HOUR PEAK SEASON COUNTS
TOWN OF PALM BEACH

(Counts collected between Tuesday, March 12 to Thursday, March 14, 2024)

Location No.	Street Segment	Facility Type	PM Peak Hour Volume			
			Tue.	Wed.	Thurs.	AVG.
1	**Southern Blvd** (Just West of SR-A1A)	2L ART Undivided	-	1,486	1,369	1,428
2	**SR A1A** (North of Via Del Lago)	2L ART Undivided	1,398	1,484	1,491	1,458
3	**SR A1A** (South of Via Pelicano)	2L ART Undivided	1,076	1,125	1,097	1,099
4	**Ocean Boulevard** (North of El Vedado Road)	2L COLL Undivided	951	1,001	1,322	1,091
5	**South County Road** (North of Peruvian Avenue)	4L ART Undivided	902	913	931	915
6	**North County Road** (North of Breakers Row)	4L ART Undivided	1,298	1,646	1,341	1,428
7	**North County Road** (North of Royal Poinciana Way)	4L ART Undivided	1,427	1,552	1,480	1,486
8	**Cocoanut Row** (South of Seabreeze Avenue)	2L COLL Undivided	709	759	818	762
9	**Cocoanut Row** (North of Whitehall Way)	2L COLL Undivided	804	843	889	845
10	**Bradley Place** (North of Royal Poinciana Way)	2L COLL Undivided	1,264	1,259	1,256	1,260
11	**Royal Palm Way** (East of Hibiscus Avenue)	4L ART Divided	1,553	1,499	1,526	1,526
12	**Royal Palm Way** (West of Hibiscus Avenue)	4L ART Divided	1,668	1,642	1,651	1,654
13	**Royal Poinciana Way** (West of Cocoanut Row)	4L ART Divided	2,205	2,183	2,119	2,169
14	**Royal Poinciana Way** (West of County Road)	4L ART Divided	1,314	1,347	1,314	1,325

TABLE 4
EXISTING 2024 DAILY PEAK SEASON
LEVEL OF SERVICE (LOS)
TOWN OF PALM BEACH

Location No.	Street Segment	Facility Type	2024 Daily Volume	Roadway Class	LOS C		LOS D		LOS E		Existing Daily LOS
					Daily Capacity	v/c ratio	Daily Capacity	v/c ratio	Daily Capacity	v/c ratio	
1	**Southern Blvd**	2L ART	16,445	II	7,300	-	14,800	1.11	15,600	1.05	F
	(Just West of SR-A1A)	Undivided									
2	**SR A1A**	2L ART	16,788	II	7,300	-	14,800	1.13	15,600	1.08	F
	(North of Via Del Lago)	Undivided									
3	**SR A1A**	2L ART	11,932	II	7,300	-	14,800	0.81	15,600	0.76	D
	(South of Via Pelicano)	Undivided									
4	**Ocean Boulevard**	2L COLL	11,499	II	6,570	-	13,320	0.86	14,040	0.82	D
	(North of El Vedado Road)	Undivided									
5	**South County Road**	4L ART	10,627	II	10,875	0.98	24,300	0.44	25,350	0.42	C
	(North of Peruvian Avenue)	Undivided									
6	**North County Road**	4L ART	16,765	II	10,875	1.54	24,300	0.69	25,350	0.66	D
	(North of Breakers Row)	Undivided									
7	**North County Road**	4L ART	16,771	II	10,875	1.54	24,300	0.69	25,350	0.66	D
	(North of Royal Poinciana Way)	Undivided									
8	**Cocoanut Row**	2L COLL	8,922	II	6,570	-	13,320	0.67	14,040	0.64	D
	(South of Seabreeze Avenue)	Undivided									
9	**Cocoanut Row**	2L COLL	9,818	II	6,570	-	13,320	0.74	14,040	0.70	D
	(North of Whitehall Way)	Undivided									
10	**Bradley Place**	2L COLL	14,038	II	6,570	-	13,320	1.05	14,040	1.00	E
	(North of Royal Poinciana Way)	Undivided									
11	**Royal Palm Way**	4L ART	18,057	II	14,500	1.25	32,400	0.56	33,800	0.53	D
	(East of Hibiscus Avenue)	Divided									
12	**Royal Palm Way**	4L ART	19,976	II	14,500	1.38	32,400	0.62	33,800	0.59	D
	(West of Hibiscus Avenue)	Divided									
13	**Royal Poinciana Way**	4L ART	23,037	II	14,500	1.59	32,400	0.71	33,800	0.68	D
	(West of Cocoanut Row)	Divided									
14	**Royal Poinciana Way**	4L ART	15,393	II	14,500	1.06	32,400	0.48	33,800	0.46	D
	(West of County Road)	Divided									

NOTES:

Roadway class and level of service volumes are based on the Florida Department of Transporation's 2020 Quality/Level of Service Handbook.

TABLE 5
EXISTING 2024 AM PEAK HOUR PEAK SEASON
LEVEL OF SERVICE (LOS)
TOWN OF PALM BEACH

Location No.	Street Segment	Facility Type	2024 Peak Hour Volume	Roadway Class	LOS C		LOS D		LOS E		Existing Peak Hour LOS
					Peak Hour Capacity	v/c ratio	Peak Hour Capacity	v/c ratio	Peak Hour Capacity	v/c ratio	
1	**Southern Blvd**	2L ART	1,180	II	660	1.79	1,330	0.89	1,410	0.84	D
	(Just West of SR-A1A)	Undivided									
2	**SR A1A**	2L ART	1,230	II	660	1.86	1,330	0.92	1,410	0.87	D
	(North of Via Del Lago)	Undivided									
3	**SR A1A**	2L ART	821	II	660	1.24	1,330	0.62	1,410	0.58	D
	(South of Via Pelicano)	Undivided									
4	**Ocean Boulevard**	2L COLL	865	II	594	1.46	1,197	0.72	1,269	0.68	D
	(North of El Vedado Road)	Undivided									
5	**South County Road**	4L ART	821	II	983	0.83	2,190	0.37	2,280	0.36	C
	(North of Peruvian Avenue)	Undivided									
6	**North County Road**	4L ART	1,296	II	983	1.32	2,190	0.59	2,280	0.57	D
	(North of Breakers Row)	Undivided									
7	**North County Road**	4L ART	1,594	II	983	1.62	2,190	0.73	2,280	0.70	D
	(North of Royal Poinciana Way)	Undivided									
8	**Cocoanut Row**	2L COLL	702	II	594	1.18	1,197	0.59	1,269	0.55	D
	(South of Seabreeze Avenue)	Undivided									
9	**Cocoanut Row**	2L COLL	750	II	594	1.26	1,197	0.63	1,269	0.59	D
	(North of Whitehall Way)	Undivided									
10	**Bradley Place**	2L COLL	1,249	II	594	2.10	1,197	1.04	1,269	0.98	E
	(North of Royal Poinciana Way)	Undivided									
11	**Royal Palm Way**	4L ART	1,286	II	1,310	0.98	2,920	0.44	3,040	0.42	C
	(East of Hibiscus Avenue)	Divided									
12	**Royal Palm Way**	4L ART	1,401	II	1,310	1.07	2,920	0.48	3,040	0.46	D
	(West of Hibiscus Avenue)	Divided									
13	**Royal Poinciana Way**	4L ART	1,798	II	1,310	1.37	2,920	0.62	3,040	0.59	D
	(West of Cocoanut Row)	Divided									
14	**Royal Poinciana Way**	4L ART	1,307	II	1,310	1.00	2,920	0.45	3,040	0.43	C
	(West of County Road)	Divided									

NOTES:

Roadway class and level of service volumes are based on the Florida Department of Transporation's 2020 Quality/Level of Service Handbook.

TABLE 6
EXISTING 2024 PM PEAK HOUR PEAK SEASON
LEVEL OF SERVICE (LOS)
TOWN OF PALM BEACH

Location No.	Street Segment	Facility Type	2024 Peak Hour Volume	Roadway Class	LOS C		LOS D		LOS E		Existing Peak Hour LOS
					Peak Hour Capacity	v/c ratio	Peak Hour Capacity	v/c ratio	Peak Hour Capacity	v/c ratio	
1	**Southern Blvd**	2L ART	1,428	II	660	2.16	1,330	1.07	1,410	1.01	F
	(Just West of SR-A1A)	Undivided									
2	**SR A1A**	2L ART	1,458	II	660	2.21	1,330	1.10	1,410	1.03	F
	(North of Via Del Lago)	Undivided									
3	**SR A1A**	2L ART	1,099	II	660	1.67	1,330	0.83	1,410	0.78	D
	(South of Via Pelicano)	Undivided									
4	**Ocean Boulevard**	2L COLL	1,091	II	594	1.84	1,197	0.91	1,269	0.86	D
	(North of El Vedado Road)	Undivided									
5	**South County Road**	4L ART	915	II	983	0.93	2,190	0.42	2,280	0.40	C
	(North of Peruvian Avenue)	Undivided									
6	**North County Road**	4L ART	1,428	II	983	1.45	2,190	0.65	2,280	0.63	D
	(North of Breakers Row)	Undivided									
7	**North County Road**	4L ART	1,486	II	983	1.51	2,190	0.68	2,280	0.65	D
	(North of Royal Poinciana Way)	Undivided									
8	**Cocoanut Row**	2L COLL	762	II	594	1.28	1,197	0.64	1,269	0.60	D
	(South of Seabreeze Avenue)	Undivided									
9	**Cocoanut Row**	2L COLL	845	II	594	1.42	1,197	0.71	1,269	0.67	D
	(North of Whitehall Way)	Undivided									
10	**Bradley Place**	2L COLL	1,260	II	594	2.12	1,197	1.05	1,269	0.99	E
	(North of Royal Poinciana Way)	Undivided									
11	**Royal Palm Way**	4L ART	1,526	II	1,310	1.16	2,920	0.52	3,040	0.50	D
	(East of Hibiscus Avenue)	Divided									
12	**Royal Palm Way**	4L ART	1,654	II	1,310	1.26	2,920	0.57	3,040	0.54	D
	(West of Hibiscus Avenue)	Divided									
13	**Royal Poinciana Way**	4L ART	2,169	II	1,310	1.66	2,920	0.74	3,040	0.71	D
	(West of Cocoanut Row)	Divided									
14	**Royal Poinciana Way**	4L ART	1,325	II	1,310	1.01	2,920	0.45	3,040	0.44	D
	(West of County Road)	Divided									

NOTE:

Roadway class and level of service volumes are based on the Florida Department of Transporation's 2020 Quality/Level of Service Handbook.

TABLE 7
YEARLY DAILY PEAK SEASON
TOWN OF PALM BEACH
2007-2024

Location No.	Street Segment	Facility Type	Daily Volume												
			2024	2023	2022	2020	2019	2018	2017	2015	2011	2010	2009	2008	2007
1	**Southern Blvd**	2L ART	16,445	15,081	13,388	11,621	12,040	12,457	13,606	15,079	13,215	12,730	13,445	13,546	14,452
	(West of SR-A1A)	Undivided													
2	**SR A1A**	2L ART	16,788	15,422	14,454	12,185	12,507	13,778	14,256	15,057	13,767	14,091	14,894	15,322	17,026
	(North of Via Del Lago)	Undivided													
3	**SR A1A**	2L ART	11,932	11,011	10,654	8,686	8,714	10,394	9,792	10,636	10,213	9,990	10,107	10,510	12,615
	(South of Via Pelicano)	Undivided													
4	**Ocean Boulevard**	2L COLL	11,499	10,251	11,069	8,193	8,344	9,506	9,419	9,985	9,176	9,368	10,634	11,046	12,406
	(North of El Vedado Road)	Undivided													
5	**South County Road**	4L ART	10,627	10,273	10,548	11,918	11,481	9,327	9,287	9,919	11,359	9,753	9,963	9,594	10,108
	(North of Peruvian Avenue)	Undivided													
6	**North County Road**	4L ART	16,765	15,138	15,308	13,928	13,284	14,966	15,589	15,431	13,695	13,590	14,162	15,439	15,930
	(North of Breakers Row)	Undivided													
7	**North County Road**	4L ART	16,771	15,198	15,193	14,060	12,956	14,837	13,084	13,070	14,908	13,712	14,407	15,376	14,666
	(North of Royal Poinciana Way)	Undivided													
8	**Cocoanut Row**	2L COLL	8,922	9,477	9,469	8,636	N/A	8,849	9,010	8,639	8,079	8,296	8,262	8,613	9,054
	(South of Seabreeze Avenue)	Undivided													
9	**Cocoanut Row**	2L COLL	9,818	10,426	9,940	9,258	9,101	9,243	9,074	8,895	8,245	8,567	8,716	9,244	9,975
	(North of Whitehall Way)	Undivided													
10	**Bradley Place**	2L COLL	14,038	13,291	13,811	13,092	12,425	12,954	11,809	12,279	14,324	13,351	14,084	14,747	16,052
	(North of Royal Poinciana Way)	Undivided													
11	**Royal Palm Way**	4L ART	18,057	16,392	17,311	15,670	15,667	16,351	17,603	17,289	15,340	15,641	16,240	16,790	17,292
	(East of Hibiscus Avenue)	Divided													
12	**Royal Palm Way**	4L ART	19,976	18,527	19,405	22,142	21,970	17,342	19,043	18,821	17,076	17,374	17,992	18,782	19,210
	(West of Hibiscus Avenue)	Divided													
13	**Royal Poinciana Way**	4L ART	23,037	22,867	22,118	21,023	20,178	20,245	13,235	16,681	N/A				
	(West of Cocoanut Row)	Divided													
14	**Royal Poinciana Way**	4L ART	15,393	14,246	13,784	11,788	11,634	13,056	7,859	10,501	12,869	12,223	13,074	14,204	14,296
	(West of County Road)	Divided													

NOTE:

Traffic count data was collected by Progressive Design & Engineering for the years 2007 to 2011.

Southern Boulevard was split in to two segments for data collection for 2024

TABLE 8
YEARLY AM PEAK HOUR PEAK SEASON
TOWN OF PALM BEACH
2007-2024

Location No.	Street Segment	Facility Type	AM PEAK HOUR VOLUME												
			2024	2023	2022	2020	2019	2018	2017	2015	2011	2010	2009	2008	2007
1	**Southern Blvd**	2L ART	1,180	1,260	1,203	995	1,075	1,034	1,115	1,394	1,144	1,077	1,126	1,148	1,139
	(West of SR-A1A)	Undivided													
2	**SR A1A**	2L ART	1,230	1,193	1,162	948	1,057	1,064	1,063	1,186	1,168	1,088	1,175	1,177	1,281
	(North of Via Del Lago)	Undivided													
3	**SR A1A**	2L ART	821	776	809	573	583	856	738	824	860	821	806	769	917
	(South of Via Pelicano)	Undivided													
4	**Ocean Boulevard**	2L COLL	865	809	1,136	659	704	754	734	803	810	752	853	892	930
	(North of El Vedado Road)	Undivided													
5	**South County Road**	4L ART	821	814	834	813	826	818	785	908	1,076	887	912	788	891
	(North of Peruvian Avenue)	Undivided													
6	**North County Road**	4L ART	1,296	1,142	1,188	1,017	1,043	1,200	1,194	1,249	1,237	1,183	1,196	1,305	1,320
	(North of Breakers Row)	Undivided													
7	**North County Road**	4L ART	1,594	1,256	1,304	1,083	1,073	1,237	1,115	1,121	1,382	1,280	1,291	1,435	1,326
	(North of Royal Poinciana Way)	Undivided													
8	**Cocoanut Row**	2L COLL	702	742	793	663	N/A	715	740	690	652	680	641	691	765
	(South of Seabreeze Avenue)	Undivided													
9	**Cocoanut Row**	2L COLL	750	820	823	663	645	740	729	689	679	695	714	771	842
	(North of Whitehall Way)	Undivided													
10	**Bradley Place**	2L COLL	1,249	1,019	1,078	971	892	1,033	894	947	1,273	1,137	1,205	1,256	1,443
	(North of Royal Poinciana Way)	Undivided													
11	**Royal Palm Way**	4L ART	1,286	1,186	1,313	1,089	1,109	1,222	1,272	1,325	1,313	1,328	1,343	1,364	1,396
	(East of Hibiscus Avenue)	Divided													
12	**Royal Palm Way**	4L ART	1,401	1,312	1,472	1,580	1,599	1,417	1,362	1,423	1,414	1,460	1,477	1,485	1,535
	(West of Hibiscus Avenue)	Divided													
13	**Royal Poinciana Way**	4L ART	1,798	1,735	1,626	1,451	1,478	1,590	967	1,284	N/A				
	(West of Cocoanut Row)	Divided													
14	**Royal Poinciana Way**	4L ART	1,307	1,190	1,232	762	845	1,194	671	777	1,122	1,030	1,105	1,185	1,199
	(West of County Road)	Divided													

NOTE:

Traffic count data was collected by Progressive Design & Engineering for the years 2007 to 2011.

Southern Boulevard was split in to two segments for data collection for 2024

TABLE 9
YEARLY PM PEAK HOUR PEAK SEASON
TOWN OF PALM BEACH
2007-2024

Location No.	Street Segment	Facility Type	PM PEAK HOUR VOLUME												
			2024	2023	2022	2020	2019	2018	2017	2015	2011	2010	2009	2008	2007
1	**Southern Blvd**	2L ART	1,428	1,323	1,181	1,025	1,041	1,128	1,166	1,349	1,149	1,212	1,204	1,220	1,324
	(West of SR-A1A)	Undivided													
2	**SR A1A**	2L ART	1,458	1,316	1,254	1,112	1,085	1,235	1,224	1,340	1,228	1,308	1,322	1,457	1,598
	(North of Via Del Lago)	Undivided													
3	**SR A1A**	2L ART	1,099	999	934	717	724	968	847	942	904	888	896	991	1,162
	(South of Via Pelicano)	Undivided													
4	**Ocean Boulevard**	2L COLL	1,091	889	916	704	720	890	837	898	848	877	954	1,050	1,196
	(North of El Vedado Road)	Undivided													
5	**South County Road**	4L ART	915	901	973	932	895	892	860	948	1,094	963	937	902	943
	(North of Peruvian Avenue)	Undivided													
6	**North County Road**	4L ART	1,428	1,247	1,316	1,109	1,032	1,284	1,377	1,347	1,218	1,222	1,292	1,381	1,421
	(North of Breakers Row)	Undivided													
7	**North County Road**	4L ART	1,486	1,281	1,316	1,109	1,051	1,293	1,131	1,116	1,326	1,252	1,345	1,439	1,373
	(North of Royal Poinciana Way)	Undivided													
8	**Cocoanut Row**	2L COLL	762	796	812	635	N/A	768	748	719	729	838	768	794	790
	(South of Seabreeze Avenue)	Undivided													
9	**Cocoanut Row**	2L COLL	845	881	845	641	720	825	773	731	735	880	774	825	850
	(North of Whitehall Way)	Undivided													
10	**Bradley Place**	2L COLL	1,260	1,109	1,188	1,062	980	1,145	1,015	1,065	1,302	1,185	1,252	1,355	1,484
	(North of Royal Poinciana Way)	Undivided													
11	**Royal Palm Way**	4L ART	1,526	1,388	1,491	1,174	1,220	1,428	1,500	1,535	1,373	1,441	1,457	1,476	1,540
	(East of Hibiscus Avenue)	Divided													
12	**Royal Palm Way**	4L ART	1,654	1,601	1,718	1,775	1,782	1,485	1,592	1,690	1,561	1,598	1,602	1,666	1,698
	(West of Hibiscus Avenue)	Divided													
13	**Royal Poinciana Way**	4L ART	2,169	2,202	1,974	1,826	1,854	1,908	1,158	1,522	N/A				
	(West of Cocoanut Row)	Divided													
14	**Royal Poinciana Way**	4L ART	1,325	1,287	1,334	957	970	1,153	657	871	1,079	1,043	1,105	1,256	1,214
	(West of County Road)	Divided													

NOTE:

Traffic count data was collected by Progressive Design & Engineering for the years 2007 to 2011.

Southern Boulevard was split in to two segments for data collection for 2024

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024
Unit ID: Colorado
Location: Cocoanut Row North of Whitehall Way
Comments: Palm Beach, Florida

	Southbound Volume	Northbound Volume	Total Volume
00:00 - 00:14	1	7	**8**
00:15 - 00:29	1	3	**4**
00:30 - 00:44	2	4	**6**
00:45 - 00:59	1	4	**5**
01:00 - 01:14	1	2	**3**
01:15 - 01:29	2	4	**6**
01:30 - 01:44	1	2	**3**
01:45 - 01:59	1	1	**2**
02:00 - 02:14	0	1	**1**
02:15 - 02:29	0	1	**1**
02:30 - 02:44	3	1	**4**
02:45 - 02:59	1	0	**1**
03:00 - 03:14	0	0	**0**
03:15 - 03:29	0	0	**0**
03:30 - 03:44	1	6	**7**
03:45 - 03:59	0	0	**0**
04:00 - 04:14	1	2	**3**
04:15 - 04:29	2	2	**4**
04:30 - 04:44	0	1	**1**
04:45 - 04:59	2	14	**16**
05:00 - 05:14	3	4	**7**
05:15 - 05:29	2	9	**11**
05:30 - 05:44	3	10	**13**
05:45 - 05:59	3	11	**14**
06:00 - 06:14	5	16	**21**
06:15 - 06:29	5	13	**18**
06:30 - 06:44	7	14	**21**
06:45 - 06:59	7	32	**39**
07:00 - 07:14	12	37	**49**
07:15 - 07:29	24	57	**81**
07:30 - 07:44	41	61	**102**
07:45 - 07:59	43	79	**122**
08:00 - 08:14	56	94	**150**
08:15 - 08:29	34	84	**118**
08:30 - 08:44	52	98	**150**
08:45 - 08:59	75	108	**183**
09:00 - 09:14	72	99	**171**
09:15 - 09:29	57	87	**144**
09:30 - 09:44	74	91	**165**
09:45 - 09:59	73	121	**194**
10:00 - 10:14	78	101	**179**
10:15 - 10:29	60	83	**143**
10:30 - 10:44	61	90	**151**
10:45 - 10:59	76	88	**164**
11:00 - 11:14	82	63	**145**
11:15 - 11:29	85	78	**163**
11:30 - 11:44	85	119	**204**
11:45 - 11:59	85	125	**210**
12:00 - 12:14	87	104	**191**
12:15 - 12:29	87	75	**162**
12:30 - 12:44	90	79	**169**
12:45 - 12:59	89	88	**177**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024
Unit ID: Colorado
Location: Cocoanut Row North of Whitehall Way
Comments: Palm Beach, Florida

	Southbound Volume	Northbound Volume	Total Volume
13:00 - 13:14	71	106	**177**
13:15 - 13:29	99	86	**185**
13:30 - 13:44	63	96	**159**
13:45 - 13:59	84	103	**187**
14:00 - 14:14	76	110	**186**
14:15 - 14:29	86	108	**194**
14:30 - 14:44	92	94	**186**
14:45 - 14:59	93	78	**171**
15:00 - 15:14	90	96	**186**
15:15 - 15:29	79	101	**180**
15:30 - 15:44	93	95	**188**
15:45 - 15:59	101	110	**211**
16:00 - 16:14	78	77	**155**
16:15 - 16:29	81	146	**227**
16:30 - 16:44	74	117	**191**
16:45 - 16:59	74	91	**165**
17:00 - 17:14	98	119	**217**
17:15 - 17:29	90	95	**185**
17:30 - 17:44	61	104	**165**
17:45 - 17:59	50	74	**124**
18:00 - 18:14	86	85	**171**
18:15 - 18:29	90	73	**163**
18:30 - 18:44	74	77	**151**
18:45 - 18:59	59	79	**138**
19:00 - 19:14	51	65	**116**
19:15 - 19:29	44	54	**98**
19:30 - 19:44	52	54	**106**
19:45 - 19:59	34	49	**83**
20:00 - 20:14	38	48	**86**
20:15 - 20:29	35	34	**69**
20:30 - 20:44	37	31	**68**
20:45 - 20:59	37	36	**73**
21:00 - 21:14	34	28	**62**
21:15 - 21:29	42	45	**87**
21:30 - 21:44	28	32	**60**
21:45 - 21:59	17	32	**49**
22:00 - 22:14	24	11	**35**
22:15 - 22:29	30	25	**55**
22:30 - 22:44	20	13	**33**
22:45 - 22:59	16	10	**26**
23:00 - 23:14	15	9	**24**
23:15 - 23:29	15	9	**24**
23:30 - 23:44	5	6	**11**
23:45 - 23:59	6	4	**10**
Totals	**4155**	**5188**	**9343**
AM Peak Time	**10:54 - 11:53**	**08:55 - 09:54**	**10:59 - 11:58**
AM Peak Volume	**347**	**425**	**729**
PM Peak Time	**15:02 - 16:01**	**16:15 - 17:14**	**16:16 - 17:15**
PM Peak Volume	**369**	**473**	**804**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date:	Tuesday, 03/12/2024
Unit ID:	Colorado
Location:	Cocoanut Row North of Whitehall Way
Comments:	Palm Beach, Florida

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID: Colorado
Location: Cocoanut Row North of Whitehall Way
Comments: Palm Beach, Florida

	Southbound Volume	Northbound Volume	Total Volume
00:00 - 00:14	6	5	**11**
00:15 - 00:29	3	4	**7**
00:30 - 00:44	2	4	**6**
00:45 - 00:59	0	3	**3**
01:00 - 01:14	3	1	**4**
01:15 - 01:29	2	2	**4**
01:30 - 01:44	1	1	**2**
01:45 - 01:59	1	2	**3**
02:00 - 02:14	1	1	**2**
02:15 - 02:29	0	3	**3**
02:30 - 02:44	0	3	**3**
02:45 - 02:59	0	0	**0**
03:00 - 03:14	0	1	**1**
03:15 - 03:29	0	1	**1**
03:30 - 03:44	0	3	**3**
03:45 - 03:59	0	1	**1**
04:00 - 04:14	0	4	**4**
04:15 - 04:29	2	1	**3**
04:30 - 04:44	2	3	**5**
04:45 - 04:59	2	6	**8**
05:00 - 05:14	2	3	**5**
05:15 - 05:29	1	8	**9**
05:30 - 05:44	4	10	**14**
05:45 - 05:59	2	6	**8**
06:00 - 06:14	8	16	**24**
06:15 - 06:29	12	11	**23**
06:30 - 06:44	11	22	**33**
06:45 - 06:59	11	42	**53**
07:00 - 07:14	15	31	**46**
07:15 - 07:29	22	56	**78**
07:30 - 07:44	47	59	**106**
07:45 - 07:59	26	54	**80**
08:00 - 08:14	64	83	**147**
08:15 - 08:29	50	77	**127**
08:30 - 08:44	50	93	**143**
08:45 - 08:59	74	94	**168**
09:00 - 09:14	69	117	**186**
09:15 - 09:29	69	79	**148**
09:30 - 09:44	69	99	**168**
09:45 - 09:59	85	93	**178**
10:00 - 10:14	62	107	**169**
10:15 - 10:29	56	94	**150**
10:30 - 10:44	64	91	**155**
10:45 - 10:59	75	83	**158**
11:00 - 11:14	99	109	**208**
11:15 - 11:29	86	85	**171**
11:30 - 11:44	66	102	**168**
11:45 - 11:59	92	93	**185**
12:00 - 12:14	96	81	**177**
12:15 - 12:29	142	79	**221**
12:30 - 12:44	115	92	**207**
12:45 - 12:59	90	91	**181**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID: Colorado
Location: Cocoanut Row North of Whitehall Way
Comments: Palm Beach, Florida

	Southbound Volume	Northbound Volume	Total Volume
13:00 - 13:14	94	94	**188**
13:15 - 13:29	97	95	**192**
13:30 - 13:44	107	78	**185**
13:45 - 13:59	73	87	**160**
14:00 - 14:14	89	97	**186**
14:15 - 14:29	84	87	**171**
14:30 - 14:44	82	90	**172**
14:45 - 14:59	93	85	**178**
15:00 - 15:14	75	119	**194**
15:15 - 15:29	70	120	**190**
15:30 - 15:44	100	102	**202**
15:45 - 15:59	82	136	**218**
16:00 - 16:14	80	126	**206**
16:15 - 16:29	84	103	**187**
16:30 - 16:44	104	87	**191**
16:45 - 16:59	66	84	**150**
17:00 - 17:14	107	118	**225**
17:15 - 17:29	104	92	**196**
17:30 - 17:44	90	109	**199**
17:45 - 17:59	83	94	**177**
18:00 - 18:14	102	108	**210**
18:15 - 18:29	98	77	**175**
18:30 - 18:44	76	70	**146**
18:45 - 18:59	78	62	**140**
19:00 - 19:14	71	56	**127**
19:15 - 19:29	62	65	**127**
19:30 - 19:44	49	65	**114**
19:45 - 19:59	45	57	**102**
20:00 - 20:14	33	49	**82**
20:15 - 20:29	33	40	**73**
20:30 - 20:44	33	52	**85**
20:45 - 20:59	36	37	**73**
21:00 - 21:14	33	44	**77**
21:15 - 21:29	29	36	**65**
21:30 - 21:44	18	51	**69**
21:45 - 21:59	29	29	**58**
22:00 - 22:14	25	27	**52**
22:15 - 22:29	21	26	**47**
22:30 - 22:44	26	26	**52**
22:45 - 22:59	18	16	**34**
23:00 - 23:14	19	12	**31**
23:15 - 23:29	13	12	**25**
23:30 - 23:44	8	3	**11**
23:45 - 23:59	10	5	**15**
Totals	**4488**	**5237**	**9725**
AM Peak Time	**10:57 - 11:56**	**08:52 - 09:51**	**11:00 - 11:59**
AM Peak Volume	**352**	**410**	**732**
PM Peak Time	**12:07 - 13:06**	**15:09 - 16:08**	**15:09 - 16:08**
PM Peak Volume	**451**	**514**	**843**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date:	Wednesday, 03/13/2024
Unit ID:	Colorado
Location:	Cocoanut Row North of Whitehall Way
Comments:	Palm Beach, Florida

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID: Colorado
Location: Cocoanut Row North of Whitehall Way
Comments: Palm Beach, Florida

	Southbound Volume	Northbound Volume	Total Volume
00:00 - 00:14	5	4	**9**
00:15 - 00:29	3	4	**7**
00:30 - 00:44	1	4	**5**
00:45 - 00:59	1	1	**2**
01:00 - 01:14	0	1	**1**
01:15 - 01:29	2	3	**5**
01:30 - 01:44	0	0	**0**
01:45 - 01:59	2	2	**4**
02:00 - 02:14	0	3	**3**
02:15 - 02:29	0	1	**1**
02:30 - 02:44	1	0	**1**
02:45 - 02:59	0	0	**0**
03:00 - 03:14	0	0	**0**
03:15 - 03:29	3	1	**4**
03:30 - 03:44	0	2	**2**
03:45 - 03:59	2	3	**5**
04:00 - 04:14	0	1	**1**
04:15 - 04:29	1	1	**2**
04:30 - 04:44	1	0	**1**
04:45 - 04:59	1	7	**8**
05:00 - 05:14	1	5	**6**
05:15 - 05:29	1	14	**15**
05:30 - 05:44	4	6	**10**
05:45 - 05:59	3	14	**17**
06:00 - 06:14	2	13	**15**
06:15 - 06:29	5	13	**18**
06:30 - 06:44	9	17	**26**
06:45 - 06:59	10	39	**49**
07:00 - 07:14	8	36	**44**
07:15 - 07:29	21	46	**67**
07:30 - 07:44	28	57	**85**
07:45 - 07:59	49	51	**100**
08:00 - 08:14	51	100	**151**
08:15 - 08:29	39	94	**133**
08:30 - 08:44	57	99	**156**
08:45 - 08:59	63	95	**158**
09:00 - 09:14	77	128	**205**
09:15 - 09:29	70	124	**194**
09:30 - 09:44	73	98	**171**
09:45 - 09:59	64	113	**177**
10:00 - 10:14	60	106	**166**
10:15 - 10:29	91	80	**171**
10:30 - 10:44	66	77	**143**
10:45 - 10:59	83	116	**199**
11:00 - 11:14	64	93	**157**
11:15 - 11:29	87	109	**196**
11:30 - 11:44	105	121	**226**
11:45 - 11:59	106	103	**209**
12:00 - 12:14	88	100	**188**
12:15 - 12:29	87	115	**202**
12:30 - 12:44	118	99	**217**
12:45 - 12:59	97	127	**224**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID: Colorado
Location: Cocoanut Row North of Whitehall Way
Comments: Palm Beach, Florida

	Southbound Volume	Northbound Volume	Total Volume
13:00 - 13:14	109	110	**219**
13:15 - 13:29	77	99	**176**
13:30 - 13:44	99	104	**203**
13:45 - 13:59	95	108	**203**
14:00 - 14:14	95	126	**221**
14:15 - 14:29	82	132	**214**
14:30 - 14:44	110	113	**223**
14:45 - 14:59	108	110	**218**
15:00 - 15:14	113	112	**225**
15:15 - 15:29	83	96	**179**
15:30 - 15:44	92	111	**203**
15:45 - 15:59	79	154	**233**
16:00 - 16:14	87	95	**182**
16:15 - 16:29	92	128	**220**
16:30 - 16:44	94	113	**207**
16:45 - 16:59	74	122	**196**
17:00 - 17:14	104	111	**215**
17:15 - 17:29	87	107	**194**
17:30 - 17:44	81	104	**185**
17:45 - 17:59	89	84	**173**
18:00 - 18:14	84	79	**163**
18:15 - 18:29	113	75	**188**
18:30 - 18:44	78	79	**157**
18:45 - 18:59	62	69	**131**
19:00 - 19:14	62	76	**138**
19:15 - 19:29	60	74	**134**
19:30 - 19:44	37	72	**109**
19:45 - 19:59	32	62	**94**
20:00 - 20:14	37	62	**99**
20:15 - 20:29	42	37	**79**
20:30 - 20:44	28	60	**88**
20:45 - 20:59	38	53	**91**
21:00 - 21:14	30	45	**75**
21:15 - 21:29	25	54	**79**
21:30 - 21:44	41	35	**76**
21:45 - 21:59	28	16	**44**
22:00 - 22:14	39	33	**72**
22:15 - 22:29	34	39	**73**
22:30 - 22:44	23	33	**56**
22:45 - 22:59	24	31	**55**
23:00 - 23:14	21	19	**40**
23:15 - 23:29	18	21	**39**
23:30 - 23:44	17	18	**35**
23:45 - 23:59	12	15	**27**
Totals	**4545**	**5842**	**10387**
AM Peak Time	**10:55 - 11:54**	**08:59 - 09:58**	**10:59 - 11:58**
AM Peak Volume	**364**	**471**	**789**
PM Peak Time	**14:22 - 15:21**	**15:43 - 16:42**	**14:03 - 15:02**
PM Peak Volume	**419**	**501**	**889**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID: Colorado
Location: Cocoanut Row North of Whitehall Way
Comments: Palm Beach, Florida

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024
Unit ID: Louisiana
Location: Cocoanut Row South of Seabreeze Avenue
Comments: Palm Beach, Florida

	Southbound Volume	Northbound Volume	Total Volume
00:00 - 00:14	3	7	**10**
00:15 - 00:29	2	4	**6**
00:30 - 00:44	2	4	**6**
00:45 - 00:59	1	3	**4**
01:00 - 01:14	5	3	**8**
01:15 - 01:29	1	2	**3**
01:30 - 01:44	2	1	**3**
01:45 - 01:59	1	0	**1**
02:00 - 02:14	0	0	**0**
02:15 - 02:29	0	1	**1**
02:30 - 02:44	2	0	**2**
02:45 - 02:59	0	0	**0**
03:00 - 03:14	0	1	**1**
03:15 - 03:29	0	0	**0**
03:30 - 03:44	0	5	**5**
03:45 - 03:59	0	0	**0**
04:00 - 04:14	1	1	**2**
04:15 - 04:29	2	3	**5**
04:30 - 04:44	0	1	**1**
04:45 - 04:59	2	15	**17**
05:00 - 05:14	1	5	**6**
05:15 - 05:29	1	13	**14**
05:30 - 05:44	2	14	**16**
05:45 - 05:59	1	11	**12**
06:00 - 06:14	6	13	**19**
06:15 - 06:29	3	14	**17**
06:30 - 06:44	7	15	**22**
06:45 - 06:59	7	34	**41**
07:00 - 07:14	9	36	**45**
07:15 - 07:29	22	51	**73**
07:30 - 07:44	24	58	**82**
07:45 - 07:59	22	70	**92**
08:00 - 08:14	36	119	**155**
08:15 - 08:29	31	91	**122**
08:30 - 08:44	40	119	**159**
08:45 - 08:59	45	93	**138**
09:00 - 09:14	73	109	**182**
09:15 - 09:29	54	74	**128**
09:30 - 09:44	72	120	**192**
09:45 - 09:59	63	112	**175**
10:00 - 10:14	54	100	**154**
10:15 - 10:29	55	85	**140**
10:30 - 10:44	52	93	**145**
10:45 - 10:59	62	80	**142**
11:00 - 11:14	60	44	**104**
11:15 - 11:29	60	95	**155**
11:30 - 11:44	87	108	**195**
11:45 - 11:59	70	97	**167**
12:00 - 12:14	76	98	**174**
12:15 - 12:29	82	67	**149**
12:30 - 12:44	76	78	**154**
12:45 - 12:59	90	97	**187**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024
Unit ID: Louisiana
Location: Cocoanut Row South of Seabreeze Avenue
Comments: Palm Beach, Florida

	Southbound Volume	Northbound Volume	Total Volume
13:00 - 13:14	67	88	**155**
13:15 - 13:29	81	90	**171**
13:30 - 13:44	61	63	**124**
13:45 - 13:59	80	101	**181**
14:00 - 14:14	64	92	**156**
14:15 - 14:29	87	79	**166**
14:30 - 14:44	96	80	**176**
14:45 - 14:59	82	75	**157**
15:00 - 15:14	90	68	**158**
15:15 - 15:29	80	89	**169**
15:30 - 15:44	84	69	**153**
15:45 - 15:59	96	93	**189**
16:00 - 16:14	78	74	**152**
16:15 - 16:29	82	117	**199**
16:30 - 16:44	81	71	**152**
16:45 - 16:59	69	62	**131**
17:00 - 17:14	83	104	**187**
17:15 - 17:29	92	74	**166**
17:30 - 17:44	61	81	**142**
17:45 - 17:59	58	71	**129**
18:00 - 18:14	74	70	**144**
18:15 - 18:29	91	56	**147**
18:30 - 18:44	69	69	**138**
18:45 - 18:59	56	66	**122**
19:00 - 19:14	52	52	**104**
19:15 - 19:29	46	49	**95**
19:30 - 19:44	48	45	**93**
19:45 - 19:59	35	42	**77**
20:00 - 20:14	34	44	**78**
20:15 - 20:29	32	28	**60**
20:30 - 20:44	34	27	**61**
20:45 - 20:59	35	30	**65**
21:00 - 21:14	34	27	**61**
21:15 - 21:29	38	45	**83**
21:30 - 21:44	29	28	**57**
21:45 - 21:59	18	34	**52**
22:00 - 22:14	24	13	**37**
22:15 - 22:29	26	18	**44**
22:30 - 22:44	23	15	**38**
22:45 - 22:59	15	11	**26**
23:00 - 23:14	18	10	**28**
23:15 - 23:29	13	3	**16**
23:30 - 23:44	6	6	**12**
23:45 - 23:59	5	3	**8**
Totals	**3794**	**4696**	**8490**
AM Peak Time	**10:58 - 11:57**	**08:54 - 09:53**	**08:54 - 09:53**
AM Peak Volume	**285**	**431**	**691**
PM Peak Time	**14:21 - 15:20**	**15:40 - 16:39**	**15:41 - 16:40**
PM Peak Volume	**364**	**363**	**709**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024
Unit ID: Louisiana
Location: Cocoanut Row South of Seabreeze Avenue
Comments: Palm Beach, Florida

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID: Louisiana
Location: Cocoanut Row South of Seabreeze Avenue
Comments: Palm Beach, Florida

	Southbound Volume	Northbound Volume	Total Volume
00:00 - 00:14	7	6	**13**
00:15 - 00:29	2	2	**4**
00:30 - 00:44	3	3	**6**
00:45 - 00:59	0	2	**2**
01:00 - 01:14	3	1	**4**
01:15 - 01:29	2	2	**4**
01:30 - 01:44	1	1	**2**
01:45 - 01:59	1	1	**2**
02:00 - 02:14	1	1	**2**
02:15 - 02:29	0	2	**2**
02:30 - 02:44	0	1	**1**
02:45 - 02:59	0	0	**0**
03:00 - 03:14	0	2	**2**
03:15 - 03:29	0	0	**0**
03:30 - 03:44	0	3	**3**
03:45 - 03:59	0	1	**1**
04:00 - 04:14	1	4	**5**
04:15 - 04:29	0	0	**0**
04:30 - 04:44	1	2	**3**
04:45 - 04:59	1	7	**8**
05:00 - 05:14	2	5	**7**
05:15 - 05:29	1	14	**15**
05:30 - 05:44	4	10	**14**
05:45 - 05:59	2	12	**14**
06:00 - 06:14	9	19	**28**
06:15 - 06:29	5	12	**17**
06:30 - 06:44	9	23	**32**
06:45 - 06:59	10	36	**46**
07:00 - 07:14	7	30	**37**
07:15 - 07:29	19	47	**66**
07:30 - 07:44	31	68	**99**
07:45 - 07:59	20	53	**73**
08:00 - 08:14	28	100	**128**
08:15 - 08:29	41	85	**126**
08:30 - 08:44	43	96	**139**
08:45 - 08:59	62	106	**168**
09:00 - 09:14	63	94	**157**
09:15 - 09:29	59	84	**143**
09:30 - 09:44	74	71	**145**
09:45 - 09:59	73	83	**156**
10:00 - 10:14	56	100	**156**
10:15 - 10:29	60	95	**155**
10:30 - 10:44	61	97	**158**
10:45 - 10:59	69	92	**161**
11:00 - 11:14	78	110	**188**
11:15 - 11:29	72	86	**158**
11:30 - 11:44	65	58	**123**
11:45 - 11:59	77	77	**154**
12:00 - 12:14	87	90	**177**
12:15 - 12:29	127	74	**201**
12:30 - 12:44	106	86	**192**
12:45 - 12:59	90	45	**135**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID: Louisiana
Location: Cocoanut Row South of Seabreeze Avenue
Comments: Palm Beach, Florida

	Southbound Volume	Northbound Volume	Total Volume
13:00 - 13:14	67	47	**114**
13:15 - 13:29	101	78	**179**
13:30 - 13:44	92	59	**151**
13:45 - 13:59	62	75	**137**
14:00 - 14:14	69	93	**162**
14:15 - 14:29	90	90	**180**
14:30 - 14:44	74	70	**144**
14:45 - 14:59	96	84	**180**
15:00 - 15:14	83	85	**168**
15:15 - 15:29	69	84	**153**
15:30 - 15:44	85	78	**163**
15:45 - 15:59	105	110	**215**
16:00 - 16:14	97	80	**177**
16:15 - 16:29	93	86	**179**
16:30 - 16:44	103	72	**175**
16:45 - 16:59	71	63	**134**
17:00 - 17:14	103	95	**198**
17:15 - 17:29	99	83	**182**
17:30 - 17:44	88	86	**174**
17:45 - 17:59	80	81	**161**
18:00 - 18:14	98	79	**177**
18:15 - 18:29	90	69	**159**
18:30 - 18:44	75	56	**131**
18:45 - 18:59	73	56	**129**
19:00 - 19:14	67	51	**118**
19:15 - 19:29	57	62	**119**
19:30 - 19:44	52	49	**101**
19:45 - 19:59	48	51	**99**
20:00 - 20:14	34	46	**80**
20:15 - 20:29	35	45	**80**
20:30 - 20:44	29	45	**74**
20:45 - 20:59	27	33	**60**
21:00 - 21:14	31	40	**71**
21:15 - 21:29	30	27	**57**
21:30 - 21:44	17	58	**75**
21:45 - 21:59	28	27	**55**
22:00 - 22:14	23	23	**46**
22:15 - 22:29	18	22	**40**
22:30 - 22:44	26	27	**53**
22:45 - 22:59	15	13	**28**
23:00 - 23:14	16	9	**25**
23:15 - 23:29	15	10	**25**
23:30 - 23:44	8	4	**12**
23:45 - 23:59	11	3	**14**
Totals	**4183**	**4603**	**8786**
AM Peak Time	**10:58 - 11:57**	**10:14 - 11:13**	**10:23 - 11:22**
AM Peak Volume	**304**	**400**	**684**
PM Peak Time	**12:00 - 12:59**	**15:39 - 16:38**	**15:39 - 16:38**
PM Peak Volume	**410**	**369**	**759**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date:	Wednesday, 03/13/2024
Unit ID:	Louisiana
Location:	Cocoanut Row South of Seabreeze Avenue
Comments:	Palm Beach, Florida

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID: Louisiana
Location: Cocoanut Row South of Seabreeze Avenue
Comments: Palm Beach, Florida

	Southbound Volume	Northbound Volume	Total Volume
00:00 - 00:14	6	5	**11**
00:15 - 00:29	2	3	**5**
00:30 - 00:44	1	4	**5**
00:45 - 00:59	2	2	**4**
01:00 - 01:14	0	1	**1**
01:15 - 01:29	2	3	**5**
01:30 - 01:44	0	0	**0**
01:45 - 01:59	1	2	**3**
02:00 - 02:14	0	3	**3**
02:15 - 02:29	0	1	**1**
02:30 - 02:44	0	0	**0**
02:45 - 02:59	1	0	**1**
03:00 - 03:14	0	1	**1**
03:15 - 03:29	1	1	**2**
03:30 - 03:44	0	2	**2**
03:45 - 03:59	4	2	**6**
04:00 - 04:14	0	1	**1**
04:15 - 04:29	2	2	**4**
04:30 - 04:44	0	0	**0**
04:45 - 04:59	1	7	**8**
05:00 - 05:14	0	5	**5**
05:15 - 05:29	1	20	**21**
05:30 - 05:44	2	13	**15**
05:45 - 05:59	2	12	**14**
06:00 - 06:14	2	13	**15**
06:15 - 06:29	3	11	**14**
06:30 - 06:44	7	15	**22**
06:45 - 06:59	7	38	**45**
07:00 - 07:14	7	35	**42**
07:15 - 07:29	19	48	**67**
07:30 - 07:44	16	70	**86**
07:45 - 07:59	30	59	**89**
08:00 - 08:14	30	127	**157**
08:15 - 08:29	38	98	**136**
08:30 - 08:44	37	95	**132**
08:45 - 08:59	52	89	**141**
09:00 - 09:14	64	135	**199**
09:15 - 09:29	61	122	**183**
09:30 - 09:44	63	107	**170**
09:45 - 09:59	55	112	**167**
10:00 - 10:14	63	113	**176**
10:15 - 10:29	88	73	**161**
10:30 - 10:44	62	67	**129**
10:45 - 10:59	65	118	**183**
11:00 - 11:14	61	86	**147**
11:15 - 11:29	83	102	**185**
11:30 - 11:44	96	118	**214**
11:45 - 11:59	88	91	**179**
12:00 - 12:14	83	65	**148**
12:15 - 12:29	78	119	**197**
12:30 - 12:44	106	71	**177**
12:45 - 12:59	95	115	**210**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID: Louisiana
Location: Cocoanut Row South of Seabreeze Avenue
Comments: Palm Beach, Florida

	Southbound Volume	Northbound Volume	Total Volume
13:00 - 13:14	89	87	**176**
13:15 - 13:29	75	90	**165**
13:30 - 13:44	97	80	**177**
13:45 - 13:59	79	102	**181**
14:00 - 14:14	101	94	**195**
14:15 - 14:29	86	114	**200**
14:30 - 14:44	96	103	**199**
14:45 - 14:59	99	108	**207**
15:00 - 15:14	113	66	**179**
15:15 - 15:29	76	106	**182**
15:30 - 15:44	86	72	**158**
15:45 - 15:59	81	111	**192**
16:00 - 16:14	86	57	**143**
16:15 - 16:29	97	102	**199**
16:30 - 16:44	94	97	**191**
16:45 - 16:59	79	91	**170**
17:00 - 17:14	126	92	**218**
17:15 - 17:29	83	86	**169**
17:30 - 17:44	82	74	**156**
17:45 - 17:59	96	66	**162**
18:00 - 18:14	76	74	**150**
18:15 - 18:29	122	67	**189**
18:30 - 18:44	70	73	**143**
18:45 - 18:59	48	63	**111**
19:00 - 19:14	64	61	**125**
19:15 - 19:29	63	70	**133**
19:30 - 19:44	41	57	**98**
19:45 - 19:59	29	50	**79**
20:00 - 20:14	32	52	**84**
20:15 - 20:29	41	31	**72**
20:30 - 20:44	27	47	**74**
20:45 - 20:59	33	51	**84**
21:00 - 21:14	26	36	**62**
21:15 - 21:29	23	41	**64**
21:30 - 21:44	37	36	**73**
21:45 - 21:59	29	24	**53**
22:00 - 22:14	54	24	**78**
22:15 - 22:29	31	37	**68**
22:30 - 22:44	29	24	**53**
22:45 - 22:59	37	22	**59**
23:00 - 23:14	32	15	**47**
23:15 - 23:29	12	12	**24**
23:30 - 23:44	17	16	**33**
23:45 - 23:59	15	12	**27**
Totals	**4296**	**5195**	**9491**
AM Peak Time	**10:57 - 11:56**	**08:55 - 09:54**	**10:46 - 11:45**
AM Peak Volume	**329**	**485**	**731**
PM Peak Time	**14:19 - 15:18**	**13:57 - 14:56**	**14:05 - 15:04**
PM Peak Volume	**405**	**420**	**818**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID: Louisiana
Location: Cocoanut Row South of Seabreeze Avenue
Comments: Palm Beach, Florida

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024
Unit ID: Mississippi
Location: EB Royal Poinciana Way East of Cocoanut Row
Comments: Palm Beach, Florida

	Eastbound Volume
00:00 - 00:14	7
00:15 - 00:29	7
00:30 - 00:44	6
00:45 - 00:59	5
01:00 - 01:14	3
01:15 - 01:29	5
01:30 - 01:44	1
01:45 - 01:59	1
02:00 - 02:14	2
02:15 - 02:29	3
02:30 - 02:44	1
02:45 - 02:59	1
03:00 - 03:14	1
03:15 - 03:29	2
03:30 - 03:44	1
03:45 - 03:59	2
04:00 - 04:14	4
04:15 - 04:29	4
04:30 - 04:44	7
04:45 - 04:59	12
05:00 - 05:14	11
05:15 - 05:29	22
05:30 - 05:44	15
05:45 - 05:59	17
06:00 - 06:14	20
06:15 - 06:29	33
06:30 - 06:44	34
06:45 - 06:59	58
07:00 - 07:14	46
07:15 - 07:29	82
07:30 - 07:44	115
07:45 - 07:59	156
08:00 - 08:14	145
08:15 - 08:29	88
08:30 - 08:44	235
08:45 - 08:59	203
09:00 - 09:14	168
09:15 - 09:29	122
09:30 - 09:44	200
09:45 - 09:59	112
10:00 - 10:14	139
10:15 - 10:29	85
10:30 - 10:44	135
10:45 - 10:59	117
11:00 - 11:14	109
11:15 - 11:29	105
11:30 - 11:44	131
11:45 - 11:59	148
12:00 - 12:14	124
12:15 - 12:29	124
12:30 - 12:44	124
12:45 - 12:59	122

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024
Unit ID: Mississippi
Location: EB Royal Poinciana Way East of Cocoanut Row
Comments: Palm Beach, Florida

	Eastbound Volume
13:00 - 13:14	123
13:15 - 13:29	122
13:30 - 13:44	151
13:45 - 13:59	119
14:00 - 14:14	121
14:15 - 14:29	105
14:30 - 14:44	127
14:45 - 14:59	146
15:00 - 15:14	112
15:15 - 15:29	96
15:30 - 15:44	136
15:45 - 15:59	97
16:00 - 16:14	65
16:15 - 16:29	147
16:30 - 16:44	86
16:45 - 16:59	96
17:00 - 17:14	119
17:15 - 17:29	98
17:30 - 17:44	120
17:45 - 17:59	95
18:00 - 18:14	101
18:15 - 18:29	102
18:30 - 18:44	80
18:45 - 18:59	53
19:00 - 19:14	65
19:15 - 19:29	41
19:30 - 19:44	66
19:45 - 19:59	58
20:00 - 20:14	45
20:15 - 20:29	48
20:30 - 20:44	32
20:45 - 20:59	32
21:00 - 21:14	27
21:15 - 21:29	41
21:30 - 21:44	43
21:45 - 21:59	30
22:00 - 22:14	23
22:15 - 22:29	25
22:30 - 22:44	29
22:45 - 22:59	24
23:00 - 23:14	22
23:15 - 23:29	22
23:30 - 23:44	13
23:45 - 23:59	6
Totals	**6729**
AM Peak Time	**08:28 - 09:27**
AM Peak Volume	**744**
PM Peak Time	**13:06 - 14:05**
PM Peak Volume	**529**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date:	Tuesday, 03/12/2024
Unit ID:	Mississippi
Location:	EB Royal Poinciana Way East of Cocoanut Row
Comments:	Palm Beach, Florida

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID: Mississippi
Location: EB Royal Poinciana Way East of Cocoanut Row
Comments: Palm Beach, Florida

	Eastbound Volume
00:00 - 00:14	11
00:15 - 00:29	7
00:30 - 00:44	7
00:45 - 00:59	4
01:00 - 01:14	1
01:15 - 01:29	4
01:30 - 01:44	4
01:45 - 01:59	2
02:00 - 02:14	1
02:15 - 02:29	4
02:30 - 02:44	0
02:45 - 02:59	2
03:00 - 03:14	0
03:15 - 03:29	2
03:30 - 03:44	0
03:45 - 03:59	1
04:00 - 04:14	4
04:15 - 04:29	5
04:30 - 04:44	8
04:45 - 04:59	24
05:00 - 05:14	8
05:15 - 05:29	15
05:30 - 05:44	12
05:45 - 05:59	15
06:00 - 06:14	22
06:15 - 06:29	36
06:30 - 06:44	43
06:45 - 06:59	67
07:00 - 07:14	69
07:15 - 07:29	89
07:30 - 07:44	170
07:45 - 07:59	126
08:00 - 08:14	239
08:15 - 08:29	132
08:30 - 08:44	210
08:45 - 08:59	203
09:00 - 09:14	204
09:15 - 09:29	122
09:30 - 09:44	165
09:45 - 09:59	157
10:00 - 10:14	118
10:15 - 10:29	104
10:30 - 10:44	136
10:45 - 10:59	39
11:00 - 11:14	128
11:15 - 11:29	121
11:30 - 11:44	139
11:45 - 11:59	101
12:00 - 12:14	31
12:15 - 12:29	69
12:30 - 12:44	120
12:45 - 12:59	143

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID: Mississippi
Location: EB Royal Poinciana Way East of Cocoanut Row
Comments: Palm Beach, Florida

	Eastbound Volume
13:00 - 13:14	185
13:15 - 13:29	61
13:30 - 13:44	152
13:45 - 13:59	49
14:00 - 14:14	185
14:15 - 14:29	107
14:30 - 14:44	119
14:45 - 14:59	125
15:00 - 15:14	128
15:15 - 15:29	149
15:30 - 15:44	117
15:45 - 15:59	121
16:00 - 16:14	110
16:15 - 16:29	109
16:30 - 16:44	101
16:45 - 16:59	136
17:00 - 17:14	125
17:15 - 17:29	118
17:30 - 17:44	111
17:45 - 17:59	132
18:00 - 18:14	126
18:15 - 18:29	105
18:30 - 18:44	113
18:45 - 18:59	88
19:00 - 19:14	60
19:15 - 19:29	51
19:30 - 19:44	50
19:45 - 19:59	52
20:00 - 20:14	45
20:15 - 20:29	37
20:30 - 20:44	34
20:45 - 20:59	42
21:00 - 21:14	33
21:15 - 21:29	46
21:30 - 21:44	42
21:45 - 21:59	20
22:00 - 22:14	30
22:15 - 22:29	32
22:30 - 22:44	17
22:45 - 22:59	27
23:00 - 23:14	28
23:15 - 23:29	14
23:30 - 23:44	15
23:45 - 23:59	21
Totals	**7012**
AM Peak Time	**07:55 - 08:54**
AM Peak Volume	**811**
PM Peak Time	**12:42 - 13:41**
PM Peak Volume	**566**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date:	Wednesday, 03/13/2024
Unit ID:	Mississippi
Location:	EB Royal Poinciana Way East of Cocoanut Row
Comments:	Palm Beach, Florida

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID: Mississippi
Location: EB Royal Poinciana Way East of Cocoanut Row
Comments: Palm Beach, Florida

	Eastbound Volume
00:00 - 00:14	19
00:15 - 00:29	12
00:30 - 00:44	10
00:45 - 00:59	6
01:00 - 01:14	0
01:15 - 01:29	11
01:30 - 01:44	4
01:45 - 01:59	3
02:00 - 02:14	2
02:15 - 02:29	0
02:30 - 02:44	1
02:45 - 02:59	1
03:00 - 03:14	0
03:15 - 03:29	3
03:30 - 03:44	1
03:45 - 03:59	3
04:00 - 04:14	4
04:15 - 04:29	4
04:30 - 04:44	4
04:45 - 04:59	14
05:00 - 05:14	11
05:15 - 05:29	17
05:30 - 05:44	17
05:45 - 05:59	26
06:00 - 06:14	15
06:15 - 06:29	40
06:30 - 06:44	52
06:45 - 06:59	55
07:00 - 07:14	59
07:15 - 07:29	70
07:30 - 07:44	114
07:45 - 07:59	156
08:00 - 08:14	139
08:15 - 08:29	117
08:30 - 08:44	157
08:45 - 08:59	190
09:00 - 09:14	180
09:15 - 09:29	117
09:30 - 09:44	182
09:45 - 09:59	94
10:00 - 10:14	158
10:15 - 10:29	92
10:30 - 10:44	130
10:45 - 10:59	111
11:00 - 11:14	176
11:15 - 11:29	103
11:30 - 11:44	155
11:45 - 11:59	133
12:00 - 12:14	117
12:15 - 12:29	55
12:30 - 12:44	164
12:45 - 12:59	125

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID: Mississippi
Location: EB Royal Poinciana Way East of Cocoanut Row
Comments: Palm Beach, Florida

	Eastbound Volume
13:00 - 13:14	120
13:15 - 13:29	127
13:30 - 13:44	121
13:45 - 13:59	136
14:00 - 14:14	139
14:15 - 14:29	92
14:30 - 14:44	140
14:45 - 14:59	97
15:00 - 15:14	132
15:15 - 15:29	116
15:30 - 15:44	128
15:45 - 15:59	101
16:00 - 16:14	116
16:15 - 16:29	96
16:30 - 16:44	101
16:45 - 16:59	64
17:00 - 17:14	150
17:15 - 17:29	113
17:30 - 17:44	124
17:45 - 17:59	126
18:00 - 18:14	114
18:15 - 18:29	123
18:30 - 18:44	106
18:45 - 18:59	90
19:00 - 19:14	80
19:15 - 19:29	67
19:30 - 19:44	57
19:45 - 19:59	70
20:00 - 20:14	57
20:15 - 20:29	53
20:30 - 20:44	38
20:45 - 20:59	61
21:00 - 21:14	47
21:15 - 21:29	53
21:30 - 21:44	41
21:45 - 21:59	45
22:00 - 22:14	40
22:15 - 22:29	42
22:30 - 22:44	35
22:45 - 22:59	37
23:00 - 23:14	44
23:15 - 23:29	31
23:30 - 23:44	36
23:45 - 23:59	17
Totals	**7152**
AM Peak Time	**08:47 - 09:46**
AM Peak Volume	**670**
PM Peak Time	**12:29 - 13:28**
PM Peak Volume	**551**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date:	Thursday, 03/14/2024
Unit ID:	Mississippi
Location:	EB Royal Poinciana Way East of Cocoanut Row
Comments:	Palm Beach, Florida

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024
Unit ID: ILLINOIS
Location: WB Royal Poinciana Way East of Cocoanut Row
Comments: Palm Beach, Florida

	Westbound Volume
00:00 - 00:14	20
00:15 - 00:29	14
00:30 - 00:44	9
00:45 - 00:59	7
01:00 - 01:14	6
01:15 - 01:29	3
01:30 - 01:44	7
01:45 - 01:59	1
02:00 - 02:14	1
02:15 - 02:29	1
02:30 - 02:44	2
02:45 - 02:59	0
03:00 - 03:14	3
03:15 - 03:29	4
03:30 - 03:44	1
03:45 - 03:59	2
04:00 - 04:14	1
04:15 - 04:29	0
04:30 - 04:44	3
04:45 - 04:59	5
05:00 - 05:14	5
05:15 - 05:29	5
05:30 - 05:44	10
05:45 - 05:59	8
06:00 - 06:14	15
06:15 - 06:29	11
06:30 - 06:44	27
06:45 - 06:59	25
07:00 - 07:14	46
07:15 - 07:29	44
07:30 - 07:44	66
07:45 - 07:59	71
08:00 - 08:14	92
08:15 - 08:29	77
08:30 - 08:44	88
08:45 - 08:59	111
09:00 - 09:14	97
09:15 - 09:29	112
09:30 - 09:44	118
09:45 - 09:59	117
10:00 - 10:14	122
10:15 - 10:29	142
10:30 - 10:44	127
10:45 - 10:59	120
11:00 - 11:14	137
11:15 - 11:29	136
11:30 - 11:44	145
11:45 - 11:59	134
12:00 - 12:14	168
12:15 - 12:29	143
12:30 - 12:44	163
12:45 - 12:59	152

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024
Unit ID: ILLINOIS
Location: WB Royal Poinciana Way East of Cocoanut Row
Comments: Palm Beach, Florida

	Westbound Volume
13:00 - 13:14	168
13:15 - 13:29	147
13:30 - 13:44	177
13:45 - 13:59	171
14:00 - 14:14	169
14:15 - 14:29	182
14:30 - 14:44	164
14:45 - 14:59	202
15:00 - 15:14	203
15:15 - 15:29	130
15:30 - 15:44	218
15:45 - 15:59	197
16:00 - 16:14	148
16:15 - 16:29	203
16:30 - 16:44	214
16:45 - 16:59	114
17:00 - 17:14	154
17:15 - 17:29	81
17:30 - 17:44	161
17:45 - 17:59	110
18:00 - 18:14	140
18:15 - 18:29	122
18:30 - 18:44	132
18:45 - 18:59	126
19:00 - 19:14	113
19:15 - 19:29	101
19:30 - 19:44	114
19:45 - 19:59	97
20:00 - 20:14	118
20:15 - 20:29	98
20:30 - 20:44	82
20:45 - 20:59	69
21:00 - 21:14	71
21:15 - 21:29	69
21:30 - 21:44	91
21:45 - 21:59	68
22:00 - 22:14	67
22:15 - 22:29	52
22:30 - 22:44	55
22:45 - 22:59	49
23:00 - 23:14	46
23:15 - 23:29	34
23:30 - 23:44	34
23:45 - 23:59	19
Totals	**8204**
AM Peak Time	**11:00 - 11:59**
AM Peak Volume	**552**
PM Peak Time	**15:27 - 16:26**
PM Peak Volume	**785**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024
Unit ID: ILLINOIS
Location: WB Royal Poinciana Way East of Cocoanut Row
Comments: Palm Beach, Florida

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID: ILLINOIS
Location: WB Royal Poinciana Way East of Cocoanut Row
Comments: Palm Beach, Florida

	Westbound Volume
00:00 - 00:14	22
00:15 - 00:29	13
00:30 - 00:44	14
00:45 - 00:59	7
01:00 - 01:14	7
01:15 - 01:29	7
01:30 - 01:44	3
01:45 - 01:59	6
02:00 - 02:14	3
02:15 - 02:29	4
02:30 - 02:44	5
02:45 - 02:59	3
03:00 - 03:14	3
03:15 - 03:29	2
03:30 - 03:44	0
03:45 - 03:59	2
04:00 - 04:14	1
04:15 - 04:29	0
04:30 - 04:44	3
04:45 - 04:59	7
05:00 - 05:14	7
05:15 - 05:29	7
05:30 - 05:44	7
05:45 - 05:59	6
06:00 - 06:14	8
06:15 - 06:29	23
06:30 - 06:44	21
06:45 - 06:59	37
07:00 - 07:14	50
07:15 - 07:29	47
07:30 - 07:44	80
07:45 - 07:59	75
08:00 - 08:14	97
08:15 - 08:29	94
08:30 - 08:44	111
08:45 - 08:59	105
09:00 - 09:14	138
09:15 - 09:29	129
09:30 - 09:44	144
09:45 - 09:59	119
10:00 - 10:14	103
10:15 - 10:29	121
10:30 - 10:44	121
10:45 - 10:59	99
11:00 - 11:14	113
11:15 - 11:29	136
11:30 - 11:44	138
11:45 - 11:59	149
12:00 - 12:14	57
12:15 - 12:29	48
12:30 - 12:44	112
12:45 - 12:59	103

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID: ILLINOIS
Location: WB Royal Poinciana Way East of Cocoanut Row
Comments: Palm Beach, Florida

	Westbound Volume
13:00 - 13:14	184
13:15 - 13:29	105
13:30 - 13:44	177
13:45 - 13:59	90
14:00 - 14:14	195
14:15 - 14:29	167
14:30 - 14:44	185
14:45 - 14:59	154
15:00 - 15:14	184
15:15 - 15:29	154
15:30 - 15:44	202
15:45 - 15:59	178
16:00 - 16:14	200
16:15 - 16:29	189
16:30 - 16:44	204
16:45 - 16:59	162
17:00 - 17:14	181
17:15 - 17:29	162
17:30 - 17:44	167
17:45 - 17:59	172
18:00 - 18:14	153
18:15 - 18:29	114
18:30 - 18:44	128
18:45 - 18:59	120
19:00 - 19:14	118
19:15 - 19:29	119
19:30 - 19:44	116
19:45 - 19:59	124
20:00 - 20:14	113
20:15 - 20:29	114
20:30 - 20:44	89
20:45 - 20:59	80
21:00 - 21:14	87
21:15 - 21:29	90
21:30 - 21:44	84
21:45 - 21:59	70
22:00 - 22:14	73
22:15 - 22:29	70
22:30 - 22:44	67
22:45 - 22:59	46
23:00 - 23:14	66
23:15 - 23:29	33
23:30 - 23:44	53
23:45 - 23:59	35
Totals	**8291**
AM Peak Time	**09:01 - 10:00**
AM Peak Volume	**537**
PM Peak Time	**15:46 - 16:45**
PM Peak Volume	**781**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID: ILLINOIS
Location: WB Royal Poinciana Way East of Cocoanut Row
Comments: Palm Beach, Florida

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID: ILLINOIS
Location: WB Royal Poinciana Way East of Cocoanut Row
Comments: Palm Beach, Florida

	Westbound Volume
00:00 - 00:14	34
00:15 - 00:29	23
00:30 - 00:44	19
00:45 - 00:59	5
01:00 - 01:14	6
01:15 - 01:29	15
01:30 - 01:44	11
01:45 - 01:59	7
02:00 - 02:14	5
02:15 - 02:29	4
02:30 - 02:44	2
02:45 - 02:59	2
03:00 - 03:14	5
03:15 - 03:29	4
03:30 - 03:44	2
03:45 - 03:59	2
04:00 - 04:14	2
04:15 - 04:29	2
04:30 - 04:44	1
04:45 - 04:59	5
05:00 - 05:14	7
05:15 - 05:29	5
05:30 - 05:44	16
05:45 - 05:59	9
06:00 - 06:14	18
06:15 - 06:29	14
06:30 - 06:44	23
06:45 - 06:59	29
07:00 - 07:14	31
07:15 - 07:29	42
07:30 - 07:44	67
07:45 - 07:59	84
08:00 - 08:14	83
08:15 - 08:29	78
08:30 - 08:44	71
08:45 - 08:59	99
09:00 - 09:14	111
09:15 - 09:29	116
09:30 - 09:44	108
09:45 - 09:59	117
10:00 - 10:14	117
10:15 - 10:29	128
10:30 - 10:44	113
10:45 - 10:59	141
11:00 - 11:14	153
11:15 - 11:29	146
11:30 - 11:44	152
11:45 - 11:59	148
12:00 - 12:14	175
12:15 - 12:29	108
12:30 - 12:44	164
12:45 - 12:59	153

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID: ILLINOIS
Location: WB Royal Poinciana Way East of Cocoanut Row
Comments: Palm Beach, Florida

	Westbound Volume
13:00 - 13:14	169
13:15 - 13:29	174
13:30 - 13:44	163
13:45 - 13:59	148
14:00 - 14:14	160
14:15 - 14:29	167
14:30 - 14:44	207
14:45 - 14:59	158
15:00 - 15:14	189
15:15 - 15:29	159
15:30 - 15:44	231
15:45 - 15:59	141
16:00 - 16:14	221
16:15 - 16:29	166
16:30 - 16:44	223
16:45 - 16:59	92
17:00 - 17:14	181
17:15 - 17:29	163
17:30 - 17:44	163
17:45 - 17:59	150
18:00 - 18:14	124
18:15 - 18:29	142
18:30 - 18:44	132
18:45 - 18:59	123
19:00 - 19:14	125
19:15 - 19:29	123
19:30 - 19:44	113
19:45 - 19:59	111
20:00 - 20:14	103
20:15 - 20:29	107
20:30 - 20:44	103
20:45 - 20:59	101
21:00 - 21:14	83
21:15 - 21:29	96
21:30 - 21:44	123
21:45 - 21:59	76
22:00 - 22:14	105
22:15 - 22:29	95
22:30 - 22:44	103
22:45 - 22:59	76
23:00 - 23:14	66
23:15 - 23:29	60
23:30 - 23:44	57
23:45 - 23:59	36
Totals	**8790**
AM Peak Time	**10:49 - 11:48**
AM Peak Volume	**606**
PM Peak Time	**15:31 - 16:30**
PM Peak Volume	**763**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID: ILLINOIS
Location: WB Royal Poinciana Way East of Cocoanut Row
Comments: Palm Beach, Florida

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024
Unit ID: Arizona
Location: NB Bradley Place North of Royal Poinciana Way
Comments: Palm Beach, Florida

	Northbound Volume
00:00 - 00:14	7
00:15 - 00:29	3
00:30 - 00:44	4
00:45 - 00:59	2
01:00 - 01:14	2
01:15 - 01:29	2
01:30 - 01:44	3
01:45 - 01:59	2
02:00 - 02:14	2
02:15 - 02:29	1
02:30 - 02:44	0
02:45 - 02:59	0
03:00 - 03:14	1
03:15 - 03:29	0
03:30 - 03:44	6
03:45 - 03:59	2
04:00 - 04:14	1
04:15 - 04:29	2
04:30 - 04:44	6
04:45 - 04:59	17
05:00 - 05:14	5
05:15 - 05:29	15
05:30 - 05:44	17
05:45 - 05:59	13
06:00 - 06:14	18
06:15 - 06:29	23
06:30 - 06:44	31
06:45 - 06:59	56
07:00 - 07:14	54
07:15 - 07:29	67
07:30 - 07:44	91
07:45 - 07:59	128
08:00 - 08:14	175
08:15 - 08:29	107
08:30 - 08:44	195
08:45 - 08:59	198
09:00 - 09:14	171
09:15 - 09:29	134
09:30 - 09:44	181
09:45 - 09:59	158
10:00 - 10:14	156
10:15 - 10:29	134
10:30 - 10:44	128
10:45 - 10:59	143
11:00 - 11:14	130
11:15 - 11:29	100
11:30 - 11:44	151
11:45 - 11:59	168
12:00 - 12:14	158
12:15 - 12:29	104
12:30 - 12:44	155
12:45 - 12:59	118

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024
Unit ID: Arizona
Location: NB Bradley Place North of Royal Poinciana Way
Comments: Palm Beach, Florida

	Northbound Volume
13:00 - 13:14	156
13:15 - 13:29	127
13:30 - 13:44	132
13:45 - 13:59	128
14:00 - 14:14	154
14:15 - 14:29	119
14:30 - 14:44	120
14:45 - 14:59	136
15:00 - 15:14	119
15:15 - 15:29	94
15:30 - 15:44	140
15:45 - 15:59	149
16:00 - 16:14	88
16:15 - 16:29	162
16:30 - 16:44	132
16:45 - 16:59	119
17:00 - 17:14	124
17:15 - 17:29	119
17:30 - 17:44	126
17:45 - 17:59	103
18:00 - 18:14	120
18:15 - 18:29	100
18:30 - 18:44	107
18:45 - 18:59	111
19:00 - 19:14	107
19:15 - 19:29	96
19:30 - 19:44	79
19:45 - 19:59	74
20:00 - 20:14	81
20:15 - 20:29	55
20:30 - 20:44	66
20:45 - 20:59	48
21:00 - 21:14	46
21:15 - 21:29	37
21:30 - 21:44	0
21:45 - 21:59	36
22:00 - 22:14	29
22:15 - 22:29	25
22:30 - 22:44	23
22:45 - 22:59	17
23:00 - 23:14	17
23:15 - 23:29	11
23:30 - 23:44	6
23:45 - 23:59	4
Totals	**7387**
AM Peak Time	**08:27 - 09:26**
AM Peak Volume	**716**
PM Peak Time	**12:27 - 13:26**
PM Peak Volume	**572**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024
Unit ID: Arizona
Location: NB Bradley Place North of Royal Poinciana Way
Comments: Palm Beach, Florida

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID: Arizona
Location: NB Bradley Place North of Royal Poinciana Way
Comments: Palm Beach, Florida

	Northbound Volume
00:00 - 00:14	9
00:15 - 00:29	6
00:30 - 00:44	5
00:45 - 00:59	3
01:00 - 01:14	0
01:15 - 01:29	1
01:30 - 01:44	2
01:45 - 01:59	4
02:00 - 02:14	2
02:15 - 02:29	2
02:30 - 02:44	2
02:45 - 02:59	1
03:00 - 03:14	3
03:15 - 03:29	0
03:30 - 03:44	5
03:45 - 03:59	5
04:00 - 04:14	4
04:15 - 04:29	7
04:30 - 04:44	1
04:45 - 04:59	17
05:00 - 05:14	5
05:15 - 05:29	11
05:30 - 05:44	15
05:45 - 05:59	13
06:00 - 06:14	17
06:15 - 06:29	18
06:30 - 06:44	30
06:45 - 06:59	63
07:00 - 07:14	47
07:15 - 07:29	95
07:30 - 07:44	114
07:45 - 07:59	94
08:00 - 08:14	183
08:15 - 08:29	127
08:30 - 08:44	209
08:45 - 08:59	194
09:00 - 09:14	206
09:15 - 09:29	151
09:30 - 09:44	158
09:45 - 09:59	138
10:00 - 10:14	171
10:15 - 10:29	107
10:30 - 10:44	181
10:45 - 10:59	79
11:00 - 11:14	160
11:15 - 11:29	144
11:30 - 11:44	183
11:45 - 11:59	98
12:00 - 12:14	59
12:15 - 12:29	78
12:30 - 12:44	121
12:45 - 12:59	106

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID: Arizona
Location: NB Bradley Place North of Royal Poinciana Way
Comments: Palm Beach, Florida

	Northbound Volume
13:00 - 13:14	174
13:15 - 13:29	58
13:30 - 13:44	173
13:45 - 13:59	54
14:00 - 14:14	165
14:15 - 14:29	149
14:30 - 14:44	117
14:45 - 14:59	108
15:00 - 15:14	138
15:15 - 15:29	120
15:30 - 15:44	133
15:45 - 15:59	113
16:00 - 16:14	161
16:15 - 16:29	120
16:30 - 16:44	113
16:45 - 16:59	94
17:00 - 17:14	120
17:15 - 17:29	110
17:30 - 17:44	102
17:45 - 17:59	126
18:00 - 18:14	129
18:15 - 18:29	130
18:30 - 18:44	109
18:45 - 18:59	101
19:00 - 19:14	102
19:15 - 19:29	83
19:30 - 19:44	88
19:45 - 19:59	99
20:00 - 20:14	69
20:15 - 20:29	67
20:30 - 20:44	67
20:45 - 20:59	58
21:00 - 21:14	59
21:15 - 21:29	59
21:30 - 21:44	56
21:45 - 21:59	52
22:00 - 22:14	27
22:15 - 22:29	34
22:30 - 22:44	27
22:45 - 22:59	18
23:00 - 23:14	17
23:15 - 23:29	10
23:30 - 23:44	14
23:45 - 23:59	11
Totals	**7388**
AM Peak Time	**08:28 - 09:27**
AM Peak Volume	**760**
PM Peak Time	**15:24 - 16:23**
PM Peak Volume	**561**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date:	Wednesday, 03/13/2024
Unit ID:	Arizona
Location:	NB Bradley Place North of Royal Poinciana Way
Comments:	Palm Beach, Florida

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID: Arizona
Location: NB Bradley Place North of Royal Poinciana Way
Comments: Palm Beach, Florida

	Northbound Volume
00:00 - 00:14	11
00:15 - 00:29	7
00:30 - 00:44	1
00:45 - 00:59	1
01:00 - 01:14	1
01:15 - 01:29	3
01:30 - 01:44	0
01:45 - 01:59	3
02:00 - 02:14	3
02:15 - 02:29	3
02:30 - 02:44	0
02:45 - 02:59	0
03:00 - 03:14	1
03:15 - 03:29	1
03:30 - 03:44	3
03:45 - 03:59	5
04:00 - 04:14	5
04:15 - 04:29	1
04:30 - 04:44	4
04:45 - 04:59	7
05:00 - 05:14	12
05:15 - 05:29	13
05:30 - 05:44	11
05:45 - 05:59	27
06:00 - 06:14	14
06:15 - 06:29	23
06:30 - 06:44	26
06:45 - 06:59	55
07:00 - 07:14	60
07:15 - 07:29	70
07:30 - 07:44	99
07:45 - 07:59	145
08:00 - 08:14	188
08:15 - 08:29	118
08:30 - 08:44	194
08:45 - 08:59	186
09:00 - 09:14	164
09:15 - 09:29	113
09:30 - 09:44	193
09:45 - 09:59	114
10:00 - 10:14	159
10:15 - 10:29	138
10:30 - 10:44	134
10:45 - 10:59	126
11:00 - 11:14	127
11:15 - 11:29	130
11:30 - 11:44	160
11:45 - 11:59	136
12:00 - 12:14	140
12:15 - 12:29	77
12:30 - 12:44	187
12:45 - 12:59	146

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID: Arizona
Location: NB Bradley Place North of Royal Poinciana Way
Comments: Palm Beach, Florida

	Northbound Volume
13:00 - 13:14	133
13:15 - 13:29	133
13:30 - 13:44	145
13:45 - 13:59	115
14:00 - 14:14	123
14:15 - 14:29	146
14:30 - 14:44	163
14:45 - 14:59	99
15:00 - 15:14	142
15:15 - 15:29	99
15:30 - 15:44	154
15:45 - 15:59	129
16:00 - 16:14	137
16:15 - 16:29	135
16:30 - 16:44	142
16:45 - 16:59	76
17:00 - 17:14	167
17:15 - 17:29	109
17:30 - 17:44	130
17:45 - 17:59	114
18:00 - 18:14	126
18:15 - 18:29	112
18:30 - 18:44	119
18:45 - 18:59	147
19:00 - 19:14	105
19:15 - 19:29	86
19:30 - 19:44	102
19:45 - 19:59	88
20:00 - 20:14	69
20:15 - 20:29	96
20:30 - 20:44	72
20:45 - 20:59	78
21:00 - 21:14	66
21:15 - 21:29	58
21:30 - 21:44	59
21:45 - 21:59	31
22:00 - 22:14	59
22:15 - 22:29	46
22:30 - 22:44	35
22:45 - 22:59	43
23:00 - 23:14	26
23:15 - 23:29	32
23:30 - 23:44	16
23:45 - 23:59	20
Totals	**7827**
AM Peak Time	**08:05 - 09:04**
AM Peak Volume	**690**
PM Peak Time	**12:30 - 13:29**
PM Peak Volume	**599**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID: Arizona
Location: NB Bradley Place North of Royal Poinciana Way
Comments: Palm Beach, Florida

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024
Unit ID: MAINE
Location: SB Bradley Place North of Royal Poinciana Way
Comments: Palm Beach, Florida

	Southbound Volume
00:00 - 00:14	6
00:15 - 00:29	2
00:30 - 00:44	5
00:45 - 00:59	4
01:00 - 01:14	0
01:15 - 01:29	4
01:30 - 01:44	6
01:45 - 01:59	0
02:00 - 02:14	2
02:15 - 02:29	3
02:30 - 02:44	1
02:45 - 02:59	1
03:00 - 03:14	0
03:15 - 03:29	0
03:30 - 03:44	0
03:45 - 03:59	0
04:00 - 04:14	2
04:15 - 04:29	3
04:30 - 04:44	3
04:45 - 04:59	3
05:00 - 05:14	4
05:15 - 05:29	5
05:30 - 05:44	6
05:45 - 05:59	5
06:00 - 06:14	5
06:15 - 06:29	11
06:30 - 06:44	12
06:45 - 06:59	30
07:00 - 07:14	15
07:15 - 07:29	29
07:30 - 07:44	62
07:45 - 07:59	44
08:00 - 08:14	64
08:15 - 08:29	58
08:30 - 08:44	59
08:45 - 08:59	80
09:00 - 09:14	92
09:15 - 09:29	77
09:30 - 09:44	104
09:45 - 09:59	105
10:00 - 10:14	100
10:15 - 10:29	88
10:30 - 10:44	84
10:45 - 10:59	127
11:00 - 11:14	107
11:15 - 11:29	139
11:30 - 11:44	126
11:45 - 11:59	123
12:00 - 12:14	161
12:15 - 12:29	121
12:30 - 12:44	169
12:45 - 12:59	120

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024
Unit ID: MAINE
Location: SB Bradley Place North of Royal Poinciana Way
Comments: Palm Beach, Florida

	Southbound Volume
13:00 - 13:14	124
13:15 - 13:29	132
13:30 - 13:44	135
13:45 - 13:59	150
14:00 - 14:14	155
14:15 - 14:29	154
14:30 - 14:44	154
14:45 - 14:59	165
15:00 - 15:14	176
15:15 - 15:29	111
15:30 - 15:44	210
15:45 - 15:59	166
16:00 - 16:14	120
16:15 - 16:29	164
16:30 - 16:44	189
16:45 - 16:59	189
17:00 - 17:14	135
17:15 - 17:29	104
17:30 - 17:44	109
17:45 - 17:59	82
18:00 - 18:14	115
18:15 - 18:29	73
18:30 - 18:44	93
18:45 - 18:59	82
19:00 - 19:14	90
19:15 - 19:29	82
19:30 - 19:44	71
19:45 - 19:59	62
20:00 - 20:14	65
20:15 - 20:29	61
20:30 - 20:44	42
20:45 - 20:59	46
21:00 - 21:14	45
21:15 - 21:29	39
21:30 - 21:44	40
21:45 - 21:59	27
22:00 - 22:14	29
22:15 - 22:29	32
22:30 - 22:44	28
22:45 - 22:59	28
23:00 - 23:14	26
23:15 - 23:29	22
23:30 - 23:44	17
23:45 - 23:59	6
Totals	**6522**
AM Peak Time	**10:53 - 11:52**
AM Peak Volume	**507**
PM Peak Time	**16:18 - 17:17**
PM Peak Volume	**692**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024
Unit ID: MAINE
Location: SB Bradley Place North of Royal Poinciana Way
Comments: Palm Beach, Florida

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID: MAINE
Location: SB Bradley Place North of Royal Poinciana Way
Comments: Palm Beach, Florida

	Southbound Volume
00:00 - 00:14	6
00:15 - 00:29	8
00:30 - 00:44	3
00:45 - 00:59	3
01:00 - 01:14	2
01:15 - 01:29	0
01:30 - 01:44	1
01:45 - 01:59	2
02:00 - 02:14	2
02:15 - 02:29	0
02:30 - 02:44	0
02:45 - 02:59	0
03:00 - 03:14	3
03:15 - 03:29	0
03:30 - 03:44	0
03:45 - 03:59	1
04:00 - 04:14	1
04:15 - 04:29	1
04:30 - 04:44	3
04:45 - 04:59	2
05:00 - 05:14	3
05:15 - 05:29	3
05:30 - 05:44	5
05:45 - 05:59	6
06:00 - 06:14	7
06:15 - 06:29	8
06:30 - 06:44	17
06:45 - 06:59	24
07:00 - 07:14	27
07:15 - 07:29	29
07:30 - 07:44	42
07:45 - 07:59	43
08:00 - 08:14	56
08:15 - 08:29	58
08:30 - 08:44	72
08:45 - 08:59	70
09:00 - 09:14	92
09:15 - 09:29	95
09:30 - 09:44	83
09:45 - 09:59	87
10:00 - 10:14	99
10:15 - 10:29	98
10:30 - 10:44	111
10:45 - 10:59	97
11:00 - 11:14	112
11:15 - 11:29	117
11:30 - 11:44	144
11:45 - 11:59	173
12:00 - 12:14	53
12:15 - 12:29	36
12:30 - 12:44	52
12:45 - 12:59	157

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID: MAINE
Location: SB Bradley Place North of Royal Poinciana Way
Comments: Palm Beach, Florida

	Southbound Volume
13:00 - 13:14	180
13:15 - 13:29	106
13:30 - 13:44	164
13:45 - 13:59	75
14:00 - 14:14	181
14:15 - 14:29	172
14:30 - 14:44	154
14:45 - 14:59	143
15:00 - 15:14	185
15:15 - 15:29	138
15:30 - 15:44	190
15:45 - 15:59	115
16:00 - 16:14	189
16:15 - 16:29	196
16:30 - 16:44	162
16:45 - 16:59	121
17:00 - 17:14	154
17:15 - 17:29	105
17:30 - 17:44	118
17:45 - 17:59	88
18:00 - 18:14	96
18:15 - 18:29	90
18:30 - 18:44	92
18:45 - 18:59	74
19:00 - 19:14	86
19:15 - 19:29	84
19:30 - 19:44	86
19:45 - 19:59	61
20:00 - 20:14	67
20:15 - 20:29	63
20:30 - 20:44	56
20:45 - 20:59	59
21:00 - 21:14	54
21:15 - 21:29	52
21:30 - 21:44	38
21:45 - 21:59	32
22:00 - 22:14	52
22:15 - 22:29	42
22:30 - 22:44	37
22:45 - 22:59	36
23:00 - 23:14	31
23:15 - 23:29	21
23:30 - 23:44	17
23:45 - 23:59	18
Totals	**6394**
AM Peak Time	**11:00 - 11:59**
AM Peak Volume	**546**
PM Peak Time	**15:55 - 16:54**
PM Peak Volume	**698**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date:	Wednesday, 03/13/2024
Unit ID:	MAINE
Location:	SB Bradley Place North of Royal Poinciana Way
Comments:	Palm Beach, Florida

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID: MAINE
Location: SB Bradley Place North of Royal Poinciana Way
Comments: Palm Beach, Florida

	Southbound Volume
00:00 - 00:14	16
00:15 - 00:29	10
00:30 - 00:44	2
00:45 - 00:59	0
01:00 - 01:14	2
01:15 - 01:29	3
01:30 - 01:44	2
01:45 - 01:59	1
02:00 - 02:14	1
02:15 - 02:29	2
02:30 - 02:44	1
02:45 - 02:59	0
03:00 - 03:14	0
03:15 - 03:29	1
03:30 - 03:44	0
03:45 - 03:59	0
04:00 - 04:14	1
04:15 - 04:29	2
04:30 - 04:44	3
04:45 - 04:59	0
05:00 - 05:14	1
05:15 - 05:29	6
05:30 - 05:44	2
05:45 - 05:59	3
06:00 - 06:14	5
06:15 - 06:29	8
06:30 - 06:44	13
06:45 - 06:59	24
07:00 - 07:14	30
07:15 - 07:29	27
07:30 - 07:44	50
07:45 - 07:59	41
08:00 - 08:14	64
08:15 - 08:29	62
08:30 - 08:44	69
08:45 - 08:59	77
09:00 - 09:14	95
09:15 - 09:29	80
09:30 - 09:44	86
09:45 - 09:59	88
10:00 - 10:14	95
10:15 - 10:29	114
10:30 - 10:44	117
10:45 - 10:59	109
11:00 - 11:14	113
11:15 - 11:29	123
11:30 - 11:44	147
11:45 - 11:59	133
12:00 - 12:14	130
12:15 - 12:29	94
12:30 - 12:44	149
12:45 - 12:59	137

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID: MAINE
Location: SB Bradley Place North of Royal Poinciana Way
Comments: Palm Beach, Florida

	Southbound Volume
13:00 - 13:14	160
13:15 - 13:29	119
13:30 - 13:44	145
13:45 - 13:59	124
14:00 - 14:14	141
14:15 - 14:29	113
14:30 - 14:44	184
14:45 - 14:59	120
15:00 - 15:14	213
15:15 - 15:29	121
15:30 - 15:44	191
15:45 - 15:59	116
16:00 - 16:14	181
16:15 - 16:29	134
16:30 - 16:44	196
16:45 - 16:59	87
17:00 - 17:14	205
17:15 - 17:29	107
17:30 - 17:44	108
17:45 - 17:59	120
18:00 - 18:14	86
18:15 - 18:29	97
18:30 - 18:44	83
18:45 - 18:59	79
19:00 - 19:14	103
19:15 - 19:29	70
19:30 - 19:44	73
19:45 - 19:59	62
20:00 - 20:14	47
20:15 - 20:29	54
20:30 - 20:44	63
20:45 - 20:59	56
21:00 - 21:14	35
21:15 - 21:29	44
21:30 - 21:44	53
21:45 - 21:59	39
22:00 - 22:14	51
22:15 - 22:29	45
22:30 - 22:44	39
22:45 - 22:59	47
23:00 - 23:14	55
23:15 - 23:29	30
23:30 - 23:44	34
23:45 - 23:59	28
Totals	**6597**
AM Peak Time	**10:55 - 11:54**
AM Peak Volume	**529**
PM Peak Time	**14:19 - 15:18**
PM Peak Volume	**657**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID: MAINE
Location: SB Bradley Place North of Royal Poinciana Way
Comments: Palm Beach, Florida

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024
Unit ID: Missouri
Location: NB North County Road North of Royal Poinciana Way
Comments: Palm Beach, Florida

	Northbound Volume
00:00 - 00:14	6
00:15 - 00:29	4
00:30 - 00:44	2
00:45 - 00:59	7
01:00 - 01:14	3
01:15 - 01:29	2
01:30 - 01:44	5
01:45 - 01:59	0
02:00 - 02:14	0
02:15 - 02:29	2
02:30 - 02:44	0
02:45 - 02:59	0
03:00 - 03:14	2
03:15 - 03:29	1
03:30 - 03:44	1
03:45 - 03:59	3
04:00 - 04:14	1
04:15 - 04:29	5
04:30 - 04:44	7
04:45 - 04:59	2
05:00 - 05:14	5
05:15 - 05:29	8
05:30 - 05:44	11
05:45 - 05:59	9
06:00 - 06:14	14
06:15 - 06:29	27
06:30 - 06:44	33
06:45 - 06:59	53
07:00 - 07:14	69
07:15 - 07:29	107
07:30 - 07:44	134
07:45 - 07:59	177
08:00 - 08:14	199
08:15 - 08:29	197
08:30 - 08:44	243
08:45 - 08:59	182
09:00 - 09:14	245
09:15 - 09:29	138
09:30 - 09:44	202
09:45 - 09:59	163
10:00 - 10:14	172
10:15 - 10:29	148
10:30 - 10:44	143
10:45 - 10:59	149
11:00 - 11:14	124
11:15 - 11:29	133
11:30 - 11:44	173
11:45 - 11:59	188
12:00 - 12:14	167
12:15 - 12:29	150
12:30 - 12:44	146
12:45 - 12:59	142

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024
Unit ID: Missouri
Location: NB North County Road North of Royal Poinciana Way
Comments: Palm Beach, Florida

	Northbound Volume
13:00 - 13:14	166
13:15 - 13:29	150
13:30 - 13:44	155
13:45 - 13:59	140
14:00 - 14:14	151
14:15 - 14:29	149
14:30 - 14:44	139
14:45 - 14:59	150
15:00 - 15:14	141
15:15 - 15:29	142
15:30 - 15:44	137
15:45 - 15:59	128
16:00 - 16:14	109
16:15 - 16:29	176
16:30 - 16:44	114
16:45 - 16:59	89
17:00 - 17:14	132
17:15 - 17:29	96
17:30 - 17:44	106
17:45 - 17:59	77
18:00 - 18:14	94
18:15 - 18:29	94
18:30 - 18:44	89
18:45 - 18:59	92
19:00 - 19:14	82
19:15 - 19:29	62
19:30 - 19:44	65
19:45 - 19:59	63
20:00 - 20:14	43
20:15 - 20:29	49
20:30 - 20:44	45
20:45 - 20:59	36
21:00 - 21:14	47
21:15 - 21:29	41
21:30 - 21:44	52
21:45 - 21:59	37
22:00 - 22:14	32
22:15 - 22:29	26
22:30 - 22:44	20
22:45 - 22:59	24
23:00 - 23:14	18
23:15 - 23:29	15
23:30 - 23:44	8
23:45 - 23:59	8
Totals	**7893**
AM Peak Time	**08:14 - 09:13**
AM Peak Volume	**873**
PM Peak Time	**12:56 - 13:55**
PM Peak Volume	**630**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024
Unit ID: Missouri
Location: NB North County Road North of Royal Poinciana Way
Comments: Palm Beach, Florida

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID: Missouri
Location: NB North County Road North of Royal Poinciana Way
Comments: Palm Beach, Florida

	Northbound Volume
00:00 - 00:14	5
00:15 - 00:29	4
00:30 - 00:44	1
00:45 - 00:59	6
01:00 - 01:14	2
01:15 - 01:29	4
01:30 - 01:44	4
01:45 - 01:59	1
02:00 - 02:14	1
02:15 - 02:29	1
02:30 - 02:44	1
02:45 - 02:59	0
03:00 - 03:14	1
03:15 - 03:29	3
03:30 - 03:44	1
03:45 - 03:59	2
04:00 - 04:14	2
04:15 - 04:29	1
04:30 - 04:44	8
04:45 - 04:59	2
05:00 - 05:14	4
05:15 - 05:29	5
05:30 - 05:44	7
05:45 - 05:59	8
06:00 - 06:14	19
06:15 - 06:29	19
06:30 - 06:44	35
06:45 - 06:59	61
07:00 - 07:14	59
07:15 - 07:29	105
07:30 - 07:44	119
07:45 - 07:59	139
08:00 - 08:14	242
08:15 - 08:29	171
08:30 - 08:44	239
08:45 - 08:59	228
09:00 - 09:14	204
09:15 - 09:29	174
09:30 - 09:44	189
09:45 - 09:59	171
10:00 - 10:14	170
10:15 - 10:29	128
10:30 - 10:44	171
10:45 - 10:59	117
11:00 - 11:14	164
11:15 - 11:29	178
11:30 - 11:44	178
11:45 - 11:59	161
12:00 - 12:14	132
12:15 - 12:29	144
12:30 - 12:44	134
12:45 - 12:59	183

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID: Missouri
Location: NB North County Road North of Royal Poinciana Way
Comments: Palm Beach, Florida

	Northbound Volume
13:00 - 13:14	216
13:15 - 13:29	146
13:30 - 13:44	173
13:45 - 13:59	158
14:00 - 14:14	196
14:15 - 14:29	151
14:30 - 14:44	142
14:45 - 14:59	138
15:00 - 15:14	150
15:15 - 15:29	133
15:30 - 15:44	140
15:45 - 15:59	140
16:00 - 16:14	107
16:15 - 16:29	116
16:30 - 16:44	98
16:45 - 16:59	110
17:00 - 17:14	145
17:15 - 17:29	134
17:30 - 17:44	149
17:45 - 17:59	152
18:00 - 18:14	120
18:15 - 18:29	99
18:30 - 18:44	102
18:45 - 18:59	87
19:00 - 19:14	86
19:15 - 19:29	81
19:30 - 19:44	70
19:45 - 19:59	48
20:00 - 20:14	58
20:15 - 20:29	51
20:30 - 20:44	60
20:45 - 20:59	56
21:00 - 21:14	50
21:15 - 21:29	46
21:30 - 21:44	45
21:45 - 21:59	39
22:00 - 22:14	36
22:15 - 22:29	22
22:30 - 22:44	26
22:45 - 22:59	18
23:00 - 23:14	12
23:15 - 23:29	10
23:30 - 23:44	9
23:45 - 23:59	5
Totals	**8238**
AM Peak Time	**07:58 - 08:57**
AM Peak Volume	**893**
PM Peak Time	**12:42 - 13:41**
PM Peak Volume	**723**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date:	Wednesday, 03/13/2024
Unit ID:	Missouri
Location:	NB North County Road North of Royal Poinciana Way
Comments:	Palm Beach, Florida

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID: Missouri
Location: NB North County Road North of Royal Poinciana Way
Comments: Palm Beach, Florida

	Northbound Volume
00:00 - 00:14	6
00:15 - 00:29	8
00:30 - 00:44	5
00:45 - 00:59	5
01:00 - 01:14	1
01:15 - 01:29	6
01:30 - 01:44	2
01:45 - 01:59	3
02:00 - 02:14	4
02:15 - 02:29	2
02:30 - 02:44	2
02:45 - 02:59	3
03:00 - 03:14	3
03:15 - 03:29	3
03:30 - 03:44	0
03:45 - 03:59	2
04:00 - 04:14	1
04:15 - 04:29	2
04:30 - 04:44	5
04:45 - 04:59	4
05:00 - 05:14	5
05:15 - 05:29	4
05:30 - 05:44	9
05:45 - 05:59	16
06:00 - 06:14	22
06:15 - 06:29	19
06:30 - 06:44	37
06:45 - 06:59	54
07:00 - 07:14	61
07:15 - 07:29	108
07:30 - 07:44	119
07:45 - 07:59	143
08:00 - 08:14	204
08:15 - 08:29	161
08:30 - 08:44	210
08:45 - 08:59	210
09:00 - 09:14	253
09:15 - 09:29	171
09:30 - 09:44	193
09:45 - 09:59	135
10:00 - 10:14	179
10:15 - 10:29	134
10:30 - 10:44	152
10:45 - 10:59	166
11:00 - 11:14	190
11:15 - 11:29	173
11:30 - 11:44	165
11:45 - 11:59	170
12:00 - 12:14	169
12:15 - 12:29	127
12:30 - 12:44	172
12:45 - 12:59	176

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID: Missouri
Location: NB North County Road North of Royal Poinciana Way
Comments: Palm Beach, Florida

	Northbound Volume
13:00 - 13:14	141
13:15 - 13:29	144
13:30 - 13:44	134
13:45 - 13:59	136
14:00 - 14:14	148
14:15 - 14:29	152
14:30 - 14:44	153
14:45 - 14:59	124
15:00 - 15:14	140
15:15 - 15:29	150
15:30 - 15:44	165
15:45 - 15:59	123
16:00 - 16:14	126
16:15 - 16:29	122
16:30 - 16:44	132
16:45 - 16:59	96
17:00 - 17:14	133
17:15 - 17:29	104
17:30 - 17:44	93
17:45 - 17:59	74
18:00 - 18:14	104
18:15 - 18:29	98
18:30 - 18:44	109
18:45 - 18:59	98
19:00 - 19:14	98
19:15 - 19:29	91
19:30 - 19:44	58
19:45 - 19:59	57
20:00 - 20:14	62
20:15 - 20:29	58
20:30 - 20:44	48
20:45 - 20:59	45
21:00 - 21:14	49
21:15 - 21:29	41
21:30 - 21:44	34
21:45 - 21:59	40
22:00 - 22:14	42
22:15 - 22:29	34
22:30 - 22:44	34
22:45 - 22:59	21
23:00 - 23:14	24
23:15 - 23:29	21
23:30 - 23:44	14
23:45 - 23:59	13
Totals	**8057**
AM Peak Time	**08:35 - 09:34**
AM Peak Volume	**866**
PM Peak Time	**12:00 - 12:59**
PM Peak Volume	**644**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date:	Thursday, 03/14/2024
Unit ID:	Missouri
Location:	NB North County Road North of Royal Poinciana Way
Comments:	Palm Beach, Florida

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024
Unit ID: Michigan
Location: SB N County Road North of Royal Poinciana Way
Comments: Palm Beach, Florida

	Southbound Volume
00:00 - 00:14	8
00:15 - 00:29	13
00:30 - 00:44	6
00:45 - 00:59	3
01:00 - 01:14	2
01:15 - 01:29	1
01:30 - 01:44	5
01:45 - 01:59	1
02:00 - 02:14	0
02:15 - 02:29	0
02:30 - 02:44	0
02:45 - 02:59	1
03:00 - 03:14	0
03:15 - 03:29	1
03:30 - 03:44	0
03:45 - 03:59	5
04:00 - 04:14	3
04:15 - 04:29	1
04:30 - 04:44	4
04:45 - 04:59	4
05:00 - 05:14	3
05:15 - 05:29	6
05:30 - 05:44	10
05:45 - 05:59	5
06:00 - 06:14	14
06:15 - 06:29	12
06:30 - 06:44	21
06:45 - 06:59	18
07:00 - 07:14	35
07:15 - 07:29	43
07:30 - 07:44	50
07:45 - 07:59	70
08:00 - 08:14	99
08:15 - 08:29	80
08:30 - 08:44	93
08:45 - 08:59	113
09:00 - 09:14	112
09:15 - 09:29	154
09:30 - 09:44	128
09:45 - 09:59	137
10:00 - 10:14	122
10:15 - 10:29	162
10:30 - 10:44	152
10:45 - 10:59	139
11:00 - 11:14	174
11:15 - 11:29	175
11:30 - 11:44	164
11:45 - 11:59	181
12:00 - 12:14	175
12:15 - 12:29	179
12:30 - 12:44	186
12:45 - 12:59	177

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024
Unit ID: Michigan
Location: SB N County Road North of Royal Poinciana Way
Comments: Palm Beach, Florida

	Southbound Volume
13:00 - 13:14	151
13:15 - 13:29	172
13:30 - 13:44	171
13:45 - 13:59	172
14:00 - 14:14	175
14:15 - 14:29	173
14:30 - 14:44	180
14:45 - 14:59	183
15:00 - 15:14	196
15:15 - 15:29	182
15:30 - 15:44	211
15:45 - 15:59	197
16:00 - 16:14	180
16:15 - 16:29	143
16:30 - 16:44	244
16:45 - 16:59	207
17:00 - 17:14	168
17:15 - 17:29	159
17:30 - 17:44	163
17:45 - 17:59	118
18:00 - 18:14	147
18:15 - 18:29	130
18:30 - 18:44	133
18:45 - 18:59	125
19:00 - 19:14	119
19:15 - 19:29	106
19:30 - 19:44	98
19:45 - 19:59	85
20:00 - 20:14	108
20:15 - 20:29	77
20:30 - 20:44	84
20:45 - 20:59	71
21:00 - 21:14	71
21:15 - 21:29	54
21:30 - 21:44	65
21:45 - 21:59	62
22:00 - 22:14	46
22:15 - 22:29	33
22:30 - 22:44	41
22:45 - 22:59	24
23:00 - 23:14	19
23:15 - 23:29	11
23:30 - 23:44	13
23:45 - 23:59	6
Totals	**8520**
AM Peak Time	**10:57 - 11:56**
AM Peak Volume	**703**
PM Peak Time	**15:12 - 16:11**
PM Peak Volume	**797**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date:	Tuesday, 03/12/2024
Unit ID:	Michigan
Location:	SB N County Road North of Royal Poinciana Way
Comments:	Palm Beach, Florida

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID: Michigan
Location: SB N County Road North of Royal Poinciana Way
Comments: Palm Beach, Florida

	Southbound Volume
00:00 - 00:14	10
00:15 - 00:29	8
00:30 - 00:44	4
00:45 - 00:59	3
01:00 - 01:14	3
01:15 - 01:29	6
01:30 - 01:44	2
01:45 - 01:59	3
02:00 - 02:14	2
02:15 - 02:29	4
02:30 - 02:44	2
02:45 - 02:59	2
03:00 - 03:14	1
03:15 - 03:29	3
03:30 - 03:44	0
03:45 - 03:59	0
04:00 - 04:14	1
04:15 - 04:29	3
04:30 - 04:44	4
04:45 - 04:59	5
05:00 - 05:14	7
05:15 - 05:29	3
05:30 - 05:44	2
05:45 - 05:59	6
06:00 - 06:14	10
06:15 - 06:29	13
06:30 - 06:44	23
06:45 - 06:59	26
07:00 - 07:14	35
07:15 - 07:29	43
07:30 - 07:44	51
07:45 - 07:59	86
08:00 - 08:14	97
08:15 - 08:29	97
08:30 - 08:44	105
08:45 - 08:59	120
09:00 - 09:14	132
09:15 - 09:29	162
09:30 - 09:44	122
09:45 - 09:59	122
10:00 - 10:14	101
10:15 - 10:29	127
10:30 - 10:44	153
10:45 - 10:59	188
11:00 - 11:14	177
11:15 - 11:29	160
11:30 - 11:44	197
11:45 - 11:59	215
12:00 - 12:14	180
12:15 - 12:29	115
12:30 - 12:44	236
12:45 - 12:59	178

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID: Michigan
Location: SB N County Road North of Royal Poinciana Way
Comments: Palm Beach, Florida

	Southbound Volume
13:00 - 13:14	166
13:15 - 13:29	172
13:30 - 13:44	187
13:45 - 13:59	161
14:00 - 14:14	170
14:15 - 14:29	170
14:30 - 14:44	188
14:45 - 14:59	175
15:00 - 15:14	202
15:15 - 15:29	212
15:30 - 15:44	198
15:45 - 15:59	186
16:00 - 16:14	209
16:15 - 16:29	174
16:30 - 16:44	219
16:45 - 16:59	167
17:00 - 17:14	167
17:15 - 17:29	145
17:30 - 17:44	136
17:45 - 17:59	144
18:00 - 18:14	130
18:15 - 18:29	124
18:30 - 18:44	115
18:45 - 18:59	128
19:00 - 19:14	132
19:15 - 19:29	123
19:30 - 19:44	132
19:45 - 19:59	110
20:00 - 20:14	100
20:15 - 20:29	108
20:30 - 20:44	86
20:45 - 20:59	83
21:00 - 21:14	108
21:15 - 21:29	94
21:30 - 21:44	64
21:45 - 21:59	54
22:00 - 22:14	54
22:15 - 22:29	48
22:30 - 22:44	35
22:45 - 22:59	25
23:00 - 23:14	34
23:15 - 23:29	12
23:30 - 23:44	22
23:45 - 23:59	18
Totals	**8842**
AM Peak Time	**11:00 - 11:59**
AM Peak Volume	**749**
PM Peak Time	**15:13 - 16:12**
PM Peak Volume	**829**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date:	Wednesday, 03/13/2024
Unit ID:	Michigan
Location:	SB N County Road North of Royal Poinciana Way
Comments:	Palm Beach, Florida

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID: Michigan
Location: SB N County Road North of Royal Poinciana Way
Comments: Palm Beach, Florida

	Southbound Volume
00:00 - 00:14	10
00:15 - 00:29	10
00:30 - 00:44	6
00:45 - 00:59	3
01:00 - 01:14	5
01:15 - 01:29	5
01:30 - 01:44	2
01:45 - 01:59	4
02:00 - 02:14	4
02:15 - 02:29	3
02:30 - 02:44	1
02:45 - 02:59	2
03:00 - 03:14	3
03:15 - 03:29	3
03:30 - 03:44	2
03:45 - 03:59	2
04:00 - 04:14	1
04:15 - 04:29	1
04:30 - 04:44	1
04:45 - 04:59	2
05:00 - 05:14	5
05:15 - 05:29	6
05:30 - 05:44	11
05:45 - 05:59	8
06:00 - 06:14	19
06:15 - 06:29	15
06:30 - 06:44	25
06:45 - 06:59	16
07:00 - 07:14	34
07:15 - 07:29	51
07:30 - 07:44	48
07:45 - 07:59	81
08:00 - 08:14	87
08:15 - 08:29	92
08:30 - 08:44	80
08:45 - 08:59	116
09:00 - 09:14	128
09:15 - 09:29	125
09:30 - 09:44	121
09:45 - 09:59	150
10:00 - 10:14	136
10:15 - 10:29	133
10:30 - 10:44	125
10:45 - 10:59	161
11:00 - 11:14	159
11:15 - 11:29	170
11:30 - 11:44	177
11:45 - 11:59	183
12:00 - 12:14	163
12:15 - 12:29	180
12:30 - 12:44	169
12:45 - 12:59	161

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID: Michigan
Location: SB N County Road North of Royal Poinciana Way
Comments: Palm Beach, Florida

	Southbound Volume
13:00 - 13:14	171
13:15 - 13:29	188
13:30 - 13:44	171
13:45 - 13:59	172
14:00 - 14:14	169
14:15 - 14:29	179
14:30 - 14:44	192
14:45 - 14:59	166
15:00 - 15:14	209
15:15 - 15:29	166
15:30 - 15:44	240
15:45 - 15:59	153
16:00 - 16:14	232
16:15 - 16:29	188
16:30 - 16:44	213
16:45 - 16:59	146
17:00 - 17:14	178
17:15 - 17:29	168
17:30 - 17:44	132
17:45 - 17:59	158
18:00 - 18:14	125
18:15 - 18:29	139
18:30 - 18:44	131
18:45 - 18:59	115
19:00 - 19:14	118
19:15 - 19:29	106
19:30 - 19:44	107
19:45 - 19:59	107
20:00 - 20:14	102
20:15 - 20:29	83
20:30 - 20:44	80
20:45 - 20:59	85
21:00 - 21:14	69
21:15 - 21:29	82
21:30 - 21:44	78
21:45 - 21:59	63
22:00 - 22:14	63
22:15 - 22:29	78
22:30 - 22:44	59
22:45 - 22:59	58
23:00 - 23:14	32
23:15 - 23:29	32
23:30 - 23:44	29
23:45 - 23:59	26
Totals	**8763**
AM Peak Time	**10:54 - 11:53**
AM Peak Volume	**699**
PM Peak Time	**15:19 - 16:18**
PM Peak Volume	**836**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID: Michigan
Location: SB N County Road North of Royal Poinciana Way
Comments: Palm Beach, Florida

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024
Unit ID:
Location: North County Road North of Breakers Way
Comments: Palm Beach, Florida

	Northbound Volume	Southbound Volume	Total Volume
00:00 - 00:14	7	4	**11**
00:15 - 00:29	4	10	**14**
00:30 - 00:44	4	5	**9**
00:45 - 00:59	11	4	**15**
01:00 - 01:14	4	5	**9**
01:15 - 01:29	3	4	**7**
01:30 - 01:44	8	4	**12**
01:45 - 01:59	1	2	**3**
02:00 - 02:14	0	1	**1**
02:15 - 02:29	3	3	**6**
02:30 - 02:44	0	1	**1**
02:45 - 02:59	1	1	**2**
03:00 - 03:14	4	0	**4**
03:15 - 03:29	2	1	**3**
03:30 - 03:44	3	0	**3**
03:45 - 03:59	4	4	**8**
04:00 - 04:14	3	3	**6**
04:15 - 04:29	7	1	**8**
04:30 - 04:44	14	4	**18**
04:45 - 04:59	14	1	**15**
05:00 - 05:14	8	3	**11**
05:15 - 05:29	7	9	**16**
05:30 - 05:44	14	10	**24**
05:45 - 05:59	20	4	**24**
06:00 - 06:14	27	13	**40**
06:15 - 06:29	42	15	**57**
06:30 - 06:44	47	16	**63**
06:45 - 06:59	61	18	**79**
07:00 - 07:14	83	22	**105**
07:15 - 07:29	120	47	**167**
07:30 - 07:44	131	59	**190**
07:45 - 07:59	157	73	**230**
08:00 - 08:14	190	78	**268**
08:15 - 08:29	215	69	**284**
08:30 - 08:44	170	109	**279**
08:45 - 08:59	144	108	**252**
09:00 - 09:14	174	97	**271**
09:15 - 09:29	129	128	**257**
09:30 - 09:44	156	119	**275**
09:45 - 09:59	178	86	**264**
10:00 - 10:14	154	101	**255**
10:15 - 10:29	150	118	**268**
10:30 - 10:44	130	112	**242**
10:45 - 10:59	165	127	**292**
11:00 - 11:14	144	143	**287**
11:15 - 11:29	139	146	**285**
11:30 - 11:44	185	133	**318**
11:45 - 11:59	198	151	**349**
12:00 - 12:14	182	152	**334**
12:15 - 12:29	156	157	**313**
12:30 - 12:44	156	147	**303**
12:45 - 12:59	172	146	**318**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024
Unit ID:
Location: North County Road North of Breakers Way
Comments: Palm Beach, Florida

	Northbound Volume	Southbound Volume	Total Volume
13:00 - 13:14	200	124	**324**
13:15 - 13:29	156	158	**314**
13:30 - 13:44	160	157	**317**
13:45 - 13:59	165	143	**308**
14:00 - 14:14	149	151	**300**
14:15 - 14:29	181	147	**328**
14:30 - 14:44	162	170	**332**
14:45 - 14:59	174	144	**318**
15:00 - 15:14	143	150	**293**
15:15 - 15:29	170	166	**336**
15:30 - 15:44	150	178	**328**
15:45 - 15:59	157	125	**282**
16:00 - 16:14	151	126	**277**
16:15 - 16:29	170	146	**316**
16:30 - 16:44	147	172	**319**
16:45 - 16:59	111	174	**285**
17:00 - 17:14	169	141	**310**
17:15 - 17:29	136	160	**296**
17:30 - 17:44	133	168	**301**
17:45 - 17:59	116	131	**247**
18:00 - 18:14	121	146	**267**
18:15 - 18:29	122	126	**248**
18:30 - 18:44	108	113	**221**
18:45 - 18:59	124	103	**227**
19:00 - 19:14	102	108	**210**
19:15 - 19:29	90	80	**170**
19:30 - 19:44	99	75	**174**
19:45 - 19:59	85	80	**165**
20:00 - 20:14	83	83	**166**
20:15 - 20:29	74	68	**142**
20:30 - 20:44	54	60	**114**
20:45 - 20:59	65	59	**124**
21:00 - 21:14	70	55	**125**
21:15 - 21:29	52	61	**113**
21:30 - 21:44	62	54	**116**
21:45 - 21:59	58	52	**110**
22:00 - 22:14	49	29	**78**
22:15 - 22:29	42	19	**61**
22:30 - 22:44	30	36	**66**
22:45 - 22:59	34	16	**50**
23:00 - 23:14	23	19	**42**
23:15 - 23:29	23	11	**34**
23:30 - 23:44	12	13	**25**
23:45 - 23:59	15	8	**23**
Totals	**8798**	**7279**	**16077**
AM Peak Time	**07:56 - 08:55**	**10:53 - 11:52**	**11:00 - 11:59**
AM Peak Volume	**742**	**588**	**1239**
PM Peak Time	**12:52 - 13:51**	**16:35 - 17:34**	**14:20 - 15:19**
PM Peak Volume	**707**	**671**	**1298**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024
Unit ID:
Location: North County Road North of Breakers Way
Comments: Palm Beach, Florida

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID:
Location: North County Road North of Breakers Way
Comments: Palm Beach, Florida

	Northbound Volume	Southbound Volume	Total Volume
00:00 - 00:14	8	5	**13**
00:15 - 00:29	5	8	**13**
00:30 - 00:44	6	4	**10**
00:45 - 00:59	6	1	**7**
01:00 - 01:14	4	5	**9**
01:15 - 01:29	7	3	**10**
01:30 - 01:44	5	4	**9**
01:45 - 01:59	1	2	**3**
02:00 - 02:14	2	1	**3**
02:15 - 02:29	2	3	**5**
02:30 - 02:44	5	2	**7**
02:45 - 02:59	2	1	**3**
03:00 - 03:14	2	1	**3**
03:15 - 03:29	1	2	**3**
03:30 - 03:44	2	0	**2**
03:45 - 03:59	7	2	**9**
04:00 - 04:14	6	3	**9**
04:15 - 04:29	6	7	**13**
04:30 - 04:44	13	4	**17**
04:45 - 04:59	13	3	**16**
05:00 - 05:14	11	4	**15**
05:15 - 05:29	8	7	**15**
05:30 - 05:44	10	7	**17**
05:45 - 05:59	21	7	**28**
06:00 - 06:14	32	16	**48**
06:15 - 06:29	42	17	**59**
06:30 - 06:44	50	30	**80**
06:45 - 06:59	83	35	**118**
07:00 - 07:14	73	51	**124**
07:15 - 07:29	96	59	**155**
07:30 - 07:44	127	80	**207**
07:45 - 07:59	145	85	**230**
08:00 - 08:14	157	99	**256**
08:15 - 08:29	186	77	**263**
08:30 - 08:44	190	96	**286**
08:45 - 08:59	186	134	**320**
09:00 - 09:14	180	131	**311**
09:15 - 09:29	193	128	**321**
09:30 - 09:44	157	125	**282**
09:45 - 09:59	167	109	**276**
10:00 - 10:14	160	98	**258**
10:15 - 10:29	152	106	**258**
10:30 - 10:44	142	138	**280**
10:45 - 10:59	138	128	**266**
11:00 - 11:14	160	153	**313**
11:15 - 11:29	185	134	**319**
11:30 - 11:44	162	173	**335**
11:45 - 11:59	182	180	**362**
12:00 - 12:14	159	157	**316**
12:15 - 12:29	177	159	**336**
12:30 - 12:44	201	267	**468**
12:45 - 12:59	219	182	**401**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID:
Location: North County Road North of Breakers Way
Comments: Palm Beach, Florida

	Northbound Volume	Southbound Volume	Total Volume
13:00 - 13:14	226	174	**400**
13:15 - 13:29	199	142	**341**
13:30 - 13:44	166	206	**372**
13:45 - 13:59	193	120	**313**
14:00 - 14:14	180	181	**361**
14:15 - 14:29	202	144	**346**
14:30 - 14:44	175	163	**338**
14:45 - 14:59	181	139	**320**
15:00 - 15:14	164	199	**363**
15:15 - 15:29	148	190	**338**
15:30 - 15:44	128	171	**299**
15:45 - 15:59	155	146	**301**
16:00 - 16:14	147	172	**319**
16:15 - 16:29	147	119	**266**
16:30 - 16:44	112	148	**260**
16:45 - 16:59	124	155	**279**
17:00 - 17:14	168	163	**331**
17:15 - 17:29	158	133	**291**
17:30 - 17:44	165	114	**279**
17:45 - 17:59	182	139	**321**
18:00 - 18:14	138	134	**272**
18:15 - 18:29	115	133	**248**
18:30 - 18:44	111	128	**239**
18:45 - 18:59	115	113	**228**
19:00 - 19:14	105	125	**230**
19:15 - 19:29	99	85	**184**
19:30 - 19:44	87	106	**193**
19:45 - 19:59	103	79	**182**
20:00 - 20:14	87	76	**163**
20:15 - 20:29	72	75	**147**
20:30 - 20:44	81	68	**149**
20:45 - 20:59	78	82	**160**
21:00 - 21:14	62	80	**142**
21:15 - 21:29	60	76	**136**
21:30 - 21:44	65	58	**123**
21:45 - 21:59	45	37	**82**
22:00 - 22:14	62	40	**102**
22:15 - 22:29	42	38	**80**
22:30 - 22:44	53	37	**90**
22:45 - 22:59	28	32	**60**
23:00 - 23:14	30	27	**57**
23:15 - 23:29	14	16	**30**
23:30 - 23:44	19	19	**38**
23:45 - 23:59	24	18	**42**
Totals	**9269**	**8033**	**17302**
AM Peak Time	**08:32 - 09:31**	**11:00 - 11:59**	**11:00 - 11:59**
AM Peak Volume	**761**	**640**	**1329**
PM Peak Time	**12:31 - 13:30**	**12:21 - 13:20**	**12:26 - 13:25**
PM Peak Volume	**851**	**803**	**1646**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID:
Location: North County Road North of Breakers Way
Comments: Palm Beach, Florida

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID:
Location: North County Road North of Breakers Way
Comments: Palm Beach, Florida

	Northbound Volume	Southbound Volume	Total Volume
00:00 - 00:14	12	15	**27**
00:15 - 00:29	13	7	**20**
00:30 - 00:44	8	11	**19**
00:45 - 00:59	6	6	**12**
01:00 - 01:14	2	3	**5**
01:15 - 01:29	7	5	**12**
01:30 - 01:44	6	6	**12**
01:45 - 01:59	3	3	**6**
02:00 - 02:14	5	2	**7**
02:15 - 02:29	2	0	**2**
02:30 - 02:44	3	0	**3**
02:45 - 02:59	2	1	**3**
03:00 - 03:14	4	1	**5**
03:15 - 03:29	4	1	**5**
03:30 - 03:44	0	2	**2**
03:45 - 03:59	7	3	**10**
04:00 - 04:14	6	5	**11**
04:15 - 04:29	6	0	**6**
04:30 - 04:44	8	2	**10**
04:45 - 04:59	13	4	**17**
05:00 - 05:14	9	8	**17**
05:15 - 05:29	5	8	**13**
05:30 - 05:44	13	7	**20**
05:45 - 05:59	19	10	**29**
06:00 - 06:14	35	9	**44**
06:15 - 06:29	39	16	**55**
06:30 - 06:44	42	25	**67**
06:45 - 06:59	62	17	**79**
07:00 - 07:14	86	38	**124**
07:15 - 07:29	90	46	**136**
07:30 - 07:44	129	52	**181**
07:45 - 07:59	132	76	**208**
08:00 - 08:14	180	78	**258**
08:15 - 08:29	150	82	**232**
08:30 - 08:44	156	86	**242**
08:45 - 08:59	189	107	**296**
09:00 - 09:14	185	110	**295**
09:15 - 09:29	182	82	**264**
09:30 - 09:44	161	122	**283**
09:45 - 09:59	148	118	**266**
10:00 - 10:14	145	133	**278**
10:15 - 10:29	149	96	**245**
10:30 - 10:44	140	120	**260**
10:45 - 10:59	186	126	**312**
11:00 - 11:14	163	153	**316**
11:15 - 11:29	187	138	**325**
11:30 - 11:44	173	159	**332**
11:45 - 11:59	180	166	**346**
12:00 - 12:14	178	141	**319**
12:15 - 12:29	174	126	**300**
12:30 - 12:44	156	155	**311**
12:45 - 12:59	190	135	**325**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID:
Location: North County Road North of Breakers Way
Comments: Palm Beach, Florida

	Northbound Volume	Southbound Volume	Total Volume
13:00 - 13:14	167	139	**306**
13:15 - 13:29	148	154	**302**
13:30 - 13:44	145	141	**286**
13:45 - 13:59	157	160	**317**
14:00 - 14:14	174	169	**343**
14:15 - 14:29	199	146	**345**
14:30 - 14:44	143	172	**315**
14:45 - 14:59	188	150	**338**
15:00 - 15:14	134	183	**317**
15:15 - 15:29	185	154	**339**
15:30 - 15:44	154	174	**328**
15:45 - 15:59	152	136	**288**
16:00 - 16:14	126	185	**311**
16:15 - 16:29	182	140	**322**
16:30 - 16:44	146	166	**312**
16:45 - 16:59	145	122	**267**
17:00 - 17:14	155	201	**356**
17:15 - 17:29	160	171	**331**
17:30 - 17:44	120	154	**274**
17:45 - 17:59	115	174	**289**
18:00 - 18:14	130	137	**267**
18:15 - 18:29	136	158	**294**
18:30 - 18:44	106	120	**226**
18:45 - 18:59	134	126	**260**
19:00 - 19:14	106	107	**213**
19:15 - 19:29	133	119	**252**
19:30 - 19:44	94	88	**182**
19:45 - 19:59	72	89	**161**
20:00 - 20:14	75	83	**158**
20:15 - 20:29	87	77	**164**
20:30 - 20:44	79	64	**143**
20:45 - 20:59	75	73	**148**
21:00 - 21:14	74	65	**139**
21:15 - 21:29	59	70	**129**
21:30 - 21:44	69	67	**136**
21:45 - 21:59	71	58	**129**
22:00 - 22:14	60	56	**116**
22:15 - 22:29	66	49	**115**
22:30 - 22:44	60	40	**100**
22:45 - 22:59	42	48	**90**
23:00 - 23:14	37	35	**72**
23:15 - 23:29	30	25	**55**
23:30 - 23:44	35	35	**70**
23:45 - 23:59	19	20	**39**
Totals	**9094**	**7822**	**16916**
AM Peak Time	**08:37 - 09:36**	**10:59 - 11:58**	**11:00 - 11:59**
AM Peak Volume	**747**	**619**	**1319**
PM Peak Time	**12:08 - 13:07**	**16:59 - 17:58**	**14:00 - 14:59**
PM Peak Volume	**715**	**700**	**1341**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID:
Location: North County Road North of Breakers Way
Comments: Palm Beach, Florida

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024
Unit ID:
Location: Royal Palm Way East of Hibiscus Avenue
Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
00:00 - 00:14	8	11	**19**
00:15 - 00:29	8	10	**18**
00:30 - 00:44	3	11	**14**
00:45 - 00:59	8	4	**12**
01:00 - 01:14	5	9	**14**
01:15 - 01:29	5	4	**9**
01:30 - 01:44	4	4	**8**
01:45 - 01:59	5	3	**8**
02:00 - 02:14	1	4	**5**
02:15 - 02:29	2	1	**3**
02:30 - 02:44	4	2	**6**
02:45 - 02:59	3	2	**5**
03:00 - 03:14	3	2	**5**
03:15 - 03:29	0	0	**0**
03:30 - 03:44	9	2	**11**
03:45 - 03:59	9	2	**11**
04:00 - 04:14	3	1	**4**
04:15 - 04:29	11	2	**13**
04:30 - 04:44	19	4	**23**
04:45 - 04:59	17	3	**20**
05:00 - 05:14	19	3	**22**
05:15 - 05:29	20	3	**23**
05:30 - 05:44	33	10	**43**
05:45 - 05:59	36	9	**45**
06:00 - 06:14	38	24	**62**
06:15 - 06:29	56	12	**68**
06:30 - 06:44	79	14	**93**
06:45 - 06:59	91	22	**113**
07:00 - 07:14	119	24	**143**
07:15 - 07:29	146	44	**190**
07:30 - 07:44	202	60	**262**
07:45 - 07:59	164	67	**231**
08:00 - 08:14	240	80	**320**
08:15 - 08:29	205	72	**277**
08:30 - 08:44	183	74	**257**
08:45 - 08:59	155	70	**225**
09:00 - 09:14	248	86	**334**
09:15 - 09:29	120	94	**214**
09:30 - 09:44	230	73	**303**
09:45 - 09:59	188	106	**294**
10:00 - 10:14	184	87	**271**
10:15 - 10:29	163	98	**261**
10:30 - 10:44	162	94	**256**
10:45 - 10:59	191	91	**282**
11:00 - 11:14	93	129	**222**
11:15 - 11:29	187	98	**285**
11:30 - 11:44	194	116	**310**
11:45 - 11:59	204	161	**365**
12:00 - 12:14	205	131	**336**
12:15 - 12:29	177	154	**331**
12:30 - 12:44	175	137	**312**
12:45 - 12:59	217	161	**378**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024
Unit ID:
Location: Royal Palm Way East of Hibiscus Avenue
Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
13:00 - 13:14	191	133	**324**
13:15 - 13:29	199	141	**340**
13:30 - 13:44	172	143	**315**
13:45 - 13:59	213	171	**384**
14:00 - 14:14	169	156	**325**
14:15 - 14:29	158	152	**310**
14:30 - 14:44	191	170	**361**
14:45 - 14:59	175	177	**352**
15:00 - 15:14	196	188	**384**
15:15 - 15:29	176	223	**399**
15:30 - 15:44	186	167	**353**
15:45 - 15:59	184	223	**407**
16:00 - 16:14	168	162	**330**
16:15 - 16:29	190	199	**389**
16:30 - 16:44	146	187	**333**
16:45 - 16:59	126	155	**281**
17:00 - 17:14	164	173	**337**
17:15 - 17:29	148	189	**337**
17:30 - 17:44	142	126	**268**
17:45 - 17:59	139	100	**239**
18:00 - 18:14	132	140	**272**
18:15 - 18:29	125	152	**277**
18:30 - 18:44	132	102	**234**
18:45 - 18:59	119	93	**212**
19:00 - 19:14	115	123	**238**
19:15 - 19:29	106	99	**205**
19:30 - 19:44	89	119	**208**
19:45 - 19:59	63	115	**178**
20:00 - 20:14	69	82	**151**
20:15 - 20:29	55	91	**146**
20:30 - 20:44	51	50	**101**
20:45 - 20:59	69	61	**130**
21:00 - 21:14	64	57	**121**
21:15 - 21:29	50	59	**109**
21:30 - 21:44	51	67	**118**
21:45 - 21:59	54	72	**126**
22:00 - 22:14	45	57	**102**
22:15 - 22:29	42	51	**93**
22:30 - 22:44	38	32	**70**
22:45 - 22:59	39	33	**72**
23:00 - 23:14	28	38	**66**
23:15 - 23:29	20	25	**45**
23:30 - 23:44	22	28	**50**
23:45 - 23:59	16	22	**38**
Totals	**9878**	**7588**	**17466**
AM Peak Time	**07:29 - 08:28**	**11:00 - 11:59**	**11:00 - 11:59**
AM Peak Volume	**817**	**504**	**1182**
PM Peak Time	**12:26 - 13:25**	**15:17 - 16:16**	**14:52 - 15:51**
PM Peak Volume	**801**	**806**	**1553**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024
Unit ID:
Location: Royal Palm Way East of Hibiscus Avenue
Comments: Palm Beach, Florida

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID:
Location: Royal Palm Way East of Hibiscus Avenue
Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
00:00 - 00:14	12	19	**31**
00:15 - 00:29	7	17	**24**
00:30 - 00:44	7	10	**17**
00:45 - 00:59	7	4	**11**
01:00 - 01:14	2	7	**9**
01:15 - 01:29	8	2	**10**
01:30 - 01:44	3	5	**8**
01:45 - 01:59	4	4	**8**
02:00 - 02:14	3	1	**4**
02:15 - 02:29	0	2	**2**
02:30 - 02:44	2	1	**3**
02:45 - 02:59	3	2	**5**
03:00 - 03:14	2	0	**2**
03:15 - 03:29	1	0	**1**
03:30 - 03:44	4	1	**5**
03:45 - 03:59	12	1	**13**
04:00 - 04:14	7	1	**8**
04:15 - 04:29	13	4	**17**
04:30 - 04:44	21	4	**25**
04:45 - 04:59	25	4	**29**
05:00 - 05:14	20	2	**22**
05:15 - 05:29	13	4	**17**
05:30 - 05:44	29	8	**37**
05:45 - 05:59	54	10	**64**
06:00 - 06:14	49	35	**84**
06:15 - 06:29	61	10	**71**
06:30 - 06:44	79	16	**95**
06:45 - 06:59	150	18	**168**
07:00 - 07:14	119	22	**141**
07:15 - 07:29	170	34	**204**
07:30 - 07:44	184	51	**235**
07:45 - 07:59	151	53	**204**
08:00 - 08:14	177	66	**243**
08:15 - 08:29	188	81	**269**
08:30 - 08:44	199	77	**276**
08:45 - 08:59	186	110	**296**
09:00 - 09:14	171	156	**327**
09:15 - 09:29	183	133	**316**
09:30 - 09:44	195	106	**301**
09:45 - 09:59	123	86	**209**
10:00 - 10:14	175	97	**272**
10:15 - 10:29	191	107	**298**
10:30 - 10:44	169	112	**281**
10:45 - 10:59	164	116	**280**
11:00 - 11:14	179	142	**321**
11:15 - 11:29	208	143	**351**
11:30 - 11:44	161	148	**309**
11:45 - 11:59	163	160	**323**
12:00 - 12:14	216	167	**383**
12:15 - 12:29	180	157	**337**
12:30 - 12:44	178	200	**378**
12:45 - 12:59	184	202	**386**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID:
Location: Royal Palm Way East of Hibiscus Avenue
Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
13:00 - 13:14	174	136	**310**
13:15 - 13:29	200	151	**351**
13:30 - 13:44	139	172	**311**
13:45 - 13:59	203	147	**350**
14:00 - 14:14	180	141	**321**
14:15 - 14:29	180	158	**338**
14:30 - 14:44	172	161	**333**
14:45 - 14:59	216	171	**387**
15:00 - 15:14	191	182	**373**
15:15 - 15:29	167	198	**365**
15:30 - 15:44	146	149	**295**
15:45 - 15:59	213	203	**416**
16:00 - 16:14	178	223	**401**
16:15 - 16:29	144	178	**322**
16:30 - 16:44	144	155	**299**
16:45 - 16:59	158	172	**330**
17:00 - 17:14	151	170	**321**
17:15 - 17:29	184	143	**327**
17:30 - 17:44	180	133	**313**
17:45 - 17:59	141	110	**251**
18:00 - 18:14	130	130	**260**
18:15 - 18:29	160	134	**294**
18:30 - 18:44	116	123	**239**
18:45 - 18:59	158	134	**292**
19:00 - 19:14	112	118	**230**
19:15 - 19:29	121	99	**220**
19:30 - 19:44	87	124	**211**
19:45 - 19:59	88	87	**175**
20:00 - 20:14	67	84	**151**
20:15 - 20:29	67	77	**144**
20:30 - 20:44	83	71	**154**
20:45 - 20:59	65	77	**142**
21:00 - 21:14	63	80	**143**
21:15 - 21:29	59	71	**130**
21:30 - 21:44	76	80	**156**
21:45 - 21:59	64	51	**115**
22:00 - 22:14	41	65	**106**
22:15 - 22:29	44	45	**89**
22:30 - 22:44	44	76	**120**
22:45 - 22:59	25	49	**74**
23:00 - 23:14	20	46	**66**
23:15 - 23:29	17	35	**52**
23:30 - 23:44	14	29	**43**
23:45 - 23:59	17	31	**48**
Totals	**10011**	**8087**	**18098**
AM Peak Time	**07:53 - 08:52**	**10:57 - 11:56**	**10:57 - 11:56**
AM Peak Volume	**769**	**597**	**1320**
PM Peak Time	**14:08 - 15:07**	**15:20 - 16:19**	**12:02 - 13:01**
PM Peak Volume	**789**	**788**	**1499**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID:
Location: Royal Palm Way East of Hibiscus Avenue
Comments: Palm Beach, Florida

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID:
Location: Royal Palm Way East of Hibiscus Avenue
Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
00:00 - 00:14	12	24	**36**
00:15 - 00:29	10	13	**23**
00:30 - 00:44	5	17	**22**
00:45 - 00:59	11	7	**18**
01:00 - 01:14	6	9	**15**
01:15 - 01:29	5	9	**14**
01:30 - 01:44	4	8	**12**
01:45 - 01:59	2	4	**6**
02:00 - 02:14	3	3	**6**
02:15 - 02:29	2	0	**2**
02:30 - 02:44	3	2	**5**
02:45 - 02:59	3	1	**4**
03:00 - 03:14	4	3	**7**
03:15 - 03:29	3	1	**4**
03:30 - 03:44	2	3	**5**
03:45 - 03:59	8	0	**8**
04:00 - 04:14	10	3	**13**
04:15 - 04:29	10	1	**11**
04:30 - 04:44	11	4	**15**
04:45 - 04:59	27	5	**32**
05:00 - 05:14	16	6	**22**
05:15 - 05:29	16	5	**21**
05:30 - 05:44	21	8	**29**
05:45 - 05:59	41	11	**52**
06:00 - 06:14	42	23	**65**
06:15 - 06:29	60	9	**69**
06:30 - 06:44	65	13	**78**
06:45 - 06:59	110	13	**123**
07:00 - 07:14	113	27	**140**
07:15 - 07:29	145	36	**181**
07:30 - 07:44	184	70	**254**
07:45 - 07:59	177	69	**246**
08:00 - 08:14	225	74	**299**
08:15 - 08:29	172	69	**241**
08:30 - 08:44	206	67	**273**
08:45 - 08:59	139	78	**217**
09:00 - 09:14	216	90	**306**
09:15 - 09:29	246	89	**335**
09:30 - 09:44	185	104	**289**
09:45 - 09:59	178	103	**281**
10:00 - 10:14	170	116	**286**
10:15 - 10:29	184	92	**276**
10:30 - 10:44	101	107	**208**
10:45 - 10:59	227	107	**334**
11:00 - 11:14	153	106	**259**
11:15 - 11:29	216	122	**338**
11:30 - 11:44	225	150	**375**
11:45 - 11:59	235	149	**384**
12:00 - 12:14	131	143	**274**
12:15 - 12:29	235	167	**402**
12:30 - 12:44	113	140	**253**
12:45 - 12:59	236	139	**375**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID:
Location: Royal Palm Way East of Hibiscus Avenue
Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
13:00 - 13:14	178	126	**304**
13:15 - 13:29	181	140	**321**
13:30 - 13:44	160	143	**303**
13:45 - 13:59	239	153	**392**
14:00 - 14:14	202	176	**378**
14:15 - 14:29	203	158	**361**
14:30 - 14:44	163	172	**335**
14:45 - 14:59	215	183	**398**
15:00 - 15:14	130	179	**309**
15:15 - 15:29	229	191	**420**
15:30 - 15:44	151	143	**294**
15:45 - 15:59	186	237	**423**
16:00 - 16:14	151	157	**308**
16:15 - 16:29	191	209	**400**
16:30 - 16:44	131	190	**321**
16:45 - 16:59	194	160	**354**
17:00 - 17:14	170	194	**364**
17:15 - 17:29	164	166	**330**
17:30 - 17:44	158	139	**297**
17:45 - 17:59	149	135	**284**
18:00 - 18:14	143	138	**281**
18:15 - 18:29	164	120	**284**
18:30 - 18:44	160	123	**283**
18:45 - 18:59	134	123	**257**
19:00 - 19:14	136	120	**256**
19:15 - 19:29	132	137	**269**
19:30 - 19:44	96	116	**212**
19:45 - 19:59	87	113	**200**
20:00 - 20:14	99	102	**201**
20:15 - 20:29	76	100	**176**
20:30 - 20:44	79	71	**150**
20:45 - 20:59	83	93	**176**
21:00 - 21:14	61	82	**143**
21:15 - 21:29	78	90	**168**
21:30 - 21:44	61	106	**167**
21:45 - 21:59	58	89	**147**
22:00 - 22:14	58	61	**119**
22:15 - 22:29	56	86	**142**
22:30 - 22:44	42	84	**126**
22:45 - 22:59	41	75	**116**
23:00 - 23:14	38	57	**95**
23:15 - 23:29	32	41	**73**
23:30 - 23:44	31	39	**70**
23:45 - 23:59	15	42	**57**
Totals	**10429**	**8178**	**18607**
AM Peak Time	**08:53 - 09:52**	**11:00 - 11:59**	**11:00 - 11:59**
AM Peak Volume	**842**	**527**	**1356**
PM Peak Time	**13:42 - 14:41**	**15:42 - 16:41**	**15:41 - 16:40**
PM Peak Volume	**824**	**808**	**1526**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID:
Location: Royal Palm Way East of Hibiscus Avenue
Comments: Palm Beach, Florida

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024
Unit ID:
Location: Royal Palm Way West of Hibiscus Avenue
Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
00:00 - 00:14	10	19	**29**
00:15 - 00:29	9	16	**25**
00:30 - 00:44	3	12	**15**
00:45 - 00:59	8	6	**14**
01:00 - 01:14	5	11	**16**
01:15 - 01:29	5	5	**10**
01:30 - 01:44	4	4	**8**
01:45 - 01:59	5	4	**9**
02:00 - 02:14	1	5	**6**
02:15 - 02:29	2	2	**4**
02:30 - 02:44	5	2	**7**
02:45 - 02:59	3	2	**5**
03:00 - 03:14	2	2	**4**
03:15 - 03:29	0	0	**0**
03:30 - 03:44	8	2	**10**
03:45 - 03:59	9	2	**11**
04:00 - 04:14	3	1	**4**
04:15 - 04:29	12	3	**15**
04:30 - 04:44	19	4	**23**
04:45 - 04:59	17	4	**21**
05:00 - 05:14	21	4	**25**
05:15 - 05:29	23	6	**29**
05:30 - 05:44	37	11	**48**
05:45 - 05:59	38	14	**52**
06:00 - 06:14	40	24	**64**
06:15 - 06:29	61	14	**75**
06:30 - 06:44	87	15	**102**
06:45 - 06:59	102	22	**124**
07:00 - 07:14	127	29	**156**
07:15 - 07:29	153	42	**195**
07:30 - 07:44	222	63	**285**
07:45 - 07:59	191	69	**260**
08:00 - 08:14	278	79	**357**
08:15 - 08:29	226	72	**298**
08:30 - 08:44	213	73	**286**
08:45 - 08:59	190	74	**264**
09:00 - 09:14	296	89	**385**
09:15 - 09:29	133	98	**231**
09:30 - 09:44	260	81	**341**
09:45 - 09:59	223	114	**337**
10:00 - 10:14	190	91	**281**
10:15 - 10:29	168	113	**281**
10:30 - 10:44	167	108	**275**
10:45 - 10:59	199	100	**299**
11:00 - 11:14	99	127	**226**
11:15 - 11:29	200	104	**304**
11:30 - 11:44	194	128	**322**
11:45 - 11:59	220	185	**405**
12:00 - 12:14	223	148	**371**
12:15 - 12:29	190	174	**364**
12:30 - 12:44	191	146	**337**
12:45 - 12:59	222	179	**401**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024
Unit ID:
Location: Royal Palm Way West of Hibiscus Avenue
Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
13:00 - 13:14	205	155	**360**
13:15 - 13:29	223	147	**370**
13:30 - 13:44	177	154	**331**
13:45 - 13:59	241	192	**433**
14:00 - 14:14	173	167	**340**
14:15 - 14:29	165	175	**340**
14:30 - 14:44	207	205	**412**
14:45 - 14:59	201	197	**398**
15:00 - 15:14	202	213	**415**
15:15 - 15:29	201	219	**420**
15:30 - 15:44	197	187	**384**
15:45 - 15:59	193	232	**425**
16:00 - 16:14	168	168	**336**
16:15 - 16:29	207	232	**439**
16:30 - 16:44	159	232	**391**
16:45 - 16:59	146	185	**331**
17:00 - 17:14	168	212	**380**
17:15 - 17:29	157	207	**364**
17:30 - 17:44	147	150	**297**
17:45 - 17:59	143	130	**273**
18:00 - 18:14	144	169	**313**
18:15 - 18:29	126	200	**326**
18:30 - 18:44	138	127	**265**
18:45 - 18:59	135	111	**246**
19:00 - 19:14	120	129	**249**
19:15 - 19:29	112	107	**219**
19:30 - 19:44	86	142	**228**
19:45 - 19:59	62	132	**194**
20:00 - 20:14	70	99	**169**
20:15 - 20:29	57	109	**166**
20:30 - 20:44	57	67	**124**
20:45 - 20:59	71	89	**160**
21:00 - 21:14	65	75	**140**
21:15 - 21:29	53	81	**134**
21:30 - 21:44	53	84	**137**
21:45 - 21:59	57	90	**147**
22:00 - 22:14	44	74	**118**
22:15 - 22:29	45	70	**115**
22:30 - 22:44	38	56	**94**
22:45 - 22:59	39	58	**97**
23:00 - 23:14	32	51	**83**
23:15 - 23:29	22	43	**65**
23:30 - 23:44	25	42	**67**
23:45 - 23:59	15	26	**41**
Totals	**10660**	**8692**	**19352**
AM Peak Time	**08:16 - 09:15**	**11:00 - 11:59**	**08:52 - 09:51**
AM Peak Volume	**937**	**544**	**1298**
PM Peak Time	**12:26 - 13:25**	**15:41 - 16:40**	**14:32 - 15:31**
PM Peak Volume	**865**	**877**	**1668**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024
Unit ID:
Location: Royal Palm Way West of Hibiscus Avenue
Comments: Palm Beach, Florida

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID:
Location: Royal Palm Way West of Hibiscus Avenue
Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
00:00 - 00:14	13	19	**32**
00:15 - 00:29	7	19	**26**
00:30 - 00:44	7	10	**17**
00:45 - 00:59	9	6	**15**
01:00 - 01:14	3	8	**11**
01:15 - 01:29	8	3	**11**
01:30 - 01:44	3	5	**8**
01:45 - 01:59	4	5	**9**
02:00 - 02:14	3	1	**4**
02:15 - 02:29	0	1	**1**
02:30 - 02:44	2	1	**3**
02:45 - 02:59	4	3	**7**
03:00 - 03:14	1	0	**1**
03:15 - 03:29	2	1	**3**
03:30 - 03:44	4	2	**6**
03:45 - 03:59	11	1	**12**
04:00 - 04:14	8	2	**10**
04:15 - 04:29	13	3	**16**
04:30 - 04:44	23	5	**28**
04:45 - 04:59	25	4	**29**
05:00 - 05:14	22	5	**27**
05:15 - 05:29	16	6	**22**
05:30 - 05:44	32	8	**40**
05:45 - 05:59	57	10	**67**
06:00 - 06:14	51	38	**89**
06:15 - 06:29	68	11	**79**
06:30 - 06:44	88	16	**104**
06:45 - 06:59	158	16	**174**
07:00 - 07:14	127	20	**147**
07:15 - 07:29	186	35	**221**
07:30 - 07:44	203	51	**254**
07:45 - 07:59	169	49	**218**
08:00 - 08:14	206	80	**286**
08:15 - 08:29	199	78	**277**
08:30 - 08:44	221	76	**297**
08:45 - 08:59	222	114	**336**
09:00 - 09:14	201	156	**357**
09:15 - 09:29	205	141	**346**
09:30 - 09:44	222	113	**335**
09:45 - 09:59	151	95	**246**
10:00 - 10:14	217	109	**326**
10:15 - 10:29	205	120	**325**
10:30 - 10:44	182	129	**311**
10:45 - 10:59	181	123	**304**
11:00 - 11:14	196	156	**352**
11:15 - 11:29	216	162	**378**
11:30 - 11:44	168	167	**335**
11:45 - 11:59	194	168	**362**
12:00 - 12:14	243	190	**433**
12:15 - 12:29	184	174	**358**
12:30 - 12:44	183	217	**400**
12:45 - 12:59	189	198	**387**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID:
Location: Royal Palm Way West of Hibiscus Avenue
Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
13:00 - 13:14	173	124	**297**
13:15 - 13:29	215	157	**372**
13:30 - 13:44	150	177	**327**
13:45 - 13:59	202	152	**354**
14:00 - 14:14	191	128	**319**
14:15 - 14:29	173	165	**338**
14:30 - 14:44	185	174	**359**
14:45 - 14:59	228	189	**417**
15:00 - 15:14	192	217	**409**
15:15 - 15:29	187	217	**404**
15:30 - 15:44	151	160	**311**
15:45 - 15:59	212	237	**449**
16:00 - 16:14	189	248	**437**
16:15 - 16:29	155	211	**366**
16:30 - 16:44	152	182	**334**
16:45 - 16:59	160	196	**356**
17:00 - 17:14	165	205	**370**
17:15 - 17:29	188	150	**338**
17:30 - 17:44	189	177	**366**
17:45 - 17:59	157	139	**296**
18:00 - 18:14	144	163	**307**
18:15 - 18:29	174	164	**338**
18:30 - 18:44	136	139	**275**
18:45 - 18:59	159	146	**305**
19:00 - 19:14	128	150	**278**
19:15 - 19:29	120	119	**239**
19:30 - 19:44	99	154	**253**
19:45 - 19:59	89	112	**201**
20:00 - 20:14	68	104	**172**
20:15 - 20:29	67	91	**158**
20:30 - 20:44	84	96	**180**
20:45 - 20:59	72	94	**166**
21:00 - 21:14	64	103	**167**
21:15 - 21:29	63	90	**153**
21:30 - 21:44	78	88	**166**
21:45 - 21:59	72	70	**142**
22:00 - 22:14	45	79	**124**
22:15 - 22:29	42	65	**107**
22:30 - 22:44	45	102	**147**
22:45 - 22:59	30	78	**108**
23:00 - 23:14	19	74	**93**
23:15 - 23:29	17	54	**71**
23:30 - 23:44	15	40	**55**
23:45 - 23:59	18	36	**54**
Totals	**10774**	**9146**	**19920**
AM Peak Time	**08:43 - 09:42**	**10:58 - 11:57**	**10:57 - 11:56**
AM Peak Volume	**866**	**658**	**1435**
PM Peak Time	**14:08 - 15:07**	**15:42 - 16:41**	**15:41 - 16:40**
PM Peak Volume	**821**	**899**	**1642**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID:
Location: Royal Palm Way West of Hibiscus Avenue
Comments: Palm Beach, Florida

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID:
Location: Royal Palm Way West of Hibiscus Avenue
Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
00:00 - 00:14	12	28	**40**
00:15 - 00:29	8	18	**26**
00:30 - 00:44	6	23	**29**
00:45 - 00:59	10	9	**19**
01:00 - 01:14	6	9	**15**
01:15 - 01:29	6	10	**16**
01:30 - 01:44	5	9	**14**
01:45 - 01:59	2	6	**8**
02:00 - 02:14	3	3	**6**
02:15 - 02:29	2	0	**2**
02:30 - 02:44	3	2	**5**
02:45 - 02:59	2	1	**3**
03:00 - 03:14	4	4	**8**
03:15 - 03:29	3	1	**4**
03:30 - 03:44	2	4	**6**
03:45 - 03:59	9	0	**9**
04:00 - 04:14	12	3	**15**
04:15 - 04:29	9	1	**10**
04:30 - 04:44	13	5	**18**
04:45 - 04:59	26	7	**33**
05:00 - 05:14	17	8	**25**
05:15 - 05:29	17	7	**24**
05:30 - 05:44	21	9	**30**
05:45 - 05:59	46	10	**56**
06:00 - 06:14	41	25	**66**
06:15 - 06:29	67	11	**78**
06:30 - 06:44	69	11	**80**
06:45 - 06:59	123	16	**139**
07:00 - 07:14	130	26	**156**
07:15 - 07:29	165	36	**201**
07:30 - 07:44	197	67	**264**
07:45 - 07:59	192	73	**265**
08:00 - 08:14	238	80	**318**
08:15 - 08:29	202	71	**273**
08:30 - 08:44	227	74	**301**
08:45 - 08:59	168	78	**246**
09:00 - 09:14	269	97	**366**
09:15 - 09:29	284	96	**380**
09:30 - 09:44	208	110	**318**
09:45 - 09:59	201	121	**322**
10:00 - 10:14	196	124	**320**
10:15 - 10:29	210	106	**316**
10:30 - 10:44	115	128	**243**
10:45 - 10:59	247	130	**377**
11:00 - 11:14	165	113	**278**
11:15 - 11:29	227	136	**363**
11:30 - 11:44	247	157	**404**
11:45 - 11:59	254	172	**426**
12:00 - 12:14	151	143	**294**
12:15 - 12:29	261	180	**441**
12:30 - 12:44	116	152	**268**
12:45 - 12:59	262	161	**423**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID:
Location: Royal Palm Way West of Hibiscus Avenue
Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
13:00 - 13:14	200	144	**344**
13:15 - 13:29	189	148	**337**
13:30 - 13:44	180	153	**333**
13:45 - 13:59	251	176	**427**
14:00 - 14:14	218	193	**411**
14:15 - 14:29	210	174	**384**
14:30 - 14:44	176	191	**367**
14:45 - 14:59	221	222	**443**
15:00 - 15:14	135	177	**312**
15:15 - 15:29	240	224	**464**
15:30 - 15:44	163	146	**309**
15:45 - 15:59	186	237	**423**
16:00 - 16:14	157	171	**328**
16:15 - 16:29	216	233	**449**
16:30 - 16:44	142	196	**338**
16:45 - 16:59	208	181	**389**
17:00 - 17:14	178	245	**423**
17:15 - 17:29	169	174	**343**
17:30 - 17:44	172	196	**368**
17:45 - 17:59	168	158	**326**
18:00 - 18:14	160	174	**334**
18:15 - 18:29	179	162	**341**
18:30 - 18:44	180	164	**344**
18:45 - 18:59	146	134	**280**
19:00 - 19:14	149	135	**284**
19:15 - 19:29	135	156	**291**
19:30 - 19:44	99	136	**235**
19:45 - 19:59	90	132	**222**
20:00 - 20:14	104	128	**232**
20:15 - 20:29	82	121	**203**
20:30 - 20:44	76	95	**171**
20:45 - 20:59	85	115	**200**
21:00 - 21:14	60	110	**170**
21:15 - 21:29	77	105	**182**
21:30 - 21:44	68	122	**190**
21:45 - 21:59	55	107	**162**
22:00 - 22:14	56	80	**136**
22:15 - 22:29	56	107	**163**
22:30 - 22:44	41	105	**146**
22:45 - 22:59	42	96	**138**
23:00 - 23:14	39	75	**114**
23:15 - 23:29	35	67	**102**
23:30 - 23:44	32	55	**87**
23:45 - 23:59	16	49	**65**
Totals	**11317**	**9340**	**20657**
AM Peak Time	**08:52 - 09:51**	**10:56 - 11:55**	**11:00 - 11:59**
AM Peak Volume	**993**	**580**	**1471**
PM Peak Time	**13:41 - 14:40**	**16:11 - 17:10**	**16:10 - 17:09**
PM Peak Volume	**887**	**881**	**1651**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID:
Location: Royal Palm Way West of Hibiscus Avenue
Comments: Palm Beach, Florida

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024
Unit ID:
Location: Royal Poinciana Way West of Cocoanut Row
Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
00:00 - 00:14	10	26	**36**
00:15 - 00:29	5	17	**22**
00:30 - 00:44	6	14	**20**
00:45 - 00:59	2	9	**11**
01:00 - 01:14	4	8	**12**
01:15 - 01:29	4	6	**10**
01:30 - 01:44	4	6	**10**
01:45 - 01:59	0	3	**3**
02:00 - 02:14	2	4	**6**
02:15 - 02:29	2	2	**4**
02:30 - 02:44	2	5	**7**
02:45 - 02:59	1	1	**2**
03:00 - 03:14	2	2	**4**
03:15 - 03:29	1	4	**5**
03:30 - 03:44	3	0	**3**
03:45 - 03:59	4	3	**7**
04:00 - 04:14	2	1	**3**
04:15 - 04:29	4	1	**5**
04:30 - 04:44	12	5	**17**
04:45 - 04:59	16	7	**23**
05:00 - 05:14	15	9	**24**
05:15 - 05:29	30	10	**40**
05:30 - 05:44	24	12	**36**
05:45 - 05:59	27	12	**39**
06:00 - 06:14	34	21	**55**
06:15 - 06:29	50	21	**71**
06:30 - 06:44	64	33	**97**
06:45 - 06:59	98	50	**148**
07:00 - 07:14	101	63	**164**
07:15 - 07:29	133	71	**204**
07:30 - 07:44	200	113	**313**
07:45 - 07:59	274	104	**378**
08:00 - 08:14	288	137	**425**
08:15 - 08:29	146	106	**252**
08:30 - 08:44	362	103	**465**
08:45 - 08:59	340	130	**470**
09:00 - 09:14	243	152	**395**
09:15 - 09:29	254	138	**392**
09:30 - 09:44	313	173	**486**
09:45 - 09:59	200	158	**358**
10:00 - 10:14	230	195	**425**
10:15 - 10:29	170	172	**342**
10:30 - 10:44	219	173	**392**
10:45 - 10:59	167	164	**331**
11:00 - 11:14	190	184	**374**
11:15 - 11:29	146	192	**338**
11:30 - 11:44	213	204	**417**
11:45 - 11:59	208	193	**401**
12:00 - 12:14	180	255	**435**
12:15 - 12:29	166	190	**356**
12:30 - 12:44	181	266	**447**
12:45 - 12:59	181	195	**376**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024
Unit ID:
Location: Royal Poinciana Way West of Cocoanut Row
Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
13:00 - 13:14	181	238	**419**
13:15 - 13:29	160	193	**353**
13:30 - 13:44	192	240	**432**
13:45 - 13:59	182	271	**453**
14:00 - 14:14	173	287	**460**
14:15 - 14:29	151	256	**407**
14:30 - 14:44	188	299	**487**
14:45 - 14:59	194	298	**492**
15:00 - 15:14	165	323	**488**
15:15 - 15:29	125	209	**334**
15:30 - 15:44	201	401	**602**
15:45 - 15:59	169	301	**470**
16:00 - 16:14	81	222	**303**
16:15 - 16:29	237	402	**639**
16:30 - 16:44	150	387	**537**
16:45 - 16:59	160	354	**514**
17:00 - 17:14	173	311	**484**
17:15 - 17:29	163	253	**416**
17:30 - 17:44	162	273	**435**
17:45 - 17:59	165	184	**349**
18:00 - 18:14	168	251	**419**
18:15 - 18:29	135	169	**304**
18:30 - 18:44	124	180	**304**
18:45 - 18:59	87	150	**237**
19:00 - 19:14	102	171	**273**
19:15 - 19:29	77	145	**222**
19:30 - 19:44	82	156	**238**
19:45 - 19:59	77	126	**203**
20:00 - 20:14	73	146	**219**
20:15 - 20:29	56	136	**192**
20:30 - 20:44	62	103	**165**
20:45 - 20:59	39	93	**132**
21:00 - 21:14	38	102	**140**
21:15 - 21:29	52	94	**146**
21:30 - 21:44	51	119	**170**
21:45 - 21:59	38	92	**130**
22:00 - 22:14	33	95	**128**
22:15 - 22:29	25	86	**111**
22:30 - 22:44	29	80	**109**
22:45 - 22:59	26	82	**108**
23:00 - 23:14	25	72	**97**
23:15 - 23:29	21	49	**70**
23:30 - 23:44	13	56	**69**
23:45 - 23:59	5	25	**30**
Totals	**10343**	**12603**	**22946**
AM Peak Time	**08:26 - 09:25**	**10:53 - 11:52**	**08:38 - 09:37**
AM Peak Volume	**1222**	**775**	**1764**
PM Peak Time	**13:52 - 14:51**	**16:16 - 17:15**	**16:16 - 17:15**
PM Peak Volume	**781**	**1472**	**2205**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024
Unit ID:
Location: Royal Poinciana Way West of Cocoanut Row
Comments: Palm Beach, Florida

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID:
Location: Royal Poinciana Way West of Cocoanut Row
Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
00:00 - 00:14	11	27	**38**
00:15 - 00:29	10	25	**35**
00:30 - 00:44	5	15	**20**
00:45 - 00:59	4	13	**17**
01:00 - 01:14	0	8	**8**
01:15 - 01:29	4	9	**13**
01:30 - 01:44	6	3	**9**
01:45 - 01:59	5	9	**14**
02:00 - 02:14	2	4	**6**
02:15 - 02:29	5	4	**9**
02:30 - 02:44	1	4	**5**
02:45 - 02:59	3	4	**7**
03:00 - 03:14	1	4	**5**
03:15 - 03:29	1	1	**2**
03:30 - 03:44	1	0	**1**
03:45 - 03:59	5	3	**8**
04:00 - 04:14	5	2	**7**
04:15 - 04:29	11	1	**12**
04:30 - 04:44	10	2	**12**
04:45 - 04:59	32	7	**39**
05:00 - 05:14	9	6	**15**
05:15 - 05:29	20	10	**30**
05:30 - 05:44	22	8	**30**
05:45 - 05:59	25	10	**35**
06:00 - 06:14	34	16	**50**
06:15 - 06:29	44	24	**68**
06:30 - 06:44	66	31	**97**
06:45 - 06:59	108	51	**159**
07:00 - 07:14	115	69	**184**
07:15 - 07:29	170	61	**231**
07:30 - 07:44	235	104	**339**
07:45 - 07:59	187	103	**290**
08:00 - 08:14	382	110	**492**
08:15 - 08:29	178	106	**284**
08:30 - 08:44	336	120	**456**
08:45 - 08:59	337	109	**446**
09:00 - 09:14	355	177	**532**
09:15 - 09:29	241	176	**417**
09:30 - 09:44	262	179	**441**
09:45 - 09:59	272	163	**435**
10:00 - 10:14	225	164	**389**
10:15 - 10:29	166	158	**324**
10:30 - 10:44	231	186	**417**
10:45 - 10:59	21	69	**90**
11:00 - 11:14	238	186	**424**
11:15 - 11:29	187	176	**363**
11:30 - 11:44	213	211	**424**
11:45 - 11:59	125	223	**348**
12:00 - 12:14	0	10	**10**
12:15 - 12:29	45	16	**61**
12:30 - 12:44	73	29	**102**
12:45 - 12:59	129	129	**258**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID:
Location: Royal Poinciana Way West of Cocoanut Row
Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
13:00 - 13:14	248	323	**571**
13:15 - 13:29	8	73	**81**
13:30 - 13:44	267	319	**586**
13:45 - 13:59	27	77	**104**
14:00 - 14:14	283	378	**661**
14:15 - 14:29	158	271	**429**
14:30 - 14:44	183	299	**482**
14:45 - 14:59	159	276	**435**
15:00 - 15:14	179	329	**508**
15:15 - 15:29	197	259	**456**
15:30 - 15:44	165	378	**543**
15:45 - 15:59	161	271	**432**
16:00 - 16:14	176	371	**547**
16:15 - 16:29	179	355	**534**
16:30 - 16:44	154	365	**519**
16:45 - 16:59	192	267	**459**
17:00 - 17:14	187	321	**508**
17:15 - 17:29	160	253	**413**
17:30 - 17:44	177	273	**450**
17:45 - 17:59	200	254	**454**
18:00 - 18:14	186	236	**422**
18:15 - 18:29	148	183	**331**
18:30 - 18:44	146	177	**323**
18:45 - 18:59	131	153	**284**
19:00 - 19:14	108	153	**261**
19:15 - 19:29	93	179	**272**
19:30 - 19:44	80	165	**245**
19:45 - 19:59	73	130	**203**
20:00 - 20:14	63	163	**226**
20:15 - 20:29	54	141	**195**
20:30 - 20:44	55	121	**176**
20:45 - 20:59	59	121	**180**
21:00 - 21:14	49	133	**182**
21:15 - 21:29	41	123	**164**
21:30 - 21:44	44	118	**162**
21:45 - 21:59	39	97	**136**
22:00 - 22:14	30	109	**139**
22:15 - 22:29	33	111	**144**
22:30 - 22:44	22	100	**122**
22:45 - 22:59	32	83	**115**
23:00 - 23:14	31	98	**129**
23:15 - 23:29	23	58	**81**
23:30 - 23:44	34	67	**101**
23:45 - 23:59	22	42	**64**
Totals	**10229**	**12108**	**22337**
AM Peak Time	**08:35 - 09:34**	**11:00 - 11:59**	**08:41 - 09:40**
AM Peak Volume	**1288**	**796**	**1911**
PM Peak Time	**13:59 - 14:58**	**15:53 - 16:52**	**15:53 - 16:52**
PM Peak Volume	**784**	**1426**	**2183**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID:
Location: Royal Poinciana Way West of Cocoanut Row
Comments: Palm Beach, Florida

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID:
Location: Royal Poinciana Way West of Cocoanut Row
Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
00:00 - 00:14	20	43	**63**
00:15 - 00:29	12	27	**39**
00:30 - 00:44	6	21	**27**
00:45 - 00:59	5	11	**16**
01:00 - 01:14	1	15	**16**
01:15 - 01:29	8	16	**24**
01:30 - 01:44	2	14	**16**
01:45 - 01:59	3	9	**12**
02:00 - 02:14	3	6	**9**
02:15 - 02:29	0	5	**5**
02:30 - 02:44	2	2	**4**
02:45 - 02:59	2	3	**5**
03:00 - 03:14	0	3	**3**
03:15 - 03:29	3	1	**4**
03:30 - 03:44	5	1	**6**
03:45 - 03:59	3	2	**5**
04:00 - 04:14	7	1	**8**
04:15 - 04:29	4	3	**7**
04:30 - 04:44	9	3	**12**
04:45 - 04:59	17	5	**22**
05:00 - 05:14	19	5	**24**
05:15 - 05:29	18	10	**28**
05:30 - 05:44	27	10	**37**
05:45 - 05:59	37	12	**49**
06:00 - 06:14	22	21	**43**
06:15 - 06:29	53	21	**74**
06:30 - 06:44	78	32	**110**
06:45 - 06:59	92	51	**143**
07:00 - 07:14	102	63	**165**
07:15 - 07:29	137	62	**199**
07:30 - 07:44	187	97	**284**
07:45 - 07:59	294	99	**393**
08:00 - 08:14	286	129	**415**
08:15 - 08:29	202	105	**307**
08:30 - 08:44	306	105	**411**
08:45 - 08:59	353	123	**476**
09:00 - 09:14	294	153	**447**
09:15 - 09:29	169	141	**310**
09:30 - 09:44	312	158	**470**
09:45 - 09:59	135	147	**282**
10:00 - 10:14	249	181	**430**
10:15 - 10:29	186	193	**379**
10:30 - 10:44	219	180	**399**
10:45 - 10:59	176	193	**369**
11:00 - 11:14	236	218	**454**
11:15 - 11:29	167	176	**343**
11:30 - 11:44	208	228	**436**
11:45 - 11:59	189	200	**389**
12:00 - 12:14	208	234	**442**
12:15 - 12:29	55	114	**169**
12:30 - 12:44	267	271	**538**
12:45 - 12:59	157	208	**365**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID:
Location: Royal Poinciana Way West of Cocoanut Row
Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
13:00 - 13:14	199	249	**448**
13:15 - 13:29	169	227	**396**
13:30 - 13:44	197	246	**443**
13:45 - 13:59	164	197	**361**
14:00 - 14:14	162	257	**419**
14:15 - 14:29	151	220	**371**
14:30 - 14:44	196	348	**544**
14:45 - 14:59	141	216	**357**
15:00 - 15:14	190	369	**559**
15:15 - 15:29	168	257	**425**
15:30 - 15:44	200	399	**599**
15:45 - 15:59	163	228	**391**
16:00 - 16:14	172	431	**603**
16:15 - 16:29	154	286	**440**
16:30 - 16:44	157	373	**530**
16:45 - 16:59	104	182	**286**
17:00 - 17:14	211	391	**602**
17:15 - 17:29	152	269	**421**
17:30 - 17:44	194	281	**475**
17:45 - 17:59	194	228	**422**
18:00 - 18:14	174	196	**370**
18:15 - 18:29	160	206	**366**
18:30 - 18:44	170	159	**329**
18:45 - 18:59	152	146	**298**
19:00 - 19:14	111	183	**294**
19:15 - 19:29	81	146	**227**
19:30 - 19:44	90	140	**230**
19:45 - 19:59	92	150	**242**
20:00 - 20:14	74	128	**202**
20:15 - 20:29	88	123	**211**
20:30 - 20:44	49	143	**192**
20:45 - 20:59	75	130	**205**
21:00 - 21:14	70	116	**186**
21:15 - 21:29	63	128	**191**
21:30 - 21:44	48	161	**209**
21:45 - 21:59	48	104	**152**
22:00 - 22:14	44	126	**170**
22:15 - 22:29	51	131	**182**
22:30 - 22:44	48	142	**190**
22:45 - 22:59	42	117	**159**
23:00 - 23:14	49	118	**167**
23:15 - 23:29	33	78	**111**
23:30 - 23:44	21	79	**100**
23:45 - 23:59	16	55	**71**
Totals	**10839**	**12990**	**23829**
AM Peak Time	**08:10 - 09:09**	**10:54 - 11:53**	**10:54 - 11:53**
AM Peak Volume	**1164**	**871**	**1718**
PM Peak Time	**12:28 - 13:27**	**15:25 - 16:24**	**15:25 - 16:24**
PM Peak Volume	**822**	**1356**	**2119**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID:
Location: Royal Poinciana Way West of Cocoanut Row
Comments: Palm Beach, Florida

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024
Unit ID:
Location: South County Road North of Peruvian Avenue
Comments: Palm Beach, Florida

	Northbound Volume	Southbound Volume	Total Volume
00:00 - 00:14	4	7	**11**
00:15 - 00:29	5	7	**12**
00:30 - 00:44	1	3	**4**
00:45 - 00:59	4	6	**10**
01:00 - 01:14	2	4	**6**
01:15 - 01:29	1	1	**2**
01:30 - 01:44	2	1	**3**
01:45 - 01:59	1	3	**4**
02:00 - 02:14	1	1	**2**
02:15 - 02:29	0	1	**1**
02:30 - 02:44	1	1	**2**
02:45 - 02:59	0	2	**2**
03:00 - 03:14	0	1	**1**
03:15 - 03:29	0	0	**0**
03:30 - 03:44	1	1	**2**
03:45 - 03:59	1	3	**4**
04:00 - 04:14	0	0	**0**
04:15 - 04:29	1	0	**1**
04:30 - 04:44	0	6	**6**
04:45 - 04:59	0	1	**1**
05:00 - 05:14	0	2	**2**
05:15 - 05:29	3	6	**9**
05:30 - 05:44	6	8	**14**
05:45 - 05:59	5	5	**10**
06:00 - 06:14	3	5	**8**
06:15 - 06:29	5	16	**21**
06:30 - 06:44	10	17	**27**
06:45 - 06:59	12	17	**29**
07:00 - 07:14	13	20	**33**
07:15 - 07:29	14	26	**40**
07:30 - 07:44	34	28	**62**
07:45 - 07:59	44	55	**99**
08:00 - 08:14	51	66	**117**
08:15 - 08:29	43	52	**95**
08:30 - 08:44	48	65	**113**
08:45 - 08:59	70	74	**144**
09:00 - 09:14	52	96	**148**
09:15 - 09:29	67	60	**127**
09:30 - 09:44	54	77	**131**
09:45 - 09:59	82	89	**171**
10:00 - 10:14	71	74	**145**
10:15 - 10:29	60	90	**150**
10:30 - 10:44	70	90	**160**
10:45 - 10:59	88	99	**187**
11:00 - 11:14	78	107	**185**
11:15 - 11:29	79	115	**194**
11:30 - 11:44	95	96	**191**
11:45 - 11:59	107	112	**219**
12:00 - 12:14	104	128	**232**
12:15 - 12:29	85	110	**195**
12:30 - 12:44	78	123	**201**
12:45 - 12:59	123	134	**257**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024
Unit ID:
Location: South County Road North of Peruvian Avenue
Comments: Palm Beach, Florida

	Northbound Volume	Southbound Volume	Total Volume
13:00 - 13:14	81	120	**201**
13:15 - 13:29	105	119	**224**
13:30 - 13:44	100	109	**209**
13:45 - 13:59	114	122	**236**
14:00 - 14:14	88	121	**209**
14:15 - 14:29	105	113	**218**
14:30 - 14:44	123	97	**220**
14:45 - 14:59	94	101	**195**
15:00 - 15:14	98	110	**208**
15:15 - 15:29	107	118	**225**
15:30 - 15:44	114	107	**221**
15:45 - 15:59	95	111	**206**
16:00 - 16:14	90	114	**204**
16:15 - 16:29	83	108	**191**
16:30 - 16:44	110	114	**224**
16:45 - 16:59	65	97	**162**
17:00 - 17:14	100	107	**207**
17:15 - 17:29	70	99	**169**
17:30 - 17:44	72	153	**225**
17:45 - 17:59	82	103	**185**
18:00 - 18:14	90	119	**209**
18:15 - 18:29	93	104	**197**
18:30 - 18:44	58	100	**158**
18:45 - 18:59	70	101	**171**
19:00 - 19:14	71	98	**169**
19:15 - 19:29	62	76	**138**
19:30 - 19:44	79	72	**151**
19:45 - 19:59	51	44	**95**
20:00 - 20:14	34	54	**88**
20:15 - 20:29	55	63	**118**
20:30 - 20:44	32	67	**99**
20:45 - 20:59	38	46	**84**
21:00 - 21:14	28	68	**96**
21:15 - 21:29	28	44	**72**
21:30 - 21:44	51	56	**107**
21:45 - 21:59	42	51	**93**
22:00 - 22:14	29	37	**66**
22:15 - 22:29	25	28	**53**
22:30 - 22:44	8	35	**43**
22:45 - 22:59	15	19	**34**
23:00 - 23:14	9	29	**38**
23:15 - 23:29	4	9	**13**
23:30 - 23:44	11	13	**24**
23:45 - 23:59	9	9	**18**
Totals	**4567**	**5696**	**10263**
AM Peak Time	**10:57 - 11:56**	**11:00 - 11:59**	**11:00 - 11:59**
AM Peak Volume	**359**	**430**	**789**
PM Peak Time	**13:41 - 14:40**	**12:31 - 13:30**	**13:43 - 14:42**
PM Peak Volume	**437**	**507**	**902**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024
Unit ID:
Location: South County Road North of Peruvian Avenue
Comments: Palm Beach, Florida

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID:
Location: South County Road North of Peruvian Avenue
Comments: Palm Beach, Florida

	Northbound Volume	Southbound Volume	Total Volume
00:00 - 00:14	7	6	**13**
00:15 - 00:29	6	2	**8**
00:30 - 00:44	3	2	**5**
00:45 - 00:59	1	3	**4**
01:00 - 01:14	1	0	**1**
01:15 - 01:29	0	4	**4**
01:30 - 01:44	0	0	**0**
01:45 - 01:59	1	4	**5**
02:00 - 02:14	0	0	**0**
02:15 - 02:29	1	1	**2**
02:30 - 02:44	0	1	**1**
02:45 - 02:59	0	1	**1**
03:00 - 03:14	2	0	**2**
03:15 - 03:29	0	0	**0**
03:30 - 03:44	1	2	**3**
03:45 - 03:59	3	1	**4**
04:00 - 04:14	1	1	**2**
04:15 - 04:29	0	2	**2**
04:30 - 04:44	2	4	**6**
04:45 - 04:59	1	3	**4**
05:00 - 05:14	0	3	**3**
05:15 - 05:29	1	5	**6**
05:30 - 05:44	4	5	**9**
05:45 - 05:59	5	15	**20**
06:00 - 06:14	8	11	**19**
06:15 - 06:29	5	9	**14**
06:30 - 06:44	11	16	**27**
06:45 - 06:59	10	17	**27**
07:00 - 07:14	19	19	**38**
07:15 - 07:29	20	30	**50**
07:30 - 07:44	33	40	**73**
07:45 - 07:59	46	45	**91**
08:00 - 08:14	44	70	**114**
08:15 - 08:29	57	69	**126**
08:30 - 08:44	54	76	**130**
08:45 - 08:59	68	84	**152**
09:00 - 09:14	57	90	**147**
09:15 - 09:29	78	99	**177**
09:30 - 09:44	69	95	**164**
09:45 - 09:59	68	64	**132**
10:00 - 10:14	63	82	**145**
10:15 - 10:29	85	71	**156**
10:30 - 10:44	78	123	**201**
10:45 - 10:59	79	109	**188**
11:00 - 11:14	79	90	**169**
11:15 - 11:29	88	95	**183**
11:30 - 11:44	93	120	**213**
11:45 - 11:59	106	149	**255**
12:00 - 12:14	99	128	**227**
12:15 - 12:29	79	109	**188**
12:30 - 12:44	100	111	**211**
12:45 - 12:59	85	114	**199**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID:
Location: South County Road North of Peruvian Avenue
Comments: Palm Beach, Florida

	Northbound Volume	Southbound Volume	Total Volume
13:00 - 13:14	82	113	**195**
13:15 - 13:29	105	122	**227**
13:30 - 13:44	114	100	**214**
13:45 - 13:59	112	116	**228**
14:00 - 14:14	119	113	**232**
14:15 - 14:29	108	118	**226**
14:30 - 14:44	100	109	**209**
14:45 - 14:59	101	123	**224**
15:00 - 15:14	118	117	**235**
15:15 - 15:29	102	119	**221**
15:30 - 15:44	83	104	**187**
15:45 - 15:59	98	115	**213**
16:00 - 16:14	103	116	**219**
16:15 - 16:29	75	96	**171**
16:30 - 16:44	94	108	**202**
16:45 - 16:59	86	112	**198**
17:00 - 17:14	90	112	**202**
17:15 - 17:29	100	120	**220**
17:30 - 17:44	94	119	**213**
17:45 - 17:59	96	105	**201**
18:00 - 18:14	77	137	**214**
18:15 - 18:29	92	111	**203**
18:30 - 18:44	65	86	**151**
18:45 - 18:59	69	102	**171**
19:00 - 19:14	55	87	**142**
19:15 - 19:29	54	76	**130**
19:30 - 19:44	74	81	**155**
19:45 - 19:59	58	73	**131**
20:00 - 20:14	44	77	**121**
20:15 - 20:29	40	70	**110**
20:30 - 20:44	42	66	**108**
20:45 - 20:59	43	52	**95**
21:00 - 21:14	38	76	**114**
21:15 - 21:29	42	70	**112**
21:30 - 21:44	47	69	**116**
21:45 - 21:59	31	42	**73**
22:00 - 22:14	29	31	**60**
22:15 - 22:29	24	43	**67**
22:30 - 22:44	26	34	**60**
22:45 - 22:59	19	23	**42**
23:00 - 23:14	17	19	**36**
23:15 - 23:29	14	20	**34**
23:30 - 23:44	8	16	**24**
23:45 - 23:59	8	14	**22**
Totals	**4717**	**5932**	**10649**
AM Peak Time	**10:58 - 11:57**	**11:00 - 11:59**	**10:58 - 11:57**
AM Peak Volume	**377**	**454**	**830**
PM Peak Time	**13:22 - 14:21**	**17:11 - 18:10**	**14:27 - 15:26**
PM Peak Volume	**461**	**492**	**913**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID:
Location: South County Road North of Peruvian Avenue
Comments: Palm Beach, Florida

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID:
Location: South County Road North of Peruvian Avenue
Comments: Palm Beach, Florida

	Northbound Volume	Southbound Volume	Total Volume
00:00 - 00:14	14	15	**29**
00:15 - 00:29	3	7	**10**
00:30 - 00:44	5	2	**7**
00:45 - 00:59	1	4	**5**
01:00 - 01:14	1	3	**4**
01:15 - 01:29	3	3	**6**
01:30 - 01:44	0	1	**1**
01:45 - 01:59	0	0	**0**
02:00 - 02:14	0	1	**1**
02:15 - 02:29	0	0	**0**
02:30 - 02:44	0	1	**1**
02:45 - 02:59	0	1	**1**
03:00 - 03:14	1	0	**1**
03:15 - 03:29	0	0	**0**
03:30 - 03:44	1	2	**3**
03:45 - 03:59	2	4	**6**
04:00 - 04:14	1	3	**4**
04:15 - 04:29	2	0	**2**
04:30 - 04:44	0	1	**1**
04:45 - 04:59	1	3	**4**
05:00 - 05:14	2	3	**5**
05:15 - 05:29	1	8	**9**
05:30 - 05:44	4	3	**7**
05:45 - 05:59	3	5	**8**
06:00 - 06:14	5	19	**24**
06:15 - 06:29	5	14	**19**
06:30 - 06:44	3	13	**16**
06:45 - 06:59	11	24	**35**
07:00 - 07:14	7	15	**22**
07:15 - 07:29	20	36	**56**
07:30 - 07:44	29	46	**75**
07:45 - 07:59	49	48	**97**
08:00 - 08:14	53	77	**130**
08:15 - 08:29	42	60	**102**
08:30 - 08:44	50	75	**125**
08:45 - 08:59	50	67	**117**
09:00 - 09:14	61	77	**138**
09:15 - 09:29	55	88	**143**
09:30 - 09:44	70	94	**164**
09:45 - 09:59	77	89	**166**
10:00 - 10:14	60	84	**144**
10:15 - 10:29	73	85	**158**
10:30 - 10:44	83	96	**179**
10:45 - 10:59	86	114	**200**
11:00 - 11:14	92	99	**191**
11:15 - 11:29	94	126	**220**
11:30 - 11:44	70	121	**191**
11:45 - 11:59	102	139	**241**
12:00 - 12:14	100	117	**217**
12:15 - 12:29	120	139	**259**
12:30 - 12:44	100	101	**201**
12:45 - 12:59	103	144	**247**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID:
Location: South County Road North of Peruvian Avenue
Comments: Palm Beach, Florida

	Northbound Volume	Southbound Volume	Total Volume
13:00 - 13:14	100	104	**204**
13:15 - 13:29	89	107	**196**
13:30 - 13:44	93	111	**204**
13:45 - 13:59	108	127	**235**
14:00 - 14:14	107	114	**221**
14:15 - 14:29	96	110	**206**
14:30 - 14:44	116	108	**224**
14:45 - 14:59	99	134	**233**
15:00 - 15:14	101	131	**232**
15:15 - 15:29	101	129	**230**
15:30 - 15:44	108	102	**210**
15:45 - 15:59	96	122	**218**
16:00 - 16:14	97	107	**204**
16:15 - 16:29	102	121	**223**
16:30 - 16:44	123	108	**231**
16:45 - 16:59	106	126	**232**
17:00 - 17:14	105	131	**236**
17:15 - 17:29	90	130	**220**
17:30 - 17:44	60	134	**194**
17:45 - 17:59	72	121	**193**
18:00 - 18:14	101	92	**193**
18:15 - 18:29	91	125	**216**
18:30 - 18:44	62	107	**169**
18:45 - 18:59	70	100	**170**
19:00 - 19:14	65	80	**145**
19:15 - 19:29	74	80	**154**
19:30 - 19:44	56	68	**124**
19:45 - 19:59	60	64	**124**
20:00 - 20:14	51	67	**118**
20:15 - 20:29	58	55	**113**
20:30 - 20:44	42	59	**101**
20:45 - 20:59	55	63	**118**
21:00 - 21:14	45	62	**107**
21:15 - 21:29	40	60	**100**
21:30 - 21:44	43	59	**102**
21:45 - 21:59	42	53	**95**
22:00 - 22:14	45	60	**105**
22:15 - 22:29	39	36	**75**
22:30 - 22:44	30	47	**77**
22:45 - 22:59	26	33	**59**
23:00 - 23:14	21	31	**52**
23:15 - 23:29	15	26	**41**
23:30 - 23:44	12	31	**43**
23:45 - 23:59	17	14	**31**
Totals	**4844**	**6126**	**10970**
AM Peak Time	**10:51 - 11:50**	**10:59 - 11:58**	**10:59 - 11:58**
AM Peak Volume	**361**	**486**	**843**
PM Peak Time	**16:10 - 17:09**	**16:49 - 17:48**	**12:02 - 13:01**
PM Peak Volume	**445**	**533**	**931**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID:
Location: South County Road North of Peruvian Avenue
Comments: Palm Beach, Florida

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024
Unit ID:
Location: Southern Boulevard Bridge West of SR A1A
Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
00:00 - 00:14	4	13	**17**
00:15 - 00:29	4	5	**9**
00:30 - 00:44	8	6	**14**
00:45 - 00:59	3	5	**8**
01:00 - 01:14	3	2	**5**
01:15 - 01:29	2	2	**4**
01:30 - 01:44	2	1	**3**
01:45 - 01:59	1	1	**2**
02:00 - 02:14	0	6	**6**
02:15 - 02:29	3	1	**4**
02:30 - 02:44	4	2	**6**
02:45 - 02:59	4	1	**5**
03:00 - 03:14	3	3	**6**
03:15 - 03:29	1	0	**1**
03:30 - 03:44	3	1	**4**
03:45 - 03:59	5	0	**5**
04:00 - 04:14	1	0	**1**
04:15 - 04:29	6	2	**8**
04:30 - 04:44	7	8	**15**
04:45 - 04:59	5	6	**11**
05:00 - 05:14	8	3	**11**
05:15 - 05:29	12	4	**16**
05:30 - 05:44	23	5	**28**
05:45 - 05:59	27	9	**36**
06:00 - 06:14	25	8	**33**
06:15 - 06:29	35	23	**58**
06:30 - 06:44	82	14	**96**
06:45 - 06:59	111	27	**138**
07:00 - 07:14	117	37	**154**
07:15 - 07:29	136	30	**166**
07:30 - 07:44	231	42	**273**
07:45 - 07:59	249	68	**317**
08:00 - 08:14	240	66	**306**
08:15 - 08:29	249	54	**303**
08:30 - 08:44	223	74	**297**
08:45 - 08:59	260	77	**337**
09:00 - 09:14	215	77	**292**
09:15 - 09:29	193	87	**280**
09:30 - 09:44	106	71	**177**
09:45 - 09:59	242	82	**324**
10:00 - 10:14	149	97	**246**
10:15 - 10:29	115	85	**200**
10:30 - 10:44	129	93	**222**
10:45 - 10:59	158	104	**262**
11:00 - 11:14	143	122	**265**
11:15 - 11:29	146	145	**291**
11:30 - 11:44	152	149	**301**
11:45 - 11:59	169	126	**295**
12:00 - 12:14	169	146	**315**
12:15 - 12:29	143	114	**257**
12:30 - 12:44	169	127	**296**
12:45 - 12:59	168	127	**295**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024
Unit ID:
Location: Southern Boulevard Bridge West of SR A1A
Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
13:00 - 13:14	184	150	**334**
13:15 - 13:29	133	136	**269**
13:30 - 13:44	145	143	**288**
13:45 - 13:59	146	156	**302**
14:00 - 14:14	140	169	**309**
14:15 - 14:29	110	168	**278**
14:30 - 14:44	135	184	**319**
14:45 - 14:59	159	144	**303**
15:00 - 15:14	134	213	**347**
15:15 - 15:29	133	174	**307**
15:30 - 15:44	132	194	**326**
15:45 - 15:59	139	230	**369**
16:00 - 16:14	106	250	**356**
16:15 - 16:29	110	226	**336**
16:30 - 16:44	116	179	**295**
16:45 - 16:59	130	209	**339**
17:00 - 17:14	104	219	**323**
17:15 - 17:29	116	173	**289**
17:30 - 17:44	93	214	**307**
17:45 - 17:59	123	175	**298**
18:00 - 18:14	105	135	**240**
18:15 - 18:29	101	175	**276**
18:30 - 18:44	94	121	**215**
18:45 - 18:59	88	125	**213**
19:00 - 19:14	72	114	**186**
19:15 - 19:29	88	103	**191**
19:30 - 19:44	61	103	**164**
19:45 - 19:59	46	83	**129**
20:00 - 20:14	47	68	**115**
20:15 - 20:29	50	62	**112**
20:30 - 20:44	43	60	**103**
20:45 - 20:59	42	53	**95**
21:00 - 21:14	42	57	**99**
21:15 - 21:29	42	63	**105**
21:30 - 21:44	28	58	**86**
21:45 - 21:59	28	70	**98**
22:00 - 22:14	27	65	**92**
22:15 - 22:29	20	44	**64**
22:30 - 22:44	24	51	**75**
22:45 - 22:59	20	50	**70**
23:00 - 23:14	23	36	**59**
23:15 - 23:29	10	24	**34**
23:30 - 23:44	11	31	**42**
23:45 - 23:59	12	16	**28**
Totals	**8375**	**7831**	**16206**
AM Peak Time	**07:41 - 08:40**	**10:59 - 11:58**	**08:07 - 09:06**
AM Peak Volume	**992**	**542**	**1251**
PM Peak Time	**12:32 - 13:31**	**15:31 - 16:30**	**15:24 - 16:23**
PM Peak Volume	**673**	**903**	**1401**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024
Unit ID:
Location: Southern Boulevard Bridge West of SR A1A
Comments: Palm Beach, Florida

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID:
Location: Southern Boulevard Bridge West of SR A1A
Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
00:00 - 00:14	3	12	**15**
00:15 - 00:29	5	15	**20**
00:30 - 00:44	5	10	**15**
00:45 - 00:59	5	4	**9**
01:00 - 01:14	8	2	**10**
01:15 - 01:29	5	5	**10**
01:30 - 01:44	2	3	**5**
01:45 - 01:59	3	3	**6**
02:00 - 02:14	3	1	**4**
02:15 - 02:29	2	2	**4**
02:30 - 02:44	1	4	**5**
02:45 - 02:59	1	2	**3**
03:00 - 03:14	2	1	**3**
03:15 - 03:29	4	1	**5**
03:30 - 03:44	2	2	**4**
03:45 - 03:59	7	1	**8**
04:00 - 04:14	2	0	**2**
04:15 - 04:29	5	3	**8**
04:30 - 04:44	6	11	**17**
04:45 - 04:59	7	3	**10**
05:00 - 05:14	8	5	**13**
05:15 - 05:29	16	3	**19**
05:30 - 05:44	22	4	**26**
05:45 - 05:59	34	9	**43**
06:00 - 06:14	22	13	**35**
06:15 - 06:29	51	13	**64**
06:30 - 06:44	74	19	**93**
06:45 - 06:59	94	27	**121**
07:00 - 07:14	123	34	**157**
07:15 - 07:29	160	40	**200**
07:30 - 07:44	227	41	**268**
07:45 - 07:59	219	58	**277**
08:00 - 08:14	264	62	**326**
08:15 - 08:29	240	73	**313**
08:30 - 08:44	263	50	**313**
08:45 - 08:59	246	64	**310**
09:00 - 09:14	239	99	**338**
09:15 - 09:29	210	90	**300**
09:30 - 09:44	215	93	**308**
09:45 - 09:59	186	107	**293**
10:00 - 10:14	112	110	**222**
10:15 - 10:29	201	112	**313**
10:30 - 10:44	153	108	**261**
10:45 - 10:59	178	112	**290**
11:00 - 11:14	145	124	**269**
11:15 - 11:29	180	126	**306**
11:30 - 11:44	176	131	**307**
11:45 - 11:59	156	127	**283**
12:00 - 12:14	165	169	**334**
12:15 - 12:29	155	127	**282**
12:30 - 12:44	179	156	**335**
12:45 - 12:59	174	199	**373**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID:
Location: Southern Boulevard Bridge West of SR A1A
Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
13:00 - 13:14	176	178	**354**
13:15 - 13:29	163	156	**319**
13:30 - 13:44	191	150	**341**
13:45 - 13:59	172	165	**337**
14:00 - 14:14	166	157	**323**
14:15 - 14:29	159	174	**333**
14:30 - 14:44	147	170	**317**
14:45 - 14:59	157	174	**331**
15:00 - 15:14	132	209	**341**
15:15 - 15:29	135	146	**281**
15:30 - 15:44	145	215	**360**
15:45 - 15:59	136	209	**345**
16:00 - 16:14	121	229	**350**
16:15 - 16:29	142	220	**362**
16:30 - 16:44	135	225	**360**
16:45 - 16:59	121	217	**338**
17:00 - 17:14	130	200	**330**
17:15 - 17:29	120	191	**311**
17:30 - 17:44	131	179	**310**
17:45 - 17:59	131	152	**283**
18:00 - 18:14	120	180	**300**
18:15 - 18:29	122	146	**268**
18:30 - 18:44	97	122	**219**
18:45 - 18:59	93	145	**238**
19:00 - 19:14	86	120	**206**
19:15 - 19:29	76	101	**177**
19:30 - 19:44	54	93	**147**
19:45 - 19:59	60	89	**149**
20:00 - 20:14	53	88	**141**
20:15 - 20:29	58	71	**129**
20:30 - 20:44	44	72	**116**
20:45 - 20:59	46	63	**109**
21:00 - 21:14	34	48	**82**
21:15 - 21:29	37	63	**100**
21:30 - 21:44	30	53	**83**
21:45 - 21:59	27	53	**80**
22:00 - 22:14	35	70	**105**
22:15 - 22:29	24	47	**71**
22:30 - 22:44	21	65	**86**
22:45 - 22:59	16	43	**59**
23:00 - 23:14	26	51	**77**
23:15 - 23:29	12	32	**44**
23:30 - 23:44	18	28	**46**
23:45 - 23:59	11	27	**38**
Totals	**9075**	**8176**	**17251**
AM Peak Time	**07:58 - 08:57**	**10:48 - 11:47**	**08:06 - 09:05**
AM Peak Volume	**1022**	**510**	**1286**
PM Peak Time	**12:24 - 13:23**	**15:46 - 16:45**	**12:24 - 13:23**
PM Peak Volume	**767**	**892**	**1475**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID:
Location: Southern Boulevard Bridge West of SR A1A
Comments: Palm Beach, Florida

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID:
Location: Southern Boulevard Bridge West of SR A1A
Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
00:00 - 00:14	10	17	**27**
00:15 - 00:29	3	7	**10**
00:30 - 00:44	6	11	**17**
00:45 - 00:59	5	4	**9**
01:00 - 01:14	3	9	**12**
01:15 - 01:29	4	3	**7**
01:30 - 01:44	3	4	**7**
01:45 - 01:59	1	6	**7**
02:00 - 02:14	6	5	**11**
02:15 - 02:29	7	3	**10**
02:30 - 02:44	2	1	**3**
02:45 - 02:59	3	2	**5**
03:00 - 03:14	1	0	**1**
03:15 - 03:29	2	0	**2**
03:30 - 03:44	1	0	**1**
03:45 - 03:59	2	1	**3**
04:00 - 04:14	6	4	**10**
04:15 - 04:29	2	1	**3**
04:30 - 04:44	7	5	**12**
04:45 - 04:59	8	7	**15**
05:00 - 05:14	15	2	**17**
05:15 - 05:29	9	3	**12**
05:30 - 05:44	25	7	**32**
05:45 - 05:59	37	13	**50**
06:00 - 06:14	35	12	**47**
06:15 - 06:29	50	20	**70**
06:30 - 06:44	75	19	**94**
06:45 - 06:59	113	17	**130**
07:00 - 07:14	114	40	**154**
07:15 - 07:29	176	37	**213**
07:30 - 07:44	200	43	**243**
07:45 - 07:59	239	63	**302**
08:00 - 08:14	200	72	**272**
08:15 - 08:29	109	62	**171**
08:30 - 08:44	153	77	**230**
08:45 - 08:59	277	69	**346**
09:00 - 09:14	278	78	**356**
09:15 - 09:29	155	90	**245**
09:30 - 09:44	201	71	**272**
09:45 - 09:59	172	95	**267**
10:00 - 10:14	175	104	**279**
10:15 - 10:29	143	97	**240**
10:30 - 10:44	146	119	**265**
10:45 - 10:59	155	110	**265**
11:00 - 11:14	136	119	**255**
11:15 - 11:29	125	112	**237**
11:30 - 11:44	152	139	**291**
11:45 - 11:59	159	143	**302**
12:00 - 12:14	148	167	**315**
12:15 - 12:29	121	113	**234**
12:30 - 12:44	214	141	**355**
12:45 - 12:59	132	114	**246**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID:
Location: Southern Boulevard Bridge West of SR A1A
Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
13:00 - 13:14	168	137	**305**
13:15 - 13:29	139	133	**272**
13:30 - 13:44	140	147	**287**
13:45 - 13:59	135	158	**293**
14:00 - 14:14	139	141	**280**
14:15 - 14:29	118	141	**259**
14:30 - 14:44	138	178	**316**
14:45 - 14:59	135	166	**301**
15:00 - 15:14	127	228	**355**
15:15 - 15:29	131	144	**275**
15:30 - 15:44	137	192	**329**
15:45 - 15:59	105	212	**317**
16:00 - 16:14	170	164	**334**
16:15 - 16:29	84	92	**176**
16:30 - 16:44	147	219	**366**
16:45 - 16:59	141	216	**357**
17:00 - 17:14	122	215	**337**
17:15 - 17:29	109	163	**272**
17:30 - 17:44	116	198	**314**
17:45 - 17:59	130	147	**277**
18:00 - 18:14	116	163	**279**
18:15 - 18:29	107	159	**266**
18:30 - 18:44	106	120	**226**
18:45 - 18:59	87	104	**191**
19:00 - 19:14	93	104	**197**
19:15 - 19:29	76	121	**197**
19:30 - 19:44	80	116	**196**
19:45 - 19:59	73	95	**168**
20:00 - 20:14	58	105	**163**
20:15 - 20:29	49	80	**129**
20:30 - 20:44	40	84	**124**
20:45 - 20:59	51	50	**101**
21:00 - 21:14	47	51	**98**
21:15 - 21:29	43	74	**117**
21:30 - 21:44	31	67	**98**
21:45 - 21:59	44	48	**92**
22:00 - 22:14	34	66	**100**
22:15 - 22:29	26	62	**88**
22:30 - 22:44	30	58	**88**
22:45 - 22:59	30	36	**66**
23:00 - 23:14	21	40	**61**
23:15 - 23:29	11	33	**44**
23:30 - 23:44	14	37	**51**
23:45 - 23:59	11	22	**33**
Totals	**8430**	**7744**	**16174**
AM Peak Time	**08:42 - 09:41**	**11:00 - 11:59**	**08:42 - 09:41**
AM Peak Volume	**916**	**513**	**1236**
PM Peak Time	**12:26 - 13:25**	**16:32 - 17:31**	**16:32 - 17:31**
PM Peak Volume	**668**	**841**	**1372**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID:
Location: Southern Boulevard Bridge West of SR A1A
Comments: Palm Beach, Florida

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID: IDAHO
Location: Southern Boulevard Just West of SR A1A
Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
00:00 - 00:14	2	13	**15**
00:15 - 00:29	3	13	**16**
00:30 - 00:44	4	9	**13**
00:45 - 00:59	4	4	**8**
01:00 - 01:14	5	2	**7**
01:15 - 01:29	6	5	**11**
01:30 - 01:44	2	3	**5**
01:45 - 01:59	2	5	**7**
02:00 - 02:14	3	1	**4**
02:15 - 02:29	2	2	**4**
02:30 - 02:44	1	4	**5**
02:45 - 02:59	1	2	**3**
03:00 - 03:14	1	1	**2**
03:15 - 03:29	4	1	**5**
03:30 - 03:44	1	3	**4**
03:45 - 03:59	7	1	**8**
04:00 - 04:14	2	0	**2**
04:15 - 04:29	4	3	**7**
04:30 - 04:44	6	12	**18**
04:45 - 04:59	6	3	**9**
05:00 - 05:14	7	5	**12**
05:15 - 05:29	14	3	**17**
05:30 - 05:44	19	5	**24**
05:45 - 05:59	29	8	**37**
06:00 - 06:14	21	17	**38**
06:15 - 06:29	42	15	**57**
06:30 - 06:44	69	21	**90**
06:45 - 06:59	81	28	**109**
07:00 - 07:14	108	36	**144**
07:15 - 07:29	145	43	**188**
07:30 - 07:44	203	51	**254**
07:45 - 07:59	199	63	**262**
08:00 - 08:14	217	72	**289**
08:15 - 08:29	193	73	**266**
08:30 - 08:44	202	65	**267**
08:45 - 08:59	233	78	**311**
09:00 - 09:14	201	101	**302**
09:15 - 09:29	184	97	**281**
09:30 - 09:44	195	102	**297**
09:45 - 09:59	172	122	**294**
10:00 - 10:14	106	122	**228**
10:15 - 10:29	190	108	**298**
10:30 - 10:44	140	118	**258**
10:45 - 10:59	171	127	**298**
11:00 - 11:14	144	139	**283**
11:15 - 11:29	171	142	**313**
11:30 - 11:44	167	142	**309**
11:45 - 11:59	144	146	**290**
12:00 - 12:14	159	185	**344**
12:15 - 12:29	130	137	**267**
12:30 - 12:44	176	164	**340**
12:45 - 12:59	139	211	**350**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID: IDAHO
Location: Southern Boulevard Just West of SR A1A
Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
13:00 - 13:14	178	183	**361**
13:15 - 13:29	145	169	**314**
13:30 - 13:44	162	170	**332**
13:45 - 13:59	158	178	**336**
14:00 - 14:14	141	163	**304**
14:15 - 14:29	147	190	**337**
14:30 - 14:44	126	185	**311**
14:45 - 14:59	143	198	**341**
15:00 - 15:14	126	215	**341**
15:15 - 15:29	132	174	**306**
15:30 - 15:44	136	211	**347**
15:45 - 15:59	136	219	**355**
16:00 - 16:14	113	250	**363**
16:15 - 16:29	137	237	**374**
16:30 - 16:44	128	238	**366**
16:45 - 16:59	118	225	**343**
17:00 - 17:14	125	217	**342**
17:15 - 17:29	117	207	**324**
17:30 - 17:44	126	181	**307**
17:45 - 17:59	127	163	**290**
18:00 - 18:14	117	182	**299**
18:15 - 18:29	116	156	**272**
18:30 - 18:44	97	120	**217**
18:45 - 18:59	89	146	**235**
19:00 - 19:14	86	124	**210**
19:15 - 19:29	73	104	**177**
19:30 - 19:44	54	95	**149**
19:45 - 19:59	62	93	**155**
20:00 - 20:14	52	92	**144**
20:15 - 20:29	57	73	**130**
20:30 - 20:44	44	77	**121**
20:45 - 20:59	41	61	**102**
21:00 - 21:14	29	51	**80**
21:15 - 21:29	40	63	**103**
21:30 - 21:44	28	57	**85**
21:45 - 21:59	27	52	**79**
22:00 - 22:14	35	56	**91**
22:15 - 22:29	30	42	**72**
22:30 - 22:44	27	59	**86**
22:45 - 22:59	11	44	**55**
23:00 - 23:14	22	52	**74**
23:15 - 23:29	13	29	**42**
23:30 - 23:44	16	31	**47**
23:45 - 23:59	14	26	**40**
Totals	**8338**	**8691**	**17029**
AM Peak Time	**07:24 - 08:23**	**11:00 - 11:59**	**10:49 - 11:48**
AM Peak Volume	**856**	**569**	**1212**
PM Peak Time	**12:24 - 13:23**	**15:56 - 16:55**	**15:24 - 16:23**
PM Peak Volume	**689**	**951**	**1486**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID: IDAHO
Location: Southern Boulevard Just West of SR A1A
Comments: Palm Beach, Florida

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID: IDAHO
Location: Southern Boulevard Just West of SR A1A
Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
00:00 - 00:14	8	18	**26**
00:15 - 00:29	2	5	**7**
00:30 - 00:44	6	12	**18**
00:45 - 00:59	4	5	**9**
01:00 - 01:14	3	10	**13**
01:15 - 01:29	2	3	**5**
01:30 - 01:44	4	2	**6**
01:45 - 01:59	0	5	**5**
02:00 - 02:14	5	5	**10**
02:15 - 02:29	6	4	**10**
02:30 - 02:44	3	1	**4**
02:45 - 02:59	3	2	**5**
03:00 - 03:14	1	0	**1**
03:15 - 03:29	2	0	**2**
03:30 - 03:44	1	0	**1**
03:45 - 03:59	2	1	**3**
04:00 - 04:14	4	3	**7**
04:15 - 04:29	3	1	**4**
04:30 - 04:44	7	5	**12**
04:45 - 04:59	4	7	**11**
05:00 - 05:14	17	3	**20**
05:15 - 05:29	7	4	**11**
05:30 - 05:44	20	12	**32**
05:45 - 05:59	24	11	**35**
06:00 - 06:14	23	12	**35**
06:15 - 06:29	41	21	**62**
06:30 - 06:44	60	19	**79**
06:45 - 06:59	96	23	**119**
07:00 - 07:14	105	38	**143**
07:15 - 07:29	153	46	**199**
07:30 - 07:44	187	45	**232**
07:45 - 07:59	160	72	**232**
08:00 - 08:14	115	69	**184**
08:15 - 08:29	84	62	**146**
08:30 - 08:44	83	83	**166**
08:45 - 08:59	239	75	**314**
09:00 - 09:14	226	85	**311**
09:15 - 09:29	146	97	**243**
09:30 - 09:44	188	81	**269**
09:45 - 09:59	166	100	**266**
10:00 - 10:14	159	112	**271**
10:15 - 10:29	136	109	**245**
10:30 - 10:44	146	120	**266**
10:45 - 10:59	149	116	**265**
11:00 - 11:14	128	122	**250**
11:15 - 11:29	115	125	**240**
11:30 - 11:44	151	146	**297**
11:45 - 11:59	139	151	**290**
12:00 - 12:14	146	182	**328**
12:15 - 12:29	94	149	**243**
12:30 - 12:44	196	151	**347**
12:45 - 12:59	105	141	**246**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID: IDAHO
Location: Southern Boulevard Just West of SR A1A
Comments: Palm Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
13:00 - 13:14	169	153	**322**
13:15 - 13:29	119	149	**268**
13:30 - 13:44	135	154	**289**
13:45 - 13:59	127	164	**291**
14:00 - 14:14	124	158	**282**
14:15 - 14:29	116	179	**295**
14:30 - 14:44	126	170	**296**
14:45 - 14:59	125	177	**302**
15:00 - 15:14	118	242	**360**
15:15 - 15:29	106	170	**276**
15:30 - 15:44	118	222	**340**
15:45 - 15:59	103	219	**322**
16:00 - 16:14	151	169	**320**
16:15 - 16:29	91	119	**210**
16:30 - 16:44	141	204	**345**
16:45 - 16:59	134	222	**356**
17:00 - 17:14	117	230	**347**
17:15 - 17:29	107	173	**280**
17:30 - 17:44	114	209	**323**
17:45 - 17:59	129	160	**289**
18:00 - 18:14	112	180	**292**
18:15 - 18:29	106	161	**267**
18:30 - 18:44	108	127	**235**
18:45 - 18:59	84	111	**195**
19:00 - 19:14	79	108	**187**
19:15 - 19:29	77	125	**202**
19:30 - 19:44	68	116	**184**
19:45 - 19:59	76	102	**178**
20:00 - 20:14	54	109	**163**
20:15 - 20:29	50	80	**130**
20:30 - 20:44	40	87	**127**
20:45 - 20:59	52	53	**105**
21:00 - 21:14	48	55	**103**
21:15 - 21:29	42	75	**117**
21:30 - 21:44	32	70	**102**
21:45 - 21:59	42	49	**91**
22:00 - 22:14	33	70	**103**
22:15 - 22:29	26	65	**91**
22:30 - 22:44	24	60	**84**
22:45 - 22:59	25	40	**65**
23:00 - 23:14	19	38	**57**
23:15 - 23:29	11	33	**44**
23:30 - 23:44	11	37	**48**
23:45 - 23:59	12	21	**33**
Totals	**7575**	**8286**	**15861**
AM Peak Time	**08:45 - 09:44**	**10:59 - 11:58**	**08:43 - 09:42**
AM Peak Volume	**799**	**545**	**1147**
PM Peak Time	**12:26 - 13:25**	**16:34 - 17:33**	**16:33 - 17:32**
PM Peak Volume	**597**	**878**	**1369**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date:	Thursday, 03/14/2024
Unit ID:	IDAHO
Location:	Southern Boulevard Just West of SR A1A
Comments:	Palm Beach, Florida

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024
Unit ID: HAWAII
Location: SR A1A North of Via Del Lago
Comments: Palm Beach, Florida

	Southbound Volume	Northbound Volume	Total Volume
00:00 - 00:14	12	3	**15**
00:15 - 00:29	11	1	**12**
00:30 - 00:44	6	2	**8**
00:45 - 00:59	7	5	**12**
01:00 - 01:14	4	4	**8**
01:15 - 01:29	1	1	**2**
01:30 - 01:44	2	2	**4**
01:45 - 01:59	1	1	**2**
02:00 - 02:14	6	3	**9**
02:15 - 02:29	0	2	**2**
02:30 - 02:44	5	0	**5**
02:45 - 02:59	0	2	**2**
03:00 - 03:14	2	3	**5**
03:15 - 03:29	1	1	**2**
03:30 - 03:44	1	2	**3**
03:45 - 03:59	0	0	**0**
04:00 - 04:14	0	1	**1**
04:15 - 04:29	3	3	**6**
04:30 - 04:44	7	3	**10**
04:45 - 04:59	1	5	**6**
05:00 - 05:14	2	7	**9**
05:15 - 05:29	5	10	**15**
05:30 - 05:44	4	17	**21**
05:45 - 05:59	6	20	**26**
06:00 - 06:14	4	21	**25**
06:15 - 06:29	18	30	**48**
06:30 - 06:44	9	55	**64**
06:45 - 06:59	17	72	**89**
07:00 - 07:14	15	96	**111**
07:15 - 07:29	18	108	**126**
07:30 - 07:44	32	191	**223**
07:45 - 07:59	64	224	**288**
08:00 - 08:14	74	221	**295**
08:15 - 08:29	50	237	**287**
08:30 - 08:44	55	215	**270**
08:45 - 08:59	67	248	**315**
09:00 - 09:14	87	200	**287**
09:15 - 09:29	82	177	**259**
09:30 - 09:44	73	133	**206**
09:45 - 09:59	92	199	**291**
10:00 - 10:14	104	169	**273**
10:15 - 10:29	83	120	**203**
10:30 - 10:44	95	117	**212**
10:45 - 10:59	107	158	**265**
11:00 - 11:14	127	136	**263**
11:15 - 11:29	141	164	**305**
11:30 - 11:44	147	148	**295**
11:45 - 11:59	143	165	**308**
12:00 - 12:14	166	164	**330**
12:15 - 12:29	148	115	**263**
12:30 - 12:44	165	172	**337**
12:45 - 12:59	139	175	**314**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024
Unit ID: HAWAII
Location: SR A1A North of Via Del Lago
Comments: Palm Beach, Florida

	Southbound Volume	Northbound Volume	Total Volume
13:00 - 13:14	165	152	**317**
13:15 - 13:29	166	161	**327**
13:30 - 13:44	152	154	**306**
13:45 - 13:59	156	137	**293**
14:00 - 14:14	196	140	**336**
14:15 - 14:29	177	132	**309**
14:30 - 14:44	203	162	**365**
14:45 - 14:59	178	96	**274**
15:00 - 15:14	208	137	**345**
15:15 - 15:29	202	121	**323**
15:30 - 15:44	232	101	**333**
15:45 - 15:59	227	105	**332**
16:00 - 16:14	252	91	**343**
16:15 - 16:29	260	71	**331**
16:30 - 16:44	245	66	**311**
16:45 - 16:59	231	114	**345**
17:00 - 17:14	264	122	**386**
17:15 - 17:29	229	90	**319**
17:30 - 17:44	235	113	**348**
17:45 - 17:59	189	124	**313**
18:00 - 18:14	188	117	**305**
18:15 - 18:29	204	115	**319**
18:30 - 18:44	144	106	**250**
18:45 - 18:59	162	113	**275**
19:00 - 19:14	121	105	**226**
19:15 - 19:29	105	89	**194**
19:30 - 19:44	92	80	**172**
19:45 - 19:59	107	60	**167**
20:00 - 20:14	95	52	**147**
20:15 - 20:29	63	39	**102**
20:30 - 20:44	85	40	**125**
20:45 - 20:59	65	35	**100**
21:00 - 21:14	91	35	**126**
21:15 - 21:29	75	36	**111**
21:30 - 21:44	78	39	**117**
21:45 - 21:59	84	36	**120**
22:00 - 22:14	71	21	**92**
22:15 - 22:29	52	14	**66**
22:30 - 22:44	52	10	**62**
22:45 - 22:59	48	19	**67**
23:00 - 23:14	37	19	**56**
23:15 - 23:29	28	9	**37**
23:30 - 23:44	22	9	**31**
23:45 - 23:59	12	10	**22**
Totals	**8657**	**7925**	**16582**
AM Peak Time	**10:59 - 11:58**	**07:59 - 08:58**	**07:59 - 08:58**
AM Peak Volume	**559**	**928**	**1177**
PM Peak Time	**16:22 - 17:21**	**12:34 - 13:33**	**16:45 - 17:44**
PM Peak Volume	**1012**	**678**	**1398**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024
Unit ID: HAWAII
Location: SR A1A North of Via Del Lago
Comments: Palm Beach, Florida

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID: HAWAII
Location: SR A1A North of Via Del Lago
Comments: Palm Beach, Florida

	Southbound Volume	Northbound Volume	Total Volume
00:00 - 00:14	11	3	**14**
00:15 - 00:29	10	1	**11**
00:30 - 00:44	7	1	**8**
00:45 - 00:59	1	3	**4**
01:00 - 01:14	2	3	**5**
01:15 - 01:29	6	7	**13**
01:30 - 01:44	0	2	**2**
01:45 - 01:59	3	2	**5**
02:00 - 02:14	3	0	**3**
02:15 - 02:29	2	2	**4**
02:30 - 02:44	3	1	**4**
02:45 - 02:59	2	1	**3**
03:00 - 03:14	0	1	**1**
03:15 - 03:29	1	2	**3**
03:30 - 03:44	2	1	**3**
03:45 - 03:59	0	2	**2**
04:00 - 04:14	0	1	**1**
04:15 - 04:29	1	0	**1**
04:30 - 04:44	5	5	**10**
04:45 - 04:59	3	3	**6**
05:00 - 05:14	2	6	**8**
05:15 - 05:29	5	12	**17**
05:30 - 05:44	2	18	**20**
05:45 - 05:59	5	23	**28**
06:00 - 06:14	11	24	**35**
06:15 - 06:29	11	37	**48**
06:30 - 06:44	12	66	**78**
06:45 - 06:59	16	60	**76**
07:00 - 07:14	22	100	**122**
07:15 - 07:29	35	132	**167**
07:30 - 07:44	51	211	**262**
07:45 - 07:59	63	220	**283**
08:00 - 08:14	71	245	**316**
08:15 - 08:29	58	248	**306**
08:30 - 08:44	65	253	**318**
08:45 - 08:59	62	259	**321**
09:00 - 09:14	92	214	**306**
09:15 - 09:29	100	202	**302**
09:30 - 09:44	106	191	**297**
09:45 - 09:59	108	185	**293**
10:00 - 10:14	98	149	**247**
10:15 - 10:29	112	179	**291**
10:30 - 10:44	113	149	**262**
10:45 - 10:59	132	154	**286**
11:00 - 11:14	109	144	**253**
11:15 - 11:29	135	183	**318**
11:30 - 11:44	150	150	**300**
11:45 - 11:59	161	178	**339**
12:00 - 12:14	168	150	**318**
12:15 - 12:29	183	136	**319**
12:30 - 12:44	158	173	**331**
12:45 - 12:59	184	188	**372**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID: HAWAII
Location: SR A1A North of Via Del Lago
Comments: Palm Beach, Florida

	Southbound Volume	Northbound Volume	Total Volume
13:00 - 13:14	204	174	**378**
13:15 - 13:29	196	200	**396**
13:30 - 13:44	179	157	**336**
13:45 - 13:59	159	142	**301**
14:00 - 14:14	185	159	**344**
14:15 - 14:29	191	135	**326**
14:30 - 14:44	196	154	**350**
14:45 - 14:59	215	113	**328**
15:00 - 15:14	204	130	**334**
15:15 - 15:29	192	101	**293**
15:30 - 15:44	236	91	**327**
15:45 - 15:59	227	98	**325**
16:00 - 16:14	249	83	**332**
16:15 - 16:29	245	102	**347**
16:30 - 16:44	252	99	**351**
16:45 - 16:59	225	113	**338**
17:00 - 17:14	246	72	**318**
17:15 - 17:29	256	96	**352**
17:30 - 17:44	236	84	**320**
17:45 - 17:59	228	93	**321**
18:00 - 18:14	198	131	**329**
18:15 - 18:29	176	109	**285**
18:30 - 18:44	146	111	**257**
18:45 - 18:59	137	109	**246**
19:00 - 19:14	143	87	**230**
19:15 - 19:29	109	85	**194**
19:30 - 19:44	95	67	**162**
19:45 - 19:59	97	72	**169**
20:00 - 20:14	85	52	**137**
20:15 - 20:29	105	48	**153**
20:30 - 20:44	95	50	**145**
20:45 - 20:59	71	25	**96**
21:00 - 21:14	100	33	**133**
21:15 - 21:29	80	32	**112**
21:30 - 21:44	89	34	**123**
21:45 - 21:59	66	23	**89**
22:00 - 22:14	62	40	**102**
22:15 - 22:29	56	29	**85**
22:30 - 22:44	52	29	**81**
22:45 - 22:59	33	7	**40**
23:00 - 23:14	44	14	**58**
23:15 - 23:29	22	7	**29**
23:30 - 23:44	18	10	**28**
23:45 - 23:59	17	10	**27**
Totals	**9079**	**8290**	**17369**
AM Peak Time	**10:58 - 11:57**	**08:00 - 08:59**	**08:04 - 09:03**
AM Peak Volume	**556**	**1005**	**1272**
PM Peak Time	**15:54 - 16:53**	**12:30 - 13:29**	**12:46 - 13:45**
PM Peak Volume	**987**	**735**	**1484**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID: HAWAII
Location: SR A1A North of Via Del Lago
Comments: Palm Beach, Florida

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID: HAWAII
Location: SR A1A North of Via Del Lago
Comments: Palm Beach, Florida

	Southbound Volume	Northbound Volume	Total Volume
00:00 - 00:14	21	10	**31**
00:15 - 00:29	10	0	**10**
00:30 - 00:44	5	4	**9**
00:45 - 00:59	6	3	**9**
01:00 - 01:14	9	3	**12**
01:15 - 01:29	2	1	**3**
01:30 - 01:44	1	3	**4**
01:45 - 01:59	0	1	**1**
02:00 - 02:14	4	2	**6**
02:15 - 02:29	2	1	**3**
02:30 - 02:44	0	1	**1**
02:45 - 02:59	0	1	**1**
03:00 - 03:14	0	2	**2**
03:15 - 03:29	0	1	**1**
03:30 - 03:44	1	1	**2**
03:45 - 03:59	2	2	**4**
04:00 - 04:14	4	2	**6**
04:15 - 04:29	0	1	**1**
04:30 - 04:44	2	4	**6**
04:45 - 04:59	3	4	**7**
05:00 - 05:14	1	13	**14**
05:15 - 05:29	3	5	**8**
05:30 - 05:44	2	14	**16**
05:45 - 05:59	4	18	**22**
06:00 - 06:14	4	21	**25**
06:15 - 06:29	13	29	**42**
06:30 - 06:44	13	45	**58**
06:45 - 06:59	20	63	**83**
07:00 - 07:14	26	85	**111**
07:15 - 07:29	31	132	**163**
07:30 - 07:44	31	165	**196**
07:45 - 07:59	51	207	**258**
08:00 - 08:14	70	213	**283**
08:15 - 08:29	43	49	**92**
08:30 - 08:44	66	264	**330**
08:45 - 08:59	66	266	**332**
09:00 - 09:14	72	257	**329**
09:15 - 09:29	79	164	**243**
09:30 - 09:44	90	192	**282**
09:45 - 09:59	88	163	**251**
10:00 - 10:14	95	155	**250**
10:15 - 10:29	73	119	**192**
10:30 - 10:44	120	150	**270**
10:45 - 10:59	120	140	**260**
11:00 - 11:14	131	156	**287**
11:15 - 11:29	148	129	**277**
11:30 - 11:44	135	149	**284**
11:45 - 11:59	155	155	**310**
12:00 - 12:14	173	158	**331**
12:15 - 12:29	159	117	**276**
12:30 - 12:44	148	196	**344**
12:45 - 12:59	169	133	**302**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID: HAWAII
Location: SR A1A North of Via Del Lago
Comments: Palm Beach, Florida

	Southbound Volume	Northbound Volume	Total Volume
13:00 - 13:14	163	166	**329**
13:15 - 13:29	127	133	**260**
13:30 - 13:44	147	135	**282**
13:45 - 13:59	185	137	**322**
14:00 - 14:14	165	141	**306**
14:15 - 14:29	186	113	**299**
14:30 - 14:44	170	147	**317**
14:45 - 14:59	202	112	**314**
15:00 - 15:14	223	121	**344**
15:15 - 15:29	199	83	**282**
15:30 - 15:44	191	133	**324**
15:45 - 15:59	261	88	**349**
16:00 - 16:14	138	88	**226**
16:15 - 16:29	142	74	**216**
16:30 - 16:44	158	64	**222**
16:45 - 16:59	268	123	**391**
17:00 - 17:14	273	106	**379**
17:15 - 17:29	222	119	**341**
17:30 - 17:44	278	98	**376**
17:45 - 17:59	217	119	**336**
18:00 - 18:14	193	137	**330**
18:15 - 18:29	155	126	**281**
18:30 - 18:44	137	118	**255**
18:45 - 18:59	124	111	**235**
19:00 - 19:14	133	83	**216**
19:15 - 19:29	123	108	**231**
19:30 - 19:44	133	83	**216**
19:45 - 19:59	94	80	**174**
20:00 - 20:14	87	66	**153**
20:15 - 20:29	109	57	**166**
20:30 - 20:44	100	45	**145**
20:45 - 20:59	72	31	**103**
21:00 - 21:14	89	36	**125**
21:15 - 21:29	112	37	**149**
21:30 - 21:44	75	24	**99**
21:45 - 21:59	88	34	**122**
22:00 - 22:14	77	28	**105**
22:15 - 22:29	78	34	**112**
22:30 - 22:44	60	24	**84**
22:45 - 22:59	56	19	**75**
23:00 - 23:14	47	21	**68**
23:15 - 23:29	31	8	**39**
23:30 - 23:44	31	15	**46**
23:45 - 23:59	18	11	**29**
Totals	**8608**	**7805**	**16413**
AM Peak Time	**10:58 - 11:57**	**08:29 - 09:28**	**08:34 - 09:33**
AM Peak Volume	**570**	**957**	**1241**
PM Peak Time	**16:41 - 17:40**	**12:28 - 13:27**	**16:46 - 17:45**
PM Peak Volume	**1044**	**635**	**1491**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID: HAWAII
Location: SR A1A North of Via Del Lago
Comments: Palm Beach, Florida

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024
Unit ID: Georgia
Location: A1A South of Via Pelicano
Comments: Palm Beach, Florida

	Southbound Volume	Northbound Volume	Total Volume
00:00 - 00:14	3	3	**6**
00:15 - 00:29	12	1	**13**
00:30 - 00:44	0	1	**1**
00:45 - 00:59	5	2	**7**
01:00 - 01:14	4	4	**8**
01:15 - 01:29	3	0	**3**
01:30 - 01:44	0	0	**0**
01:45 - 01:59	0	1	**1**
02:00 - 02:14	0	2	**2**
02:15 - 02:29	2	0	**2**
02:30 - 02:44	1	0	**1**
02:45 - 02:59	2	0	**2**
03:00 - 03:14	1	1	**2**
03:15 - 03:29	1	0	**1**
03:30 - 03:44	0	0	**0**
03:45 - 03:59	3	1	**4**
04:00 - 04:14	1	1	**2**
04:15 - 04:29	3	0	**3**
04:30 - 04:44	5	2	**7**
04:45 - 04:59	1	3	**4**
05:00 - 05:14	3	4	**7**
05:15 - 05:29	2	4	**6**
05:30 - 05:44	3	4	**7**
05:45 - 05:59	4	6	**10**
06:00 - 06:14	4	14	**18**
06:15 - 06:29	9	19	**28**
06:30 - 06:44	17	22	**39**
06:45 - 06:59	27	29	**56**
07:00 - 07:14	21	44	**65**
07:15 - 07:29	30	48	**78**
07:30 - 07:44	60	91	**151**
07:45 - 07:59	57	113	**170**
08:00 - 08:14	59	100	**159**
08:15 - 08:29	65	120	**185**
08:30 - 08:44	55	133	**188**
08:45 - 08:59	79	108	**187**
09:00 - 09:14	79	85	**164**
09:15 - 09:29	74	82	**156**
09:30 - 09:44	47	103	**150**
09:45 - 09:59	93	96	**189**
10:00 - 10:14	74	83	**157**
10:15 - 10:29	74	88	**162**
10:30 - 10:44	62	92	**154**
10:45 - 10:59	86	93	**179**
11:00 - 11:14	94	90	**184**
11:15 - 11:29	92	112	**204**
11:30 - 11:44	90	114	**204**
11:45 - 11:59	85	119	**204**
12:00 - 12:14	114	110	**224**
12:15 - 12:29	96	77	**173**
12:30 - 12:44	114	118	**232**
12:45 - 12:59	111	92	**203**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024
Unit ID: Georgia
Location: A1A South of Via Pelicano
Comments: Palm Beach, Florida

	Southbound Volume	Northbound Volume	Total Volume
13:00 - 13:14	122	106	**228**
13:15 - 13:29	87	109	**196**
13:30 - 13:44	109	90	**199**
13:45 - 13:59	96	97	**193**
14:00 - 14:14	133	109	**242**
14:15 - 14:29	99	110	**209**
14:30 - 14:44	142	118	**260**
14:45 - 14:59	123	92	**215**
15:00 - 15:14	134	95	**229**
15:15 - 15:29	133	95	**228**
15:30 - 15:44	133	95	**228**
15:45 - 15:59	151	91	**242**
16:00 - 16:14	128	104	**232**
16:15 - 16:29	151	89	**240**
16:30 - 16:44	179	103	**282**
16:45 - 16:59	192	99	**291**
17:00 - 17:14	165	86	**251**
17:15 - 17:29	159	66	**225**
17:30 - 17:44	134	107	**241**
17:45 - 17:59	137	110	**247**
18:00 - 18:14	114	103	**217**
18:15 - 18:29	123	90	**213**
18:30 - 18:44	92	101	**193**
18:45 - 18:59	105	111	**216**
19:00 - 19:14	72	104	**176**
19:15 - 19:29	71	100	**171**
19:30 - 19:44	57	84	**141**
19:45 - 19:59	70	55	**125**
20:00 - 20:14	80	54	**134**
20:15 - 20:29	51	33	**84**
20:30 - 20:44	57	26	**83**
20:45 - 20:59	55	33	**88**
21:00 - 21:14	68	28	**96**
21:15 - 21:29	74	37	**111**
21:30 - 21:44	49	26	**75**
21:45 - 21:59	62	17	**79**
22:00 - 22:14	60	23	**83**
22:15 - 22:29	37	16	**53**
22:30 - 22:44	31	14	**45**
22:45 - 22:59	20	23	**43**
23:00 - 23:14	24	13	**37**
23:15 - 23:29	17	7	**24**
23:30 - 23:44	8	7	**15**
23:45 - 23:59	5	5	**10**
Totals	**6036**	**5516**	**11552**
AM Peak Time	**10:55 - 11:54**	**07:47 - 08:46**	**10:55 - 11:54**
AM Peak Volume	**376**	**472**	**803**
PM Peak Time	**16:25 - 17:24**	**13:43 - 14:42**	**16:25 - 17:24**
PM Peak Volume	**717**	**442**	**1076**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date:	Tuesday, 03/12/2024
Unit ID:	Georgia
Location:	A1A South of Via Pelicano
Comments:	Palm Beach, Florida

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID: Georgia
Location: A1A South of Via Pelicano
Comments: Palm Beach, Florida

	Southbound Volume	Northbound Volume	Total Volume
00:00 - 00:14	2	5	**7**
00:15 - 00:29	2	1	**3**
00:30 - 00:44	6	4	**10**
00:45 - 00:59	1	0	**1**
01:00 - 01:14	3	3	**6**
01:15 - 01:29	5	3	**8**
01:30 - 01:44	0	4	**4**
01:45 - 01:59	3	0	**3**
02:00 - 02:14	3	2	**5**
02:15 - 02:29	1	1	**2**
02:30 - 02:44	0	0	**0**
02:45 - 02:59	1	0	**1**
03:00 - 03:14	0	2	**2**
03:15 - 03:29	1	0	**1**
03:30 - 03:44	0	0	**0**
03:45 - 03:59	4	2	**6**
04:00 - 04:14	0	0	**0**
04:15 - 04:29	1	1	**2**
04:30 - 04:44	2	6	**8**
04:45 - 04:59	4	1	**5**
05:00 - 05:14	3	3	**6**
05:15 - 05:29	3	2	**5**
05:30 - 05:44	4	8	**12**
05:45 - 05:59	7	7	**14**
06:00 - 06:14	5	14	**19**
06:15 - 06:29	8	15	**23**
06:30 - 06:44	14	28	**42**
06:45 - 06:59	31	33	**64**
07:00 - 07:14	22	47	**69**
07:15 - 07:29	39	69	**108**
07:30 - 07:44	55	87	**142**
07:45 - 07:59	75	106	**181**
08:00 - 08:14	73	123	**196**
08:15 - 08:29	64	127	**191**
08:30 - 08:44	72	130	**202**
08:45 - 08:59	69	111	**180**
09:00 - 09:14	77	118	**195**
09:15 - 09:29	95	85	**180**
09:30 - 09:44	82	88	**170**
09:45 - 09:59	79	104	**183**
10:00 - 10:14	64	108	**172**
10:15 - 10:29	78	97	**175**
10:30 - 10:44	86	114	**200**
10:45 - 10:59	102	98	**200**
11:00 - 11:14	94	102	**196**
11:15 - 11:29	90	118	**208**
11:30 - 11:44	110	112	**222**
11:45 - 11:59	96	114	**210**
12:00 - 12:14	93	117	**210**
12:15 - 12:29	88	120	**208**
12:30 - 12:44	119	103	**222**
12:45 - 12:59	88	139	**227**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID: Georgia
Location: A1A South of Via Pelicano
Comments: Palm Beach, Florida

	Southbound Volume	Northbound Volume	Total Volume
13:00 - 13:14	100	83	**183**
13:15 - 13:29	138	111	**249**
13:30 - 13:44	111	106	**217**
13:45 - 13:59	113	107	**220**
14:00 - 14:14	120	100	**220**
14:15 - 14:29	132	102	**234**
14:30 - 14:44	106	100	**206**
14:45 - 14:59	150	97	**247**
15:00 - 15:14	131	92	**223**
15:15 - 15:29	132	85	**217**
15:30 - 15:44	162	77	**239**
15:45 - 15:59	151	74	**225**
16:00 - 16:14	153	121	**274**
16:15 - 16:29	179	96	**275**
16:30 - 16:44	180	131	**311**
16:45 - 16:59	140	83	**223**
17:00 - 17:14	162	87	**249**
17:15 - 17:29	199	99	**298**
17:30 - 17:44	162	111	**273**
17:45 - 17:59	162	107	**269**
18:00 - 18:14	146	123	**269**
18:15 - 18:29	128	109	**237**
18:30 - 18:44	101	111	**212**
18:45 - 18:59	99	96	**195**
19:00 - 19:14	90	65	**155**
19:15 - 19:29	84	86	**170**
19:30 - 19:44	70	67	**137**
19:45 - 19:59	73	62	**135**
20:00 - 20:14	65	50	**115**
20:15 - 20:29	82	42	**124**
20:30 - 20:44	61	39	**100**
20:45 - 20:59	62	33	**95**
21:00 - 21:14	70	27	**97**
21:15 - 21:29	62	28	**90**
21:30 - 21:44	63	21	**84**
21:45 - 21:59	52	30	**82**
22:00 - 22:14	37	24	**61**
22:15 - 22:29	45	17	**62**
22:30 - 22:44	36	23	**59**
22:45 - 22:59	17	9	**26**
23:00 - 23:14	17	13	**30**
23:15 - 23:29	18	11	**29**
23:30 - 23:44	8	7	**15**
23:45 - 23:59	13	14	**27**
Totals	**6406**	**5758**	**12164**
AM Peak Time	**10:54 - 11:53**	**08:03 - 09:02**	**10:56 - 11:55**
AM Peak Volume	**403**	**500**	**852**
PM Peak Time	**16:27 - 17:26**	**12:07 - 13:06**	**17:12 - 18:11**
PM Peak Volume	**699**	**480**	**1125**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date:	Wednesday, 03/13/2024
Unit ID:	Georgia
Location:	A1A South of Via Pelicano
Comments:	Palm Beach, Florida

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID: Georgia
Location: A1A South of Via Pelicano
Comments: Palm Beach, Florida

	Southbound Volume	Northbound Volume	Total Volume
00:00 - 00:14	10	8	**18**
00:15 - 00:29	6	2	**8**
00:30 - 00:44	3	3	**6**
00:45 - 00:59	3	2	**5**
01:00 - 01:14	7	2	**9**
01:15 - 01:29	7	3	**10**
01:30 - 01:44	1	3	**4**
01:45 - 01:59	0	0	**0**
02:00 - 02:14	1	1	**2**
02:15 - 02:29	2	0	**2**
02:30 - 02:44	2	2	**4**
02:45 - 02:59	3	3	**6**
03:00 - 03:14	1	1	**2**
03:15 - 03:29	0	0	**0**
03:30 - 03:44	1	1	**2**
03:45 - 03:59	2	1	**3**
04:00 - 04:14	5	2	**7**
04:15 - 04:29	2	0	**2**
04:30 - 04:44	2	2	**4**
04:45 - 04:59	1	3	**4**
05:00 - 05:14	3	2	**5**
05:15 - 05:29	4	5	**9**
05:30 - 05:44	3	7	**10**
05:45 - 05:59	6	10	**16**
06:00 - 06:14	4	14	**18**
06:15 - 06:29	17	18	**35**
06:30 - 06:44	24	23	**47**
06:45 - 06:59	29	21	**50**
07:00 - 07:14	35	42	**77**
07:15 - 07:29	41	69	**110**
07:30 - 07:44	55	80	**135**
07:45 - 07:59	65	126	**191**
08:00 - 08:14	56	112	**168**
08:15 - 08:29	102	82	**184**
08:30 - 08:44	44	152	**196**
08:45 - 08:59	79	144	**223**
09:00 - 09:14	75	119	**194**
09:15 - 09:29	64	105	**169**
09:30 - 09:44	89	93	**182**
09:45 - 09:59	72	83	**155**
10:00 - 10:14	66	88	**154**
10:15 - 10:29	68	103	**171**
10:30 - 10:44	95	113	**208**
10:45 - 10:59	101	98	**199**
11:00 - 11:14	87	94	**181**
11:15 - 11:29	90	90	**180**
11:30 - 11:44	111	114	**225**
11:45 - 11:59	94	102	**196**
12:00 - 12:14	91	131	**222**
12:15 - 12:29	78	115	**193**
12:30 - 12:44	112	110	**222**
12:45 - 12:59	97	114	**211**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID: Georgia
Location: A1A South of Via Pelicano
Comments: Palm Beach, Florida

	Southbound Volume	Northbound Volume	Total Volume
13:00 - 13:14	135	98	**233**
13:15 - 13:29	85	102	**187**
13:30 - 13:44	122	114	**236**
13:45 - 13:59	121	87	**208**
14:00 - 14:14	130	106	**236**
14:15 - 14:29	94	110	**204**
14:30 - 14:44	114	85	**199**
14:45 - 14:59	122	94	**216**
15:00 - 15:14	138	116	**254**
15:15 - 15:29	115	98	**213**
15:30 - 15:44	132	85	**217**
15:45 - 15:59	136	93	**229**
16:00 - 16:14	97	108	**205**
16:15 - 16:29	141	62	**203**
16:30 - 16:44	146	50	**196**
16:45 - 16:59	174	91	**265**
17:00 - 17:14	200	76	**276**
17:15 - 17:29	185	73	**258**
17:30 - 17:44	181	80	**261**
17:45 - 17:59	166	100	**266**
18:00 - 18:14	147	138	**285**
18:15 - 18:29	132	124	**256**
18:30 - 18:44	115	107	**222**
18:45 - 18:59	93	119	**212**
19:00 - 19:14	99	83	**182**
19:15 - 19:29	94	98	**192**
19:30 - 19:44	98	83	**181**
19:45 - 19:59	77	73	**150**
20:00 - 20:14	55	65	**120**
20:15 - 20:29	80	55	**135**
20:30 - 20:44	51	40	**91**
20:45 - 20:59	65	28	**93**
21:00 - 21:14	67	25	**92**
21:15 - 21:29	81	31	**112**
21:30 - 21:44	62	24	**86**
21:45 - 21:59	63	27	**90**
22:00 - 22:14	57	20	**77**
22:15 - 22:29	48	34	**82**
22:30 - 22:44	39	27	**66**
22:45 - 22:59	46	9	**55**
23:00 - 23:14	25	17	**42**
23:15 - 23:29	23	14	**37**
23:30 - 23:44	8	7	**15**
23:45 - 23:59	7	4	**11**
Totals	**6382**	**5698**	**12080**
AM Peak Time	**10:47 - 11:46**	**08:33 - 09:32**	**08:19 - 09:18**
AM Peak Volume	**401**	**529**	**808**
PM Peak Time	**16:40 - 17:39**	**17:59 - 18:58**	**17:08 - 18:07**
PM Peak Volume	**758**	**491**	**1097**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID: Georgia
Location: A1A South of Via Pelicano
Comments: Palm Beach, Florida

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024
Unit ID: IOWA
Location: Ocean Boulevard North of El Vedado
Comments: Palm Beach, Florida

	Northbound Volume	Southbound Volume	Total Volume
00:00 - 00:14	1	4	**5**
00:15 - 00:29	7	2	**9**
00:30 - 00:44	1	4	**5**
00:45 - 00:59	5	3	**8**
01:00 - 01:14	4	1	**5**
01:15 - 01:29	1	1	**2**
01:30 - 01:44	2	1	**3**
01:45 - 01:59	1	0	**1**
02:00 - 02:14	3	4	**7**
02:15 - 02:29	1	0	**1**
02:30 - 02:44	0	3	**3**
02:45 - 02:59	2	0	**2**
03:00 - 03:14	2	0	**2**
03:15 - 03:29	1	0	**1**
03:30 - 03:44	1	0	**1**
03:45 - 03:59	0	0	**0**
04:00 - 04:14	1	0	**1**
04:15 - 04:29	3	3	**6**
04:30 - 04:44	2	3	**5**
04:45 - 04:59	3	0	**3**
05:00 - 05:14	3	1	**4**
05:15 - 05:29	4	3	**7**
05:30 - 05:44	4	1	**5**
05:45 - 05:59	8	4	**12**
06:00 - 06:14	16	2	**18**
06:15 - 06:29	28	13	**41**
06:30 - 06:44	39	9	**48**
06:45 - 06:59	46	11	**57**
07:00 - 07:14	70	12	**82**
07:15 - 07:29	91	14	**105**
07:30 - 07:44	130	23	**153**
07:45 - 07:59	167	47	**214**
08:00 - 08:14	136	50	**186**
08:15 - 08:29	177	35	**212**
08:30 - 08:44	174	45	**219**
08:45 - 08:59	163	43	**206**
09:00 - 09:14	126	61	**187**
09:15 - 09:29	121	41	**162**
09:30 - 09:44	113	47	**160**
09:45 - 09:59	150	52	**202**
10:00 - 10:14	118	65	**183**
10:15 - 10:29	92	51	**143**
10:30 - 10:44	79	63	**142**
10:45 - 10:59	113	58	**171**
11:00 - 11:14	126	76	**202**
11:15 - 11:29	100	86	**186**
11:30 - 11:44	112	84	**196**
11:45 - 11:59	122	84	**206**
12:00 - 12:14	137	94	**231**
12:15 - 12:29	88	100	**188**
12:30 - 12:44	118	104	**222**
12:45 - 12:59	144	93	**237**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024
Unit ID: IOWA
Location: Ocean Boulevard North of El Vedado
Comments: Palm Beach, Florida

	Northbound Volume	Southbound Volume	Total Volume
13:00 - 13:14	114	99	**213**
13:15 - 13:29	110	100	**210**
13:30 - 13:44	127	85	**212**
13:45 - 13:59	107	102	**209**
14:00 - 14:14	119	121	**240**
14:15 - 14:29	103	113	**216**
14:30 - 14:44	113	118	**231**
14:45 - 14:59	118	115	**233**
15:00 - 15:14	120	120	**240**
15:15 - 15:29	82	123	**205**
15:30 - 15:44	95	137	**232**
15:45 - 15:59	100	134	**234**
16:00 - 16:14	90	156	**246**
16:15 - 16:29	82	143	**225**
16:30 - 16:44	67	134	**201**
16:45 - 16:59	84	117	**201**
17:00 - 17:14	99	158	**257**
17:15 - 17:29	83	124	**207**
17:30 - 17:44	99	146	**245**
17:45 - 17:59	102	120	**222**
18:00 - 18:14	95	113	**208**
18:15 - 18:29	93	115	**208**
18:30 - 18:44	75	91	**166**
18:45 - 18:59	88	87	**175**
19:00 - 19:14	79	63	**142**
19:15 - 19:29	66	70	**136**
19:30 - 19:44	63	67	**130**
19:45 - 19:59	50	64	**114**
20:00 - 20:14	44	46	**90**
20:15 - 20:29	29	31	**60**
20:30 - 20:44	26	43	**69**
20:45 - 20:59	36	27	**63**
21:00 - 21:14	30	45	**75**
21:15 - 21:29	27	41	**68**
21:30 - 21:44	35	33	**68**
21:45 - 21:59	29	40	**69**
22:00 - 22:14	19	30	**49**
22:15 - 22:29	10	25	**35**
22:30 - 22:44	7	24	**31**
22:45 - 22:59	10	22	**32**
23:00 - 23:14	14	14	**28**
23:15 - 23:29	6	16	**22**
23:30 - 23:44	8	8	**16**
23:45 - 23:59	4	4	**8**
Totals	**6113**	**5085**	**11198**
AM Peak Time	**08:06 - 09:05**	**11:00 - 11:59**	**07:49 - 08:48**
AM Peak Volume	**665**	**330**	**837**
PM Peak Time	**12:36 - 13:35**	**15:36 - 16:35**	**15:26 - 16:25**
PM Peak Volume	**516**	**583**	**951**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 03/12/2024
Unit ID: IOWA
Location: Ocean Boulevard North of El Vedado
Comments: Palm Beach, Florida

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID: IOWA
Location: Ocean Boulevard North of El Vedado
Comments: Palm Beach, Florida

	Northbound Volume	Southbound Volume	Total Volume
00:00 - 00:14	3	5	**8**
00:15 - 00:29	2	6	**8**
00:30 - 00:44	1	3	**4**
00:45 - 00:59	2	1	**3**
01:00 - 01:14	3	1	**4**
01:15 - 01:29	4	4	**8**
01:30 - 01:44	2	1	**3**
01:45 - 01:59	2	2	**4**
02:00 - 02:14	1	3	**4**
02:15 - 02:29	1	2	**3**
02:30 - 02:44	1	0	**1**
02:45 - 02:59	1	1	**2**
03:00 - 03:14	0	0	**0**
03:15 - 03:29	2	1	**3**
03:30 - 03:44	1	0	**1**
03:45 - 03:59	0	0	**0**
04:00 - 04:14	1	0	**1**
04:15 - 04:29	0	1	**1**
04:30 - 04:44	3	3	**6**
04:45 - 04:59	3	3	**6**
05:00 - 05:14	1	1	**2**
05:15 - 05:29	4	2	**6**
05:30 - 05:44	8	1	**9**
05:45 - 05:59	12	4	**16**
06:00 - 06:14	15	7	**22**
06:15 - 06:29	27	3	**30**
06:30 - 06:44	45	11	**56**
06:45 - 06:59	43	16	**59**
07:00 - 07:14	69	15	**84**
07:15 - 07:29	96	23	**119**
07:30 - 07:44	160	37	**197**
07:45 - 07:59	162	41	**203**
08:00 - 08:14	158	48	**206**
08:15 - 08:29	175	44	**219**
08:30 - 08:44	183	36	**219**
08:45 - 08:59	192	49	**241**
09:00 - 09:14	158	60	**218**
09:15 - 09:29	140	57	**197**
09:30 - 09:44	124	74	**198**
09:45 - 09:59	139	56	**195**
10:00 - 10:14	113	57	**170**
10:15 - 10:29	122	64	**186**
10:30 - 10:44	94	66	**160**
10:45 - 10:59	123	68	**191**
11:00 - 11:14	115	71	**186**
11:15 - 11:29	122	74	**196**
11:30 - 11:44	123	90	**213**
11:45 - 11:59	136	85	**221**
12:00 - 12:14	108	104	**212**
12:15 - 12:29	105	94	**199**
12:30 - 12:44	112	100	**212**
12:45 - 12:59	140	113	**253**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID: IOWA
Location: Ocean Boulevard North of El Vedado
Comments: Palm Beach, Florida

	Northbound Volume	Southbound Volume	Total Volume
13:00 - 13:14	145	123	**268**
13:15 - 13:29	138	109	**247**
13:30 - 13:44	127	106	**233**
13:45 - 13:59	117	92	**209**
14:00 - 14:14	118	109	**227**
14:15 - 14:29	109	116	**225**
14:30 - 14:44	135	110	**245**
14:45 - 14:59	101	125	**226**
15:00 - 15:14	105	129	**234**
15:15 - 15:29	100	137	**237**
15:30 - 15:44	104	145	**249**
15:45 - 15:59	104	86	**190**
16:00 - 16:14	72	137	**209**
16:15 - 16:29	111	128	**239**
16:30 - 16:44	87	123	**210**
16:45 - 16:59	100	140	**240**
17:00 - 17:14	78	165	**243**
17:15 - 17:29	85	152	**237**
17:30 - 17:44	103	147	**250**
17:45 - 17:59	106	105	**211**
18:00 - 18:14	122	99	**221**
18:15 - 18:29	87	94	**181**
18:30 - 18:44	89	80	**169**
18:45 - 18:59	83	82	**165**
19:00 - 19:14	67	70	**137**
19:15 - 19:29	68	70	**138**
19:30 - 19:44	47	52	**99**
19:45 - 19:59	59	49	**108**
20:00 - 20:14	49	36	**85**
20:15 - 20:29	38	51	**89**
20:30 - 20:44	45	50	**95**
20:45 - 20:59	26	35	**61**
21:00 - 21:14	21	44	**65**
21:15 - 21:29	23	26	**49**
21:30 - 21:44	32	35	**67**
21:45 - 21:59	24	28	**52**
22:00 - 22:14	27	29	**56**
22:15 - 22:29	21	25	**46**
22:30 - 22:44	26	15	**41**
22:45 - 22:59	5	12	**17**
23:00 - 23:14	10	19	**29**
23:15 - 23:29	6	11	**17**
23:30 - 23:44	8	11	**19**
23:45 - 23:59	10	7	**17**
Totals	**6495**	**5122**	**11617**
AM Peak Time	**08:04 - 09:03**	**11:00 - 11:59**	**08:04 - 09:03**
AM Peak Volume	**720**	**320**	**902**
PM Peak Time	**12:48 - 13:47**	**16:44 - 17:43**	**12:45 - 13:44**
PM Peak Volume	**560**	**610**	**1001**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 03/13/2024
Unit ID: IOWA
Location: Ocean Boulevard North of El Vedado
Comments: Palm Beach, Florida

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID: IOWA
Location: Ocean Boulevard North of El Vedado
Comments: Palm Beach, Florida

	Northbound Volume	Southbound Volume	Total Volume
00:00 - 00:14	3	6	**9**
00:15 - 00:29	3	2	**5**
00:30 - 00:44	4	4	**8**
00:45 - 00:59	4	4	**8**
01:00 - 01:14	2	4	**6**
01:15 - 01:29	1	1	**2**
01:30 - 01:44	3	0	**3**
01:45 - 01:59	1	0	**1**
02:00 - 02:14	1	5	**6**
02:15 - 02:29	0	0	**0**
02:30 - 02:44	2	0	**2**
02:45 - 02:59	2	0	**2**
03:00 - 03:14	1	0	**1**
03:15 - 03:29	1	2	**3**
03:30 - 03:44	1	0	**1**
03:45 - 03:59	1	0	**1**
04:00 - 04:14	0	1	**1**
04:15 - 04:29	2	0	**2**
04:30 - 04:44	4	1	**5**
04:45 - 04:59	0	3	**3**
05:00 - 05:14	3	0	**3**
05:15 - 05:29	2	1	**3**
05:30 - 05:44	7	1	**8**
05:45 - 05:59	10	2	**12**
06:00 - 06:14	15	2	**17**
06:15 - 06:29	18	9	**27**
06:30 - 06:44	33	8	**41**
06:45 - 06:59	51	14	**65**
07:00 - 07:14	69	21	**90**
07:15 - 07:29	88	25	**113**
07:30 - 07:44	114	23	**137**
07:45 - 07:59	147	39	**186**
08:00 - 08:14	148	50	**198**
08:15 - 08:29	33	29	**62**
08:30 - 08:44	175	42	**217**
08:45 - 08:59	186	35	**221**
09:00 - 09:14	185	50	**235**
09:15 - 09:29	133	45	**178**
09:30 - 09:44	136	48	**184**
09:45 - 09:59	120	63	**183**
10:00 - 10:14	114	50	**164**
10:15 - 10:29	84	48	**132**
10:30 - 10:44	117	62	**179**
10:45 - 10:59	101	60	**161**
11:00 - 11:14	108	72	**180**
11:15 - 11:29	96	80	**176**
11:30 - 11:44	115	85	**200**
11:45 - 11:59	95	90	**185**
12:00 - 12:14	118	88	**206**
12:15 - 12:29	85	90	**175**
12:30 - 12:44	149	84	**233**
12:45 - 12:59	96	111	**207**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID: IOWA
Location: Ocean Boulevard North of El Vedado
Comments: Palm Beach, Florida

	Northbound Volume	Southbound Volume	Total Volume
13:00 - 13:14	123	94	**217**
13:15 - 13:29	91	80	**171**
13:30 - 13:44	92	105	**197**
13:45 - 13:59	124	113	**237**
14:00 - 14:14	102	100	**202**
14:15 - 14:29	86	117	**203**
14:30 - 14:44	116	95	**211**
14:45 - 14:59	110	112	**222**
15:00 - 15:14	90	130	**220**
15:15 - 15:29	84	141	**225**
15:30 - 15:44	139	134	**273**
15:45 - 15:59	98	99	**197**
16:00 - 16:14	96	124	**220**
16:15 - 16:29	69	70	**139**
16:30 - 16:44	89	23	**112**
16:45 - 16:59	115	70	**185**
17:00 - 17:14	96	134	**230**
17:15 - 17:29	121	198	**319**
17:30 - 17:44	143	194	**337**
17:45 - 17:59	128	198	**326**
18:00 - 18:14	151	178	**329**
18:15 - 18:29	128	148	**276**
18:30 - 18:44	130	133	**263**
18:45 - 18:59	128	113	**241**
19:00 - 19:14	106	123	**229**
19:15 - 19:29	76	95	**171**
19:30 - 19:44	68	88	**156**
19:45 - 19:59	59	45	**104**
20:00 - 20:14	52	54	**106**
20:15 - 20:29	47	58	**105**
20:30 - 20:44	39	51	**90**
20:45 - 20:59	23	37	**60**
21:00 - 21:14	27	48	**75**
21:15 - 21:29	30	60	**90**
21:30 - 21:44	28	48	**76**
21:45 - 21:59	33	45	**78**
22:00 - 22:14	23	46	**69**
22:15 - 22:29	24	38	**62**
22:30 - 22:44	20	33	**53**
22:45 - 22:59	13	30	**43**
23:00 - 23:14	22	25	**47**
23:15 - 23:29	9	13	**22**
23:30 - 23:44	13	12	**25**
23:45 - 23:59	10	11	**21**
Totals	**6358**	**5323**	**11681**
AM Peak Time	**08:32 - 09:31**	**10:59 - 11:58**	**08:32 - 09:31**
AM Peak Volume	**683**	**333**	**857**
PM Peak Time	**17:16 - 18:15**	**17:18 - 18:17**	**17:18 - 18:17**
PM Peak Volume	**552**	**776**	**1322**

All Traffic Data Services, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 03/14/2024
Unit ID: IOWA
Location: Ocean Boulevard North of El Vedado
Comments: Palm Beach, Florida

APPENDIX C

Signal Timing Sheets
US Coast Guard Bridge Opening Schedule and Regulations
2024 Synchro Output Reports

Sunrise & County

Phase

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	7	0	10	0	7	0	10	0	0	0	0	0	0	0	0
Ped Clearance	0	13	0	15	0	13	0	15	0	0	0	0	0	0	0	0
Min Green	0	20	0	10	0	20	7	10	0	0	0	0	0	0	0	0
Passage	5	3	5	3	5	2	3	3	0	0	0	0	0	0	0	0
Max1	35	40	35	25	0	40	20	30	0	0	0	0	0	0	0	0
Max2	40	40	40	40	40	40	40	40	0	0	0	0	0	0	0	0
Yellow	3.5	3.5	3	3.5	3	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	1	2.5	1	2.5	1	2.5	2.5	2.5	0	0	0	0	0	0	0	0

TB Coor, Day Plan

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	11	15	19											
Minute																
Action	100	1	2	3	100											

Coordination, Pattern 1-16 [2.1]/Coordination, Alt Tables+[2.6]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	90	90	110													
Offset Time	67	58	88													
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	3	3	3	1	1	1
Ph Opt Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ph Time Alt	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0

Coordination, Splits

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		42		48		42	17	31								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON				ON										

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		41		49		41	17	32								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON				ON										

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		56		54		56	18	36								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON				ON										

Sunset & County

Phase

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	10	0	10	0	10	0	10	0	0	0	0	0	0	0	0
Ped Clearance	0	10	0	16	0	10	0	16	0	0	0	0	0	0	0	0
Min Green	5	10	5	15	5	10	5	15	0	0	0	0	0	0	0	0
Passage	5	5	5	5	5	5	5	5	0	0	0	0	0	0	0	0
Max1	35	60	35	25	35	60	35	25	0	0	0	0	0	0	0	0
Max2	40	40	40	40	40	40	40	40	0	0	0	0	0	0	0	0
Yellow	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0

TB Coor, Day Plan

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	11	15	19											
Minute																
Action	100	1	2	3	100											

Coordination, Pattern 1-16 [2.1]/Coordination, Alt Tables+[2.6]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	90	90	110													
Offset Time	83	63	97													
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	3	3	3	1	1	1
Ph Opt Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ph Time Alt	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0

Coordination, Splits

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		60		30		60		30								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON				ON										

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		56		34		56		34								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON				ON										

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		72		38		72		38								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON				ON										

Royal Poinciana & County

Phase

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	7	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clearance	16	0	16	16	0	0	0	16	0	0	0	0	0	0	0	0
Min Green	20	5	15	10	0	0	0	0	0	0	0	0	0	0	0	0
Passage	3	3	3	3	5	5	5	5	0	0	0	0	0	0	0	0
Max1	40	20	25	20	35	60	35	25	0	0	0	0	0	0	0	0
Max2	0	0	0	0	40	40	40	40	0	0	0	0	0	0	0	0
Yellow	3	3	3	3	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0

TB Coor, Day Plan

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	11	15	19											
Minute																
Action	100	1	2	3	100											

Coordination, Pattern 1-16 [2.1]/Coordination, Alt Tables+[2.6]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	90	90	110													
Offset Time	27	63	87													
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	3	3	3	1	1	1
Ph Opt Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ph Time Alt	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0

Coordination, Splits

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	27	9	27	27												
Mode	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph			ON													

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	27	9	27	27												
Mode	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph	ON															

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	47	9	27	27												
Mode	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph	ON															

Breakers Row / Pine Walk & County

Phase

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	7	0	0	0	0	0	10	0	0	0	0	0	0	0	0
Ped Clearance	0	16	0	0	0	0	0	16	0	0	0	0	0	0	0	0
Min Green	0	15	0	15	0	15	0	15	0	0	0	0	0	0	0	0
Passage	5	5	5	5	5	5	5	5	0	0	0	0	0	0	0	0
Max1	35	35	35	30	35	35	35	30	0	0	0	0	0	0	0	0
Max2	40	40	40	40	40	40	40	40	0	0	0	0	0	0	0	0
Yellow	3	3.6	3	3.4	3	3.6	3	3.4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	1	2	1	2	1	2	1	2	0	0	0	0	0	0	0	0

Barton & County Road

Phase

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	10	0	10	0	10	0	10	0	0	0	0	0	0	0	0
Ped Clearance	0	16	0	16	0	16	0	16	0	0	0	0	0	0	0	0
Min Green	5	5	5	5	5	5	5	5	0	0	0	0	0	0	0	0
Passage	5	5	5	5	5	5	5	5	0	0	0	0	0	0	0	0
Max1	35	35	35	35	35	35	35	30	0	0	0	0	0	0	0	0
Max2	40	40	40	40	40	40	40	40	0	0	0	0	0	0	0	0
Yellow	3	3	3	3	3	3	3	3	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0

Royal Palm Way & County Road

Phase

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Ped Clearance	0	23	7	15	0	23	0	12	0	0	0	0	0	0	0	0
Min Green	0	15	0	20	15	15	10	10	0	0	0	0	0	0	0	0
Passage	0	3	0	3	3	4	3	3	0	0	0	0	0	0	0	0
Max1	0	50	0	50	45	50	50	30	0	0	0	0	0	0	0	0
Max2	0	15	0	25	15	30	15	30	0	0	0	0	0	0	0	0
Yellow	3	3.6	3	3.5	3	3.6	3	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	0	1	0	1	1	1	1	1	0	0	0	0	0	0	0	0

TB Coor, Day Plan

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	11	15	19											
Minute																
Action	100	1	2	3	100											

Coordination, Pattern 1-16 [2.1]/Coordination, Alt Tables+[2.6]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	100	100	100													
Offset Time	52	38	92													
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	3	3	3	1	1	1
Ph Opt Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ph Time Alt	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0

Coordination, Splits

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		54		46	19	35	23	23								
Mode	NON	NON	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph				ON				ON								

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		55		45	17	38	21	24								
Mode	NON	NON	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph				ON				ON								

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		56		44	19	37	21	23								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON				ON										

Worth / Peruvian & County

Phase

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	10	0	10	0	10	0	10	0	0	0	0	0	0	0	0
Ped Clearance	0	16	0	16	0	16	0	16	0	0	0	0	0	0	0	0
Min Green	5	5	5	5	5	5	5	5	0	0	0	0	0	0	0	0
Passage	5	5	5	5	5	5	5	5	0	0	0	0	0	0	0	0
Max1	35	35	35	35	35	35	35	35	0	0	0	0	0	0	0	0
Max2	40	40	40	40	40	40	40	40	0	0	0	0	0	0	0	0
Yellow	3	3	3	3	3	3	3	3	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0

TB Coor, Day Plan

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	11	15	19											
Minute																
Action	100	1	2	3	100											

Coordination, Pattern 1-16 [2.1]/Coordination, Alt Tables+[2.6]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	70	70	70													
Offset Time	64	61	48													
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	3	3	3	1	1	1
Ph Opt Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ph Time Alt	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0

Coordination, Splits

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		40		30	10	30										
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON				ON										

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		40		30	10	31										
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON				ON										

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		40		30	10	30										
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON				ON										

Hammon & County

Phase

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	8	0	0	0	8	0	8	0	0	0	0	0	0	0	0
Ped Clearance	0	13	0	0	0	13	0	13	0	0	0	0	0	0	0	0
Min Green	0	5	0	0	0	5	0	7	0	0	0	0	0	0	0	0
Passage	5	5	5	5	5	5	5	5	0	0	0	0	0	0	0	0
Max1	0	25	0	0	0	25	0	20	0	0	0	0	0	0	0	0
Max2	40	40	40	40	40	40	40	40	0	0	0	0	0	0	0	0
Yellow	3	3.6	3	3	3	3.6	3	3.4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0

TB Coor, Day Plan

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	11	15	19											
Minute																
Action	100	1	2	3	100											

Coordination, Pattern 1-16 [2.1]/Coordination, Alt Tables+[2.6]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	70	70	70													
Offset Time	68	0	52													
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	3	3	3	1	1	1
Ph Opt Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ph Time Alt	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0

Coordination, Splits

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		43				43		27								
Mode	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		39				39		31								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON				ON										

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		44				44		26								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON				ON										

Royal Palm Way & Cocoanut Row

Phase

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	10	0	10	0	10	0	10	0	0	0	0	0	0	0	0
Ped Clearance	16	16	16	16	0	16	0	16	0	0	0	0	0	0	0	0
Min Green	5	15	5	5	5	15	5	5	0	0	0	0	0	0	0	0
Passage	5	7	5	5	5	7	5	5	0	0	0	0	0	0	0	0
Max1	30	45	15	25	0	45	15	30	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	3	3.5	3	3.5	3	3.5	3	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0

TB Coor, Day Plan

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	11	15	19											
Minute																
Action	100	1	2	3	100											

Coordination, Pattern 1-16 [2.1]/Coordination, Alt Tables+[2.6]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	100	100	100													
Offset Time	0	0	0													
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	3	3	3	1	1	1
Ph Opt Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ph Time Alt	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0

Coordination, Splits

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	30	31	9	30		61	9	30								
Mode	NON	NON	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph						ON										

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	22	36	9	33		58	12	30								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON				ON										

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	40	9	31		60	10	30								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON				ON										

Seabreeze / Clark & Cocoanut Row

Phase

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	0	20	0	10	0	20	0	10	0	0	0	0	0	0	0	0
Passage	0	5	0	5	0	5	0	5	0	0	0	0	0	0	0	0
Max1	0	3	0	20	0	30	0	20	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	3	3.4	3	3.4	3	3.4	3	3.4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	0	1.5	1	1	1	1.5	1	1	0	0	0	0	0	0	0	0

Pendleton & Cocoanut Row

Phase

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
Ped Clearance	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Min Green	0	15	0	0	0	15	0	9	0	0	0	0	0	0	0	0
Passage	0	5	0	0	0	5	0	5	0	0	0	0	0	0	0	0
Max1	0	30	0	0	0	30	0	30	0	0	0	0	0	0	0	0
Max2	0	35	0	0	0	35	0	35	0	0	0	0	0	0	0	0
Yellow	3	3.4	3	3	3	3.4	3	3.4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	1	1.5	1	1	1	1.5	1	1.5	0	0	0	0	0	0	0	0

Royal Poinciana & Cocoanut Row

Phase

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	10	10	10	0	10	0	10	0	0	0	0	0	0	0	0
Ped Clearance	0	16	16	16	0	16	0	16	0	0	0	0	0	0	0	0
Min Green	15	20	15	5	15	20	0	15	0	0	0	0	0	0	0	0
Passage	5	5	5	5	5	5	5	5	0	0	0	0	0	0	0	0
Max1	35	30	30	0	20	30	0	40	0	0	0	0	0	0	0	0
Max2	15	20	60	0	15	20	0	60	0	0	0	0	0	0	0	0
Yellow	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0

TB Coor, Day Plan

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	11	15	19											
Minute																
Action	100	1	2	3	100											

Coordination, Pattern 1-16 [2.1]/Coordination, Alt Tables+[2.6]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	90	90	110													
Offset Time	0	0	0													
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	3	3	3	1	1	1
Ph Opt Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ph Time Alt	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0

Coordination, Splits

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	30	30	10	20	30		40								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON				ON										

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	19	31	30	10	19	31		40								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON				ON										

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	38	40	12	21	37		52								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON				ON										

Bradley & Sunrise

Phase

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	0	0	13	0	14	0	0	0	0	0	0	0	0	0	0
Min Green	0	12	0	10	5	12	0	0	0	0	0	0	0	0	0	0
Passage	0	2.5	0	2.5	5	2.5	0	0	0	0	0	0	0	0	0	0
Max1	0	30	0	22	10	30	0	0	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	3	3.4	3	3.4	3	3.4	3	3.4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	0	2.5	1	2.5	1	2.5	1	2.5	0	0	0	0	0	0	0	0

TB Coor, Day Plan

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	11	15	19											
Minute																
Action	100	1	2	3	100											

Coordination, Pattern 1-16 [2.1]/Coordination, Alt Tables+[2.6]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	90	90	90													
Offset Time	62	72	0													
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	3	3	3	1	1	1
Ph Opt Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ph Time Alt	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0

Coordination, Splits

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		61		29	12	49										
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON				ON										

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		55		35	13	42										
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON				ON										

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		58		32	12	46										
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON				ON										

Drawbridge Openings Schedule in Palm Beach County



Palm Beach County
Board of County Commissioners

County Administrator
Verdenia C. Baker

In accordance with the provisions of ADA, this document may be requested in an alternate format.
Contact Public Affairs at 561-355-2754.

Prepared as a public service by Palm Beach County
Board of County Commissioners
Public Affairs Department (561) 355-2754
1/16

DRAWBRIDGE OPENINGS IN PALM BEACH COUNTY

*Bold = County bridges

LOCATION	DRAWBRIDGE	MILE	SCHEDULE FOR OPENING	OWNED BY
Jupiter	**Jupiter Island (SR-707)**	**1004.1**	**On Demand**	**County**
Jupiter	Jupiter (US-1)	1004.8	On Demand	State
Jupiter	Indiantown Road (SR-706)	1006.2	Opens on the hour & half-hour	State
Juno Beach	**Donald Ross Road**	**1009.3**	**Opens on the hour & half-hour**	**County**
Palm Beach Gardens	PGA Boulevard	1012.6	Opens on the hour & half-hour	State
North Palm Beach	Parker (US-1)	1013.7	Opens on the quarter & three-quarter hour	State
Palm Beach	Flagler Memorial (SR A1A)	1020.8	Opens on the quarter & three-quarter hour	State
Palm Beach	Royal Park (SR-704)	1022.6	Opens on the hour & half-hour	State
Palm Beach	Southern Boulevard (SR-700/80)	1024.7	Opens on the quarter & three-quarter hour	State
Lake Worth	Lake Worth Avenue (SR-802)	1028.8	On Demand	State
Lantana	**Ocean Avenue**	**1031.0**	**Opens on the hour & half-hour**	**County**
Boynton Beach	Ocean Avenue	1035.0	Opens on the hour & half-hour	State
Boynton Beach	**SE 15th Avenue**	**1035.8**	**On Demand**	**County**
Delray Beach	**NE 8th Street (George Bush Blvd)**	**1038.7**	**On Demand**	**County**
Delray Beach	Atlantic Avenue (SR-806)	1039.6	Opens on the quarter & three-quarter hour	State
Delray Beach	**Linton Boulevard**	**1041.1**	**Opens on the hour & half-hour**	**County**
Boca Raton	NE 40th Street (Spanish River)	1044.9	Opens on the hour & half-hour	State
Boca Raton	**Palmetto Park Road (SR-798)**	**1047.5**	**Opens on the hour & half-hour**	**County**
Boca Raton	Boca Inlet Bridge	1048.0	On Demand	State
Boca Raton	**E. Camino Real Road (Boca Club)**	**1048.2**	**Opens on the hour, 20 minutes past the hour, and 40 minutes past the hour**	**County**

AUTHENTICATED U.S. GOVERNMENT INFORMATION GPO

FLORIDA

§117.258 Apalachicola River.

(a) The draw of the Apalachicola and Northern Railroad Bridge, mile 4.5 (GIWW mile 347.0 EHL), at Apalachicola, is maintained in the fully open-to-navigation position and untended. The bridge will not be returned to service until proper notification is published in the FEDERAL REGISTER.

(b) The draw of the CSX Railroad Bridge, mile 105.9, at River Junction shall open on signal if at least eight hours notice is given.

[USCG–2012–0470, 77 FR 75556, Dec. 21, 2012]

§117.261 Atlantic Intracoastal Waterway from St. Marys River to Key Largo.

(a) *General.* Public vessels of the United States and tugs with tows must be passed through the drawspan of each drawbridge listed in this section at anytime.

(b)–(c) [Reserved]

(d) *Bridge of Lions (SR A1A) bridge, mile 777.9 at St. Augustine.* The draw shall open on signal; except that, from 7 a.m. to 6 p.m. the draw need open only on the hour and half-hour; however, the draw need not open at 8 a.m., 12 noon, and 5 p.m. Monday through Friday except Federal holidays. From 7 a.m. to 6 p.m. on Saturdays, Sundays and Federal holidays the draw need only open on the hour and half-hour.

(e)–(g) [Reserved]

(h) *George Musson/Coronado Beach (SR 44) bridge, mile 845 at New Smyrna Beach.* The George Musson/Coronado Beach (SR 44) bridge, mile 845, shall open on signal, except that from 7 a.m. to 7 p.m., the draw shall open on the hour and half-hour, seven days a week.

(i) [Reserved]

(j) NASA Railroad bridge, mile 876.6 at Kennedy Space Center.

(1) The draw is not constantly tended.

(2) The draw is normally in the fully open position displaying flashing green lights to indicate that vessels may pass.

(3) When a train approaches the bridge, it stops and the operator initiates a command to lower the bridge. The lights go to flashing red and the draw lowers and locks, providing scanning equipment reveals nothing under the draw. The draw remains down until a manual raise command is initiated, or will raise automatically 5 minutes after the intermediate track circuit is no longer occupied by a rail car.

(4) After the train has cleared, the draw opens and the lights return to flashing green.

(k) [Reserved]

(l) *John F. Kennedy Space Center bridge, mile 885 at Addison Point.* The draw shall open on signal; except that, from 6:30 a.m. to 8 a.m. and 3:30 p.m. to 5 p.m. Monday through Friday, except Federal holidays, the draw need not open.

(m) [Reserved]

(n) *A1A North Causeway Bridge, mile 964.8 at Fort Pierce.* The draw shall open on the hour and half-hour.

(o)–(p) [Reserved]

(q) *Indiantown Road bridge, mile 1006.2.* The draw shall open on the hour and half-hour.

(r) *Donald Ross bridge, mile 1009.3, at North Palm Beach.* The draw shall open on the hour and half-hour.

(s) *PGA Boulevard bridge, mile 1012.6, at North Palm Beach.* The draw shall open on the hour and half-hour.

(t) *Parker (US–1) bridge, mile 1013.7, at Riviera Beach.* The draw shall open on the quarter and three-quarter hour.

(u) *Flagler Memorial (SR A1A) Bridge, mile 1021.8, at West Palm Beach.* (1) The draw shall open on the quarter and three-quarter hour.

(2) When the security zone is enforced, the draw is allowed to remain closed to navigation from 2:15 p.m. to 5:30 p.m. with the exception of a once an hour opening at 2:15 p.m., 3:15 p.m., 4:15 p.m. and 5:15 p.m., weekdays only, if vessels are requesting an opening. At all other times the draw shall open on the quarter and three-quarter hour.

(v) *Royal Park (SR 704) Bridge, mile 1022.6, at West Palm Beach.* (1) The draw shall open on the hour and half-hour.

(2) When the security zone is enforced, the draw is allowed to remain closed to navigation from 2:15 p.m. to 5:30 p.m. with the exception of a once an hour opening at 2:30 p.m., 3:30 p.m., 4:30 p.m. and 5:30 p.m., weekdays only, if vessels are requesting an opening. At all other times the draw shall open on the hour and half-hour.

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(w) *Southern Boulevard (SR 70/80) Bridge, mile 1024.7, at West Palm Beach.* (1) The draw shall open on the quarter and three-quarter hour.

(2) When the security zone is enforced, the draw may be closed without advance notice to permit uninterrupted transit of dignitaries across the bridge. At all other times the bridge shall open on the quarter and three-quarter hour, or as directed by the on-scene designated representative.

(x) *Ocean Avenue bridge, mile 1031.0, at Lantana.* The draw shall open on the hour and half-hour.

(y) *Ocean Avenue bridge, mile 1035.0, at Boynton Beach.* The draw shall open on the hour and half-hour.

(z) [Reserved]

(z–1) *Atlantic Avenue (SR 806) bridge, mile 1039.6, at Delray Beach.* The draw shall open on the quarter and three-quarter-hour.

(z–2) *Linton Boulevard bridge, mile 1041.1, at Delray Beach.* The draw shall open on the hour and half-hour.

(z–3) *Spanish River bridge, mile 1044.9, at Boca Raton.* The draw shall open on the hour and half-hour.

(aa) *Palmetto Park bridge, mile 1047.5, at Boca Raton.* The draw shall open on the hour and half-hour.

(aa–1) *Boca Club, Camino Real bridge, mile 1048.2, at Boca Raton.* The draw shall open on the hour, twenty minutes past the hour and forty minutes past the hour.

(bb) *Broward County.* (1) Hillsboro Boulevard bridge (SR 810), mile 1050.0 at Deerfield Beach. The draw shall open on the hour and half-hour.

(2) NE 14th Street bridge, mile 1055.0 at Pompano. The draw shall open on the quarter-hour and three-quarter hour.

(3) Atlantic Boulevard (SR 814) bridge, mile 1056.0 at Pompano. The draw shall open on the hour and half-hour.

(4) Commercial Boulevard (SR 870) bridge, mile 1059.0, at Lauderdale-by-the-Sea. The draw shall open on the hour and half-hour.

(5) Oakland Park Boulevard bridge, mile 1060.5 at Fort Lauderdale. The draw shall open on the quarter-hour and three-quarter hour.

(6) East Sunrise Boulevard (SR 838) bridge, mile 1062.6, at Fort Lauderdale. The draw shall open on the hour and half-hour. On the first weekend in May, the draw need not open from 4 p.m. to 6 p.m. on Saturday and Sunday, and, on the first Saturday in May, the draw need not open from 9:45 p.m. to 10:45 p.m.

(7) East Las Olas bridge, mile 1064 at Fort Lauderdale. The draw shall open on the quarter-hour and three-quarter hour. On the first weekend in May, the draw need not open from 4 p.m. to 6 p.m. on Saturday and Sunday, and, on the first Saturday in May, the draw need not open from 9:45 p.m. to 10:45 p.m.

(8) SE 17th Street (Brooks Memorial) bridge, mile 1065.9 at Fort Lauderdale. The draw shall open on the hour and half-hour.

(9) Dania Beach Boulevard bridge, mile 1069.4 at Dania Beach. The draw shall open on the hour and half-hour.

(10) Sheridan Street bridge, mile 1070.5, at Fort Lauderdale. The draw shall open on the quarter-hour and three-quarter hour.

(11) Hollywood Beach Boulevard (SR 820) bridge, mile 1072.2 at Hollywood. The draw shall open on the hour and half-hour.

(12) Hallandale Beach Boulevard (SR 824) bridge, mile 1074.0 at Hallandale. The draw shall open on the quarter-hour and three-quarter hour.

(cc)–(kk) [Reserved]

(ll) *N.E. 163rd Street (SR826) bridge, mile 1078.0 at Sunny Isles.* The draw shall open on signal; except that, from 7 a.m. to 6 p.m. on Monday through Friday except Federal holidays, and from 10 a.m. to 6 p.m. on Saturdays, Sundays, and Federal holidays, the draw need open only on the quarter-hour and three-quarter hour.

(mm) *Broad Causeway bridge, mile 1081.4 at Bay Harbor Islands.* The draw shall open on signal; except that, from 8 a.m. to 6 p.m., the draw need open only on the quarter-hour and three-quarter hour.

(mm–1) West 79th Street Bridge. The draw of the West 79th Street Bridge, at Miami, Florida will open on signal, except that from 7 a.m. to 7 p.m. Monday through Friday, except Federal holidays, the draw need only open on the hour and half hour.

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(nn) West 79th Street Bridge, mile 1064.6, at Miami, Florida. The draw shall operate as follows:

(1) Monday through Friday (except on Federal holidays):

(i) 7 a.m. to 10 a.m. the draw need only open on the hour.

(ii) 10 a.m. to 4 p.m. the draw need only open on the hour and half hour.

(iii) 4 p.m. to 7 p.m. the draw need only open on the hour.

(iv) 7 p.m. to 7 a.m. the draw shall open on signal.

(2) Saturday, Sunday, and Federal holidays the draw shall open on signal.

(oo) The Venetian Causeway Bridge (West), mile 1068.6, at Miami. The draw shall open on signal, except that from 7 a.m. to 7 p.m. daily, including Federal holidays, the draw need only open on the hour and half hour.

(pp)—(ss) [Reserved]

[CGD7–84–29, 50 FR 51248, Dec. 16, 1985]

EDITORIAL NOTE: FOR FEDERAL REGISTER citations affecting § 117.261, see the LIST of CFR Sections Affected, which appears in the Finding Aids section of the printed volume and at *www.govinfo.gov*.

§ 117.263 Banana River.

(a) The draw of the Mathers (SR A–1–A) Bridge, mile 0.5 at Indian Harbor Beach, shall open on signal; except that, from 10 p.m. to 6 a.m. Monday through Friday except Federal holidays, the draw shall open on signal if at least two hours notice is given.

(b) The draw of the NASA Causeway bridge, mile 27.6 at Cape Canaveral, shall open on signal if at least four hours notice is given to the NASA Security Office by telephone or in person.

[CGD 82–025, 49 FR 26721, June 29, 1984]

§ 117.267 Big Carlos Pass.

The draw of the SR865 bridge, mile 0.0 between Estero Island and Black Island, shall open on signal; except that, the draw need not be opened from 7 p.m. to 8 a.m.

§ 117.268 Billy's Creek.

The draw of the State Road 80 bridge at Fort Myers need not be opened for the passage of vessels; however, the draw shall be restored to operable condition within 6 months after notification by the District Commander to do so.

[CGD 07–98–009, 63 FR 67402, Dec. 7, 1998]

§ 117.269 Biscayne Bay.

The Venetian Causeway Bridge (East), across Miami Beach Channel. The draw shall open on signal, except that from 7 a.m. to 7 p.m. daily, including Federal holidays, the draw need only open on the hour and half hour.

[USCG–2017–0068, 83 FR 16778, Apr. 17, 2018]

§ 117.271 Blackwater River.

The draw of the CSX Transportation Railroad bridge, mile 2.8 at Milton, shall open on signal; except that, from 8 p.m. to 4 a.m., the draw shall open on signal if at least eight hours notice is given.

[CGD 82–025, 49 FR 17452, Apr. 24, 1984, as amended by CGD8–86–06, 51 FR 28101, Aug. 14, 1986; USCG–2001–10981, 71 FR 70210, Dec. 4, 2006]

§ 117.273 Canaveral Barge Canal.

(a) The drawspan of the Christa McAuliffe Drawbridge, SR 3, mile 1.0, across the Canaveral Barge Canal need only open daily for vessel traffic on the hour and half-hour from 6 a.m. to 10 p.m.; except that from 6:15 a.m. to 8:15 a.m. and from 3:10 p.m. to 5:59 p.m., Monday through Friday, except Federal holidays, the drawspan need not open. From 10:01 p.m. to 5:59 a.m., everyday, the drawspan must open on signal if at least 3 hours notice is given to the drawtender. The drawspan must open as soon as possible for the passage of public vessels of the United States and tugs with tows.

(b) The drawspans of the SR401 Drawbridges, mile 5.5 at Port Canaveral, must open on signal; except that, from 6:30 a.m. to 8 a.m. and 3:30 p.m. to 5:15 p.m. Monday through Friday except Federal holidays and from 11 a.m. to 2 p.m. on Saturdays and Sundays, the drawspans need not be opened for the passage of vessels. From 10 p.m. to 6 a.m., the drawspans must open on signal if at least three hours notice is given. The drawspans must open as

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(4) You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206–231–3195.

(5) You may view this material at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, visit *www.archives.gov/federal-register/cfr/ibr-locations* or email *fr.inspection@nara.gov*.

Issued on May 8, 2024.

James D. Foltz,

Deputy Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2024–10507 Filed 5–17–24; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[Docket No. USCG–2023–0601]

RIN 1625–AA09

Drawbridge Operation Regulation; Atlantic Intracoastal Waterway; West Palm Beach, FL

AGENCY: Coast Guard, DHS.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Coast Guard proposes to modify the operating schedule that governs the Flagler Memorial (SR A1A) Bridge, mile 1021.8, the Royal Park (SR 704) Bridge, mile 1022.6, and the Southern Boulevard (SR 700/80) Bridge, mile 1024.7, across Atlantic Intracoastal Waterway (AICW), at West Palm Beach, FL. Palm Beach County and the communities surrounding the bridges have requested the Coast Guard consider placing additional weekday restrictions during peak traffic hours to assist with alleviating vehicle congestion. This proposed modification will allow the drawbridges to operate in concert and determine whether a permanent change to the schedules is needed. We invite your comments on this proposed rulemaking.

DATES: Comments and related material must reach the Coast Guard on or before June 20, 2024.

ADDRESSES: You may submit comments identified by docket number USCG–2023–0601 using Federal Decision Making Portal at *https://www.regulations.gov*.

See the ''Public Participation and Request for Comments'' portion of the **SUPPLEMENTARY INFORMATION** section below for instructions on submitting comments. This notice of proposed rulemaking with its plain-language, 100-word-or-less proposed rule summary will be available in this same docket.

FOR FURTHER INFORMATION CONTACT: If you have questions on this proposed rule, call or email Ms. Jennifer Zercher, Bridge Management Specialist, Seventh Coast Guard District; telephone (571) 607–5951, email *Jennifer.N.Zercher@uscg.mil*.

SUPPLEMENTARY INFORMATION:

I. Table of Abbreviations

CFR Code of Federal Regulations
DHS Department of Homeland Security
FR Federal Register
OMB Office of Management and Budget
NPRM Notice of Proposed Rulemaking (Advance, Supplemental)
§ Section
U.S.C. United States Code
FL Florida
TD Temporary Deviation
AICW Atlantic Intracoastal Waterway

II. Background, Purpose and Legal Basis

The Flagler Memorial (SR A1A) Bridge, across the AICW, mile 1021.8, at West Palm Beach, FL is a double-leaf bascule bridge with a 24-foot vertical clearance at mean high water in the closed position. The normal operating schedule is set forth in 33 CFR 117.261(u). The Royal Park (SR 704) Bridge, across the AICW, mile 1022.6, at West Palm Beach, FL is a double-leaf bascule bridge with a 21-foot vertical clearance at mean high water in the closed position. The normal operating schedule is set forth in 33 CFR 117.261(v). The Southern Boulevard (SR 700/80) Bridge, across the AICW, mile 1024.7, at West Palm Beach, FL is a double-leaf bascule bridge with a 25-foot vertical clearance at mean high water in the closed position. The normal operating schedule is set forth in 33 CFR 117.261(w).

On July 31, 2023, the Coast Guard published a temporary deviation entitled ''Drawbridge Operation Regulation; Atlantic Intracoastal Waterway, West Palm Beach, FL'' in the **Federal Register** (88 FR 49287). That temporary deviation, effective from 12:01 a.m. on August 1, 2023, through 11:59 p.m. on January 22, 2024, allows Flagler Memorial Bridge to operate a restricted opening schedule during peak traffic hours in the morning and evening. The comment period ended September 29, 2023, with 529 comments received.

Most of the comments received during the temporary deviation request for comments for the Flagler Memorial Bridge were in favor of the temporary deviation. A total of 380 comments supported the deviation and included generic comments, such as ''I support'' or ''I support this initiative.'' The second highest group included 64 comments that were either outside the scope of temporary deviation or did not provide an opinion. Instead, comments were given on the adjacent drawbridges and school zones in the area. These comments were not considered actionable as they were not associated to the temporary deviation. Next, 63 commentors proposed alternate operating schedules. Those proposed alternate schedules included not opening during rush hour, or only open once an hour and at various morning and afternoon rush hour times. The designated times included in the rule proposal to allow the drawbridge to open on the hour during rush hour was previously determined by local authorities. The Coast Guard feels that a modification to those time periods is not necessary because the blocks of time presented have been determined to be the best use of hourly openings. To allow the drawbridge to remain closed to navigation during the designated times or to only open once an hour would result in an unreasonable obstruction to navigation on this waterway. The AICW is a Federal Project Waterway extending over 1500 miles from Boston to Florida Bay. It is the main waterway artery for all recreational and commercial traffic that are unable to safely transit offshore. The Coast Guard has the responsibility to ensure reasonable access to this waterway is maintained. Allowing the Flagler Memorial Bridge to remain closed to navigation of would be contrary to our responsibility. Finally, 10 comments were received which were against the proposed change. The main concern is that the bridge openings will be longer in duration during the hourly openings. An effect of limiting drawbridge openings is the possibility of longer openings to allow all vessels to safely pass. This may or may not occur. However, vehicles have alternate routes across the waterway that they may use if the bridge is open to navigation. The only alternate route available to vessels is open ocean, which may not be safe or reasonable to navigation. Another concern is that more vessels will be waiting for an opening which may cause conditions that are hazardous to navigation. Mariners must constantly maneuver and move to maintain control of their vessels, whereas vehicles are stationary while waiting for drawbridges. There are areas on either side of the bridge for

mariners to maintain control of their vessels during the bridge openings. The Coast Guard understands this concern and we feel this is the reason for not allowing the bridge to remain closed to navigation but allow for hourly openings at the designated times and then twice an hour all other times There were also 12 comments that were duplicate and not considered actionable.

III. Discussion of Proposed Rule

Under this proposed rule, the Flagler Memorial (SR A1A), the Royal Park (SR 704), and the Southern Boulevard (SR 700/80) Bridges will open hourly during pre-designated times. Vehicle traffic across these bridges is exceeding the roadway capacity during certain times of the day. The Coast Guard is proposing to limit drawbridge openings during high vehicle traffic times to assist with vehicle congestion while requesting state and local agencies consider alternate mitigation measures to improve traffic flow and roadway congestion. The drawbridges will open twice an hour at all other times or as outlined in each drawbridge operating regulation. Vessels that can pass beneath the bridge without an opening may do so at any time.

IV. Regulatory Analyses

We developed this proposed rule after considering numerous statutes and Executive Orders related to rulemaking. Below we summarize our analyses based on these statutes and Executive Orders.

A. Regulatory Planning and Review

Executive Orders 12866 and 13563 direct agencies to assess the costs and benefits of available regulatory alternatives and, if regulation is necessary, to select regulatory approaches that maximize net benefits. This proposed rule has not been designated a ''significant regulatory action,'' under section 3(f) of Executive Order 12866, as amended by Executive Order 14094 (Modernizing Regulatory Review). Accordingly, the NPRM has not been reviewed by the Office of Management and Budget (OMB).

This regulatory action determination is based on the ability that vessels can still transit the bridge during the designated times and vessels able to pass without an opening may do so at any time.

B. Impact on Small Entities

The Regulatory Flexibility Act of 1980 (RFA), 5 U.S.C. 601–612, as amended, requires Federal agencies to consider the potential impact of regulations on small entities during rulemaking. The term ''small entities'' comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000. The Coast Guard certifies under 5 U.S.C. 605(b) that this proposed rule would not have a significant economic impact on a substantial number of small entities.

While some owners or operators of vessels intending to transit the bridge may be small entities, for the reasons stated in section IV.A above this proposed rule would not have a significant economic impact on any vessel owner or operator.

If you think that your business, organization, or governmental jurisdiction qualifies as a small entity and that this rule would have a significant economic impact on it, please submit a comment (see **ADDRESSES**) explaining why you think it qualifies and how and to what degree this rule would economically affect it.

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121), we want to assist small entities in understanding this proposed rule. If the proposed rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. The Coast Guard will not retaliate against small entities that question or complain about this proposed rule or any policy or action of the Coast Guard.

C. Collection of Information

This proposed rule would call for no new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520.).

D. Federalism and Indian Tribal Governments

A rule has implications for federalism under Executive Order 13132 (Federalism), if it has a substantial direct effect on the States, on the relationship between the National Government and the States, or on the distribution of power and responsibilities among the various levels of government. We have analyzed this proposed rule under that Order and have determined that it is consistent with the fundamental federalism principles and preemption requirements described in Executive Order 13132.

Also, this proposed rule does not have tribal implications under Executive Order 13175 (Consultation and Coordination with Indian Tribal Governments) because it would not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes. If you believe this proposed rule has implications for federalism or Indian tribes, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

E. Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538) requires Federal agencies to assess the effects of their discretionary regulatory actions. In particular, the Act addresses actions that may result in the expenditure by a State, local, or tribal government, in the aggregate, or by the private sector of $100,000,000 (adjusted for inflation) or more in any one year. Though this proposed rule will not result in such an expenditure, we do discuss the effects of this proposed rule elsewhere in this preamble.

F. Environment

We have analyzed this rule under Department of Homeland Security Management Directive 023–01, Rev.1, associated implementing instructions, and Environmental Planning Policy COMDTINST 5090.1 (series), which guide the Coast Guard in complying with the National Environmental Policy Act of 1969 (NEPA) (42 U.S.C. 4321–4370f). The Coast Guard has determined that this action is one of a category of actions that do not individually or cumulatively have a significant effect on the human environment. This proposed rule promulgates the operating regulations or procedures for drawbridges. Normally such actions are categorically excluded from further review, under paragraph L49, of Chapter 3, Table 3–1 of the U.S. Coast Guard Environmental Planning Implementation Procedures.

Neither a Record of Environmental Consideration nor a Memorandum for the Record are required for this rule. We seek any comments or information that may lead to the discovery of a significant environmental impact from this proposed rule.

V. Public Participation and Request for Comments

We view public participation as essential to effective rulemaking and will consider all comments and material received during the comment period. Your comment can help shape the outcome of this rulemaking. If you

submit a comment, please include the docket number for this rulemaking, indicate the specific section of this document to which each comment applies, and provide a reason for each suggestion or recommendation.

Submitting comments. We encourage you to submit comments through the Federal Decision Making Portal at *https://www.regulations.gov*. To do so, go to *https://www.regulations.gov*, type USCG–2023–0601 in the search box and click ''Search.'' Next, look for this document in the Search Results column, and click on it. Then click on the Comment option. If your material cannot be submitted using *https://www.regulations.gov*, contact the person in the **FOR FURTHER INFORMATION CONTACT** section of this document for alternate instructions.

Viewing material in docket. To view documents mentioned in this proposed rule as being available in the docket, find the docket as described in the previous paragraph, and then select ''Supporting & Related Material'' in the Document Type column. Public comments will also be placed in our online docket and can be viewed by following instructions on the *https://www.regulations.gov* Frequently Asked Questions web page. Also, if you go to the online docket and sign up for email alerts, you will be notified when comments are posted, or a final rule is published of any posting or updates to the docket.

We review all comments received, but we will only post comments that address the topic of the proposed rule. We may choose not to post off-topic, inappropriate, or duplicate comments that we receive.

Personal information. We accept anonymous comments. Comments we post to *https://www.regulations.gov* will include any personal information you have provided. For more about privacy and submissions in response to this document, see DHS's eRulemaking System of Records notice (85 FR 14226, March 11, 2020).

List of Subjects in 33 CFR Part 117

Bridges.

For the reasons discussed in the preamble, the Coast Guard proposes to amend 33 CFR part 117 as follows:

PART 117—DRAWBRIDGE OPERATION REGULATIONS

■ 1. The authority citation for part 117 continues to read as follows:

Authority: 33 U.S.C. 499; 33 CFR 1.05–1; DHS Delegation No. 0170.1. Revision No. 01.3

■ 2. Amend § 117.261 by revising paragraphs (u)(1), (v)(1), and (w)(1) to read as follows:

§ 117.261 Atlantic Intracoastal Waterway from St. Marys River to Key Largo.

* * * * *

(u) Flagler Memorial (SR A1A) Bridge, mile 1021.8, at West Palm Beach.

(1) The draw will open on the quarter and three-quarter hour, except that Monday through Friday (except Federal holidays) from 7:30 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m., the draw need only open on the quarter hour.

* * * * *

(v) Royal Park (SR 704) Bridge, mile 1022.6, at West Palm Beach.

(1) The draw will open on the hour and half hour, except that Monday through Friday (except Federal holidays) from 7:29 a.m. to 9:01 a.m. and from 4:01 p.m. to 6:01 p.m., the draw need only open on the three-quarter hour.

* * * * *

(w) Southern Boulevard (SR 80) Bridge, mile 1024.7, at West Palm Beach.

(1) The draw will open on the quarter and three-quarter hour, except that Monday through Friday (except Federal holidays) from 7:30 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m., the draw need only open on the quarter hour.

* * * * *

Dated: May 14, 2024.

Douglas M. Schofield,

Rear Admiral, U.S. Coast Guard, Commander, Coast Guard Seventh District.

[FR Doc. 2024–10980 Filed 5–17–24; 8:45 am]

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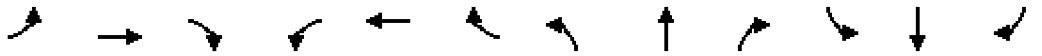


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	9	12	8	0	34	0	216	23	78	240	0
Future Volume (vph)	10	9	12	8	0	34	0	216	23	78	240	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.4		4.4		4.4		4.6			4.6	
Lane Util. Factor		1.00		1.00		1.00		1.00			1.00	
Frt		0.95		1.00		0.85		0.99			1.00	
Flt Protected		0.98		0.95		1.00		1.00			0.99	
Satd. Flow (prot)		1738		1770		1583		1839			1840	
Flt Permitted		0.98		0.82		1.00		1.00			0.87	
Satd. Flow (perm)		1738		1521		1583		1839			1624	
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)	11	10	13	9	0	37	0	235	25	85	261	0
RTOR Reduction (vph)	0	12	0	0	0	0	0	2	0	0	0	0
Lane Group Flow (vph)	0	22	0	9	0	37	0	258	0	0	346	0
Turn Type	Perm	NA		D.Pm		Perm		NA		Perm	NA	
Protected Phases		8						6			2	
Permitted Phases	8			8		8				2		
Actuated Green, G (s)		4.9		4.9		4.9		56.1			56.1	
Effective Green, g (s)		4.9		4.9		4.9		56.1			56.1	
Actuated g/C Ratio		0.07		0.07		0.07		0.80			0.80	
Clearance Time (s)		4.4		4.4		4.4		4.6			4.6	
Vehicle Extension (s)		3.0		3.0		3.0		3.0			3.0	
Lane Grp Cap (vph)		121		106		110		1473			1301	
v/s Ratio Prot								0.14				
v/s Ratio Perm		0.01		0.01		c0.02					c0.21	
v/c Ratio		0.18		0.08		0.34		0.17			0.27	
Uniform Delay, d1		30.7		30.5		31.0		1.6			1.8	
Progression Factor		1.00		1.00		1.00		1.00			0.25	
Incremental Delay, d2		0.7		0.3		1.8		0.3			0.5	
Delay (s)		31.4		30.8		32.8		1.9			0.9	
Level of Service		C		C		C		A			A	
Approach Delay (s/veh)		31.4			32.4			1.9			0.9	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	4.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.27		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	49.5%	ICU Level of Service	A
Analysis Period (min)	15		

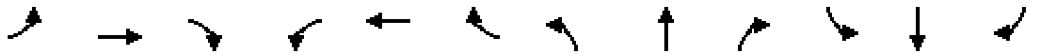
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Traffic Volume (vph)	0	0	0	24	63	103	275	100	70	198
Future Volume (vph)	0	0	0	24	63	103	275	100	70	198
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		4.0	4.0	4.0	4.0
Lane Util. Factor					0.95		1.00	1.00	1.00	1.00
Frt					0.92		1.00	0.85	1.00	0.85
Flt Protected					0.99		0.95	1.00	0.95	1.00
Satd. Flow (prot)					3230		1770	1583	1770	1583
Flt Permitted					0.99		0.95	1.00	0.55	1.00
Satd. Flow (perm)					3230		1770	1583	1028	1583
Peak-hour factor, PHF	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	26	68	112	299	109	76	215
RTOR Reduction (vph)	0	0	0	0	91	0	0	47	0	0
Lane Group Flow (vph)	0	0	0	0	115	0	299	62	76	215
Turn Type				Perm	NA		Prot	Perm	pm+pt	Prot
Protected Phases					4		6		5	2
Permitted Phases				4				6	2	
Actuated Green, G (s)					13.2		40.0	40.0	48.8	48.8
Effective Green, g (s)					13.2		40.0	40.0	48.8	48.8
Actuated g/C Ratio					0.19		0.57	0.57	0.70	0.70
Clearance Time (s)					4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)					5.0		5.0	5.0	5.0	5.0
Lane Grp Cap (vph)					609		1011	904	767	1103
v/s Ratio Prot							c0.17		0.01	c0.14
v/s Ratio Perm					0.04			0.04	0.06	
v/c Ratio					0.19		0.30	0.07	0.10	0.19
Uniform Delay, d1					23.9		7.7	6.7	4.1	3.7
Progression Factor					1.00		0.45	0.13	0.83	0.83
Incremental Delay, d2					0.3		0.7	0.1	0.1	0.2
Delay (s)					24.2		4.2	1.0	3.6	3.3
Level of Service					C		A	A	A	A
Approach Delay (s/veh)		0.0			24.2		3.4		3.3	
Approach LOS		A			C		A		A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	8.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.27		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	35.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	68	79	0	0	0	0	264	32	78	300	0
Future Volume (vph)	42	68	79	0	0	0	0	264	32	78	300	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0			4.0	
Lane Util. Factor		1.00	1.00					0.95			0.95	
Frt		1.00	0.85					0.98			1.00	
Flt Protected		0.98	1.00					1.00			0.99	
Satd. Flow (prot)		1828	1583					3482			3503	
Flt Permitted		0.98	1.00					1.00			0.82	
Satd. Flow (perm)		1828	1583					3482			2912	
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)	46	74	86	0	0	0	0	287	35	85	326	0
RTOR Reduction (vph)	0	0	70	0	0	0	0	8	0	0	0	0
Lane Group Flow (vph)	0	120	16	0	0	0	0	314	0	0	411	0
Turn Type	Perm	NA	Perm					NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4		4							6		
Actuated Green, G (s)		13.2	13.2					48.8			40.0	
Effective Green, g (s)		13.2	13.2					48.8			40.0	
Actuated g/C Ratio		0.19	0.19					0.70			0.57	
Clearance Time (s)		4.0	4.0					4.0			4.0	
Vehicle Extension (s)		5.0	5.0					5.0			5.0	
Lane Grp Cap (vph)		344	298					2427			1664	
v/s Ratio Prot								c0.09				
v/s Ratio Perm		0.07	0.01								c0.14	
v/c Ratio		0.35	0.05					0.13			0.25	
Uniform Delay, d1		24.7	23.3					3.5			7.5	
Progression Factor		1.00	1.00					0.85			1.00	
Incremental Delay, d2		1.3	0.2					0.1			0.4	
Delay (s)		26.0	23.4					3.0			7.8	
Level of Service		C	C					A			A	
Approach Delay (s/veh)		24.9			0.0			3.0			7.8	
Approach LOS		C			A			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	9.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.27		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	34.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	79	0	315	0	0	384	78
Future Vol, veh/h	0	0	0	0	0	79	0	315	0	0	384	78
Conflicting Peds, /hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage,	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	86	0	342	0	0	417	85

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	-	-	171	-	0	-	342	0	0
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	843	0	-	0	1213	-	-
Stage 1	0	0	-	0	-	0	-	-	-
Stage 2	0	0	-	0	-	0	-	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	-	0	843	-	-	-	1213	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.76	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	843	1213	-	-
HCM Lane V/C Ratio	-	0.102	-	-	-
HCM Control Delay (s/veh)	-	9.8	0	-	-
HCM Lane LOS	-	A	A	-	-
HCM 95th %tile Q(veh)	-	0.3	0	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	92	0	0	0	0	460	51	0	505	1
Future Vol, veh/h	0	0	92	0	0	0	0	460	51	0	505	1
Conflicting Peds, /hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage,	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	100	0	0	0	0	500	55	0	549	1

Major/Minor	Minor2					Major1			Major2		
Conflicting Flow All	-	-	275			-	0	0	-	-	0
Stage 1	-	-	-			-	-	-	-	-	-
Stage 2	-	-	-			-	-	-	-	-	-
Critical Hdwy	-	-	6.94			-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-			-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-			-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32			-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	722			0	-	-	0	-	-
Stage 1	0	0	-			0	-	-	0	-	-
Stage 2	0	0	-			0	-	-	0	-	-
Platoon blocked, %							-	-		-	-
Mov Cap-1 Maneuver	-	0	722			-	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-			-	-	-	-	-	-
Stage 1	-	0	-			-	-	-	-	-	-
Stage 2	-	0	-			-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.78	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBT	SBR
Capacity (veh/h)	-	-	722	-	-
HCM Lane V/C Ratio	-	-	0.138	-	-
HCM Control Delay (s/veh)	-	-	10.8	-	-
HCM Lane LOS	-	-	B	-	-
HCM 95th %tile Q(veh)	-	-	0.5	-	-

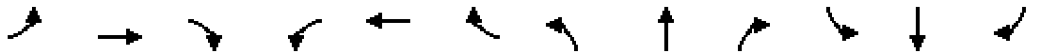
Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	53	7	7	32	99	339	26	13	432	43
Future Vol, veh/h	0	0	53	7	7	32	99	339	26	13	432	43
Conflicting Peds, /hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	-
Veh in Median Storage,	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	58	8	8	35	108	368	28	14	470	47

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	493	1082	1128	184	516	0	0	397	0	0
Stage 1	-	-	-	584	584	-	-	-	-	-	-	-
Stage 2	-	-	-	498	545	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.23	7.33	6.53	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	-	-	-	6.53	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	0	0	575	183	203	827	1048	-	-	1160	-	-
Stage 1	0	0	-	466	497	-	-	-	-	-	-	-
Stage 2	0	0	-	554	518	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	575	143	177	827	1048	-	-	1160	-	-
Mov Cap-2 Maneuver	-	-	-	143	177	-	-	-	-	-	-	-
Stage 1	-	-	-	412	440	-	-	-	-	-	-	-
Stage 2	-	-	-	490	509	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.95	9.54	2.35	0.22
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	814	-	-	575	827	47	-	-
HCM Lane V/C Ratio	0.103	-	-	0.1	0.042	0.012	-	-
HCM Control Delay (s/veh)	8.8	0.6	-	12	9.5	8.1	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.3	0.1	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	310	208	183	0	119	29	104	164	21	0	296	297
Future Volume (vph)	310	208	183	0	119	29	104	164	21	0	296	297
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.5	4.5		4.5		4.0	4.6			4.6	4.6
Lane Util. Factor	1.00	1.00	1.00		0.95		1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85		0.97		1.00	0.98			1.00	0.85
Flt Protected	0.95	1.00	1.00		1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1770	1863	1583		3434		1770	1831			1863	1583
Flt Permitted	0.65	1.00	1.00		1.00		0.33	1.00			1.00	1.00
Satd. Flow (perm)	1211	1863	1583		3434		607	1831			1863	1583
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)	337	226	199	0	129	32	113	178	23	0	322	323
RTOR Reduction (vph)	0	0	116	0	24	0	0	5	0	0	0	225
Lane Group Flow (vph)	337	226	83	0	137	0	113	196	0	0	322	98
Turn Type	pm+pt	NA	Perm		NA		pm+pt	NA			NA	Perm
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4		4				2					6
Actuated Green, G (s)	42.0	41.5	41.5		10.5		49.4	49.4			30.4	30.4
Effective Green, g (s)	42.0	41.5	41.5		10.5		49.4	49.4			30.4	30.4
Actuated g/C Ratio	0.42	0.42	0.42		0.11		0.49	0.49			0.30	0.30
Clearance Time (s)	4.0	4.5	4.5		4.5		4.0	4.6			4.6	4.6
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0			4.0	4.0
Lane Grp Cap (vph)	659	773	656		360		474	904			566	481
v/s Ratio Prot	c0.14	0.12			0.04		c0.04	0.11			c0.17	
v/s Ratio Perm	c0.08		0.05				0.08					0.06
v/c Ratio	0.51	0.29	0.13		0.38		0.24	0.22			0.57	0.20
Uniform Delay, d1	21.7	19.5	18.1		41.7		14.9	14.3			29.3	25.8
Progression Factor	0.87	0.82	0.67		1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	2.7	0.9	0.4		0.7		0.3	0.6			4.1	1.0
Delay (s)	21.5	16.9	12.5		42.4		15.1	14.9			33.4	26.8
Level of Service	C	B	B		D		B	B			C	C
Approach Delay (s/veh)		17.8			42.4			15.0			30.1	
Approach LOS		B			D			B			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	23.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.1
Intersection Capacity Utilization	67.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

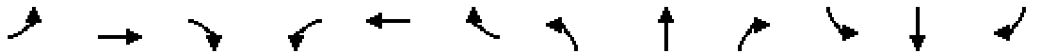
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	3	3	24	34	492	0	0	382	18
Future Vol, veh/h	0	0	0	3	3	24	34	492	0	0	382	18
Conflicting Peds, /hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage,	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	3	3	26	37	535	0	0	415	20

Major/Minor	Minor1			Major1				Major2		
Conflicting Flow All	816	1043	535	435	0	-	-	-	0	
Stage 1	609	609	-	-	-	-	-	-	-	
Stage 2	208	435	-	-	-	-	-	-	-	
Critical Hdwy	6.63	6.53	6.23	4.13	-	-	-	-	-	
Critical Hdwy Stg 1	5.43	5.53	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	5.83	5.53	-	-	-	-	-	-	-	
Follow-up Hdwy	3.519	4.019	3.319	2.219	-	-	-	-	-	
Pot Cap-1 Maneuver	330	228	545	1123	-	0	0	-	-	
Stage 1	542	485	-	-	-	0	0	-	-	
Stage 2	808	580	-	-	-	0	0	-	-	
Platoon blocked, %					-			-	-	
Mov Cap-1 Maneuver	315	0	545	1123	-	-	-	-	-	
Mov Cap-2 Maneuver	315	0	-	-	-	-	-	-	-	
Stage 1	517	0	-	-	-	-	-	-	-	
Stage 2	808	0	-	-	-	-	-	-	-	

Approach	WB	NB	SB
HCM Control Delay, s/v	11.94	0.54	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	SBT	SBR
Capacity (veh/h)	116	-	545	-	-
HCM Lane V/C Ratio	0.033	-	0.048	-	-
HCM Control Delay (s/veh)	8.3	0	11.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	325	115	200	14	38	8	212	475	42	0	339	234
Future Volume (vph)	325	115	200	14	38	8	212	475	42	0	339	234
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0		4.0			4.0	
Lane Util. Factor	0.95	0.95	1.00		1.00	1.00		0.95			0.95	
Frt	1.00	1.00	0.85		1.00	0.85		0.99			0.94	
Flt Protected	0.95	0.98	1.00		0.99	1.00		0.99			1.00	
Satd. Flow (prot)	1681	1728	1583		1838	1583		3458			3322	
Flt Permitted	0.95	0.98	1.00		0.85	1.00		0.62			1.00	
Satd. Flow (perm)	1681	1728	1583		1584	1583		2165			3322	
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)	353	125	217	15	41	9	230	516	46	0	368	254
RTOR Reduction (vph)	0	0	170	0	0	8	0	4	0	0	99	0
Lane Group Flow (vph)	237	241	47	0	56	1	0	788	0	0	523	0
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA			NA	
Protected Phases	3	3	3		4	4		1 2			1	
Permitted Phases				4			2					
Actuated Green, G (s)	19.3	19.3	19.3		8.3	8.3		50.4			42.2	
Effective Green, g (s)	19.3	19.3	19.3		8.3	8.3		50.4			42.2	
Actuated g/C Ratio	0.21	0.21	0.21		0.09	0.09		0.56			0.47	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0					4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0					3.0	
Lane Grp Cap (vph)	360	370	339		146	145		1212			1557	
v/s Ratio Prot	c0.14	0.14	0.03			0.00					0.16	
v/s Ratio Perm					c0.04			c0.36				
v/c Ratio	0.66	0.65	0.14		0.38	0.01		0.65			0.34	
Uniform Delay, d1	32.3	32.3	28.6		38.4	37.1		13.7			15.1	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	4.3	4.1	0.2		1.7	0.0		2.7			0.6	
Delay (s)	36.6	36.4	28.8		40.1	37.1		16.4			15.6	
Level of Service	D	D	C		D	D		B			B	
Approach Delay (s/veh)		34.1			39.7			16.4			15.6	
Approach LOS		C			D			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	22.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	66.2%	ICU Level of Service	C
Analysis Period (min)	15		

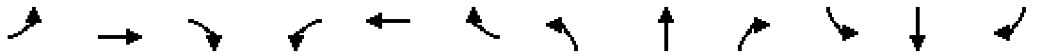
c Critical Lane Group



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	215	107	613	45	22	534
Future Volume (vph)	215	107	613	45	22	534
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4		5.6			5.6
Lane Util. Factor	1.00		0.95			0.95
Frt	0.96		0.99			1.00
Flt Protected	0.97		1.00			1.00
Satd. Flow (prot)	1722		3503			3532
Flt Permitted	0.97		1.00			0.91
Satd. Flow (perm)	1722		3503			3231
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	234	116	666	49	24	580
RTOR Reduction (vph)	27	0	6	0	0	0
Lane Group Flow (vph)	323	0	709	0	0	604
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Actuated Green, G (s)	21.1		43.9			43.9
Effective Green, g (s)	21.1		43.9			43.9
Actuated g/C Ratio	0.28		0.58			0.58
Clearance Time (s)	5.4		5.6			5.6
Vehicle Extension (s)	5.0		5.0			5.0
Lane Grp Cap (vph)	478		2023			1866
v/s Ratio Prot	c0.19		c0.20			
v/s Ratio Perm						0.19
v/c Ratio	0.68		0.35			0.32
Uniform Delay, d1	24.4		8.5			8.3
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	4.9		0.5			0.5
Delay (s)	29.3		9.0			8.8
Level of Service	C		A			A
Approach Delay (s/veh)	29.3		9.0			8.8
Approach LOS	C		A			A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	13.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	76.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	58.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	9	88	16	0	10	0	818	30	9	456	0
Future Volume (vph)	16	9	88	16	0	10	0	818	30	9	456	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5		4.5		4.5			4.5	
Lane Util. Factor	1.00	1.00	1.00	1.00		1.00		0.95			0.95	
Frt	1.00	1.00	0.85	1.00		0.85		0.99			1.00	
Flt Protected	0.95	1.00	1.00	0.95		1.00		1.00			1.00	
Satd. Flow (prot)	1770	1863	1583	1770		1583		3520			3536	
Flt Permitted	0.95	1.00	1.00	0.75		1.00		1.00			0.94	
Satd. Flow (perm)	1770	1863	1583	1399		1583		3520			3317	
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)	17	10	96	17	0	11	0	889	33	10	496	0
RTOR Reduction (vph)	0	0	83	0	0	10	0	2	0	0	0	0
Lane Group Flow (vph)	17	10	13	17	0	1	0	920	0	0	506	0
Turn Type	Perm	NA	Perm	Perm		Perm		NA		Perm	NA	
Protected Phases		8						6			2	
Permitted Phases	8		8	4		4				2		
Actuated Green, G (s)	12.0	12.0	12.0	12.0		12.0		69.0			69.0	
Effective Green, g (s)	12.0	12.0	12.0	12.0		12.0		69.0			69.0	
Actuated g/C Ratio	0.13	0.13	0.13	0.13		0.13		0.77			0.77	
Clearance Time (s)	4.5	4.5	4.5	4.5		4.5		4.5			4.5	
Vehicle Extension (s)	5.0	5.0	5.0	5.0		5.0		5.0			5.0	
Lane Grp Cap (vph)	236	248	211	186		211		2698			2543	
v/s Ratio Prot		0.01						c0.26				
v/s Ratio Perm	0.01		0.01	c0.01		0.00					0.15	
v/c Ratio	0.07	0.04	0.06	0.09		0.01		0.34			0.20	
Uniform Delay, d1	34.1	34.0	34.1	34.2		33.8		3.3			2.9	
Progression Factor	1.16	1.16	1.96	1.00		1.00		0.67			1.46	
Incremental Delay, d2	0.2	0.1	0.2	0.4		0.0		0.3			0.2	
Delay (s)	39.8	39.6	67.0	34.7		33.9		2.6			4.4	
Level of Service	D	D	E	C		C		A			A	
Approach Delay (s/veh)		61.0			34.3			2.6			4.4	
Approach LOS		E			C			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	8.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.30		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	59.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	11	32	90	18	12	68	655	116	14	341	31
Future Volume (vph)	41	11	32	90	18	12	68	655	116	14	341	31
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	
Lane Util. Factor		1.00		1.00	1.00			0.95			0.95	
Frt		0.95		1.00	0.94			0.98			0.99	
Flt Protected		0.98		0.95	1.00			1.00			1.00	
Satd. Flow (prot)		1725		1770	1753			3452			3490	
Flt Permitted		0.83		0.73	1.00			0.87			0.91	
Satd. Flow (perm)		1463		1357	1753			3015			3195	
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)	45	12	35	98	20	13	74	712	126	15	371	34
RTOR Reduction (vph)	0	31	0	0	10	0	0	9	0	0	4	0
Lane Group Flow (vph)	0	61	0	98	23	0	0	903	0	0	416	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2			6		
Actuated Green, G (s)		8.9		21.5	21.5			56.5			56.5	
Effective Green, g (s)		8.9		21.5	21.5			56.5			56.5	
Actuated g/C Ratio		0.10		0.24	0.24			0.63			0.63	
Clearance Time (s)		6.0		6.0	6.0			6.0			6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0			2.0	
Lane Grp Cap (vph)		144		354	418			1892			2005	
v/s Ratio Prot				c0.02	0.01							
v/s Ratio Perm		c0.04		0.05				c0.30			0.13	
v/c Ratio		0.43		0.28	0.06			0.48			0.21	
Uniform Delay, d1		38.1		29.7	26.4			8.9			7.2	
Progression Factor		0.86		1.00	1.00			0.92			1.00	
Incremental Delay, d2		2.0		0.4	0.1			0.8			0.2	
Delay (s)		34.7		30.1	26.5			9.0			7.4	
Level of Service		C		C	C			A			A	
Approach Delay (s/veh)		34.7			29.2			9.0			7.4	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	11.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	66.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	5	10	0	0	0	20	530	190	6	288	2
Future Vol, veh/h	3	5	10	0	0	0	20	530	190	6	288	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	5	11	0	0	0	22	576	207	7	313	2

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	947	1153	314	315	0	0	783	0	0
Stage 1	327	327	-	-	-	-	-	-	-
Stage 2	620	826	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	290	197	726	1245	-	-	835	-	-
Stage 1	731	648	-	-	-	-	-	-	-
Stage 2	537	386	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	283	0	726	1245	-	-	835	-	-
Mov Cap-2 Maneuver	283	0	-	-	-	-	-	-	-
Stage 1	718	0	-	-	-	-	-	-	-
Stage 2	533	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	12.01	0.21	0.19
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	1245	-	-	533	835	-	-
HCM Lane V/C Ratio	0.017	-	-	0.037	0.008	-	-
HCM Control Delay (s/veh)	7.9	-	-	12	9.3	-	-
HCM Lane LOS	A	-	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0	-	-



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	73	40	459	60	14	214
Future Volume (vph)	73	40	459	60	14	214
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9		5.9		5.9	5.9
Lane Util. Factor	1.00		1.00		1.00	1.00
Frt	0.95		0.98		1.00	1.00
Flt Protected	0.97		1.00		0.95	1.00
Satd. Flow (prot)	1718		1834		1770	1863
Flt Permitted	0.97		1.00		0.36	1.00
Satd. Flow (perm)	1718		1834		666	1863
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	79	43	499	65	15	233
RTOR Reduction (vph)	25	0	3	0	0	0
Lane Group Flow (vph)	97	0	561	0	15	233
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases					2	
Actuated Green, G (s)	11.3		59.8		66.9	66.9
Effective Green, g (s)	11.3		59.8		66.9	66.9
Actuated g/C Ratio	0.13		0.66		0.74	0.74
Clearance Time (s)	5.9		5.9		5.9	5.9
Vehicle Extension (s)	2.5		2.5		3.0	2.5
Lane Grp Cap (vph)	215		1218		509	1384
v/s Ratio Prot	c0.06		c0.31		0.00	c0.13
v/s Ratio Perm					0.02	
v/c Ratio	0.45		0.46		0.03	0.17
Uniform Delay, d1	36.5		7.3		4.1	3.4
Progression Factor	0.77		0.85		1.00	1.00
Incremental Delay, d2	1.0		1.0		0.0	0.3
Delay (s)	29.2		7.2		4.1	3.7
Level of Service	C		A		A	A
Approach Delay (s/veh)	29.2		7.2			3.7
Approach LOS	C		A			A

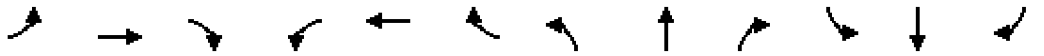
Intersection Summary			
HCM 2000 Control Delay (s/veh)	9.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	17.7
Intersection Capacity Utilization	46.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	464	679	156	84	313	71	73	195	63	82	220
Future Volume (vph)	464	679	156	84	313	71	73	195	63	82	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.96		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		1.00	1.00
Satd. Flow (prot)	3433	3440		1770	3539	1583	1770	1795		1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.70	1.00		1.00	1.00
Satd. Flow (perm)	3433	3440		1770	3539	1583	1303	1795		1863	1583
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
Adj. Flow (vph)	504	738	170	91	340	77	79	212	68	89	239
RTOR Reduction (vph)	0	0	0	0	0	55	0	0	0	0	127
Lane Group Flow (vph)	504	908	0	91	340	22	79	280	0	89	112
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		NA	pm+ov
Protected Phases	1	6		5	2		4	8		3	1
Permitted Phases						2	8				3
Actuated Green, G (s)	16.6	25.6		16.5	25.5	25.5	34.9	34.9		25.5	42.1
Effective Green, g (s)	16.6	25.6		16.5	25.5	25.5	34.9	34.9		25.5	42.1
Actuated g/C Ratio	0.18	0.28		0.18	0.28	0.28	0.39	0.39		0.28	0.47
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5
Vehicle Extension (s)	5.0	5.0		5.0	5.0	5.0	3.0	5.0		5.0	5.0
Lane Grp Cap (vph)	633	978		324	1002	448	528	696		527	740
v/s Ratio Prot	c0.15	c0.26		0.05	0.10		0.01	c0.16		0.05	0.03
v/s Ratio Perm						0.01	0.05				0.04
v/c Ratio	0.80	0.93		0.28	0.34	0.05	0.15	0.40		0.17	0.15
Uniform Delay, d1	35.1	31.3		31.6	25.6	23.4	18.0	20.0		24.3	13.7
Progression Factor	1.00	1.00		1.18	0.64	0.22	1.00	1.00		1.11	1.32
Incremental Delay, d2	10.0	16.0		1.9	0.8	0.2	0.1	0.8		0.7	0.4
Delay (s)	45.1	47.3		39.3	17.2	5.4	18.1	20.8		27.7	18.5
Level of Service	D	D		D	B	A	B	C		C	B
Approach Delay (s/veh)		46.5			19.4			20.2		21.0	
Approach LOS		D			B			C		C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	34.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	61.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	297	812	30	0	469	39	84	40	13	69	61	103
Future Volume (vph)	297	812	30	0	469	39	84	40	13	69	61	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99			0.99		1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3520			3499		1770	1794		1770	1863	1583
Flt Permitted	0.95	1.00			1.00		0.71	1.00		0.72	1.00	1.00
Satd. Flow (perm)	1770	3520			3499		1317	1794		1341	1863	1583
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)	323	883	33	0	510	42	91	43	14	75	66	112
RTOR Reduction (vph)	0	2	0	0	5	0	0	13	0	0	0	100
Lane Group Flow (vph)	323	914	0	0	547	0	91	44	0	75	66	12
Turn Type	Prot	NA			NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6			2		7	4		3	8	
Permitted Phases							4			8		8
Actuated Green, G (s)	26.0	73.0			42.5		14.1	10.5		14.9	10.9	10.9
Effective Green, g (s)	26.0	73.0			42.5		14.1	10.5		14.9	10.9	10.9
Actuated g/C Ratio	0.26	0.73			0.43		0.14	0.11		0.15	0.11	0.11
Clearance Time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.0	4.0
Vehicle Extension (s)	5.0	7.0			7.0		5.0	5.0		5.0	5.0	5.0
Lane Grp Cap (vph)	460	2569			1487		202	188		216	203	172
v/s Ratio Prot	c0.18	c0.26			0.16		c0.02	0.02		0.01	0.04	
v/s Ratio Perm							c0.05			0.04		0.01
v/c Ratio	0.70	0.36			0.37		0.45	0.24		0.35	0.33	0.07
Uniform Delay, d1	33.5	4.9			19.6		39.0	41.1		37.8	41.2	40.0
Progression Factor	1.00	1.00			1.12		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	6.0	0.4			0.7		3.3	1.4		2.0	2.0	0.4
Delay (s)	39.5	5.3			22.6		42.3	42.4		39.8	43.1	40.4
Level of Service	D	A			C		D	D		D	D	D
Approach Delay (s/veh)		14.2			22.6			42.3			40.9	
Approach LOS		B			C			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	21.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	52.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Intersection Delay, s/veh	5.8
Intersection LOS	A

Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	1042	315	532
Demand Flow Rate, veh/h	1063	321	542
Vehicles Circulating, veh/h	144	173	768
Vehicles Exiting, veh/h	173	768	144
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	8.5	1.9	3.0
Approach LOS	A	A	A

Lane	Left	Bypass	Left	Bypass	Left	Bypass
Designated Moves	T	R	L	R	L	R
Assumed Moves	T		L		L	
RT Channelized		Free		Free		Free
Lane Util	1.000		1.000		1.000	
Follow-Up Headway, s	2.609		2.609		2.609	
Critical Headway, s	4.976		4.976		4.976	
A (Intercept)	1380		1380		1380	
B (Slope)	1.02e-3		1.02e-3		1.02e-3	
Entry Flow, veh/h	768	295	144	177	173	369
Cap Entry Lane, veh/h	1191	1938	1157	1938	630	1938
Entry HV Adj Factor	0.980	0.980	0.979	0.980	0.983	0.980
Flow Entry, veh/h	753	289	141	174	170	362
Cap Entry, veh/h	1168	1900	1133	1900	620	1900
V/C Ratio	0.645	0.152	0.124	0.092	0.274	0.191
Control Delay, s/veh	11.7	0.0	4.3	0.0	9.4	0.0
LOS	B	A	A	A	A	A
95th %tile Queue, veh	5	1	0	0	1	1

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1204	245	8	657	1	34
Future Vol, veh/h	1204	245	8	657	1	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1309	266	9	714	1	37

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1575	0	1816	788
Stage 1	-	-	-	-	1442	-
Stage 2	-	-	-	-	374	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	414	-	69	334
Stage 1	-	-	-	-	184	-
Stage 2	-	-	-	-	665	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	414	-	68	334
Mov Cap-2 Maneuver	-	-	-	-	68	-
Stage 1	-	-	-	-	184	-
Stage 2	-	-	-	-	648	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.52	17.11
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	334	-	-	43	-
HCM Lane V/C Ratio	0.111	-	-	0.021	-
HCM Control Delay (s/veh)	17.1	-	-	13.9	0.4
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	2	11	1	10	0	31	9	52	194	6
Future Vol, veh/h	0	1	2	11	1	10	0	31	9	52	194	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	2	12	1	11	0	34	10	57	211	7
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.3	7.6	7.3	8.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	50%	21%
Vol Thru, %	78%	33%	5%	77%
Vol Right, %	23%	67%	45%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	40	3	22	252
LT Vol	0	0	11	52
Through Vol	31	1	1	194
RT Vol	9	2	10	6
Lane Flow Rate	43	3	24	274
Geometry Grp	1	1	1	1
Degree of Util (X)	0.049	0.004	0.03	0.307
Departure Headway (Hd)	4.051	4.248	4.452	4.041
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	873	847	809	887
Service Time	2.125	2.249	2.452	2.069
HCM Lane V/C Ratio	0.049	0.004	0.03	0.309
HCM Control Delay, s/veh	7.3	7.3	7.6	8.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0	0.1	1.3

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	37	6	56	149
Future Vol, veh/h	0	0	37	6	56	149
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	40	7	61	162

Major/Minor	Minor2		Major2		
Conflicting Flow All	284	162	0	0	
Stage 1	284	-	-	-	
Stage 2	0	-	-	-	
Critical Hdwy	6.52	6.22	4.12	-	
Critical Hdwy Stg 1	5.52	-	-	-	
Critical Hdwy Stg 2	-	-	-	-	
Follow-up Hdwy	4.018	3.318	2.218	-	
Pot Cap-1 Maneuver	625	883	-	-	
Stage 1	677	-	-	-	
Stage 2	-	-	-	-	
Platoon blocked, %				-	
Mov Cap-1 Maneuver	0	883	-	-	
Mov Cap-2 Maneuver	0	-	-	-	
Stage 1	0	-	-	-	
Stage 2	0	-	-	-	

Approach	NB	SB
HCM Control Delay, s/v	9.31	
HCM LOS	A	

Minor Lane/Major Mvmt	NBLn1	SBL	SBT
Capacity (veh/h)	883	-	-
HCM Lane V/C Ratio	0.053	-	-
HCM Control Delay (s/veh)	9.3	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	16	35	1	2	135
Future Vol, veh/h	13	16	35	1	2	135
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	17	38	1	2	147
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	7.2	7.3	7.8
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	45%	1%
Vol Thru, %	97%	0%	99%
Vol Right, %	3%	55%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	36	29	137
LT Vol	0	13	2
Through Vol	35	0	135
RT Vol	1	16	0
Lane Flow Rate	39	32	149
Geometry Grp	1	1	1
Degree of Util (X)	0.044	0.035	0.166
Departure Headway (Hd)	4.084	4.015	4.022
Convergence, Y/N	Yes	Yes	Yes
Cap	873	879	892
Service Time	2.127	2.097	2.043
HCM Lane V/C Ratio	0.045	0.036	0.167
HCM Control Delay, s/veh	7.3	7.2	7.8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.1	0.6

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	32	20	139	0	4
Future Vol, veh/h	0	0	0	0	0	0	0	32	20	139	0	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	35	22	151	0	4
Number of Lanes	0	0	0	0	1	0	0	1	0	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	0	7.1	8.1
HCM LOS	-	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	97%
Vol Thru, %	62%	100%	0%
Vol Right, %	38%	0%	3%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	52	0	143
LT Vol	0	0	139
Through Vol	32	0	0
RT Vol	20	0	4
Lane Flow Rate	57	0	155
Geometry Grp	1	1	1
Degree of Util (X)	0.06	0	0.179
Departure Headway (Hd)	3.818	4.297	4.153
Convergence, Y/N	Yes	Yes	Yes
Cap	935	0	867
Service Time	1.852	2.394	2.162
HCM Lane V/C Ratio	0.061	0	0.179
HCM Control Delay, s/veh	7.1	7.4	8.1
HCM Lane LOS	A	N	A
HCM 95th-tile Q	0.2	0	0.6

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑	↱		↱
Traffic Vol, veh/h	0	0	27	146	0	24
Future Vol, veh/h	0	0	27	146	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	29	159	0	26

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	29
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	1045
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	1045
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s/v	0	8.53
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1045
HCM Lane V/C Ratio	-	-	0.025
HCM Control Delay (s/veh)	-	-	8.5
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

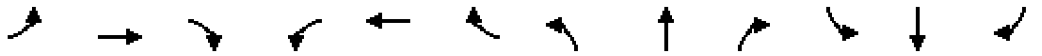
Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	35	184	0	75	0	380	0	0	156	0
Future Vol, veh/h	5	0	35	184	0	75	0	380	0	0	156	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	38	200	0	82	0	413	0	0	170	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	583	-	170	583	-	413	-	0	-	-	-	0
Stage 1	170	-	-	413	-	-	-	-	-	-	-	-
Stage 2	413	-	-	170	-	-	-	-	-	-	-	-
Critical Hdwy	7.12	-	6.22	7.12	-	6.22	-	-	-	-	-	-
Critical Hdwy Stg 1	6.12	-	-	6.12	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	-	-	6.12	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	-	3.318	3.518	-	3.318	-	-	-	-	-	-
Pot Cap-1 Maneuver	424	0	874	424	0	639	0	-	0	0	-	0
Stage 1	832	0	-	616	0	-	0	-	0	0	-	0
Stage 2	616	0	-	832	0	-	0	-	0	0	-	0
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	370	-	874	406	-	639	-	-	-	-	-	-
Mov Cap-2 Maneuver	370	-	-	406	-	-	-	-	-	-	-	-
Stage 1	832	-	-	616	-	-	-	-	-	-	-	-
Stage 2	538	-	-	796	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10	19.1	0	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	WBLn1	WBLn2	SBT
Capacity (veh/h)	-	370	874	406	639	-
HCM Lane V/C Ratio	-	0.015	0.044	0.493	0.128	-
HCM Control Delay (s/veh)	-	14.9	9.3	22.2	11.5	-
HCM Lane LOS	-	B	A	C	B	-
HCM 95th %tile Q(veh)	-	0	0.1	2.6	0.4	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	6	19	17	0	49	0	245	30	101	329	0
Future Volume (vph)	22	6	19	17	0	49	0	245	30	101	329	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.4			4.4			4.6			4.6	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.95			0.90			0.99			1.00	
Flt Protected		0.98			0.99			1.00			0.99	
Satd. Flow (prot)		1721			1654			1835			1841	
Flt Permitted		0.88			0.90			1.00			0.86	
Satd. Flow (perm)		1549			1512			1835			1596	
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)	24	7	21	18	0	53	0	266	33	110	358	0
RTOR Reduction (vph)	0	19	0	0	0	0	0	3	0	0	0	0
Lane Group Flow (vph)	0	33	0	0	71	0	0	296	0	0	468	0
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		8			8			6			2	
Permitted Phases	8			8						2		
Actuated Green, G (s)		7.5			7.5			53.5			53.5	
Effective Green, g (s)		7.5			7.5			53.5			53.5	
Actuated g/C Ratio		0.11			0.11			0.76			0.76	
Clearance Time (s)		4.4			4.4			4.6			4.6	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		165			162			1402			1219	
v/s Ratio Prot								0.16				
v/s Ratio Perm		0.02			c0.05						c0.29	
v/c Ratio		0.20			0.44			0.21			0.38	
Uniform Delay, d1		28.5			29.3			2.3			2.8	
Progression Factor		1.00			1.00			1.00			0.35	
Incremental Delay, d2		0.6			1.9			0.3			0.9	
Delay (s)		29.1			31.2			2.7			1.8	
Level of Service		C			C			A			A	
Approach Delay (s/veh)		29.1			31.2			2.7			1.8	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	6.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	54.8%	ICU Level of Service	A
Analysis Period (min)	15		

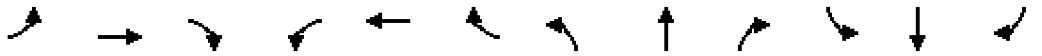
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Traffic Volume (vph)	0	0	0	50	109	136	363	182	73	235
Future Volume (vph)	0	0	0	50	109	136	363	182	73	235
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		4.0	4.0	4.0	4.0
Lane Util. Factor					0.95		1.00	1.00	1.00	1.00
Frt					0.93		1.00	0.85	1.00	0.85
Flt Protected					0.99		0.95	1.00	0.95	1.00
Satd. Flow (prot)					3266		1770	1583	1770	1583
Flt Permitted					0.99		0.95	1.00	0.44	1.00
Satd. Flow (perm)					3266		1770	1583	825	1583
Peak-hour factor, PHF	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	54	118	148	395	198	79	255
RTOR Reduction (vph)	0	0	0	0	107	0	0	102	0	0
Lane Group Flow (vph)	0	0	0	0	213	0	395	96	79	255
Turn Type				Perm	NA		Prot	Perm	pm+pt	Prot
Protected Phases					4		6		5	2
Permitted Phases				4				6	2	
Actuated Green, G (s)					19.3		33.9	33.9	42.7	42.7
Effective Green, g (s)					19.3		33.9	33.9	42.7	42.7
Actuated g/C Ratio					0.28		0.48	0.48	0.61	0.61
Clearance Time (s)					4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)					5.0		5.0	5.0	5.0	5.0
Lane Grp Cap (vph)					900		857	766	568	965
v/s Ratio Prot							c0.22		0.01	c0.16
v/s Ratio Perm					0.07			0.06	0.08	
v/c Ratio					0.24		0.46	0.13	0.14	0.26
Uniform Delay, d1					19.6		12.0	9.9	8.7	6.3
Progression Factor					1.00		0.43	0.09	0.82	0.84
Incremental Delay, d2					0.3		1.7	0.3	0.2	0.7
Delay (s)					19.9		6.8	1.2	7.4	6.0
Level of Service					B		A	A	A	A
Approach Delay (s/veh)		0.0			19.9		4.9		6.3	
Approach LOS		A			B		A		A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	9.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	43.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	112	160	0	0	0	0	338	49	79	391	0
Future Volume (vph)	95	112	160	0	0	0	0	338	49	79	391	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0			4.0	
Lane Util. Factor		1.00	1.00					0.95			0.95	
Frt		1.00	0.85					0.98			1.00	
Flt Protected		0.98	1.00					1.00			0.99	
Satd. Flow (prot)		1821	1583					3472			3510	
Flt Permitted		0.98	1.00					1.00			0.82	
Satd. Flow (perm)		1821	1583					3472			2892	
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)	103	122	174	0	0	0	0	367	53	86	425	0
RTOR Reduction (vph)	0	0	126	0	0	0	0	13	0	0	0	0
Lane Group Flow (vph)	0	225	48	0	0	0	0	407	0	0	511	0
Turn Type	Perm	NA	Perm					NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4		4							6		
Actuated Green, G (s)		19.3	19.3					42.7			33.9	
Effective Green, g (s)		19.3	19.3					42.7			33.9	
Actuated g/C Ratio		0.28	0.28					0.61			0.48	
Clearance Time (s)		4.0	4.0					4.0			4.0	
Vehicle Extension (s)		5.0	5.0					5.0			5.0	
Lane Grp Cap (vph)		502	436					2117			1400	
v/s Ratio Prot								c0.12				
v/s Ratio Perm		0.12	0.03								c0.18	
v/c Ratio		0.45	0.11					0.19			0.37	
Uniform Delay, d1		20.9	18.9					6.0			11.3	
Progression Factor		1.00	1.00					0.77			1.00	
Incremental Delay, d2		1.3	0.2					0.2			0.7	
Delay (s)		22.3	19.2					4.9			12.0	
Level of Service		C	B					A			B	
Approach Delay (s/veh)		20.9			0.0			4.9			12.0	
Approach LOS		C			A			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	12.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	45.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	107	0	455	0	0	453	167
Future Vol, veh/h	0	0	0	0	0	107	0	455	0	0	453	167
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	116	0	495	0	0	492	182

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	-	-	247	-	0	-	495	0	0
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	753	0	-	0	1065	-	-
Stage 1	0	0	-	0	-	0	-	-	-
Stage 2	0	0	-	0	-	0	-	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	-	0	753	-	-	-	1065	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.65	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	753	1065	-	-
HCM Lane V/C Ratio	-	0.154	-	-	-
HCM Control Delay (s/veh)	-	10.7	0	-	-
HCM Lane LOS	-	B	A	-	-
HCM 95th %tile Q(veh)	-	0.5	0	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	150	0	0	0	0	670	95	0	706	0
Future Vol, veh/h	0	0	150	0	0	0	0	670	95	0	706	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	163	0	0	0	0	728	103	0	767	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	-	-	384	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	614	0	-	-	0	-	0
Stage 1	0	0	-	0	-	-	0	-	0
Stage 2	0	0	-	0	-	-	0	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	-	0	614	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	12.96	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBT
Capacity (veh/h)	-	-	614	-
HCM Lane V/C Ratio	-	-	0.265	-
HCM Control Delay (s/veh)	-	-	13	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	1.1	-

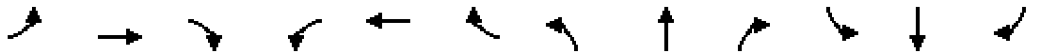
Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	9	119	12	7	53	155	481	49	9	497	57
Future Vol, veh/h	4	9	119	12	7	53	155	481	49	9	497	57
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	10	129	13	8	58	168	523	53	10	540	62

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1193	1504	571	1424	1482	261	602	0	0	576	0	0
Stage 1	591	591	-	860	860	-	-	-	-	-	-	-
Stage 2	602	913	-	565	622	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.23	7.33	6.53	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	153	121	519	104	125	738	973	-	-	995	-	-
Stage 1	492	494	-	318	372	-	-	-	-	-	-	-
Stage 2	454	351	-	509	478	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	103	94	519	56	97	738	973	-	-	995	-	-
Mov Cap-2 Maneuver	103	94	-	56	97	-	-	-	-	-	-	-
Stage 1	485	486	-	252	295	-	-	-	-	-	-	-
Stage 2	323	279	-	369	471	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	14.22	10.29	2.98	0.14
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	832	-	-	519	738	28	-	-
HCM Lane V/C Ratio	0.173	-	-	0.249	0.078	0.01	-	-
HCM Control Delay (s/veh)	9.5	1.2	-	14.2	10.3	8.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.6	-	-	1	0.3	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	372	179	196	2	110	41	173	362	36	4	355	422
Future Volume (vph)	372	179	196	2	110	41	173	362	36	4	355	422
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.5	4.5		4.5		4.0	4.6			4.6	4.6
Lane Util. Factor	1.00	1.00	1.00		0.95		1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85		0.96		1.00	0.99			1.00	0.85
Flt Protected	0.95	1.00	1.00		1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1770	1863	1583		3394		1770	1838			1862	1583
Flt Permitted	0.65	1.00	1.00		0.95		0.28	1.00			1.00	1.00
Satd. Flow (perm)	1204	1863	1583		3234		518	1838			1856	1583
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)	404	195	213	2	120	45	188	393	39	4	386	459
RTOR Reduction (vph)	0	0	127	0	36	0	0	3	0	0	0	306
Lane Group Flow (vph)	404	195	86	0	131	0	188	429	0	0	390	153
Turn Type	pm+pt	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Actuated Green, G (s)	41.0	40.5	40.5		19.5		50.4	50.4			33.4	33.4
Effective Green, g (s)	41.0	40.5	40.5		19.5		50.4	50.4			33.4	33.4
Actuated g/C Ratio	0.41	0.41	0.41		0.20		0.50	0.50			0.33	0.33
Clearance Time (s)	4.0	4.5	4.5		4.5		4.0	4.6			4.6	4.6
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0			4.0	4.0
Lane Grp Cap (vph)	589	754	641		630		423	926			619	528
v/s Ratio Prot	c0.12	0.10					0.06	c0.23				
v/s Ratio Perm	c0.16		0.05		0.04		0.17				c0.21	0.10
v/c Ratio	0.69	0.26	0.13		0.21		0.44	0.46			0.63	0.29
Uniform Delay, d1	24.8	19.8	18.7		33.8		15.7	16.0			28.1	24.6
Progression Factor	0.81	0.72	1.20		1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	6.1	0.8	0.4		0.7		0.7	1.7			4.8	1.4
Delay (s)	26.2	15.0	22.8		34.5		16.5	17.7			32.9	25.9
Level of Service	C	B	C		C		B	B			C	C
Approach Delay (s/veh)		22.6			34.5			17.3			29.1	
Approach LOS		C			C			B			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	24.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.1
Intersection Capacity Utilization	84.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

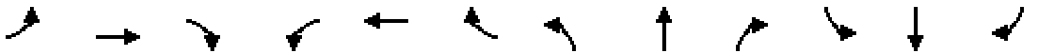
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	9	1	21	21	559	0	0	530	15
Future Vol, veh/h	0	0	0	9	1	21	21	559	0	0	530	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	10	1	23	23	608	0	0	576	16

Major/Minor	Minor1			Major1			Major2			
Conflicting Flow All	941	1246	608	592	0	-	-	-	0	
Stage 1	653	653	-	-	-	-	-	-	-	
Stage 2	288	592	-	-	-	-	-	-	-	
Critical Hdwy	6.63	6.53	6.23	4.13	-	-	-	-	-	
Critical Hdwy Stg 1	5.43	5.53	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	5.83	5.53	-	-	-	-	-	-	-	
Follow-up Hdwy	3.519	4.019	3.319	2.219	-	-	-	-	-	
Pot Cap-1 Maneuver	276	173	495	981	-	0	0	-	-	
Stage 1	517	463	-	-	-	0	0	-	-	
Stage 2	736	493	-	-	-	0	0	-	-	
Platoon blocked, %					-			-	-	
Mov Cap-1 Maneuver	267	0	495	981	-	-	-	-	-	
Mov Cap-2 Maneuver	267	0	-	-	-	-	-	-	-	
Stage 1	499	0	-	-	-	-	-	-	-	
Stage 2	736	0	-	-	-	-	-	-	-	

Approach	WB	NB	SB
HCM Control Delay, s/v	12.62	0.32	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	SBT	SBR
Capacity (veh/h)	65	-	495	-	-
HCM Lane V/C Ratio	0.023	-	0.046	-	-
HCM Control Delay (s/veh)	8.8	0	12.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	159	45	319	25	57	2	259	571	25	0	568	256
Future Volume (vph)	159	45	319	25	57	2	259	571	25	0	568	256
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0		4.0			4.0	
Lane Util. Factor	0.95	0.95	1.00		1.00	1.00		0.95			0.95	
Frt	1.00	1.00	0.85		1.00	0.85		1.00			0.95	
Flt Protected	0.95	0.97	1.00		0.99	1.00		0.99			1.00	
Satd. Flow (prot)	1681	1721	1583		1835	1583		3471			3374	
Flt Permitted	0.95	0.97	1.00		0.87	1.00		0.54			1.00	
Satd. Flow (perm)	1681	1721	1583		1613	1583		1918			3374	
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)	173	49	347	27	62	2	282	621	27	0	617	278
RTOR Reduction (vph)	0	0	286	0	0	2	0	2	0	0	39	0
Lane Group Flow (vph)	109	113	61	0	89	0	0	928	0	0	856	0
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA			NA	
Protected Phases	3	3	3		4	4		1 2			1	
Permitted Phases				4			2					
Actuated Green, G (s)	15.8	15.8	15.8		9.2	9.2		53.0			44.9	
Effective Green, g (s)	15.8	15.8	15.8		9.2	9.2		53.0			44.9	
Actuated g/C Ratio	0.18	0.18	0.18		0.10	0.10		0.59			0.50	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0					4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0					3.0	
Lane Grp Cap (vph)	295	302	277		164	161		1129			1683	
v/s Ratio Prot	0.06	c0.07	0.04			0.00					0.25	
v/s Ratio Perm					c0.06			c0.48				
v/c Ratio	0.37	0.37	0.22		0.54	0.00		1.03dl			0.51	
Uniform Delay, d1	32.7	32.7	31.8		38.4	36.3		14.7			15.1	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	0.8	0.8	0.4		3.6	0.0		6.8			1.1	
Delay (s)	33.5	33.5	32.2		42.0	36.3		21.5			16.2	
Level of Service	C	C	C		D	D		C			B	
Approach Delay (s/veh)		32.7			41.9			21.5			16.2	
Approach LOS		C			D			C			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	22.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	70.5%	ICU Level of Service	C
Analysis Period (min)	15		

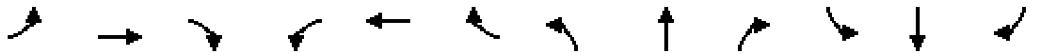
dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	68	33	807	101	32	882
Future Volume (vph)	68	33	807	101	32	882
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4		5.6			5.6
Lane Util. Factor	1.00		0.95			0.95
Frt	0.96		0.98			1.00
Flt Protected	0.97		1.00			1.00
Satd. Flow (prot)	1723		3480			3533
Flt Permitted	0.97		1.00			0.89
Satd. Flow (perm)	1723		3480			3154
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	74	36	877	110	35	959
RTOR Reduction (vph)	30	0	8	0	0	0
Lane Group Flow (vph)	80	0	979	0	0	994
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Actuated Green, G (s)	12.0		53.0			53.0
Effective Green, g (s)	12.0		53.0			53.0
Actuated g/C Ratio	0.16		0.70			0.70
Clearance Time (s)	5.4		5.6			5.6
Vehicle Extension (s)	5.0		5.0			5.0
Lane Grp Cap (vph)	272		2426			2199
v/s Ratio Prot	c0.05		0.28			
v/s Ratio Perm						c0.32
v/c Ratio	0.29		0.40			0.45
Uniform Delay, d1	28.3		4.8			5.1
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	1.3		0.5			0.7
Delay (s)	29.5		5.3			5.8
Level of Service	C		A			A
Approach Delay (s/veh)	29.5		5.3			5.8
Approach LOS	C		A			A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	6.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	76.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	69.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	8	97	15	0	21	0	688	35	8	702	0
Future Volume (vph)	27	8	97	15	0	21	0	688	35	8	702	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5		4.5		4.5			4.5	
Lane Util. Factor	1.00	1.00	1.00	1.00		1.00		0.95			0.95	
Frt	1.00	1.00	0.85	1.00		0.85		0.99			1.00	
Flt Protected	0.95	1.00	1.00	0.95		1.00		1.00			1.00	
Satd. Flow (prot)	1770	1863	1583	1770		1583		3514			3537	
Flt Permitted	0.95	1.00	1.00	0.75		1.00		1.00			0.95	
Satd. Flow (perm)	1770	1863	1583	1400		1583		3514			3350	
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)	29	9	105	16	0	23	0	748	38	9	763	0
RTOR Reduction (vph)	0	0	91	0	0	20	0	2	0	0	0	0
Lane Group Flow (vph)	29	9	14	16	0	3	0	784	0	0	772	0
Turn Type	Perm	NA	Perm	Perm		Perm		NA		Perm	NA	
Protected Phases		8						6			2	
Permitted Phases	8		8	4		4				2		
Actuated Green, G (s)	12.0	12.0	12.0	12.0		12.0		69.0			69.0	
Effective Green, g (s)	12.0	12.0	12.0	12.0		12.0		69.0			69.0	
Actuated g/C Ratio	0.13	0.13	0.13	0.13		0.13		0.77			0.77	
Clearance Time (s)	4.5	4.5	4.5	4.5		4.5		4.5			4.5	
Vehicle Extension (s)	5.0	5.0	5.0	5.0		5.0		5.0			5.0	
Lane Grp Cap (vph)	236	248	211	186		211		2694			2568	
v/s Ratio Prot		0.00						0.22				
v/s Ratio Perm	c0.02		0.01	0.01		0.00					c0.23	
v/c Ratio	0.12	0.04	0.07	0.09		0.01		0.29			0.30	
Uniform Delay, d1	34.4	34.0	34.1	34.2		33.9		3.2			3.2	
Progression Factor	0.81	0.82	1.22	1.00		1.00		0.60			0.62	
Incremental Delay, d2	0.4	0.1	0.3	0.4		0.1		0.2			0.3	
Delay (s)	28.2	27.8	42.0	34.6		33.9		2.1			2.3	
Level of Service	C	C	D	C		C		A			A	
Approach Delay (s/veh)		38.3			34.2			2.1			2.3	
Approach LOS		D			C			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	5.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.27		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	56.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	19	114	116	56	39	102	522	129	28	486	73
Future Volume (vph)	33	19	114	116	56	39	102	522	129	28	486	73
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	
Lane Util. Factor		1.00		1.00	1.00			0.95			0.95	
Frt		0.91		1.00	0.94			0.97			0.98	
Flt Protected		0.99		0.95	1.00			0.99			1.00	
Satd. Flow (prot)		1674		1770	1749			3425			3465	
Flt Permitted		0.90		0.52	1.00			0.76			0.89	
Satd. Flow (perm)		1528		965	1749			2604			3085	
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)	36	21	124	126	61	42	111	567	140	30	528	79
RTOR Reduction (vph)	0	106	0	0	30	0	0	13	0	0	8	0
Lane Group Flow (vph)	0	75	0	126	73	0	0	805	0	0	629	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2			6		
Actuated Green, G (s)		11.5		24.9	24.9			53.1			53.1	
Effective Green, g (s)		11.5		24.9	24.9			53.1			53.1	
Actuated g/C Ratio		0.13		0.28	0.28			0.59			0.59	
Clearance Time (s)		6.0		6.0	6.0			6.0			6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0			2.0	
Lane Grp Cap (vph)		195		333	483			1536			1820	
v/s Ratio Prot				c0.03	0.04							
v/s Ratio Perm		0.05		c0.07				c0.31			0.20	
v/c Ratio		0.38		0.38	0.15			0.52			0.35	
Uniform Delay, d1		36.0		31.6	24.6			11.0			9.5	
Progression Factor		1.25		1.00	1.00			1.18			1.00	
Incremental Delay, d2		1.2		0.7	0.1			1.3			0.5	
Delay (s)		46.3		32.4	24.7			14.2			10.0	
Level of Service		D		C	C			B			B	
Approach Delay (s/veh)		46.3			28.9			14.2			10.0	
Approach LOS		D			C			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	17.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	76.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	6	27	0	0	0	30	314	182	10	588	7
Future Vol, veh/h	3	6	27	0	0	0	30	314	182	10	588	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	7	29	0	0	0	33	341	198	11	639	8

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1071	1269	643	647	0	0	539	0	0
Stage 1	665	665	-	-	-	-	-	-	-
Stage 2	407	604	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	244	168	474	939	-	-	1029	-	-
Stage 1	511	458	-	-	-	-	-	-	-
Stage 2	672	488	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	233	0	474	939	-	-	1029	-	-
Mov Cap-2 Maneuver	233	0	-	-	-	-	-	-	-
Stage 1	494	0	-	-	-	-	-	-	-
Stage 2	665	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	14.22	0.51	0.14
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	939	-	-	429	1029	-	-
HCM Lane V/C Ratio	0.035	-	-	0.091	0.011	-	-
HCM Control Delay (s/veh)	9	-	-	14.2	8.5	-	-
HCM Lane LOS	A	-	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0	-	-



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	223	40	240	73	27	372
Future Volume (vph)	223	40	240	73	27	372
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9		5.9		5.9	5.9
Lane Util. Factor	1.00		1.00		1.00	1.00
Frt	0.98		0.97		1.00	1.00
Flt Protected	0.96		1.00		0.95	1.00
Satd. Flow (prot)	1750		1804		1770	1863
Flt Permitted	0.96		1.00		0.47	1.00
Satd. Flow (perm)	1750		1804		868	1863
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	242	43	261	79	29	404
RTOR Reduction (vph)	9	0	9	0	0	0
Lane Group Flow (vph)	276	0	331	0	29	404
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases					2	
Actuated Green, G (s)	19.0		50.6		59.2	59.2
Effective Green, g (s)	19.0		50.6		59.2	59.2
Actuated g/C Ratio	0.21		0.56		0.66	0.66
Clearance Time (s)	5.9		5.9		5.9	5.9
Vehicle Extension (s)	2.5		2.5		3.0	2.5
Lane Grp Cap (vph)	369		1014		598	1225
v/s Ratio Prot	c0.16		0.18		0.00	c0.22
v/s Ratio Perm					0.03	
v/c Ratio	0.75		0.33		0.05	0.33
Uniform Delay, d1	33.3		10.6		5.8	6.7
Progression Factor	1.03		0.34		1.00	1.00
Incremental Delay, d2	7.4		0.8		0.0	0.7
Delay (s)	41.5		4.3		5.9	7.5
Level of Service	D		A		A	A
Approach Delay (s/veh)	41.5		4.3			7.3
Approach LOS	D		A			A

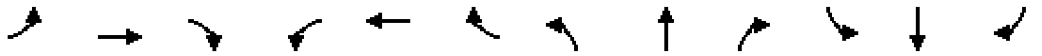
Intersection Summary			
HCM 2000 Control Delay (s/veh)	15.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	17.7
Intersection Capacity Utilization	47.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	315	418	131	96	541	73	216	156	87	140	481
Future Volume (vph)	315	418	131	96	541	73	216	156	87	140	481
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00
Frt	1.00	0.96		1.00	1.00	0.85	1.00	0.95		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		1.00	1.00
Satd. Flow (prot)	3433	3413		1770	3539	1583	1770	1763		1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.63	1.00		1.00	1.00
Satd. Flow (perm)	3433	3413		1770	3539	1583	1172	1763		1863	1583
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
Adj. Flow (vph)	342	454	142	104	588	79	235	170	95	152	523
RTOR Reduction (vph)	0	0	0	0	0	56	0	0	0	0	71
Lane Group Flow (vph)	342	596	0	104	588	23	235	265	0	152	452
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		NA	pm+ov
Protected Phases	1	6		5	2		4	8		3	1
Permitted Phases						2	8				3
Actuated Green, G (s)	14.5	26.5		14.5	26.5	26.5	36.0	36.0		25.5	40.0
Effective Green, g (s)	14.5	26.5		14.5	26.5	26.5	36.0	36.0		25.5	40.0
Actuated g/C Ratio	0.16	0.29		0.16	0.29	0.29	0.40	0.40		0.28	0.44
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5
Vehicle Extension (s)	5.0	5.0		5.0	5.0	5.0	3.0	5.0		5.0	5.0
Lane Grp Cap (vph)	553	1004		285	1042	466	505	705		527	703
v/s Ratio Prot	0.10	c0.17		0.06	0.17		c0.03	0.15		0.08	c0.10
v/s Ratio Perm						0.01	0.16				0.18
v/c Ratio	0.62	0.59		0.36	0.56	0.05	0.47	0.38		0.29	0.64
Uniform Delay, d1	35.2	27.1		33.6	26.9	22.7	21.1	19.1		25.2	19.5
Progression Factor	1.00	1.00		1.34	0.68	0.18	1.00	1.00		0.99	0.62
Incremental Delay, d2	3.0	2.6		2.9	1.8	0.2	0.7	0.7		1.3	2.6
Delay (s)	38.1	29.7		48.1	19.9	4.2	21.8	19.8		26.3	14.6
Level of Service	D	C		D	B	A	C	B		C	B
Approach Delay (s/veh)		32.8			22.1			20.7		17.3	
Approach LOS		C			C			C		B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	24.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	69.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	156	755	44	0	657	86	144	87	24	47	16	339
Future Volume (vph)	156	755	44	0	657	86	144	87	24	47	16	339
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99			0.98		1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3510			3478		1770	1803		1770	1863	1583
Flt Permitted	0.95	1.00			1.00		0.57	1.00		0.68	1.00	1.00
Satd. Flow (perm)	1770	3510			3478		1061	1803		1265	1863	1583
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)	170	821	48	0	714	93	157	95	26	51	17	368
RTOR Reduction (vph)	0	3	0	0	8	0	0	12	0	0	0	319
Lane Group Flow (vph)	170	866	0	0	799	0	157	109	0	51	17	49
Turn Type	Prot	NA			NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6			2		7	4		3	8	
Permitted Phases							4			8		8
Actuated Green, G (s)	18.0	66.6			44.1		24.4	16.9		17.4	13.4	13.4
Effective Green, g (s)	18.0	66.6			44.1		24.4	16.9		17.4	13.4	13.4
Actuated g/C Ratio	0.18	0.67			0.44		0.24	0.17		0.17	0.13	0.13
Clearance Time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.0	4.0
Vehicle Extension (s)	5.0	7.0			7.0		5.0	5.0		5.0	5.0	5.0
Lane Grp Cap (vph)	318	2337			1533		312	304		240	249	212
v/s Ratio Prot	c0.10	0.25			c0.23		c0.04	0.06		0.01	0.01	
v/s Ratio Perm							c0.09			0.03		0.03
v/c Ratio	0.53	0.37			0.52		0.50	0.36		0.21	0.07	0.23
Uniform Delay, d1	37.2	7.4			20.3		31.4	36.8		35.1	37.8	38.7
Progression Factor	1.00	1.00			1.03		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	3.1	0.5			1.2		2.7	1.5		0.9	0.2	1.2
Delay (s)	40.3	7.9			22.1		34.1	38.3		36.1	38.1	39.9
Level of Service	D	A			C		C	D		D	D	D
Approach Delay (s/veh)		13.2			22.1			35.9			39.4	
Approach LOS		B			C			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	22.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	60.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Intersection Delay, s/veh	3.9
Intersection LOS	A

Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	747	813	588
Demand Flow Rate, veh/h	762	830	600
Vehicles Circulating, veh/h	291	257	499
Vehicles Exiting, veh/h	257	499	291
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.1	2.2	3.4
Approach LOS	A	A	A

Lane	Left	Bypass	Left	Bypass	Left	Bypass
Designated Moves	T	R	L	R	L	R
Assumed Moves	T		L		L	
RT Channelized		Free		Free		Free
Lane Util	1.000		1.000		1.000	
Follow-Up Headway, s	2.609		2.609		2.609	
Critical Headway, s	4.976		4.976		4.976	
A (Intercept)	1380		1380		1380	
B (Slope)	1.02e-3		1.02e-3		1.02e-3	
Entry Flow, veh/h	499	263	291	539	257	343
Cap Entry Lane, veh/h	1026	1938	1062	1938	829	1938
Entry HV Adj Factor	0.980	0.980	0.979	0.980	0.981	0.980
Flow Entry, veh/h	489	258	285	528	252	336
Cap Entry, veh/h	1005	1900	1040	1900	813	1900
V/C Ratio	0.487	0.136	0.274	0.278	0.310	0.177
Control Delay, s/veh	9.4	0.0	6.1	0.0	7.9	0.0
LOS	A	A	A	A	A	A
95th %tile Queue, veh	3	0	1	1	1	1

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	977	307	15	1150	0	51
Future Vol, veh/h	977	307	15	1150	0	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1062	334	16	1250	0	55

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1396	0	-	698
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	-	3.32
Pot Cap-1 Maneuver	-	-	486	-	0	383
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	486	-	-	383
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.79	15.98
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	383	-	-	46	-
HCM Lane V/C Ratio	0.145	-	-	0.034	-
HCM Control Delay (s/veh)	16	-	-	12.7	0.6
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	3	1	20	1	9	1	42	15	184	196	4
Future Vol, veh/h	4	3	1	20	1	9	1	42	15	184	196	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	3	1	22	1	10	1	46	16	200	213	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.1	8.2	7.7	11
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	50%	67%	48%
Vol Thru, %	72%	38%	3%	51%
Vol Right, %	26%	13%	30%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	58	8	30	384
LT Vol	1	4	20	184
Through Vol	42	3	1	196
RT Vol	15	1	9	4
Lane Flow Rate	63	9	33	417
Geometry Grp	1	1	1	1
Degree of Util (X)	0.075	0.012	0.045	0.48
Departure Headway (Hd)	4.3	5.067	4.96	4.144
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	837	710	726	864
Service Time	2.305	3.072	2.963	2.199
HCM Lane V/C Ratio	0.075	0.013	0.045	0.483
HCM Control Delay, s/veh	7.7	8.1	8.2	11
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	0.2	0	0.1	2.6

Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	61	24	73	152
Future Vol, veh/h	0	0	61	24	73	152
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	66	26	79	165

Major/Minor	Minor2		Major2		
Conflicting Flow All	324	165	0	0	
Stage 1	324	-	-	-	
Stage 2	0	-	-	-	
Critical Hdwy	6.52	6.22	4.12	-	
Critical Hdwy Stg 1	5.52	-	-	-	
Critical Hdwy Stg 2	-	-	-	-	
Follow-up Hdwy	4.018	3.318	2.218	-	
Pot Cap-1 Maneuver	594	879	-	-	
Stage 1	650	-	-	-	
Stage 2	-	-	-	-	
Platoon blocked, %				-	
Mov Cap-1 Maneuver	0	879	-	-	
Mov Cap-2 Maneuver	0	-	-	-	
Stage 1	0	-	-	-	
Stage 2	0	-	-	-	

Approach	NB	SB
HCM Control Delay, s/v	9.57	
HCM LOS	A	

Minor Lane/Major Mvmt	NBLn1	SBL	SBT
Capacity (veh/h)	879	-	-
HCM Lane V/C Ratio	0.105	-	-
HCM Control Delay (s/veh)	9.6	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	39	41	0	0	153
Future Vol, veh/h	17	39	41	0	0	153
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	42	45	0	0	166
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	7.3	7.5	8.1
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	30%	0%
Vol Thru, %	100%	0%	100%
Vol Right, %	0%	70%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	41	56	153
LT Vol	0	17	0
Through Vol	41	0	153
RT Vol	0	39	0
Lane Flow Rate	45	61	166
Geometry Grp	1	1	1
Degree of Util (X)	0.052	0.067	0.188
Departure Headway (Hd)	4.167	3.939	4.075
Convergence, Y/N	Yes	Yes	Yes
Cap	852	892	878
Service Time	2.228	2.038	2.111
HCM Lane V/C Ratio	0.053	0.068	0.189
HCM Control Delay, s/veh	7.5	7.3	8.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.2	0.7

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	2	35	40	160	0	5
Future Vol, veh/h	0	0	0	0	0	0	2	35	40	160	0	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	2	38	43	174	0	5
Number of Lanes	0	0	0	0	1	0	0	1	0	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	0	7.2	8.3
HCM LOS	-	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	3%	0%	97%
Vol Thru, %	45%	100%	0%
Vol Right, %	52%	0%	3%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	77	0	165
LT Vol	2	0	160
Through Vol	35	0	0
RT Vol	40	0	5
Lane Flow Rate	84	0	179
Geometry Grp	1	1	1
Degree of Util (X)	0.087	0	0.208
Departure Headway (Hd)	3.759	4.498	4.171
Convergence, Y/N	Yes	Yes	Yes
Cap	948	0	863
Service Time	1.8	2.498	2.182
HCM Lane V/C Ratio	0.089	0	0.207
HCM Control Delay, s/veh	7.2	7.5	8.3
HCM Lane LOS	A	N	A
HCM 95th-tile Q	0.3	0	0.8

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑	↱		↱
Traffic Vol, veh/h	0	0	44	246	2	20
Future Vol, veh/h	0	0	44	246	2	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	48	267	2	22

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	48	48
Stage 1	-	-	48	-
Stage 2	-	-	0	-
Critical Hdwy	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	962	1021
Stage 1	-	-	975	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	962	1021
Mov Cap-2 Maneuver	-	-	962	-
Stage 1	-	-	975	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s/v	0	8.6
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1021
HCM Lane V/C Ratio	-	-	0.021
HCM Control Delay (s/veh)	-	-	8.6
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

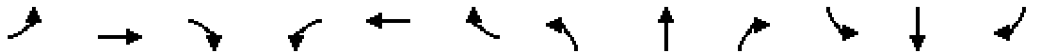
Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	0	29	70	0	24	0	348	0	0	348	0
Future Vol, veh/h	18	0	29	70	0	24	0	348	0	0	348	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	0	32	76	0	26	0	378	0	0	378	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	757	-	378	757	-	378	-	0	-	-	-	0
Stage 1	378	-	-	378	-	-	-	-	-	-	-	-
Stage 2	378	-	-	378	-	-	-	-	-	-	-	-
Critical Hdwy	7.12	-	6.22	7.12	-	6.22	-	-	-	-	-	-
Critical Hdwy Stg 1	6.12	-	-	6.12	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	-	-	6.12	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	-	3.318	3.518	-	3.318	-	-	-	-	-	-
Pot Cap-1 Maneuver	324	0	668	324	0	668	0	-	0	0	-	0
Stage 1	643	0	-	643	0	-	0	-	0	0	-	0
Stage 2	643	0	-	643	0	-	0	-	0	0	-	0
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	312	-	668	309	-	668	-	-	-	-	-	-
Mov Cap-2 Maneuver	312	-	-	309	-	-	-	-	-	-	-	-
Stage 1	643	-	-	643	-	-	-	-	-	-	-	-
Stage 2	618	-	-	613	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	13.21	17.91	0	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	WBLn1	WBLn2	SBT
Capacity (veh/h)	-	312	668	309	668	-
HCM Lane V/C Ratio	-	0.063	0.047	0.246	0.039	-
HCM Control Delay (s/veh)	-	17.3	10.7	20.4	10.6	-
HCM Lane LOS	-	C	B	C	B	-
HCM 95th %tile Q(veh)	-	0.2	0.1	0.9	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	13	12	11	0	30	0	214	13	127	301	0
Future Volume (vph)	11	13	12	11	0	30	0	214	13	127	301	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.4			4.4			4.6			4.6	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.96			0.90			0.99			1.00	
Flt Protected		0.98			0.99			1.00			0.99	
Satd. Flow (prot)		1752			1656			1848			1836	
Flt Permitted		0.88			0.90			1.00			0.83	
Satd. Flow (perm)		1565			1504			1848			1554	
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)	12	14	13	12	0	33	0	233	14	138	327	0
RTOR Reduction (vph)	0	12	0	0	0	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	27	0	0	45	0	0	246	0	0	465	0
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		8			8			6			2	
Permitted Phases	8			8						2		
Actuated Green, G (s)		5.2			5.2			55.8			55.8	
Effective Green, g (s)		5.2			5.2			55.8			55.8	
Actuated g/C Ratio		0.07			0.07			0.80			0.80	
Clearance Time (s)		4.4			4.4			4.6			4.6	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		116			111			1473			1238	
v/s Ratio Prot								0.13				
v/s Ratio Perm		0.02			c0.03						c0.30	
v/c Ratio		0.23			0.41			0.17			0.38	
Uniform Delay, d1		30.5			30.9			1.7			2.1	
Progression Factor		1.00			1.00			1.00			0.44	
Incremental Delay, d2		1.0			2.4			0.2			0.8	
Delay (s)		31.6			33.3			1.9			1.7	
Level of Service		C			C			A			A	
Approach Delay (s/veh)		31.6			33.3			1.9			1.7	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	5.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	52.1%	ICU Level of Service	A
Analysis Period (min)	15		

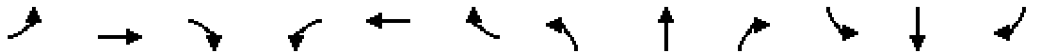
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Traffic Volume (vph)	0	0	0	65	104	141	342	141	62	215
Future Volume (vph)	0	0	0	65	104	141	342	141	62	215
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		4.0	4.0	4.0	4.0
Lane Util. Factor					0.95		1.00	1.00	1.00	1.00
Frt					0.93		1.00	0.85	1.00	0.85
Flt Protected					0.99		0.95	1.00	0.95	1.00
Satd. Flow (prot)					3264		1770	1583	1770	1583
Flt Permitted					0.99		0.95	1.00	0.48	1.00
Satd. Flow (perm)					3264		1770	1583	886	1583
Peak-hour factor, PHF	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	71	113	153	372	153	67	234
RTOR Reduction (vph)	0	0	0	0	113	0	0	74	0	0
Lane Group Flow (vph)	0	0	0	0	224	0	372	79	67	234
Turn Type				Perm	NA		Prot	Perm	pm+pt	Prot
Protected Phases					4		6		5	2
Permitted Phases				4				6	2	
Actuated Green, G (s)					18.2		36.2	36.2	43.8	43.8
Effective Green, g (s)					18.2		36.2	36.2	43.8	43.8
Actuated g/C Ratio					0.26		0.52	0.52	0.63	0.63
Clearance Time (s)					4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)					5.0		5.0	5.0	5.0	5.0
Lane Grp Cap (vph)					848		915	818	599	990
v/s Ratio Prot							c0.21		0.01	c0.15
v/s Ratio Perm					0.07			0.05	0.06	
v/c Ratio					0.26		0.41	0.10	0.11	0.24
Uniform Delay, d1					20.6		10.3	8.6	7.4	5.8
Progression Factor					1.00		0.40	0.08	0.84	0.86
Incremental Delay, d2					0.3		1.3	0.2	0.2	0.6
Delay (s)					20.9		5.5	0.9	6.4	5.5
Level of Service					C		A	A	A	A
Approach Delay (s/veh)		0.0			20.9		4.1		5.7	
Approach LOS		A			C		A		A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	9.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	42.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	103	123	0	0	0	0	323	48	96	364	0
Future Volume (vph)	77	103	123	0	0	0	0	323	48	96	364	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0			4.0	
Lane Util. Factor		1.00	1.00					0.95			0.95	
Frt		1.00	0.85					0.98			1.00	
Flt Protected		0.98	1.00					1.00			0.99	
Satd. Flow (prot)		1824	1583					3471			3503	
Flt Permitted		0.98	1.00					1.00			0.79	
Satd. Flow (perm)		1824	1583					3471			2798	
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)	84	112	134	0	0	0	0	351	52	104	396	0
RTOR Reduction (vph)	0	0	99	0	0	0	0	13	0	0	0	0
Lane Group Flow (vph)	0	196	35	0	0	0	0	390	0	0	500	0
Turn Type	Perm	NA	Perm					NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4		4							6		
Actuated Green, G (s)		18.2	18.2					43.8			36.2	
Effective Green, g (s)		18.2	18.2					43.8			36.2	
Actuated g/C Ratio		0.26	0.26					0.63			0.52	
Clearance Time (s)		4.0	4.0					4.0			4.0	
Vehicle Extension (s)		5.0	5.0					5.0			5.0	
Lane Grp Cap (vph)		474	411					2171			1446	
v/s Ratio Prot								c0.11				
v/s Ratio Perm		0.11	0.02								c0.18	
v/c Ratio		0.41	0.08					0.18			0.35	
Uniform Delay, d1		21.5	19.6					5.5			9.9	
Progression Factor		1.00	1.00					0.85			1.00	
Incremental Delay, d2		1.2	0.2					0.2			0.7	
Delay (s)		22.7	19.8					4.9			10.6	
Level of Service		C	B					A			B	
Approach Delay (s/veh)		21.5			0.0			4.9			10.6	
Approach LOS		C			A			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	11.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	43.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	85	0	407	0	0	453	122
Future Vol, veh/h	0	0	0	0	0	85	0	407	0	0	453	122
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	92	0	442	0	0	492	133

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	-	-	221	-	0	-	442	0	0
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	783	0	-	0	1114	-	-
Stage 1	0	0	-	0	-	0	-	-	-
Stage 2	0	0	-	0	-	0	-	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	-	0	783	-	-	-	1114	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.22	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	783	1114	-	-
HCM Lane V/C Ratio	-	0.118	-	-	-
HCM Control Delay (s/veh)	-	10.2	0	-	-
HCM Lane LOS	-	B	A	-	-
HCM 95th %tile Q(veh)	-	0.4	0	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	153	0	0	0	0	570	73	0	598	0
Future Vol, veh/h	0	0	153	0	0	0	0	570	73	0	598	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	166	0	0	0	0	620	79	0	650	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	-	-	325	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	671	0	-	-	0	-	0
Stage 1	0	0	-	0	-	-	0	-	0
Stage 2	0	0	-	0	-	-	0	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	-	0	671	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	12.13	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBT
Capacity (veh/h)	-	-	671	-
HCM Lane V/C Ratio	-	-	0.248	-
HCM Control Delay (s/veh)	-	-	12.1	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	1	-

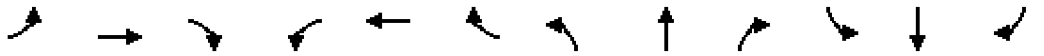
Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	3	65	12	9	42	102	445	35	5	488	52
Future Vol, veh/h	7	3	65	12	9	42	102	445	35	5	488	52
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	3	71	13	10	46	111	484	38	5	530	57

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1038	1313	559	1248	1303	242	587	0	0	522	0	0
Stage 1	570	570	-	705	705	-	-	-	-	-	-	-
Stage 2	468	743	-	543	598	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.23	7.33	6.53	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	197	158	528	139	160	760	986	-	-	1043	-	-
Stage 1	506	505	-	394	438	-	-	-	-	-	-	-
Stage 2	545	421	-	523	490	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	149	136	528	102	138	760	986	-	-	1043	-	-
Mov Cap-2 Maneuver	149	136	-	102	138	-	-	-	-	-	-	-
Stage 1	502	501	-	342	380	-	-	-	-	-	-	-
Stage 2	433	365	-	447	486	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	12.87	10.04	2.23	0.08
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	671	-	-	528	760	16	-	-
HCM Lane V/C Ratio	0.112	-	-	0.134	0.06	0.005	-	-
HCM Control Delay (s/veh)	9.1	0.8	-	12.9	10	8.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.5	0.2	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	282	223	218	0	240	30	254	223	21	5	309	310
Future Volume (vph)	282	223	218	0	240	30	254	223	21	5	309	310
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.5	4.5		4.5		4.0	4.6			4.6	4.6
Lane Util. Factor	1.00	1.00	1.00		0.95		1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85		0.98		1.00	0.99			1.00	0.85
Flt Protected	0.95	1.00	1.00		1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1770	1863	1583		3480		1770	1838			1861	1583
Flt Permitted	0.46	1.00	1.00		1.00		0.32	1.00			1.00	1.00
Satd. Flow (perm)	850	1863	1583		3480		603	1838			1855	1583
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)	307	242	237	0	261	33	276	242	23	5	336	337
RTOR Reduction (vph)	0	0	143	0	10	0	0	3	0	0	0	228
Lane Group Flow (vph)	307	242	94	0	284	0	276	262	0	0	341	109
Turn Type	pm+pt	NA	Perm		NA		pm+pt	NA		Perm	NA	Perm
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4		4				2			6		6
Actuated Green, G (s)	40.0	39.5	39.5		13.5		51.4	51.4			32.4	32.4
Effective Green, g (s)	40.0	39.5	39.5		13.5		51.4	51.4			32.4	32.4
Actuated g/C Ratio	0.40	0.40	0.40		0.14		0.51	0.51			0.32	0.32
Clearance Time (s)	4.0	4.5	4.5		4.5		4.0	4.6			4.6	4.6
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0			4.0	4.0
Lane Grp Cap (vph)	542	735	625		469		484	944			601	512
v/s Ratio Prot	c0.12	0.13			0.08		c0.09	0.14				
v/s Ratio Perm	c0.10		0.06				c0.21				0.18	0.07
v/c Ratio	0.57	0.33	0.15		0.60		0.57	0.28			0.57	0.21
Uniform Delay, d1	25.7	21.0	19.5		40.7		15.6	13.8			28.0	24.5
Progression Factor	0.84	0.77	0.56		1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	4.1	1.2	0.5		2.2		1.6	0.7			3.9	1.0
Delay (s)	25.6	17.3	11.5		42.9		17.2	14.5			31.8	25.5
Level of Service	C	B	B		D		B	B			C	C
Approach Delay (s/veh)		18.8			42.9			15.9			28.7	
Approach LOS		B			D			B			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	24.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.1
Intersection Capacity Utilization	69.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

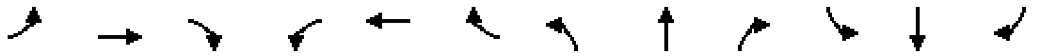
Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	1	2	24	111	439	0	0	577	93
Future Vol, veh/h	0	0	0	1	2	24	111	439	0	0	577	93
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	1	2	26	121	477	0	0	627	101

Major/Minor	Minor1			Major1				Major2		
Conflicting Flow All	1032	1447	477	728	0	-	-	-	0	
Stage 1	718	718	-	-	-	-	-	-	-	
Stage 2	314	728	-	-	-	-	-	-	-	
Critical Hdwy	6.63	6.53	6.23	4.13	-	-	-	-	-	
Critical Hdwy Stg 1	5.43	5.53	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	5.83	5.53	-	-	-	-	-	-	-	
Follow-up Hdwy	3.519	4.019	3.319	2.219	-	-	-	-	-	
Pot Cap-1 Maneuver	243	131	587	873	-	0	0	-	-	
Stage 1	482	432	-	-	-	0	0	-	-	
Stage 2	715	428	-	-	-	0	0	-	-	
Platoon blocked, %					-			-	-	
Mov Cap-1 Maneuver	197	0	587	873	-	-	-	-	-	
Mov Cap-2 Maneuver	197	0	-	-	-	-	-	-	-	
Stage 1	391	0	-	-	-	-	-	-	-	
Stage 2	715	0	-	-	-	-	-	-	-	

Approach	WB	NB	SB
HCM Control Delay, s/v	11.42	1.97	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	SBT	SBR
Capacity (veh/h)	363	-	587	-	-
HCM Lane V/C Ratio	0.138	-	0.044	-	-
HCM Control Delay (s/veh)	9.8	0	11.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.5	-	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	177	66	228	42	87	16	217	364	32	0	502	375
Future Volume (vph)	177	66	228	42	87	16	217	364	32	0	502	375
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0		4.0			4.0	
Lane Util. Factor	0.95	0.95	1.00		1.00	1.00		0.95			0.95	
Frt	1.00	1.00	0.85		1.00	0.85		0.99			0.94	
Flt Protected	0.95	0.98	1.00		0.98	1.00		0.98			1.00	
Satd. Flow (prot)	1681	1730	1583		1833	1583		3450			3312	
Flt Permitted	0.95	0.98	1.00		0.85	1.00		0.51			1.00	
Satd. Flow (perm)	1681	1730	1583		1584	1583		1783			3312	
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)	192	72	248	46	95	17	236	396	35	0	546	408
RTOR Reduction (vph)	0	0	210	0	0	15	0	3	0	0	101	0
Lane Group Flow (vph)	131	133	38	0	141	2	0	664	0	0	853	0
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA			NA	
Protected Phases	3	3	3		4	4		1 2			1	
Permitted Phases				4			2					
Actuated Green, G (s)	16.7	16.7	16.7		15.1	15.1		66.2			38.7	
Effective Green, g (s)	16.7	16.7	16.7		15.1	15.1		66.2			38.7	
Actuated g/C Ratio	0.15	0.15	0.15		0.14	0.14		0.60			0.35	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0					4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0					3.0	
Lane Grp Cap (vph)	255	262	240		217	217		1073			1165	
v/s Ratio Prot	c0.08	0.08	0.02			0.00					c0.26	
v/s Ratio Perm					c0.09			c0.37				
v/c Ratio	0.51	0.51	0.16		0.65	0.01		1.08dl			0.73	
Uniform Delay, d1	42.9	42.9	40.5		44.9	41.0		13.9			31.1	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	1.7	1.5	0.3		6.6	0.0		2.7			4.1	
Delay (s)	44.7	44.4	40.8		51.5	41.0		16.6			35.2	
Level of Service	D	D	D		D	D		B			D	
Approach Delay (s/veh)		42.7			50.4			16.6			35.2	
Approach LOS		D			D			B			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	32.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	66.9%	ICU Level of Service	C
Analysis Period (min)	15		

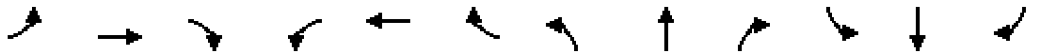
dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	75	39	548	77	43	738
Future Volume (vph)	75	39	548	77	43	738
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4		5.6			5.6
Lane Util. Factor	1.00		0.95			0.95
Frt	0.95		0.98			1.00
Flt Protected	0.97		1.00			1.00
Satd. Flow (prot)	1721		3474			3529
Flt Permitted	0.97		1.00			0.88
Satd. Flow (perm)	1721		3474			3126
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	82	42	596	84	47	802
RTOR Reduction (vph)	32	0	9	0	0	0
Lane Group Flow (vph)	92	0	671	0	0	849
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Actuated Green, G (s)	12.0		53.0			53.0
Effective Green, g (s)	12.0		53.0			53.0
Actuated g/C Ratio	0.16		0.70			0.70
Clearance Time (s)	5.4		5.6			5.6
Vehicle Extension (s)	5.0		5.0			5.0
Lane Grp Cap (vph)	271		2422			2179
v/s Ratio Prot	c0.05		0.19			
v/s Ratio Perm						c0.27
v/c Ratio	0.34		0.28			0.39
Uniform Delay, d1	28.5		4.3			4.8
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	1.6		0.3			0.5
Delay (s)	30.0		4.6			5.3
Level of Service	C		A			A
Approach Delay (s/veh)	30.0		4.6			5.3
Approach LOS	C		A			A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	6.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	76.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	65.6%	ICU Level of Service	C
Analysis Period (min)	15		

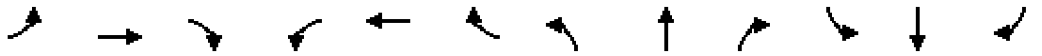
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	3	124	11	0	13	0	538	16	3	742	0
Future Volume (vph)	54	3	124	11	0	13	0	538	16	3	742	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5		4.5		4.5			4.5	
Lane Util. Factor	1.00	1.00	1.00	1.00		1.00		0.95			0.95	
Frt	1.00	1.00	0.85	1.00		0.85		1.00			1.00	
Flt Protected	0.95	1.00	1.00	0.95		1.00		1.00			1.00	
Satd. Flow (prot)	1770	1863	1583	1770		1583		3524			3539	
Flt Permitted	0.95	1.00	1.00	0.76		1.00		1.00			0.95	
Satd. Flow (perm)	1770	1863	1583	1408		1583		3524			3376	
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)	59	3	135	12	0	14	0	585	17	3	807	0
RTOR Reduction (vph)	0	0	117	0	0	12	0	1	0	0	0	0
Lane Group Flow (vph)	59	3	18	12	0	2	0	601	0	0	810	0
Turn Type	Perm	NA	Perm	Perm		Perm		NA		Perm	NA	
Protected Phases		8						6			2	
Permitted Phases	8		8	4		4				2		
Actuated Green, G (s)	15.0	15.0	15.0	15.0		15.0		86.0			86.0	
Effective Green, g (s)	15.0	15.0	15.0	15.0		15.0		86.0			86.0	
Actuated g/C Ratio	0.14	0.14	0.14	0.14		0.14		0.78			0.78	
Clearance Time (s)	4.5	4.5	4.5	4.5		4.5		4.5			4.5	
Vehicle Extension (s)	5.0	5.0	5.0	5.0		5.0		5.0			5.0	
Lane Grp Cap (vph)	241	254	215	192		215		2755			2639	
v/s Ratio Prot		0.00						0.17				
v/s Ratio Perm	c0.03		0.01	0.01		0.00					c0.24	
v/c Ratio	0.24	0.01	0.09	0.06		0.01		0.22			0.31	
Uniform Delay, d1	42.4	41.1	41.5	41.4		41.1		3.2			3.4	
Progression Factor	1.19	1.31	2.28	1.00		1.00		0.64			0.48	
Incremental Delay, d2	1.0	0.0	0.3	0.3		0.0		0.2			0.3	
Delay (s)	51.7	53.9	94.9	41.7		41.1		2.2			1.9	
Level of Service	D	D	F	D		D		A			A	
Approach Delay (s/veh)		81.4			41.4			2.2			1.9	
Approach LOS		F			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	12.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.30		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	51.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	30	61	100	56	19	111	382	115	21	578	65
Future Volume (vph)	41	30	61	100	56	19	111	382	115	21	578	65
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	
Lane Util. Factor		1.00		1.00	1.00			0.95			0.95	
Frt		0.94		1.00	0.96			0.97			0.99	
Flt Protected		0.98		0.95	1.00			0.99			1.00	
Satd. Flow (prot)		1721		1770	1791			3408			3481	
Flt Permitted		0.86		0.57	1.00			0.67			0.92	
Satd. Flow (perm)		1511		1070	1791			2310			3206	
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)	45	33	66	109	61	21	121	415	125	23	628	71
RTOR Reduction (vph)	0	33	0	0	15	0	0	12	0	0	5	0
Lane Group Flow (vph)	0	111	0	109	67	0	0	649	0	0	717	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2			6		
Actuated Green, G (s)		13.7		27.2	27.2			70.8			70.8	
Effective Green, g (s)		13.7		27.2	27.2			70.8			70.8	
Actuated g/C Ratio		0.12		0.25	0.25			0.64			0.64	
Clearance Time (s)		6.0		6.0	6.0			6.0			6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0			2.0	
Lane Grp Cap (vph)		188		312	442			1486			2063	
v/s Ratio Prot				c0.02	0.04							
v/s Ratio Perm		c0.07		0.06				c0.28			0.22	
v/c Ratio		0.59		0.35	0.15			0.44			0.35	
Uniform Delay, d1		45.5		39.4	32.4			9.7			9.0	
Progression Factor		1.00		1.00	1.00			0.83			1.00	
Incremental Delay, d2		4.7		0.7	0.2			0.9			0.5	
Delay (s)		50.1		40.1	32.5			9.0			9.5	
Level of Service		D		D	C			A			A	
Approach Delay (s/veh)		50.1			36.8			9.0			9.5	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	15.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	65.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	2	28	0	0	0	36	282	213	12	648	7
Future Vol, veh/h	2	2	28	0	0	0	36	282	213	12	648	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	2	30	0	0	0	39	307	232	13	704	8

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1119	1351	708	712	0	0	538	0	0
Stage 1	734	734	-	-	-	-	-	-	-
Stage 2	385	616	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	229	150	435	888	-	-	1030	-	-
Stage 1	475	426	-	-	-	-	-	-	-
Stage 2	688	482	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	216	0	435	888	-	-	1030	-	-
Mov Cap-2 Maneuver	216	0	-	-	-	-	-	-	-
Stage 1	454	0	-	-	-	-	-	-	-
Stage 2	679	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	14.67	0.63	0.15
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	888	-	-	407	1030	-	-
HCM Lane V/C Ratio	0.044	-	-	0.085	0.013	-	-
HCM Control Delay (s/veh)	9.2	-	-	14.7	8.5	-	-
HCM Lane LOS	A	-	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0	-	-



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	216	34	198	77	24	455
Future Volume (vph)	216	34	198	77	24	455
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9		5.9		5.9	5.9
Lane Util. Factor	1.00		1.00		1.00	1.00
Frt	0.98		0.96		1.00	1.00
Flt Protected	0.96		1.00		0.95	1.00
Satd. Flow (prot)	1753		1792		1770	1863
Flt Permitted	0.96		1.00		0.50	1.00
Satd. Flow (perm)	1753		1792		931	1863
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	235	37	215	84	26	495
RTOR Reduction (vph)	7	0	12	0	0	0
Lane Group Flow (vph)	265	0	287	0	26	495
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases					2	
Actuated Green, G (s)	18.3		51.4		59.9	59.9
Effective Green, g (s)	18.3		51.4		59.9	59.9
Actuated g/C Ratio	0.20		0.57		0.67	0.67
Clearance Time (s)	5.9		5.9		5.9	5.9
Vehicle Extension (s)	2.5		2.5		3.0	2.5
Lane Grp Cap (vph)	356		1023		643	1239
v/s Ratio Prot	c0.15		0.16		0.00	c0.27
v/s Ratio Perm					0.03	
v/c Ratio	0.74		0.28		0.04	0.40
Uniform Delay, d1	33.7		9.9		5.4	6.9
Progression Factor	1.00		1.00		1.00	1.00
Incremental Delay, d2	7.8		0.7		0.0	1.0
Delay (s)	41.4		10.5		5.5	7.8
Level of Service	D		B		A	A
Approach Delay (s/veh)	41.4		10.5			7.7
Approach LOS	D		B			A

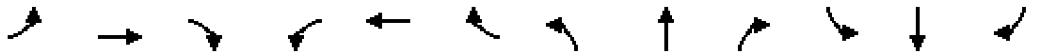
Intersection Summary			
HCM 2000 Control Delay (s/veh)	16.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	17.7
Intersection Capacity Utilization	47.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	295	372	106	82	640	44	234	188	76	120	563
Future Volume (vph)	295	372	106	82	640	44	234	188	76	120	563
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.96		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		1.00	1.00
Satd. Flow (prot)	3433	3422		1770	3539	1583	1770	1782		1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.65	1.00		1.00	1.00
Satd. Flow (perm)	3433	3422		1770	3539	1583	1215	1782		1863	1583
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
Adj. Flow (vph)	321	404	115	89	696	48	254	204	83	130	612
RTOR Reduction (vph)	0	0	0	0	0	33	0	0	0	0	60
Lane Group Flow (vph)	321	519	0	89	696	15	254	287	0	130	552
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		NA	pm+ov
Protected Phases	1	6		5	2		4	8		3	1
Permitted Phases						2	8				3
Actuated Green, G (s)	17.0	32.5		18.5	34.0	34.0	46.0	46.0		35.5	52.5
Effective Green, g (s)	17.0	32.5		18.5	34.0	34.0	46.0	46.0		35.5	52.5
Actuated g/C Ratio	0.15	0.30		0.17	0.31	0.31	0.42	0.42		0.32	0.48
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5
Vehicle Extension (s)	5.0	5.0		5.0	5.0	5.0	3.0	5.0		5.0	5.0
Lane Grp Cap (vph)	530	1011		297	1093	489	535	745		601	755
v/s Ratio Prot	0.09	0.15		0.05	c0.20		c0.02	0.16		0.07	c0.11
v/s Ratio Perm						0.01	0.17				0.24
v/c Ratio	0.61	0.51		0.30	0.64	0.03	0.47	0.39		0.22	0.73
Uniform Delay, d1	43.4	32.2		40.1	32.7	26.5	24.3	22.2		27.1	23.1
Progression Factor	1.00	1.00		1.31	0.65	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	2.9	1.9		2.1	2.3	0.1	0.7	0.7		0.8	4.5
Delay (s)	46.2	34.0		54.5	23.4	26.6	25.0	22.9		27.9	27.5
Level of Service	D	C		D	C	C	C	C		C	C
Approach Delay (s/veh)		38.7			26.9			23.9		27.6	
Approach LOS		D			C			C		C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	29.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	76.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	226	621	37	0	847	52	224	54	5	78	67	349
Future Volume (vph)	226	621	37	0	847	52	224	54	5	78	67	349
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.5	4.5
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99			0.99		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3510			3508		1770	1841		1770	1863	1583
Flt Permitted	0.95	1.00			1.00		0.63	1.00		0.72	1.00	1.00
Satd. Flow (perm)	1770	3510			3508		1166	1841		1332	1863	1583
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)	246	675	40	0	921	57	243	59	5	85	73	379
RTOR Reduction (vph)	0	3	0	0	4	0	0	3	0	0	0	301
Lane Group Flow (vph)	246	712	0	0	974	0	243	61	0	85	73	78
Turn Type	Prot	NA			NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6			2		7	4		3	8	
Permitted Phases							4			8		8
Actuated Green, G (s)	16.0	66.5			46.0		22.5	17.0		19.0	15.0	15.0
Effective Green, g (s)	16.0	66.5			46.0		22.5	17.0		19.0	15.0	15.0
Actuated g/C Ratio	0.16	0.67			0.46		0.23	0.17		0.19	0.15	0.15
Clearance Time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.5	4.5
Vehicle Extension (s)	5.0	7.0			7.0		5.0	5.0		5.0	5.0	5.0
Lane Grp Cap (vph)	283	2334			1613		295	312		270	279	237
v/s Ratio Prot	c0.14	0.20			c0.28		c0.05	0.03		0.01	0.04	
v/s Ratio Perm							c0.14			0.05		0.05
v/c Ratio	0.87	0.30			0.60		0.82	0.19		0.31	0.26	0.33
Uniform Delay, d1	41.0	7.0			20.2		36.5	35.6		34.5	37.6	38.0
Progression Factor	1.00	1.00			0.99		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	25.2	0.3			1.5		18.6	0.6		1.4	1.0	1.7
Delay (s)	66.2	7.4			21.5		55.1	36.3		35.9	38.6	39.7
Level of Service	E	A			C		E	D		D	D	D
Approach Delay (s/veh)		22.4			21.5			51.2			39.0	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	28.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.5
Intersection Capacity Utilization	70.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Intersection Delay, s/veh	3.7
Intersection LOS	A

Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	542	1056	614
Demand Flow Rate, veh/h	553	1077	626
Vehicles Circulating, veh/h	428	361	264
Vehicles Exiting, veh/h	361	264	428
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.5	3.6	4.0
Approach LOS	A	A	A

Lane	Left	Bypass	Left	Bypass	Left	Bypass
Designated Moves	T	R	L	R	L	R
Assumed Moves	T		L		L	
RT Channelized		Free		Free		Free
Lane Util	1.000		1.000		1.000	
Follow-Up Headway, s	2.609		2.609		2.609	
Critical Headway, s	4.976		4.976		4.976	
A (Intercept)	1380		1380		1380	
B (Slope)	1.02e-3		1.02e-3		1.02e-3	
Entry Flow, veh/h	264	289	428	649	361	265
Cap Entry Lane, veh/h	892	1938	955	1938	1054	1938
Entry HV Adj Factor	0.980	0.980	0.981	0.980	0.981	0.980
Flow Entry, veh/h	259	283	420	636	354	260
Cap Entry, veh/h	874	1900	937	1900	1034	1900
V/C Ratio	0.296	0.149	0.448	0.335	0.342	0.137
Control Delay, s/veh	7.3	0.0	9.2	0.0	7.0	0.0
LOS	A	A	A	A	A	A
95th %tile Queue, veh	1	1	2	1	2	0

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	849	153	10	1507	1	67
Future Vol, veh/h	849	153	10	1507	1	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	923	166	11	1638	1	73

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1089	0	1847	545
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	841	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	636	-	66	483
Stage 1	-	-	-	-	314	-
Stage 2	-	-	-	-	384	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	636	-	64	483
Mov Cap-2 Maneuver	-	-	-	-	64	-
Stage 1	-	-	-	-	314	-
Stage 2	-	-	-	-	371	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.4	13.78
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	483	-	-	24	-
HCM Lane V/C Ratio	0.151	-	-	0.017	-
HCM Control Delay (s/veh)	13.8	-	-	10.8	0.3
HCM Lane LOS	B	-	-	B	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	307.3
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	3	3	26	4	9	0	61	15	41	1302	2
Future Vol, veh/h	3	3	3	26	4	9	0	61	15	41	1302	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	3	3	28	4	10	0	66	16	45	1415	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10.5	10.9	9.1	334.7
HCM LOS	B	B	A	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	33%	67%	3%
Vol Thru, %	80%	33%	10%	97%
Vol Right, %	20%	33%	23%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	76	9	39	1345
LT Vol	0	3	26	41
Through Vol	61	3	4	1302
RT Vol	15	3	9	2
Lane Flow Rate	83	10	42	1462
Geometry Grp	1	1	1	1
Degree of Util (X)	0.108	0.016	0.07	1.706
Departure Headway (Hd)	5.468	7.352	7.387	4.201
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	659	490	488	877
Service Time	3.468	5.352	5.387	2.201
HCM Lane V/C Ratio	0.126	0.02	0.086	1.667
HCM Control Delay, s/veh	9.1	10.5	10.9	334.7
HCM Lane LOS	A	B	B	F
HCM 95th-tile Q	0.4	0	0.2	82.3

Intersection	
Int Delay, s/veh	3.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	69	27	65	101
Future Vol, veh/h	0	0	69	27	65	101
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	75	29	71	110

Major/Minor	Minor2		Major2	
Conflicting Flow All	251	110	0	0
Stage 1	251	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.52	6.22	4.12	-
Critical Hdwy Stg 1	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	652	944	-	-
Stage 1	699	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	944	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	NB	SB
HCM Control Delay, s/v	9.29	
HCM LOS	A	

Minor Lane/Major Mvmt	NBLn1	SBL	SBT
Capacity (veh/h)	944	-	-
HCM Lane V/C Ratio	0.111	-	-
HCM Control Delay (s/veh)	9.3	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	39	49	1	2	96
Future Vol, veh/h	16	39	49	1	2	96
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	42	53	1	2	104
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	7.2	7.4	7.7
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	29%	2%
Vol Thru, %	98%	0%	98%
Vol Right, %	2%	71%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	50	55	98
LT Vol	0	16	2
Through Vol	49	0	96
RT Vol	1	39	0
Lane Flow Rate	54	60	107
Geometry Grp	1	1	1
Degree of Util (X)	0.062	0.064	0.121
Departure Headway (Hd)	4.108	3.842	4.084
Convergence, Y/N	Yes	Yes	Yes
Cap	868	919	876
Service Time	2.152	1.918	2.118
HCM Lane V/C Ratio	0.062	0.065	0.122
HCM Control Delay, s/veh	7.4	7.2	7.7
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.2	0.4

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	40	36	105	0	6
Future Vol, veh/h	0	0	0	0	0	0	0	40	36	105	0	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	43	39	114	0	7
Number of Lanes	0	0	0	0	1	0	0	1	0	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	0	7.1	7.8
HCM LOS	-	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	95%
Vol Thru, %	53%	100%	0%
Vol Right, %	47%	0%	5%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	76	0	111
LT Vol	0	0	105
Through Vol	40	0	0
RT Vol	36	0	6
Lane Flow Rate	83	0	121
Geometry Grp	1	1	1
Degree of Util (X)	0.086	0	0.139
Departure Headway (Hd)	3.739	4.28	4.152
Convergence, Y/N	Yes	Yes	Yes
Cap	957	0	866
Service Time	1.765	2.365	2.162
HCM Lane V/C Ratio	0.087	0	0.14
HCM Control Delay, s/veh	7.1	7.4	7.8
HCM Lane LOS	A	N	A
HCM 95th-tile Q	0.3	0	0.5

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑	↱		↱
Traffic Vol, veh/h	0	0	52	208	0	20
Future Vol, veh/h	0	0	52	208	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	57	226	0	22

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	57
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	1010
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	1010
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s/v	0	8.64
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1010
HCM Lane V/C Ratio	-	-	0.022
HCM Control Delay (s/veh)	-	-	8.6
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	0	13	138	0	59	2	351	0	0	372	0
Future Vol, veh/h	13	0	13	138	0	59	2	351	0	0	372	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	0	14	150	0	64	2	382	0	0	404	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	790	-	404	790	-	382	404	0	-	-	-	0
Stage 1	404	-	-	386	-	-	-	-	-	-	-	-
Stage 2	386	-	-	404	-	-	-	-	-	-	-	-
Critical Hdwy	7.12	-	6.22	7.12	-	6.22	4.12	-	-	-	-	-
Critical Hdwy Stg 1	6.12	-	-	6.12	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	-	-	6.12	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	-	3.318	3.518	-	3.318	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	308	0	646	308	0	666	1154	-	0	0	-	0
Stage 1	623	0	-	637	0	-	-	-	0	0	-	0
Stage 2	637	0	-	623	0	-	-	-	0	0	-	0
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	277	-	646	300	-	666	1154	-	-	-	-	-
Mov Cap-2 Maneuver	277	-	-	300	-	-	-	-	-	-	-	-
Stage 1	623	-	-	636	-	-	-	-	-	-	-	-
Stage 2	575	-	-	609	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	14.68	23.17	0.05	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	WBLn1	WBLn2	SBT
Capacity (veh/h)	1154	-	277	646	300	666	-
HCM Lane V/C Ratio	0.002	-	0.051	0.022	0.499	0.096	-
HCM Control Delay (s/veh)	8.1	-	18.7	10.7	28.4	11	-
HCM Lane LOS	A	-	C	B	D	B	-
HCM 95th %tile Q(veh)	0	-	0.2	0.1	2.6	0.3	-

APPENDIX D

Annual Growth Calculations (SERPM)
Town of Palm Beach Approved but Unbuilt Development Projects
City of West Palm Beach Projects Summaries
Forecasted 2029 Synchro Output Reports

Development of Revised Town of Palm Beach Growth Rates based on Recent Approved Projects in Palm Beach County

Background:

The Corradino Group (Corradino) was asked by the Town of Palm Beach to revisit the growth rates used in the traffic analysis completed for the Town of Plam Beach Traffic Analyses and Parking Study 2024 to consider the recent approved developments in the City of West Palm Beach, the Town's neighboring city to the west. Corradino gathered all the recent development approvals and analyzed their locations, development intensities and converted them to the regional model format. The Southeast Regional Planning Model version 8.541 (SERPM8.541) was used for this effort. SERPM model uses the transportation analysis zones (TAZs) to assign trips to the model network. The newly approved development-generated trips at the TAZ-level were reviewed and carefully compared against the original SERPM model trips. If the newly approved development trips exceeded the original SERPM model trips, the excess trips were added to the model to consider the full impact of the developments. This technical document summarizes the process developing the revised growth rates for the Town of Palm Beach based on the newly approved developments in Palm Beach County.

Technical Analysis Process:

As part of this project, the project team identified the TAZs of SERPM8 that correspond to the newly approved development projects. **Table a** presents the list of newly approved projects from the City of West Palm Beach as summarized in Section 1.2.4.2 City of West Palm Beach (Committed Development Trips) of the revised study, their daily trip intensities, and the corresponding TAZs.

To determine whether these trips needed to be added to the model inputs, the project team developed the following approach:

1. Compare the 2045 TAZ-specific model daily volumes with the 2015 TAZ-specific daily volumes to compute the trip growth difference (delta).
2. The daily trips from the new development projects were compared against the delta. If the delta has more trips than the new development trips, no action was needed. Otherwise, additional trips were added to the model to make sure the model produces a minimum of trips generated by the new developments.

Using this approach, the project team listed and combined all the data where trips were required to be added. The model results were computed and compared with the target. Based on the results, additional refinements to the model input files were performed. This iterative process continued until the model produced volumes close to the newly approved development trips. The overall modeling process is presented in **Figure a**.

Table a: City of West Palm Beach Recent Approved / Unbuilt Projects

No.	CITY OF WEST PALM BEACH RECENTLY APPOVED PROJECTS	DAILY TRIPS	TAZ
1	Mixed Use Development- 5,179 Broadway Avenue, WPB, FL.	432	143
2	Palm Beach Riverstone CBD- 2350 45th Street, WPB, FL.	3,126	159
3	Currie Park Redevelopment- 2400 N. Flagler Drive WPB, FL.	99	192
4	Northwood Square- 23rd-25th Street/Broadway, WPB, FL.	3,826	191
5	Transit Village- 132/150 Clearwater PL., WPB, FL.	7,611	185
6	120 South Dixie Highway & Datura, WPB, FL.	1,462	1558
7	315 S. Dixie Highway, WPB, FL.	1,239	1561
8	Carefree 6 at Flamingo- 2000 S. Dixie Highway, WPB, FL.	1,657	907
9	NORA Hotel- 1110 North Railroad Avenue, WPB, FL.	9,703	194
10	Residences of Palm Beach West- 401 S. Dixie Highway, WPB, FL.	1,148	1260
11	Roseland Garden- 3801 Georgia Avenue, WPB, FL.	1,647	918
12	Apogee- 4906 N. Flagler Drive, WPB, FL.	209	149
13	Shorecrest- 1901 N. Flagler Drive, WPB, FL.	1,246	192
14	Neighborhood Renaissance- 1980 N. Tamarind Avenue, WPB, FL.	429	190
15	Neighborhood Renaissance- 1004 19th Street, WPB, FL.	394	190
16	Neighborhood Renaissance- 2212 N. Tamarind, WPB, FL.	473	190
17	Publix at Southdale- 804 Southern Blvd., WPB, FL.	5,573	267
18	Neighborhood Renaissance- 1002 Grant Street, WPB, FL	114	1216
19	Datura Hotel & Residences- 506-524 Datura Street, WPB, FL.	1,607	1254
20	Banyan Place- 550 Banyan Blvd., WPB, FL.	2,284	1247
21	515 Fern Street- 525 Fern Street, WPB, FL.	5,235	1257
22	Marriott AC Hotel- 414 Gardenia Street, WPB, FL.	1,129	1261
23	512 Clematis Street- 512 Clematis Street, WPB, FL.	623	1251
24	PBAU Business School- 1199 S. Olive Avenue, WPB, FL.	3,765	203
25	1001 Okeechobee Blvd- 1001 Okeechobee Blvd., WPB, FL.	3,703	1210
26	320 Lakeview- 320 Lakeview, WPB, FL.	836	1268
27	Clematis Place- Rosemary and Clematis, WPB, FL.	1,437	1251
28	Banyan View- 2101 Presidential Way, WPB, FL.	1,379	160
29	Solana- 992 Datura Avenue, WPB, FL.	397	1254
30	8111 South Dixie Highway- 8111 South Dixie Highway, WPB, FL.	2,355	263
31	Kirksey Commons- 1501 N. Dixie Highway, WPB, FL.	830	1220
32	Soleste Palm Station- 410 N. Rosemary, WPB, FL.	1,746	1231
33	South Flagler House (Flagler Towers)- 1315 S. Flagler Drive, WPB, FL.	1,044	1275
34	The Contemporary- 1545 Centrepark Dr North, WPB, FL.	16,077	207
35	The Spruce- 2501 Spruce Avenue, WPB, FL.	1,237	191
36	Viana Hotel and Spa- 609 Evernia, WPB, FL.	768	1253
37	Mercer Park II- 1215 Alpha Street, WPB, FL.	952	206
38	Forum Place- 1551 Forum Place, WPB, FL.	1,084	161
39	Shops at the Press- 2751 S. Dixie Highway, WPB, FL.	8,480	244
40	West Palm Point- 801 S. Dixie Highway, WPB, FL.	3,592	1269
41	One Flagler- 134/180 Lakeview Ave., WPB, FL.	2,259	1274
42	Banyan Tower (Edge 2)- 350 S. Australian Avenue, WPB, FL.	2,446	185
43	300 Banyan & 391 Clematis, WPB, FL.	939	1236
44	303 Banyan (Anya)- 303 Banyan Avenue, WPB, FL.	1,118	196
45	Cielo/Tortoise One- 370/375 Eucalyptus Street, WPB, FL.	201	1225
46	One West Palm- 550 Quadrille Boulevard, WPB, FL.	4,321	1110
47	Hibiscus Tower- 575 Rosemary Avenue, WPB, FL.	3,448	1258
48	TRG/ICON Marina/40th Street	10,770	152
49	Forte- 1309 S. Flagler Drive, WPB, FL.	294	1275
50	Olara- 1919 N. Flagler Drive, WPB, FL.	4,000	192
51	Square 1- 550 S. Rosemary Avenue, WPB, FL.	4,336	199
52	La Clara- 1515 S. Flagler Drive, WPB, FL.	581	1275
53	Banyan Cay- Presidential Way, WPB, FL.	4,613	160
		140,274	

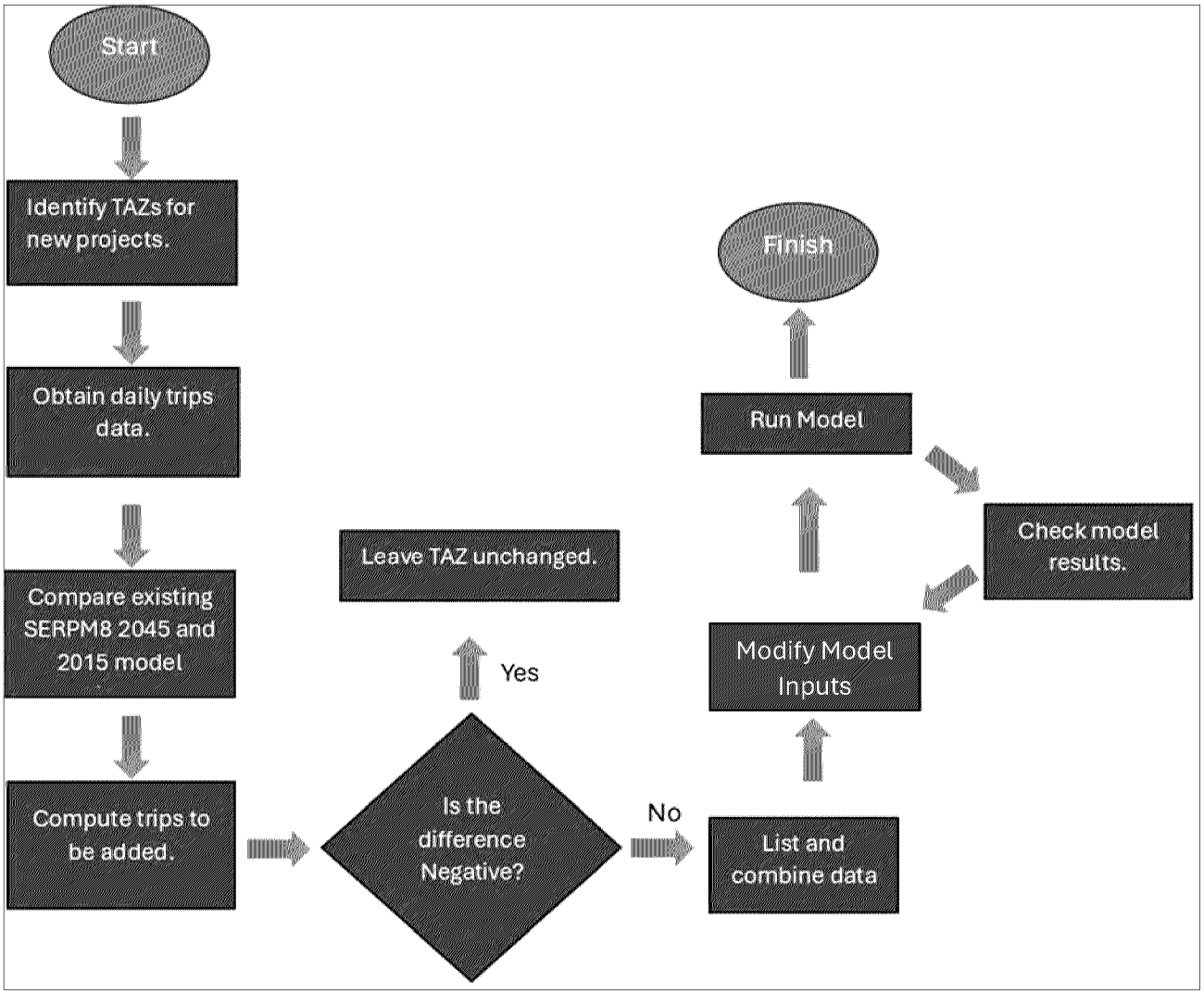


Figure a: Flowchart showing the methodology of the task.

Identified TAZs:

The projects addresses were explored in Google Maps, and Cube Network was used to identify the TAZs'. 42 TAZs' were identified corresponding to the new developments as shown in **Figure b**. **Figures c, d, and e** present zoomed-in versions of the projects and the corresponding TAZ numbers. The red area shows the identified TAZs. All these new development projects were outside the Town of Palm Beach area.

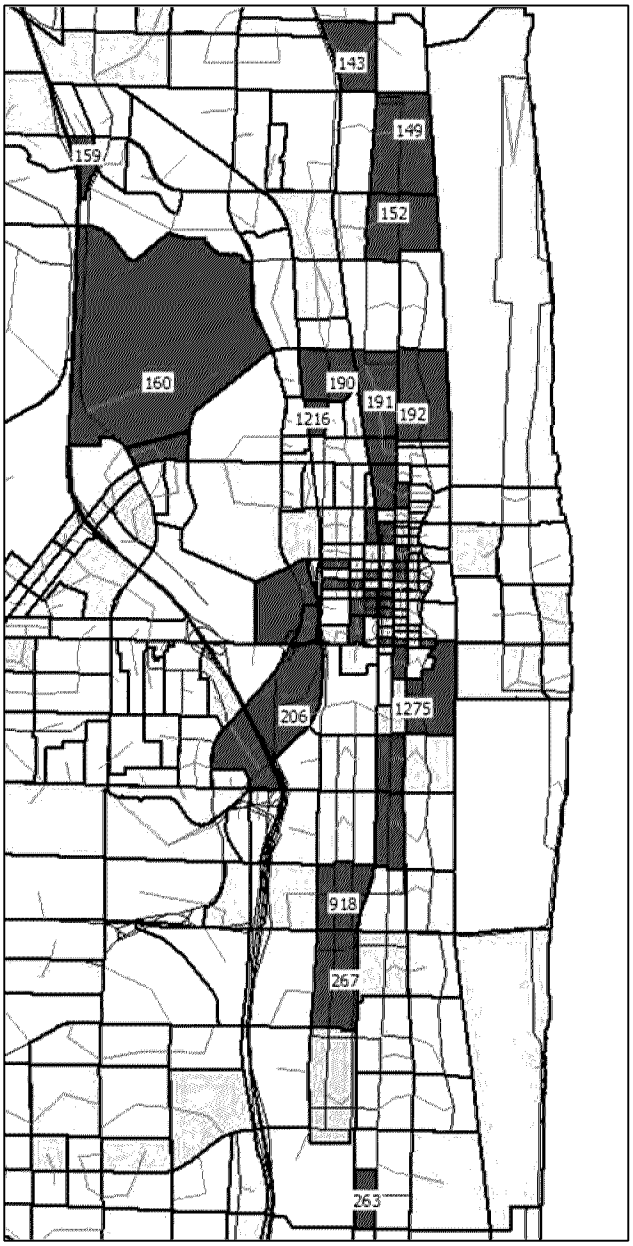


Figure b: Identified TAZs where additional trips will be generated for new projects.



Figure c: Identified TAZs where additional trips will be generated for new projects.

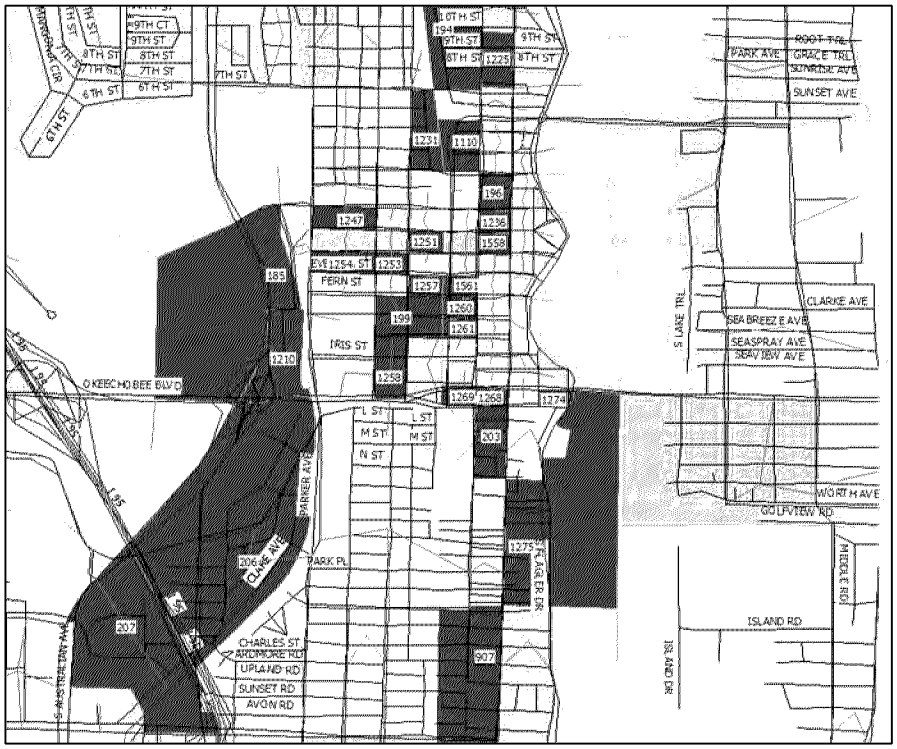


Figure d: Identified TAZs where additional trips will be generated for new projects.

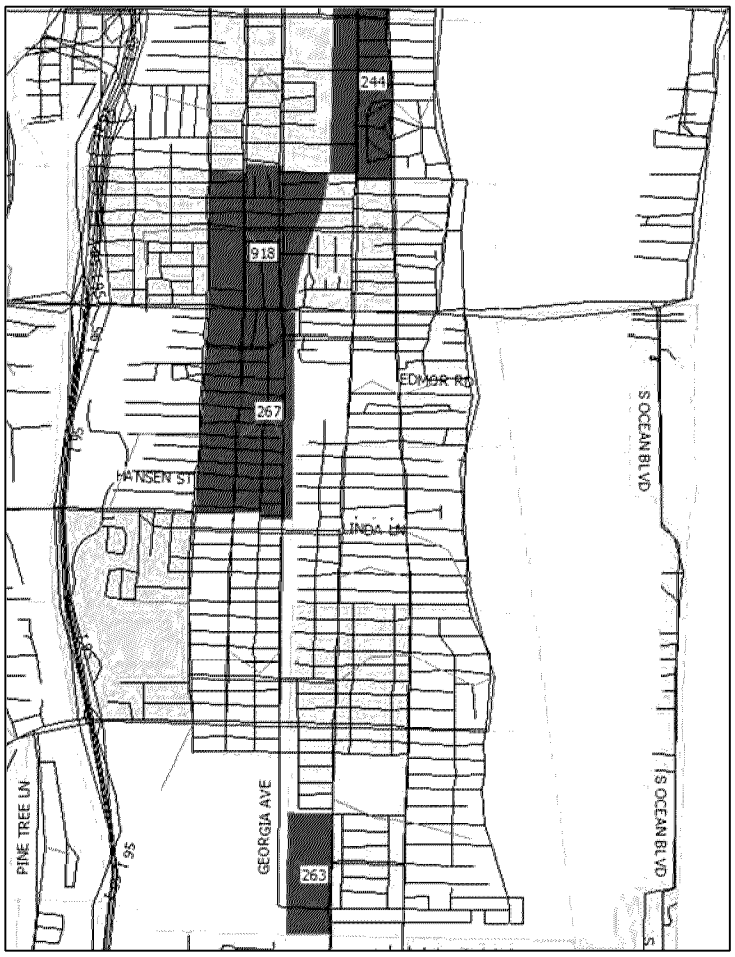


Figure e: Identified TAZs where additional trips will be generated for new projects.

Data processing:

To accommodate the new trips generated by the development projects, the data was processed for implementation in the model. The processed data is detailed in **Appendix 1**, with a sample provided in **Table b**. The Daily Trips (A) were gathered from the City of West Palm Beach, as summarized in Section 1.2.4.2 City of West Palm Beach (Committed Development Trips) of the revised study. Initially, the project team computed the model results for 2045 (B) and 2015 by summing the volumes in the centroid connectors for the identified TAZs. The delta (D) was calculated as the difference between the 2045 and 2015 volumes (D=B−C). For the new project trips, the "Trips to be added" (E) were determined by comparing the delta with the daily trips (E=A−D). The new target volume for the TAZs was established by adding the existing 2045 model volumes to the delta (F=B+E). Based on previous experience, it was determined that the added trips initially needed to be reduced by half to reach the target. The model results for the first iteration were then computed, and the trips to be added were adjusted proportionally to meet the target. This iterative process continued until the model produced satisfactory volumes.

Table b: A sample of processed data for different TAZs

Daily Trips A	TAZ	2045 Model S8.541 B	2015 Model S8.541 C	Delta D=B-C	Trips to be added E=A-D	Target F=B+E	Trips to be added/2 (1st iter) G=E/2	Model Result 2045 (1st iter)	Trips to be added (2nd iter)	Rev_Model 2045 (2nd iter)
432	143	468	343	125	307	775	154	814	147	801
3,126	159	3,547	961	2,586	540	4,087	270	5,783	191	5,345

Model Results:

The SERPM8.541 model results were compared for new growth and previous growth in the Town of Palm Beach. **Table c** illustrates the daily vehicle miles traveled (VMT) growth comparison for the new development projects. The new VMT growth shows 1.28% annual growth whereas the previous growth was 0.92%.

Table c: Annual VMT growth comparison for new development projects

Distance ∑D	Enhanced SERPM 8.541 2045 VMT E=∑D*A	SERPM 8.541 2015 VMT F=∑D*B	SERPM 8.541 2045 VMT G=∑D*C	New Annual VMT Growth (E-F)/F %	Previous Annual VMT Growth (G-F)/F %
35.83	141,029.82	101,982.83	130,273.73	1.28%	0.92%

A **1.5%** of annual growth is recommended to account for any uncertainty factors.

Appendix 1

Daily Trips A	TAZ	2045 Model S8.541 B	2015 Model S8.541 C	Delta D=B-C	Trips to be added E=A-D	Target F=B+E	Trips to be added/2 (1st iter) G=E/2	Model Result 2045 (1st iter)	Trips to be added (2nd iter)	Rev_Model 2045 (2nd iter)
432	143	468	343	125	307	775	154	814	147	801
3,126	159	3,547	961	2,586	540	4,087	270	5,783	191	5,345
5,345	192	6,832	3,724	3,108	2,237	9,069	1,119	10,261	989	9,594
5,063	191	9,636	9,028	608	4,455	14,091	2,228	15,853	1,980	15,330
10057	185	5,058	4,041	1,017	9,040	14,098	4,520	18,394	3,464	15,086
1,462	1,558	5,333	4,656	677	785	6,118	393	6,156	391	6,406
1,239	1,561	1,218	787	431	808	2,026	404	2,644	310	2,321
1,657	907	5,009	3,738	1,271	386	5,395	193	5,380	194	5,232
9,703	194	3,024	2,329	695	9,008	12,032	4,504	16,029	3,381	12,561
1,148	1,260	832	693	139	1,009	1,841	505	2,462	378	2,030
1,647	918	6,514	5,272	1,242	405	6,919	203	7,369	191	7,176
209	149	8,591	4,748	3,843	(3,634)	4,957	(1,817)	5,913	(1,523)	8,604
1,296	190	3,133	2,206	927	369	3,502	185	3,716	174	3,681
5,573	267	8,625	6,925	1,700	3,873	12,498	1,937	14,312	1,691	13,643
114	1,216	2,739	2,611	128	(14)	2,725	(7)	3,032	(6)	2,825
2,004	1,254	596	255	341	1,663	2,259	832	2,955	636	2,357
2,284	1,247	1,970	1,789	181	2,103	4,073	1,052	5,654	758	4,699
5,235	1,257	361	339	22	5,213	5,574	2,607	7,792	1,865	7,646
1,129	1,261	449	428	21	1,108	1,557	554	2,122	406	1,732
2,060	1,251	652	598	54	2,006	2,658	1,003	3,405	783	2,814
3,765	203	4,344	2,673	1,671	2,094	6,438	1,047	7,707	875	7,097
3,703	1,210	3,295	2,763	532	3,171	6,466	1,586	9,409	1,090	7,691
836	1,268	1,249	1,136	113	723	1,972	362	2,494	286	2,280
5,992	160	16,443	11,849	4,594	1,398	17,841	699	18,821	663	19,113
2,355	263	9,305	7,960	1,345	1,010	10,315	505	10,321	505	10,754
830	1,220	1,574	837	737	93	1,667	47	1,690	46	1,653
1,746	1,231	1,164	961	203	1,543	2,707	772	3,507	596	3,047
1,919	1,275	4,430	2,464	1,966	(47)	4,383	(24)	4,808	(22)	4,605
16077	207	25,806	9,821	15,985	92	25,898	46	30,640	39	30,436

Daily Trips A	TAZ	2045 Model S8.541 B	2015 Model S8.541 C	Delta D=B-C	Trips to be added E=A-D	Target F=B+E	Trips to be added/2 (1st iter) G=E/2	Model Result 2045 (1st iter)	Trips to be added (2nd iter)	Rev_Model 2045 (2nd iter)
768	1,253	1,245	572	673	95	1,340	48	2,204	29	2,005
952	206	9,531	7,567	1,964	(1,012)	8,519	(506)	10,370	(416)	10,448
1,084	161	6,326	6,424	(98)	1,182	7,508	591	8,182	542	8,077
8,480	244	7,992	6,461	1,531	6,949	14,941	3,475	18,404	2,821	16,420
3,592	1,269	124	-	124	3,468	3,592	1,734	4,972	1,253	3,602
2,259	1,274	332	380	(48)	2,307	2,639	1,154	3,596	847	2,808
939	1,236	2,897	2,747	150	789	3,686	395	4,284	340	4,023
1,118	196	5,108	4,978	130	988	6,096	494	4,490	671	8,093
201	1,225	2,560	807	1,753	(1,552)	1,008	(776)	2,809	(278)	2,529
4,321	1,110	2,054	1,462	592	3,729	5,783	1,865	7,763	1,389	6,284
3,448	1,258	3,539	3,416	123	3,325	6,864	1,663	8,786	1,299	7,737
10770	152	12,128	5,052	7,076	3,694	15,822	1,847	17,714	1,650	17,162
4,336	199	12,862	11,306	1,556	2,780	15,642	1,390	16,778	1,296	16,507

TOWN OF WEST PALM BEACH
Committed Trips for Approved Projects

THE VINETA HOTEL

TABLE 7
TRAFFIC GENERATION DIFFERENCE

	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
EXISTING DEVELOPMENT =	532	24	15	9	44	24	20
PROPOSED DEVELOPMENT =	480	18	11	7	42	24	18
DIFFERENCE =	**-52**	**-6**	**-4**	**-2**	**-2**	**0**	**-2**

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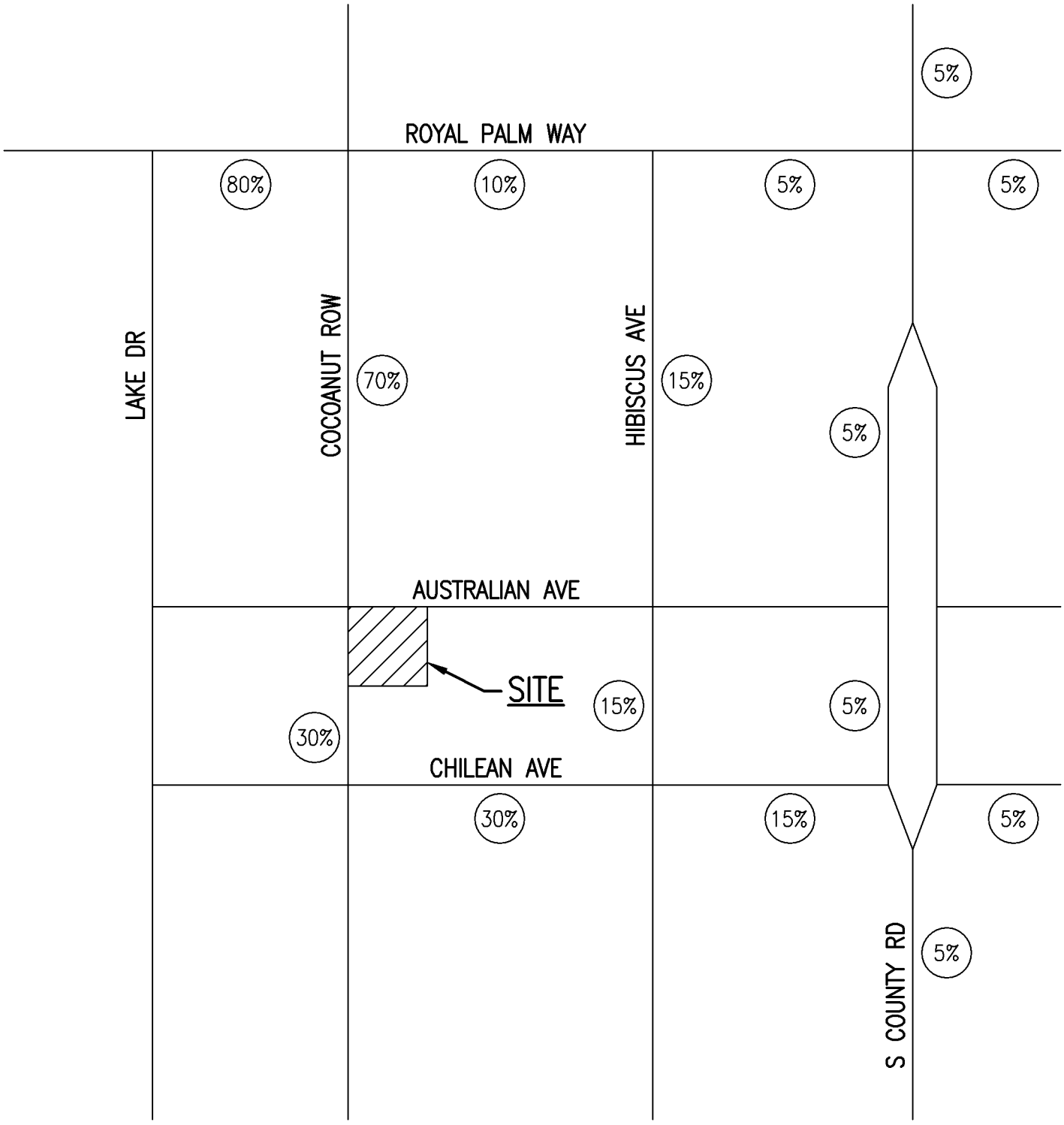
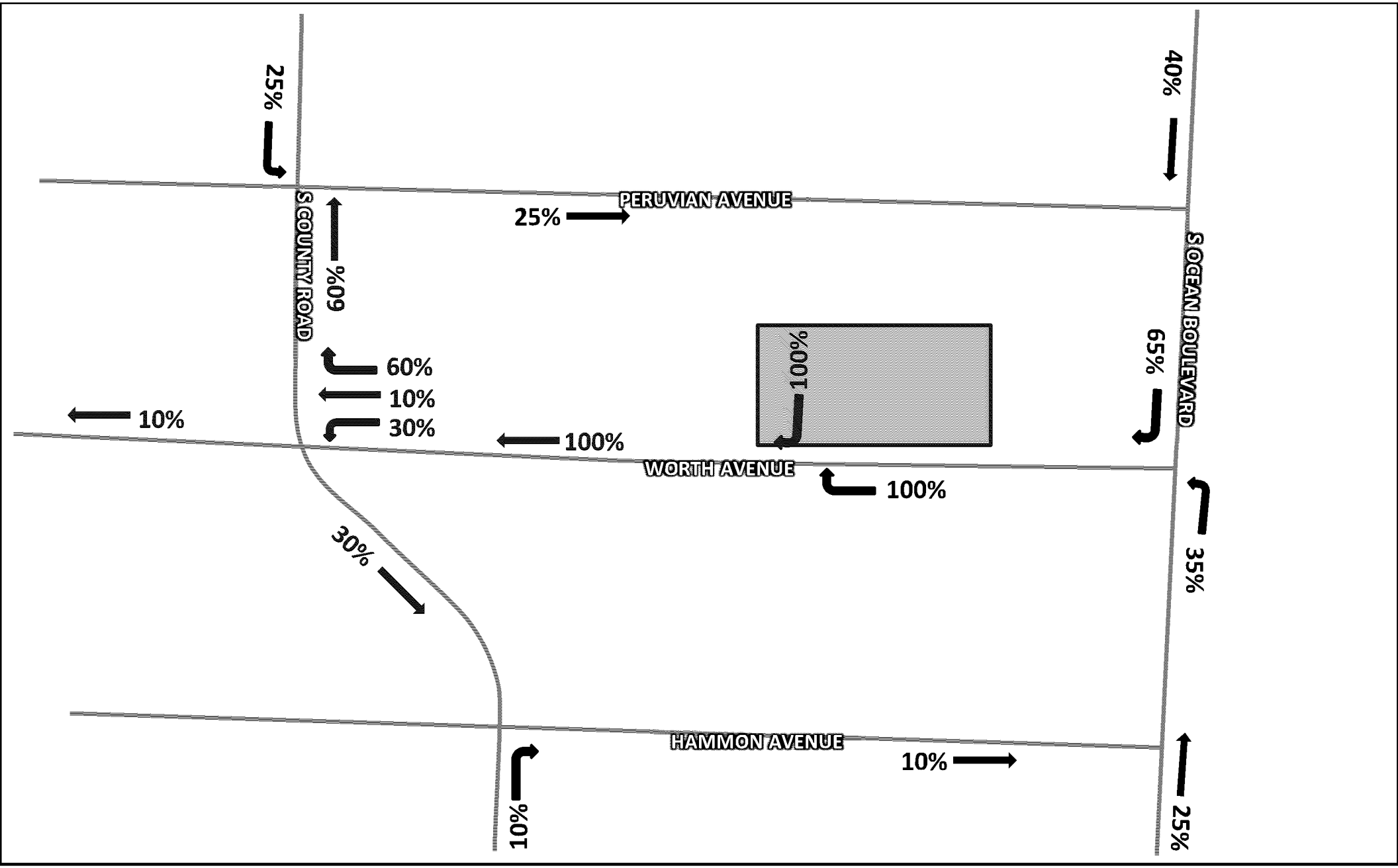


FIGURE 1
PROJECT DISTRIBUTION

LEGEND

(15%) PROJECT DISTRIBUTION

VINETA HOTEL
22-173 AL 12-20-22



NORTH

LEGEND

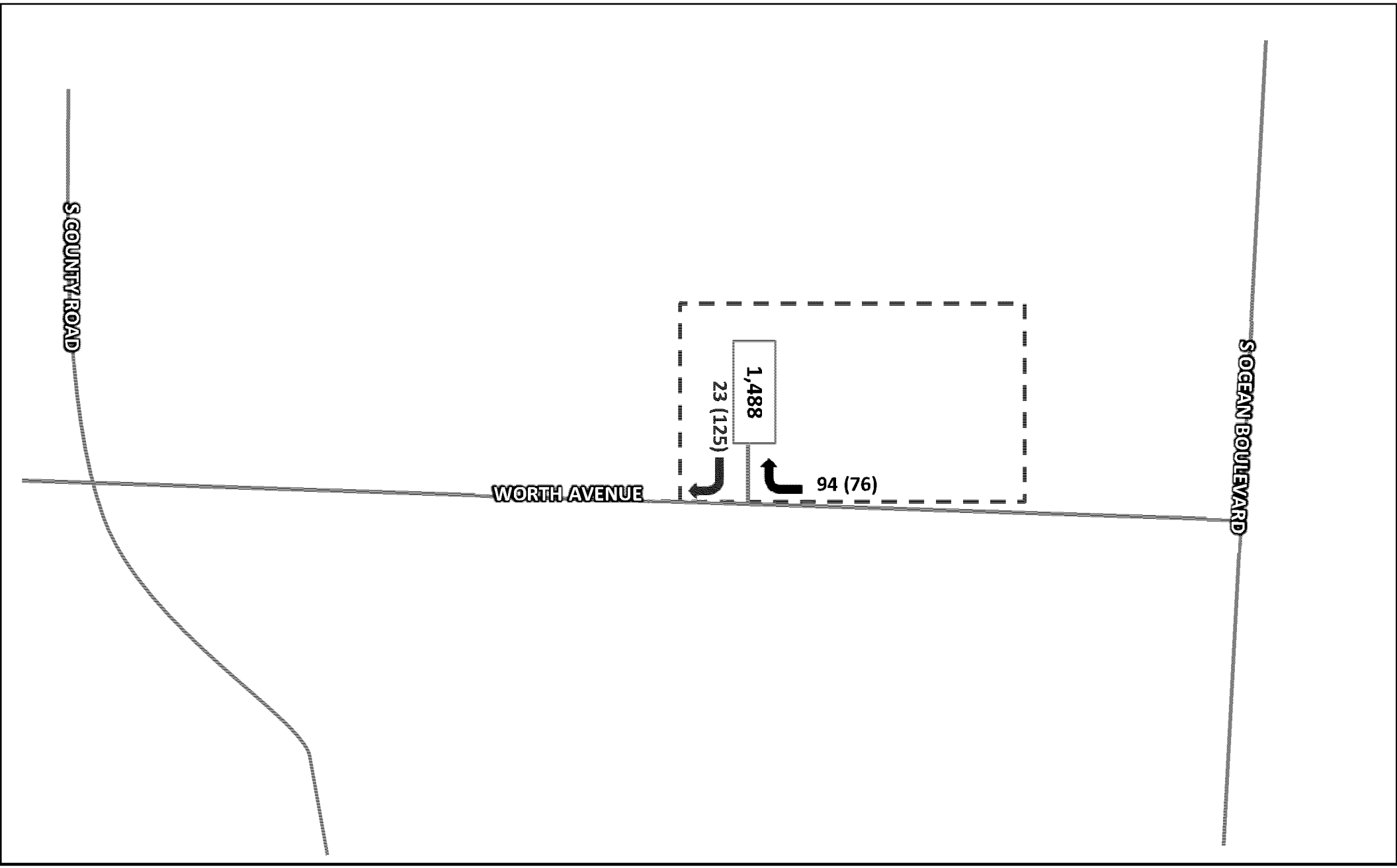
PROJECT SITE

XX% PERCENT BY VOLUME

FIGURE 2
TRIP DISTRIBUTION
125 WORTH AVENUE

Kimley»Horn

140769004



NORTH

LEGEND

PROJECT SITE

XX (XX) INBOUND AM (PM)

XX (XX) OUTBOUND AM (PM)

XX WEEKDAY DAILY TRAFFIC

FIGURE 3

DRIVEWAY VOLUMES

125 WORTH AVENUE

Kimley»Horn

140769004

DRIVEWAY ACCESS

Access to the project site is provided at the site driveway along Worth Avenue, which connects to subterranean parking. Figure 3 illustrates project driveway volumes on an inbound and outbound basis during both the AM peak hour and PM peak hour.

Worth Avenue is a lower speed, local roadway under jurisdiction of the Town of Palm Beach. As such, the access connection, turn lane criteria and driveway design criteria of the Town of Palm Beach will apply. Based on the nature of the uses, and the built condition already existing on site, no changes are proposed to the existing site driveway design and existing site access configuration from the current condition.

ALTERNATIVE MODE ACCESS

Worth Avenue experiences high pedestrian volumes in comparison to other streets in Town and, as such, the primary considerations for modes of alternative modes of transportation besides vehicles is pedestrian related. The building immediately abuts the public sidewalk and includes a main entryway near the middle of the site that faces this sidewalk, making the entrance directly accessible to pedestrians and encouraging pedestrian activity on the public sidewalk. In addition, a buffer of palm trees and parallel parking spaces is provided between the sidewalk and the travel lanes on Worth Avenue, providing protection and comfort for pedestrians in comparison to sitations where there is no buffer between the sidewalk and travel lanes.

There are no bicycle lanes on Worth Avenue, and no PalmTran service is provided south of Royal Palm Way. Therefore, these modes of travel are not anticipated to be used by visitors to this site and no additional amenities have been added for these modes of travel.

165 BRADLEY PLACE

07/08/22
Revised: 07/27/22
Revised: 08/30/22

TABLE 4
TRAFFIC GENERATION INCREASE

	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
EXISTING/VESTED DEVELOPMENT* =	141	6	3	3	12	6	6
PROPOSED DEVELOPMENT =	139	26	14	12	27	13	14
INCREASE =	**-2**	**20**	**11**	**9**	**15**	**7**	**8**

* Existing/vested net trips from the Town of Palm Beach approved 165 Bradley Place Traffic Impact Evaluation by Kimley Horn dated January 6, 2017.

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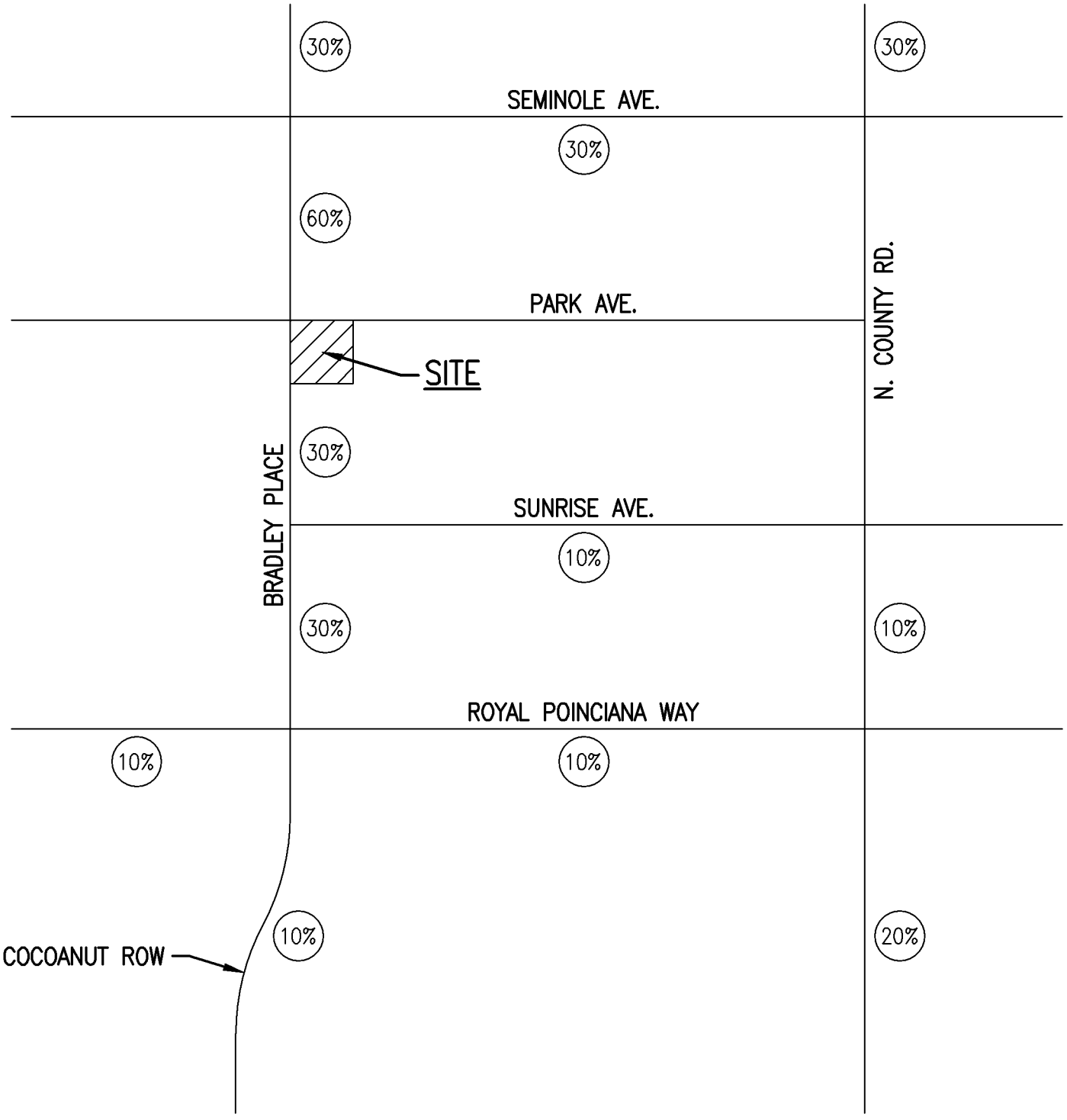

FIGURE 1
PROJECT DISTRIBUTION

LEGEND

(15%) PROJECT DISTRIBUTION

165 BRADLEY PLACE
22-135 AL 07-11-22
REVISED 08-30-22

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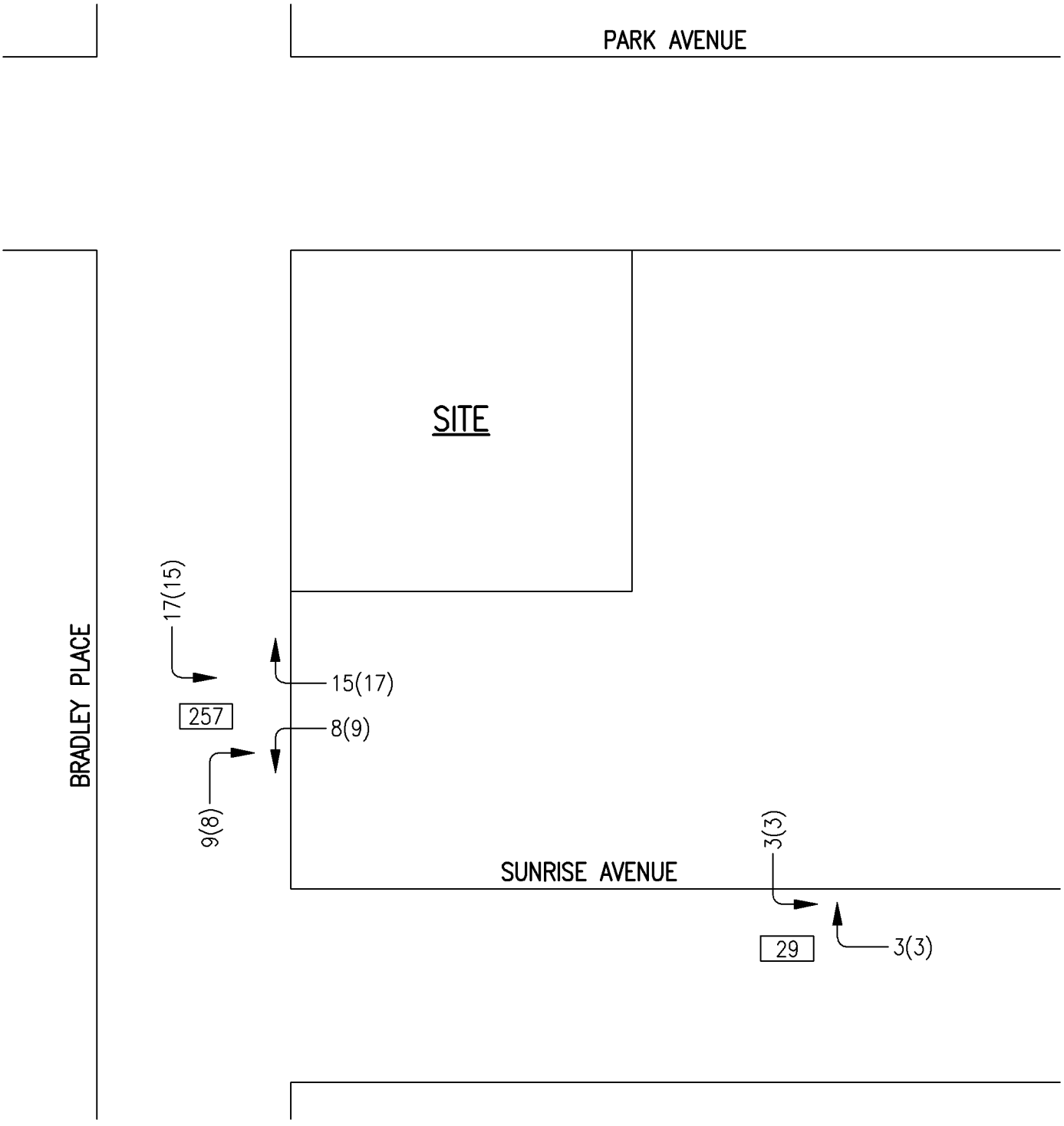


FIGURE 2
PROJECT TURNING MOVEMENTS

LEGEND

14 A.M. PEAK HOUR TURNING MOVEMENT
(18) P.M. PEAK HOUR TURNING MOVEMENT
413 A.A.D.T.

165 BRADLEY PLACE
22-135 AL 07-11-22

TABLE 5
TEST 1 - PROJECT SIGNIFICANCE CALCULATION
AM PEAK HOUR

2026 BUILD OUT
DIRECTLY ACCESSED LINK(S)
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 11
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 9

STATION	ROADWAY	FROM	TO	AM PEAK HOUR DIRECTIONAL PROJECT DISTRIBUTION	AM PEAK HOUR DIRECTIONAL PROJECT TRIPS	EXISTING LANES	CLASS	LOS D STANDARD*	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
N/A	SEMINOLE AVENUE	BRADLEY PLACE	N COUNTY ROAD	30%	3	2	II	810	0.37%	NO
N/A	SEMINOLE AVENUE	N COUNTY ROAD	N OCEAN BOULEVARD	0%	0	2	II	810	0.00%	NO
N/A	SUNRISE AVENUE	BRADLEY PLACE	N COUNTY ROAD	10%	1	2	II	810	0.12%	NO
N/A	SUNRISE AVENUE	N COUNTY ROAD	N OCEAN BOULEVARD	0%	0	2	II	810	0.00%	NO
N/A	ROYAL POINCIANA WAY	FLAGLER DRIVE	BRADLEY PLACE	10%	1	4D	II	1770	0.06%	NO
N/A	ROYAL POINCIANA WAY	BRADLEY PLACE	N COUNTY ROAD	10%	1	4D	II	1770	0.06%	NO
N/A	BRADLEY PLACE	SANFORD AVENUE	SEMINOLE AVENUE	30%	3	2	II	810	0.37%	NO
N/A	BRADLEY PLACE	SEMINOLE AVENUE	SITE	60%	7	2	II	810	0.86%	NO
N/A	BRADLEY PLACE	SITE	SUNRISE AVENUE	40%	4	2	II	810	0.49%	NO
N/A	BRADLEY PLACE	SUNRISE AVENUE	ROYAL POINCIANA WAY	30%	3	2	II	810	0.37%	NO
N/A	COCOANUT ROW	ROYAL POINCIANA WAY	ROYAL PALM WAY	10%	1	2	II	810	0.12%	NO
N/A	N COUNTY ROAD	WELLS ROAD	SEMINOLE AVENUE	30%	3	4	II	1680	0.18%	NO
N/A	N COUNTY ROAD	SEMINOLE AVENUE	SUNRISE AVENUE	0%	0	4	II	1680	0.00%	NO
N/A	N COUNTY ROAD	SUNRISE AVENUE	ROYAL POINCIANA WAY	10%	1	4	II	1680	0.06%	NO
N/A	N COUNTY ROAD	ROYAL POINCIANA WAY	PINE WALK	20%	2	4	II	1680	0.12%	NO

* LOS D link service volumes based on Table 12.B.2.C-1 1A of the Palm Beach County Unified Land Development Code Article 12 – Traffic Performance Standards.

ROYAL POINCIANA PLAYHOUSE

11/04/2021
Revised: 11/22/2021
Revised: 11/30/2021
Revised: 01/10/2021

TABLE 7
TRAFFIC GENERATION DIFFERENCE

	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
EXISTING DEVELOPMENT =	3,483	101	77	24	320	149	171
PROPOSED DEVELOPMENT =	4,362	110	82	28	404	209	195
INCREASE =	**879**	**9**	**5**	**4**	**84**	**60**	**24**

SIMMONS & WHITE

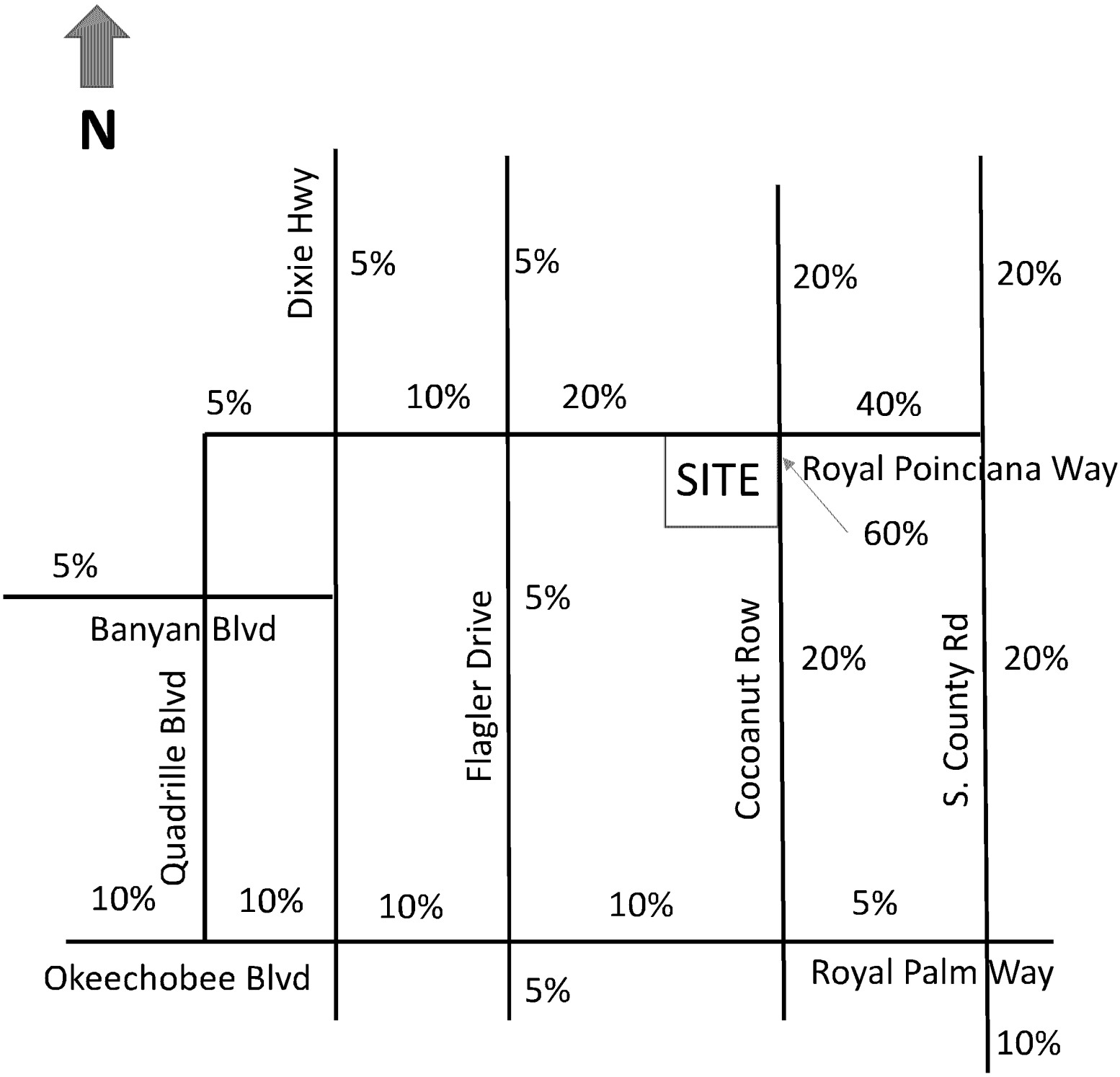


FIGURE 1 – Trip Distribution
Royal Poinciana Playhouse
Project # 21-119

SIMMONS & WHITE

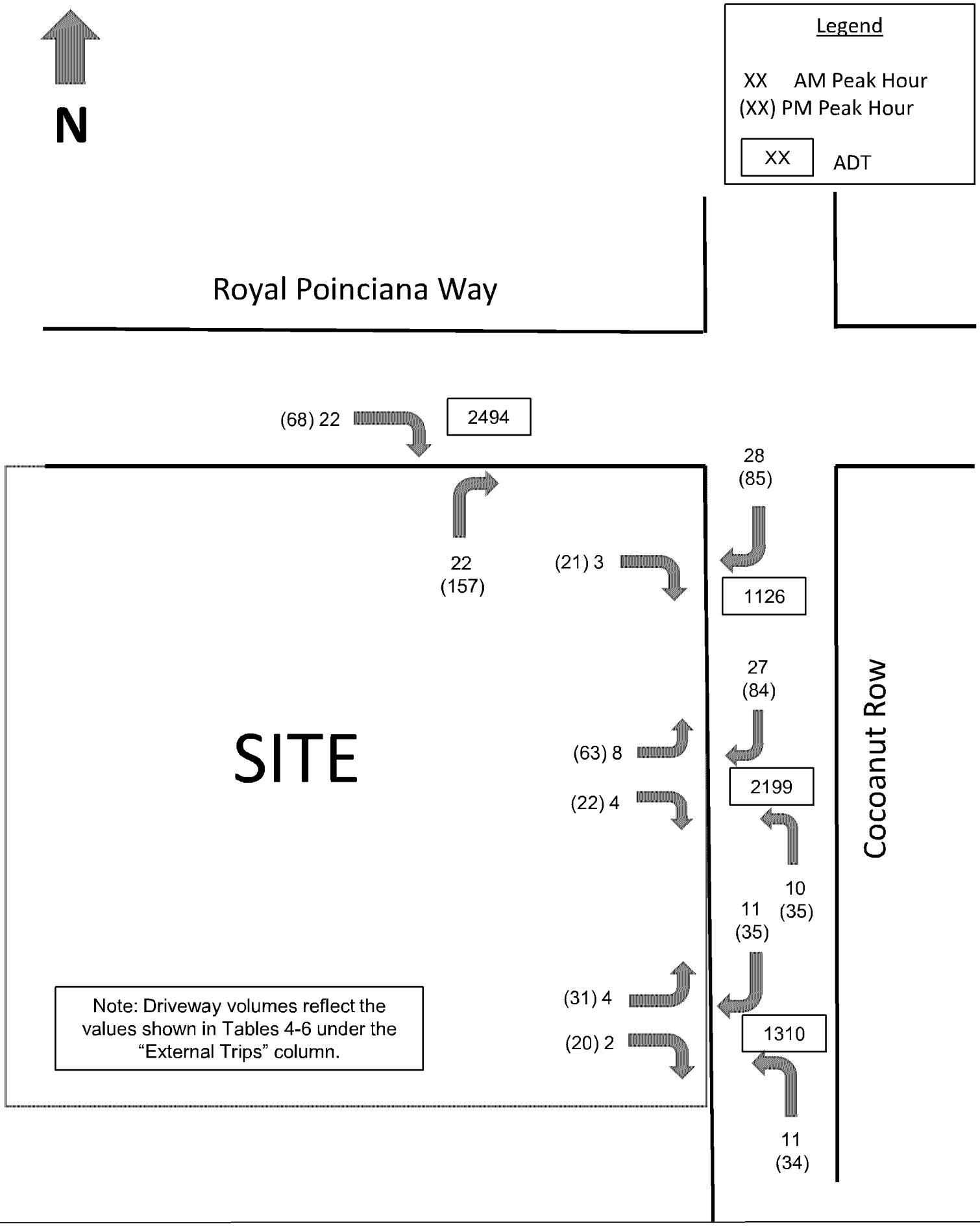


FIGURE 2 – Driveway Volumes
Royal Poinciana Playhouse
Project # 21-119

SIMMONS & WHITE

CFN 20210325510
OR BK 32681 PG 1224
RECORDED 07/13/2021 12:02:14
Palm Beach County, Florida
Joseph Abruzzo,Clerk
Pgs 1224 - 1238; (15pgs)

Prepared by and return to:
Maura Ziska, Esq.
Kochman & Ziska, PLC
222 Lakeview Ave. Suite 1500
West Palm Beach, FL 33401

AMENDED AND RESTATED DECLARATION OF USE AGREEMENT

Between

TOWN OF PALM BEACH

and

LR PALM HOUSE LLC
(F/K/A 160 ROYAL PALM LLC and ROYAL 160, LLC)

Dated July, 2021

AMENDED AND RESTATED DECLARATION OF USE AGREEMENT

THIS AMENDED AND RESTATED DECLARATION OF USE AGREEMENT ("Agreement") is made and entered into this 12th day of July, 2021 by and between the TOWN OF PALM BEACH, a Florida municipal corporation, 360 South County Road, Palm Beach, Florida 33480 (hereinafter the "Town"); and LR PALM HOUSE LLC, a Limited Liability Company, 160 Royal Palm Way, Palm Beach, Florida, 33480, hereinafter the ("Owner"), which terms "Town" and "Owner" will include and bind the successors and assigns of the parties, wherever the context so requires or admits.

W I T N E S S E T H:

WHEREAS the land described in Exhibit "A" attached hereto and made a part hereof (hereinafter referred to as "Land") is located within the municipal limits of the Town;

WHEREAS, title to all of the Land is held by the Owner;

WHEREAS, the Palm House Hotel (hereinafter referred to as the "Hotel") is located and operated on the Land at 160 Royal Palm Way in the Town;

WHEREAS, the Town and Owner's predecessors in title entered into a Declaration of Use Agreement, dated July 30, 2007 and recorded in Official Records Book 21987, Page 499, and an Amendment to the Declaration of Use Agreement, dated December 28, 2012 and recorded in Official Records Book 25694, Page 633, and a Second Amendment to the Declaration of Use Agreement, dated August 13, 2013 and recorded in Official Records Book 26251, Page 78, all in the Public Records of Palm Beach County, Florida (collectively, the "Prior Agreement");

WHEREAS, the Town Architectural Commission ("ARCOM") on October 28, 2020, December 18, 2020, and January 27, 2020, approved the Owner's Site Plan Application No. B-063-2020, as revised for each of the aforesaid hearings, and additionally, made recommendations to the Town Council for the Variances and Special exceptions necessary to construct the improvements reflected in such Application;

WHEREAS, the Town Council on January 13, 2021 and February 10, 2021, approved the Owner's Site Plan Review with Special Exceptions and Variances, as described in Zoning Application No. Z-20-00289, as revised for each of the aforesaid hearings, (collectively, such Town Council approvals are referenced hereafter as the "2021 Approvals"), allow the Owner to operate the Hotel with 79 keys (hotel rooms) subject to the conditions of the 2021 Approvals;

WHEREAS, the first level lobby and public spaces will be completed to include fine dining and lobby bar, with 88 indoor seats as well as 36 outdoor seats facing the new pool deck. The second floor dining that was previously approved has been eliminated to make room for the reconfigured hotel suites which include the new presidential suites.

WHEREAS, a condition of the 2021 Approvals is the execution and recordation of this Amended and Restated Declaration of Use Agreement which shall replace the Prior Agreements in their entireties and which has been required by the Town as one measure to regulate the use of

the Land and Hotel as authorized by such 2021 Approvals, mitigate any adverse impacts of such use, and assist in ensuring that said use shall not be adverse to the public interest;

WHEREAS, a draft of this Amended and Restated Declaration of Use Agreement was reviewed and approved by the Town Council at its Meeting of March 3, 2021;

WHEREAS, all of the representations made herein are true and accurate and the approval of the Site Plan Review with Special Exception and Variances application (Z-20-00289) is conditioned upon the representations made herein and all of the conditions herein imposed; and,

WHEREAS, in granting the 2021 Approvals, the Town Council relied upon the oral and written representations of the Owner both on the record and as part of the application process.

NOW, THEREFORE, in consideration of the mutual promises set forth herein, and in consideration of other good and valuable considerations, the receipt and sufficiency of which are hereby acknowledged, the Town and Owner agree that the Prior Agreements have been superseded and replaced in their entirety with this Amended and Restated Declaration of Use Agreement, and that the terms of the Amended and Restated Declaration and Use Agreement are as follows:

ARTICLE I
RECITALS

The recitals set forth above are true and correct and are incorporated herein and made a part hereof.

ARTICLE II
REPRESENTATION OF OWNERSHIP

Owner warrants and represents to the Town that:

a. Owner has full right to enter into this Amended and Restated Declaration of Use Agreement, and to bind the Land, Hotel, and itself to the terms hereof.

b. There are no covenants, restrictions or reservations of record which affect the Land that will prevent the use of the Hotel and Land in accordance with the terms and conditions of this Agreement or the 2021 Approvals.

c. This Agreement has been duly authorized and executed by the Owner and is valid and binding on the Owner as written. No additional consent to execution, delivery and performance of this Agreement by Owner is required from any person, partner, limited partner, member, creditor, investor, judicial or administrative body, governmental authority or other party in order to make this Agreement enforceable by the Town against Owner and its successors and assigns in accordance with the Agreement's terms.

d. The execution of this Amended and Restated Declaration of Use Agreement will not violate any restrictions, court orders or agreements to which Owner or the Land are subject.

e. This Agreement shall be superior to any mortgages on the Land. Owner shall ensure that this Agreement is recorded prior to the recording of any additional mortgages, and shall obtain and record subordination agreements from any mortgagees which may be recorded prior to the recordation of this Agreement.

ARTICLE III
HOTEL USE

The use of the Land shall be for hotel uses and accessory uses in compliance with all of the information and exhibits not inconsistent with the terms and conditions set forth herein and as set forth in the the zoning application (Z-20-00289) submitted, amended and approved by the Town Council to modify the previously approved Site Plan Review with Special Exceptions and Variances for the Hotel and Land on January 13, 2021 and February 10, 2021. The Town's 2021 Approvals remain subject to that provision of the Town Code that provides that no subsequent deviation may be made to the approved Site Plan Review with Special Exception and Variance application and plan packages from Cooper Cary and Wallace Surveying stamp dated August 25, 2020 and January 25, 2021 and made part of the approvals, except upon new application to and approval by the Town Council, and subject to the provisions of this Agreement. Any additional uses of the Hotel and Land shall be subject to approval by the applicable governmental authority including but not limited to the Town Council of the Town, the Architectural Commission of the Town, Palm Beach County, the State of Florida, the United States Government, and/or any agencies under any of the foregoing governmental authorities.

ARTICLE IV
CONDITIONS OF APPROVAL

The following conditions of approval are imposed by the Town and accepted by the Owner as for the operation of the Hotel in accordance with the 2007, 2012 and 2021 Approvals:

1. All parking at that Hotel and Land shall be valet managed with a valet parking permit approved by the Town Police Chief. Valet parking shall not be permitted on Brazilian Avenue. If it is determined by the Town Manager, or his designee, that the valet parking operation at the Hotel and Land is not working properly, the Town has the right to require measures as deemed necessary, including additional valet parking personnel or special duty officer(s), to resolve the issue(s). Further, the Town Council has the ability to place on their monthly agenda a discussion and resolution of any confirmed parking problem and/or requested parking revision, made by either the Town or the Owner, for a period of three (3) years, which will begin on the date the certificate of occupancy is issued for the Hotel. Before placing a discussion and resolution on any Town Council agenda, notice will be provided to the Owner in accordance with Article V, Provision for Notice, found in this Agreement.

2. The first-floor dining room is approved for 88 seats and an additional 36 seats are approved for outdoor dining on the covered pool loggia. The dining room may serve meals to the public and hotel guests from 5:00 AM to 1:00 AM. Outside dining shall be allowed from 9:00 AM to 10:00 PM on the covered loggia. These restrictions shall not preclude 24-hour room service.

3. Pool Hours shall be from 9:00 AM to 9:00 PM and Poolside beverage and food service shall be allowed between 11 AM and 8:30 PM.

4. No hotel guests, or other social or leisure activity or entertainment of any kind will be permitted on the roof of the hotel, the function room roof, or other accessory building roofs.

5. Recorded or live music or entertainment shall be allowed inside the hotel building from 9:00 AM to 11:30 PM, except New Years Eve where recorded or live music or entertainment shall be allowed until 12:30 AM.

6. There will be no outdoor music (live or recorded), no outdoor live entertainment, and no outdoor amplified sound permitted anywhere on the Land, with the exception of background live or background recorded music which will be permitted on the pool deck from 11:00 AM to 8:30 PM. "Background live or background recorded music" is defined as music having a low enough volume that normal conversation can be held over the music. Background live or background recorded music shall have speakers for same directed to the North.

7 Function Room shall be allowed 175 seats. No sooner than three (3) months from the date of certificate of occupancy, the Owner or Town can come back to the Town Council to determine if the seating is working and to address any issues. The number of seats in the Function Room shall not exceed a maximum of 200.

8. The Function Room's hours for functions (including recorded or live music or other entertainment associated therewith) shall be limited to 12:00 PM to 11:30 PM for each function. Ancillary activities for preparation and set up for functions shall commence no earlier than 9:00 AM, and all take down and cleanup operations after functions shall cease no later than 11:30 PM.

9. All newly constructed lights in the Parking lot shall be low level so that they shine downward and do not produce any light or glare which would adversely affect surrounding properties.

10. The buildings shall be equipped with a fire alarm and fire suppression system as approved by the Fire Marshal per the provisions in NFPA 1; NFPA 101: Life Safety Code, the 2018 Edition – Chapter 29 Existing Hotels and Dormitories NFPA 101: Life Safety Code; and the 2018 Edition - Chapter 13 Existing Assembly Occupancies.

11. The Owner shall provide a minimum of 30 employee parking spaces and an employee shuttle service from the Monday prior to Thanksgiving through April 30 at an off-site location(s) within 15 minutes average driving time from the Hotel. This location shall not be within the Town limits unless specifically allowed for in Chapter 134 Zoning, Article

IX, Off-Street Parking and Loading, of the Town Code of Ordinances. The Owner shall inform the Town in writing of the off-site parking location(s) outside the Town's jurisdiction. It shall be the Owner's responsibility to immediately inform the Town in writing of the loss of said parking area and make arrangements for the necessary approval(s) for alternate locations(s). Failure to insure that the off-site location is allowed by the jurisdiction in which said parking is located, or the loss of said parking may result in a reduction in dining room seating. That determination will be made by the Town Council at the earliest Town Council meeting after the Town becomes aware of the situation.

12. The demolition and construction contemplated by the Approval shall be conducted pursuant to Phase I and Phase II Construction Management Agreements entered into between the Hotel Owners and Town prior to the issuance of a building permit for said demolition or construction. Phase I shall be approved by Town Staff and Phase II by the Town Council.

    The Phase II Construction Management Agreements shall be considered by the Town Council at the July 14, 2021 Council meeting when the contractor has been retained and can attend the Council meeting to answer any question about the construction schedule in the Agreement. The Phase II Agreement shall address, among other things: phasing, concrete pours, worker parking, de-watering, lighting, materials delivery & storage, construction hours, demolition, noise, dust, rodent control, security, project management, coordination with the Town, the construction schedule and remedies for violation of the Agreements.

13. The Town shall have the right to conduct inspections on the Land and within the Hotel on a periodic basis to ascertain compliance with this Agreement. Failure to allow an inspection by the Town will constitute a violation of this Agreement.

14. There shall be no chairs for guests at the pool service building. Additionally, the Bar shall have no seats or seating area. When the Event Area/Grass Lawn is not being used for pre-function events, food and beverages shall only be dispensed from the Bar and Pantry near and within the pool service building to Hotel wait staff (such that no "walk-up" ordering or service shall be permitted to hotel guests, invitees, or members of the general public, or function room invitees). During the time period that the Event Lawn/Grass Area is being used for a pre-function event, food and beverages can be dispensed from the bar and pantry near and within the pool service building to wait staff, or if the pre-function event has an "open bar" (i.e. where beverages are provided to persons without such persons paying for same with cash, cards, or room keys), food and beverages can be dispensed to Function Room invitees on a "walk-up" basis.

15. The grass lawn area east of the swimming pool shall be a passive area and shall only be used for pre-function events related to a function in the Function Room from 12:00 PM to 8:00 PM. Tents shall be prohibited in the grass lawn area east of the swimming pool area.

16. The grass lawn area east of the swimming pool shall be used only for noise controlled, passive pre-function events which may occur only between the hours of 12:00 P.M. and 8:00 P.M. on any day. The grass lawn area east of the swimming pool shall not be used

for sunbathing, nor be used for any other assemblies that are not incident to a scheduled Function Room event.

17. Any violation of the noise ordinance as verified by a Town official shall be deemed a violation of this Agreement.

18. Landscape material as approved by the Architectural Commission on December 16, 2020 (B-063-2020) shall be maintained by Owner. Any modification to the perimeter landscaping is required to be approved by the Architectural Commission and cannot be staff approved.

19. The Owner shall construct and maintain the Hotel so as to achieve and preserve the Minimum Sound Transmission Rating (STC) as identified in Exhibit "B."

20. Prior to the issuance of a building permit, the property owner voluntarily commits to either provide a recorded utility easement or an easement agreement satisfactory to the Town that ensures a recorded easement will be granted, if necessary, to underground utilities in the area.

21. Maintenance Provisions:

(a) The Hotel and Land shall at all times be continually maintained with the upmost standards of a first class hotel and will comply with all ordinances, rules and regulations of the Town of Palm Beach, Palm Beach County, and State of Florida, (and each of the foregoing governmental entity's respective districts, departments, and agencies) as to maintenance, health and safety standards.

(b) Without limiting the foregoing paragraph 18 (a), all buildings and improvements shall be maintained in a first-class condition, especially as to the exterior appearance. Painting and other exterior maintenance shall be periodically performed as reasonably required. No excessive and/or unsightly mildew, rust deposits, dirt, graffiti, or deterioration shall be permitted to accumulate on any building or other improvement. The glass in windows and in glass sliding doors shall not be cracked or broken. Building openings shall not be boarded up. Foundations, exterior walls, and roofs shall be weather-tight and shall be maintained in good repair. All appurtenances to any structure, such as awnings, shutters, doors, rails, and light fixtures shall be securely attached and in working condition, and shall not be broken, hanging loose, or falling away from the structure. All walls and fences (and the transformer gate located south of the Function Room building) shall be maintained in good repair and in an upright condition and shall be free from graffiti, or broken, cracked, or leaning sections, or loose component pieces.

(c) All landscaping within the Land shall be regularly maintained with proper horticultural and arboricultural practices, including without limitation such replanting and, as is from time to time necessary, mowing, trimming, fertilization, and weed, insect, and disease control. All dead or diseased sod, trees, plants, shrubs, or flowers shall be promptly replaced.

(d) Maintenance (including the maintenance of the swimming pool and all hard surfaced areas) or other actions reasonably required by the Town to meet the forgoing Maintenance Provisions in Paragraph 21 shall be commenced and completed within a commercially reasonable time period as determined by the Town Director of Planning, Zoning, and Building Department within the exclusive reasonable exercise of his or her discretion, and a failure to maintain or take other curative action as so reasonably required shall be subject to being treated by the Town as a violation of the terms and conditions of this Agreement. The Maintenance Provisions of this Declaration of Use Agreement provide the Town with supplemental means to assure that the buildings and improvements on the Land are maintained, and shall not create any obligation on the Town (or its officials, officers or employees) to conduct such maintenance or enforce the Maintenance Provisions of this Declaration of Use Agreement. Further, the Maintenance Provisions of this Declaration of Use Agreement shall not prevent the Town from enforcing any building or structure maintenance or appearance law or regulation the Town may currently enforce, or that may from time to time become applicable in the future.

ARTICLE V
PROVISIONS FOR NOTICE

1. For the issuance of any notice regarding the performance of the terms of the Agreement, notice shall be provided.

   To the Town Manager:

   The Town of Palm Beach, Town Hall
   360 S. County Road
   Palm Beach, FL 33480

   To the Owner:

   Neil Kirk
   LR Palm House LLC
   L + R Hotels
   8th Floor, South Block
   55 Baker Street
   London W1U 8EW

2. In the event the Owner or the Town wishes to delete or amend any portion of this Agreement, or add provisions to this Agreement, or execute another Agreement having the effect or releasing or altering or replacing all or any portion of this Agreement, then in addition to any notice requirement contained in the Town's Code or Land Development Regulations, the Owner shall be required to send a minimum fifteen (15) calendar day advanced written notice (measured by date of postmark) by First Class Mail to each land owner owning land within 200' of the Land's exterior property line (as such land owners are disclosed by the then most recent ad valorem tax roll). The Notice shall include the date, time, and place of any Town Meeting or

hearing when the items in the preceding sentence are to be considered, and a summary of what will be considered, and the name and phone number of a Town Official who may be contacted for further information.

ARTICLE VI
PROVISIONS TO RUN WITH LAND/RECORDING

This Agreement shall run with the Land and shall be binding upon the Owner and its respective legal representatives and successors and assigns. This Agreement shall be recorded by the Owner in the Official Records of Palm Beach County, Florida upon full execution by the parties hereto.

ARTICLE VII
REMEDIES FOR VIOLATION

Upon determination by the Director of Planning, Zoning and Building Department of a violation of any of the terms or conditions of this Agreement or any other provision in the Town Code of Ordinances, and upon notice in writing from the Town to Owner or Owner's representative of said violation(s) and the date upon which said violations(s) shall be corrected, owner or owner's successors or assigns shall pay to the Town a liquidated amount of $2,000 per violation. Said liquidated amount shall accrue on a per day basis for each day a violation of this Agreement exists. In addition, in the event a violation remains uncorrected beyond the date noticed for correction by the Director of the Planning, Zoning and Building Department, this Agreement may be reconsidered by the Town Council at a future meeting upon thirty days notification to the Owner. The Town Council may, upon a finding of violation, alter this Agreement or rescind the approval of the use.

In the event Owner disputes the determination of the Director of Planning, Zoning & Building Department of the violation of the conditions of this Agreement, or in the event the Owner disputes any code violation, owner may appeal the determination of the Director of the Planning, Zoning & Building Department to the Town Council, said appeal to be filed no later than fifteen (15) days of the written notice of violation.

In addition to the above, the Town shall have all remedies available at law and equity in order to enforce the terms of this Agreement including but not limited to (a) the TOWN's code enforcement procedures; (b) all remedies otherwise offered in the Town's Code of Ordinances; and (c) injunction, specific performance, and any and all other equitable relief through the civil courts in and for Palm Beach County for the State of Florida. In the event the Town is required to seek injunctive relief, it shall not be required to post bond and it shall not be required to demonstrate irreparable harm or injury to secure an injunction to enforce the terms of this Agreement. Additionally, in the event of any breach, default or non performance of this Agreement, or any of its covenants, agreements terms or conditions, the Town shall be entitled to recover its costs, expenses and reasonable attorneys' fees insofar as the Town prevails, either before or as a result of litigation, including appeals.

ARTICLE VIII
MISCELLANEOUS

This Amended and Restated Declaration of Use, as identified herein, supersedes all previous agreements, as recorded in Official Records Book 21987, Page 499 and Amendment to the Agreement as recorded in Official Records Book 25694, Page 633 and Second Amendment to the Agreement as recorded in Official Records Book 26251, Page 78, of the Public Records of Palm Beach County.

Wherever the word "laws" appears in this Agreement, it shall be deemed to include all ordinances, rules, and regulations as well as laws of the appropriate governmental authorities. This Agreement may not be amended except by written instrument signed by all parties hereto. Paragraph headings are inserted for convenience only and shall not be read to enlarge, construe, restrict or modify the provisions hereof. All references to numbered or lettered paragraphs, subparagraphs and exhibits refer (unless the context indicates otherwise) to paragraphs and subparagraphs of this Agreement and to exhibits attached hereto, which exhibits are by this reference made a part hereof. This Agreement shall be binding upon the parties hereto and upon their successors and assigns. In the event of the invalidity of any provision of this Agreement, same shall be deemed stricken here from and this Agreement shall continue in full force and effect as if such invalid provision were never a part hereof. This Agreement shall be governed by and construed in accordance with the laws of the State of Florida.

IN WITNESS WHEREOF the parties have hereunto set their hands and seals the day and year first above.

Signed, sealed, and delivered
In the presence of:

CAROLYN S. STONE

TOWN OF PALM BEACH

By: _____
Danielle Moore, Mayor

By: _____
Margaret Zeidman, President
Town Council

By: _____
Kirk Blouin
Town Manager

NINA TOSCANO

LR PALM HOUSE LLC

By: _____
Robert S. Mautner, President of the Manager

STATE OF FLORIDA)
) ss.
COUNTY OF PALM BEACH)

The foregoing instrument was acknowledged before me by means of ☒ physical presence or ☐ online notarization, this 12th day of July, 2021, by Danielle Moore, the Mayor of the Town of Palm Beach, a Florida municipal corporation, on behalf of the corporation/limited liability company/partnership, who ☒ is personally known to me or who ☐ has produced _____ as identification.

Notary Public – State of Florida

Notary Seal:

ANTONETTE M. FABRIZI
Notary Public - State of Florida
Commission # GG 274108
My Comm. Expires Nov 5, 2022
Bonded through National Notary Assn.

STATE OF FLORIDA)
) ss.
COUNTY OF PALM BEACH)

The foregoing instrument was acknowledged before me by means of ☒ physical presence or ☐ online notarization, this 9th day of July, 2021, by Margaret Ziedman, the President of the Town Council of the Town of Palm Beach, a Florida municipal corporation, on behalf of the corporation/limited liability company/partnership, who ☒ is personally known to me or who ☐ has produced _____ as identification.

Notary Public – State of Florida

Notary Seal:

ANTONETTE M. FABRIZI
Notary Public - State of Florida
Commission # GG 274108
My Comm. Expires Nov 5, 2022
Bonded through National Notary Assn.

STATE OF FLORIDA)
) ss.
COUNTY OF PALM BEACH)

The foregoing instrument was acknowledged before me by means of ☒ physical presence or ☐ online notarization, this 9TH day of July, 2021, by Kirk Blouin, the Town Manager of the Town of Palm Beach, a Florida municipal corporation, on behalf of the corporation/limited liability company/partnership, who ☒ is personally known to me or who ☐ has produced _____ as identification.

Notary Public - State of Florida

Notary Seal

NINA M. TOSCANO
Notary Public - State of Florida
Commission # HH 121009
My Comm. Expires May 12, 2025
Bonded through National Notary Assn.

STATE OF Wyoming)
) ss.
COUNTY OF Teton)

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☒ online notarization, this 9th day of June, 2021, by Robert S. Mautner the President of the Manager of LR Palm House LLC, a Delaware limited liability company, on behalf of the corporation/limited liability company/partnership, who ☒ is personally known to me or who ☐ has produced _____ as identification.

Notary Public

Notary Seal

BRITTANY A. GALE - NOTARY PUBLIC
COUNTY OF TETON
STATE OF WYOMING
MY COMMISSION EXPIRES JAN. 22, 2022

APPROVED AS TO LEGAL FORM AND SUFFICIENCY:

John C. Randolph
Town Attorney

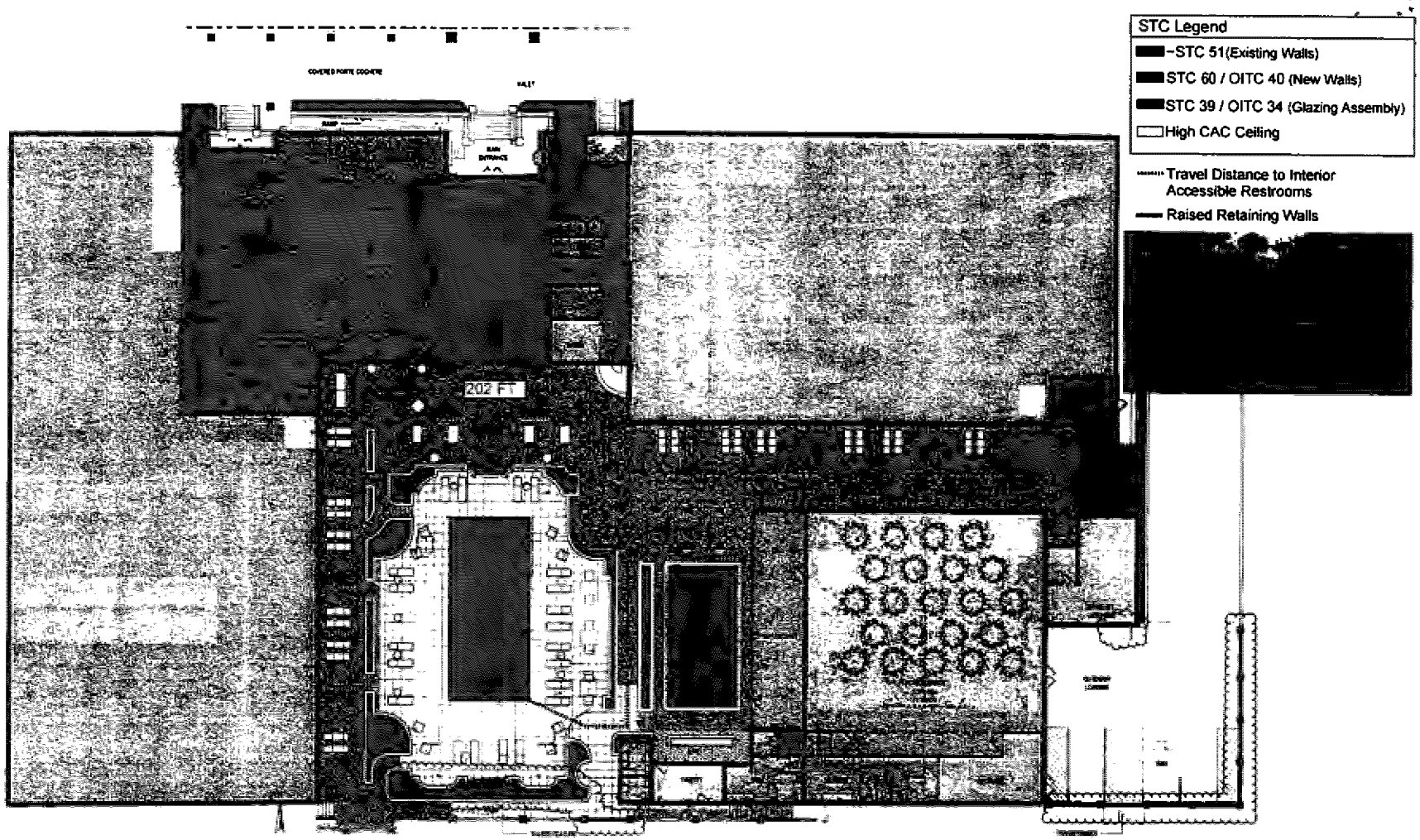
RECOMMEND APPROVAL:

Paul Castro, AICP
Zoning ~~Administrator~~ Manager

Exhibit "A"

Legal Description of the Land:

Being Lots 31, 32 and 33, Block F, Royal Park Addition, a subdivision in the Town of Palm Beach, Palm Beach County, Florida, as recorded in Plat Book 4, Page 1, Public Records of Palm Beach County , Florida.



FIRST LEVEL SEATING PLAN

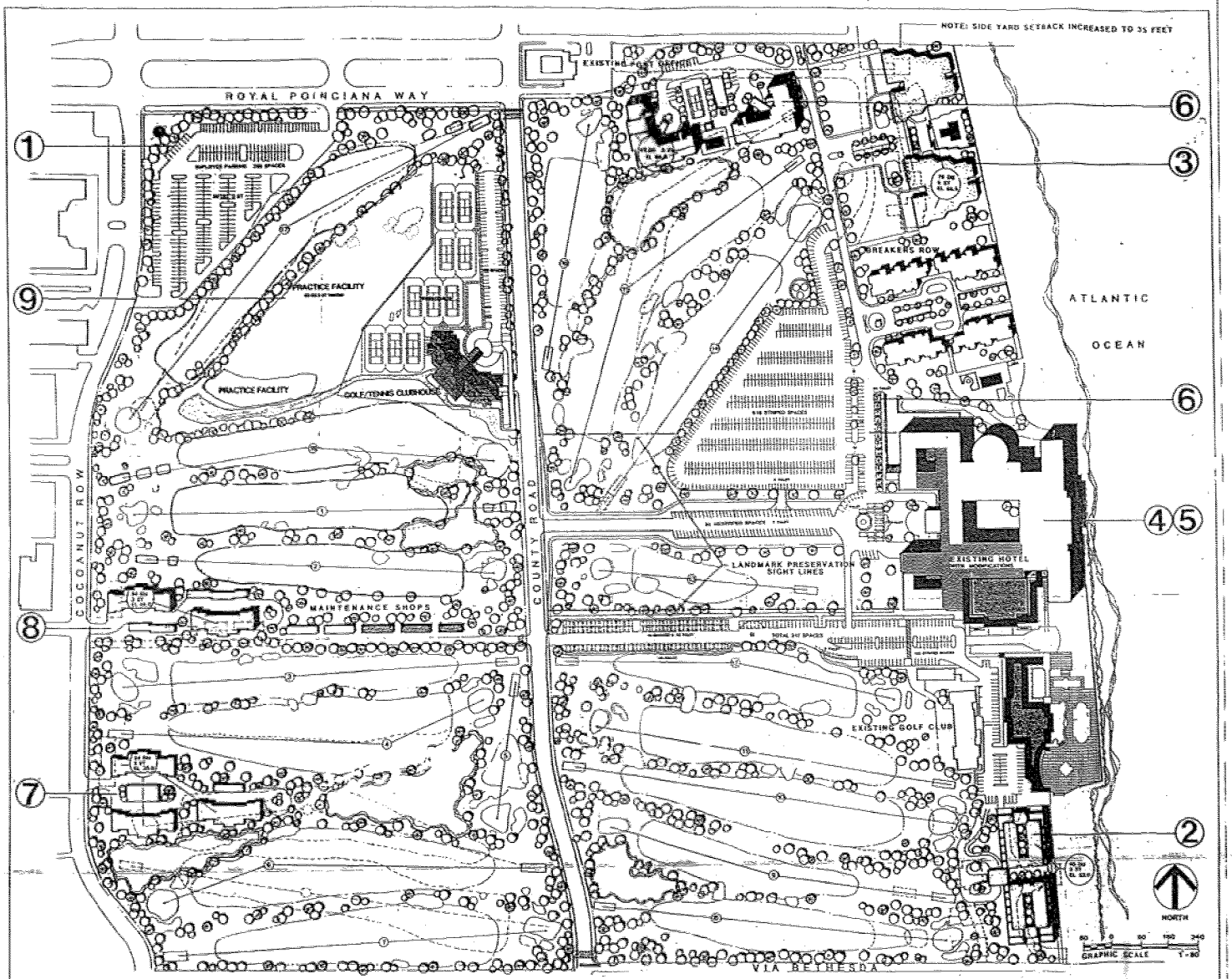
A201.B2

The Palm House Hotel

EXHIBIT B

COOPER CARRY

STATE OF FLORIDA - PALM BEACH COUNTY
I hereby certify that the foregoing is a true copy of the record in my office with redactions, if any as required by law.
THIS 13th DAY OF [illegible], 2021
JOSEPH ABRUZZO
CLERK OF THE CIRCUIT COURT & COMPTROLLER
By _____
Deputy Clerk



THE BREAKERS

PALM BEACH, FLORIDA

FLAGLER SYSTEM INC.

PLANNED UNIT DEVELOPMENT

MASTER PLAN

Revised August 3, 1999

Gunster, Yoakley, Valdes-Fauli & Stewart

CITY OF WEST PALM BEACH
Committed Trips for Projects Under Review/Approved/ Under Construction

TOWN OF PALM BEACH ROADWAY	AM PEAK HOUR ENTERING TRIPS	AM PEAK HOUR EXITING TRIPS	PM PEAK HOUR ENTERING TRIPS	PM PEAK HOUR EXITING TRIPS
Royal Poinciana Way	146	118	155	191
Royal Palm Way	203	85	155	238
Southern Boulevard	42	32	51	62

WEST PALM BEACH PROJECTS
Under Review (through 04/19/24)

NUMBER	CITY OF WEST PALM BEACH DEVELOPMENT PROJECTS- UNDER REVIEW	BUILDOUT YEAR	DAILY TRIPS	AM PEAK HOUR TRIPS	PM PEAK HOUR TRIPS	AM PEAK HOUR ENTERING TRIPS	AM PEAK HOUR EXITING TRIPS	PM PEAK HOUR ENTERING TRIPS	PM PEAK HOUR EXITING TRIPS	SOUTHERN BLVD TRIP ASSIGNMENT		ROYAL PALM WAY TRIP ASSIGNMENT		ROYAL POINCIANA WAY TRIP ASSIGNMENT		TOPS AM PEAK HOUR ENTERING TRIPS			TOPS AM PEAK HOUR EXITING TRIPS			TOPS PM PEAK HOUR ENTERING TRIPS			TOPS PM PEAK HOUR EXITING TRIPS		
																SB	RPW	RPCW	SB	RPW	RPCW	SB	RPW	RPCW	SB	RPW	RPCW
1	Mixed Use Development- 5,179 Broadway Avenue, WPB, FL.	Unknown	492	34	43	10	24	25	18	0%	0%	0%	0%	1%	1%	0	0	1	0	0	1	0	0	1	0	0	1
2	Palm Beach Riverstone CBD- 2350 45th Street, WPB, FL.	2024	3126	232	240	80	153	134	107	0%	0%	0%	0%	1%	1%	0	0	1	0	0	1	0	0	2	0	0	2
3	Currie Park Redevelopment- 2400 N. Flagler Drive WPB, FL.	Unknown	99	0	24	0	0	13	11	0%	0%	0%	0%	1%	1%	0	0	0	0	0	0	0	0	1	0	0	1
4	Northwood Square- 23rd-25th Street/Broadway, WPB, FL.	2026	3826	208	264	74	134	142	122	0%	0%	0%	0%	5%	5%	0	0	4	0	0	7	0	0	8	0	0	7
5	Transit Village- 132/150 Clearwater PL., WPB, FL.	Unknown	7611	521	640	326	195	266	374	0%	0%	7%	7%	5%	5%	0	23	17	0	14	10	0	19	14	0	27	19
6	120 South Dixie Highway & Datura, WPB, FL.	Unknown	1462	75	121	27	48	68	53	0%	0%	2%	2%	2%	2%	0	1	1	0	1	1	0	2	2	0	2	2
7	315 S. Dixie Highway, WPB, FL.	Unknown	1239	83	96	35	48	49	47	0%	0%	2%	2%	2%	2%	0	1	1	0	1	1	0	1	1	0	1	1
8	Carefree 6 at Flamingo- 2000 S. Dixie Highway, WPB, FL.	2025	1657	30	100	11	20	57	43	1%	1%	2%	2%	0%	0%	1	1	0	1	1	0	1	2	0	1	1	0
9	NORA Hotel- 1110 North Railroad Avenue, WPB, FL.	2030	9703	983	1616	443	496	807	809	0%	0%	1%	1%	5%	5%	0	5	23	0	5	25	0	9	41	0	9	41
10	Residences of Palm Beach West- 401 S. Dixie Highway, WPB, FL.	2028	1148	87	88	0	93	67	21	0%	0%	5%	5%	0%	0%	0	0	0	0	5	0	0	4	0	0	2	0
11	Roseland Garden- 3801 Georgia Avenue, WPB, FL.	Unknown	1647	145	139	33	112	85	54	2%	2%	0%	0%	0%	0%	1	0	0	3	0	0	2	0	0	2	0	0
12	Apogee- 4906 N. Flagler Drive, WPB, FL.	Unknown	209	17	18	4	13	11	7	0%	0%	0%	0%	1%	1%	0	0	1	0	0	1	0	0	1	0	0	1
13	Shorecrest- 1901 N. Flagler Drive, WPB, FL.	Unknown	1246	113	128	50	63	76	52	0%	0%	1%	1%	2%	2%	0	1	1	0	1	2	0	1	2	0	1	2
			33405	2528	3517	1093	1399	1800	1718							2	32	50	4	28	49	3	38	73	3	43	77

City of West Palm Beach Development Projects (In Review)

1. Mixed Use Development- 5179 Broadway Avenue, WPB, FL.





Mixed Use
Location : 5179 Broadway Avenue
Project Manager :
Summary : 12 multifamily units and 1,199 square feet of non-residential.

In Review

5

Proposed Land Use

- **12 Multifamily Units**
- **1,199 s.f. of non-residential**

Buildout

Palm Beach County TPS- Not entered in database.

2. Palm Beach Riverstone CBD- 2350 45th Street, WPB, FL.



TPS Projects Info

Distance: 0 ft / 0 miles
Project ID: 903
PBC ID: 220620
Project: Palm Beach Riverstone
Buildout Year: 2024
Date Approved: 08/04/2023
Percent Complete: 45%
Local Government: West Palm Beach
Alternate Name: New Alternate Name goes here
Buildout Year: 2024
Daily Trips: 3126
Total AM: 232
AM Entering: 80
AM Exiting: 153
Total PM: 240
PM Entering: 134
PM Exiting: 107

Lat/Lon: 26.75682, -80.08879

Description	LU Code	Intensity	Units
Hotel	310	233	Rooms

Click Links below for more Info
Aerials2023
Parcels
TPS Intersections
TPS Thoroughfares



Palm Beach Riverstone CPD
Location : 2350 45th St
Project Manager : Linda Louie
Summary : Major ammendment to increase 150-room hotel to 233 rooms.

In Review

17

Buildout- 2024

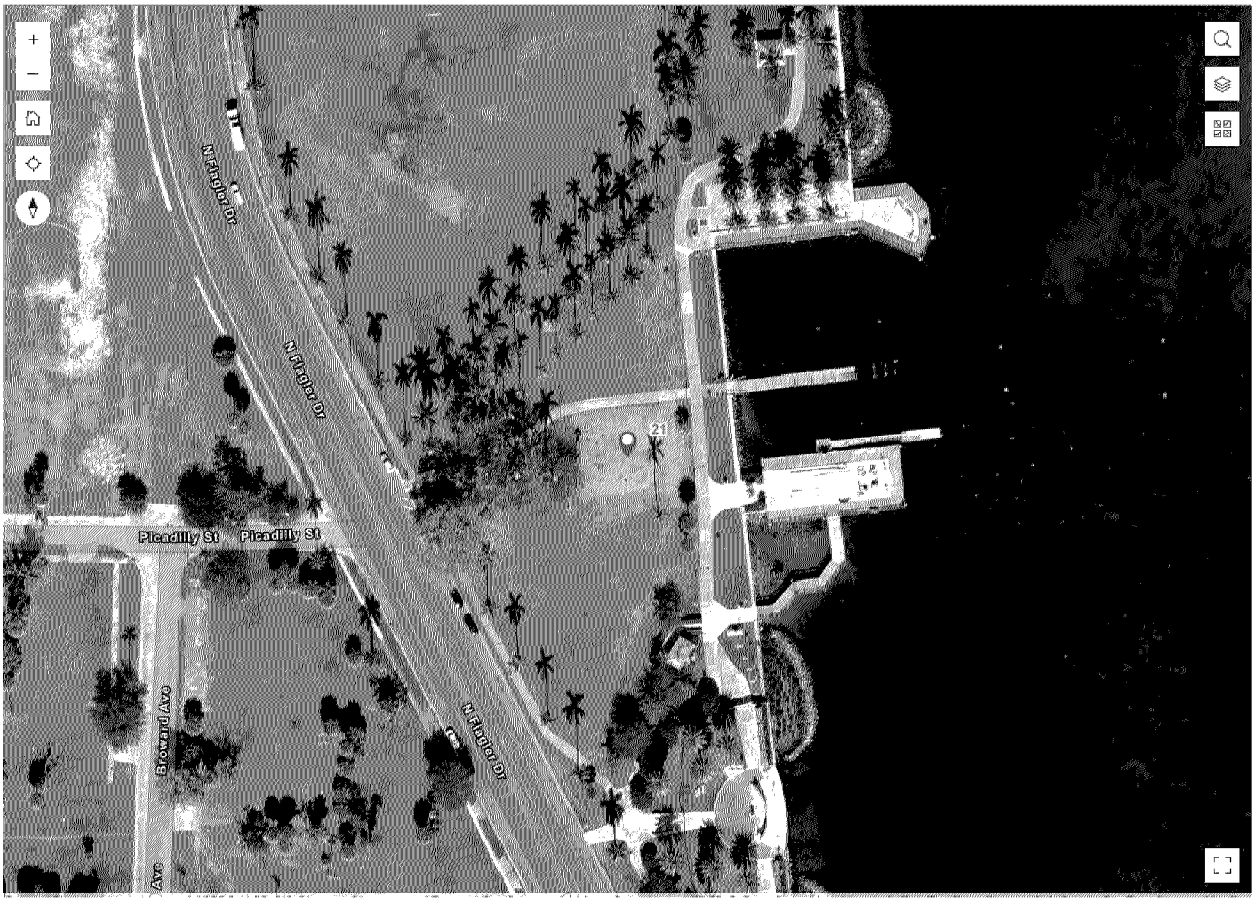
Proposed Land Use

- **Major Amendment to increase 150 room hotel to 233 rooms.**

Palm Beach County TPS- See distribution map and site generated trip summary.



3. Currie Park Redevelopment Project- 2400 N. Flagler Drive, WPB, FL.





Currie Park Redevelopment Project
Location : 2400 N. Flagler Drive
Project Manager : Linda Louie
Summary : Redevelopment of the 16.42 acre Currie Park

In Review

21

Proposed Land Use

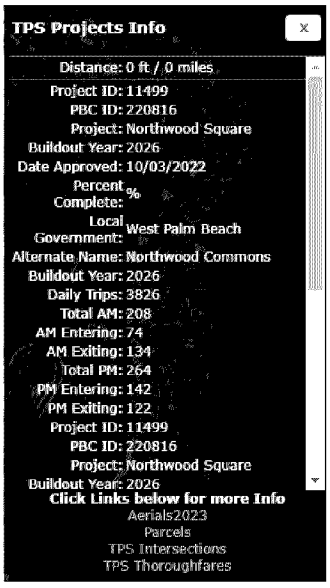
- **Redevelopment of the 16.42 acre Currie Park.**

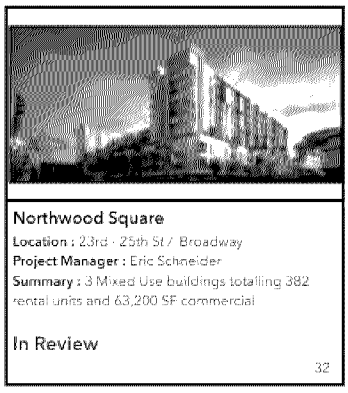
Buildout

Palm Beach County TPS- Not entered in database.

4. Northwood Square- 23rd – 25th Street/Broadway, WPB, FL.





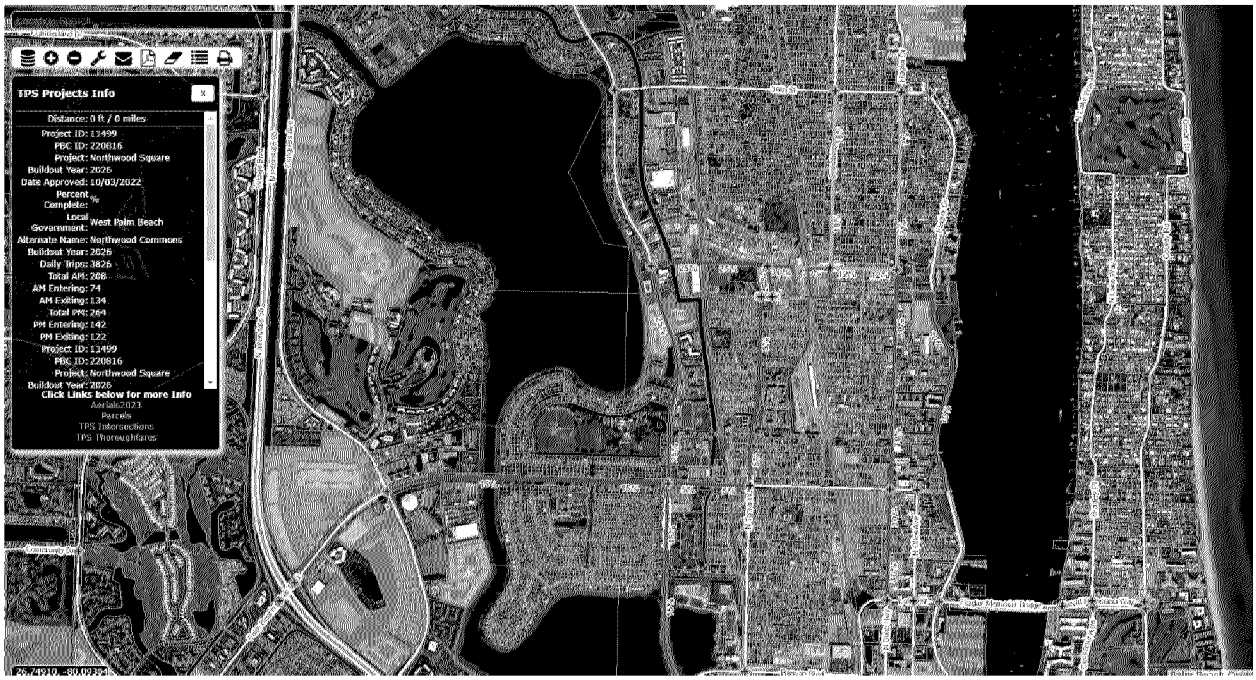


Buildout- 2026

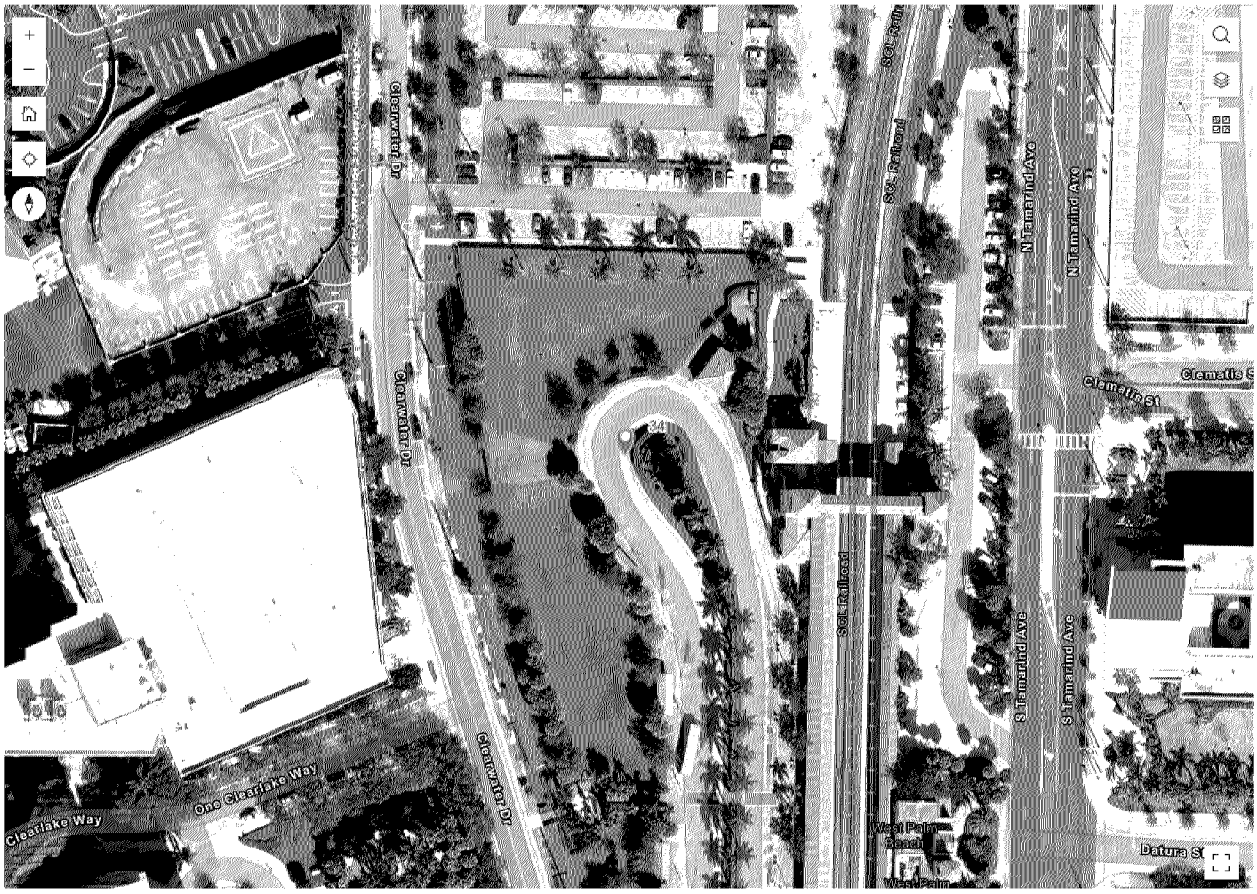
Proposed Land Use

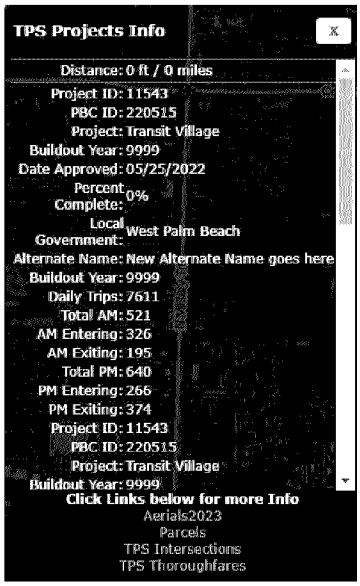
- **3 Mixed Use buildings totaling 382 rental units**
- **63,200 s.f. commercial**

Palm Beach County TPS- See distribution map and site generated trip summary.

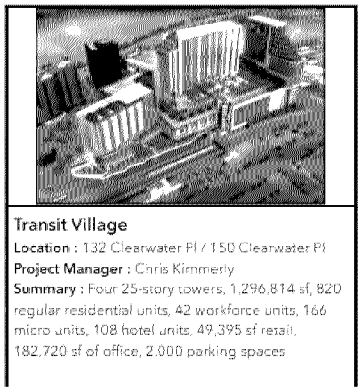


5. Transit Village- 132/150 Clearwater Pl, WPB, FL.





Buildout



Transit Village
Location : 132 Clearwater Pl / 150 Clearwater Pl
Project Manager : Chris Kimmerly
Summary : Four 25-story towers, 1,296,814 sf, 820 regular residential units, 42 workforce units, 166 micro units, 108 hotel units, 49,395 sf retail, 182,720 sf of office, 2,000 parking spaces

Proposed Land Use

- **Four 25-story towers, 1,296,814 sf with 2,000 parking spaces**
- **820 regular residential units**
- **42 workforce units**
- **166 micro units**
- **108 hotel units**
- **49,395 sf retail**
- **182,720 sf of office**

Palm Beach County TPS- See distribution map and site generated trip summary.



6. 120 South Dixie Highway & Datura, WPB, FL.





120 South Dixie Highway & Datura
Location : 120 S Dixie Hwy
Project Manager : Chris Kimmerly
Summary : Residential: 153 Units, (Studio-66 ; 1BR-43 ; 2BR-44). Retail: 6,650 SF. Parking: 174 Spaces

In Review

49

Proposed Land Use

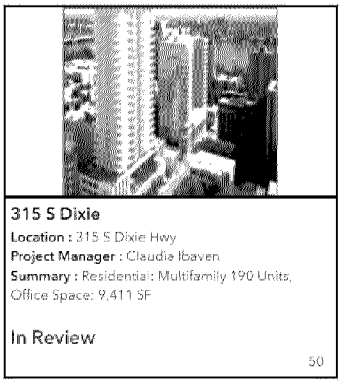
- **Residential- 153 Units, 174 parking spaces**
  - **Studio- 66 units**
  - **1 Bedroom- 43 units**
  - **2 bedroom- 44 units**
- **Retail- 6,650 s.f.**

Buildout

Palm Beach County TPS- Not entered in database.

7. 315 S. Dixie Highway, WPB, FL.





315 S Dixie
Location : 315 S Dixie Hwy
Project Manager : Claudia Ibaven
Summary : Residential: Multifamily 190 Units, Office Space: 9,411 SF

In Review

50

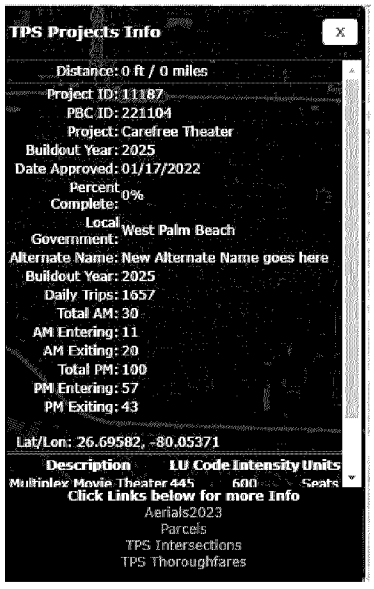
Proposed Land Use

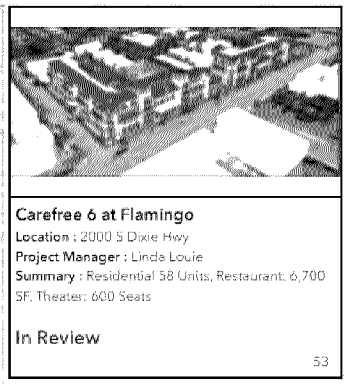
- **Residential- 190 Multifamily Units**
- **Office- 9,411 s.f.**

Palm Beach County TPS- Not entered in database.

8. Carefree 6 at Flamingo- 2000 S. Dixie Highway, WPB, FL.







Carefree 6 at Flamingo
Location : 2000 S Dixie Hwy
Project Manager : Linda Louie
Summary : Residential 58 Units, Restaurant: 6,700 SF, Theater: 600 Seats

In Review

53

Proposed Land Use

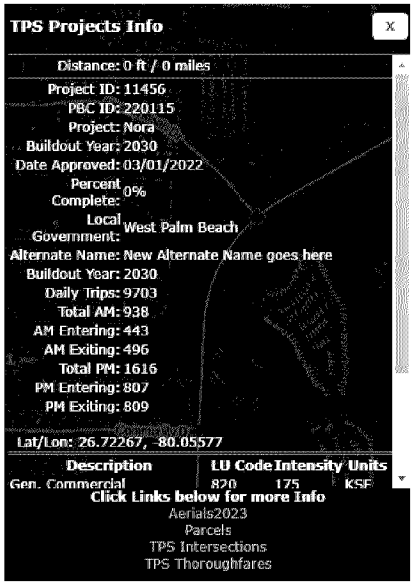
- **Residential- 58 Multifamily Units**
- **Restaurant- 6,700 s.f.**
- **Theatre- 600 seats**

Palm Beach County TPS- See distribution map and site generated trip summary.



9. NORA Hotel- 1110 North Railroad Avenue, WPB, FL.







NORA Hotel
Location : 1110 N Railroad Ave
Project Manager : Chris Kimmerly
Summary : Retail: 11,372 SF, Hotel: 191,842 SF

In Review

57

Proposed Land Use

- **Retail- 11,372 s.f.**
- **Hotel- 191,842 s.f.**

Buildout- 2030

Palm Beach County TPS- See distribution map and site generated trip summary.



10.Residences of Palm Beach West- 401 S. Dixie Highway, WPB, FL.



TPS Projects Info

Distance: 0 ft / 0 miles
Project ID: 11323
PBC ID: 231101
Project: WPB Fern Residences
Buildout Year: 2028
Date Approved: 02/07/2024
Percent Complete: 0%
Local Government: West Palm Beach
Alternate Name: Residence of Palm Beach West
Buildout Year: 2028
Daily Trips: 1148
Total AM: 87
AM Entering: -6
AM Exiting: 93
Total PM: 88
PM Entering: 67
PM Exiting: 21

Lat/Lon: 26.70961, -80.05410

Description	LU Code	Intensity	Units
Gen. Commercial	820	18.67	KSF

Click Links below for more Info
Aerials2023
Parcels
TPS Intersections
TPS Thoroughfares



Residences of Palm Beach West
Location : 401 S Dixie Hwy
Project Manager : Eric Schneider
Summary : 114,887 SF, 372 Multifamily Units, 85,503 Retail & Indoor Recreation

In Review

59

Buildout- 2028

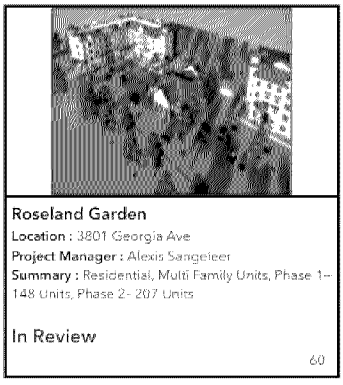
Proposed Land Use

- **Residential- 372 multifamily units, 114,887 s.f.**
- **Retail- 85,503 s.f.**


TPS Projects Info
Distance: 0 ft / 0 miles
Project ID: 11325
PBC ID: 231101
Project: WPB Form Residence
Buildout Year: 2028
Date Approved: 02/07/2024
Percent Complete: 0%
Local Government: West Palm Beach
Alternate Name: Residence of Palm Beach West
Buildout Year: 2028
Daily Trips: 148
Total AM: 87
AM Entering: 6
AM Exiting: 93
Total PM: 88
PM Entering: 67
PM Exiting: 21
Lat/Lon: 26.70981, -80.05410
Description LU Code Intensity Units
Click Links below for more Info
Aerials2021
Parcels
TPS Intersections
TPS Thoroughfares

11.Roseland Garden- 3801 Georgia Avenue, WPB, FL.





Roseland Garden
Location : 3801 Georgia Ave
Project Manager : Alexis Sangeleer
Summary : Residential, Multi Family Units, Phase 1– 148 Units, Phase 2- 207 Units

In Review

60

Proposed Land Use

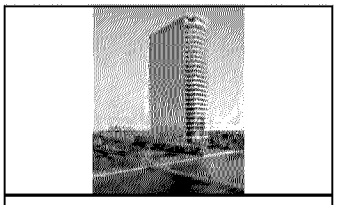
- **Residential- 355 multifamily units (two phases)**

Buildout

Palm Beach County TPS- Not entered in database.

12.Apogee- 4906 N. Flagler Drive, WPB, FL.





Apogee
Location : 4906 N Flagler Drive
Project Manager : Kevie DeFranc
Summary : Residential Project 63,354 SF, 46 Multifamily Units

In Review

74

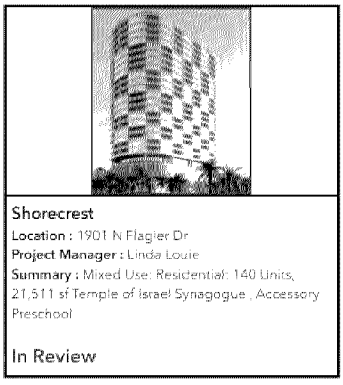
Proposed Land Use

- **Residential- 46 multifamily units; 63,354 s.f.**

Palm Beach County TPS- Not entered in database.

13.Shorecrest- 1901 N. Flagler Drive, WPB, FL.





Shorecrest
Location : 1901 N Flagler Dr
Project Manager : Linda Louie
Summary : Mixed Use: Residential: 140 Units, 21,511 sf Temple of Israel Synagogue , Accessory Preschool

In Review

Proposed Land Use

- **Residential- 140 multifamily units**
- **21,511 s.f. Temple of Israel Synagogue w Accessory Pre-School**

Palm Beach County TPS- Not entered in database.

WEST PALM BEACH PROJECTS
Approved (through 04/19/24)

NUMBER	CITY OF WEST PALM BEACH DEVELOPMENT PROJECTS- APPROVED	BUILDOUT YEAR	DAILY TRIPS	AM PEAK HOUR TRIPS	PM PEAK HOUR TRIPS	AM PEAK HOUR ENTERING TRIPS	AM PEAK HOUR EXITING TRIPS	PM PEAK HOUR ENTERING TRIPS	PM PEAK HOUR EXITING TRIPS	SOUTHERN BLVD TRIP ASSIGNMENT		ROYAL PALM WAY TRIP ASSIGNMENT		ROYAL POINCIANA WAY TRIP ASSIGNMENT		TOPS AM PEAK HOUR ENTERING TRIPS			TOPS AM PEAK HOUR EXITING TRIPS			TOPS PM PEAK HOUR ENTERING TRIPS			TOPS PM PEAK HOUR EXITING TRIPS		
																SB	RPW	RPCW	SB	RPW	RPCW	SB	RPW	RPCW	SB	RPW	RPCW
1	Neighborhood Renaissance- 1980 N. Tamarind Avenue, WPB, FL.	Unknown	429	34	45	11	23	26	19	0%	0%	0%	0%	1%	1%	0	0	1	0	0	1	0	0	1	0	0	1
2	Neighborhood Renaissance- 1004 19th Street, WPB, FL.	Unknown	394	30	32	8	22	19	13	0%	0%	0%	0%	1%	1%	0	0	1	0	0	1	0	0	1	0	0	1
3	Neighborhood Renaissance- 2212 N. Tamarind, WPB, FL.	Unknown	473	37	49	12	25	28	21	0%	0%	0%	0%	1%	1%	0	0	1	0	0	1	0	0	1	0	0	1
4	Publix at Southdale- 804 Southern Blvd., WPB, FL.	Unknown	5573	170	507	100	70	253	254	5%	5%	0%	0%	0%	0%	5	0	0	4	0	0	13	0	0	13	0	0
5	Neighborhood Renaissance- 1002 Grant Street, WPB, FL	Unknown	114	25	23	6	19	15	8	0%	0%	0%	0%	1%	1%	0	0	1	0	0	1	0	0	1	0	0	1
6	Datura Hotel & Residences- 506-524 Datura Street, WPB, FL.	2022	1607	93	122	39	55	68	54	0%	0%	10%	10%	7%	7%	0	4	3	0	6	4	0	7	5	0	6	4
7	Banyan Place- 550 Banyan Blvd., WPB, FL.	2020	2284	166	210	33	133	136	74	0%	0%	2%	2%	2%	2%	0	1	1	0	3	3	0	3	3	0	2	2
8	515 Fern Street- 525 Fern Street, WPB, FL.	2022	5235	674	686	586	88	141	545	0%	0%	2%	2%	2%	2%	0	12	12	0	2	2	0	3	3	0	11	11
9	Marriott AC Hotel- 414 Gardenia Street, WPB, FL.	2024	1129	57	82	34	23	41	41	0%	0%	4%	4%	1%	1%	0	2	1	0	1	1	0	2	1	0	2	1
10	512 Clematis Street- 512 Clematis Street, WPB, FL.	2026	623	32	50	9	23	29	21	0%	0%	6%	6%	1%	1%	0	1	1	0	2	1	0	2	1	0	2	1
11	PBAU Business School- 1199 S. Olive Avenue, WPB, FL.	Unknown	3765	180	180	140	40	58	122	0%	0%	5%	5%	0%	0%	0%	7	0	0	2	0	0	3	0	0	7	0
12	1001 Okeechobee Blvd- 1001 Okeechobee Blvd., WPB, FL.	2026	3703	320	399	276	44	81	318	0%	0%	4%	4%	2%	2%	0	12	6	0	2	1	0	4	2	0	13	7
13	320 Lakeview- 320 Lakeview, WPB, FL.	2027	836	66	13	27	39	11	3	0%	0%	10%	10%	2%	2%	0	3	1	0	4	1	0	1	1	0	1	1
14	Clematis Place- Rosemary and Clematis, WPB, FL.	Unknown	1437	91	148	33	58	81	67	0%	0%	1%	1%	2%	2%	0	1	1	0	1	2	0	1	2	0	1	2
15	Banyan View- 2101 Presidential Way, WPB, FL.	2025	1379	89	105	15	74	70	35	0%	0%	1%	1%	1%	1%	0	1	1	0	1	1	0	1	1	0	1	1
16	Solana- 992 Datura Avenue, WPB, FL.	2026	397	28	35	10	18	20	15	0%	0%	10%	10%	0%	0%	0	1	0	0	2	0	0	2	0	0	2	0
17	8111 South Dixie Highway- 8111 South Dixie Highway, WPB, FL.	2027	2355	156	210	45	111	120	90	5%	5%	0%	0%	0%	0%	3	0	0	6	0	0	6	0	0	5	0	0
18	Kirksey Commons- 1501 N. Dixie Highway, WPB, FL.	Unknown	830	67	115	48	19	48	67	0%	0%	1%	1%	2%	2%	0	1	1	0	1	1	0	1	1	0	1	2
19	Soleste Palm Station- 410 N. Rosemary, WPB, FL.	2027	1746	116	141	30	86	86	55	0%	0%	1%	1%	1%	1%	0	1	1	0	1	1	0	1	1	0	1	1
20	South Flagler House (Flagler Towers)- 1315 S. Flagler Drive, WPB, FL.	2026	1044	81	90	24	57	57	33	0%	0%	5%	5%	5%	5%	0	2	2	0	3	3	0	3	3	0	3	3
21	The Contemporary- 1545 Centrepark Dr North, WPB, FL.	2024	16077	1341	1746	801	540	712	1034	1%	1%	2%	2%	0%	0%	9	17	0	6	11	0	8	15	0	11	21	0
22	The Spruce- 2501 Spruce Avenue, WPB, FL.	Unknown	1237	87	106	25	62	62	44	0%	0%	0%	0%	2%	2%	0	0	1	0	0	2	0	0	2	0	0	1
23	Viana Hotel and Spa- 609 Evernia, WPB, FL.	2027	768	44	58	24	20	30	28	0%	1%	1%	0%	1%	1%	0	1	1	0	1	1	0	1	1	0	1	1
24	Mercer Park II- 1215 Alpha Street, WPB, FL.	2027	952	81	82	21	60	49	33	0%	0%	2%	2%	1%	1%	0	1	1	0	2	1	0	1	1	0	1	1
25	Forum Place- 1551 Forum Place, WPB, FL.	Unknown	1084	93	93	21	72	57	86	0%	0%	0%	0%	1%	1%	0	0	1	0	0	1	0	0	1	0	0	1
			55471	4158	5327	2378	1781	2298	3030							17	68	39	16	45	30	27	51	33	29	76	44

City of West Palm Beach Development Projects (Approved)

1. Neighborhood Renaissance- 1980 N. Tamarind Avenue, WPB, FL.





Neighborhood Renaissance
Location : 1980 N Tamarind Avenue
Project Manager :
Summary : 10 multifamily units and 1,430 square feet of retail

Approved

Proposed Land Use

- **Residential- 10 Multifamily Units**
- **Retail- 1,430 s.f.**

Buildout-

Palm Beach County TPS- Not entered in database.

2. Neighborhood Renaissance- 1004 19th Street, WPB, FL.





Neighborhood Renaissance
Location : 1004 19th Street
Project Manager :
Summary : 12 multifamily units and 286 square feet of non-residential.

Approved

2

Proposed Land Use

- **Residential- 12 Multifamily Units**
- **Non-Residential- 286 s.f.**

Buildout-

Palm Beach County TPS- Not entered in database.

3. Neighborhood Renaissance- 2212 N. Tamarind, WPB, FL.





Neighborhood Renaissance
Location : 2212 N. Tamarind Avenue
Project Manager :
Summary : 15 multifamily units and 1,716 square feet of non-residential.

Approved

3

Proposed Land Use

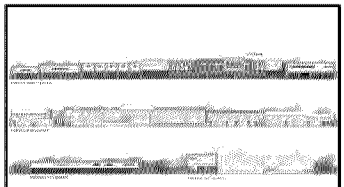
- **Residential- 15 Multifamily Units**
- **Non-Residential- 1,716 s.f.**

Buildout-

Palm Beach County TPS- Not entered in database.

4. Publix at Southdale- 804 Southern Blvd., WPB, FL.





Publix @ Southdale
Location : 804 Southern Blvd
Project Manager : Eric Schneider
Summary : Demolition and reconstruction of 59,390 SF Publix and inline retail

Approved

4

Proposed Land Use

- **Residential- 15 Multifamily Units**
- **Non-Residential- 1,716 s.f.**

Buildout-

Palm Beach County TPS- Not entered in database.

5. Neighborhood Renaissance- 1002 Grant Street, WPB, FL.





Neighborhood Renaissance
Location : 1002 Grant Street
Project Manager :
Summary : 6 multifamily units

Approved

6

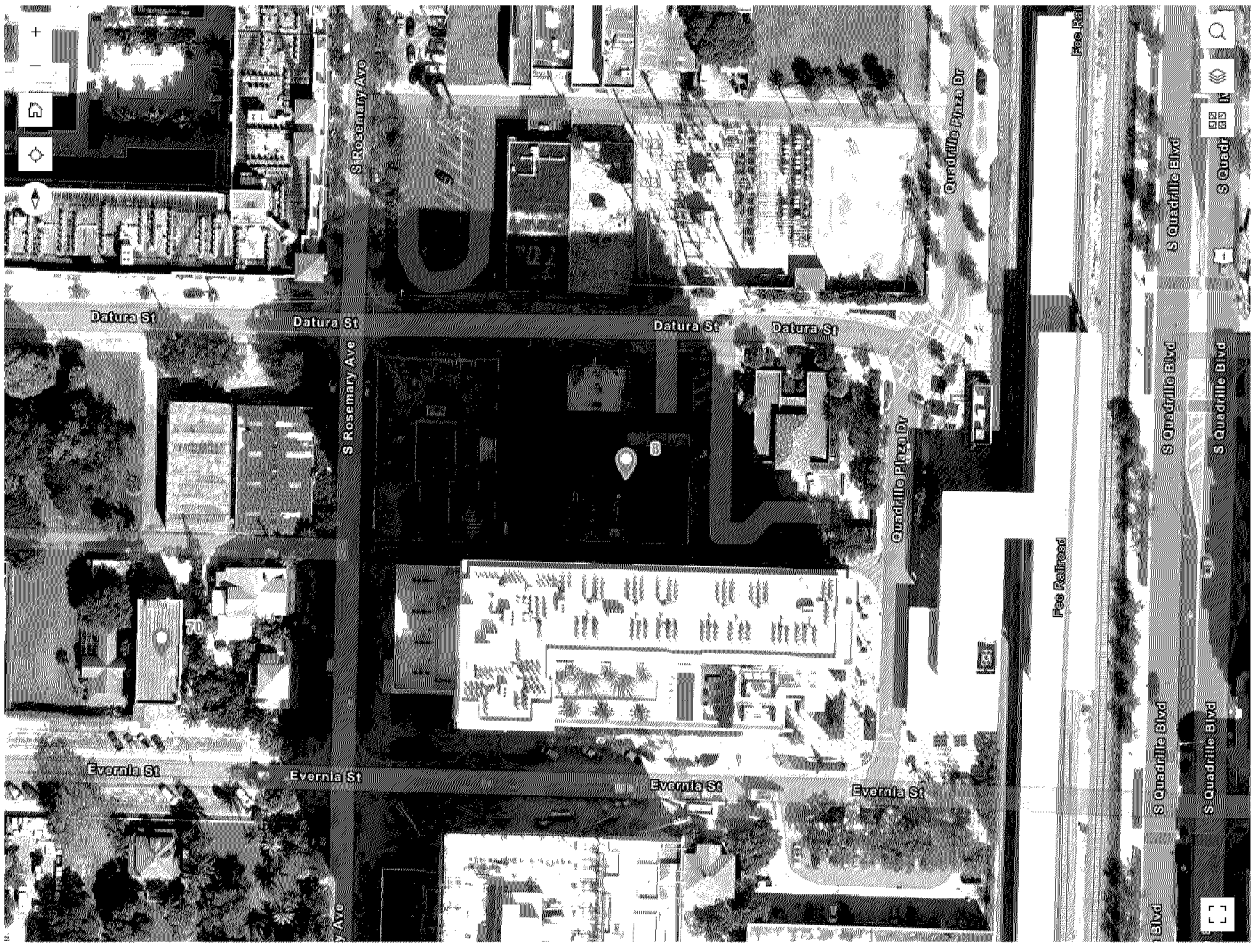
Proposed Land Use

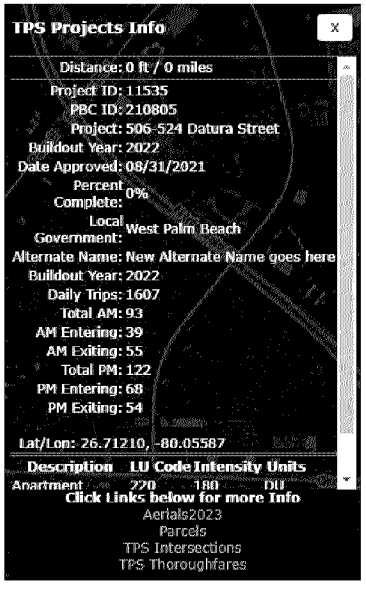
- **Residential- 6 Multifamily Units**

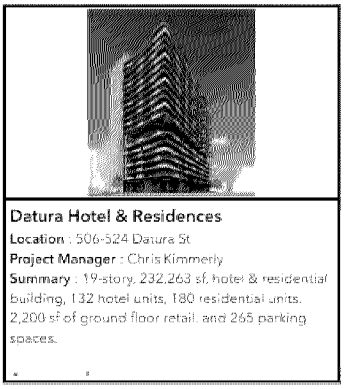
Buildout-

Palm Beach County TPS- Not entered in database.

6. Datura Hotel & Residences- 506-524 Datura Street, WPB, FL.





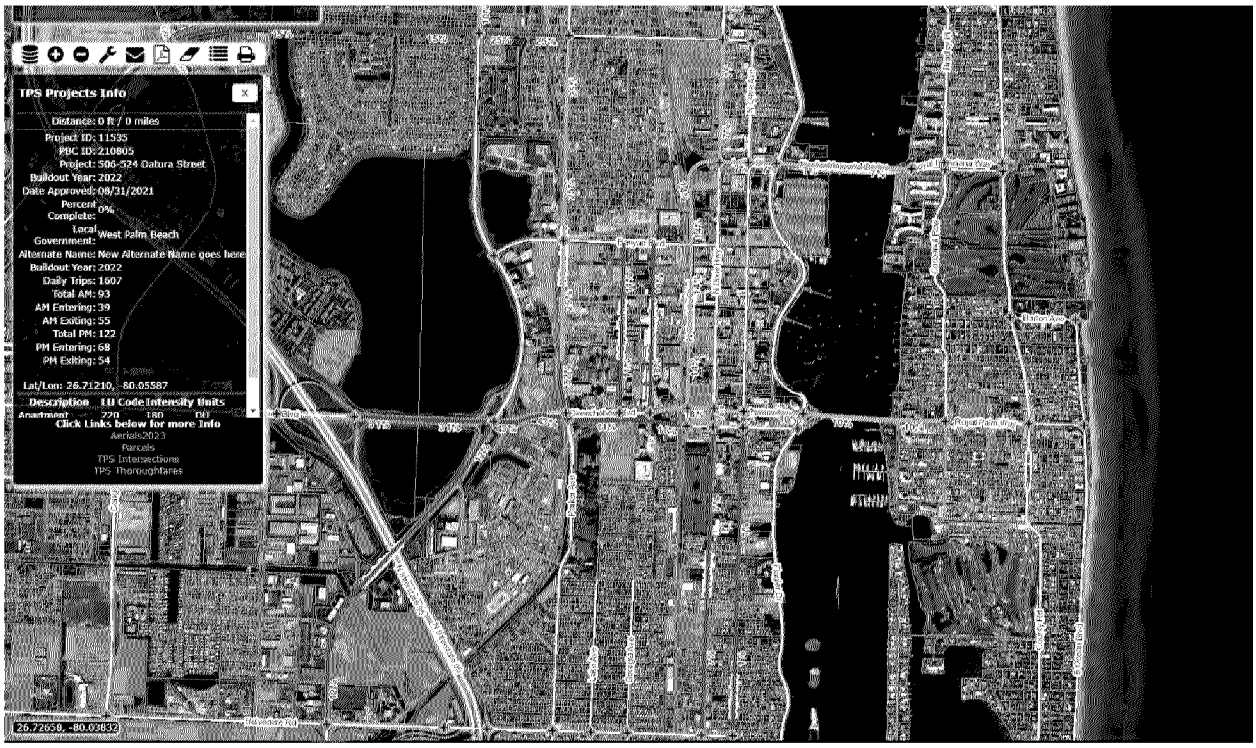


Proposed Land Use

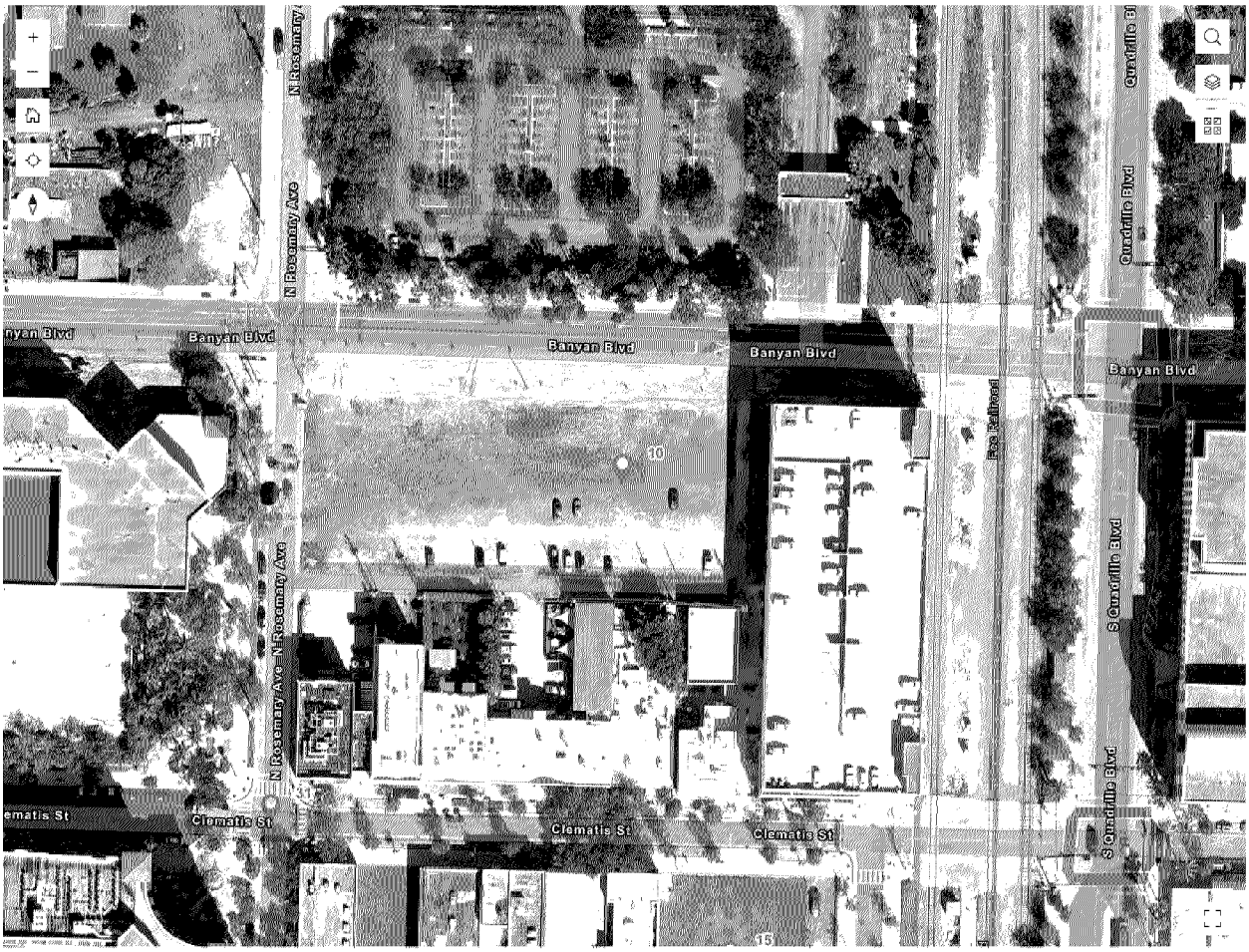
- **19 story, 232,263 s.f. hotel and residential building with 265 parking spaces**
- **Residential- 180 Multifamily Units**
- **Hotel- 132 hotel units**
- **Retail- 2,200 s.f. ground floor**

Buildout- 2022

Palm Beach County TPS- See distribution map and site generated trip summary.



7. Banyan Place- 550 Banyan Blvd., WPB, FL.



TPS Projects Info

Distance: 0 ft / 0 miles
Project ID: 11539
PBC ID: 161113
Project: Southeast Corner of Banyan Blvd and Rosemary Ave
Buildout Year: 2020
Date Approved: Not Approved
Percent Complete: 0%
Local Government: West Palm Beach
Alternate Name: New Alternate Name goes here
Buildout Year: 2020
Daily Trips: 2284
Total AM: 166
AM Entering: 33
AM Exiting: 133
Total PM: 210
PM Entering: 136
PM Exiting: 74

Lat/Lon: 26.71419, -80.05624

Description	LU Code	Intensity	Units
Apartment	220	400	DU

Click Links below for more Info
Aerials2023
Parcels
TPS Intersections
TPS Thoroughfares



Banyan Place
Location : 550 Banyan Blvd
Project Manager :
Summary :

Approved

10

Proposed Land Use

Buildout- 2020

Palm Beach County TPS- See distribution map and site generated trip summary.



8. 515 Fern Street- 525 Fern Street, WPB, FL.


Evernia St
S Rosemary Ave
S Quadrille Blvd
Fern St
Fern St
Fern St
Fern St
Fern St
S Quadrille Blvd
S Quadrille Blvd
S Quadrille Blvd
S Quadrille Blvd
S Rosemary Ave
S Rosemary Ave
Fern St
Fern St
Fern St
Fern St
Fern St

9. Marriott AC Hotel- 414 Gardenia Street, WPB, FL.



TPS Projects Info

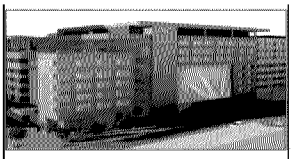
Project ID: 11531
PBC ID: 210702
Project: AC Hotel
Buildout Year: 2024
Date Approved: 11/21/2021
Percent Complete: 0%
Local Government: West Palm Beach
Alternate Name: New Alternate Name goes here
Buildout Year: 2024
Daily Trips: 1129
Total AM: 57
AM Entering: 34
AM Exiting: 23
Total PM: 82
PM Entering: 41
PM Exiting: 41

Lat/Lon: 26.70933, -80.05420

Description	LU Code	Intensity	Units
Hotel	310	132	Rooms
Gen. Commercial	820	3.212	KSF

Click Links below for more Info

Aerials2023
Parcels
TPS Intersections
TPS Thoroughfares



Marriott AC Hotel
Location : 414 Gardenia St
Project Manager :
Summary :

Approved

14

Proposed Land Use

Buildout- 2024

Palm Beach County TPS- See distribution map and site generated trip summary.



10.512 Clematis Street- 512 Clematis Street, WPB, FL.



TPS Projects Info

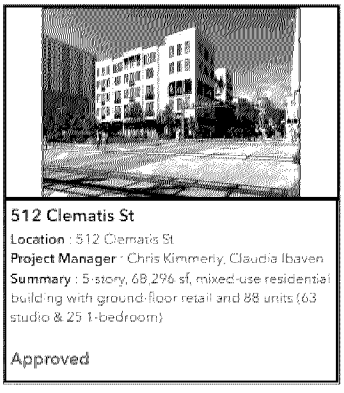
Distance: 0 ft / 0 miles

Project ID: 11542
PBC ID: 220318
Project: 512 Clematis
Buildout Year: 2026
Date Approved: 04/06/2022
Percent Complete: 0%
Local Government: West Palm Beach
Alternate Name: New Alternate Name goes here
Buildout Year: 2026
Daily Trips: 623
Total AM: 32
AM Entering: 9
AM Exiting: 23
Total PM: 50
PM Entering: 29
PM Exiting: 21

Lat/Lon: 26.71318, -80.05586

Description	LU Code	Intensity	Units
Apartment	220	80	DU

Click Links below for more Info
Aerials2023
Parcels
TPS Intersections
TPS Thoroughfares



512 Clematis St
Location : 512 Clematis St
Project Manager : Chris Kimmerly, Claudia Ibaven
Summary : 5-story, 68,296 sf, mixed-use residential building with ground-floor retail and 88 units (63 studio & 25 1-bedroom)

Approved

Proposed Land Use

- **5 story, 68,296 s.f. mixed use**
- **Residential- 88 units (63 studio, 25 1 BR)**
- **Retail-**

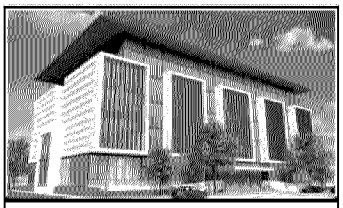
Buildout- 2026

Palm Beach County TPS- See distribution map and site generated trip summary.



11. PBAU Business School- 1199 S. Olive Avenue, WPB, FL.





PBAU Business School
Location : 1199 S. Olive Avenue
Project Manager : Linda Louie
Summary : Construction of a 6 story 125,915 sf business school

Approved

16

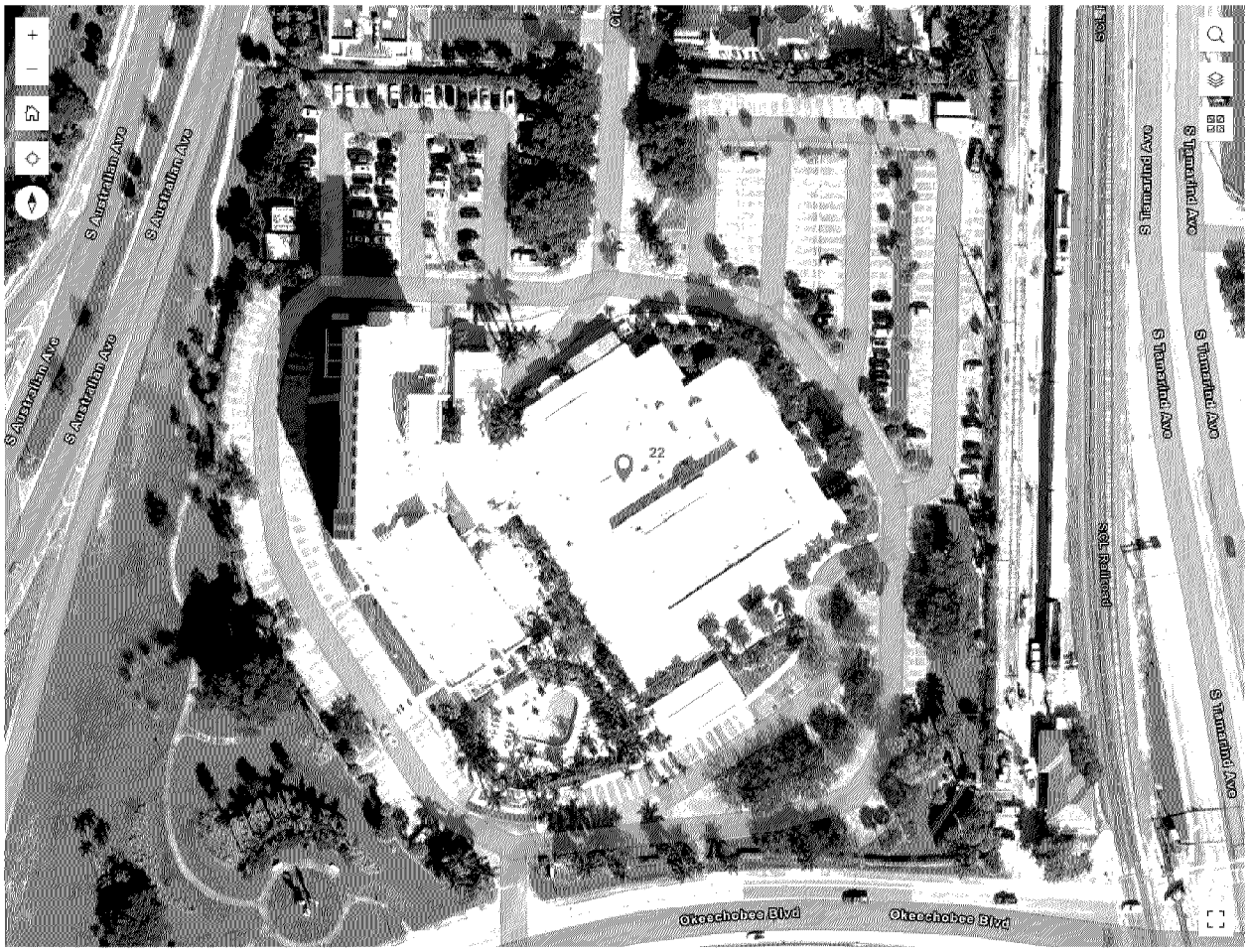
Proposed Land Use

- **6 story, 125,915 s.f. business school**

Buildout-

Palm Beach County TPS- Not entered in database.

12.1001 Okeechobee Blvd- 1001 Okeechobee Blvd., WPB, FL.

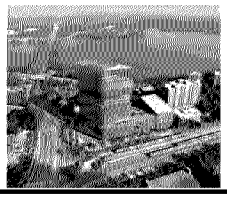


TPS Projects Info

Distance: 0 ft / 0 miles
Project ID: 11516
PBC ID: 211202
Project: 1001 Tower
Buildout Year: 2026
Date Approved: 01/12/2022
Percent Complete: 35%
Local Government: West Palm Beach
Alternate Name: New Alternate Name goes here
Buildout Year: 2026
Daily Trips: 3703
Total AM: 320
AM Entering: 276
AM Exiting: 44
Total PM: 399
PM Entering: 81
PM Exiting: 318
Project ID: 11516
PBC ID: 211202
Project: 1001 Tower
Buildout Year: 2026

Click Links below for more Info

Aerials2023
Parcels
TPS Intersections
TPS Thoroughfares



1001 Okeechobee Blvd

Location : 1001 Okeechobee Blvd
Project Manager : Ana Maria Aponte Chris Kimmerly, Claudia Ibaven
Summary : 23-story, 685,970 gross sf, 305,863 sf office, 1,054 parking spaces

Approved

Buildout- 2026

Proposed Land Use

- **23 story, 685,970 gross s.f. with 1,054 parking space garage**
- **Office- 305,863 s.f. of office space**

Palm Beach County TPS- See distribution map and site generated trip summary.



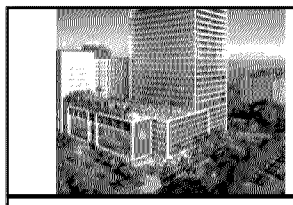
13.320 Lakeview- 320 Lakeview, WPB, FL.



TPS Projects Info

Distance: 0 ft / 0 miles
Project ID: 11526
PBC ID: 220512
Project: Lakeview Highrise
Buildout Year: 2027
Date Approved: 08/26/2022
Percent Complete: 0%
Local Government: West Palm Beach
Alternate Name: New Alternate Name goes here
Buildout Year: 2027
Daily Trips: 836
Total AM: 66
AM Entering: 27
AM Exiting: 39
Total PM: 13
PM Entering: 11
PM Exiting: 3
Project ID: 11526
PBC ID: 220512
Project: Lakeview Highrise
Buildout Year: 2027

Click Links below for more Info
Aerials2023
Parcels
TPS Intersections
TPS Thoroughfares



320 Lakeview
Location : 320 Lakeview Ave
Project Manager : Linda Louie
Summary : 25 story mixed use building, consisting of 4679 sq. ft. of ground level commercial, 210 multifamily units and a 110-room hotel.

Approved

Proposed Land Use

- **25 story mixed use building**
- **Residential- 210 multifamily units**
- **Hotel- 110 rooms**
- **Retail- 4,679 s.f.**

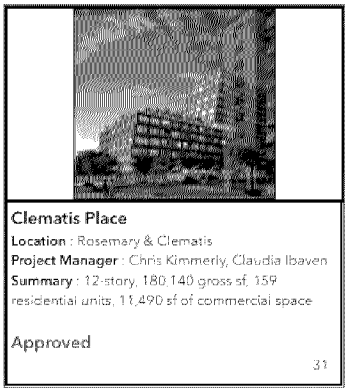
Buildout- 2027

Palm Beach County TPS- See distribution map and site generated trip summary.



14.Clematis Place- Rosemary and Clematis, WPB, FL.





Proposed Land Use

- **12 story mixed use building- 180,140 gross s.f.**
- **Residential- 159 multifamily units**
- **Retail- 11,490 s.f.**

Buildout

Palm Beach County TPS- Not entered in database.

15. Banyan View- 2101 Presidential Way, WPB, FL.



TPS Projects Info

Distance: 0 ft / 0 miles

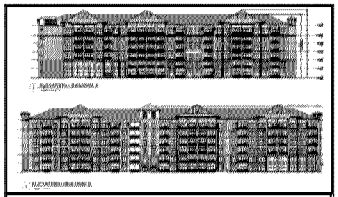
Project ID: 7601
PBC ID: 200503
Project: Presidential Towers
Buildout Year: 2025
Date Approved: 06/08/0220
Percent Complete: 0%
Local Government: West Palm Beach
Alternate Name: New Alternate Name goes here
Buildout Year: 2025
Daily Trips: 1379
Total AM: 89
AM Entering: 15
AM Exiting: 74
Total PM: 105
PM Entering: 70
PM Exiting: 35

Lat/Lon: 26.73314, -80.08475

Description	LU Code	Intensity	Units
Condo/TH (Fee Simple)	230	197	DU

Click Links below for more Info

Aerials2020
Parcels
TPS Intersections
TPS Thoroughfares



Banyan View
Location : 2101 Presidential Way
Project Manager :
Summary :

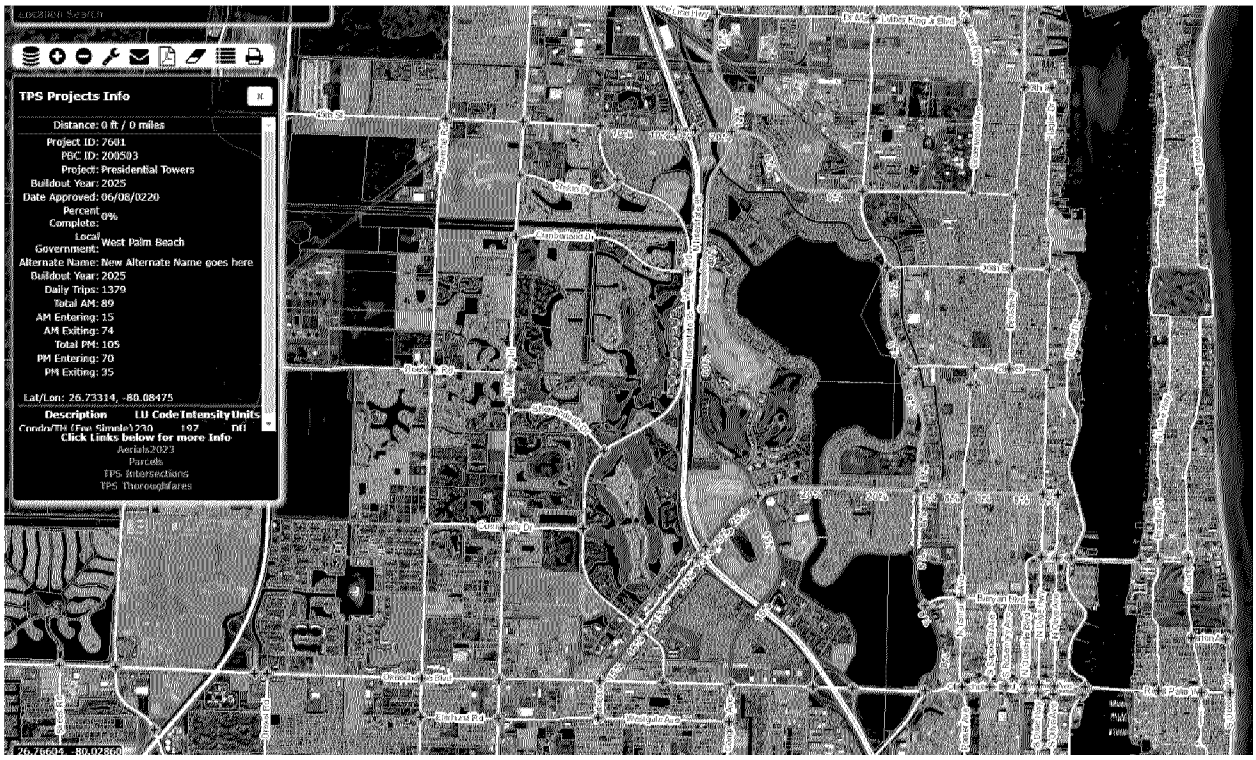
Approved

36

Proposed Land Use

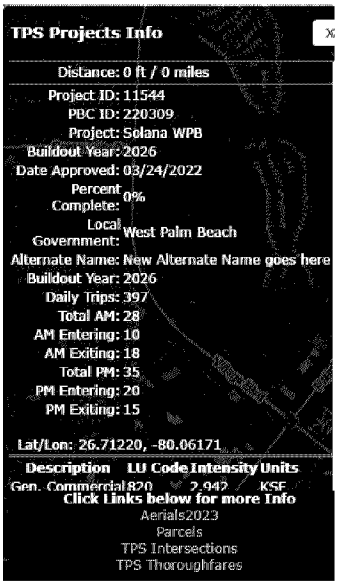
Buildout- 2025

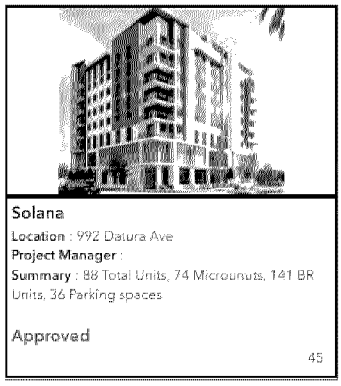
Palm Beach County TPS- See distribution map and site generated trip summary.



16.Solana- 992 Datura Avenue, WPB, FL.







Proposed Land Use

- **Residential- 88 multifamily units (74 microunits)**
- **36 parking spaces**

Buildout

Palm Beach County TPS- See distribution map and site generated trip summary.



17.8111 South Dixie Highway- 8111 South Dixie Highway, WPB, FL.

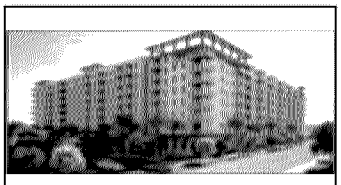


TPS Projects Info

Distance: 0 ft / 0 miles
Project ID: 11594
PBC ID: 240304
Project: 8111 S. Dixie Highway
Buildout Year: 2027
Date Approved: 03/18/2024
Percent Complete: 0%
Local Government: West Palm Beach
Alternate Name: NA
Buildout Year: 2027
Daily Trips: 2355
Total AM: 156
AM Entering: 45
AM Exiting: 111
Total PM: 210
PM Entering: 120
PM Exiting: 90
Lat/Lon: 26.64559, -80.05708

Description	LU Code	Intensity	Units
Gen. Commercial	820	4	KSF

Click Links below for more Info
Aerials2023
Parcels
TPS Intersections
TPS Thoroughfares



8111 South Dixie Hwy
Location : 8111 S Dixie Hwy
Project Manager : Jermaine Swaby
Summary : Residential Units: 358 Units, Retail: 8,897 SF, Restaurant: 8,000 SF

Approved

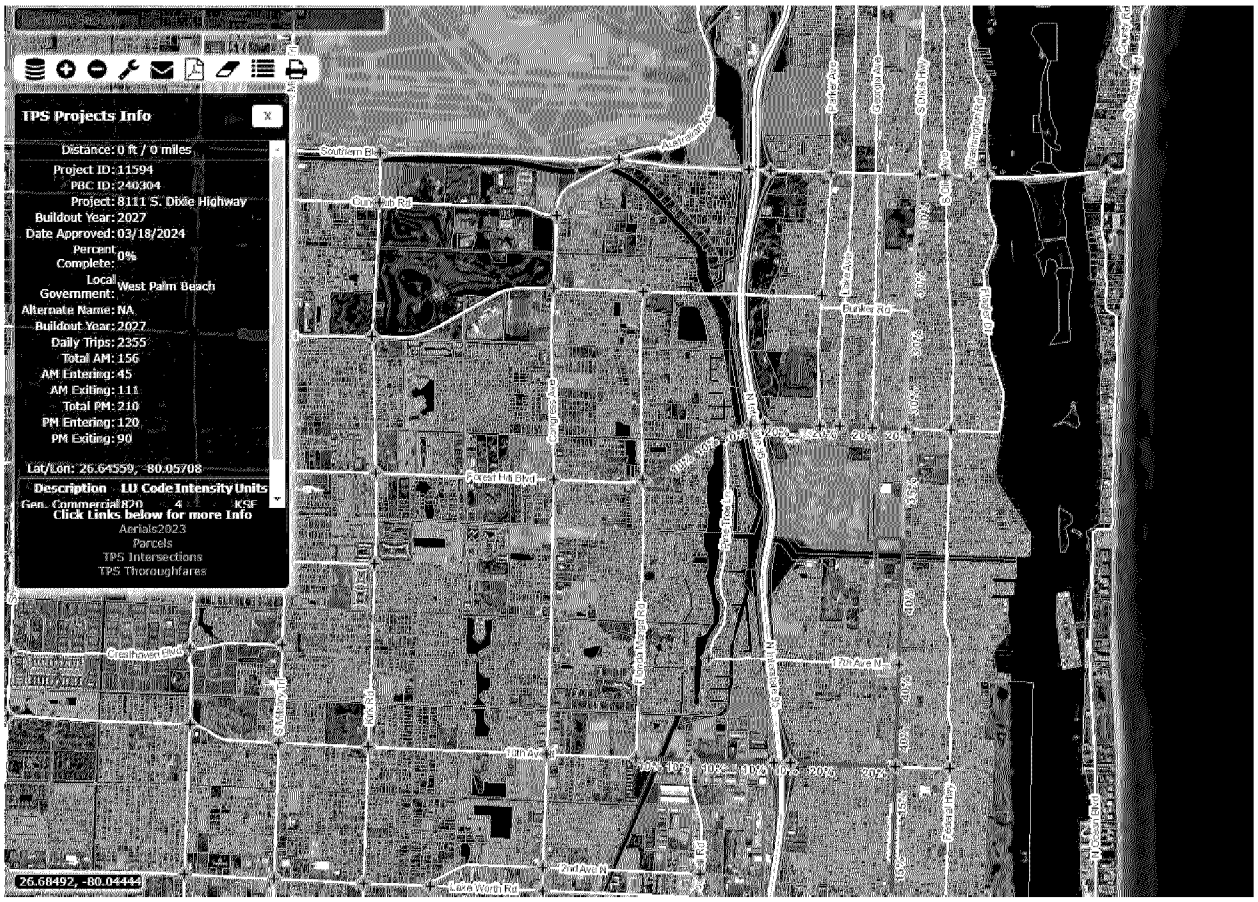
51

Buildout- 2027

Proposed Land Use

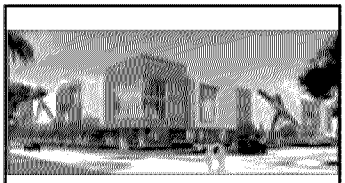
- **12 story mixed use building- 180,140 gross s.f.**
- **Residential- 159 multifamily units**
- **Retail- 11,490 s.f.**

Palm Beach County TPS- See distribution map and site generated trip summary.


TPS Projects Info
Distance: 0 ft / 0 miles
Project ID: 11594
PBC ID: 240304
Project: 8111 S. Dixie Highway
Buildout Year: 2027
Date Approved: 03/18/2024
Percent Complete: 0%
Local Government: West Palm Beach
Alternate Name: NA
Buildout Year: 2027
Daily Trips: 2355
Total AM: 156
AM Entering: 45
AM Exiting: 111
Total PM: 210
PM Entering: 120
PM Exiting: 90
Lat/Lon: 26.64559, -80.05708
Description LU Code Intensity Units
Gen. Commercial 820 4 KSF
Click Links below for more Info
Aerials2023
Parcels
TPS Intersections
TPS Thoroughfares
26.68492, -80.04444
Southern Blvd
Forest Hill Blvd
Parker Ave
Dixie Hwy
Australian Ave
Palm Beach Lakes Blvd
Okeechobee Blvd
Summit Blvd
Georgia Ave
Broadway
Flagler Dr
Parker Rd
Military Trail
Congress Ave
Haverhill Rd
Florida Mango Rd
Australian Ave N
Dixie Hwy
Greenwood Ave
Tamarind Ave
Parker Ave
Dixie Hwy
Australian Ave N

18.Kirksey Commons- 1501 N. Dixie Highway, WPB, FL.





Kirksey Commons
Location : 1501 N Dixie Hwy
Project Manager : Kevie DeFranc
Summary : Office: 900 SF, Retail: 9,400 SF, Other: 84,000 SF (Warehousing), 900 SF (Utilities), Parking: 57 Spaces

Approved

Proposed Land Use

- **Office- 900 s.f.**
- **Retail- 9,400 s.f.**
- **Warehouse- 84,000 s.f.**
- **Utilities- 900 s.f.**
- **57 parking spaces**

Buildout

Palm Beach County TPS- Not entered in database.

19.Soleste Palm Station- 410 N. Rosemary, WPB, FL.



TPS Projects Info

Distance: 0 ft / 0 miles
Project ID: 11534
PBC ID: 230301
Project: Soleste Palm Station
Buildout Year: 2027
Date Approved: 08/05/2022
Percent Complete: 0%
Local Government: West Palm Beach
Alternate Name: New Alternate Name goes here
Buildout Year: 2027
Daily Trips: 1746
Total AM: 116
AM Entering: 30
AM Exiting: 86
Total PM: 141
PM Entering: 86
PM Exiting: 55
Lat/Lon: 26.71721, -80.05634

Description	LU Code	Intensity	Units
Apartment	220	321	DU

Click Links below for more Info
Aerials2023
Parcels
TPS Intersections
TPS Thoroughfares



Soleste Palm Station
Location : 410 N Rosemary
Project Manager : Chris Kimmerly
Summary : Residential: 321 Units, Parking: 450 Spaces

Approved

Buildout- 2027

Proposed Land Use

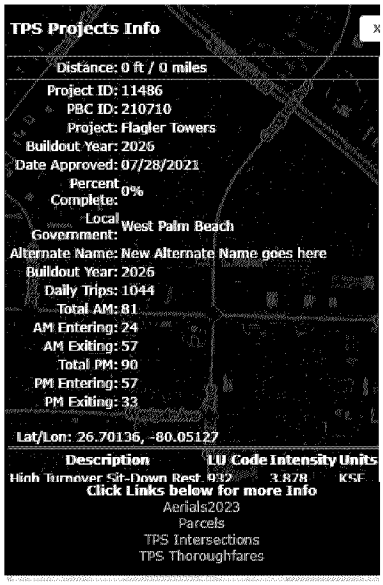
- **Residential- 321 multifamily units; 450 parking spaces**

Palm Beach County TPS- See distribution map and site generated trip summary.



20.South Flagler House (Flagler Towers)- 1315 S. Flagler Drive, WPB, FL.







Proposed Land Use

- **Residential- 109 multifamily units**
- **Restaurant- 3,878 s.f.**

Buildout- 2026

Palm Beach County TPS- See distribution map and site generated trip summary.



21.The Contemporary- 1545 Centrepark Dr North, WPB, FL.



TPS Projects Info

Distance: 0 ft / 0 miles
Project ID: 10582
PBC ID: 201102
Project: CentrePark DRI
Buildout Year: 2024
Date Approved: 11/10/2020
Percent Complete: 50%
Local Government: West Palm Beach
Alternate Name: NA
Buildout Year: 2024
Daily Trips: 16077
Total AM: 1341
AM Entering: 801
AM Exiting: 540
Total PM: 1746
PM Entering: 712
PM Exiting: 1034
Project ID: 10582
PBC ID: 201102
Project: CentrePark DRI
Buildout Year: 2024
Click Links below for more Info
Aerials2023
Parcels
TPS Intersections
TPS Thoroughfares



The Contemporary
Location : 1545 Centrepark Dr N
Project Manager : Kevie DeFranc
Summary : Office: 149,524 SF, Other: 6,241 SF amenity, Parking: 446 Spaces

Approved

64

Buildout- 2024

Proposed Land Use

- **Office- 149,524 s.f. with 6,241 s.f. amenity**
- **446 parking spaces**

Palm Beach County TPS- See distribution map and site generated trip summary.



22.The Spruce- 2501 Spruce Avenue, WPB, FL.





The Spruce
Location : 2501 Spruce Ave
Project Manager : Kevie DeFranc
Summary : Residential: 200 Units, Jr. 1BR-80, 1 BR-47; 2BR-68; 3BR-5, Retail: 2,359 SF, Parking: 285 Spaces

Approved

Proposed Land Use

- **Residential- 200 multifamily units (Jr. 1BR-80 units; 1 BR-47 units; 2BR-68 units; 3BR-5 units)**
- **Retail- 2,359 s.f.**
- **285 parking spaces**

Palm Beach County TPS- Not entered in database.

23.Viana Hotel and Spa- 609 Evernia, WPB, FL.



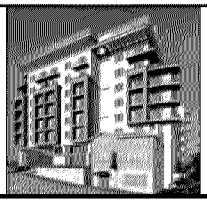
TPS Projects Info

Distance: 0 ft / 0 miles

Project ID: 11533
PBC ID: 230306
Project: Viana Hotel
Buildout Year: 2027
Date Approved: 04/08/2023
Percent Complete: 0%
Local Government: West Palm Beach
Alternate Name: New Alternate Name goes here
Buildout Year: 2027
Daily Trips: 768
Total AM: 44
AM Entering: 24
AM Exiting: 20
Total PM: 58
PM Entering: 30
PM Exiting: 28
Project ID: 11533
PBC ID: 230306
Project: Viana Hotel
Buildout Year: 2027

Click Links below for more Info

Aerials2023
Parcels
TPS Intersections
TPS Thoroughfares



Viana Hotel & Spa
Location : 609 Evernia
Project Manager : Claudia Ibaven
Summary : Retail: 8,514 SF (Restaurant), Hotel: 142 Hotel Units, Parking: 52 Spaces

Approved

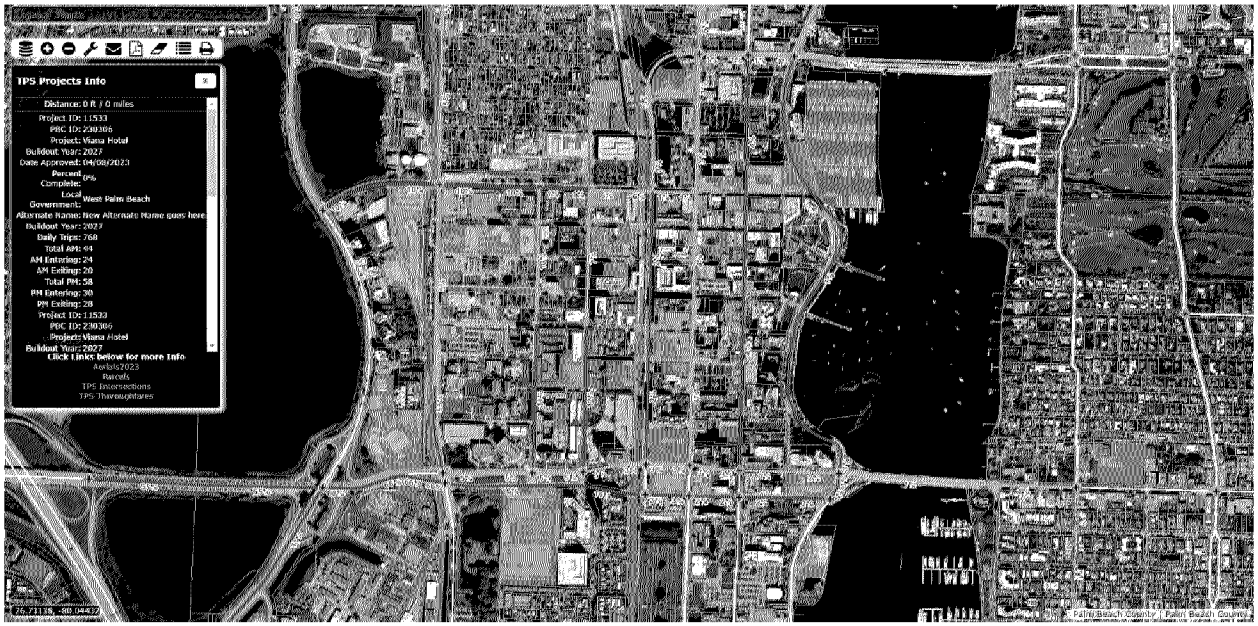
70

Buildout- 2027

Proposed Land Use

- **Hotel- 142 hotel units**
- **Retail- 8,514 s.f. restaurant**
- **52 parking spaces**

Palm Beach County TPS- See distribution map and site generated trip summary.



24.Mercer Park II- 1215 Alpha Street, WPB, FL.



TPS Projects Info

Distance: 0 ft / 0 miles
Project ID: 11573
PBC ID: 230706
Project: Mercer Park II
Buildout Year: 2027
Date Approved: 07/28/2023
Percent Complete: 0%
Local Government: West Palm Beach
Alternate Name: New Alternate Name goes her
Buildout Year: 2027
Daily Trips: 952
Total AM: 81
AM Entering: 21
AM Exiting: 60
Total PM: 82
PM Entering: 49
PM Exiting: 33
Lat/Lon: 26.69853, -80.06660

Description	LU Code	Intensity	Units
Anartment	220	248	DU

Click Links below for more Info
Aerials2023
Parcels
TPS Intersections
TPS Thoroughfares



Mercer Park II
Location : 1215 Alpha Street
Project Manager : Valentina Broglia
Summary : Residential: Multifamily, 245 Units

Approved

71

Buildout- 2027

Proposed Land Use

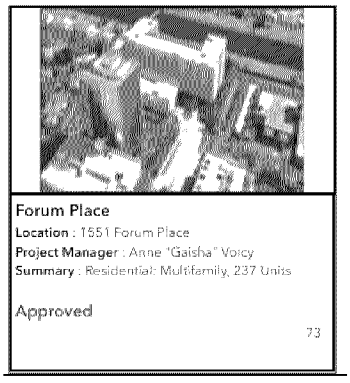
- **Hotel- 142 hotel units**
- **Retail- 8,514 s.f. restaurant**
- **52 parking spaces**

Palm Beach County TPS- See distribution map and site generated trip summary.



25.Forum Place- 1551 Forum Place, WPB, FL.





Proposed Land Use

- **Residential- 237 multifamily units**

Buildout

Palm Beach County TPS- Not entered in database.

WEST PALM BEACH PROJECTS
Under Construction (04/19/24)

NUMBER	CITY OF WEST PALM BEACH DEVELOPMENT PROJECTS- CONSTRUCTION	BUILDOUT YEAR	DAILY TRIPS	AM PEAK HOUR TRIPS	PM PEAK HOUR TRIPS	AM PEAK HOUR ENTERING TRIPS	AM PEAK HOUR EXITING TRIPS	PM PEAK HOUR ENTERING TRIPS	PM PEAK HOUR EXITING TRIPS	SOUTHERN BLVD TRIP ASSIGNMENT		ROYAL PALM WAY TRIP ASSIGNMENT		ROYAL POINCIANA WAY TRIP ASSIGNMENT		TOPS AM PEAK HOUR ENTERING TRIPS			TOPS AM PEAK HOUR EXITING TRIPS			TOPS PM PEAK HOUR ENTERING TRIPS			TOPS PM PEAK HOUR EXITING TRIPS		
																SB	RPW	RPCW	SB	RPW	RPCW	SB	RPW	RPCW	SB	RPW	RPCW
1	Shops at the Press- 2751 S. Dixie Highway, WPB, FL.	2021	8480	434	814	325	109	329	485	4%	4%	5%	5%	1%	1%	13	17	4	5	6	2	14	17	4	20	25	5
2	West Palm Point- 801 S. Dixie Highway, WPB, FL.	2024	3592	269	300	232	37	52	248	1%	1%	10%	10%	5%	5%	3	24	12	1	4	2	1	6	3	3	25	13
3	One Flagler- 134/180 Lakeview Ave., WPB, FL.	2022	2259	229	254	197	32	39	215	0%	0%	2%	2%	2%	2%	0	4	4	0	1	1	0	1	1	0	5	5
4	Banyan Tower (Edge 2)- 350 S. Australian Avenue, WPB, FL.	2024	2446	148	193	40	108	113	80	0%	0%	3%	3%	5%	5%	0	2	2	0	4	6	0	4	6	0	3	4
5	300 Banyan & 391 Clematis, WPB, FL.	2026	939	76	102	66	10	23	79	1%	1%	5%	5%	5%	5%	1	4	4	1	1	1	1	2	2	1	4	4
6	303 Banyan (Anya)- 303 Banyan Avenue, WPB, FL.	2024	1118	67	89	18	50	54	35	1%	1%	5%	5%	5%	5%	1	1	1	1	3	3	1	3	3	1	2	2
7	Cielo/Tortoise One- 370/375 Eucalyptus Street, WPB, FL.	2025	201	21	18	6	15	12	6	0%	0%	1%	1%	2%	2%	0	1	1	0	1	1	0	1	1	0	1	1
8	One West Palm- 550 Quadrille Boulevard, WPB, FL.	2022	4321	356	386	231	125	145	241	1%	1%	5%	5%	2%	2%	3	12	5	2	7	3	2	8	3	3	13	5
9	Hibiscus Tower- 575 Rosemary Avenue, WPB, FL.	Unknown	3448	266	376	191	195	178	198	0%	0%	2%	2%	2%	2%	0	3	3	0	3	3	0	4	4	0	4	4
10	TRG/ICON Marina/40th Street	2020	10770	487	734	168	319	418	316	0%	0%	1%	1%	2%	2%	0	2	4	0	4	7	0	5	9	0	4	7
11	Forte- 1309 S. Flagler Drive, WPB, FL.	2023	294	26	30	4	22	20	10	1%	1%	2%	2%	0%	0%	1	1	0	1	1	0	1	1	0	1	1	0
12	Clara- 1919 N. Flagler Drive, WPB, FL.	Unknown	4000	203	374	79	124	205	169	0%	0%	1%	1%	2%	2%	0	1	2	0	2	3	0	3	5	0	2	4
13	Square 1- 550 S. Rosemary Avenue, WPB, FL.	Unknown	4886	608	576	535	73	98	478	0%	0%	5%	5%	2%	2%	0	27	11	0	4	2	0	5	2	0	24	10
14	La Clara- 1515 S. Flagler Drive, WPB, FL.	2018	581	44	51	9	35	33	18	1%	1%	2%	2%	1%	1%	1	1	1	1	1	1	1	1	1	1	1	1
15	Banyan Cay- Presidential Way, WPB, FL.	2022	4613	312	386	117	196	229	158	0%	0%	2%	2%	2%	2%	0	3	3	0	4	4	0	5	5	0	5	5
			51398	3546	4683	2158	1390	1948	2736							23	103	57	12	12	39	21	66	49	30	119	76

City of West Palm Beach Development Projects (Under Construction)

1. Shops at the Press- 2751 S. Dixie Highway, WPB, FL.



TPS Projects Info

Distance: 0 ft / 0 miles
Project ID: 11329
PBC ID: 191103
Project: Shops at the Press
Buildout Year: 2021
Date Approved: 01/21/2020
Percent Complete: 100%
Local Government: West Palm Beach
Alternate Name: New Alternate Name goes here
Buildout Year: 2021
Daily Trips: 8480
Total AM: 434
AM Entering: 325
AM Exiting: 109
Total PM: 814
PM Entering: 329
PM Exiting: 485
Project ID: 11329
PBC ID: 191103
Project: Shops at the Press
Buildout Year: 2021
Click Links below for more Info
Aerials2023
Parcels
TPS Intersections
TPS Thoroughfares



Shops at The Press
Location : 2751 S Dixie Hwy
Project Manager :
Summary : Office: 177100 Sf, Retail: 40711 Sf, Restaurant 4107 Sf, Warehouse: 9376 Sf

Under Construction

Buildout- 2021

Proposed Land Use

- **Office- 177,100 s.f.**
- **Retail- 40,711 s.f.**
- **Restaurant- 4,107 s.f.**
- **Warehouse- 9,376 s.f.**

Palm Beach County TPS- See distribution map and site generated trip summary.



2. West Palm Point- 801 S. Dixie Highway, WPB, FL.



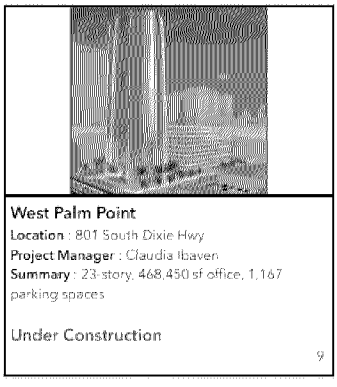
TPS Projects Info

Distance: 0 ft / 0 miles
Project ID: 11256
PBC ID: 190102
Project: West Palm Point/Tent Site
Buildout Year: 2024
Date Approved: 12/29/2020
Percent Complete: 0%
Local Government: West Palm Beach
Alternate Name: New Alternate Name goes here
Buildout Year: 2024
Daily Trips: 3592
Total AM: 269
AM Entering: 232
AM Exiting: 37
Total PM: 300
PM Entering: 52
PM Exiting: 248

Lat/Lon: 26.70599, -80.05437

Description	LU Code	Intensity	Units
Gen. Commercial	820	18.818	KSF

Click Links below for more Info
Aerials2023
Parcels
TPS Intersections
TPS Thoroughfares



West Palm Point
Location : 801 South Dixie Hwy
Project Manager : Claudia Ibaven
Summary : 23 story, 468,450 sf office, 1,167 parking spaces

Under Construction

Proposed Land Use
- **23 story mixed use building with 1,167 parking spaces**
- **Office- 468,450 s.f.**

Buildout- 2024

Palm Beach County TPS- See distribution map and site generated trip summary.



3. One Flagler- 134/180 Lakeview Ave., WPB, FL.



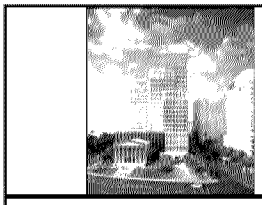
TPS Projects Info

Distance: 0 ft / 0 miles
Project ID: 11253
PBC ID: 170415
Project: Christian Science Church Site
Buildout Year: 2022
Date Approved: 12/16/2019
Percent Complete: 6%
Local Government: West Palm Beach
Alternate Name: New Alternate Name goes here
Buildout Year: 2022
Daily Trips: 2259
Total AM: 229
AM Entering: 197
AM Exiting: 32
Total PM: 254
PM Entering: 39
PM Exiting: 215

Lat/Lon: 26.70577, -80.04978

Description	LU Code	Intensity	Units
General Office	710	278.367	KSF

Click Links below for more Info
Aerials2023
Parcels
TPS Intersections
TPS Thoroughfares



One Flagler
Location : 134 or 180 Lakeview Ave
Project Manager : Chris Kimmerly Claudia Ibaven
Summary : 25-story, 276,245 sf office, 6,274 restaurant, 16,368 sf First Church of Christ Scientist, 239 parking spaces

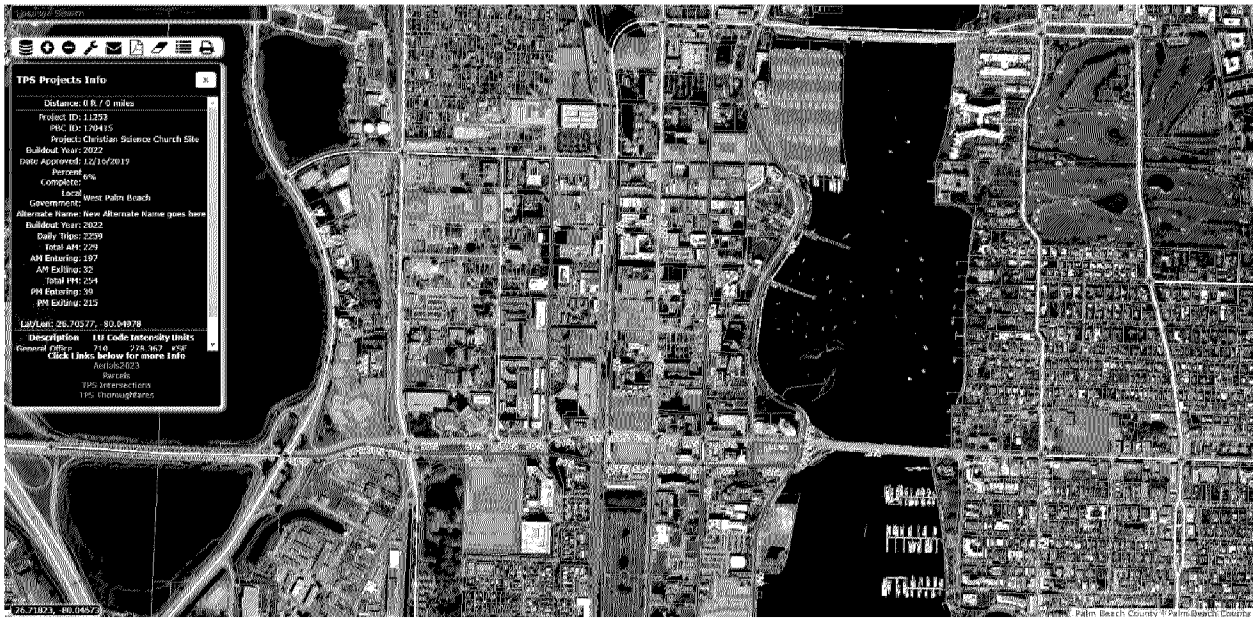
Under Construction

Buildout- 2022

Proposed Land Use

- **25 story mixed use building with 239 parking spaces**
- **Office- 276,245 s.f.**
- **Restaurant- 6,274 s.f.**
- **Church- 16,368 s.f.**

Palm Beach County TPS- See distribution map and site generated trip summary.



4. Banyan Tower (Edge 2)- 350 S. Australian Avenue, WPB, FL.



TPS Projects Info

Distance: 0 ft / 0 miles
Project ID: 11436
PBC ID: 200802
Project: The Edge 2
Buildout Year: 2024
Date Approved: 12/16/2020
Percent Complete: 0%
Local Government: West Palm Beach
Alternate Name: 350 Tower
Buildout Year: 2024
Daily Trips: 2446
Total AM: 148
AM Entering: 40
AM Exiting: 108
Total PM: 193
PM Entering: 113
PM Exiting: 80

Lat/Lon: 26.71223, -80.06350

Description	LU Code	Intensity	Units
Gen. Commercial	820	7.056	KSF

Click Links below for more Info
Aerials2023
Parcels
TPS Intersections
TPS Thoroughfares



Banyan Tower (350 S Australian) - Edge 2
Location : 350 S Australian Ave
Project Manager : Chris Kimmerly, Claudia Ibaven
Summary : 22-story multi-family residential, 395,470 sf gross, 456-units (158 micro, 298 regular, 3 live/work) with 9,935 sf of ground floor commercial

Buildout- 2024

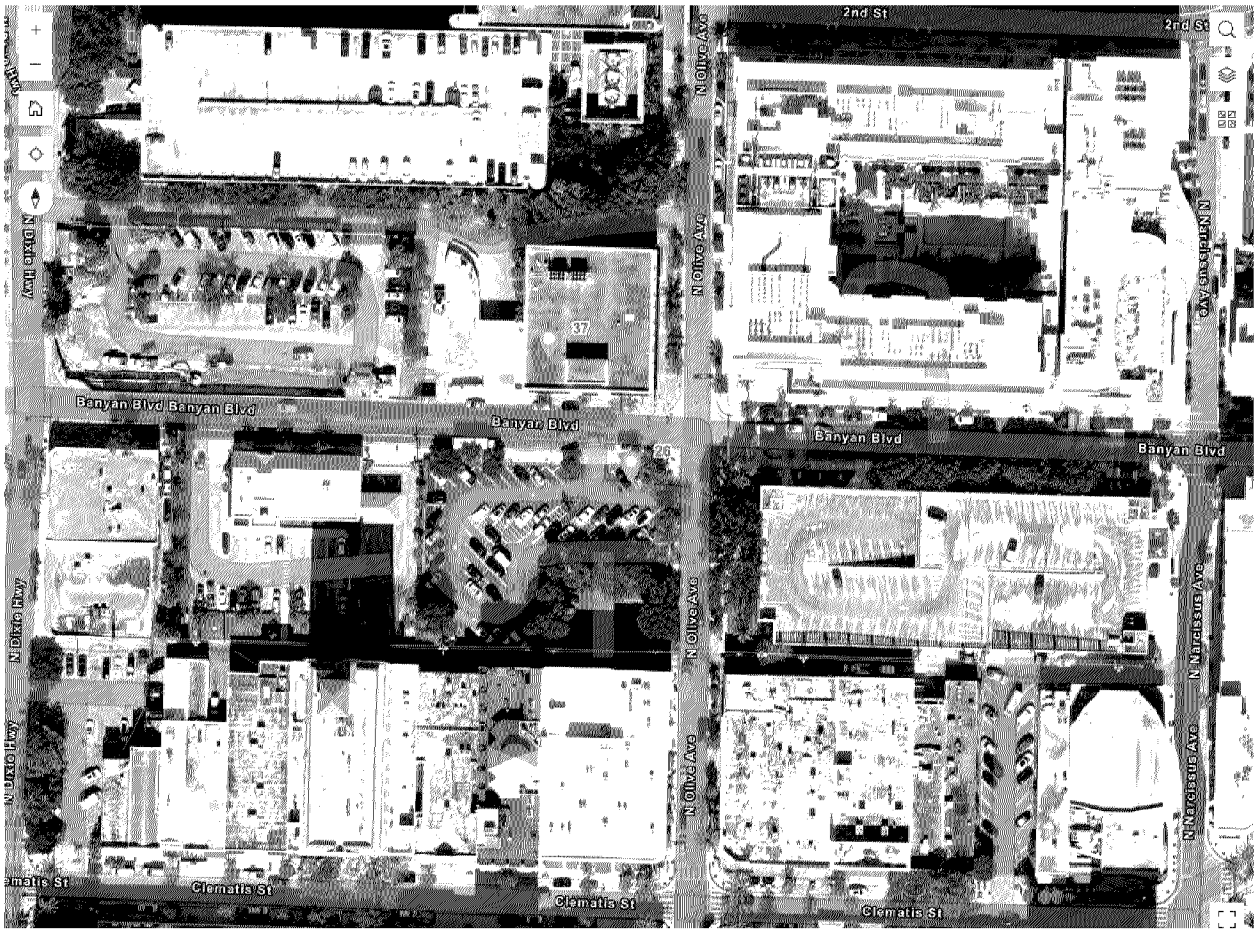
Proposed Land Use

- **22 story 395,470 gross s.f. mixed use building**
- **Residential- 456 residential units (158 micro, 298 regular, 3 live/work)**
- **Retail- 9,935 s.f. ground floor**

Palm Beach County TPS- See distribution map and site generated trip summary.



5. 300 Banyan & 391 Clematis, WPB, FL.



TPS Projects Info

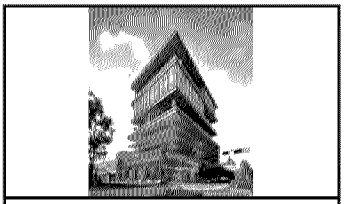
Distance: 0 ft / 0 miles

Project ID: 11541
PBC ID: 210706
Project: 300 Banyan Boulevard
Buildout Year: 2026
Date Approved: 08/10/2021
Percent Complete: 20%
Local Government: West Palm Beach
Alternate Name: New Alternate Name goes here
Buildout Year: 2026
Daily Trips: 939
Total AM: 76
AM Entering: 66
AM Exiting: 10
Total PM: 102
PM Entering: 23
PM Exiting: 79

Lat/Lon: 26.71378, -80.05202

Description	LU Code	Intensity	Units
Quality Restaurant	931	3.277	KSF

Click Links below for more Info
Aerials2023
Parcels
TPS Intersections
TPS Thoroughfares



300 Banyan & 301 Clematis St
Location : 300 Banyan / 301 Clematis St
Project Manager : Chris Kimmerly, Claudia Ibaven
Summary : 12-story, 97,906 sf office 272 space parking garage renovation of 41,779 sf 301 Clematis for office and commercial or F&B

Under Construction

Buildout- 2026

Proposed Land Use

- **12 story mixed use building with 272 parking space garage**
- **Office- 97,906 s.f. (Banyan)**
- **Office Renovation- 41,779 s.f. (Clematis)**

Palm Beach County TPS- See distribution map and site generated trip summary.



6. 303 Banyan (Anya)- 303 Banyan Avenue, WPB, FL.



TPS Projects Info

Distance: 0 ft / 0 miles

Project ID: 11527
PBC ID: 190805
Project: 303 Banyan Blvd
Buildout Year: 2024
Date Approved: 08/21/2019
Percent Complete: 100%
Local Government: West Palm Beach
Alternate Name: New Alternate Name goes here
Buildout Year: 2024
Daily Trips: 1118
Total AM: 67
AM Entering: 18
AM Exiting: 50
Total PM: 89
PM Entering: 54
PM Exiting: 35

Lat/Lon: 26.71453, -80.05214

Description	LU Code	Intensity	Units
General Office	710	34.005	KSF

Click Links below for more Info
Aerials2023
Parcels
TPS Intersections
TPS Thoroughfares



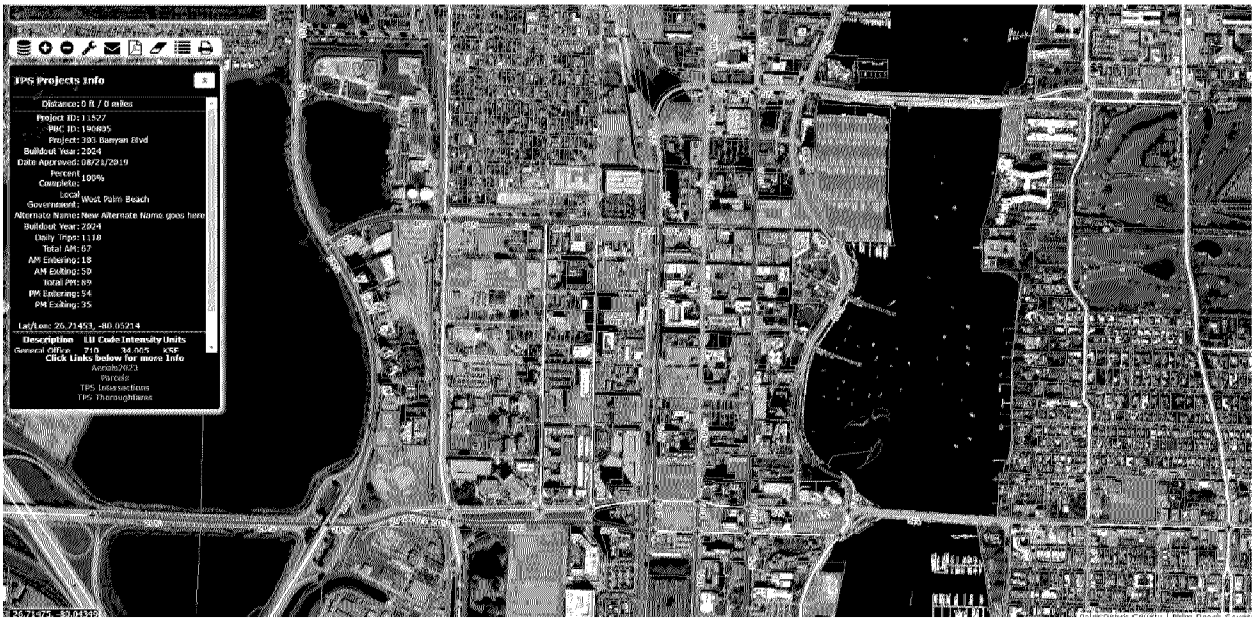
303 Banyan (Anya)
Location : 303 Banyan Ave
Project Manager : Chris Kimmerly, Claudia Ibaven
Summary : 15-story, 227,099 sf, 3,132 sf of retail, 223 residential units (214 regular units and 9 micro-units), and 324 parking spaces, a 9 space surface parking and the existing 44,296 sf office building

(existing)
Buildout- 2024

Proposed Land Use

- **15 story mixed use building; 227,099 gross s.f. with 324 parking space garage; 9 surface lot spaces**
- **Residential- 223 units (214 regular, 9 micro)**
- **Office- 44,296 s.f.**

Palm Beach County TPS- See distribution map and site generated trip summary.



7. Cielo/Tortoise One- 370/375 Eucalyptus Street, WPB, FL.



TPS Projects Info

Distance: 0 ft / 0 miles
Project ID: 11461
PBC ID: 210306
Project: Cielo
Buildout Year: 2025
Date Approved: 03/23/2021
Percent Complete: 0%
Local Government: West Palm Beach
Alternate Name: North Olive PLace
Buildout Year: 2025
Daily Trips: 201
Total AM: 21
AM Entering: 6
AM Exiting: 15
Total PM: 18
PM Entering: 12
PM Exiting: 6

Lat/Lon: 26.71965, -80.05303

Description	LU Code	Intensity	Units
Apartment	220	264	DU

Click Links below for more Info
Aerials2023
Parcels
TPS Intersections
TPS Thoroughfares



Cielo / Tortoise One
Location : 370 & 375 Eucalyptus St
Project Manager : Chris Kimmerly, Claudia Ibaven
Summary : 8-story 255,331 sf new building including 3,401 sf of retail, 264 residential units (256 regular units and 8 micro-units), and 371 parking spaces

Buildout- 2025

Proposed Land Use

- **8 story mixed use building; 255,331 gross s.f. with 371 parking spaces**
- **Residential- 264 units (256 regular, 8 micro)**
- **Retail- 3,401 s.f.**

Palm Beach County TPS- See distribution map and site generated trip summary.



8. One West Palm- 550 Quadrille Boulevard, WPB, FL.



TPS Projects Info

Distance: 0 ft / 0 miles
Project ID: 11525
PBC ID: 190111
Project: One West Palm
Buildout Year: 2022
Date Approved: 05/15/2019
Percent Complete: 0%
Local Government: West Palm Beach
Alternate Name: New Alternate Name goes here
Buildout Year: 2022
Daily Trips: 4321
Total AM: 356
AM Entering: 231
AM Exiting: 125
Total PM: 386
PM Entering: 145
PM Exiting: 241
Project ID: 11525
PBC ID: 190111
Project: One West Palm
Buildout Year: 2022
Click Links below for more Info
Aerials2023
Parcels
TPS Intersections
TPS Thoroughfares



One West Palm
Location : 550 Quadrille Blvd
Project Manager : Chris Kimmerly, Claudia Ibaven
Summary : 30-story, 1,504 sf daycare, a 200 room hotel including 44,849 sf of meeting space and a 6,863 sf restaurant, 204,067 sf of office, a 218 unit residential building, and 7,348 sf of retail, along with a 702 parking garage, resulting in a total

Proposed Land Use

- **30 story mixed use building; 824,645 gross s.f. with 702 parking space garage**
- **Residential- 218 units**
- **Retail- 7,438 s.f.**
- **Hotel- 200 rooms with 44,849 s.f. of meeting space**
- **Restaurant- 6,863 s.f.**
- **Office- 204,067 s.f.**

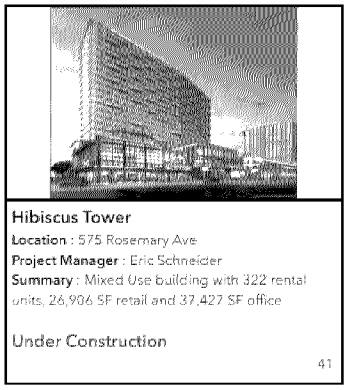
Buildout- 2022

Palm Beach County TPS- See distribution map and site generated trip summary.



9. Hibiscus Tower- 575 Rosemary Avenue, WPB, FL.





Hibiscus Tower
Location : 575 Rosemary Ave
Project Manager : Eric Schneider
Summary : Mixed Use building with 322 rental units, 26,906 SF retail and 37,427 SF office

Under Construction

41

Proposed Land Use

- **Residential- 322 units**
- **Retail- 26,906 s.f.**
- **Office- 37,427 s.f.**

Buildout-

Palm Beach County TPS- Not entered in database.

10.TRG/ICON Marina/40th Street

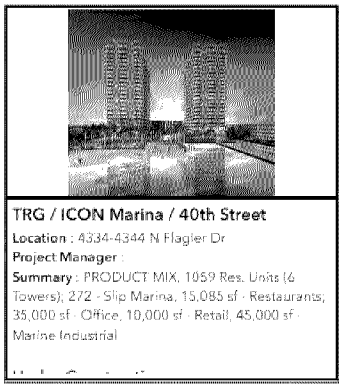


TPS Projects Info

Distance: 0 ft / 0 miles
Project ID: 6042
PBC ID: 050512
Project: TRG North Flagler
Buildout Year: 2020
Date Approved: 12/12/2013
Percent Complete: 100%
Local Government: West Palm Beach
Alternate Name: Rybovich Spencer Marina
Buildout Year: 2020
Daily Trips: 10770
Total AM: 487
AM Entering: 168
AM Exiting: 319
Total PM: 734
PM Entering: 418
PM Exiting: 316
Lat/Lon: 26.74982, -80.05104

Description	LU Code	Intensity	Units
General Office	710	35	KSF

Click Links below for more Info
Aerials2023
Parcels
TPS Intersections
TPS Thoroughfares



TRG / ICON Marina / 40th Street
Location : 4334-4344 N Flagler Dr
Project Manager :
Summary : PRODUCT MIX. 1059 Res. Units (6 Towers); 272 - Slip Marina. 15,085 sf - Restaurants; 35,000 sf - Office. 10,000 sf - Retail. 45,000 sf - Marine Industrial

Buildout- 2020

Proposed Land Use

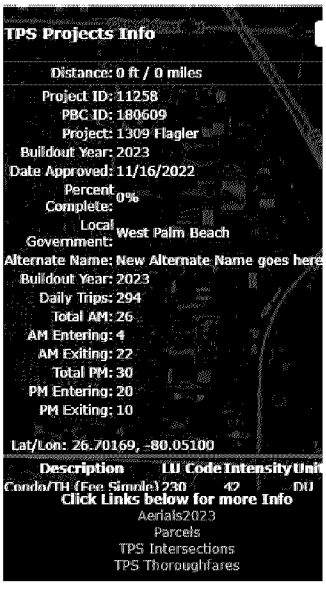
- **Residential- 1,059 units**
- **Retail- 45,000 s.f.**
- **Restaurant- 15,085 s.f.**
- **Office- 10,000 s.f.**
- **Marina- 272 Slip**

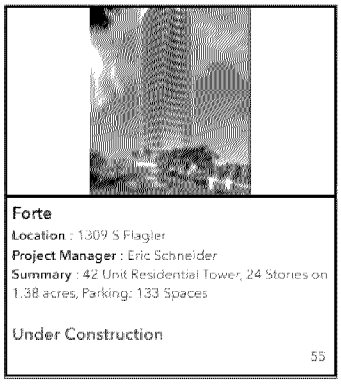
Palm Beach County TPS- See distribution map and site generated trip summary.



11.Forte- 1309 S. Flagler Drive, WPB, FL.







Buildout- 2023

Proposed Land Use

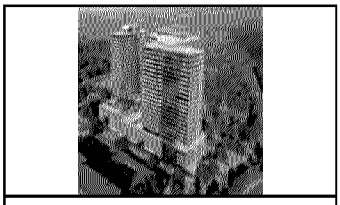
- **24 Story mixed use building w 133 parking spaces**
- **Residential- 42 units**

Palm Beach County TPS- See distribution map and site generated trip summary.



12. Olara- 1919 N. Flagler Drive, WPB, FL.





Olara
Location : 1919 N Flagler Dr
Project Manager : Linda Louie
Summary : 137,250 SF, 479 Multifamily Units, 33,465 Retail

Under Construction

58

Proposed Land Use

- **137,250 s.f. gross mixed use building**
- **Residential- 479 units**
- **Retail- 33,465 s.f.**

Buildout

Palm Beach County TPS- Not entered in database.

13.Square 1- 550 S. Rosemary Avenue, WPB, FL.





Square 1
Location : 550 S Rosemary Ave
Project Manager : Eric Schneider
Summary : EAST TOWER, Class A Office Building, 23 Stories, 337 Feet Tall; WEST TOWER, Class A Office Building, 21 Stories, 326.5 Feet Tall

Under Construction

Proposed Land Use

- **21-23 story Two Tower office buildings**

Buildout

Palm Beach County TPS- Not entered in database.

14.La Clara- 1515 S. Flagler Drive, WPB, FL.



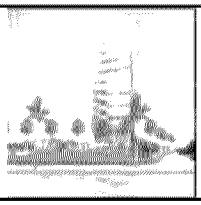
TPS Projects Info

Distance: 0 ft / 0 miles
Project ID: 10908
PBC ID: 130519
Project: 1515 South Flagler Drive
Buildout Year: 2018
Date Approved: 06/19/2013
Percent Complete: 100%
Local Government: West Palm Beach
Alternate Name: La Clara
Buildout Year: 2018
Daily Trips: 581
Total AM: 44
AM Entering: 9
AM Exiting: 35
Total PM: 51
PM Entering: 33
PM Exiting: 18

Lat/Lon: 26.69966, -80.05110

Description	LU Code	Intensity	Units
Apartment	220	83	DU

Click Links below for more Info
Aerials2023
Parcels
TPS Intersections
TPS Thoroughfares



La Clara
Location : 1515 S Flagler
Project Manager :
Summary : Residential: 84 Units, Parking: 183 Spaces

Under Construction

72

Proposed Land Use

- **Residential- 84 units**
- **183 parking spaces**

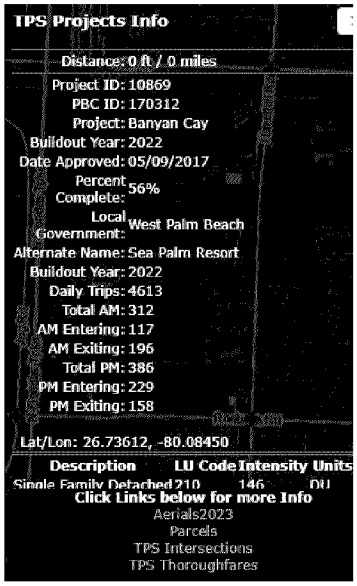
Buildout- 2018

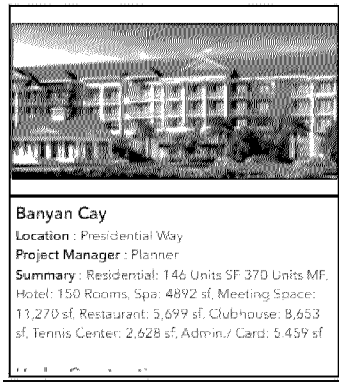
Palm Beach County TPS- See distribution map and site generated trip summary.



15. Banyan Cay- Presidential Way, WPB, FL.





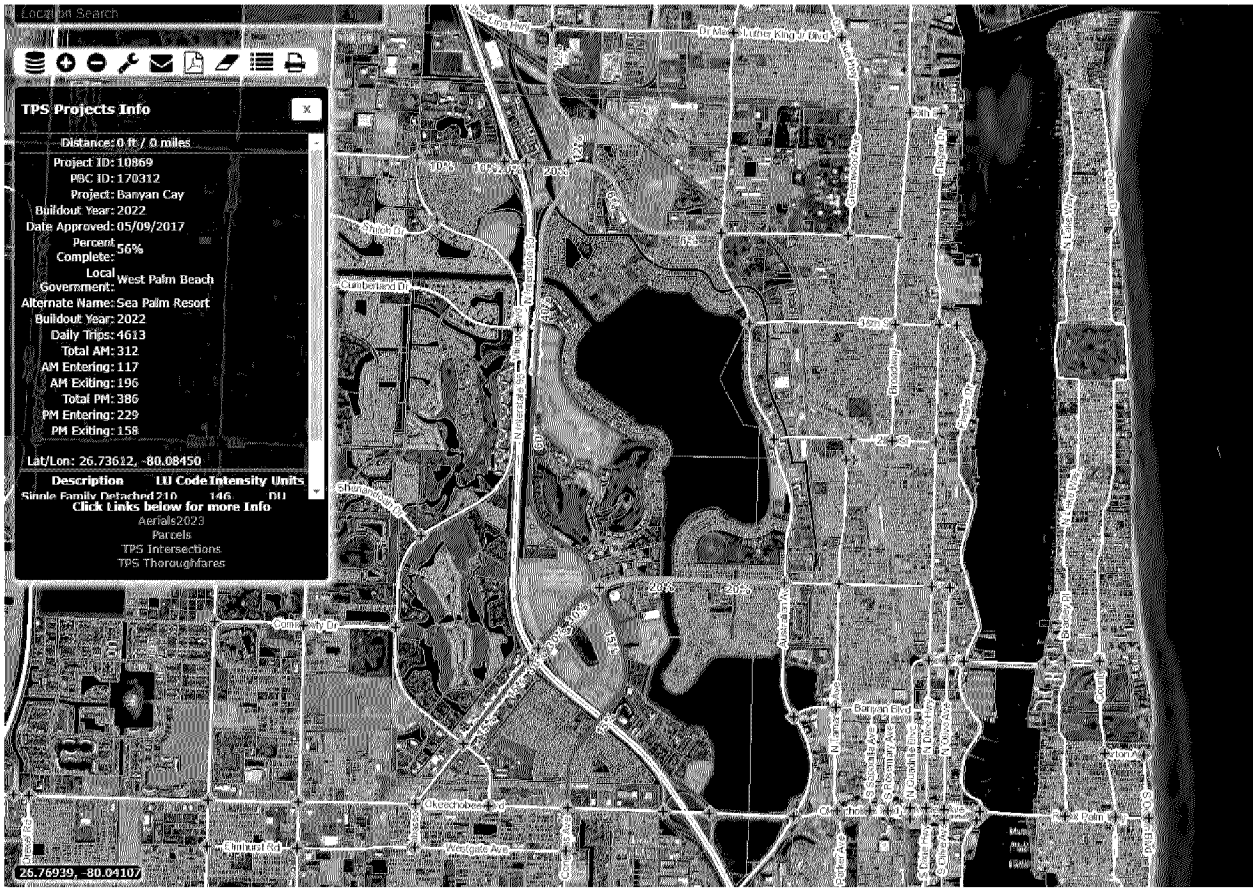


Proposed Land Use

- **Residential- 146 single family units**
- **Residential- 370 multi-family units**
- **Hotel- 150 rooms**
- **Spa- 4,892 s.f.**
- **Meeting Space- 11,270 s.f.**
- **Restaurant- 5,699 s.f.**
- **Clubhouse- 8,653 s.f.**
- **Tennis Center- 2,628 s.f.**

Buildout- 2022

Palm Beach County TPS- See distribution map and site generated trip summary.

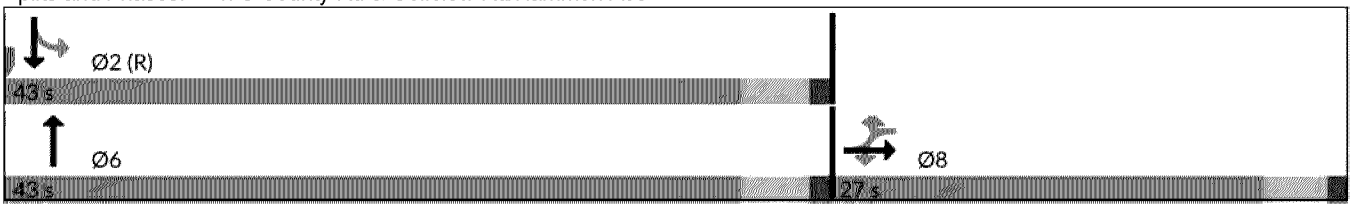


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	10	13	9	0	37	0	233	34	84	266	0
Future Volume (vph)	11	10	13	9	0	37	0	233	34	84	266	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		45	0		0	0		0
Storage Lanes	0		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.949				0.850		0.983				
Flt Protected		0.984		0.950							0.988	
Satd. Flow (prot)	0	1739	0	1770	0	1583	0	1831	0	0	1840	0
Flt Permitted		0.984		0.800							0.865	
Satd. Flow (perm)	0	1739	0	1490	0	1583	0	1831	0	0	1611	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		14						17				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1221			780			420			121	
Travel Time (s)		27.8			17.7			9.5			2.8	
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
Adj. Flow (vph)	12	11	14	10	0	40	0	253	37	91	289	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	37	0	10	0	40	0	290	0	0	380	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1		1		0		1	0	
Detector Template	Left			Left		Right				Left		
Leading Detector (ft)	20	0		20		20		0		20	0	
Trailing Detector (ft)	0	0		0		0		0		0	0	
Detector 1 Position(ft)	0	0		0		0		0		0	0	
Detector 1 Size(ft)	20	6		20		20		6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0		0.0		0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0		0.0		0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0		0.0		0.0		0.0	0.0	
Turn Type	Perm	NA		D.Pm		Perm		NA		Perm	NA	
Protected Phases		8						6			2	
Permitted Phases	8			8		8				2		
Detector Phase	8	8		8		8		6		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0		7.0		5.0		5.0	5.0	
Minimum Split (s)	25.4	25.4		25.4		25.4		25.6		25.6	25.6	
Total Split (s)	27.0	27.0		27.0		27.0		43.0		43.0	43.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	38.6%	38.6%		38.6%		38.6%		61.4%		61.4%	61.4%	
Maximum Green (s)	22.6	22.6		22.6		22.6		38.4		38.4	38.4	
Yellow Time (s)	3.4	3.4		3.4		3.4		3.6		3.6	3.6	
All-Red Time (s)	1.0	1.0		1.0		1.0		1.0		1.0	1.0	
Lost Time Adjust (s)		0.0		0.0		0.0		0.0			0.0	
Total Lost Time (s)		4.4		4.4		4.4		4.6			4.6	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0		3.0		3.0		3.0	3.0	
Recall Mode	None	None		None		None		Max		C-Max	C-Max	
Walk Time (s)	8.0	8.0		8.0		8.0		8.0		8.0	8.0	
Flash Don't Walk (s)	13.0	13.0		13.0		13.0		13.0		13.0	13.0	
Pedestrian Calls (#/hr)	0	0		0		0		0		0	0	
Act Effct Green (s)		7.8		7.8		7.8		59.6			59.6	
Actuated g/C Ratio		0.11		0.11		0.11		0.85			0.85	
v/c Ratio		0.18		0.06		0.23		0.19			0.28	
Control Delay (s/veh)		22.0		27.9		31.2		2.2			1.0	
Queue Delay		0.0		0.0		0.0		0.0			0.0	
Total Delay (s/veh)		22.0		27.9		31.2		2.2			1.0	
LOS		C		C		C		A			A	
Approach Delay (s/veh)		22.0			30.5			2.2			1.0	
Approach LOS		C			C			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 68 (97%), Referenced to phase 2:SBTL, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinatec			
Maximum v/c Ratio: 0.28			
Intersection Signal Delay (s/veh): 4.5		Intersection LOS: A	
Intersection Capacity Utilization 52.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: S County Rd & Golfview Rd/Hammon Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	10	13	9	0	37	0	233	34	84	266	0
Future Volume (vph)	11	10	13	9	0	37	0	233	34	84	266	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.4		4.4		4.4		4.6			4.6	
Lane Util. Factor		1.00		1.00		1.00		1.00			1.00	
Frt		0.95		1.00		0.85		0.98			1.00	
Flt Protected		0.98		0.95		1.00		1.00			0.99	
Satd. Flow (prot)		1739		1770		1583		1831			1841	
Flt Permitted		0.98		0.80		1.00		1.00			0.86	
Satd. Flow (perm)		1739		1490		1583		1831			1611	
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)	12	11	14	10	0	40	0	253	37	91	289	0
RTOR Reduction (vph)	0	13	0	0	0	0	0	3	0	0	0	0
Lane Group Flow (vph)	0	24	0	10	0	40	0	287	0	0	380	0
Turn Type	Perm	NA		D.Pm		Perm		NA		Perm	NA	
Protected Phases		8						6			2	
Permitted Phases	8			8		8				2		
Actuated Green, G (s)		5.0		5.0		5.0		56.0			56.0	
Effective Green, g (s)		5.0		5.0		5.0		56.0			56.0	
Actuated g/C Ratio		0.07		0.07		0.07		0.80			0.80	
Clearance Time (s)		4.4		4.4		4.4		4.6			4.6	
Vehicle Extension (s)		3.0		3.0		3.0		3.0			3.0	
Lane Grp Cap (vph)		124		106		113		1464			1288	
v/s Ratio Prot								0.16				
v/s Ratio Perm		0.01		0.01		c0.03					c0.24	
v/c Ratio		0.19		0.09		0.35		0.20			0.30	
Uniform Delay, d1		30.6		30.4		31.0		1.7			1.8	
Progression Factor		1.00		1.00		1.00		1.00			0.22	
Incremental Delay, d2		0.8		0.4		1.9		0.3			0.6	
Delay (s)		31.4		30.8		32.9		2.0			1.0	
Level of Service		C		C		C		A			A	
Approach Delay (s/veh)		31.4			32.4			2.0			1.0	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	4.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.30		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	52.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

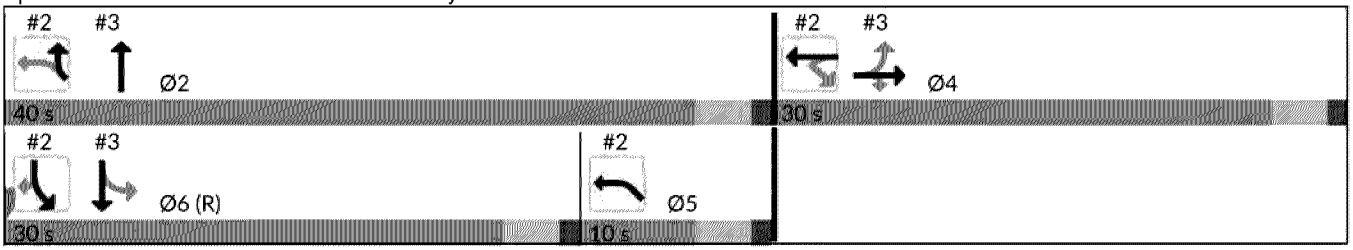


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Traffic Volume (vph)	0	0	0	33	70	125	296	108	75	213
Future Volume (vph)	0	0	0	33	70	125	296	108	75	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0	0	150	0
Storage Lanes	0		0	0		0	1	1	1	1
Taper Length (ft)	25			25			25		25	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt					0.918			0.850		0.850
Flt Protectec					0.993		0.950		0.950	
Satd. Flow (prot)	0	0	0	0	3226	0	1770	1583	1770	1583
Flt Permitted					0.993		0.950		0.530	
Satd. Flow (perm)	0	0	0	0	3226	0	1770	1583	987	1583
Right Turn on Red			Yes			Yes		Yes		
Satd. Flow (RTOR)					136			117		
Link Speed (mph)		30			30		30		30	
Link Distance (ft)		1516			1065		306		341	
Travel Time (s)		34.5			24.2		7.0		7.8	
Peak Hour Factor	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	36	76	136	322	117	82	232
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	0	0	248	0	322	117	82	232
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Right
Median Width(ft)		0			0		12		12	
Link Offset(ft)		0			0		0		0	
Crosswalk Width(ft)		16			16		16		16	
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15	9	15	9
Number of Detectors				1	2		2	1	1	2
Detector Template				Left	Thru		Thru	Right	Left	Thru
Leading Detector (ft)				20	100		100	20	20	100
Trailing Detector (ft)				0	0		0	0	0	0
Detector 1 Position(ft)				0	0		0	0	0	0
Detector 1 Size(ft)				20	6		6	20	20	6
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel										
Detector 1 Extend (s)				0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)					94		94			94
Detector 2 Size(ft)					6		6			6
Detector 2 Type					Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel										
Detector 2 Extend (s)					0.0		0.0			0.0
Turn Type				Perm	NA		Prot	Perm	pm+pt	Prot
Protected Phases					4		6		5	2
Permitted Phases				4				6	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Detector Phase				4	4		6	6	5	2
Switch Phase										
Minimum Initial (s)				5.0	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)				30.0	30.0		30.0	30.0	9.5	30.0
Total Split (s)				30.0	30.0		30.0	30.0	10.0	40.0
Total Split (%)				42.9%	42.9%		42.9%	42.9%	14.3%	57.1%
Maximum Green (s)				26.0	26.0		26.0	26.0	6.0	36.0
Yellow Time (s)				3.0	3.0		3.0	3.0	3.0	3.0
All-Red Time (s)				1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)					0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)					4.0		4.0	4.0	4.0	4.0
Lead/Lag							Lead	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	
Vehicle Extension (s)				5.0	5.0		5.0	5.0	5.0	5.0
Recall Mode				None	None		C-Max	C-Max	None	None
Walk Time (s)				10.0	10.0		10.0	10.0		10.0
Flash Don't Walk (s)				16.0	16.0		16.0	16.0		16.0
Pedestrian Calls (#/hr)				0	0		0	0		0
Act Effct Green (s)					14.0		40.0	40.0	49.2	48.0
Actuated g/C Ratio					0.20		0.57	0.57	0.70	0.69
v/c Ratio					0.33		0.32	0.12	0.11	0.21
Control Delay (s/veh)					11.2		5.2	0.5	4.7	4.8
Queue Delay					0.0		0.2	0.0	0.0	0.0
Total Delay (s/veh)					11.2		5.4	0.5	4.7	4.8
LOS					B		A	A	A	A
Approach Delay (s/veh)					11.2		4.1		4.7	
Approach LOS					B		A		A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 64 (91%), Referenced to phase 6:SBL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.35			
Intersection Signal Delay (s/veh): 6.1		Intersection LOS: A	
Intersection Capacity Utilization 37.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Worth Ave & S County Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Traffic Volume (vph)	0	0	0	33	70	125	296	108	75	213
Future Volume (vph)	0	0	0	33	70	125	296	108	75	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		4.0	4.0	4.0	4.0
Lane Util. Factor					0.95		1.00	1.00	1.00	1.00
Frt					0.92		1.00	0.85	1.00	0.85
Flt Protected					0.99		0.95	1.00	0.95	1.00
Satd. Flow (prot)					3225		1770	1583	1770	1583
Flt Permitted					0.99		0.95	1.00	0.53	1.00
Satd. Flow (perm)					3225		1770	1583	987	1583
Peak-hour factor, PHF	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	36	76	136	322	117	82	232
RTOR Reduction (vph)	0	0	0	0	109	0	0	51	0	0
Lane Group Flow (vph)	0	0	0	0	139	0	322	66	82	232
Turn Type				Perm	NA		Prot	Perm	pm+pt	Prot
Protected Phases					4		6		5	2
Permitted Phases				4				6	2	
Actuated Green, G (s)					14.0		39.2	39.2	48.0	48.0
Effective Green, g (s)					14.0		39.2	39.2	48.0	48.0
Actuated g/C Ratio					0.20		0.56	0.56	0.69	0.69
Clearance Time (s)					4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)					5.0		5.0	5.0	5.0	5.0
Lane Grp Cap (vph)					645		991	886	730	1085
v/s Ratio Prot							c0.18		0.01	c0.15
v/s Ratio Perm					0.04			0.04	0.07	
v/c Ratio					0.22		0.32	0.07	0.11	0.21
Uniform Delay, d1					23.4		8.3	7.1	4.7	4.1
Progression Factor					1.00		0.43	0.11	0.83	0.83
Incremental Delay, d2					0.4		0.9	0.2	0.1	0.2
Delay (s)					23.8		4.4	1.0	4.1	3.6
Level of Service					C		A	A	A	A
Approach Delay (s/veh)		0.0			23.8		3.5		3.7	
Approach LOS		A			C		A		A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	8.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.30		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	37.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

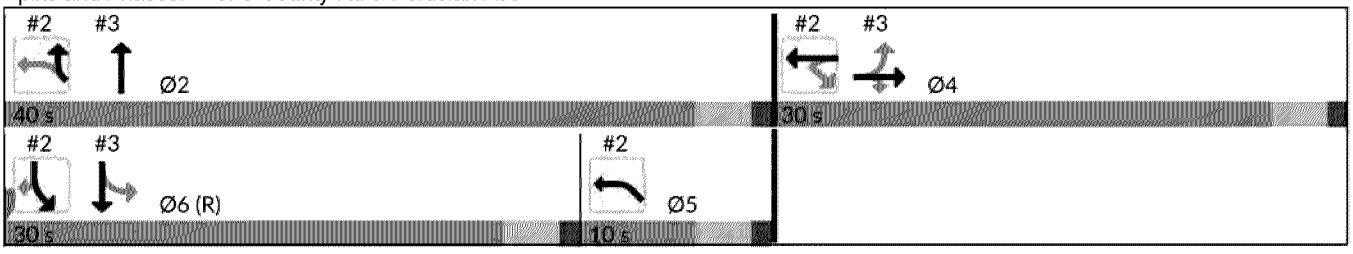
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	73	85	0	0	0	0	298	34	108	323	0
Future Volume (vph)	45	73	85	0	0	0	0	298	34	108	323	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Frt			0.850					0.985				
Flt Protected		0.981									0.988	
Satd. Flow (prot)	0	1827	1583	0	0	0	0	3486	0	0	3497	0
Flt Permitted		0.981									0.776	
Satd. Flow (perm)	0	1827	1583	0	0	0	0	3486	0	0	2746	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			92					26				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1510			55			306			163	
Travel Time (s)		34.3			1.3			7.0			3.7	
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
Adj. Flow (vph)	49	79	92	0	0	0	0	324	37	117	351	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	128	92	0	0	0	0	361	0	0	468	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2		1	2	
Detector Template	Left	Thru	Right					Thru		Left	Thru	
Leading Detector (ft)	20	100	20					100		20	100	
Trailing Detector (ft)	0	0	0					0		0	0	
Detector 1 Position(ft)	0	0	0					0		0	0	
Detector 1 Size(ft)	20	6	20					6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4		4							6		
Detector Phase	4	4	4					2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0					5.0		5.0	5.0	

Lane Group	Ø5
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	5
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	30.0	30.0	30.0					30.0		30.0	30.0	
Total Split (s)	30.0	30.0	30.0					40.0		30.0	30.0	
Total Split (%)	42.9%	42.9%	42.9%					57.1%		42.9%	42.9%	
Maximum Green (s)	26.0	26.0	26.0					36.0		26.0	26.0	
Yellow Time (s)	3.0	3.0	3.0					3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0					1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0					0.0			0.0	
Total Lost Time (s)		4.0	4.0					4.0			4.0	
Lead/Lag										Lead	Lead	
Lead-Lag Optimize?										Yes	Yes	
Vehicle Extension (s)	5.0	5.0	5.0					5.0		5.0	5.0	
Recall Mode	None	None	None					None		C-Max	C-Max	
Walk Time (s)	10.0	10.0	10.0					10.0		10.0	10.0	
Flash Don't Walk (s)	16.0	16.0	16.0					16.0		16.0	16.0	
Pedestrian Calls (#/hr)	0	0	0					0		0	0	
Act Effct Green (s)		14.0	14.0					48.0			40.0	
Actuated g/C Ratio		0.20	0.20					0.69			0.57	
v/c Ratio		0.35	0.24					0.15			0.30	
Control Delay (s/veh)		25.1	6.5					3.9			10.2	
Queue Delay		0.0	0.0					0.0			0.0	
Total Delay (s/veh)		25.1	6.5					3.9			10.2	
LOS		C	A					A			B	
Approach Delay (s/veh)		17.4						3.9			10.2	
Approach LOS		B						A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 64 (91%), Referenced to phase 6:SBL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinatec			
Maximum v/c Ratio: 0.35			
Intersection Signal Delay (s/veh): 9.5		Intersection LOS: A	
Intersection Capacity Utilization 37.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: S County Rd & Peruvian Ave



Lane Group	Ø5
Minimum Split (s)	9.5
Total Split (s)	10.0
Total Split (%)	14%
Maximum Green (s)	6.0
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	5.0
Recall Mode	None
Walk Time (s)	
Flash Don't Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	73	85	0	0	0	0	298	34	108	323	0
Future Volume (vph)	45	73	85	0	0	0	0	298	34	108	323	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0			4.0	
Lane Util. Factor		1.00	1.00					0.95			0.95	
Frt		1.00	0.85					0.98			1.00	
Flt Protected		0.98	1.00					1.00			0.99	
Satd. Flow (prot)		1828	1583					3485			3496	
Flt Permitted		0.98	1.00					1.00			0.78	
Satd. Flow (perm)		1828	1583					3485			2748	
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)	49	79	92	0	0	0	0	324	37	117	351	0
RTOR Reduction (vph)	0	0	74	0	0	0	0	8	0	0	0	0
Lane Group Flow (vph)	0	128	18	0	0	0	0	353	0	0	468	0
Turn Type	Perm	NA	Perm					NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4		4							6		
Actuated Green, G (s)		14.0	14.0					48.0			39.2	
Effective Green, g (s)		14.0	14.0					48.0			39.2	
Actuated g/C Ratio		0.20	0.20					0.69			0.56	
Clearance Time (s)		4.0	4.0					4.0			4.0	
Vehicle Extension (s)		5.0	5.0					5.0			5.0	
Lane Grp Cap (vph)		365	316					2389			1538	
v/s Ratio Prot								c0.10				
v/s Ratio Perm		0.07	0.01								c0.17	
v/c Ratio		0.35	0.06					0.15			0.30	
Uniform Delay, d1		24.1	22.7					3.8			8.2	
Progression Factor		1.00	1.00					0.86			1.00	
Incremental Delay, d2		1.2	0.2					0.1			0.5	
Delay (s)		25.3	22.8					3.4			8.7	
Level of Service		C	C					A			A	
Approach Delay (s/veh)		24.3			0.0			3.4			8.7	
Approach LOS		C			A			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	10.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.31		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	37.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	85	0	339	0	0	414	84
Future Vol, veh/h	0	0	0	0	0	85	0	339	0	0	414	84
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	92	0	368	0	0	450	91

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	-	-	184	-	0	-	368	0	0
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	827	0	-	0	1187	-	-
Stage 1	0	0	-	0	-	0	-	-	-
Stage 2	0	0	-	0	-	0	-	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	-	0	827	-	-	-	1187	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	827	1187	-	-
HCM Lane V/C Ratio	-	0.112	-	-	-
HCM Control Delay (s/veh)	-	9.9	0	-	-
HCM Lane LOS	-	A	A	-	-
HCM 95th %tile Q(veh)	-	0.4	0	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	99	0	0	0	0	496	55	0	544	1
Future Vol, veh/h	0	0	99	0	0	0	0	496	55	0	544	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	108	0	0	0	0	539	60	0	591	1

Major/Minor	Minor2					Major1			Major2		
Conflicting Flow All	-	-	296			-	0	0	-	-	0
Stage 1	-	-	-			-	-	-	-	-	-
Stage 2	-	-	-			-	-	-	-	-	-
Critical Hdwy	-	-	6.94			-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-			-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-			-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32			-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	700			0	-	-	0	-	-
Stage 1	0	0	-			0	-	-	0	-	-
Stage 2	0	0	-			0	-	-	0	-	-
Platoon blocked, %							-	-		-	-
Mov Cap-1 Maneuver	-	0	700			-	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-			-	-	-	-	-	-
Stage 1	-	0	-			-	-	-	-	-	-
Stage 2	-	0	-			-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	11.07	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBT	SBR
Capacity (veh/h)	-	-	700	-	-
HCM Lane V/C Ratio	-	-	0.154	-	-
HCM Control Delay (s/veh)	-	-	11.1	-	-
HCM Lane LOS	-	-	B	-	-
HCM 95th %tile Q(veh)	-	-	0.5	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	57	8	8	34	107	383	28	14	503	46
Future Vol, veh/h	0	0	57	8	8	34	107	383	28	14	503	46
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	62	9	9	37	116	416	30	15	547	50

Major/Minor	Minor2		Minor1			Major1				Major2		
Conflicting Flow All	-	-	572	1226	1276	208	597	0	0	447	0	0
Stage 1	-	-	-	649	649	-	-	-	-	-	-	-
Stage 2	-	-	-	577	627	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.23	7.33	6.53	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	-	-	-	6.53	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	0	0	519	145	166	799	978	-	-	1112	-	-
Stage 1	0	0	-	426	465	-	-	-	-	-	-	-
Stage 2	0	0	-	501	475	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	519	108	140	799	978	-	-	1112	-	-
Mov Cap-2 Maneuver	-	-	-	108	140	-	-	-	-	-	-	-
Stage 1	-	-	-	368	401	-	-	-	-	-	-	-
Stage 2	-	-	-	432	466	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	12.88	9.73	2.49	0.21
HCM LOS	B	A		

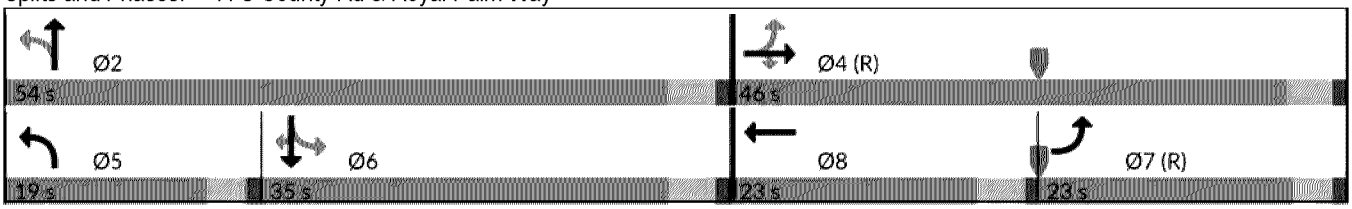
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	786	-	-	519	799	44	-	-
HCM Lane V/C Ratio	0.119	-	-	0.119	0.046	0.014	-	-
HCM Control Delay (s/veh)	9.2	0.8	-	12.9	9.7	8.3	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.4	0.1	0	-	-

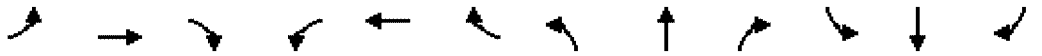
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	393	282	233	0	157	32	125	178	29	6	323	361
Future Volume (vph)	393	282	233	0	157	32	125	178	29	6	323	361
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	0		0	0		0	0		0
Storage Lanes	1		1	0		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.975			0.979				0.850
Flt Protectec	0.950						0.950				0.999	
Satd. Flow (prot)	1770	1863	1583	0	3451	0	1770	1824	0	0	1861	1583
Flt Permitted	0.576						0.282				0.994	
Satd. Flow (perm)	1073	1863	1583	0	3451	0	525	1824	0	0	1852	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			253		21			12				392
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		693			1009			293			161	
Travel Time (s)		15.8			22.9			6.7			3.7	
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
Adj. Flow (vph)	427	307	253	0	171	35	136	193	32	7	351	392
Shared Lane Traffic (%)												
Lane Group Flow (vph)	427	307	253	0	206	0	136	225	0	0	358	392
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1		2		1	2		1	2	1
Detector Template	Left	Thru	Right		Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20		100		20	100		20	100	20
Trailing Detector (ft)	0	0	0		0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0		0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20		6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm		NA		pm+pt	NA		Perm	NA	Perm
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4		4				2			6		6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4		8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	10.0	20.0	20.0		10.0		15.0	15.0		15.0	15.0	15.0
Minimum Split (s)	14.5	26.5	26.5		23.6		19.5	34.6		34.6	34.6	34.6
Total Split (s)	23.0	46.0	46.0		23.0		19.0	54.0		35.0	35.0	35.0
Total Split (%)	23.0%	46.0%	46.0%		23.0%		19.0%	54.0%		35.0%	35.0%	35.0%
Maximum Green (s)	19.0	41.5	41.5		18.5		15.0	49.4		30.4	30.4	30.4
Yellow Time (s)	3.0	3.5	3.5		3.5		3.0	3.6		3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0		1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)	4.0	4.5	4.5		4.5		4.0	4.6			4.6	4.6
Lead/Lag	Lag				Lead		Lead			Lag	Lag	Lag
Lead-Lag Optimize?	Yes				Yes		Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0		4.0	4.0	4.0
Recall Mode	C-Max	C-Max	C-Max		None		None	Max		Max	Max	Max
Walk Time (s)		7.0	7.0		7.0			7.0		7.0	7.0	7.0
Flash Don't Walk (s)		15.0	15.0		12.0			23.0		23.0	23.0	23.0
Pedestrian Calls (#/hr)		0	0		0			0		0	0	0
Act Effct Green (s)	42.0	41.5	41.5		11.3		50.0	49.4			30.4	30.4
Actuated g/C Ratio	0.42	0.42	0.42		0.11		0.50	0.49			0.30	0.30
v/c Ratio	0.67	0.40	0.31		0.50		0.30	0.25			0.64	0.52
Control Delay (s/veh)	27.7	17.6	2.4		41.6		15.5	14.7			36.1	5.5
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Delay (s/veh)	27.7	17.6	2.4		41.6		15.5	14.7			36.1	5.5
LOS	C	B	A		D		B	B			D	A
Approach Delay (s/veh)		18.1			41.6			15.0			20.1	
Approach LOS		B			D			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 52 (52%), Referenced to phase 4:EBTL and 7:EBL, Start of Green			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay (s/veh): 20.4		Intersection LOS: C	
Intersection Capacity Utilization 74.7%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 7: S County Rd & Royal Palm Way





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	393	282	233	0	157	32	125	178	29	6	323	361
Future Volume (vph)	393	282	233	0	157	32	125	178	29	6	323	361
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.5	4.5		4.5		4.0	4.6			4.6	4.6
Lane Util. Factor	1.00	1.00	1.00		0.95		1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85		0.97		1.00	0.98			1.00	0.85
Flt Protected	0.95	1.00	1.00		1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1770	1863	1583		3449		1770	1823			1861	1583
Flt Permitted	0.58	1.00	1.00		1.00		0.28	1.00			0.99	1.00
Satd. Flow (perm)	1073	1863	1583		3449		525	1823			1852	1583
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)	427	307	253	0	171	35	136	193	32	7	351	392
RTOR Reduction (vph)	0	0	148	0	19	0	0	6	0	0	0	273
Lane Group Flow (vph)	427	307	105	0	187	0	136	219	0	0	358	119
Turn Type	pm+pt	NA	Perm		NA		pm+pt	NA		Perm	NA	Perm
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4		4				2			6		6
Actuated Green, G (s)	42.0	41.5	41.5		11.3		49.4	49.4			30.4	30.4
Effective Green, g (s)	42.0	41.5	41.5		11.3		49.4	49.4			30.4	30.4
Actuated g/C Ratio	0.42	0.42	0.42		0.11		0.49	0.49			0.30	0.30
Clearance Time (s)	4.0	4.5	4.5		4.5		4.0	4.6			4.6	4.6
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0			4.0	4.0
Lane Grp Cap (vph)	633	773	656		389		446	900			563	481
v/s Ratio Prot	c0.18	0.16			0.05		c0.05	0.12				
v/s Ratio Perm	c0.11		0.07				0.10				c0.19	0.08
v/c Ratio	0.67	0.40	0.16		0.48		0.30	0.24			0.64	0.25
Uniform Delay, d1	23.8	20.5	18.3		41.6		15.5	14.6			30.0	26.2
Progression Factor	0.84	0.78	0.57		1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	5.2	1.4	0.5		0.9		0.4	0.6			5.4	1.2
Delay (s)	25.1	17.3	10.9		42.5		15.9	15.2			35.4	27.4
Level of Service	C	B	B		D		B	B			D	C
Approach Delay (s/veh)		19.0			42.5			15.4			31.2	
Approach LOS		B			D			B			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	24.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.1
Intersection Capacity Utilization	74.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

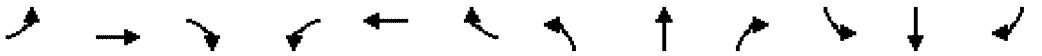
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	3	3	26	40	587	0	0	459	21
Future Vol, veh/h	0	0	0	3	3	26	40	587	0	0	459	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	3	3	28	43	638	0	0	499	23

Major/Minor	Minor1			Major1				Major2		
Conflicting Flow All	974	1247	638	522	0	-	-	-	0	
Stage 1	725	725	-	-	-	-	-	-	-	
Stage 2	249	522	-	-	-	-	-	-	-	
Critical Hdwy	6.63	6.53	6.23	4.13	-	-	-	-	-	
Critical Hdwy Stg 1	5.43	5.53	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	5.83	5.53	-	-	-	-	-	-	-	
Follow-up Hdwy	3.519	4.019	3.319	2.219	-	-	-	-	-	
Pot Cap-1 Maneuver	264	173	476	1043	-	0	0	-	-	
Stage 1	478	429	-	-	-	0	0	-	-	
Stage 2	770	530	-	-	-	0	0	-	-	
Platoon blocked, %					-			-	-	
Mov Cap-1 Maneuver	247	0	476	1043	-	-	-	-	-	
Mov Cap-2 Maneuver	247	0	-	-	-	-	-	-	-	
Stage 1	448	0	-	-	-	-	-	-	-	
Stage 2	770	0	-	-	-	-	-	-	-	

Approach	WB	NB	SB
HCM Control Delay, s/v	13.05	0.55	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	SBT	SBR
Capacity (veh/h)	115	-	476	-	-
HCM Lane V/C Ratio	0.042	-	0.059	-	-
HCM Control Delay (s/veh)	8.6	0	13	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

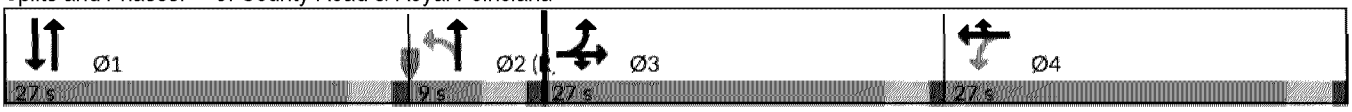


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	391	147	239	28	70	11	257	515	49	0	374	291
Future Volume (vph)	391	147	239	28	70	11	257	515	49	0	374	291
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	415		0	0		0	0		0	0		0
Storage Lanes	1		1	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.991			0.934	
Flt Protectec	0.950	0.978			0.986			0.985				
Satd. Flow (prot)	1681	1731	1583	0	1837	1583	0	3455	0	0	3306	0
Flt Permitted	0.950	0.978			0.815			0.574				
Satd. Flow (perm)	1681	1731	1583	0	1518	1583	0	2013	0	0	3306	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			260			109		8			210	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		408			419			86			55	
Travel Time (s)		9.3			9.5			2.0			1.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	425	160	260	30	76	12	279	560	53	0	407	316
Shared Lane Traffic (%)	32%											
Lane Group Flow (vph)	289	296	260	0	106	12	0	892	0	0	723	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2			2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru			Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100			100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0			0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0			0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6			6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA			NA	
Protected Phases	3	3	3		4	4		1 2			1	
Permitted Phases				4			2					

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	3	3	4	4	4	2	1 2			1	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	10.0	10.0	10.0	5.0				20.0	
Minimum Split (s)	27.5	27.5	27.5	27.5	27.5	27.5	27.5				27.5	
Total Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	9.0				27.0	
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	10.0%				30.0%	
Maximum Green (s)	23.0	23.0	23.0	23.0	23.0	23.0	5.0				23.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0				3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0				1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0					0.0	
Total Lost Time (s)	4.0	4.0	4.0		4.0	4.0					4.0	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag				Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes				Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0				3.0	
Recall Mode	None	None	None	None	None	None	C-Max				Max	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0					7.0	
Flash Don't Walk (s)	16.0	16.0	16.0	16.0	16.0	16.0					16.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	0					0	
Act Effct Green (s)	20.6	20.6	20.6		12.1	12.1		48.1			39.1	
Actuated g/C Ratio	0.23	0.23	0.23		0.13	0.13		0.53			0.43	
v/c Ratio	0.75	0.75	0.46		0.52	0.04		0.92dl			0.46	
Control Delay (s/veh)	44.8	44.2	6.6		45.3	0.3		28.9			15.3	
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0			0.4	
Total Delay (s/veh)	44.8	44.2	6.6		45.3	0.3		28.9			15.8	
LOS	D	D	A		D	A		C			B	
Approach Delay (s/veh)		32.8			40.7			28.9			15.8	
Approach LOS		C			D			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 27 (30%), Referenced to phase 2:NBTL and 6:, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay (s/veh): 27.1		Intersection LOS: C	
Intersection Capacity Utilization 79.3%		ICU Level of Service D	
Analysis Period (min) 15			
dl Defacto Left Lane. Recode with 1 though lane as a left lane.			

Splits and Phases: 9: County Road & Royal Poinciana



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	391	147	239	28	70	11	257	515	49	0	374	291
Future Volume (vph)	391	147	239	28	70	11	257	515	49	0	374	291
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0		4.0			4.0	
Lane Util. Factor	0.95	0.95	1.00		1.00	1.00		0.95			0.95	
Frt	1.00	1.00	0.85		1.00	0.85		0.99			0.93	
Flt Protected	0.95	0.98	1.00		0.99	1.00		0.98			1.00	
Satd. Flow (prot)	1681	1730	1583		1837	1583		3454			3307	
Flt Permitted	0.95	0.98	1.00		0.82	1.00		0.57			1.00	
Satd. Flow (perm)	1681	1730	1583		1518	1583		2015			3307	
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)	425	160	260	30	76	12	279	560	53	0	407	316
RTOR Reduction (vph)	0	0	200	0	0	11	0	4	0	0	119	0
Lane Group Flow (vph)	289	296	60	0	106	1	0	888	0	0	604	0
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA			NA	
Protected Phases	3	3	3		4	4		1 2			1	
Permitted Phases				4			2					
Actuated Green, G (s)	20.6	20.6	20.6		10.1	10.1		47.3			39.1	
Effective Green, g (s)	20.6	20.6	20.6		10.1	10.1		47.3			39.1	
Actuated g/C Ratio	0.23	0.23	0.23		0.11	0.11		0.53			0.43	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0					4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0					3.0	
Lane Grp Cap (vph)	384	395	362		170	177		1058			1436	
v/s Ratio Prot	c0.17	0.17	0.04			0.00					0.18	
v/s Ratio Perm					c0.07			c0.44				
v/c Ratio	0.75	0.75	0.16		0.62	0.01		0.92dl			0.42	
Uniform Delay, d1	32.3	32.3	27.8		38.1	35.5		18.1			17.6	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	8.1	7.6	0.2		6.9	0.0		8.0			0.9	
Delay (s)	40.4	39.9	28.0		45.1	35.5		26.1			18.5	
Level of Service	D	D	C		D	D		C			B	
Approach Delay (s/veh)		36.4			44.1			26.1			18.5	
Approach LOS		D			D			C			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	28.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	79.3%	ICU Level of Service	D
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

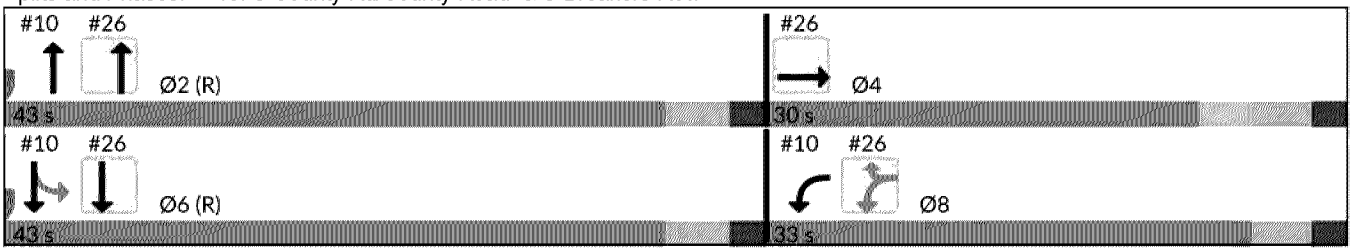


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Lane Configurations							
Traffic Volume (vph)	232	115	665	48	24	588	
Future Volume (vph)	232	115	665	48	24	588	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95	
Frt	0.955		0.990				
Flt Protected	0.968					0.998	
Satd. Flow (prot)	1722	0	3504	0	0	3532	
Flt Permitted	0.968					0.908	
Satd. Flow (perm)	1722	0	3504	0	0	3214	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)	37		14				
Link Speed (mph)	30		30			30	
Link Distance (ft)	374		229			1138	
Travel Time (s)	8.5		5.2			25.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	252	125	723	52	26	639	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	377	0	775	0	0	665	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	12		0			0	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9		9	15		
Number of Detectors	1		2		1	2	
Detector Template	Left		Thru		Left	Thru	
Leading Detector (ft)	20		100		20	100	
Trailing Detector (ft)	0		0		0	0	
Detector 1 Position(ft)	0		0		0	0	
Detector 1 Size(ft)	20		6		20	6	
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0		0.0	0.0	
Detector 1 Delay (s)	0.0		0.0		0.0	0.0	
Detector 2 Position(ft)			94			94	
Detector 2 Size(ft)			6			6	
Detector 2 Type			Cl+Ex			Cl+Ex	
Detector 2 Channel							
Detector 2 Extend (s)			0.0			0.0	
Turn Type	Prot		NA		Perm	NA	
Protected Phases	8		2			6	4
Permitted Phases					6		
Detector Phase	8		2		6	6	
Switch Phase							
Minimum Initial (s)	15.0		15.0		15.0	15.0	15.0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Minimum Split (s)	31.4		28.6		22.6	22.6	22.5
Total Split (s)	33.0		43.0		43.0	43.0	30.0
Total Split (%)	43.4%		56.6%		56.6%	56.6%	39%
Maximum Green (s)	27.6		37.4		37.4	37.4	24.6
Yellow Time (s)	3.4		3.6		3.6	3.6	3.4
All-Red Time (s)	2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0	
Total Lost Time (s)	5.4		5.6			5.6	
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	5.0		5.0		5.0	5.0	5.0
Recall Mode	None		C-Max		C-Max	C-Max	None
Walk Time (s)	10.0		7.0				
Flash Don't Walk (s)	16.0		16.0				
Pedestrian Calls (#/hr)	0		0				
Act Effct Green (s)	21.8		43.2			43.2	
Actuated g/C Ratio	0.29		0.57			0.57	
v/c Ratio	0.73		0.39			0.36	
Control Delay (s/veh)	29.9		10.4			10.5	
Queue Delay	0.0		0.8			0.0	
Total Delay (s/veh)	29.9		11.3			10.5	
LOS	C		B			B	
Approach Delay (s/veh)	29.9		11.3			10.5	
Approach LOS	C		B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 76			
Actuated Cycle Length: 76			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinatec			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay (s/veh): 14.8		Intersection LOS: B	
Intersection Capacity Utilization 62.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 10: S County Rd/County Road & S Breakers Row





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	232	115	665	48	24	588
Future Volume (vph)	232	115	665	48	24	588
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4		5.6			5.6
Lane Util. Factor	1.00		0.95			0.95
Frt	0.96		0.99			1.00
Flt Protectec	0.97		1.00			1.00
Satd. Flow (prot)	1722		3504			3532
Flt Permitted	0.97		1.00			0.91
Satd. Flow (perm)	1722		3504			3213
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	252	125	723	52	26	639
RTOR Reduction (vph)	26	0	6	0	0	0
Lane Group Flow (vph)	351	0	769	0	0	665
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Actuated Green, G (s)	21.8		43.2			43.2
Effective Green, g (s)	21.8		43.2			43.2
Actuated g/C Ratio	0.29		0.57			0.57
Clearance Time (s)	5.4		5.6			5.6
Vehicle Extension (s)	5.0		5.0			5.0
Lane Grp Cap (vph)	493		1991			1826
v/s Ratio Prot	c0.20		c0.22			
v/s Ratio Perm						0.21
v/c Ratio	0.71		0.39			0.36
Uniform Delay, d1	24.3		9.1			8.9
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	5.9		0.6			0.6
Delay (s)	30.2		9.6			9.5
Level of Service	C		A			A
Approach Delay (s/veh)	30.2		9.6			9.5
Approach LOS	C		A			A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	13.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	76.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	62.9%	ICU Level of Service	B
Analysis Period (min)	15		

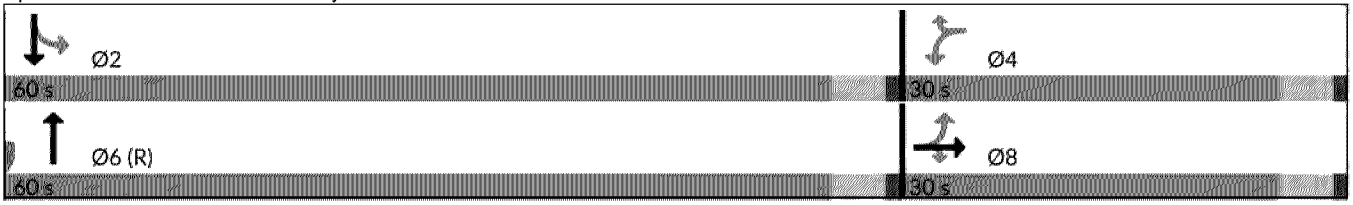
c Critical Lane Group

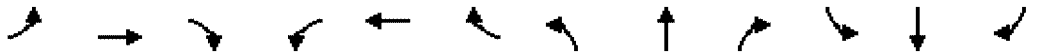
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	12	95	17	0	11	0	881	32	10	507	0
Future Volume (vph)	17	12	95	17	0	11	0	881	32	10	507	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	70		100	0		0	0		0	0		0
Storage Lanes	1		1	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Frt			0.850			0.850		0.995				
Flt Protectec	0.950			0.950							0.999	
Satd. Flow (prot)	1770	1863	1583	1770	0	1583	0	3522	0	0	3536	0
Flt Permitted	0.950			0.749							0.935	
Satd. Flow (perm)	1770	1863	1583	1395	0	1583	0	3522	0	0	3309	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			103			18		7				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		735			781			263			276	
Travel Time (s)		16.7			17.8			6.0			6.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	18	13	103	18	0	12	0	958	35	11	551	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	18	13	103	18	0	12	0	993	0	0	562	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1		1		2		1	2	
Detector Template	Left	Thru	Right	Left		Right		Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20		20		100		20	100	
Trailing Detector (ft)	0	0	0	0		0		0		0	0	
Detector 1 Position(ft)	0	0	0	0		0		0		0	0	
Detector 1 Size(ft)	20	6	20	20		20		6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm	Perm		Perm		NA		Perm	NA	
Protected Phases		8						6			2	
Permitted Phases	8		8	4		4				2		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	8	8	8	4		4		6		2	2	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0		15.0		10.0		10.0	10.0	
Minimum Split (s)	30.5	30.5	30.5	30.5		30.5		25.5		25.5	25.5	
Total Split (s)	30.0	30.0	30.0	30.0		30.0		60.0		60.0	60.0	
Total Split (%)	33.3%	33.3%	33.3%	33.3%		33.3%		66.7%		66.7%	66.7%	
Maximum Green (s)	25.5	25.5	25.5	25.5		25.5		55.5		55.5	55.5	
Yellow Time (s)	3.5	3.5	3.5	3.5		3.5		3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0		1.0		1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0			0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5		4.5		4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0	5.0	5.0		5.0		5.0		5.0	5.0	
Recall Mode	None	None	None	None		None		C-Max		Max	Max	
Walk Time (s)	10.0	10.0	10.0	10.0		10.0		10.0		10.0	10.0	
Flash Don't Walk (s)	16.0	16.0	16.0	16.0		16.0		10.0		10.0	10.0	
Pedestrian Calls (#/hr)	0	0	0	0		0		0		0	0	
Act Effct Green (s)	15.0	15.0	15.0	15.0		15.0		70.8			70.8	
Actuated g/C Ratio	0.17	0.17	0.17	0.17		0.17		0.79			0.79	
v/c Ratio	0.06	0.04	0.30	0.08		0.04		0.36			0.22	
Control Delay (s/veh)	37.2	37.6	16.5	32.8		11.9		3.0			5.0	
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.3			0.0	
Total Delay (s/veh)	37.2	37.6	16.5	32.8		11.9		3.3			5.0	
LOS	D	D	B	C		B		A			A	
Approach Delay (s/veh)		21.4			24.4			3.3			5.0	
Approach LOS		C			C			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 83 (92%), Referenced to phase 6:NBT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.36			
Intersection Signal Delay (s/veh): 5.6		Intersection LOS: A	
Intersection Capacity Utilization 61.6%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 11: S County Road & Sunset Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	12	95	17	0	11	0	881	32	10	507	0
Future Volume (vph)	17	12	95	17	0	11	0	881	32	10	507	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5		4.5		4.5			4.5	
Lane Util. Factor	1.00	1.00	1.00	1.00		1.00		0.95			0.95	
Frt	1.00	1.00	0.85	1.00		0.85		0.99			1.00	
Flt Protected	0.95	1.00	1.00	0.95		1.00		1.00			1.00	
Satd. Flow (prot)	1770	1863	1583	1770		1583		3521			3536	
Flt Permitted	0.95	1.00	1.00	0.75		1.00		1.00			0.93	
Satd. Flow (perm)	1770	1863	1583	1395		1583		3521			3308	
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)	18	13	103	18	0	12	0	958	35	11	551	0
RTOR Reduction (vph)	0	0	89	0	0	10	0	2	0	0	0	0
Lane Group Flow (vph)	18	13	14	18	0	2	0	991	0	0	562	0
Turn Type	Perm	NA	Perm	Perm		Perm		NA		Perm	NA	
Protected Phases		8						6			2	
Permitted Phases	8		8	4		4				2		
Actuated Green, G (s)	12.0	12.0	12.0	12.0		12.0		69.0			69.0	
Effective Green, g (s)	12.0	12.0	12.0	12.0		12.0		69.0			69.0	
Actuated g/C Ratio	0.13	0.13	0.13	0.13		0.13		0.77			0.77	
Clearance Time (s)	4.5	4.5	4.5	4.5		4.5		4.5			4.5	
Vehicle Extension (s)	5.0	5.0	5.0	5.0		5.0		5.0			5.0	
Lane Grp Cap (vph)	236	248	211	186		211		2699			2536	
v/s Ratio Prot		0.01						c0.28				
v/s Ratio Perm	0.01		0.01	c0.01		0.00					0.17	
v/c Ratio	0.08	0.05	0.07	0.10		0.01		0.37			0.22	
Uniform Delay, d1	34.1	34.0	34.1	34.2		33.8		3.4			3.0	
Progression Factor	1.16	1.18	2.06	1.00		1.00		0.68			1.41	
Incremental Delay, d2	0.2	0.1	0.2	0.5		0.0		0.4			0.2	
Delay (s)	39.8	40.2	70.4	34.7		33.9		2.7			4.4	
Level of Service	D	D	E	C		C		A			A	
Approach Delay (s/veh)		63.3			34.4			2.7			4.4	
Approach LOS		E			C			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	8.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	61.6%	ICU Level of Service	B
Analysis Period (min)	15		

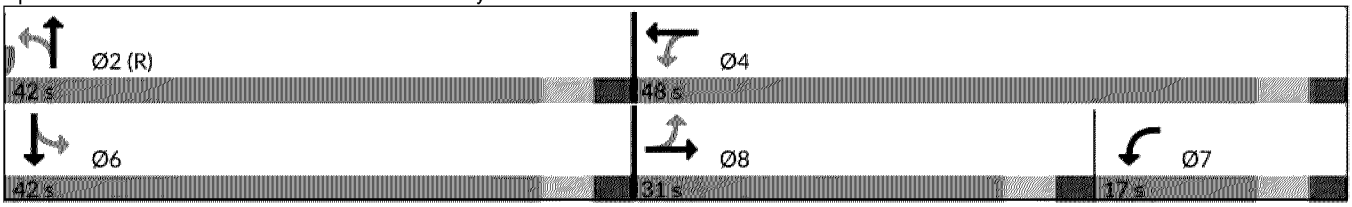
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	12	34	97	19	13	80	706	125	15	367	33
Future Volume (vph)	44	12	34	97	19	13	80	706	125	15	367	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	210		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.949			0.940			0.979			0.988	
Flt Protected		0.976		0.950				0.996			0.998	
Satd. Flow (prot)	0	1725	0	1770	1751	0	0	3451	0	0	3490	0
Flt Permitted		0.827		0.715				0.853			0.909	
Satd. Flow (perm)	0	1462	0	1332	1751	0	0	2956	0	0	3179	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34			14			24			12	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		716			834			109			368	
Travel Time (s)		16.3			19.0			2.5			8.4	
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
Adj. Flow (vph)	48	13	37	105	21	14	87	767	136	16	399	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	98	0	105	35	0	0	990	0	0	451	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2			6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	8	8		7	4		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		7.0	10.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	31.0	31.0		13.0	31.0		26.0	26.0		28.0	28.0	
Total Split (s)	31.0	31.0		17.0	48.0		42.0	42.0		42.0	42.0	
Total Split (%)	34.4%	34.4%		18.9%	53.3%		46.7%	46.7%		46.7%	46.7%	
Maximum Green (s)	25.0	25.0		11.0	42.0		36.0	36.0		36.0	36.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)		6.0		6.0	6.0			6.0			6.0	
Lead/Lag	Lead	Lead		Lag								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		2.0	2.0	
Recall Mode	None	None		None	None		C-Max	C-Max		Max	Max	
Walk Time (s)	10.0	10.0			10.0		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)	15.0	15.0			15.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	0	0			0		0	0		0	0	
Act Effct Green (s)		11.1		22.0	22.6			59.8			59.8	
Actuated g/C Ratio		0.12		0.24	0.25			0.66			0.66	
v/c Ratio		0.47		0.29	0.08			0.50			0.21	
Control Delay (s/veh)		26.3		28.0	16.7			10.4			8.3	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)		26.3		28.0	16.7			10.4			8.3	
LOS		C		C	B			B			A	
Approach Delay (s/veh)		26.3			25.2			10.4			8.3	
Approach LOS		C			C			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 67 (74%), Referenced to phase 2:NBTL, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay (s/veh): 12.0		Intersection LOS: B	
Intersection Capacity Utilization 69.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 12: Sunrise Ave & S County Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	12	34	97	19	13	80	706	125	15	367	33
Future Volume (vph)	44	12	34	97	19	13	80	706	125	15	367	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	
Lane Util. Factor		1.00		1.00	1.00			0.95			0.95	
Frt		0.95		1.00	0.94			0.98			0.99	
Flt Protected		0.98		0.95	1.00			1.00			1.00	
Satd. Flow (prot)		1726		1770	1751			3451			3491	
Flt Permitted		0.83		0.72	1.00			0.85			0.91	
Satd. Flow (perm)		1462		1333	1751			2956			3177	
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)	48	13	37	105	21	14	87	767	136	16	399	36
RTOR Reduction (vph)	0	31	0	0	11	0	0	9	0	0	5	0
Lane Group Flow (vph)	0	67	0	105	24	0	0	981	0	0	446	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2			6		
Actuated Green, G (s)		9.1		21.9	21.9			56.1			56.1	
Effective Green, g (s)		9.1		21.9	21.9			56.1			56.1	
Actuated g/C Ratio		0.10		0.24	0.24			0.62			0.62	
Clearance Time (s)		6.0		6.0	6.0			6.0			6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0			2.0	
Lane Grp Cap (vph)		147		357	426			1842			1980	
v/s Ratio Prot				c0.02	0.01							
v/s Ratio Perm		c0.05		0.05				c0.33			0.14	
v/c Ratio		0.46		0.29	0.06			0.53			0.23	
Uniform Delay, d1		38.1		29.8	26.1			9.6			7.4	
Progression Factor		0.78		1.00	1.00			0.91			1.00	
Incremental Delay, d2		2.1		0.5	0.1			1.1			0.3	
Delay (s)		31.9		30.3	26.2			9.8			7.7	
Level of Service		C		C	C			A			A	
Approach Delay (s/veh)		31.9			29.2			9.8			7.7	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	12.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	69.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	5	11	0	0	0	22	612	221	6	363	2
Future Vol, veh/h	3	5	11	0	0	0	22	612	221	6	363	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	5	12	0	0	0	24	665	240	7	395	2

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1122	1362	396	397	0	0	905	0	0
Stage 1	409	409	-	-	-	-	-	-	-
Stage 2	713	953	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	228	148	654	1162	-	-	751	-	-
Stage 1	671	596	-	-	-	-	-	-	-
Stage 2	486	337	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	221	0	654	1162	-	-	751	-	-
Mov Cap-2 Maneuver	221	0	-	-	-	-	-	-	-
Stage 1	657	0	-	-	-	-	-	-	-
Stage 2	481	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	13.18	0.21	0.16
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	1162	-	-	461	751	-	-
HCM Lane V/C Ratio	0.021	-	-	0.045	0.009	-	-
HCM Control Delay (s/veh)	8.2	-	-	13.2	9.8	-	-
HCM Lane LOS	A	-	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0	-	-

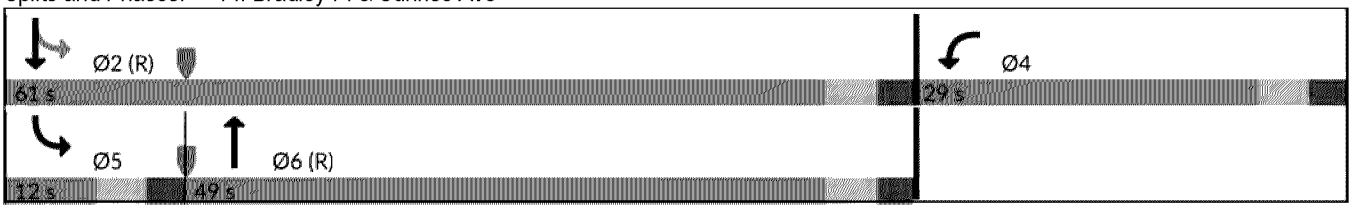


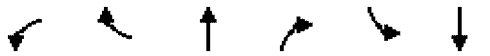
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	97	44	530	70	16	266
Future Volume (vph)	97	44	530	70	16	266
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	40	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.958		0.984			
Flt Protectec	0.967				0.950	
Satd. Flow (prot)	1726	0	1833	0	1770	1863
Flt Permitted	0.967				0.296	
Satd. Flow (perm)	1726	0	1833	0	551	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	25		10			
Link Speed (mph)	30		30			30
Link Distance (ft)	295		402			207
Travel Time (s)	6.7		9.1			4.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	105	48	576	76	17	289
Shared Lane Traffic (%)						
Lane Group Flow (vph)	153	0	652	0	17	289
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases					2	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	4		6		5	2
Switch Phase						
Minimum Initial (s)	10.0		12.0		5.0	12.0
Minimum Split (s)	25.9		30.0		10.9	26.9
Total Split (s)	29.0		49.0		12.0	61.0
Total Split (%)	32.2%		54.4%		13.3%	67.8%
Maximum Green (s)	23.1		43.1		6.1	55.1
Yellow Time (s)	3.4		3.4		3.4	3.4
All-Red Time (s)	2.5		2.5		2.5	2.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.9		5.9		5.9	5.9
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.5		2.5		3.0	2.5
Recall Mode	None		C-Max		None	C-Max
Walk Time (s)	7.0		7.0			
Flash Don't Walk (s)	13.0		14.0			
Pedestrian Calls (#/hr)	0		0			
Act Effct Green (s)	12.4		61.0		65.8	65.8
Actuated g/C Ratio	0.14		0.68		0.73	0.73
v/c Ratio	0.59		0.52		0.04	0.21
Control Delay (s/veh)	31.9		11.1		4.2	4.7
Queue Delay	0.0		0.0		0.0	0.0
Total Delay (s/veh)	31.9		11.1		4.2	4.7
LOS	C		B		A	A
Approach Delay (s/veh)	31.9		11.1			4.6
Approach LOS	C		B			A

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 62 (69%), Referenced to phase 2:SBTL and 6:NBT, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay (s/veh): 12.2		Intersection LOS: B	
Intersection Capacity Utilization 50.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 14: Bradley Pl & Sunrise Ave





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	97	44	530	70	16	266
Future Volume (vph)	97	44	530	70	16	266
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9		5.9		5.9	5.9
Lane Util. Factor	1.00		1.00		1.00	1.00
Frt	0.96		0.98		1.00	1.00
Flt Protected	0.97		1.00		0.95	1.00
Satd. Flow (prot)	1725		1833		1770	1863
Flt Permitted	0.97		1.00		0.30	1.00
Satd. Flow (perm)	1725		1833		551	1863
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	105	48	576	76	17	289
RTOR Reduction (vph)	22	0	4	0	0	0
Lane Group Flow (vph)	131	0	648	0	17	289
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases					2	
Actuated Green, G (s)	12.4		57.5		65.8	65.8
Effective Green, g (s)	12.4		57.5		65.8	65.8
Actuated g/C Ratio	0.14		0.64		0.73	0.73
Clearance Time (s)	5.9		5.9		5.9	5.9
Vehicle Extension (s)	2.5		2.5		3.0	2.5
Lane Grp Cap (vph)	237		1171		435	1362
v/s Ratio Prot	c0.08		c0.35		0.00	c0.16
v/s Ratio Perm					0.03	
v/c Ratio	0.55		0.55		0.04	0.21
Uniform Delay, d1	36.2		9.1		5.2	3.9
Progression Factor	0.77		1.07		1.00	1.00
Incremental Delay, d2	2.1		1.1		0.0	0.4
Delay (s)	29.9		10.9		5.3	4.2
Level of Service	C		B		A	A
Approach Delay (s/veh)	29.9		10.9			4.3
Approach LOS	C		B			A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	11.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	17.7
Intersection Capacity Utilization	50.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

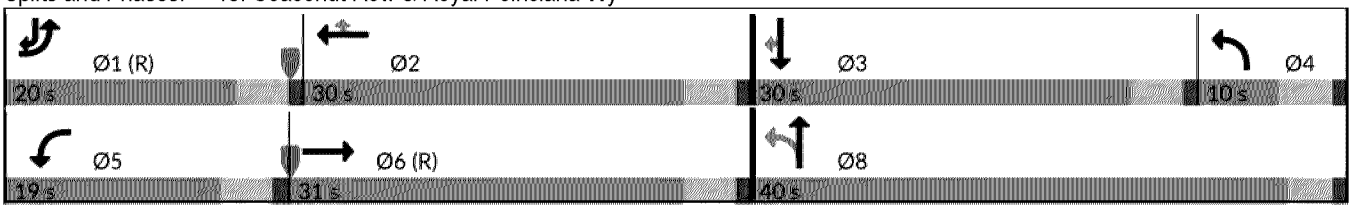
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	555	817	193	94	431	78	112	220	71	93	288
Future Volume (vph)	555	817	193	94	431	78	112	220	71	93	288
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		0	110		150	0		0		0
Storage Lanes	2		0	1		1	1		0		1
Taper Length (ft)	25			25			25				
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.971				0.850		0.963			0.850
Flt Protected	0.950			0.950			0.950				
Satd. Flow (prot)	3433	3437	0	1770	3539	1583	1770	1794	0	1863	1583
Flt Permitted	0.950			0.950			0.692				
Satd. Flow (perm)	3433	3437	0	1770	3539	1583	1289	1794	0	1863	1583
Right Turn on Red						Yes					Yes
Satd. Flow (RTOR)						127					217
Link Speed (mph)		30			30			30		30	
Link Distance (ft)		280			490			291		269	
Travel Time (s)		6.4			11.1			6.6		6.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	603	888	210	102	468	85	122	239	77	101	313
Shared Lane Traffic (%)											
Lane Group Flow (vph)	603	1098	0	102	468	85	122	316	0	101	313
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		70			100			12		12	
Link Offset(ft)		0			0			0		0	
Crosswalk Width(ft)		16			16			16		16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		60	15		9	15		9		9
Number of Detectors	1	2		1	2	1	0	2		2	1
Detector Template	Left	Thru		Left	Thru	Right		Thru		Thru	Right
Leading Detector (ft)	20	100		20	100	20	0	100		100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel											
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94			94			94		94	
Detector 2 Size(ft)		6			6			6		6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex		Cl+Ex	
Detector 2 Channel											
Detector 2 Extend (s)		0.0			0.0			0.0		0.0	
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		NA	pm+ov
Protected Phases	1	6		5	2		4	8		3	1
Permitted Phases						2	8				3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Detector Phase	1	6		5	2	2	4	8		3	1
Switch Phase											
Minimum Initial (s)	15.0	20.0		15.0	20.0	20.0	5.0	15.0		15.0	15.0
Minimum Split (s)	19.5	30.5		19.5	30.5	30.5	30.5	30.0		30.5	19.5
Total Split (s)	20.0	31.0		19.0	30.0	30.0	10.0	40.0		30.0	20.0
Total Split (%)	22.2%	34.4%		21.1%	33.3%	33.3%	11.1%	44.4%		33.3%	22.2%
Maximum Green (s)	15.5	26.5		14.5	25.5	25.5	5.5	36.0		25.5	15.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.0		3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0
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)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag			Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes			Yes	Yes
Vehicle Extension (s)	5.0	5.0		5.0	5.0	5.0	3.0	5.0		5.0	5.0
Recall Mode	C-Max	C-Max		Max	Max	Max	None	None		Max	C-Max
Walk Time (s)		10.0			10.0	10.0	10.0	10.0		10.0	
Flash Don't Walk (s)		16.0			16.0	16.0	16.0	16.0		16.0	
Pedestrian Calls (#/hr)		0			0	0	0	0		0	
Act Effct Green (s)	15.5	26.5		14.5	25.5	25.5	35.5	36.0		25.5	41.0
Actuated g/C Ratio	0.17	0.29		0.16	0.28	0.28	0.39	0.40		0.28	0.46
v/c Ratio	1.02	1.08		0.36	0.47	0.16	0.23	0.44		0.19	0.37
Control Delay (s/veh)	80.6	86.1		43.5	18.5	0.9	19.7	22.1		29.5	4.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	80.6	86.1		43.5	18.5	0.9	19.7	22.1		29.5	4.3
LOS	F	F		D	B	A	B	C		C	A
Approach Delay (s/veh)		84.2			20.1			21.5		10.4	
Approach LOS		F			C			C		B	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 1:EBL and 6:EBT, Start of Green, Master Intersection
Natural Cycle: 125
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.08
Intersection Signal Delay (s/veh): 53.0 Intersection LOS: D
Intersection Capacity Utilization 68.0% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 15: Coaconut Row & Royal Poinciana Wy

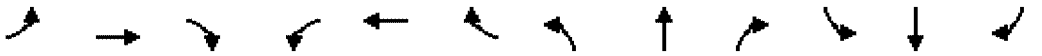




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	555	817	193	94	431	78	112	220	71	93	288
Future Volume (vph)	555	817	193	94	431	78	112	220	71	93	288
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.96		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		1.00	1.00
Satd. Flow (prot)	3433	3438		1770	3539	1583	1770	1795		1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.69	1.00		1.00	1.00
Satd. Flow (perm)	3433	3438		1770	3539	1583	1288	1795		1863	1583
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
Adj. Flow (vph)	603	888	210	102	468	85	122	239	77	101	313
RTOR Reduction (vph)	0	0	0	0	0	61	0	0	0	0	118
Lane Group Flow (vph)	603	1098	0	102	468	24	122	316	0	101	195
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		NA	pm+ov
Protected Phases	1	6		5	2		4	8		3	1
Permitted Phases						2	8				3
Actuated Green, G (s)	15.5	26.5		14.5	25.5	25.5	36.0	36.0		25.5	41.0
Effective Green, g (s)	15.5	26.5		14.5	25.5	25.5	36.0	36.0		25.5	41.0
Actuated g/C Ratio	0.17	0.29		0.16	0.28	0.28	0.40	0.40		0.28	0.46
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5
Vehicle Extension (s)	5.0	5.0		5.0	5.0	5.0	3.0	5.0		5.0	5.0
Lane Grp Cap (vph)	591	1012		285	1002	448	544	718		527	721
v/s Ratio Prot	c0.18	c0.32		0.06	0.13		0.01	c0.18		0.05	0.05
v/s Ratio Perm						0.02	0.08				0.08
v/c Ratio	1.02	1.08		0.36	0.47	0.05	0.22	0.44		0.19	0.27
Uniform Delay, d1	37.3	31.7		33.6	26.6	23.5	17.9	19.7		24.4	15.2
Progression Factor	1.00	1.00		1.18	0.63	0.21	1.00	1.00		1.16	1.00
Incremental Delay, d2	42.2	54.2		3.1	1.4	0.2	0.2	0.9		0.8	0.9
Delay (s)	79.5	86.0		42.7	18.3	5.2	18.1	20.6		29.0	16.1
Level of Service	E	F		D	B	A	B	C		C	B
Approach Delay (s/veh)		83.7			20.4			19.9		19.3	
Approach LOS		F			C			B		B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	53.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	68.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

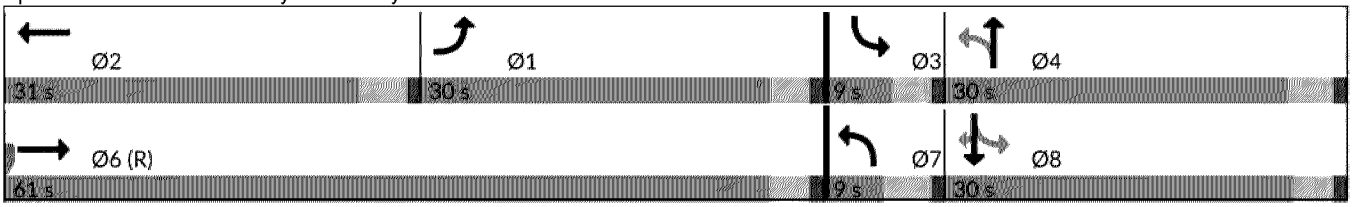


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	371	1023	32	0	587	43	101	43	14	78	66	147
Future Volume (vph)	371	1023	32	0	587	43	101	43	14	78	66	147
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		0	0		0	225		0
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.990			0.964				0.850
Flt Protectec	0.950						0.950			0.950		
Satd. Flow (prot)	1770	3522	0	0	3504	0	1770	1796	0	1770	1863	1583
Flt Permitted	0.950						0.654			0.717		
Satd. Flow (perm)	1770	3522	0	0	3504	0	1218	1796	0	1336	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			7			15				160
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		354			401			476			251	
Travel Time (s)		8.0			9.1			10.8			5.7	
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
Adj. Flow (vph)	403	1112	35	0	638	47	110	47	15	85	72	160
Shared Lane Traffic (%)												
Lane Group Flow (vph)	403	1147	0	0	685	0	110	62	0	85	72	160
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2		1	2	1
Detector Template	Left	Thru			Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100			100		20	100		20	100	20
Trailing Detector (ft)	0	0			0		0	0		0	0	0
Detector 1 Position(ft)	0	0			0		0	0		0	0	0
Detector 1 Size(ft)	20	6			6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA			NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6			2		7	4		3	8	
Permitted Phases							4			8		8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6			2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0			15.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	30.5			30.5		9.5	30.5		9.5	30.5	30.5
Total Split (s)	30.0	61.0			31.0		9.0	30.0		9.0	30.0	30.0
Total Split (%)	30.0%	61.0%			31.0%		9.0%	30.0%		9.0%	30.0%	30.0%
Maximum Green (s)	26.0	57.0			26.5		4.5	25.5		5.0	26.0	26.0
Yellow Time (s)	3.0	3.0			3.5		3.5	3.5		3.0	3.0	3.0
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.0	4.0
Lead/Lag	Lag				Lead		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes				Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	5.0	7.0			7.0		5.0	5.0		5.0	5.0	5.0
Recall Mode	None	C-Max			Max		None	None		None	None	None
Walk Time (s)		10.0			10.0			10.0			10.0	10.0
Flash Don't Walk (s)		16.0			16.0			16.0			16.0	16.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	26.0	71.7			41.2		16.2	12.6		16.3	11.3	11.3
Actuated g/C Ratio	0.26	0.72			0.41		0.16	0.13		0.16	0.11	0.11
v/c Ratio	0.88	0.45			0.47		0.50	0.26		0.36	0.34	0.50
Control Delay (s/veh)	57.0	6.9			25.1		43.0	34.6		37.3	44.5	12.1
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	57.0	6.9			25.1		43.0	34.6		37.3	44.5	12.1
LOS	E	A			C		D	C		D	D	B
Approach Delay (s/veh)		19.9			25.1			40.0			26.2	
Approach LOS		B			C			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 6:EBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay (s/veh): 23.2		Intersection LOS: C	
Intersection Capacity Utilization 61.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 16: Royal Palm Wy & Cocoanut Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	371	1023	32	0	587	43	101	43	14	78	66	147
Future Volume (vph)	371	1023	32	0	587	43	101	43	14	78	66	147
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00			0.99		1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3523			3503		1770	1795		1770	1863	1583
Flt Permitted	0.95	1.00			1.00		0.65	1.00		0.72	1.00	1.00
Satd. Flow (perm)	1770	3523			3503		1218	1795		1335	1863	1583
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)	403	1112	35	0	638	47	110	47	15	85	72	160
RTOR Reduction (vph)	0	1	0	0	4	0	0	13	0	0	0	141
Lane Group Flow (vph)	403	1146	0	0	681	0	110	49	0	85	72	19
Turn Type	Prot	NA			NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6			2		7	4		3	8	
Permitted Phases							4			8		8
Actuated Green, G (s)	26.0	70.9			40.4		17.1	12.6		16.1	12.1	12.1
Effective Green, g (s)	26.0	70.9			40.4		17.1	12.6		16.1	12.1	12.1
Actuated g/C Ratio	0.26	0.71			0.40		0.17	0.13		0.16	0.12	0.12
Clearance Time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.0	4.0
Vehicle Extension (s)	5.0	7.0			7.0		5.0	5.0		5.0	5.0	5.0
Lane Grp Cap (vph)	460	2497			1415		233	226		232	225	191
v/s Ratio Prot	c0.23	c0.33			0.19		c0.02	0.03		0.01	0.04	
v/s Ratio Perm							c0.06			0.04		0.01
v/c Ratio	0.88	0.46			0.48		0.47	0.22		0.37	0.32	0.10
Uniform Delay, d1	35.5	6.3			22.0		36.8	39.3		37.0	40.2	39.1
Progression Factor	1.00	1.00			1.10		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	18.1	0.6			1.1		3.1	1.0		2.0	1.7	0.5
Delay (s)	53.5	6.9			25.3		40.0	40.3		39.0	41.9	39.6
Level of Service	D	A			C		D	D		D	D	D
Approach Delay (s/veh)		19.0			25.3			40.1			40.0	
Approach LOS		B			C			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	24.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	61.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	1173	377	573
Demand Flow Rate, veh/h	1196	385	585
Vehicles Circulating, veh/h	155	187	878
Vehicles Exiting, veh/h	187	878	155
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	11.3	1.8	3.6
Approach LOS	B	A	A

Lane	Left	Bypass	Left	Bypass	Left	Bypass
Designated Moves	T	R	L	R	L	R
Assumed Moves	T		L		L	
RT Channelized		Free		Free		Free
Lane Util	1.000		1.000		1.000	
Follow-Up Headway, s	2.609		2.609		2.609	
Critical Headway, s	4.976		4.976		4.976	
A (Intercept)	1380		1380		1380	
B (Slope)	1.02e-3		1.02e-3		1.02e-3	
Entry Flow, veh/h	878	318	155	230	187	398
Cap Entry Lane, veh/h	1178	1938	1140	1938	564	1938
Entry HV Adj Factor	0.980	0.980	0.981	0.980	0.979	0.980
Flow Entry, veh/h	861	312	152	225	183	390
Cap Entry, veh/h	1155	1900	1118	1900	552	1900
V/C Ratio	0.745	0.164	0.136	0.118	0.332	0.205
Control Delay, s/veh	15.3	0.0	4.4	0.0	11.4	0.0
LOS	C	A	A	A	B	A
95th %tile Queue, veh	7	1	0	0	1	1

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1507	298	9	838	1	37
Future Vol, veh/h	1507	298	9	838	1	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1638	324	10	911	1	40

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1962	0	2275	981
Stage 1	-	-	-	-	1800	-
Stage 2	-	-	-	-	475	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	293	-	34	249
Stage 1	-	-	-	-	117	-
Stage 2	-	-	-	-	592	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	293	-	32	249
Mov Cap-2 Maneuver	-	-	-	-	32	-
Stage 1	-	-	-	-	117	-
Stage 2	-	-	-	-	565	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.96	22.25
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	249	-	-	38	-
HCM Lane V/C Ratio	0.162	-	-	0.033	-
HCM Control Delay (s/veh)	22.3	-	-	17.7	0.8
HCM Lane LOS	C	-	-	C	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	2	12	1	11	0	33	10	56	209	6
Future Vol, veh/h	0	1	2	12	1	11	0	33	10	56	209	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	2	13	1	12	0	36	11	61	227	7
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.3	7.7	7.4	9.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	50%	21%
Vol Thru, %	77%	33%	4%	77%
Vol Right, %	23%	67%	46%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	43	3	24	271
LT Vol	0	0	12	56
Through Vol	33	1	1	209
RT Vol	10	2	11	6
Lane Flow Rate	47	3	26	295
Geometry Grp	1	1	1	1
Degree of Util (X)	0.053	0.004	0.033	0.331
Departure Headway (Hd)	4.066	4.305	4.503	4.048
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	869	836	800	887
Service Time	2.147	2.306	2.503	2.08
HCM Lane V/C Ratio	0.054	0.004	0.033	0.333
HCM Control Delay, s/veh	7.4	7.3	7.7	9.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0	0.1	1.5

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↱			↰
Traffic Vol, veh/h	0	0	40	6	60	161
Future Vol, veh/h	0	0	40	6	60	161
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	43	7	65	175

Major/Minor	Minor2		Major2		
Conflicting Flow All	305	175	0	0	
Stage 1	305	-	-	-	
Stage 2	0	-	-	-	
Critical Hdwy	6.52	6.22	4.12	-	
Critical Hdwy Stg 1	5.52	-	-	-	
Critical Hdwy Stg 2	-	-	-	-	
Follow-up Hdwy	4.018	3.318	2.218	-	
Pot Cap-1 Maneuver	608	868	-	-	
Stage 1	662	-	-	-	
Stage 2	-	-	-	-	
Platoon blocked, %				-	
Mov Cap-1 Maneuver	0	868	-	-	
Mov Cap-2 Maneuver	0	-	-	-	
Stage 1	0	-	-	-	
Stage 2	0	-	-	-	

Approach	NB	SB
HCM Control Delay, s/v	9.4	
HCM LOS	A	

Minor Lane/Major Mvmt	NBLn1	SBL	SBT
Capacity (veh/h)	868	-	-
HCM Lane V/C Ratio	0.058	-	-
HCM Control Delay (s/veh)	9.4	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	17	38	1	2	145
Future Vol, veh/h	14	17	38	1	2	145
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	18	41	1	2	158
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	7.3	7.4	7.9
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	45%	1%
Vol Thru, %	97%	0%	99%
Vol Right, %	3%	55%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	39	31	147
LT Vol	0	14	2
Through Vol	38	0	145
RT Vol	1	17	0
Lane Flow Rate	42	34	160
Geometry Grp	1	1	1
Degree of Util (X)	0.048	0.038	0.179
Departure Headway (Hd)	4.098	4.043	4.028
Convergence, Y/N	Yes	Yes	Yes
Cap	869	872	892
Service Time	2.145	2.132	2.052
HCM Lane V/C Ratio	0.048	0.039	0.179
HCM Control Delay, s/veh	7.4	7.3	7.9
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.1	0.6

Intersection	
Intersection Delay, s/veh	5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	34	22	150	0	4
Future Vol, veh/h	0	0	0	0	0	0	0	34	22	150	0	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	37	24	163	0	4
Number of Lanes	0	0	0	0	0	0	0	1	0	0	1	0

Approach	NB	SB
Opposing Approach	SB	NB
Opposing Lanes	1	1
Conflicting Approach Left		
Conflicting Lanes Left	0	0
Conflicting Approach Right		
Conflicting Lanes Right	0	0
HCM Control Delay, s/veh	5	5
HCM LOS	A	A

Lane	NBLn1	SBLn1
Vol Left, %	0%	97%
Vol Thru, %	61%	0%
Vol Right, %	39%	3%
Sign Control	Stop	Stop
Traffic Vol by Lane	56	154
LT Vol	0	150
Through Vol	34	0
RT Vol	22	4
Lane Flow Rate	61	167
Geometry Grp	Error	Error
Degree of Util (X)	0	0
Departure Headway (Hd)	0	0
Convergence, Y/N	Yes	Yes
Cap	0	0
Service Time	0	0
HCM Lane V/C Ratio	0	0
HCM Control Delay, s/veh	5	5
HCM Lane LOS	N	N
HCM 95th-tile Q	0	0

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑	↱		↱
Traffic Vol, veh/h	0	0	29	157	0	24
Future Vol, veh/h	0	0	29	157	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	32	171	0	26

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	32
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	1042
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	1042
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s/v	0	8.54
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1042
HCM Lane V/C Ratio	-	-	0.025
HCM Control Delay (s/veh)	-	-	8.5
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	0	38	199	0	81	0	409	0	0	156	0
Future Vol, veh/h	6	0	38	199	0	81	0	409	0	0	156	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	41	216	0	88	0	445	0	0	170	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	614	-	170	614	-	445	-	0	-	-	-	0
Stage 1	170	-	-	445	-	-	-	-	-	-	-	-
Stage 2	445	-	-	170	-	-	-	-	-	-	-	-
Critical Hdwy	7.12	-	6.22	7.12	-	6.22	-	-	-	-	-	-
Critical Hdwy Stg 1	6.12	-	-	6.12	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	-	-	6.12	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	-	3.318	3.518	-	3.318	-	-	-	-	-	-
Pot Cap-1 Maneuver	404	0	874	404	0	613	0	-	0	0	-	0
Stage 1	832	0	-	593	0	-	0	-	0	0	-	0
Stage 2	593	0	-	832	0	-	0	-	0	0	-	0
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	346	-	874	385	-	613	-	-	-	-	-	-
Mov Cap-2 Maneuver	346	-	-	385	-	-	-	-	-	-	-	-
Stage 1	832	-	-	593	-	-	-	-	-	-	-	-
Stage 2	507	-	-	793	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.18	21.7	0	0
HCM LOS	B	C		

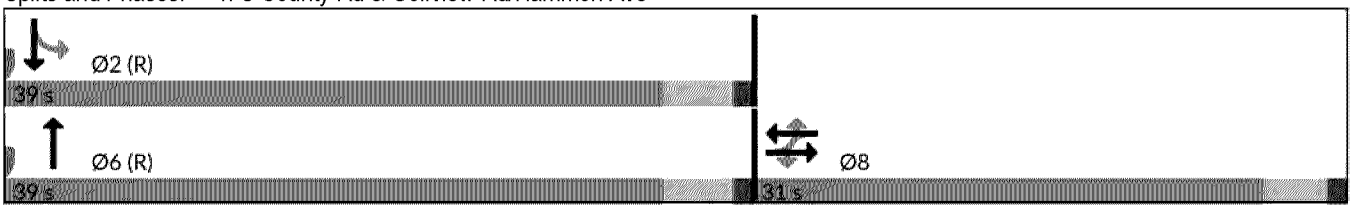
Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	WBLn1	WBLn2	SBT
Capacity (veh/h)	-	346	874	385	613	-
HCM Lane V/C Ratio	-	0.019	0.047	0.562	0.144	-
HCM Control Delay (s/veh)	-	15.6	9.3	25.7	11.8	-
HCM Lane LOS	-	C	A	D	B	-
HCM 95th %tile Q(veh)	-	0.1	0.1	3.3	0.5	-

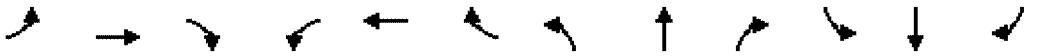
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	6	20	18	0	53	0	264	32	109	354	0
Future Volume (vph)	24	6	20	18	0	53	0	264	32	109	354	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.946			0.900			0.985				
Flt Protected		0.977			0.987						0.988	
Satd. Flow (prot)	0	1722	0	0	1655	0	0	1835	0	0	1840	0
Flt Permitted		0.870			0.901						0.848	
Satd. Flow (perm)	0	1533	0	0	1510	0	0	1835	0	0	1580	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		22						12				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1221			780			420			87	
Travel Time (s)		27.8			17.7			9.5			2.0	
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
Adj. Flow (vph)	26	7	22	20	0	58	0	287	35	118	385	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	55	0	0	78	0	0	322	0	0	503	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0			0		1	0	
Detector Template	Left			Left						Left		
Leading Detector (ft)	20	0		20	0			0		20	0	
Trailing Detector (ft)	0	0		0	0			0		0	0	
Detector 1 Position(ft)	0	0		0	0			0		0	0	
Detector 1 Size(ft)	20	6		20	6			6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		8			8			6			2	
Permitted Phases	8			8						2		
Detector Phase	8	8		8	8			6		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0			5.0		5.0	5.0	
Minimum Split (s)	25.4	25.4		25.4	25.4			25.6		25.6	25.6	
Total Split (s)	31.0	31.0		31.0	31.0			39.0		39.0	39.0	
Total Split (%)	44.3%	44.3%		44.3%	44.3%			55.7%		55.7%	55.7%	
Maximum Green (s)	26.6	26.6		26.6	26.6			34.4		34.4	34.4	
Yellow Time (s)	3.4	3.4		3.4	3.4			3.6		3.6	3.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	1.0	1.0		1.0	1.0			1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.4			4.4			4.6			4.6	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Recall Mode	None	None		None	None			C-Max		C-Max	C-Max	
Walk Time (s)	8.0	8.0		8.0	8.0			8.0		8.0	8.0	
Flash Don't Walk (s)	13.0	13.0		13.0	13.0			13.0		13.0	13.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)		9.2			9.2			55.0			55.0	
Actuated g/C Ratio		0.13			0.13			0.79			0.79	
v/c Ratio		0.25			0.39			0.22			0.41	
Control Delay (s/veh)		20.9			33.2			3.3			2.1	
Queue Delay		0.0			0.0			0.0			0.1	
Total Delay (s/veh)		20.9			33.2			3.3			2.3	
LOS		C			C			A			A	
Approach Delay (s/veh)		20.9			33.2			3.3			2.3	
Approach LOS		C			C			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.41			
Intersection Signal Delay (s/veh): 6.2		Intersection LOS: A	
Intersection Capacity Utilization 57.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 1: S County Rd & Golfview Rd/Hammon Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	6	20	18	0	53	0	264	32	109	354	0
Future Volume (vph)	24	6	20	18	0	53	0	264	32	109	354	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.4			4.4			4.6			4.6	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.95			0.90			0.99			1.00	
Flt Protected		0.98			0.99			1.00			0.99	
Satd. Flow (prot)		1721			1655			1835			1841	
Flt Permitted		0.87			0.90			1.00			0.85	
Satd. Flow (perm)		1534			1510			1835			1580	
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)	26	7	22	20	0	58	0	287	35	118	385	0
RTOR Reduction (vph)	0	20	0	0	0	0	0	3	0	0	0	0
Lane Group Flow (vph)	0	35	0	0	78	0	0	319	0	0	503	0
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		8			8			6			2	
Permitted Phases	8			8						2		
Actuated Green, G (s)		7.8			7.8			53.2			53.2	
Effective Green, g (s)		7.8			7.8			53.2			53.2	
Actuated g/C Ratio		0.11			0.11			0.76			0.76	
Clearance Time (s)		4.4			4.4			4.6			4.6	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		170			168			1394			1200	
v/s Ratio Prot								0.17				
v/s Ratio Perm		0.02			c0.05						c0.32	
v/c Ratio		0.21			0.46			0.23			0.42	
Uniform Delay, d1		28.3			29.1			2.4			3.0	
Progression Factor		1.00			1.00			1.00			0.33	
Incremental Delay, d2		0.6			2.0			0.4			1.0	
Delay (s)		28.9			31.2			2.8			1.9	
Level of Service		C			C			A			A	
Approach Delay (s/veh)		28.9			31.2			2.8			1.9	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	6.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	57.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

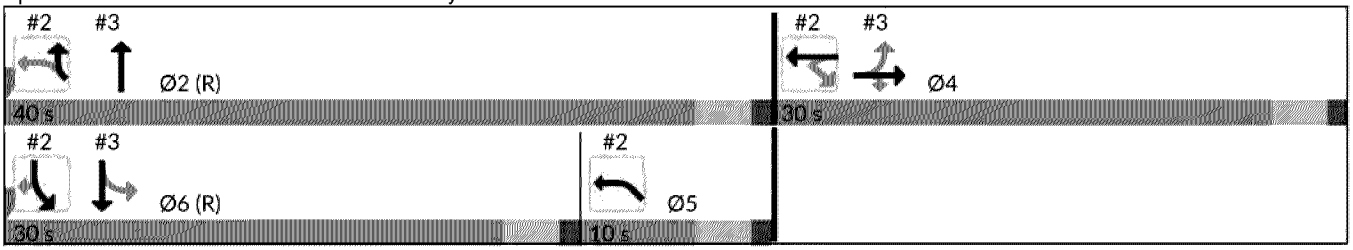


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Traffic Volume (vph)	0	0	0	91	130	222	391	196	79	253
Future Volume (vph)	0	0	0	91	130	222	391	196	79	253
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0	0	150	0
Storage Lanes	0		0	0		0	1	1	1	1
Taper Length (ft)	25			25			25		25	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt					0.925			0.850		0.850
Flt Protectec					0.990		0.950		0.950	
Satd. Flow (prot)	0	0	0	0	3241	0	1770	1583	1770	1583
Flt Permitted					0.990		0.950		0.405	
Satd. Flow (perm)	0	0	0	0	3241	0	1770	1583	754	1583
Right Turn on Red			Yes			Yes		Yes		
Satd. Flow (RTOR)					241			213		
Link Speed (mph)		30			30		30		30	
Link Distance (ft)		1510			1065		277		366	
Travel Time (s)		34.3			24.2		6.3		8.3	
Peak Hour Factor	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	99	141	241	425	213	86	275
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	0	0	481	0	425	213	86	275
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Right
Median Width(ft)		0			0		12		12	
Link Offset(ft)		0			0		0		0	
Crosswalk Width(ft)		16			16		16		16	
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15	9	15	9
Number of Detectors				1	2		2	1	1	2
Detector Template				Left	Thru		Thru	Right	Left	Thru
Leading Detector (ft)				20	100		100	20	20	100
Trailing Detector (ft)				0	0		0	0	0	0
Detector 1 Position(ft)				0	0		0	0	0	0
Detector 1 Size(ft)				20	6		6	20	20	6
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel										
Detector 1 Extend (s)				0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)					94		94			94
Detector 2 Size(ft)					6		6			6
Detector 2 Type					Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel										
Detector 2 Extend (s)					0.0		0.0			0.0
Turn Type				Perm	NA		Prot	Perm	pm+pt	Prot
Protected Phases					4		6		5	2
Permitted Phases				4				6	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Detector Phase				4	4		6	6	5	2
Switch Phase										
Minimum Initial (s)				5.0	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)				30.0	30.0		30.0	30.0	9.5	30.0
Total Split (s)				30.0	30.0		30.0	30.0	10.0	40.0
Total Split (%)				42.9%	42.9%		42.9%	42.9%	14.3%	57.1%
Maximum Green (s)				26.0	26.0		26.0	26.0	6.0	36.0
Yellow Time (s)				3.0	3.0		3.0	3.0	3.0	3.0
All-Red Time (s)				1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)					0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)					4.0		4.0	4.0	4.0	4.0
Lead/Lag							Lead	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	
Vehicle Extension (s)				5.0	5.0		5.0	5.0	5.0	5.0
Recall Mode				None	None		C-Max	C-Max	None	C-Max
Walk Time (s)				10.0	10.0		10.0	10.0		10.0
Flash Don't Walk (s)				16.0	16.0		16.0	16.0		16.0
Pedestrian Calls (#/hr)				0	0		0	0		0
Act Effct Green (s)					21.1		32.9	32.9	40.9	40.9
Actuated g/C Ratio					0.30		0.47	0.47	0.58	0.58
v/c Ratio					0.42		0.51	0.25	0.16	0.30
Control Delay (s/veh)					9.6		8.7	0.9	8.2	8.4
Queue Delay					0.0		0.2	0.2	0.0	0.0
Total Delay (s/veh)					9.6		8.9	1.0	8.2	8.4
LOS					A		A	A	A	A
Approach Delay (s/veh)					9.6		6.2		8.3	
Approach LOS					A		A		A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 61 (87%), Referenced to phase 2:NWL and 6:SBL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay (s/veh): 7.8		Intersection LOS: A	
Intersection Capacity Utilization 49.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Worth Ave & S County Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Traffic Volume (vph)	0	0	0	91	130	222	391	196	79	253
Future Volume (vph)	0	0	0	91	130	222	391	196	79	253
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		4.0	4.0	4.0	4.0
Lane Util. Factor					0.95		1.00	1.00	1.00	1.00
Frt					0.92		1.00	0.85	1.00	0.85
Flt Protected					0.99		0.95	1.00	0.95	1.00
Satd. Flow (prot)					3240		1770	1583	1770	1583
Flt Permitted					0.99		0.95	1.00	0.40	1.00
Satd. Flow (perm)					3240		1770	1583	754	1583
Peak-hour factor, PHF	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	99	141	241	425	213	86	275
RTOR Reduction (vph)	0	0	0	0	168	0	0	115	0	0
Lane Group Flow (vph)	0	0	0	0	313	0	425	98	86	275
Turn Type				Perm	NA		Prot	Perm	pm+pt	Prot
Protected Phases					4		6		5	2
Permitted Phases				4				6	2	
Actuated Green, G (s)					21.1		32.1	32.1	40.9	40.9
Effective Green, g (s)					21.1		32.1	32.1	40.9	40.9
Actuated g/C Ratio					0.30		0.46	0.46	0.58	0.58
Clearance Time (s)					4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)					5.0		5.0	5.0	5.0	5.0
Lane Grp Cap (vph)					976		811	725	510	924
v/s Ratio Prot							c0.24		0.01	c0.17
v/s Ratio Perm					0.10			0.06	0.09	
v/c Ratio					0.32		0.52	0.13	0.17	0.30
Uniform Delay, d1					18.9		13.5	10.9	10.6	7.3
Progression Factor					1.00		0.41	0.08	0.82	0.85
Incremental Delay, d2					0.4		2.3	0.4	0.3	0.8
Delay (s)					19.3		7.8	1.2	9.1	7.0
Level of Service					B		A	A	A	A
Approach Delay (s/veh)		0.0			19.3		5.6		7.5	
Approach LOS		A			B		A		A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	10.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	49.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

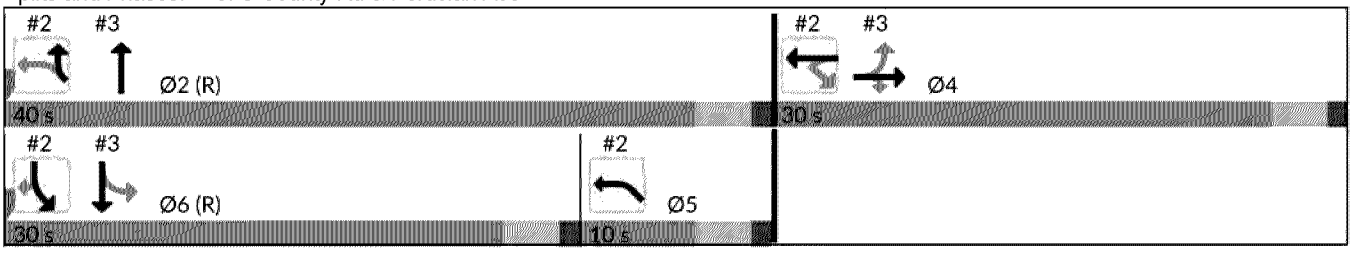
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	121	172	0	0	0	0	439	53	104	421	0
Future Volume (vph)	102	121	172	0	0	0	0	439	53	104	421	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Frt			0.850					0.984				
Flt Protected		0.978									0.990	
Satd. Flow (prot)	0	1822	1583	0	0	0	0	3483	0	0	3504	0
Flt Permitted		0.978									0.757	
Satd. Flow (perm)	0	1822	1583	0	0	0	0	3483	0	0	2679	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			187					27				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1510			55			277			163	
Travel Time (s)		34.3			1.3			6.3			3.7	
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
Adj. Flow (vph)	111	132	187	0	0	0	0	477	58	113	458	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	243	187	0	0	0	0	535	0	0	571	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2		1	2	
Detector Template	Left	Thru	Right					Thru		Left	Thru	
Leading Detector (ft)	20	100	20					100		20	100	
Trailing Detector (ft)	0	0	0					0		0	0	
Detector 1 Position(ft)	0	0	0					0		0	0	
Detector 1 Size(ft)	20	6	20					6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4		4							6		
Detector Phase	4	4	4					2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0					5.0		5.0	5.0	

Lane Group	Ø5
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	5
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	30.0	30.0	30.0					30.0		30.0	30.0	
Total Split (s)	30.0	30.0	30.0					40.0		30.0	30.0	
Total Split (%)	42.9%	42.9%	42.9%					57.1%		42.9%	42.9%	
Maximum Green (s)	26.0	26.0	26.0					36.0		26.0	26.0	
Yellow Time (s)	3.0	3.0	3.0					3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0					1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0					0.0			0.0	
Total Lost Time (s)		4.0	4.0					4.0			4.0	
Lead/Lag										Lead	Lead	
Lead-Lag Optimize?										Yes	Yes	
Vehicle Extension (s)	5.0	5.0	5.0					5.0		5.0	5.0	
Recall Mode	None	None	None					C-Max		C-Max	C-Max	
Walk Time (s)	10.0	10.0	10.0					10.0		10.0	10.0	
Flash Don't Walk (s)	16.0	16.0	16.0					16.0		16.0	16.0	
Pedestrian Calls (#/hr)	0	0	0					0		0	0	
Act Effct Green (s)		21.1	21.1					40.9			32.9	
Actuated g/C Ratio		0.30	0.30					0.58			0.47	
v/c Ratio		0.44	0.31					0.26			0.45	
Control Delay (s/veh)		21.1	4.1					7.0			16.3	
Queue Delay		0.0	0.0					0.2			0.0	
Total Delay (s/veh)		21.1	4.1					7.2			16.3	
LOS		C	A					A			B	
Approach Delay (s/veh)		13.7						7.2			16.3	
Approach LOS		B						A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 61 (87%), Referenced to phase 2:NWL and 6:SBL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay (s/veh): 12.4		Intersection LOS: B	
Intersection Capacity Utilization 50.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: S County Rd & Peruvian Ave



Lane Group	Ø5
Minimum Split (s)	9.5
Total Split (s)	10.0
Total Split (%)	14%
Maximum Green (s)	6.0
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	5.0
Recall Mode	None
Walk Time (s)	
Flash Don't Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	121	172	0	0	0	0	439	53	104	421	0
Future Volume (vph)	102	121	172	0	0	0	0	439	53	104	421	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0			4.0	
Lane Util. Factor		1.00	1.00					0.95			0.95	
Frt		1.00	0.85					0.98			1.00	
Flt Protected		0.98	1.00					1.00			0.99	
Satd. Flow (prot)		1821	1583					3482			3505	
Flt Permitted		0.98	1.00					1.00			0.76	
Satd. Flow (perm)		1821	1583					3482			2678	
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)	111	132	187	0	0	0	0	477	58	113	458	0
RTOR Reduction (vph)	0	0	131	0	0	0	0	11	0	0	0	0
Lane Group Flow (vph)	0	243	56	0	0	0	0	524	0	0	571	0
Turn Type	Perm	NA	Perm					NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4		4							6		
Actuated Green, G (s)		21.1	21.1					40.9			32.1	
Effective Green, g (s)		21.1	21.1					40.9			32.1	
Actuated g/C Ratio		0.30	0.30					0.58			0.46	
Clearance Time (s)		4.0	4.0					4.0			4.0	
Vehicle Extension (s)		5.0	5.0					5.0			5.0	
Lane Grp Cap (vph)		548	477					2034			1228	
v/s Ratio Prot								c0.15				
v/s Ratio Perm		0.13	0.04								c0.21	
v/c Ratio		0.44	0.12					0.26			0.46	
Uniform Delay, d1		19.7	17.7					7.1			13.0	
Progression Factor		1.00	1.00					0.86			1.00	
Incremental Delay, d2		1.2	0.2					0.3			1.3	
Delay (s)		20.9	17.9					6.4			14.3	
Level of Service		C	B					A			B	
Approach Delay (s/veh)		19.6			0.0			6.4			14.3	
Approach LOS		B			A			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	13.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	50.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	115	0	490	0	0	488	180
Future Vol, veh/h	0	0	0	0	0	115	0	490	0	0	488	180
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	125	0	533	0	0	530	196

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	-	-	266	-	0	-	533	0	0
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	732	0	-	0	1031	-	-
Stage 1	0	0	-	0	-	0	-	-	-
Stage 2	0	0	-	0	-	0	-	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	-	0	732	-	-	-	1031	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.93	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	732	1031	-	-
HCM Lane V/C Ratio	-	0.171	-	-	-
HCM Control Delay (s/veh)	-	10.9	0	-	-
HCM Lane LOS	-	B	A	-	-
HCM 95th %tile Q(veh)	-	0.6	0	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	162	0	0	0	0	722	102	0	761	0
Future Vol, veh/h	0	0	162	0	0	0	0	722	102	0	761	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	176	0	0	0	0	785	111	0	827	0

Major/Minor	Minor2					Major1			Major2		
Conflicting Flow All	-	-	414			-	0	0	-	-	0
Stage 1	-	-	-			-	-	-	-	-	-
Stage 2	-	-	-			-	-	-	-	-	-
Critical Hdwy	-	-	6.94			-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-			-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-			-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32			-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	588			0	-	-	0	-	0
Stage 1	0	0	-			0	-	-	0	-	0
Stage 2	0	0	-			0	-	-	0	-	0
Platoon blocked, %							-	-		-	
Mov Cap-1 Maneuver	-	0	588			-	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-			-	-	-	-	-	-
Stage 1	-	0	-			-	-	-	-	-	-
Stage 2	-	0	-			-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	13.73	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBT
Capacity (veh/h)	-	-	588	-
HCM Lane V/C Ratio	-	-	0.3	-
HCM Control Delay (s/veh)	-	-	13.7	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	1.3	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	10	128	13	8	57	167	527	53	10	541	61
Future Vol, veh/h	4	10	128	13	8	57	167	527	53	10	541	61
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	11	139	14	9	62	182	573	58	11	588	66

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1297	1636	621	1551	1612	286	654	0	0	630	0	0
Stage 1	643	643	-	936	936	-	-	-	-	-	-	-
Stage 2	654	993	-	615	676	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.23	7.33	6.53	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	129	100	486	84	104	711	931	-	-	950	-	-
Stage 1	461	468	-	286	343	-	-	-	-	-	-	-
Stage 2	423	322	-	478	452	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	80	75	486	40	78	711	931	-	-	950	-	-
Mov Cap-2 Maneuver	80	75	-	40	78	-	-	-	-	-	-	-
Stage 1	453	459	-	218	261	-	-	-	-	-	-	-
Stage 2	285	246	-	327	443	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	15.34	10.55	3.2	0.14
HCM LOS	C	B		

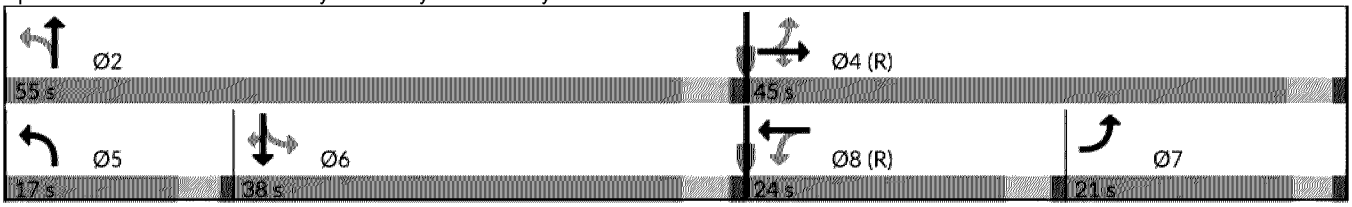
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	783	-	-	486	711	29	-	-
HCM Lane V/C Ratio	0.195	-	-	0.286	0.087	0.011	-	-
HCM Control Delay (s/veh)	9.8	1.4	-	15.3	10.5	8.8	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0.7	-	-	1.2	0.3	0	-	-

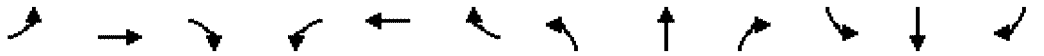
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	401	219	211	8	139	45	186	282	48	6	382	455
Future Volume (vph)	401	219	211	8	139	45	186	282	48	6	382	455
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	0		0	0		0	0		0
Storage Lanes	1		1	0		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.965			0.978				0.850
Flt Protectec	0.950				0.998		0.950				0.999	
Satd. Flow (prot)	1770	1863	1583	0	3409	0	1770	1822	0	0	1861	1583
Flt Permitted	0.602				0.939		0.243				0.993	
Satd. Flow (perm)	1121	1863	1583	0	3207	0	453	1822	0	0	1850	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			229		36			12				495
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		693			1009			293			161	
Travel Time (s)		15.8			22.9			6.7			3.7	
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
Adj. Flow (vph)	436	238	229	9	151	49	202	307	52	7	415	495
Shared Lane Traffic (%)												
Lane Group Flow (vph)	436	238	229	0	209	0	202	359	0	0	422	495
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	10.0	20.0	20.0	10.0	10.0		15.0	15.0		15.0	15.0	15.0
Minimum Split (s)	14.5	26.5	26.5	23.6	23.6		19.5	34.6		34.6	34.6	34.6
Total Split (s)	21.0	45.0	45.0	24.0	24.0		17.0	55.0		38.0	38.0	38.0
Total Split (%)	21.0%	45.0%	45.0%	24.0%	24.0%		17.0%	55.0%		38.0%	38.0%	38.0%
Maximum Green (s)	17.0	40.5	40.5	19.5	19.5		13.0	50.4		33.4	33.4	33.4
Yellow Time (s)	3.0	3.5	3.5	3.5	3.5		3.0	3.6		3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)	4.0	4.5	4.5		4.5		4.0	4.6			4.6	4.6
Lead/Lag	Lag			Lead	Lead		Lead			Lag	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes		Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		4.0	4.0	4.0
Recall Mode	Max	C-Max	C-Max	C-Max	C-Max		None	Max		Max	Max	Max
Walk Time (s)		7.0	7.0	7.0	7.0			7.0		7.0	7.0	7.0
Flash Don't Walk (s)		15.0	15.0	12.0	12.0			23.0		23.0	23.0	23.0
Pedestrian Calls (#/hr)		0	0	0	0			0		0	0	0
Act Effct Green (s)	41.0	40.5	40.5		19.5		51.0	50.4			33.4	33.4
Actuated g/C Ratio	0.41	0.41	0.41		0.20		0.51	0.50			0.33	0.33
v/c Ratio	0.77	0.32	0.29		0.32		0.50	0.39			0.68	0.58
Control Delay (s/veh)	32.2	15.6	4.0		30.0		18.2	16.3			35.5	5.3
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Delay (s/veh)	32.2	15.6	4.0		30.0		18.2	16.3			35.5	5.3
LOS	C	B	A		C		B	B			D	A
Approach Delay (s/veh)		20.7			30.0			17.0			19.2	
Approach LOS		C			C			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 38 (38%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay (s/veh): 20.1		Intersection LOS: C	
Intersection Capacity Utilization 83.9%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 7: S County Rd & Royal Palm Way





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	401	219	211	8	139	45	186	282	48	6	382	455
Future Volume (vph)	401	219	211	8	139	45	186	282	48	6	382	455
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.5	4.5		4.5		4.0	4.6			4.6	4.6
Lane Util. Factor	1.00	1.00	1.00		0.95		1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85		0.96		1.00	0.98			1.00	0.85
Flt Protected	0.95	1.00	1.00		1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1770	1863	1583		3407		1770	1822			1861	1583
Flt Permitted	0.60	1.00	1.00		0.94		0.24	1.00			0.99	1.00
Satd. Flow (perm)	1121	1863	1583		3207		452	1822			1851	1583
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)	436	238	229	9	151	49	202	307	52	7	415	495
RTOR Reduction (vph)	0	0	136	0	29	0	0	6	0	0	0	330
Lane Group Flow (vph)	436	238	93	0	180	0	202	353	0	0	422	165
Turn Type	pm+pt	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Actuated Green, G (s)	41.0	40.5	40.5		19.5		50.4	50.4			33.4	33.4
Effective Green, g (s)	41.0	40.5	40.5		19.5		50.4	50.4			33.4	33.4
Actuated g/C Ratio	0.41	0.41	0.41		0.20		0.50	0.50			0.33	0.33
Clearance Time (s)	4.0	4.5	4.5		4.5		4.0	4.6			4.6	4.6
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0			4.0	4.0
Lane Grp Cap (vph)	569	754	641		625		399	918			618	528
v/s Ratio Prot	c0.13	0.13					c0.07	0.19				
v/s Ratio Perm	c0.18		0.06		0.06		0.19				c0.23	0.10
v/c Ratio	0.77	0.32	0.14		0.29		0.51	0.38			0.68	0.31
Uniform Delay, d1	25.7	20.3	18.8		34.3		16.4	15.3			28.7	24.8
Progression Factor	0.80	0.70	1.13		1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	8.9	1.0	0.4		1.2		1.0	1.2			6.0	1.5
Delay (s)	29.6	15.3	21.6		35.5		17.4	16.5			34.7	26.3
Level of Service	C	B	C		D		B	B			C	C
Approach Delay (s/veh)		23.8			35.5			16.8			30.2	
Approach LOS		C			D			B			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	25.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.1
Intersection Capacity Utilization	83.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

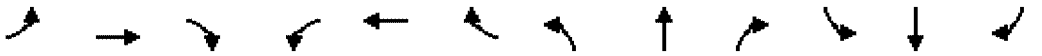
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	10	1	22	22	604	0	0	571	17
Future Vol, veh/h	0	0	0	10	1	22	22	604	0	0	571	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	11	1	24	24	657	0	0	621	18

Major/Minor	Minor1			Major1				Major2		
Conflicting Flow All	1015	1343	657	639	0	-	-	-	0	
Stage 1	704	704	-	-	-	-	-	-	-	
Stage 2	310	639	-	-	-	-	-	-	-	
Critical Hdwy	6.63	6.53	6.23	4.13	-	-	-	-	-	
Critical Hdwy Stg 1	5.43	5.53	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	5.83	5.53	-	-	-	-	-	-	-	
Follow-up Hdwy	3.519	4.019	3.319	2.219	-	-	-	-	-	
Pot Cap-1 Maneuver	249	151	464	943	-	0	0	-	-	
Stage 1	489	438	-	-	-	0	0	-	-	
Stage 2	718	469	-	-	-	0	0	-	-	
Platoon blocked, %					-			-	-	
Mov Cap-1 Maneuver	239	0	464	943	-	-	-	-	-	
Mov Cap-2 Maneuver	239	0	-	-	-	-	-	-	-	
Stage 1	470	0	-	-	-	-	-	-	-	
Stage 2	718	0	-	-	-	-	-	-	-	

Approach	WB	NB	SB
HCM Control Delay, s/v	13.18	0.31	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	SBT	SBR
Capacity (veh/h)	63	-	464	-	-
HCM Lane V/C Ratio	0.025	-	0.052	-	-
HCM Control Delay (s/veh)	8.9	0	13.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

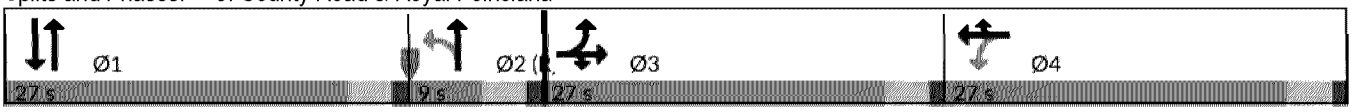


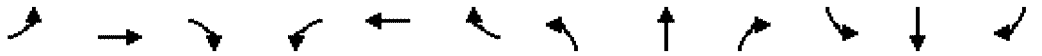
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	171	48	344	27	61	2	279	615	27	0	612	276
Future Volume (vph)	171	48	344	27	61	2	279	615	27	0	612	276
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	415		0	0		0	0		0	0		0
Storage Lanes	1		1	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.996			0.953	
Flt Protected	0.950	0.972			0.985			0.985				
Satd. Flow (prot)	1681	1720	1583	0	1835	1583	0	3472	0	0	3373	0
Flt Permitted	0.950	0.972			0.861			0.530				
Satd. Flow (perm)	1681	1720	1583	0	1604	1583	0	1868	0	0	3373	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			374			109		4			77	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		408			419			86			55	
Travel Time (s)		9.3			9.5			2.0			1.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	186	52	374	29	66	2	303	668	29	0	665	300
Shared Lane Traffic (%)	37%											
Lane Group Flow (vph)	117	121	374	0	95	2	0	1000	0	0	965	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2			2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru			Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100			100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0			0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0			0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6			6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA			NA	
Protected Phases	3	3	3		4	4		1 2			1	
Permitted Phases				4			2					

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	3	3	4	4	4	2	1 2			1	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	10.0	10.0	10.0	5.0				20.0	
Minimum Split (s)	27.5	27.5	27.5	27.5	27.5	27.5	27.5				27.5	
Total Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	9.0				27.0	
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	10.0%				30.0%	
Maximum Green (s)	23.0	23.0	23.0	23.0	23.0	23.0	5.0				23.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0				3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0				1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0					0.0	
Total Lost Time (s)	4.0	4.0	4.0		4.0	4.0					4.0	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag				Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes				Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0				3.0	
Recall Mode	None	None	None	None	None	None	C-Max				Max	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0					7.0	
Flash Don't Walk (s)	16.0	16.0	16.0	16.0	16.0	16.0					16.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	0					0	
Act Effct Green (s)	16.1	16.1	16.1		11.4	11.4		53.3			44.3	
Actuated g/C Ratio	0.18	0.18	0.18		0.13	0.13		0.59			0.49	
v/c Ratio	0.39	0.39	0.63		0.47	0.01		1.26dl			0.57	
Control Delay (s/veh)	36.3	36.3	8.8		43.9	0.0		31.9			17.9	
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0			2.1	
Total Delay (s/veh)	36.3	36.3	8.8		43.9	0.0		31.9			20.0	
LOS	D	D	A		D	A		C			B	
Approach Delay (s/veh)		19.5			43.0			31.9			20.0	
Approach LOS		B			D			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 63 (70%), Referenced to phase 2:NBTL and 6:, Start of Green			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay (s/veh): 25.2		Intersection LOS: C	
Intersection Capacity Utilization 74.4%		ICU Level of Service D	
Analysis Period (min) 15			
dl Defacto Left Lane. Recode with 1 though lane as a left lane.			

Splits and Phases: 9: County Road & Royal Poinciana





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	171	48	344	27	61	2	279	615	27	0	612	276
Future Volume (vph)	171	48	344	27	61	2	279	615	27	0	612	276
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0		4.0			4.0	
Lane Util. Factor	0.95	0.95	1.00		1.00	1.00		0.95			0.95	
Frt	1.00	1.00	0.85		1.00	0.85		1.00			0.95	
Flt Protected	0.95	0.97	1.00		0.98	1.00		0.99			1.00	
Satd. Flow (prot)	1681	1721	1583		1835	1583		3471			3374	
Flt Permitted	0.95	0.97	1.00		0.86	1.00		0.53			1.00	
Satd. Flow (perm)	1681	1721	1583		1604	1583		1866			3374	
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)	186	52	374	29	66	2	303	668	29	0	665	300
RTOR Reduction (vph)	0	0	307	0	0	2	0	2	0	0	39	0
Lane Group Flow (vph)	117	121	67	0	95	0	0	998	0	0	926	0
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA			NA	
Protected Phases	3	3	3		4	4		1 2			1	
Permitted Phases				4			2					
Actuated Green, G (s)	16.1	16.1	16.1		9.4	9.4		52.5			44.3	
Effective Green, g (s)	16.1	16.1	16.1		9.4	9.4		52.5			44.3	
Actuated g/C Ratio	0.18	0.18	0.18		0.10	0.10		0.58			0.49	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0					4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0					3.0	
Lane Grp Cap (vph)	300	307	283		167	165		1088			1660	
v/s Ratio Prot	0.07	c0.07	0.04			0.00					0.27	
v/s Ratio Perm					c0.06			c0.53				
v/c Ratio	0.39	0.39	0.24		0.57	0.00		1.26dl			0.56	
Uniform Delay, d1	32.6	32.6	31.7		38.4	36.1		16.8			16.0	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	0.8	0.8	0.4		4.4	0.0		13.5			1.4	
Delay (s)	33.5	33.5	32.1		42.8	36.1		30.3			17.4	
Level of Service	C	C	C		D	D		C			B	
Approach Delay (s/veh)		32.6			42.6			30.3			17.4	
Approach LOS		C			D			C			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	26.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	74.4%	ICU Level of Service	D
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group



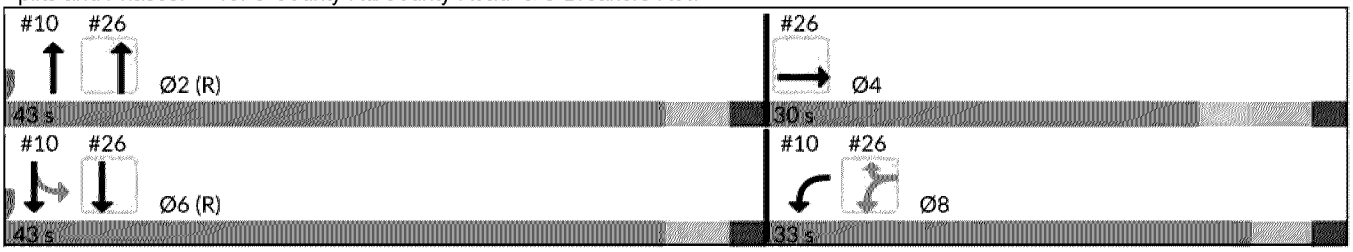
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Lane Configurations							
Traffic Volume (vph)	73	36	869	109	34	950	
Future Volume (vph)	73	36	869	109	34	950	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95	
Frt	0.955		0.983				
Flt Protected	0.968					0.998	
Satd. Flow (prot)	1722	0	3479	0	0	3532	
Flt Permitted	0.968					0.884	
Satd. Flow (perm)	1722	0	3479	0	0	3129	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)	37		25				
Link Speed (mph)	30		30			30	
Link Distance (ft)	374		229			1138	
Travel Time (s)	8.5		5.2			25.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	79	39	945	118	37	1033	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	118	0	1063	0	0	1070	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	12		0			0	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9		9	15		
Number of Detectors	1		2		1	2	
Detector Template	Left		Thru		Left	Thru	
Leading Detector (ft)	20		100		20	100	
Trailing Detector (ft)	0		0		0	0	
Detector 1 Position(ft)	0		0		0	0	
Detector 1 Size(ft)	20		6		20	6	
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0		0.0	0.0	
Detector 1 Delay (s)	0.0		0.0		0.0	0.0	
Detector 2 Position(ft)			94			94	
Detector 2 Size(ft)			6			6	
Detector 2 Type			Cl+Ex			Cl+Ex	
Detector 2 Channel							
Detector 2 Extend (s)			0.0			0.0	
Turn Type	Prot		NA		Perm	NA	
Protected Phases	8		2			6	4
Permitted Phases					6		
Detector Phase	8		2		6	6	
Switch Phase							
Minimum Initial (s)	15.0		15.0		15.0	15.0	15.0



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Minimum Split (s)	31.4		28.6		22.6	22.6	22.5
Total Split (s)	33.0		43.0		43.0	43.0	30.0
Total Split (%)	43.4%		56.6%		56.6%	56.6%	39%
Maximum Green (s)	27.6		37.4		37.4	37.4	24.6
Yellow Time (s)	3.4		3.6		3.6	3.6	3.4
All-Red Time (s)	2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0	
Total Lost Time (s)	5.4		5.6			5.6	
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	5.0		5.0		5.0	5.0	5.0
Recall Mode	None		C-Max		C-Max	C-Max	None
Walk Time (s)	10.0		7.0				
Flash Don't Walk (s)	16.0		16.0				
Pedestrian Calls (#/hr)	0		0				
Act Effct Green (s)	15.0		55.2			55.2	
Actuated g/C Ratio	0.20		0.73			0.73	
v/c Ratio	0.32		0.42			0.47	
Control Delay (s/veh)	21.1		6.1			6.8	
Queue Delay	0.0		0.7			0.0	
Total Delay (s/veh)	21.1		6.7			6.8	
LOS	C		A			A	
Approach Delay (s/veh)	21.1		6.7			6.8	
Approach LOS	C		A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 76			
Actuated Cycle Length: 76			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.47			
Intersection Signal Delay (s/veh): 7.5		Intersection LOS: A	
Intersection Capacity Utilization 72.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 10: S County Rd/County Road & S Breakers Row



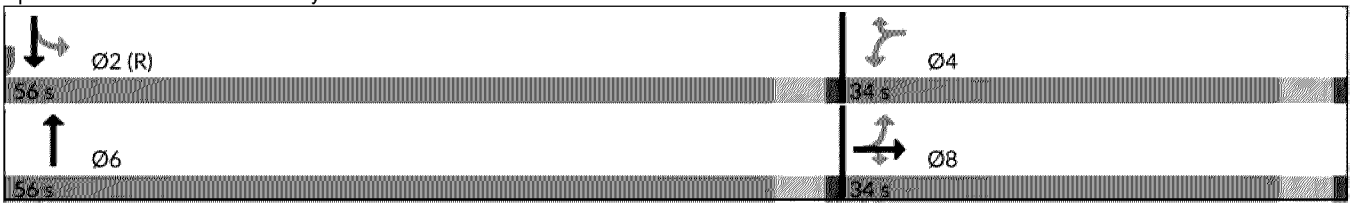
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	9	104	16	0	23	0	741	38	9	756	0
Future Volume (vph)	29	9	104	16	0	23	0	741	38	9	756	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	70		0	0		0	0		0	0		0
Storage Lanes	1		1	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Frt			0.850			0.850		0.993				
Flt Protected	0.950			0.950							0.999	
Satd. Flow (prot)	1770	1863	1583	1770	0	1583	0	3514	0	0	3536	0
Flt Permitted	0.950			0.751							0.945	
Satd. Flow (perm)	1770	1863	1583	1399	0	1583	0	3514	0	0	3345	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			113			25		9				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		735			781			263			276	
Travel Time (s)		16.7			17.8			6.0			6.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	32	10	113	17	0	25	0	805	41	10	822	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	10	113	17	0	25	0	846	0	0	832	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1		1		2		1	2	
Detector Template	Left	Thru	Right	Left		Right		Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20		20		100		20	100	
Trailing Detector (ft)	0	0	0	0		0		0		0	0	
Detector 1 Position(ft)	0	0	0	0		0		0		0	0	
Detector 1 Size(ft)	20	6	20	20		20		6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm	Perm		Perm		NA		Perm	NA	
Protected Phases		8						6			2	
Permitted Phases	8		8	4		4				2		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	8	8	8	4		4		6		2	2	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0		15.0		10.0		10.0	10.0	
Minimum Split (s)	30.5	30.5	30.5	30.5		30.5		25.5		25.5	25.5	
Total Split (s)	34.0	34.0	34.0	34.0		34.0		56.0		56.0	56.0	
Total Split (%)	37.8%	37.8%	37.8%	37.8%		37.8%		62.2%		62.2%	62.2%	
Maximum Green (s)	29.5	29.5	29.5	29.5		29.5		51.5		51.5	51.5	
Yellow Time (s)	3.5	3.5	3.5	3.5		3.5		3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0		1.0		1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0			0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5		4.5		4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0	5.0	5.0		5.0		5.0		5.0	5.0	
Recall Mode	None	None	None	None		None		Max		C-Max	C-Max	
Walk Time (s)	10.0	10.0	10.0	10.0		10.0		10.0		10.0	10.0	
Flash Don't Walk (s)	16.0	16.0	16.0	16.0		16.0		10.0		10.0	10.0	
Pedestrian Calls (#/hr)	0	0	0	0		0		0		0	0	
Act Effct Green (s)	15.0	15.0	15.0	15.0		15.0		70.8			70.8	
Actuated g/C Ratio	0.17	0.17	0.17	0.17		0.17		0.79			0.79	
v/c Ratio	0.11	0.03	0.32	0.07		0.09		0.31			0.32	
Control Delay (s/veh)	26.5	25.3	10.6	32.7		13.7		2.5			2.7	
Queue Delay	0.0	0.0	0.1	0.0		0.0		0.3			0.1	
Total Delay (s/veh)	26.5	25.3	10.7	32.7		13.7		2.8			2.9	
LOS	C	C	B	C		B		A			A	
Approach Delay (s/veh)		14.9			21.4			2.8			2.9	
Approach LOS		B			C			A			A	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 63 (70%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.32
Intersection Signal Delay (s/veh): 4.2 Intersection LOS: A
Intersection Capacity Utilization 57.9% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 11: County Rd & Sunset Ave





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	73	36	869	109	34	950
Future Volume (vph)	73	36	869	109	34	950
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4		5.6			5.6
Lane Util. Factor	1.00		0.95			0.95
Frt	0.96		0.98			1.00
Flt Protectec	0.97		1.00			1.00
Satd. Flow (prot)	1722		3480			3533
Flt Permitted	0.97		1.00			0.88
Satd. Flow (perm)	1722		3480			3129
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	79	39	945	118	37	1033
RTOR Reduction (vph)	31	0	8	0	0	0
Lane Group Flow (vph)	87	0	1055	0	0	1070
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Actuated Green, G (s)	12.0		53.0			53.0
Effective Green, g (s)	12.0		53.0			53.0
Actuated g/C Ratio	0.16		0.70			0.70
Clearance Time (s)	5.4		5.6			5.6
Vehicle Extension (s)	5.0		5.0			5.0
Lane Grp Cap (vph)	271		2426			2182
v/s Ratio Prot	c0.05		0.30			
v/s Ratio Perm						c0.34
v/c Ratio	0.32		0.44			0.49
Uniform Delay, d1	28.4		5.0			5.3
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	1.4		0.6			0.8
Delay (s)	29.8		5.6			6.1
Level of Service	C		A			A
Approach Delay (s/veh)	29.8		5.6			6.1
Approach LOS	C		A			A

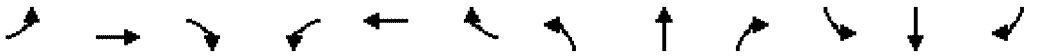
Intersection Summary			
HCM 2000 Control Delay (s/veh)	7.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	76.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	72.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	9	104	16	0	23	0	741	38	9	756	0
Future Volume (vph)	29	9	104	16	0	23	0	741	38	9	756	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5		4.5		4.5			4.5	
Lane Util. Factor	1.00	1.00	1.00	1.00		1.00		0.95			0.95	
Frt	1.00	1.00	0.85	1.00		0.85		0.99			1.00	
Flt Protected	0.95	1.00	1.00	0.95		1.00		1.00			1.00	
Satd. Flow (prot)	1770	1863	1583	1770		1583		3513			3537	
Flt Permitted	0.95	1.00	1.00	0.75		1.00		1.00			0.94	
Satd. Flow (perm)	1770	1863	1583	1399		1583		3513			3344	
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)	32	10	113	17	0	25	0	805	41	10	822	0
RTOR Reduction (vph)	0	0	98	0	0	22	0	2	0	0	0	0
Lane Group Flow (vph)	32	10	15	17	0	3	0	844	0	0	832	0
Turn Type	Perm	NA	Perm	Perm		Perm		NA		Perm	NA	
Protected Phases		8						6			2	
Permitted Phases	8		8	4		4				2		
Actuated Green, G (s)	12.0	12.0	12.0	12.0		12.0		69.0			69.0	
Effective Green, g (s)	12.0	12.0	12.0	12.0		12.0		69.0			69.0	
Actuated g/C Ratio	0.13	0.13	0.13	0.13		0.13		0.77			0.77	
Clearance Time (s)	4.5	4.5	4.5	4.5		4.5		4.5			4.5	
Vehicle Extension (s)	5.0	5.0	5.0	5.0		5.0		5.0			5.0	
Lane Grp Cap (vph)	236	248	211	186		211		2693			2563	
v/s Ratio Prot		0.01						0.24				
v/s Ratio Perm	c0.02		0.01	0.01		0.00					c0.25	
v/c Ratio	0.14	0.04	0.07	0.09		0.02		0.31			0.32	
Uniform Delay, d1	34.4	34.0	34.1	34.2		33.9		3.2			3.3	
Progression Factor	0.80	0.79	1.22	1.00		1.00		0.61			0.65	
Incremental Delay, d2	0.5	0.1	0.3	0.4		0.1		0.3			0.3	
Delay (s)	28.1	27.1	42.0	34.7		33.9		2.2			2.4	
Level of Service	C	C	D	C		C		A			A	
Approach Delay (s/veh)		38.2			34.2			2.2			2.4	
Approach LOS		D			C			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	6.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.30		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	57.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

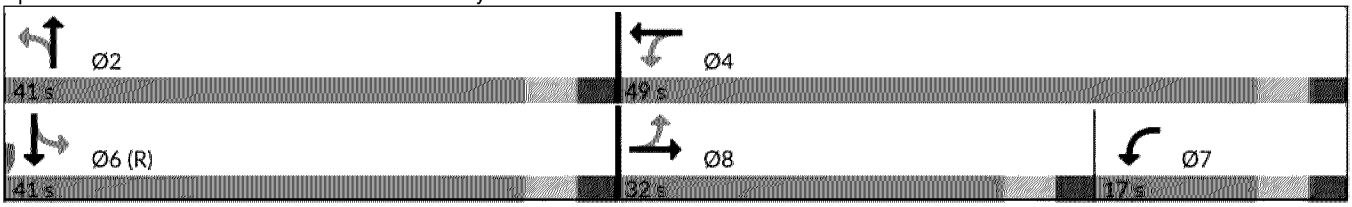


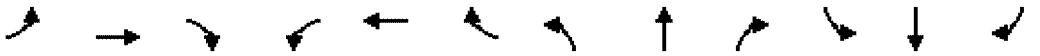
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	20	123	125	60	42	110	562	139	30	524	79
Future Volume (vph)	36	20	123	125	60	42	110	562	139	30	524	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	210		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.907			0.938			0.974			0.981	
Flt Protectec		0.990		0.950				0.993			0.998	
Satd. Flow (prot)	0	1673	0	1770	1747	0	0	3423	0	0	3465	0
Flt Permitted		0.901		0.496				0.724			0.878	
Satd. Flow (perm)	0	1522	0	924	1747	0	0	2496	0	0	3048	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		124			46			32			20	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		716			834			109			368	
Travel Time (s)		16.3			19.0			2.5			8.4	
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
Adj. Flow (vph)	39	22	134	136	65	46	120	611	151	33	570	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	195	0	136	111	0	0	882	0	0	689	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2			6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	8	8		7	4		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		7.0	10.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	31.0	31.0		13.0	31.0		26.0	26.0		28.0	28.0	
Total Split (s)	32.0	32.0		17.0	49.0		41.0	41.0		41.0	41.0	
Total Split (%)	35.6%	35.6%		18.9%	54.4%		45.6%	45.6%		45.6%	45.6%	
Maximum Green (s)	26.0	26.0		11.0	43.0		35.0	35.0		35.0	35.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)		6.0		6.0	6.0			6.0			6.0	
Lead/Lag	Lead	Lead		Lag								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		2.0	2.0	
Recall Mode	None	None		None	None		Max	Max		C-Max	C-Max	
Walk Time (s)	10.0	10.0			10.0		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)	15.0	15.0			15.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	0	0			0		0	0		0	0	
Act Effct Green (s)		11.9		25.7	25.7			52.3			52.3	
Actuated g/C Ratio		0.13		0.29	0.29			0.58			0.58	
v/c Ratio		0.63		0.40	0.21			0.60			0.39	
Control Delay (s/veh)		26.1		30.3	15.0			16.1			11.2	
Queue Delay		0.0		0.0	0.0			0.1			0.0	
Total Delay (s/veh)		26.1		30.3	15.0			16.2			11.2	
LOS		C		C	B			B			B	
Approach Delay (s/veh)		26.1			23.4			16.2			11.2	
Approach LOS		C			C			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 58 (64%), Referenced to phase 6:SBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay (s/veh): 16.3		Intersection LOS: B	
Intersection Capacity Utilization 80.0%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 12: Sunrise Ave & S County Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	20	123	125	60	42	110	562	139	30	524	79
Future Volume (vph)	36	20	123	125	60	42	110	562	139	30	524	79
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	
Lane Util. Factor		1.00		1.00	1.00			0.95			0.95	
Frt		0.91		1.00	0.94			0.97			0.98	
Flt Protected		0.99		0.95	1.00			0.99			1.00	
Satd. Flow (prot)		1673		1770	1747			3425			3465	
Flt Permitted		0.90		0.50	1.00			0.72			0.88	
Satd. Flow (perm)		1523		925	1747			2495			3048	
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)	39	22	134	136	65	46	120	611	151	33	570	86
RTOR Reduction (vph)	0	108	0	0	33	0	0	13	0	0	8	0
Lane Group Flow (vph)	0	87	0	136	78	0	0	869	0	0	681	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2			6		
Actuated Green, G (s)		11.9		25.7	25.7			52.3			52.3	
Effective Green, g (s)		11.9		25.7	25.7			52.3			52.3	
Actuated g/C Ratio		0.13		0.29	0.29			0.58			0.58	
Clearance Time (s)		6.0		6.0	6.0			6.0			6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0			2.0	
Lane Grp Cap (vph)		201		337	498			1449			1771	
v/s Ratio Prot				c0.03	0.04							
v/s Ratio Perm		0.06		c0.08				c0.35			0.22	
v/c Ratio		0.43		0.40	0.16			0.60			0.38	
Uniform Delay, d1		36.0		31.7	24.0			12.1			10.2	
Progression Factor		1.15		1.00	1.00			1.12			1.00	
Incremental Delay, d2		1.5		0.8	0.1			1.8			0.6	
Delay (s)		42.8		32.5	24.2			15.4			10.8	
Level of Service		D		C	C			B			B	
Approach Delay (s/veh)		42.8			28.8			15.4			10.8	
Approach LOS		D			C			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	18.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	80.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	6	29	0	0	0	32	340	196	11	635	8
Future Vol, veh/h	3	6	29	0	0	0	32	340	196	11	635	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	7	32	0	0	0	35	370	213	12	690	9

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1158	1371	695	699	0	0	583	0	0
Stage 1	718	718	-	-	-	-	-	-	-
Stage 2	439	652	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	217	146	442	898	-	-	992	-	-
Stage 1	483	433	-	-	-	-	-	-	-
Stage 2	650	464	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	206	0	442	898	-	-	992	-	-
Mov Cap-2 Maneuver	206	0	-	-	-	-	-	-	-
Stage 1	464	0	-	-	-	-	-	-	-
Stage 2	642	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	15.05	0.52	0.15
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	898	-	-	399	992	-	-
HCM Lane V/C Ratio	0.039	-	-	0.103	0.012	-	-
HCM Control Delay (s/veh)	9.2	-	-	15	8.7	-	-
HCM Lane LOS	A	-	-	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0	-	-

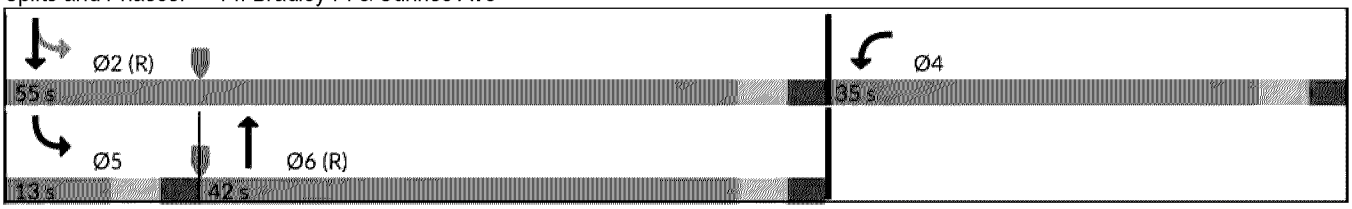


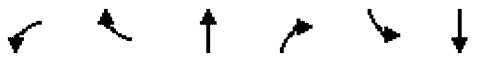
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	240	44	261	79	30	403
Future Volume (vph)	240	44	261	79	30	403
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	40	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.979		0.969			
Flt Protectec	0.959				0.950	
Satd. Flow (prot)	1749	0	1805	0	1770	1863
Flt Permitted	0.959				0.432	
Satd. Flow (perm)	1749	0	1805	0	805	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	11		20			
Link Speed (mph)	30		30			30
Link Distance (ft)	295		402			207
Travel Time (s)	6.7		9.1			4.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	261	48	284	86	33	438
Shared Lane Traffic (%)						
Lane Group Flow (vph)	309	0	370	0	33	438
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases					2	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	4		6		5	2
Switch Phase						
Minimum Initial (s)	10.0		12.0		5.0	12.0
Minimum Split (s)	25.9		30.0		10.9	26.9
Total Split (s)	35.0		42.0		13.0	55.0
Total Split (%)	38.9%		46.7%		14.4%	61.1%
Maximum Green (s)	29.1		36.1		7.1	49.1
Yellow Time (s)	3.4		3.4		3.4	3.4
All-Red Time (s)	2.5		2.5		2.5	2.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.9		5.9		5.9	5.9
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.5		2.5		3.0	2.5
Recall Mode	None		C-Max		None	C-Max
Walk Time (s)	7.0		7.0			
Flash Don't Walk (s)	13.0		14.0			
Pedestrian Calls (#/hr)	0		0			
Act Effct Green (s)	20.3		50.4		57.9	57.9
Actuated g/C Ratio	0.23		0.56		0.64	0.64
v/c Ratio	0.77		0.36		0.06	0.37
Control Delay (s/veh)	44.3		5.6		7.7	9.5
Queue Delay	0.0		0.0		0.0	0.0
Total Delay (s/veh)	44.3		5.6		7.7	9.5
LOS	D		A		A	A
Approach Delay (s/veh)	44.3		5.6			9.4
Approach LOS	D		A			A

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 72 (80%), Referenced to phase 2:SBTL and 6:NBT, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay (s/veh): 17.5		Intersection LOS: B	
Intersection Capacity Utilization 50.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 14: Bradley Pl & Sunrise Ave





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	240	44	261	79	30	403
Future Volume (vph)	240	44	261	79	30	403
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9		5.9		5.9	5.9
Lane Util. Factor	1.00		1.00		1.00	1.00
Frt	0.98		0.97		1.00	1.00
Flt Protected	0.96		1.00		0.95	1.00
Satd. Flow (prot)	1750		1804		1770	1863
Flt Permitted	0.96		1.00		0.43	1.00
Satd. Flow (perm)	1750		1804		805	1863
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	261	48	284	86	33	438
RTOR Reduction (vph)	9	0	9	0	0	0
Lane Group Flow (vph)	300	0	361	0	33	438
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases					2	
Actuated Green, G (s)	20.3		48.0		57.9	57.9
Effective Green, g (s)	20.3		48.0		57.9	57.9
Actuated g/C Ratio	0.23		0.53		0.64	0.64
Clearance Time (s)	5.9		5.9		5.9	5.9
Vehicle Extension (s)	2.5		2.5		3.0	2.5
Lane Grp Cap (vph)	394		962		560	1198
v/s Ratio Prot	c0.17		0.20		0.00	c0.24
v/s Ratio Perm					0.04	
v/c Ratio	0.76		0.37		0.06	0.37
Uniform Delay, d1	32.6		12.2		6.5	7.5
Progression Factor	1.03		0.35		1.00	1.00
Incremental Delay, d2	7.7		1.0		0.0	0.9
Delay (s)	41.5		5.3		6.6	8.3
Level of Service	D		A		A	A
Approach Delay (s/veh)	41.5		5.3			8.2
Approach LOS	D		A			A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	16.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	17.7
Intersection Capacity Utilization	50.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

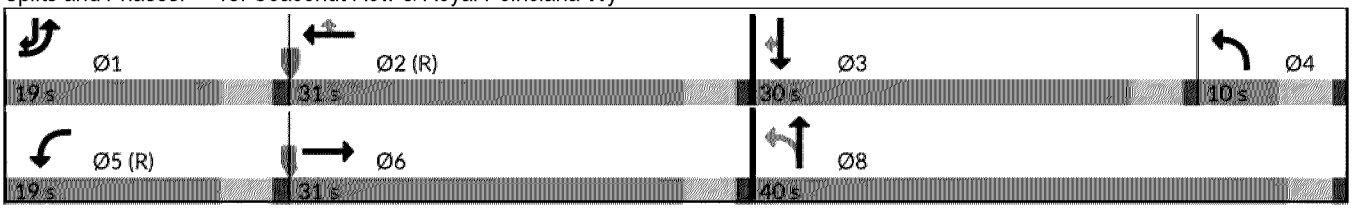
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	339	450	141	103	583	79	233	168	94	151	518
Future Volume (vph)	339	450	141	103	583	79	233	168	94	151	518
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		0	110		150	0		0		0
Storage Lanes	2		0	1		1	1		0		1
Taper Length (ft)	25			25			25				
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.964				0.850		0.946			0.850
Flt Protectec	0.950			0.950			0.950				
Satd. Flow (prot)	3433	3412	0	1770	3539	1583	1770	1762	0	1863	1583
Flt Permitted	0.950			0.950			0.611				
Satd. Flow (perm)	3433	3412	0	1770	3539	1583	1138	1762	0	1863	1583
Right Turn on Red						Yes					Yes
Satd. Flow (RTOR)						127					108
Link Speed (mph)		30			30			30		30	
Link Distance (ft)		280			506			291		254	
Travel Time (s)		6.4			11.5			6.6		5.8	
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
Adj. Flow (vph)	368	489	153	112	634	86	253	183	102	164	563
Shared Lane Traffic (%)											
Lane Group Flow (vph)	368	642	0	112	634	86	253	285	0	164	563
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		70			100			12		12	
Link Offset(ft)		0			0			0		0	
Crosswalk Width(ft)		16			16			16		16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		60	15		9	15		9		9
Number of Detectors	1	2		1	2	1	0	2		2	1
Detector Template	Left	Thru		Left	Thru	Right		Thru		Thru	Right
Leading Detector (ft)	20	100		20	100	20	0	100		100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel											
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94			94			94		94	
Detector 2 Size(ft)		6			6			6		6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex		Cl+Ex	
Detector 2 Channel											
Detector 2 Extend (s)		0.0			0.0			0.0		0.0	
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		NA	pm+ov
Protected Phases	1	6		5	2		4	8		3	1
Permitted Phases						2	8				3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Detector Phase	1	6		5	2	2	4	8		3	1
Switch Phase											
Minimum Initial (s)	15.0	20.0		15.0	20.0	20.0	5.0	15.0		15.0	15.0
Minimum Split (s)	19.5	30.5		19.5	30.5	30.5	30.5	30.0		30.5	19.5
Total Split (s)	19.0	31.0		19.0	31.0	31.0	10.0	40.0		30.0	19.0
Total Split (%)	21.1%	34.4%		21.1%	34.4%	34.4%	11.1%	44.4%		33.3%	21.1%
Maximum Green (s)	14.5	26.5		14.5	26.5	26.5	5.5	36.0		25.5	14.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.0		3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0
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)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag			Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes			Yes	Yes
Vehicle Extension (s)	5.0	5.0		5.0	5.0	5.0	3.0	5.0		5.0	5.0
Recall Mode	None	Max		C-Max	C-Max	C-Max	None	None		Max	None
Walk Time (s)		10.0			10.0	10.0	10.0	10.0		10.0	
Flash Don't Walk (s)		16.0			16.0	16.0	16.0	16.0		16.0	
Pedestrian Calls (#/hr)		0			0	0	0	0		0	
Act Effct Green (s)	14.5	26.5		14.5	26.5	26.5	35.5	36.0		25.5	40.0
Actuated g/C Ratio	0.16	0.29		0.16	0.29	0.29	0.39	0.40		0.28	0.44
v/c Ratio	0.67	0.64		0.39	0.61	0.15	0.52	0.40		0.31	0.74
Control Delay (s/veh)	42.1	31.1		48.6	21.7	0.8	26.1	21.5		27.3	12.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	42.1	31.1		48.6	21.7	0.8	26.1	21.5		27.3	12.7
LOS	D	C		D	C	A	C	C		C	B
Approach Delay (s/veh)		35.1			23.1			23.7		16.0	
Approach LOS		D			C			C		B	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:WBT and 5:WBL, Start of Green, Master Intersection
Natural Cycle: 115
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay (s/veh): 25.4 Intersection LOS: C
Intersection Capacity Utilization 72.9% ICU Level of Service C
Analysis Period (min) 15

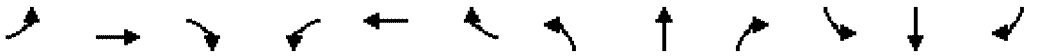
Splits and Phases: 15: Coaconut Row & Royal Poinciana Wy



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	339	450	141	103	583	79	233	168	94	151	518
Future Volume (vph)	339	450	141	103	583	79	233	168	94	151	518
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00
Frt	1.00	0.96		1.00	1.00	0.85	1.00	0.95		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		1.00	1.00
Satd. Flow (prot)	3433	3413		1770	3539	1583	1770	1763		1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.61	1.00		1.00	1.00
Satd. Flow (perm)	3433	3413		1770	3539	1583	1138	1763		1863	1583
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
Adj. Flow (vph)	368	489	153	112	634	86	253	183	102	164	563
RTOR Reduction (vph)	0	0	0	0	0	61	0	0	0	0	60
Lane Group Flow (vph)	368	642	0	112	634	25	253	285	0	164	503
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		NA	pm+ov
Protected Phases	1	6		5	2		4	8		3	1
Permitted Phases						2	8				3
Actuated Green, G (s)	14.5	26.5		14.5	26.5	26.5	36.0	36.0		25.5	40.0
Effective Green, g (s)	14.5	26.5		14.5	26.5	26.5	36.0	36.0		25.5	40.0
Actuated g/C Ratio	0.16	0.29		0.16	0.29	0.29	0.40	0.40		0.28	0.44
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5
Vehicle Extension (s)	5.0	5.0		5.0	5.0	5.0	3.0	5.0		5.0	5.0
Lane Grp Cap (vph)	553	1004		285	1042	466	493	705		527	703
v/s Ratio Prot	0.11	c0.19		0.06	0.18		c0.03	0.16		0.09	c0.12
v/s Ratio Perm						0.02	0.17				0.20
v/c Ratio	0.67	0.64		0.39	0.61	0.05	0.51	0.40		0.31	0.72
Uniform Delay, d1	35.5	27.6		33.8	27.3	22.8	22.0	19.3		25.3	20.4
Progression Factor	1.00	1.00		1.31	0.70	0.15	1.00	1.00		1.00	0.66
Incremental Delay, d2	4.0	3.1		3.4	2.2	0.2	0.9	0.8		1.4	4.0
Delay (s)	39.5	30.7		47.7	21.4	3.7	22.9	20.1		26.8	17.5
Level of Service	D	C		D	C	A	C	C		C	B
Approach Delay (s/veh)		33.9			23.1			21.4		19.6	
Approach LOS		C			C			C		B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	25.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	72.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

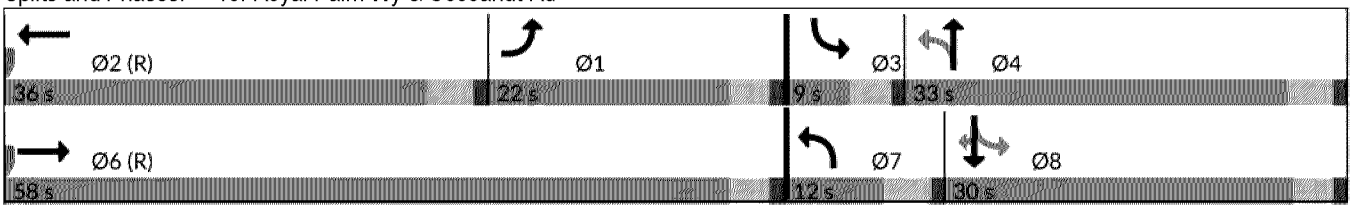


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	168	839	47	0	728	93	155	94	26	51	17	365
Future Volume (vph)	168	839	47	0	728	93	155	94	26	51	17	365
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		0	0		0	225		0
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992			0.983			0.968				0.850
Flt Protectec	0.950						0.950			0.950		
Satd. Flow (prot)	1770	3511	0	0	3479	0	1770	1803	0	1770	1863	1583
Flt Permitted	0.950						0.572			0.674		
Satd. Flow (perm)	1770	3511	0	0	3479	0	1065	1803	0	1255	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			14			14				397
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		354			401			476			251	
Travel Time (s)		8.0			9.1			10.8			5.7	
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
Adj. Flow (vph)	183	912	51	0	791	101	168	102	28	55	18	397
Shared Lane Traffic (%)												
Lane Group Flow (vph)	183	963	0	0	892	0	168	130	0	55	18	397
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2		1	2	1
Detector Template	Left	Thru			Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100			100		20	100		20	100	20
Trailing Detector (ft)	0	0			0		0	0		0	0	0
Detector 1 Position(ft)	0	0			0		0	0		0	0	0
Detector 1 Size(ft)	20	6			6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA			NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6			2		7	4		3	8	
Permitted Phases							4			8		8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6			2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0			15.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	30.5			30.5		9.5	30.5		9.5	30.5	30.5
Total Split (s)	22.0	58.0			36.0		12.0	33.0		9.0	30.0	30.0
Total Split (%)	22.0%	58.0%			36.0%		12.0%	33.0%		9.0%	30.0%	30.0%
Maximum Green (s)	18.0	54.0			31.5		7.5	28.5		5.0	26.0	26.0
Yellow Time (s)	3.0	3.0			3.5		3.5	3.5		3.0	3.0	3.0
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.0	4.0
Lead/Lag	Lag				Lead		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes				Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	5.0	7.0			7.0		5.0	5.0		5.0	5.0	5.0
Recall Mode	None	C-Max			C-Max		None	None		None	None	None
Walk Time (s)		10.0			10.0			10.0			10.0	10.0
Flash Don't Walk (s)		16.0			16.0			16.0			16.0	16.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	18.0	67.1			44.6		23.2	17.2		17.9	12.9	12.9
Actuated g/C Ratio	0.18	0.67			0.45		0.23	0.17		0.18	0.13	0.13
v/c Ratio	0.58	0.41			0.57		0.56	0.40		0.22	0.07	0.72
Control Delay (s/veh)	45.6	8.8			23.5		38.3	36.1		29.2	35.4	11.9
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	45.6	8.8			23.5		38.3	36.1		29.2	35.4	11.9
LOS	D	A			C		D	D		C	D	B
Approach Delay (s/veh)		14.7			23.5			37.3			14.8	
Approach LOS		B			C			D			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay (s/veh): 19.9		Intersection LOS: B	
Intersection Capacity Utilization 65.1%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 16: Royal Palm Wy & Cocoanut Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	168	839	47	0	728	93	155	94	26	51	17	365
Future Volume (vph)	168	839	47	0	728	93	155	94	26	51	17	365
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99			0.98		1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3511			3479		1770	1803		1770	1863	1583
Flt Permitted	0.95	1.00			1.00		0.57	1.00		0.67	1.00	1.00
Satd. Flow (perm)	1770	3511			3479		1066	1803		1255	1863	1583
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)	183	912	51	0	791	101	168	102	28	55	18	397
RTOR Reduction (vph)	0	3	0	0	8	0	0	12	0	0	0	343
Lane Group Flow (vph)	183	960	0	0	884	0	168	118	0	55	18	54
Turn Type	Prot	NA			NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6			2		7	4		3	8	
Permitted Phases							4			8		8
Actuated Green, G (s)	18.0	66.3			43.8		24.7	17.2		17.7	13.7	13.7
Effective Green, g (s)	18.0	66.3			43.8		24.7	17.2		17.7	13.7	13.7
Actuated g/C Ratio	0.18	0.66			0.44		0.25	0.17		0.18	0.14	0.14
Clearance Time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.0	4.0
Vehicle Extension (s)	5.0	7.0			7.0		5.0	5.0		5.0	5.0	5.0
Lane Grp Cap (vph)	318	2327			1523		316	310		242	255	216
v/s Ratio Prot	c0.10	0.27			c0.25		c0.04	0.07		0.01	0.01	
v/s Ratio Perm							c0.09			0.03		0.03
v/c Ratio	0.58	0.41			0.58		0.53	0.38		0.23	0.07	0.25
Uniform Delay, d1	37.5	7.8			21.2		31.6	36.7		35.0	37.6	38.6
Progression Factor	1.00	1.00			1.02		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	4.0	0.5			1.4		3.1	1.6		1.0	0.2	1.3
Delay (s)	41.5	8.4			23.1		34.7	38.3		36.0	37.8	39.9
Level of Service	D	A			C		C	D		D	D	D
Approach Delay (s/veh)		13.6			23.1			36.3			39.3	
Approach LOS		B			C			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	23.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	65.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Intersection Delay, s/veh	4.3
Intersection LOS	A

Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	809	880	634
Demand Flow Rate, veh/h	826	897	646
Vehicles Circulating, veh/h	313	277	543
Vehicles Exiting, veh/h	277	543	313
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.0	2.3	3.8
Approach LOS	A	A	A

Lane	Left	Bypass	Left	Bypass	Left	Bypass
Designated Moves	T	R	L	R	L	R
Assumed Moves	T		L		L	
RT Channelized		Free		Free		Free
Lane Util	1.000		1.000		1.000	
Follow-Up Headway, s	2.609		2.609		2.609	
Critical Headway, s	4.976		4.976		4.976	
A (Intercept)	1380		1380		1380	
B (Slope)	1.02e-3		1.02e-3		1.02e-3	
Entry Flow, veh/h	543	283	313	584	277	369
Cap Entry Lane, veh/h	1003	1938	1040	1938	793	1938
Entry HV Adj Factor	0.980	0.980	0.981	0.980	0.982	0.980
Flow Entry, veh/h	532	277	307	573	272	362
Cap Entry, veh/h	983	1900	1020	1900	779	1900
V/C Ratio	0.542	0.146	0.301	0.302	0.349	0.191
Control Delay, s/veh	10.6	0.0	6.5	0.0	8.8	0.0
LOS	B	A	A	A	A	A
95th %tile Queue, veh	3	1	1	1	2	1

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1079	331	16	1259	0	55
Future Vol, veh/h	1079	331	16	1259	0	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1173	360	17	1368	0	60

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1533	0	-	766
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	-	3.32
Pot Cap-1 Maneuver	-	-	430	-	0	345
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	430	-	-	345
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.03	17.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	345	-	-	45	-
HCM Lane V/C Ratio	0.173	-	-	0.04	-
HCM Control Delay (s/veh)	17.6	-	-	13.7	0.9
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	3	1	22	1	10	1	45	16	198	211	4
Future Vol, veh/h	4	3	1	22	1	10	1	45	16	198	211	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	3	1	24	1	11	1	49	17	215	229	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.2	8.3	7.7	11.7
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	50%	67%	48%
Vol Thru, %	73%	38%	3%	51%
Vol Right, %	26%	13%	30%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	62	8	33	413
LT Vol	1	4	22	198
Through Vol	45	3	1	211
RT Vol	16	1	10	4
Lane Flow Rate	67	9	36	449
Geometry Grp	1	1	1	1
Degree of Util (X)	0.081	0.012	0.05	0.518
Departure Headway (Hd)	4.344	5.156	5.041	4.153
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	829	698	714	862
Service Time	2.348	3.161	3.044	2.215
HCM Lane V/C Ratio	0.081	0.013	0.05	0.521
HCM Control Delay, s/veh	7.7	8.2	8.3	11.7
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	0.3	0	0.2	3

Intersection	
Int Delay, s/veh	2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	66	26	79	164
Future Vol, veh/h	0	0	66	26	79	164
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	72	28	86	178

Major/Minor	Minor2		Major2		
Conflicting Flow All	350	178	0	0	
Stage 1	350	-	-	-	
Stage 2	0	-	-	-	
Critical Hdwy	6.52	6.22	4.12	-	
Critical Hdwy Stg 1	5.52	-	-	-	
Critical Hdwy Stg 2	-	-	-	-	
Follow-up Hdwy	4.018	3.318	2.218	-	
Pot Cap-1 Maneuver	574	865	-	-	
Stage 1	633	-	-	-	
Stage 2	-	-	-	-	
Platoon blocked, %				-	
Mov Cap-1 Maneuver	0	865	-	-	
Mov Cap-2 Maneuver	0	-	-	-	
Stage 1	0	-	-	-	
Stage 2	0	-	-	-	

Approach	NB	SB
HCM Control Delay, s/v	9.71	
HCM LOS	A	

Minor Lane/Major Mvmt	NBLn1	SBL	SBT
Capacity (veh/h)	865	-	-
HCM Lane V/C Ratio	0.116	-	-
HCM Control Delay (s/veh)	9.7	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	42	44	0	0	165
Future Vol, veh/h	18	42	44	0	0	165
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	46	48	0	0	179
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	7.4	7.5	8.2
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	30%	0%
Vol Thru, %	100%	0%	100%
Vol Right, %	0%	70%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	44	60	165
LT Vol	0	18	0
Through Vol	44	0	165
RT Vol	0	42	0
Lane Flow Rate	48	65	179
Geometry Grp	1	1	1
Degree of Util (X)	0.056	0.074	0.204
Departure Headway (Hd)	4.185	4.073	4.085
Convergence, Y/N	Yes	Yes	Yes
Cap	847	885	875
Service Time	2.256	2.073	2.128
HCM Lane V/C Ratio	0.057	0.073	0.205
HCM Control Delay, s/veh	7.5	7.4	8.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.2	0.8

Intersection	
Intersection Delay, s/veh	5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	2	38	43	172	0	5
Future Vol, veh/h	0	0	0	0	0	0	2	38	43	172	0	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	2	41	47	187	0	5
Number of Lanes	0	0	0	0	0	0	0	1	0	0	1	0

Approach	NB	SB
Opposing Approach	SB	NB
Opposing Lanes	1	1
Conflicting Approach Left		
Conflicting Lanes Left	0	0
Conflicting Approach Right		
Conflicting Lanes Right	0	0
HCM Control Delay, s/veh	5	5
HCM LOS	A	A

Lane	NBLn1	SBLn1
Vol Left, %	2%	97%
Vol Thru, %	46%	0%
Vol Right, %	52%	3%
Sign Control	Stop	Stop
Traffic Vol by Lane	83	177
LT Vol	2	172
Through Vol	38	0
RT Vol	43	5
Lane Flow Rate	90	192
Geometry Grp	Error	Error
Degree of Util (X)	0	0
Departure Headway (Hd)	0	0
Convergence, Y/N	Yes	Yes
Cap	0	0
Service Time	0	0
HCM Lane V/C Ratio	0	0
HCM Control Delay, s/veh	5	5
HCM Lane LOS	N	N
HCM 95th-tile Q	0	0

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑	↱		↱
Traffic Vol, veh/h	0	0	47	265	2	22
Future Vol, veh/h	0	0	47	265	2	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	51	288	2	24

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	51	51
Stage 1	-	-	51	-
Stage 2	-	-	0	-
Critical Hdwy	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	958	1017
Stage 1	-	-	971	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	958	1017
Mov Cap-2 Maneuver	-	-	958	-
Stage 1	-	-	971	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s/v	0	8.63
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1017
HCM Lane V/C Ratio	-	-	0.024
HCM Control Delay (s/veh)	-	-	8.6
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	0	32	78	0	27	0	386	0	0	386	0
Future Vol, veh/h	20	0	32	78	0	27	0	386	0	0	386	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	0	35	85	0	29	0	420	0	0	420	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	839	-	420	839	-	420	-	0	-	-	-	0
Stage 1	420	-	-	420	-	-	-	-	-	-	-	-
Stage 2	420	-	-	420	-	-	-	-	-	-	-	-
Critical Hdwy	7.12	-	6.22	7.12	-	6.22	-	-	-	-	-	-
Critical Hdwy Stg 1	6.12	-	-	6.12	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	-	-	6.12	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	-	3.318	3.518	-	3.318	-	-	-	-	-	-
Pot Cap-1 Maneuver	285	0	634	285	0	634	0	-	0	0	-	0
Stage 1	611	0	-	611	0	-	0	-	0	0	-	0
Stage 2	611	0	-	611	0	-	0	-	0	0	-	0
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	272	-	634	270	-	634	-	-	-	-	-	-
Mov Cap-2 Maneuver	272	-	-	270	-	-	-	-	-	-	-	-
Stage 1	611	-	-	611	-	-	-	-	-	-	-	-
Stage 2	583	-	-	578	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	14.23	20.92	0	0
HCM LOS	B	C		

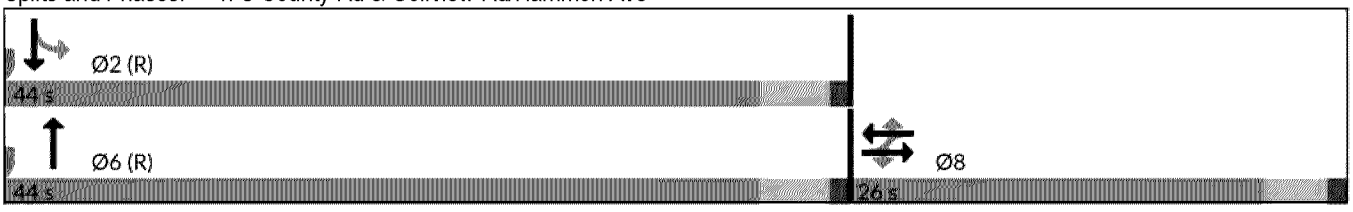
Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	WBLn1	WBLn2	SBT
Capacity (veh/h)	-	272	634	270	634	-
HCM Lane V/C Ratio	-	0.08	0.055	0.314	0.046	-
HCM Control Delay (s/veh)	-	19.4	11	24.4	11	-
HCM Lane LOS	-	C	B	C	B	-
HCM 95th %tile Q(veh)	-	0.3	0.2	1.3	0.1	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	14	13	12	0	32	0	231	22	137	361	0
Future Volume (vph)	12	14	13	12	0	32	0	231	22	137	361	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.955			0.902			0.988				
Flt Protected		0.985			0.987						0.986	
Satd. Flow (prot)	0	1752	0	0	1658	0	0	1840	0	0	1837	0
Flt Permitted		0.883			0.898						0.832	
Satd. Flow (perm)	0	1571	0	0	1509	0	0	1840	0	0	1550	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		14						11				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1221			780			420			87	
Travel Time (s)		27.8			17.7			9.5			2.0	
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
Adj. Flow (vph)	13	15	14	13	0	35	0	251	24	149	392	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	42	0	0	48	0	0	275	0	0	541	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0			0		1	0	
Detector Template	Left			Left						Left		
Leading Detector (ft)	20	0		20	0			0		20	0	
Trailing Detector (ft)	0	0		0	0			0		0	0	
Detector 1 Position(ft)	0	0		0	0			0		0	0	
Detector 1 Size(ft)	20	6		20	6			6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		8			8			6			2	
Permitted Phases	8			8						2		
Detector Phase	8	8		8	8			6		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0			5.0		5.0	5.0	
Minimum Split (s)	25.5	25.5		25.5	25.5			25.6		25.6	25.6	
Total Split (s)	26.0	26.0		26.0	26.0			44.0		44.0	44.0	
Total Split (%)	37.1%	37.1%		37.1%	37.1%			62.9%		62.9%	62.9%	
Maximum Green (s)	21.6	21.6		21.6	21.6			39.4		39.4	39.4	
Yellow Time (s)	3.4	3.4		3.4	3.4			3.6		3.6	3.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	1.0	1.0		1.0	1.0			1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.4			4.4			4.6			4.6	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Recall Mode	None	None		None	None			C-Max		C-Max	C-Max	
Walk Time (s)	8.0	8.0		8.0	8.0			8.0		8.0	8.0	
Flash Don't Walk (s)	13.0	13.0		13.0	13.0			13.0		13.0	13.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)		8.1			8.1			56.1			56.1	
Actuated g/C Ratio		0.12			0.12			0.80			0.80	
v/c Ratio		0.22			0.28			0.19			0.44	
Control Delay (s/veh)		23.4			32.0			2.7			2.4	
Queue Delay		0.0			0.0			0.0			0.1	
Total Delay (s/veh)		23.4			32.0			2.7			2.6	
LOS		C			C			A			A	
Approach Delay (s/veh)		23.4			32.0			2.7			2.6	
Approach LOS		C			C			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 52 (74%), Referenced to phase 2:SBTL and 6:NBT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.44			
Intersection Signal Delay (s/veh): 5.1		Intersection LOS: A	
Intersection Capacity Utilization 57.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 1: S County Rd & Golfview Rd/Hammon Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	14	13	12	0	32	0	231	22	137	361	0
Future Volume (vph)	12	14	13	12	0	32	0	231	22	137	361	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.4			4.4			4.6			4.6	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.96			0.90			0.99			1.00	
Flt Protected		0.98			0.99			1.00			0.99	
Satd. Flow (prot)		1752			1657			1841			1837	
Flt Permitted		0.88			0.90			1.00			0.83	
Satd. Flow (perm)		1571			1508			1841			1550	
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)	13	15	14	13	0	35	0	251	24	149	392	0
RTOR Reduction (vph)	0	13	0	0	0	0	0	2	0	0	0	0
Lane Group Flow (vph)	0	29	0	0	48	0	0	273	0	0	541	0
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		8			8			6			2	
Permitted Phases	8			8						2		
Actuated Green, G (s)		6.7			6.7			54.3			54.3	
Effective Green, g (s)		6.7			6.7			54.3			54.3	
Actuated g/C Ratio		0.10			0.10			0.78			0.78	
Clearance Time (s)		4.4			4.4			4.6			4.6	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		150			144			1428			1202	
v/s Ratio Prot								0.15				
v/s Ratio Perm		0.02			c0.03						c0.35	
v/c Ratio		0.20			0.33			0.19			0.45	
Uniform Delay, d1		29.2			29.6			2.1			2.7	
Progression Factor		1.00			1.00			1.00			0.43	
Incremental Delay, d2		0.6			1.4			0.3			1.1	
Delay (s)		29.8			30.9			2.4			2.3	
Level of Service		C			C			A			A	
Approach Delay (s/veh)		29.8			30.9			2.4			2.3	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	5.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	57.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

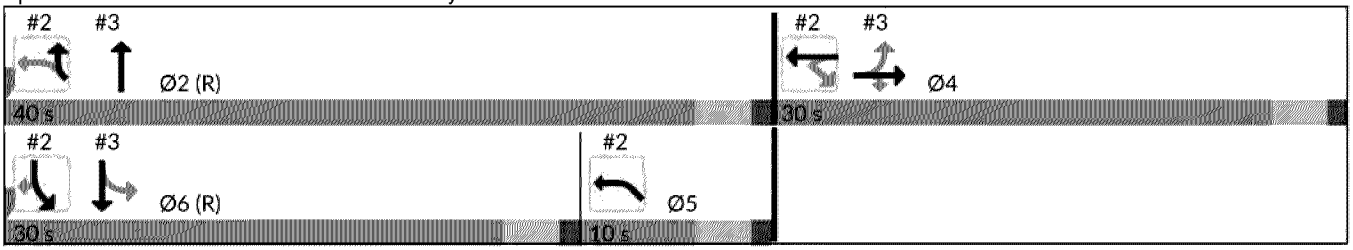


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Traffic Volume (vph)	0	0	0	107	125	227	368	152	67	262
Future Volume (vph)	0	0	0	107	125	227	368	152	67	262
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0	0	150	0
Storage Lanes	0		0	0		0	1	1	1	1
Taper Length (ft)	25			25			25		25	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt					0.926			0.850		0.850
Flt Protected					0.989		0.950		0.950	
Satd. Flow (prot)	0	0	0	0	3241	0	1770	1583	1770	1583
Flt Permitted					0.989		0.950		0.432	
Satd. Flow (perm)	0	0	0	0	3241	0	1770	1583	805	1583
Right Turn on Red			Yes			Yes		Yes		
Satd. Flow (RTOR)					247			165		
Link Speed (mph)		30			30		30		30	
Link Distance (ft)		1510			1065		277		366	
Travel Time (s)		34.3			24.2		6.3		8.3	
Peak Hour Factor	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	136	247	400	165	73	285
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	0	0	499	0	400	165	73	285
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Right
Median Width(ft)		0			0		12		12	
Link Offset(ft)		0			0		0		0	
Crosswalk Width(ft)		16			16		16		16	
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15	9	15	9
Number of Detectors				1	2		2	1	1	2
Detector Template				Left	Thru		Thru	Right	Left	Thru
Leading Detector (ft)				20	100		100	20	20	100
Trailing Detector (ft)				0	0		0	0	0	0
Detector 1 Position(ft)				0	0		0	0	0	0
Detector 1 Size(ft)				20	6		6	20	20	6
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel										
Detector 1 Extend (s)				0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)					94		94			94
Detector 2 Size(ft)					6		6			6
Detector 2 Type					Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel										
Detector 2 Extend (s)					0.0		0.0			0.0
Turn Type				Perm	NA		Prot	Perm	pm+pt	Prot
Protected Phases					4		6		5	2
Permitted Phases				4				6	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Detector Phase				4	4		6	6	5	2
Switch Phase										
Minimum Initial (s)				5.0	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)				30.0	30.0		30.0	30.0	9.5	30.0
Total Split (s)				30.0	30.0		30.0	30.0	10.0	40.0
Total Split (%)				42.9%	42.9%		42.9%	42.9%	14.3%	57.1%
Maximum Green (s)				26.0	26.0		26.0	26.0	6.0	36.0
Yellow Time (s)				3.0	3.0		3.0	3.0	3.0	3.0
All-Red Time (s)				1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)					0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)					4.0		4.0	4.0	4.0	4.0
Lead/Lag							Lead	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	
Vehicle Extension (s)				5.0	5.0		5.0	5.0	5.0	5.0
Recall Mode				None	None		C-Max	C-Max	None	C-Max
Walk Time (s)				10.0	10.0		10.0	10.0		10.0
Flash Don't Walk (s)				16.0	16.0		16.0	16.0		16.0
Pedestrian Calls (#/hr)				0	0		0	0		0
Act Effct Green (s)					20.3		33.7	33.7	41.7	41.7
Actuated g/C Ratio					0.29		0.48	0.48	0.60	0.60
v/c Ratio					0.45		0.47	0.19	0.13	0.30
Control Delay (s/veh)					10.2		7.7	0.7	7.9	8.5
Queue Delay					0.0		0.2	0.0	0.0	0.0
Total Delay (s/veh)					10.2		7.9	0.7	7.9	8.5
LOS					B		A	A	A	A
Approach Delay (s/veh)					10.2		5.8		8.4	
Approach LOS					B		A		A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 48 (69%), Referenced to phase 2:NWL and 6:SBL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.47			
Intersection Signal Delay (s/veh): 8.0		Intersection LOS: A	
Intersection Capacity Utilization 48.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Worth Ave & S County Rd

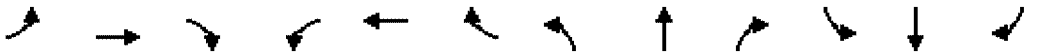




Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Traffic Volume (vph)	0	0	0	107	125	227	368	152	67	262
Future Volume (vph)	0	0	0	107	125	227	368	152	67	262
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		4.0	4.0	4.0	4.0
Lane Util. Factor					0.95		1.00	1.00	1.00	1.00
Frt					0.93		1.00	0.85	1.00	0.85
Flt Protected					0.99		0.95	1.00	0.95	1.00
Satd. Flow (prot)					3239		1770	1583	1770	1583
Flt Permitted					0.99		0.95	1.00	0.43	1.00
Satd. Flow (perm)					3239		1770	1583	805	1583
Peak-hour factor, PHF	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	136	247	400	165	73	285
RTOR Reduction (vph)	0	0	0	0	175	0	0	87	0	0
Lane Group Flow (vph)	0	0	0	0	324	0	400	78	73	285
Turn Type				Perm	NA		Prot	Perm	pm+pt	Prot
Protected Phases					4		6		5	2
Permitted Phases				4				6	2	
Actuated Green, G (s)					20.3		32.9	32.9	41.7	41.7
Effective Green, g (s)					20.3		32.9	32.9	41.7	41.7
Actuated g/C Ratio					0.29		0.47	0.47	0.60	0.60
Clearance Time (s)					4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)					5.0		5.0	5.0	5.0	5.0
Lane Grp Cap (vph)					939		831	744	545	943
v/s Ratio Prot							c0.23		0.01	c0.18
v/s Ratio Perm					0.10			0.05	0.07	
v/c Ratio					0.34		0.48	0.10	0.13	0.30
Uniform Delay, d1					19.6		12.7	10.3	9.4	7.0
Progression Factor					1.00		0.39	0.07	0.86	0.89
Incremental Delay, d2					0.5		1.9	0.3	0.2	0.8
Delay (s)					20.1		6.8	1.0	8.3	7.0
Level of Service					C		A	A	A	A
Approach Delay (s/veh)		0.0			20.1		5.1		7.3	
Approach LOS		A			C		A		A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	10.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	48.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



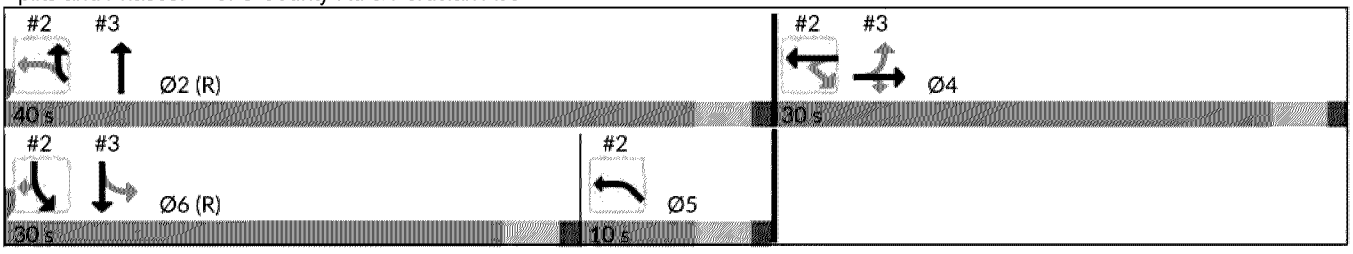
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	111	133	0	0	0	0	423	52	122	392	0
Future Volume (vph)	83	111	133	0	0	0	0	423	52	122	392	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Frt			0.850					0.983				
Flt Protected		0.979									0.988	
Satd. Flow (prot)	0	1824	1583	0	0	0	0	3479	0	0	3497	0
Flt Permitted		0.979									0.729	
Satd. Flow (perm)	0	1824	1583	0	0	0	0	3479	0	0	2580	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			145					28				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1510			55			277			163	
Travel Time (s)		34.3			1.3			6.3			3.7	
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
Adj. Flow (vph)	90	121	145	0	0	0	0	460	57	133	426	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	211	145	0	0	0	0	517	0	0	559	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2		1	2	
Detector Template	Left	Thru	Right					Thru		Left	Thru	
Leading Detector (ft)	20	100	20					100		20	100	
Trailing Detector (ft)	0	0	0					0		0	0	
Detector 1 Position(ft)	0	0	0					0		0	0	
Detector 1 Size(ft)	20	6	20					6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4		4							6		
Detector Phase	4	4	4					2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0					5.0		5.0	5.0	

Lane Group	Ø5
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	5
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	30.0	30.0	30.0					30.0		30.0	30.0	
Total Split (s)	30.0	30.0	30.0					40.0		30.0	30.0	
Total Split (%)	42.9%	42.9%	42.9%					57.1%		42.9%	42.9%	
Maximum Green (s)	26.0	26.0	26.0					36.0		26.0	26.0	
Yellow Time (s)	3.0	3.0	3.0					3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0					1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0					0.0			0.0	
Total Lost Time (s)		4.0	4.0					4.0			4.0	
Lead/Lag										Lead	Lead	
Lead-Lag Optimize?										Yes	Yes	
Vehicle Extension (s)	5.0	5.0	5.0					5.0		5.0	5.0	
Recall Mode	None	None	None					C-Max		C-Max	C-Max	
Walk Time (s)	10.0	10.0	10.0					10.0		10.0	10.0	
Flash Don't Walk (s)	16.0	16.0	16.0					16.0		16.0	16.0	
Pedestrian Calls (#/hr)	0	0	0					0		0	0	
Act Effct Green (s)		20.3	20.3					41.7			33.7	
Actuated g/C Ratio		0.29	0.29					0.60			0.48	
v/c Ratio		0.40	0.26					0.25			0.45	
Control Delay (s/veh)		20.9	4.3					6.8			15.9	
Queue Delay		0.0	0.0					0.2			0.0	
Total Delay (s/veh)		20.9	4.3					7.0			15.9	
LOS		C	A					A			B	
Approach Delay (s/veh)		14.1						7.0			15.9	
Approach LOS		B						A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 48 (69%), Referenced to phase 2:NWL and 6:SBL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.47			
Intersection Signal Delay (s/veh): 12.2		Intersection LOS: B	
Intersection Capacity Utilization 48.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: S County Rd & Peruvian Ave



Lane Group	Ø5
Minimum Split (s)	9.5
Total Split (s)	10.0
Total Split (%)	14%
Maximum Green (s)	6.0
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	5.0
Recall Mode	None
Walk Time (s)	
Flash Don't Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	111	133	0	0	0	0	423	52	122	392	0
Future Volume (vph)	83	111	133	0	0	0	0	423	52	122	392	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0			4.0	
Lane Util. Factor		1.00	1.00					0.95			0.95	
Frt		1.00	0.85					0.98			1.00	
Flt Protected		0.98	1.00					1.00			0.99	
Satd. Flow (prot)		1824	1583					3481			3498	
Flt Permitted		0.98	1.00					1.00			0.73	
Satd. Flow (perm)		1824	1583					3481			2581	
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)	90	121	145	0	0	0	0	460	57	133	426	0
RTOR Reduction (vph)	0	0	103	0	0	0	0	11	0	0	0	0
Lane Group Flow (vph)	0	211	42	0	0	0	0	506	0	0	559	0
Turn Type	Perm	NA	Perm					NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4		4							6		
Actuated Green, G (s)		20.3	20.3					41.7			32.9	
Effective Green, g (s)		20.3	20.3					41.7			32.9	
Actuated g/C Ratio		0.29	0.29					0.60			0.47	
Clearance Time (s)		4.0	4.0					4.0			4.0	
Vehicle Extension (s)		5.0	5.0					5.0			5.0	
Lane Grp Cap (vph)		528	459					2073			1213	
v/s Ratio Prot								c0.15				
v/s Ratio Perm		0.12	0.03								c0.22	
v/c Ratio		0.40	0.09					0.24			0.46	
Uniform Delay, d1		20.0	18.1					6.7			12.5	
Progression Factor		1.00	1.00					0.87			1.00	
Incremental Delay, d2		1.0	0.2					0.3			1.3	
Delay (s)		21.0	18.3					6.1			13.8	
Level of Service		C	B					A			B	
Approach Delay (s/veh)		19.9			0.0			6.1			13.8	
Approach LOS		B			A			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	12.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	48.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	92	0	438	0	0	488	131
Future Vol, veh/h	0	0	0	0	0	92	0	438	0	0	488	131
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	100	0	476	0	0	530	142

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	-	-	238	-	0	-	476	0	0
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	763	0	-	0	1082	-	-
Stage 1	0	0	-	0	-	0	-	-	-
Stage 2	0	0	-	0	-	0	-	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	-	0	763	-	-	-	1082	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.43	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	763	1082	-	-
HCM Lane V/C Ratio	-	0.131	-	-	-
HCM Control Delay (s/veh)	-	10.4	0	-	-
HCM Lane LOS	-	B	A	-	-
HCM 95th %tile Q(veh)	-	0.4	0	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	165	0	0	0	0	614	79	0	644	0
Future Vol, veh/h	0	0	165	0	0	0	0	614	79	0	644	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	179	0	0	0	0	667	86	0	700	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	-	-	350	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	646	0	-	-	0	-	0
Stage 1	0	0	-	0	-	-	0	-	0
Stage 2	0	0	-	0	-	-	0	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	-	0	646	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	12.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBT
Capacity (veh/h)	-	-	646	-
HCM Lane V/C Ratio	-	-	0.278	-
HCM Control Delay (s/veh)	-	-	12.7	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	1.1	-

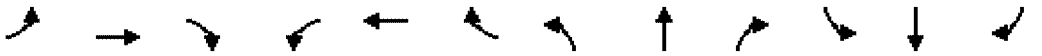
Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	3	70	13	10	45	110	529	38	5	562	56
Future Vol, veh/h	8	3	70	13	10	45	110	529	38	5	562	56
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	3	76	14	11	49	120	575	41	5	611	61

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1184	1508	641	1438	1497	288	672	0	0	616	0	0
Stage 1	652	652	-	814	814	-	-	-	-	-	-	-
Stage 2	532	855	-	623	683	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.23	7.33	6.53	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	155	120	474	102	122	710	917	-	-	962	-	-
Stage 1	456	463	-	339	390	-	-	-	-	-	-	-
Stage 2	500	374	-	473	449	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	109	100	474	70	102	710	917	-	-	962	-	-
Mov Cap-2 Maneuver	109	100	-	70	102	-	-	-	-	-	-	-
Stage 1	452	459	-	285	329	-	-	-	-	-	-	-
Stage 2	379	315	-	390	444	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	14.05	10.45	2.37	0.07
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	620	-	-	474	710	14	-	-
HCM Lane V/C Ratio	0.13	-	-	0.161	0.069	0.006	-	-
HCM Control Delay (s/veh)	9.5	1.1	-	14.1	10.4	8.8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.6	0.2	0	-	-

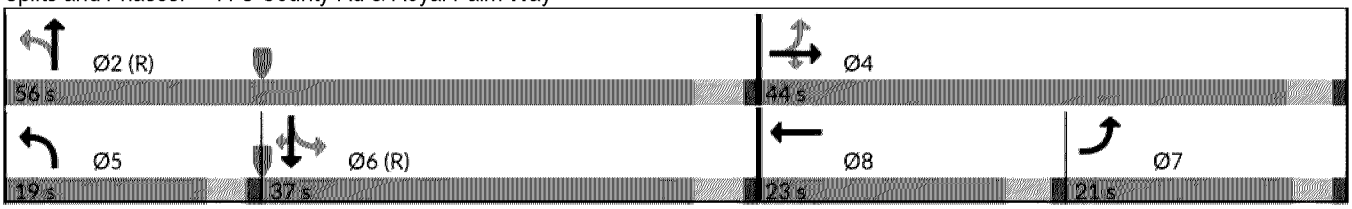


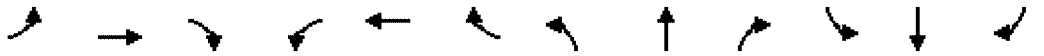
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	350	290	267	0	322	33	323	244	28	6	336	393
Future Volume (vph)	350	290	267	0	322	33	323	244	28	6	336	393
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	0		0	0		0	0		0
Storage Lanes	1		1	0		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.986			0.985				0.850
Flt Protectec	0.950						0.950				0.999	
Satd. Flow (prot)	1770	1863	1583	0	3490	0	1770	1835	0	0	1861	1583
Flt Permitted	0.361						0.288				0.993	
Satd. Flow (perm)	672	1863	1583	0	3490	0	536	1835	0	0	1850	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			290		10			8				427
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		693			1009			293			161	
Travel Time (s)		15.8			22.9			6.7			3.7	
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
Adj. Flow (vph)	380	315	290	0	350	36	351	265	30	7	365	427
Shared Lane Traffic (%)												
Lane Group Flow (vph)	380	315	290	0	386	0	351	295	0	0	372	427
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1		2		1	2		1	2	1
Detector Template	Left	Thru	Right		Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20		100		20	100		20	100	20
Trailing Detector (ft)	0	0	0		0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0		0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20		6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm		NA		pm+pt	NA		Perm	NA	Perm
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4		4				2			6		6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4		8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	10.0	20.0	20.0		10.0		15.0	15.0		15.0	15.0	15.0
Minimum Split (s)	14.5	26.5	26.5		23.6		19.5	34.6		34.6	34.6	34.6
Total Split (s)	21.0	44.0	44.0		23.0		19.0	56.0		37.0	37.0	37.0
Total Split (%)	21.0%	44.0%	44.0%		23.0%		19.0%	56.0%		37.0%	37.0%	37.0%
Maximum Green (s)	17.0	39.5	39.5		18.5		15.0	51.4		32.4	32.4	32.4
Yellow Time (s)	3.0	3.5	3.5		3.5		3.0	3.6		3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0		1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)	4.0	4.5	4.5		4.5		4.0	4.6			4.6	4.6
Lead/Lag	Lag				Lead		Lead			Lag	Lag	Lag
Lead-Lag Optimize?	Yes				Yes		Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0		4.0	4.0	4.0
Recall Mode	Max	Max	Max		None		None	C-Max		C-Max	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0			7.0		7.0	7.0	7.0
Flash Don't Walk (s)		15.0	15.0		12.0			23.0		23.0	23.0	23.0
Pedestrian Calls (#/hr)		0	0		0			0		0	0	0
Act Effct Green (s)	40.0	39.5	39.5		15.6		52.0	51.4			32.4	32.4
Actuated g/C Ratio	0.40	0.40	0.40		0.16		0.52	0.51			0.32	0.32
v/c Ratio	0.78	0.43	0.36		0.70		0.76	0.31			0.62	0.53
Control Delay (s/veh)	36.5	16.3	1.8		45.7		26.7	14.8			34.0	5.2
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Delay (s/veh)	36.5	16.3	1.8		45.7		26.7	14.8			34.0	5.2
LOS	D	B	A		D		C	B			C	A
Approach Delay (s/veh)		19.8			45.7			21.3			18.7	
Approach LOS		B			D			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 92 (92%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay (s/veh): 23.4		Intersection LOS: C	
Intersection Capacity Utilization 80.0%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 7: S County Rd & Royal Palm Way





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	350	290	267	0	322	33	323	244	28	6	336	393
Future Volume (vph)	350	290	267	0	322	33	323	244	28	6	336	393
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.5	4.5		4.5		4.0	4.6			4.6	4.6
Lane Util. Factor	1.00	1.00	1.00		0.95		1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85		0.99		1.00	0.98			1.00	0.85
Flt Protected	0.95	1.00	1.00		1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1770	1863	1583		3490		1770	1834			1861	1583
Flt Permitted	0.36	1.00	1.00		1.00		0.29	1.00			0.99	1.00
Satd. Flow (perm)	672	1863	1583		3490		536	1834			1851	1583
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)	380	315	290	0	350	36	351	265	30	7	365	427
RTOR Reduction (vph)	0	0	175	0	8	0	0	4	0	0	0	289
Lane Group Flow (vph)	380	315	115	0	378	0	351	291	0	0	372	138
Turn Type	pm+pt	NA	Perm		NA		pm+pt	NA		Perm	NA	Perm
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4		4				2			6		6
Actuated Green, G (s)	40.0	39.5	39.5		15.6		51.4	51.4			32.4	32.4
Effective Green, g (s)	40.0	39.5	39.5		15.6		51.4	51.4			32.4	32.4
Actuated g/C Ratio	0.40	0.40	0.40		0.16		0.51	0.51			0.32	0.32
Clearance Time (s)	4.0	4.5	4.5		4.5		4.0	4.6			4.6	4.6
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0			4.0	4.0
Lane Grp Cap (vph)	487	735	625		544		460	942			599	512
v/s Ratio Prot	c0.16	0.17			0.11		c0.11	0.16				
v/s Ratio Perm	c0.16		0.07				c0.28				0.20	0.09
v/c Ratio	0.78	0.43	0.18		0.69		0.76	0.31			0.62	0.27
Uniform Delay, d1	29.3	22.0	19.7		39.9		17.0	14.0			28.6	25.0
Progression Factor	0.76	0.65	0.26		1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	11.1	1.7	0.6		3.8		7.4	0.9			4.8	1.3
Delay (s)	33.2	16.1	5.6		43.8		24.3	14.9			33.4	26.3
Level of Service	C	B	A		D		C	B			C	C
Approach Delay (s/veh)		19.6			43.8			20.0			29.6	
Approach LOS		B			D			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	25.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.1
Intersection Capacity Utilization	80.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

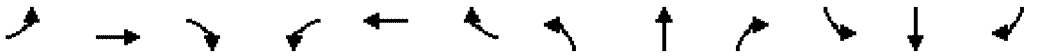
Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	1	2	26	128	516	0	0	683	102
Future Vol, veh/h	0	0	0	1	2	26	128	516	0	0	683	102
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	1	2	28	139	561	0	0	742	111

Major/Minor	Minor1			Major1			Major2			
Conflicting Flow All	1210	1692	561	853	0	-	-	-	0	
Stage 1	839	839	-	-	-	-	-	-	-	
Stage 2	371	853	-	-	-	-	-	-	-	
Critical Hdwy	6.63	6.53	6.23	4.13	-	-	-	-	-	
Critical Hdwy Stg 1	5.43	5.53	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	5.83	5.53	-	-	-	-	-	-	-	
Follow-up Hdwy	3.519	4.019	3.319	2.219	-	-	-	-	-	
Pot Cap-1 Maneuver	188	93	526	784	-	0	0	-	-	
Stage 1	423	380	-	-	-	0	0	-	-	
Stage 2	669	375	-	-	-	0	0	-	-	
Platoon blocked, %					-			-	-	
Mov Cap-1 Maneuver	139	0	526	784	-	-	-	-	-	
Mov Cap-2 Maneuver	139	0	-	-	-	-	-	-	-	
Stage 1	314	0	-	-	-	-	-	-	-	
Stage 2	669	0	-	-	-	-	-	-	-	

Approach	WB	NB	SB
HCM Control Delay, s/v	12.23	2.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	SBT	SBR
Capacity (veh/h)	358	-	526	-	-
HCM Lane V/C Ratio	0.177	-	0.054	-	-
HCM Control Delay (s/veh)	10.6	0	12.2	-	-
HCM Lane LOS	B	A	B	-	-
HCM 95th %tile Q(veh)	0.6	-	0.2	-	-

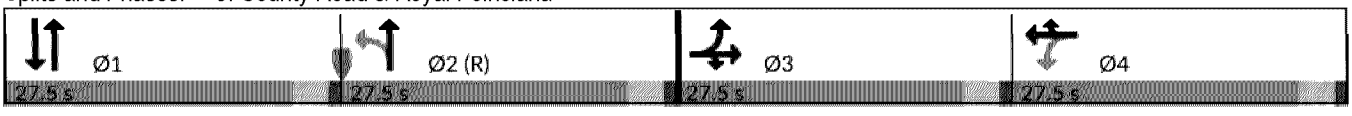


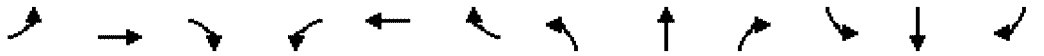
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	225	110	282	55	115	19	266	400	44	0	546	461
Future Volume (vph)	225	110	282	55	115	19	266	400	44	0	546	461
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	415		0	0		0	0		0	0		0
Storage Lanes	1		1	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.991			0.931	
Flt Protectec	0.950	0.983			0.984			0.982				
Satd. Flow (prot)	1681	1740	1583	0	1833	1583	0	3444	0	0	3295	0
Flt Permitted	0.950	0.983			0.828			0.511				
Satd. Flow (perm)	1681	1740	1583	0	1542	1583	0	1792	0	0	3295	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			307			89		8			177	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		408			419			86			55	
Travel Time (s)		9.3			9.5			2.0			1.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	245	120	307	60	125	21	289	435	48	0	593	501
Shared Lane Traffic (%)	27%											
Lane Group Flow (vph)	179	186	307	0	185	21	0	772	0	0	1094	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2			2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru			Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100			100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0			0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0			0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6			6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA			NA	
Protected Phases	3	3	3		4	4		1 2			1	
Permitted Phases				4			2					

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	3	3	4	4	4	2	1 2			1	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	10.0	10.0	10.0	5.0				20.0	
Minimum Split (s)	27.5	27.5	27.5	27.5	27.5	27.5	27.5				27.5	
Total Split (s)	27.5	27.5	27.5	27.5	27.5	27.5	27.5				27.5	
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%				25.0%	
Maximum Green (s)	23.5	23.5	23.5	23.5	23.5	23.5	23.5				23.5	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0				3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0				1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0					0.0	
Total Lost Time (s)	4.0	4.0	4.0		4.0	4.0					4.0	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag				Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes				Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0				3.0	
Recall Mode	None	None	None	None	None	None	C-Max				Max	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0					7.0	
Flash Don't Walk (s)	16.0	16.0	16.0	16.0	16.0	16.0					16.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	0					0	
Act Effct Green (s)	18.9	18.9	18.9		17.9	17.9		61.2			33.7	
Actuated g/C Ratio	0.17	0.17	0.17		0.16	0.16		0.56			0.31	
v/c Ratio	0.62	0.62	0.58		0.74	0.06		2.17dl			0.97	
Control Delay (s/veh)	51.4	51.2	9.1		60.9	0.4		27.6			52.9	
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0			42.0	
Total Delay (s/veh)	51.4	51.2	9.1		60.9	0.4		27.6			94.9	
LOS	D	D	A		E	A		C			F	
Approach Delay (s/veh)		32.0			54.7			27.6			94.9	
Approach LOS		C			D			C			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 87 (79%), Referenced to phase 2:NBTL and 6:, Start of Green			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay (s/veh): 57.6		Intersection LOS: E	
Intersection Capacity Utilization 75.9%		ICU Level of Service D	
Analysis Period (min) 15			
dl Defacto Left Lane. Recode with 1 though lane as a left lane.			

Splits and Phases: 9: County Road & Royal Poinciana

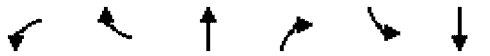




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	225	110	282	55	115	19	266	400	44	0	546	461
Future Volume (vph)	225	110	282	55	115	19	266	400	44	0	546	461
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0		4.0			4.0	
Lane Util. Factor	0.95	0.95	1.00		1.00	1.00		0.95			0.95	
Frt	1.00	1.00	0.85		1.00	0.85		0.99			0.93	
Flt Protected	0.95	0.98	1.00		0.98	1.00		0.98			1.00	
Satd. Flow (prot)	1681	1739	1583		1833	1583		3442			3296	
Flt Permitted	0.95	0.98	1.00		0.83	1.00		0.51			1.00	
Satd. Flow (perm)	1681	1739	1583		1542	1583		1793			3296	
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)	245	120	307	60	125	21	289	435	48	0	593	501
RTOR Reduction (vph)	0	0	254	0	0	18	0	4	0	0	123	0
Lane Group Flow (vph)	179	186	53	0	185	3	0	768	0	0	971	0
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA			NA	
Protected Phases	3	3	3		4	4		1 2			1	
Permitted Phases				4			2					
Actuated Green, G (s)	18.9	18.9	18.9		17.9	17.9		61.2			33.7	
Effective Green, g (s)	18.9	18.9	18.9		17.9	17.9		61.2			33.7	
Actuated g/C Ratio	0.17	0.17	0.17		0.16	0.16		0.56			0.31	
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0					4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0					3.0	
Lane Grp Cap (vph)	288	298	271		250	257		997			1009	
v/s Ratio Prot	0.11	c0.11	0.03			0.00					c0.29	
v/s Ratio Perm					c0.12			c0.43				
v/c Ratio	0.62	0.62	0.19		0.74	0.01		2.17dl			0.96	
Uniform Delay, d1	42.2	42.3	39.0		43.8	38.6		19.0			37.5	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	4.1	4.0	0.4		11.2	0.0		5.7			20.6	
Delay (s)	46.4	46.3	39.4		55.0	38.7		24.7			58.2	
Level of Service	D	D	D		D	D		C			E	
Approach Delay (s/veh)		43.2			53.3			24.7			58.2	
Approach LOS		D			D			C			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	44.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	75.9%	ICU Level of Service	D
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group



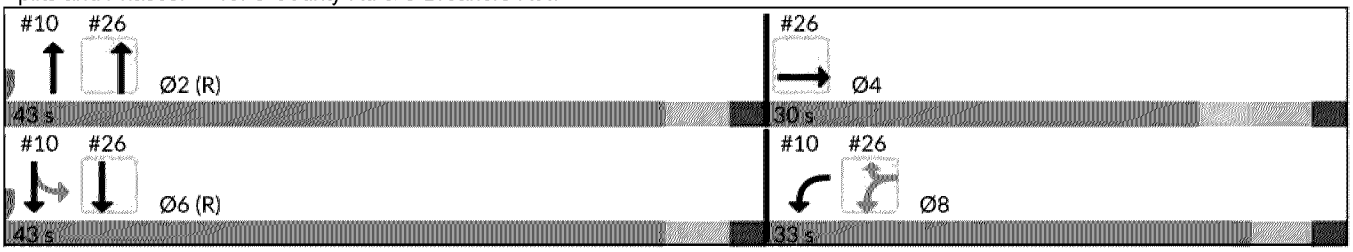
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Lane Configurations							
Traffic Volume (vph)	81	42	600	83	46	805	
Future Volume (vph)	81	42	600	83	46	805	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95	
Frt	0.954		0.982				
Flt Protected	0.968					0.997	
Satd. Flow (prot)	1720	0	3476	0	0	3529	
Flt Permitted	0.968					0.876	
Satd. Flow (perm)	1720	0	3476	0	0	3100	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)	39		28				
Link Speed (mph)	30		30			30	
Link Distance (ft)	374		229			1138	
Travel Time (s)	8.5		5.2			25.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	88	46	652	90	50	875	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	134	0	742	0	0	925	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	12		0			0	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9		9	15		
Number of Detectors	1		2		1	2	
Detector Template	Left		Thru		Left	Thru	
Leading Detector (ft)	20		100		20	100	
Trailing Detector (ft)	0		0		0	0	
Detector 1 Position(ft)	0		0		0	0	
Detector 1 Size(ft)	20		6		20	6	
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0		0.0	0.0	
Detector 1 Delay (s)	0.0		0.0		0.0	0.0	
Detector 2 Position(ft)			94			94	
Detector 2 Size(ft)			6			6	
Detector 2 Type			Cl+Ex			Cl+Ex	
Detector 2 Channel							
Detector 2 Extend (s)			0.0			0.0	
Turn Type	Prot		NA		Perm	NA	
Protected Phases	8		2			6	4
Permitted Phases					6		
Detector Phase	8		2		6	6	
Switch Phase							
Minimum Initial (s)	15.0		15.0		15.0	15.0	15.0



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Minimum Split (s)	31.4		28.6		22.6	22.6	22.5
Total Split (s)	33.0		43.0		43.0	43.0	30.0
Total Split (%)	43.4%		56.6%		56.6%	56.6%	39%
Maximum Green (s)	27.6		37.4		37.4	37.4	24.6
Yellow Time (s)	3.4		3.6		3.6	3.6	3.4
All-Red Time (s)	2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0	
Total Lost Time (s)	5.4		5.6			5.6	
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	5.0		5.0		5.0	5.0	5.0
Recall Mode	None		C-Max		C-Max	C-Max	None
Walk Time (s)	10.0		7.0				
Flash Don't Walk (s)	16.0		16.0				
Pedestrian Calls (#/hr)	0		0				
Act Effct Green (s)	15.2		55.0			55.0	
Actuated g/C Ratio	0.20		0.72			0.72	
v/c Ratio	0.36		0.29			0.41	
Control Delay (s/veh)	21.7		5.2			6.4	
Queue Delay	0.0		0.4			0.0	
Total Delay (s/veh)	21.7		5.6			6.4	
LOS	C		A			A	
Approach Delay (s/veh)	21.7		5.6			6.4	
Approach LOS	C		A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 76			
Actuated Cycle Length: 76			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.41			
Intersection Signal Delay (s/veh): 7.2		Intersection LOS: A	
Intersection Capacity Utilization 69.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 10: S County Rd & S Breakers Row





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	81	42	600	83	46	805
Future Volume (vph)	81	42	600	83	46	805
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4		5.6			5.6
Lane Util. Factor	1.00		0.95			0.95
Frt	0.95		0.98			1.00
Flt Protectec	0.97		1.00			1.00
Satd. Flow (prot)	1720		3475			3530
Flt Permitted	0.97		1.00			0.88
Satd. Flow (perm)	1720		3475			3099
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	88	46	652	90	50	875
RTOR Reduction (vph)	33	0	9	0	0	0
Lane Group Flow (vph)	101	0	733	0	0	925
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Actuated Green, G (s)	12.2		52.8			52.8
Effective Green, g (s)	12.2		52.8			52.8
Actuated g/C Ratio	0.16		0.69			0.69
Clearance Time (s)	5.4		5.6			5.6
Vehicle Extension (s)	5.0		5.0			5.0
Lane Grp Cap (vph)	276		2414			2152
v/s Ratio Prot	c0.06		0.21			
v/s Ratio Perm						c0.30
v/c Ratio	0.37		0.30			0.43
Uniform Delay, d1	28.5		4.5			5.0
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	1.7		0.3			0.6
Delay (s)	30.2		4.8			5.7
Level of Service	C		A			A
Approach Delay (s/veh)	30.2		4.8			5.7
Approach LOS	C		A			A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	7.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	76.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	69.2%	ICU Level of Service	C
Analysis Period (min)	15		

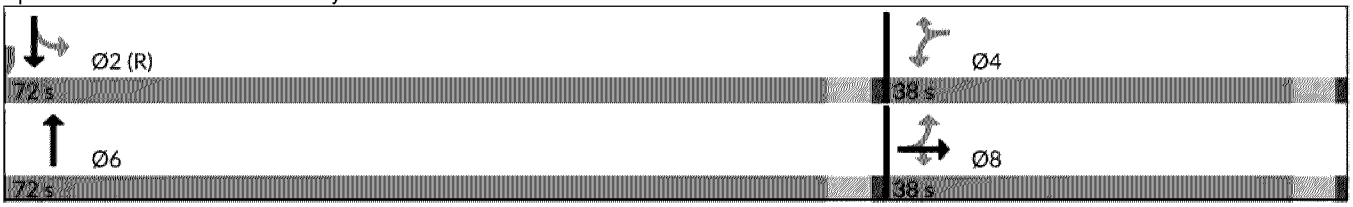
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	8	134	12	0	14	0	582	17	3	807	0
Future Volume (vph)	58	8	134	12	0	14	0	582	17	3	807	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	70		0	0		0	0		0	0		0
Storage Lanes	1		1	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Frt			0.850			0.850		0.996				
Flt Protectec	0.950			0.950								
Satd. Flow (prot)	1770	1863	1583	1770	0	1583	0	3525	0	0	3539	0
Flt Permitted	0.950			0.752							0.954	
Satd. Flow (perm)	1770	1863	1583	1401	0	1583	0	3525	0	0	3376	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			146			15		5				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		735			781			263			276	
Travel Time (s)		16.7			17.8			6.0			6.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	63	9	146	13	0	15	0	633	18	3	877	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	63	9	146	13	0	15	0	651	0	0	880	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1		1		2		1	2	
Detector Template	Left	Thru	Right	Left		Right		Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20		20		100		20	100	
Trailing Detector (ft)	0	0	0	0		0		0		0	0	
Detector 1 Position(ft)	0	0	0	0		0		0		0	0	
Detector 1 Size(ft)	20	6	20	20		20		6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm	Perm		Perm		NA		Perm	NA	
Protected Phases		8						6			2	
Permitted Phases	8		8	4		4				2		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	8	8	8	4		4		6		2	2	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0		15.0		10.0		10.0	10.0	
Minimum Split (s)	25.5	25.5	25.5	30.5		30.5		25.5		25.5	25.5	
Total Split (s)	38.0	38.0	38.0	38.0		38.0		72.0		72.0	72.0	
Total Split (%)	34.5%	34.5%	34.5%	34.5%		34.5%		65.5%		65.5%	65.5%	
Maximum Green (s)	33.5	33.5	33.5	33.5		33.5		67.5		67.5	67.5	
Yellow Time (s)	3.5	3.5	3.5	3.5		3.5		3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0		1.0		1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0			0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5		4.5		4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0	5.0	5.0		5.0		5.0		5.0	5.0	
Recall Mode	None	None	None	None		None		Max		C-Max	C-Max	
Walk Time (s)	10.0	10.0	10.0	10.0		10.0		10.0		10.0	10.0	
Flash Don't Walk (s)	16.0	16.0	16.0	16.0		16.0		10.0		10.0	10.0	
Pedestrian Calls (#/hr)	0	0	0	0		0		0		0	0	
Act Effct Green (s)	15.1	15.1	15.1	15.1		15.1		85.9			85.9	
Actuated g/C Ratio	0.14	0.14	0.14	0.14		0.14		0.78			0.78	
v/c Ratio	0.26	0.04	0.43	0.07		0.07		0.24			0.33	
Control Delay (s/veh)	52.6	50.4	20.6	42.3		19.3		2.3			2.0	
Queue Delay	0.0	0.0	0.2	0.0		0.0		0.4			0.2	
Total Delay (s/veh)	52.6	50.4	20.7	42.3		19.3		2.7			2.2	
LOS	D	D	C	D		B		A			A	
Approach Delay (s/veh)		31.2			30.0			2.7			2.2	
Approach LOS		C			C			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 97 (88%), Referenced to phase 2:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.43			
Intersection Signal Delay (s/veh): 6.4		Intersection LOS: A	
Intersection Capacity Utilization 52.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 11: S County Road & Sunset Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	8	134	12	0	14	0	582	17	3	807	0
Future Volume (vph)	58	8	134	12	0	14	0	582	17	3	807	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5		4.5		4.5			4.5	
Lane Util. Factor	1.00	1.00	1.00	1.00		1.00		0.95			0.95	
Frt	1.00	1.00	0.85	1.00		0.85		1.00			1.00	
Flt Protected	0.95	1.00	1.00	0.95		1.00		1.00			1.00	
Satd. Flow (prot)	1770	1863	1583	1770		1583		3525			3539	
Flt Permitted	0.95	1.00	1.00	0.75		1.00		1.00			0.95	
Satd. Flow (perm)	1770	1863	1583	1400		1583		3525			3376	
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)	63	9	146	13	0	15	0	633	18	3	877	0
RTOR Reduction (vph)	0	0	126	0	0	13	0	1	0	0	0	0
Lane Group Flow (vph)	63	9	20	13	0	2	0	650	0	0	880	0
Turn Type	Perm	NA	Perm	Perm		Perm		NA		Perm	NA	
Protected Phases		8						6			2	
Permitted Phases	8		8	4		4				2		
Actuated Green, G (s)	15.1	15.1	15.1	15.1		15.1		85.9			85.9	
Effective Green, g (s)	15.1	15.1	15.1	15.1		15.1		85.9			85.9	
Actuated g/C Ratio	0.14	0.14	0.14	0.14		0.14		0.78			0.78	
Clearance Time (s)	4.5	4.5	4.5	4.5		4.5		4.5			4.5	
Vehicle Extension (s)	5.0	5.0	5.0	5.0		5.0		5.0			5.0	
Lane Grp Cap (vph)	242	255	217	192		217		2752			2636	
v/s Ratio Prot		0.00						0.18				
v/s Ratio Perm	c0.04		0.01	0.01		0.00					c0.26	
v/c Ratio	0.26	0.04	0.09	0.07		0.01		0.24			0.33	
Uniform Delay, d1	42.5	41.1	41.5	41.3		41.0		3.2			3.6	
Progression Factor	1.18	1.22	2.37	1.00		1.00		0.66			0.45	
Incremental Delay, d2	1.0	0.1	0.3	0.3		0.0		0.2			0.3	
Delay (s)	50.9	50.2	98.6	41.6		41.0		2.3			1.9	
Level of Service	D	D	F	D		D		A			A	
Approach Delay (s/veh)		82.8			41.3			2.3			1.9	
Approach LOS		F			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	12.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	52.9%	ICU Level of Service	A
Analysis Period (min)	15		

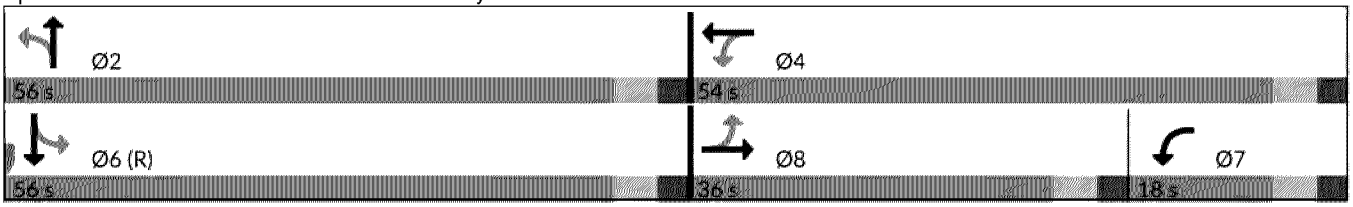
c Critical Lane Group

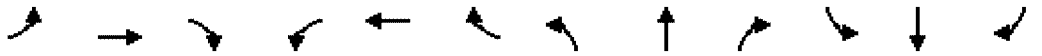
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	32	66	108	60	20	123	412	124	23	623	70
Future Volume (vph)	44	32	66	108	60	20	123	412	124	23	623	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	210		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.937			0.962			0.972			0.985	
Flt Protectec		0.985		0.950				0.991			0.998	
Satd. Flow (prot)	0	1719	0	1770	1792	0	0	3409	0	0	3479	0
Flt Permitted		0.864		0.559				0.638			0.914	
Satd. Flow (perm)	0	1508	0	1041	1792	0	0	2195	0	0	3186	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		39			20			33			14	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		716			834			109			368	
Travel Time (s)		16.3			19.0			2.5			8.4	
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
Adj. Flow (vph)	48	35	72	117	65	22	134	448	135	25	677	76
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	155	0	117	87	0	0	717	0	0	778	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2			6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	8	8		7	4		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		7.0	10.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	31.0	31.0		13.0	31.0		26.0	26.0		28.0	28.0	
Total Split (s)	36.0	36.0		18.0	54.0		56.0	56.0		56.0	56.0	
Total Split (%)	32.7%	32.7%		16.4%	49.1%		50.9%	50.9%		50.9%	50.9%	
Maximum Green (s)	30.0	30.0		12.0	48.0		50.0	50.0		50.0	50.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)		6.0		6.0	6.0			6.0			6.0	
Lead/Lag	Lead	Lead		Lag								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		2.0	2.0	
Recall Mode	None	None		None	None		Max	Max		C-Max	C-Max	
Walk Time (s)	10.0	10.0			10.0		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)	15.0	15.0			15.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	0	0			0		0	0		0	0	
Act Effct Green (s)		14.4		28.2	28.2			69.8			69.8	
Actuated g/C Ratio		0.13		0.26	0.26			0.63			0.63	
v/c Ratio		0.67		0.37	0.18			0.51			0.38	
Control Delay (s/veh)		47.7		36.8	24.0			10.6			10.8	
Queue Delay		0.0		0.0	0.0			0.2			0.0	
Total Delay (s/veh)		47.7		36.8	24.0			10.8			10.8	
LOS		D		D	C			B			B	
Approach Delay (s/veh)		47.7			31.3			10.8			10.8	
Approach LOS		D			C			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 88 (80%), Referenced to phase 6:SBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay (s/veh): 16.1		Intersection LOS: B	
Intersection Capacity Utilization 68.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 12: Sunrise Ave & S County Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	32	66	108	60	20	123	412	124	23	623	70
Future Volume (vph)	44	32	66	108	60	20	123	412	124	23	623	70
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	
Lane Util. Factor		1.00		1.00	1.00			0.95			0.95	
Frt		0.94		1.00	0.96			0.97			0.99	
Flt Protected		0.98		0.95	1.00			0.99			1.00	
Satd. Flow (prot)		1719		1770	1792			3407			3482	
Flt Permitted		0.86		0.56	1.00			0.64			0.91	
Satd. Flow (perm)		1508		1041	1792			2194			3188	
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)	48	35	72	117	65	22	134	448	135	25	677	76
RTOR Reduction (vph)	0	34	0	0	15	0	0	12	0	0	5	0
Lane Group Flow (vph)	0	121	0	117	72	0	0	705	0	0	773	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	8			4			2			6		
Actuated Green, G (s)		14.4		28.2	28.2			69.8			69.8	
Effective Green, g (s)		14.4		28.2	28.2			69.8			69.8	
Actuated g/C Ratio		0.13		0.26	0.26			0.63			0.63	
Clearance Time (s)		6.0		6.0	6.0			6.0			6.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0			2.0	
Lane Grp Cap (vph)		197		318	459			1392			2022	
v/s Ratio Prot				c0.03	0.04							
v/s Ratio Perm		c0.08		0.07				c0.32			0.24	
v/c Ratio		0.61		0.37	0.16			0.51			0.38	
Uniform Delay, d1		45.2		39.3	31.7			10.8			9.7	
Progression Factor		1.00		1.00	1.00			0.82			1.00	
Incremental Delay, d2		5.6		0.7	0.2			1.3			0.5	
Delay (s)		50.8		40.0	31.9			10.2			10.2	
Level of Service		D		D	C			B			B	
Approach Delay (s/veh)		50.8			36.5			10.2			10.2	
Approach LOS		D			D			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	16.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	68.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	2	30	0	0	0	39	341	257	13	778	8
Future Vol, veh/h	2	2	30	0	0	0	39	341	257	13	778	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	2	33	0	0	0	42	371	279	14	846	9

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1334	1613	850	854	0	0	650	0	0
Stage 1	878	878	-	-	-	-	-	-	-
Stage 2	455	735	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	170	104	360	785	-	-	936	-	-
Stage 1	406	366	-	-	-	-	-	-	-
Stage 2	639	426	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	158	0	360	785	-	-	936	-	-
Mov Cap-2 Maneuver	158	0	-	-	-	-	-	-	-
Stage 1	384	0	-	-	-	-	-	-	-
Stage 2	629	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	17.13	0.6	0.14
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	785	-	-	334	936	-	-
HCM Lane V/C Ratio	0.054	-	-	0.111	0.015	-	-
HCM Control Delay (s/veh)	9.8	-	-	17.1	8.9	-	-
HCM Lane LOS	A	-	-	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.4	0	-	-

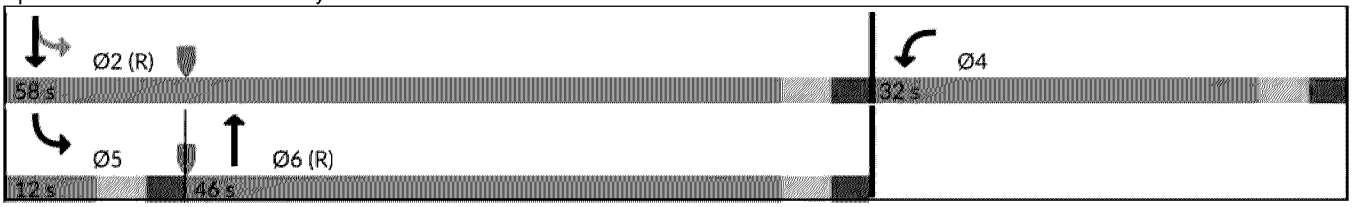


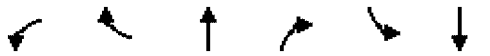
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	260	38	240	92	27	535
Future Volume (vph)	260	38	240	92	27	535
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	40	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.983		0.963			
Flt Protected	0.958				0.950	
Satd. Flow (prot)	1754	0	1794	0	1770	1863
Flt Permitted	0.958				0.444	
Satd. Flow (perm)	1754	0	1794	0	827	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	8		28			
Link Speed (mph)	30		30			30
Link Distance (ft)	295		402			207
Travel Time (s)	6.7		9.1			4.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	283	41	261	100	29	582
Shared Lane Traffic (%)						
Lane Group Flow (vph)	324	0	361	0	29	582
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases					2	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	4		6		5	2
Switch Phase						
Minimum Initial (s)	10.0		12.0		5.0	12.0
Minimum Split (s)	25.9		30.0		10.9	26.9
Total Split (s)	32.0		46.0		12.0	58.0
Total Split (%)	35.6%		51.1%		13.3%	64.4%
Maximum Green (s)	26.1		40.1		6.1	52.1
Yellow Time (s)	3.4		3.4		3.4	3.4
All-Red Time (s)	2.5		2.5		2.5	2.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.9		5.9		5.9	5.9
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.5		2.5		3.0	2.5
Recall Mode	None		C-Max		None	C-Max
Walk Time (s)	7.0		7.0			
Flash Don't Walk (s)	13.0		14.0			
Pedestrian Calls (#/hr)	0		0			
Act Effct Green (s)	20.6		52.8		57.6	57.6
Actuated g/C Ratio	0.23		0.59		0.64	0.64
v/c Ratio	0.80		0.34		0.05	0.49
Control Delay (s/veh)	46.3		12.3		7.6	11.1
Queue Delay	0.0		0.0		0.0	0.0
Total Delay (s/veh)	46.3		12.3		7.6	11.1
LOS	D		B		A	B
Approach Delay (s/veh)	46.3		12.3			10.9
Approach LOS	D		B			B

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay (s/veh): 20.2		Intersection LOS: C	
Intersection Capacity Utilization 54.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 14: Bradley Pl & Sunrise Ave





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	260	38	240	92	27	535
Future Volume (vph)	260	38	240	92	27	535
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9		5.9		5.9	5.9
Lane Util. Factor	1.00		1.00		1.00	1.00
Frt	0.98		0.96		1.00	1.00
Flt Protected	0.96		1.00		0.95	1.00
Satd. Flow (prot)	1754		1793		1770	1863
Flt Permitted	0.96		1.00		0.44	1.00
Satd. Flow (perm)	1754		1793		828	1863
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	283	41	261	100	29	582
RTOR Reduction (vph)	6	0	13	0	0	0
Lane Group Flow (vph)	318	0	348	0	29	582
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases					2	
Actuated Green, G (s)	20.6		49.2		57.6	57.6
Effective Green, g (s)	20.6		49.2		57.6	57.6
Actuated g/C Ratio	0.23		0.55		0.64	0.64
Clearance Time (s)	5.9		5.9		5.9	5.9
Vehicle Extension (s)	2.5		2.5		3.0	2.5
Lane Grp Cap (vph)	401		980		556	1192
v/s Ratio Prot	c0.18		0.19		0.00	c0.31
v/s Ratio Perm					0.03	
v/c Ratio	0.79		0.36		0.05	0.49
Uniform Delay, d1	32.7		11.5		6.5	8.5
Progression Factor	1.00		1.00		1.00	1.00
Incremental Delay, d2	10.0		1.0		0.0	1.4
Delay (s)	42.7		12.5		6.6	9.9
Level of Service	D		B		A	A
Approach Delay (s/veh)	42.7		12.5			9.8
Approach LOS	D		B			A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	18.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	17.7
Intersection Capacity Utilization	54.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

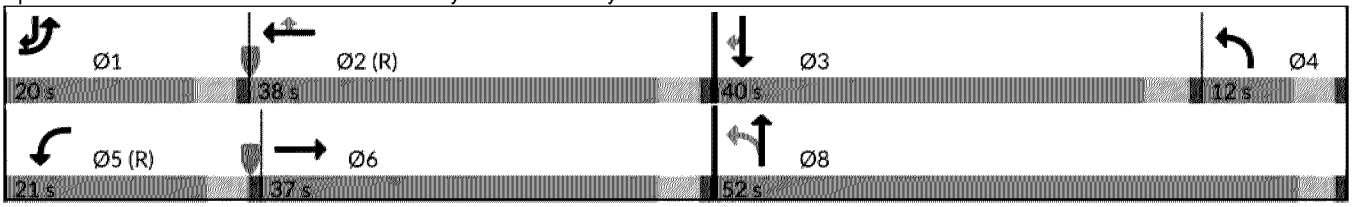
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	388	512	165	116	797	47	295	210	88	149	686
Future Volume (vph)	388	512	165	116	797	47	295	210	88	149	686
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		0	110		150	0		0		0
Storage Lanes	2		0	1		1	1		0		1
Taper Length (ft)	25			25			25				
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.964				0.850		0.956			0.850
Flt Protectec	0.950			0.950			0.950				
Satd. Flow (prot)	3433	3412	0	1770	3539	1583	1770	1781	0	1863	1583
Flt Permitted	0.950			0.950			0.608				
Satd. Flow (perm)	3433	3412	0	1770	3539	1583	1133	1781	0	1863	1583
Right Turn on Red						Yes					Yes
Satd. Flow (RTOR)						104					70
Link Speed (mph)		30			30			30		30	
Link Distance (ft)		280			506			291		254	
Travel Time (s)		6.4			11.5			6.6		5.8	
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
Adj. Flow (vph)	422	557	179	126	866	51	321	228	96	162	746
Shared Lane Traffic (%)											
Lane Group Flow (vph)	422	736	0	126	866	51	321	324	0	162	746
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		70			100			12		12	
Link Offset(ft)		0			0			0		0	
Crosswalk Width(ft)		16			16			16		16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		60	15		9	15		9		9
Number of Detectors	1	2		1	2	1	0	2		2	1
Detector Template	Left	Thru		Left	Thru	Right		Thru		Thru	Right
Leading Detector (ft)	20	100		20	100	20	0	100		100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel											
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94			94			94		94	
Detector 2 Size(ft)		6			6			6		6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex		Cl+Ex	
Detector 2 Channel											
Detector 2 Extend (s)		0.0			0.0			0.0		0.0	
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		NA	pm+ov
Protected Phases	1	6		5	2		4	8		3	1
Permitted Phases						2	8				3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Detector Phase	1	6		5	2	2	4	8		3	1
Switch Phase											
Minimum Initial (s)	15.0	20.0		15.0	20.0	20.0	5.0	15.0		15.0	15.0
Minimum Split (s)	19.5	30.5		19.5	30.5	30.5	30.5	30.0		30.5	19.5
Total Split (s)	20.0	37.0		21.0	38.0	38.0	12.0	52.0		40.0	20.0
Total Split (%)	18.2%	33.6%		19.1%	34.5%	34.5%	10.9%	47.3%		36.4%	18.2%
Maximum Green (s)	15.5	32.5		16.5	33.5	33.5	7.5	48.0		35.5	15.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.0		3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0
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)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag			Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes			Yes	Yes
Vehicle Extension (s)	5.0	5.0		5.0	5.0	5.0	3.0	5.0		5.0	5.0
Recall Mode	None	Max		C-Max	C-Max	C-Max	None	None		Max	None
Walk Time (s)		10.0			10.0	10.0	10.0	10.0		10.0	
Flash Don't Walk (s)		16.0			16.0	16.0	16.0	16.0		16.0	
Pedestrian Calls (#/hr)		0			0	0	0	0		0	
Act Effct Green (s)	17.3	32.5		18.3	33.5	33.5	45.7	46.2		35.5	52.8
Actuated g/C Ratio	0.16	0.30		0.17	0.30	0.30	0.42	0.42		0.32	0.48
v/c Ratio	0.78	0.73		0.43	0.80	0.09	0.64	0.43		0.27	0.94
Control Delay (s/veh)	56.1	39.9		56.7	30.9	0.3	33.3	24.8		29.2	37.4
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	56.1	39.9		56.7	30.9	0.3	33.3	24.8		29.2	37.4
LOS	E	D		E	C	A	C	C		C	D
Approach Delay (s/veh)		45.8			32.6			29.0		36.0	
Approach LOS		D			C			C		D	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:WBT and 5:WBL, Start of Green, Master Intersection
Natural Cycle: 135
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay (s/veh): 36.8 Intersection LOS: D
Intersection Capacity Utilization 91.8% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 15: Coaconut Row & Royal Poinciana Wy

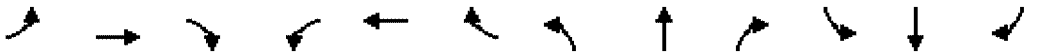




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	388	512	165	116	797	47	295	210	88	149	686
Future Volume (vph)	388	512	165	116	797	47	295	210	88	149	686
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00
Frt	1.00	0.96		1.00	1.00	0.85	1.00	0.96		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		1.00	1.00
Satd. Flow (prot)	3433	3410		1770	3539	1583	1770	1780		1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.61	1.00		1.00	1.00
Satd. Flow (perm)	3433	3410		1770	3539	1583	1133	1780		1863	1583
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
Adj. Flow (vph)	422	557	179	126	866	51	321	228	96	162	746
RTOR Reduction (vph)	0	0	0	0	0	35	0	0	0	0	36
Lane Group Flow (vph)	422	736	0	126	866	16	321	324	0	162	710
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		NA	pm+ov
Protected Phases	1	6		5	2		4	8		3	1
Permitted Phases						2	8				3
Actuated Green, G (s)	17.3	32.5		18.3	33.5	33.5	46.2	46.2		35.5	52.8
Effective Green, g (s)	17.3	32.5		18.3	33.5	33.5	46.2	46.2		35.5	52.8
Actuated g/C Ratio	0.16	0.30		0.17	0.30	0.30	0.42	0.42		0.32	0.48
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.0		4.5	4.5
Vehicle Extension (s)	5.0	5.0		5.0	5.0	5.0	3.0	5.0		5.0	5.0
Lane Grp Cap (vph)	539	1007		294	1077	482	508	747		601	759
v/s Ratio Prot	0.12	0.22		0.07	c0.24		c0.03	0.18		0.09	c0.15
v/s Ratio Perm						0.01	0.23				0.30
v/c Ratio	0.78	0.73		0.43	0.80	0.03	0.63	0.43		0.27	0.93
Uniform Delay, d1	44.5	34.8		41.2	35.2	26.9	27.4	22.6		27.6	27.0
Progression Factor	1.00	1.00		1.26	0.71	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	8.4	4.7		3.9	5.5	0.1	2.6	0.8		1.1	19.2
Delay (s)	53.0	39.5		55.6	30.6	27.0	30.0	23.5		28.7	46.1
Level of Service	D	D		E	C	C	C	C		C	D
Approach Delay (s/veh)		44.4			33.5			26.7		43.0	
Approach LOS		D			C			C		D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	38.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	91.8%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



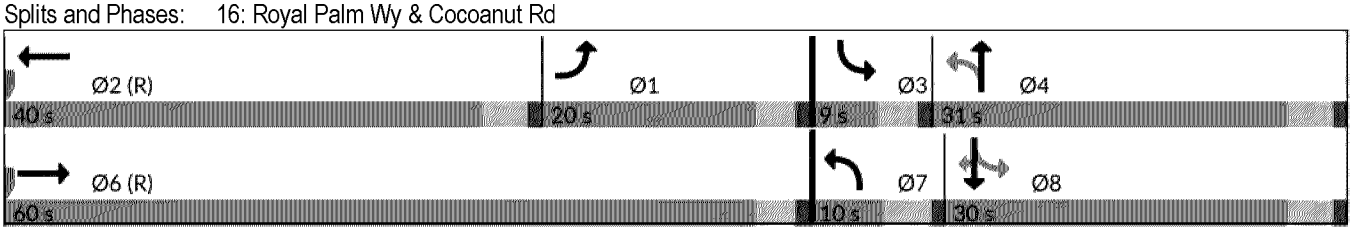
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	307	795	46	0	1079	63	279	58	5	87	72	449
Future Volume (vph)	307	795	46	0	1079	63	279	58	5	87	72	449
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		0	0		0	225		0
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992			0.992			0.989				0.850
Flt Protectec	0.950						0.950			0.950		
Satd. Flow (prot)	1770	3511	0	0	3511	0	1770	1842	0	1770	1863	1583
Flt Permitted	0.950						0.642			0.713		
Satd. Flow (perm)	1770	3511	0	0	3511	0	1196	1842	0	1328	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			6			4				334
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		354			401			476			251	
Travel Time (s)		8.0			9.1			10.8			5.7	
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
Adj. Flow (vph)	334	864	50	0	1173	68	303	63	5	95	78	488
Shared Lane Traffic (%)												
Lane Group Flow (vph)	334	914	0	0	1241	0	303	68	0	95	78	488
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2		1	2	1
Detector Template	Left	Thru			Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100			100		20	100		20	100	20
Trailing Detector (ft)	0	0			0		0	0		0	0	0
Detector 1 Position(ft)	0	0			0		0	0		0	0	0
Detector 1 Size(ft)	20	6			6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA			NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6			2		7	4		3	8	
Permitted Phases							4			8		8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6			2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0			15.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	30.5			30.5		9.5	30.5		9.5	30.5	30.5
Total Split (s)	20.0	60.0			40.0		10.0	31.0		9.0	30.0	30.0
Total Split (%)	20.0%	60.0%			40.0%		10.0%	31.0%		9.0%	30.0%	30.0%
Maximum Green (s)	16.0	56.0			35.5		5.5	26.5		5.0	25.5	25.5
Yellow Time (s)	3.0	3.0			3.5		3.5	3.5		3.0	3.5	3.5
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.5	4.5
Lead/Lag	Lag				Lead		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes				Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	5.0	7.0			7.0		5.0	5.0		5.0	5.0	5.0
Recall Mode	None	C-Max			C-Max		None	None		None	None	None
Walk Time (s)		10.0			10.0			10.0			10.0	10.0
Flash Don't Walk (s)		16.0			16.0			16.0			16.0	16.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	16.0	62.2			41.7		26.5	22.1		24.8	19.3	19.3
Actuated g/C Ratio	0.16	0.62			0.42		0.27	0.22		0.25	0.19	0.19
v/c Ratio	1.18	0.42			0.85		0.87	0.17		0.27	0.22	0.85
Control Delay (s/veh)	149.9	11.3			33.8		57.1	29.0		26.4	32.8	26.1
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	149.9	11.3			33.8		57.1	29.0		26.4	32.8	26.1
LOS	F	B			C		E	C		C	C	C
Approach Delay (s/veh)		48.4			33.8			52.0			26.9	
Approach LOS		D			C			D			C	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.18
Intersection Signal Delay (s/veh): 39.6 Intersection LOS: D
Intersection Capacity Utilization 86.3% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 16: Royal Palm Wy & Cocoanut Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	307	795	46	0	1079	63	279	58	5	87	72	449
Future Volume (vph)	307	795	46	0	1079	63	279	58	5	87	72	449
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.5	4.5
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99			0.99		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3510			3510		1770	1842		1770	1863	1583
Flt Permitted	0.95	1.00			1.00		0.64	1.00		0.71	1.00	1.00
Satd. Flow (perm)	1770	3510			3510		1197	1842		1328	1863	1583
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)	334	864	50	0	1173	68	303	63	5	95	78	488
RTOR Reduction (vph)	0	3	0	0	4	0	0	3	0	0	0	267
Lane Group Flow (vph)	334	911	0	0	1237	0	303	65	0	95	78	221
Turn Type	Prot	NA			NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6			2		7	4		3	8	
Permitted Phases							4			8		8
Actuated Green, G (s)	16.0	61.4			40.9		27.6	22.1		24.1	20.1	20.1
Effective Green, g (s)	16.0	61.4			40.9		27.6	22.1		24.1	20.1	20.1
Actuated g/C Ratio	0.16	0.61			0.41		0.28	0.22		0.24	0.20	0.20
Clearance Time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.5	4.5
Vehicle Extension (s)	5.0	7.0			7.0		5.0	5.0		5.0	5.0	5.0
Lane Grp Cap (vph)	283	2155			1435		361	407		337	374	318
v/s Ratio Prot	c0.19	0.26			c0.35		c0.05	0.04		0.01	0.04	
v/s Ratio Perm							c0.19			0.06		0.14
v/c Ratio	1.18	0.42			0.86		0.84	0.16		0.28	0.21	0.70
Uniform Delay, d1	42.0	10.1			27.0		33.8	31.5		30.4	33.3	37.1
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	111.4	0.6			6.0		17.2	0.4		1.0	0.6	8.1
Delay (s)	153.4	10.7			33.0		51.0	31.8		31.4	33.9	45.3
Level of Service	F	B			C		D	C		C	C	D
Approach Delay (s/veh)		48.9			33.0			47.5			41.9	
Approach LOS		D			C			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	41.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.5
Intersection Capacity Utilization	86.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Intersection Delay, s/veh	4.9
Intersection LOS	A

Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	627	1181	646
Demand Flow Rate, veh/h	640	1204	658
Vehicles Circulating, veh/h	519	380	337
Vehicles Exiting, veh/h	380	337	519
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.1	4.9	4.6
Approach LOS	A	A	A

Lane	Left	Bypass	Left	Bypass	Left	Bypass
Designated Moves	T	R	L	R	L	R
Assumed Moves	T		L		L	
RT Channelized		Free		Free		Free
Lane Util	1.000		1.000		1.000	
Follow-Up Headway, s	2.609		2.609		2.609	
Critical Headway, s	4.976		4.976		4.976	
A (Intercept)	1380		1380		1380	
B (Slope)	1.02e-3		1.02e-3		1.02e-3	
Entry Flow, veh/h	337	303	519	685	380	278
Cap Entry Lane, veh/h	813	1938	937	1938	979	1938
Entry HV Adj Factor	0.980	0.980	0.981	0.980	0.982	0.980
Flow Entry, veh/h	330	297	509	672	373	273
Cap Entry, veh/h	797	1900	918	1900	960	1900
V/C Ratio	0.415	0.156	0.554	0.354	0.388	0.144
Control Delay, s/veh	9.8	0.0	11.4	0.0	8.0	0.0
LOS	A	A	B	A	A	A
95th %tile Queue, veh	2	1	3	2	2	1

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1105	176	11	1899	1	72
Future Vol, veh/h	1105	176	11	1899	1	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1201	191	12	2064	1	78

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1392	0	2353	696
Stage 1	-	-	-	-	1297	-
Stage 2	-	-	-	-	1056	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	487	-	30	384
Stage 1	-	-	-	-	220	-
Stage 2	-	-	-	-	296	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	487	-	28	384
Mov Cap-2 Maneuver	-	-	-	-	28	-
Stage 1	-	-	-	-	220	-
Stage 2	-	-	-	-	279	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.78	16.76
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	384	-	-	21	-
HCM Lane V/C Ratio	0.204	-	-	0.025	-
HCM Control Delay (s/veh)	16.8	-	-	12.6	0.7
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.8	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	3	3	28	4	10	0	66	16	44	140	2
Future Vol, veh/h	3	3	3	28	4	10	0	66	16	44	140	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	3	3	30	4	11	0	72	17	48	152	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.5	7.9	7.6	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	33%	67%	24%
Vol Thru, %	80%	33%	10%	75%
Vol Right, %	20%	33%	24%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	82	9	42	186
LT Vol	0	3	28	44
Through Vol	66	3	4	140
RT Vol	16	3	10	2
Lane Flow Rate	89	10	46	202
Geometry Grp	1	1	1	1
Degree of Util (X)	0.101	0.012	0.058	0.232
Departure Headway (Hd)	4.068	4.493	4.573	4.14
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	868	801	788	861
Service Time	2.154	2.495	2.573	2.199
HCM Lane V/C Ratio	0.103	0.012	0.058	0.235
HCM Control Delay, s/veh	7.6	7.5	7.9	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0	0.2	0.9

Intersection	
Int Delay, s/veh	3.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↱			↰
Traffic Vol, veh/h	0	0	74	29	70	109
Future Vol, veh/h	0	0	74	29	70	109
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	80	32	76	118

Major/Minor	Minor2		Major2		
Conflicting Flow All	271	118	0	0	
Stage 1	271	-	-	-	
Stage 2	0	-	-	-	
Critical Hdwy	6.52	6.22	4.12	-	
Critical Hdwy Stg 1	5.52	-	-	-	
Critical Hdwy Stg 2	-	-	-	-	
Follow-up Hdwy	4.018	3.318	2.218	-	
Pot Cap-1 Maneuver	636	933	-	-	
Stage 1	685	-	-	-	
Stage 2	-	-	-	-	
Platoon blocked, %				-	
Mov Cap-1 Maneuver	0	933	-	-	
Mov Cap-2 Maneuver	0	-	-	-	
Stage 1	0	-	-	-	
Stage 2	0	-	-	-	

Approach	NB	SB
HCM Control Delay, s/v	9.38	
HCM LOS	A	

Minor Lane/Major Mvmt	NBLn1	SBL	SBT
Capacity (veh/h)	933	-	-
HCM Lane V/C Ratio	0.12	-	-
HCM Control Delay (s/veh)	9.4	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	42	53	1	2	103
Future Vol, veh/h	17	42	53	1	2	103
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	46	58	1	2	112
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	7.2	7.5	7.7
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	29%	2%
Vol Thru, %	98%	0%	98%
Vol Right, %	2%	71%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	54	59	105
LT Vol	0	17	2
Through Vol	53	0	103
RT Vol	1	42	0
Lane Flow Rate	59	64	114
Geometry Grp	1	1	1
Degree of Util (X)	0.067	0.069	0.13
Departure Headway (Hd)	4.122	3.859	4.095
Convergence, Y/N	Yes	Yes	Yes
Cap	864	915	873
Service Time	2.171	1.942	2.132
HCM Lane V/C Ratio	0.068	0.07	0.131
HCM Control Delay, s/veh	7.5	7.2	7.7
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.2	0.4

Intersection	
Intersection Delay, s/veh	5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	43	39	113	0	6
Future Vol, veh/h	0	0	0	0	0	0	0	43	39	113	0	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	47	42	123	0	7
Number of Lanes	0	0	0	0	0	0	0	1	0	0	1	0

Approach	NB	SB
Opposing Approach	SB	NB
Opposing Lanes	1	1
Conflicting Approach Left		
Conflicting Lanes Left	0	0
Conflicting Approach Right		
Conflicting Lanes Right	0	0
HCM Control Delay, s/veh	5	5
HCM LOS	A	A

Lane	NBLn1	SBLn1
Vol Left, %	0%	95%
Vol Thru, %	52%	0%
Vol Right, %	48%	5%
Sign Control	Stop	Stop
Traffic Vol by Lane	82	119
LT Vol	0	113
Through Vol	43	0
RT Vol	39	6
Lane Flow Rate	89	129
Geometry Grp	Error	Error
Degree of Util (X)	0	0
Departure Headway (Hd)	0	0
Convergence, Y/N	Yes	Yes
Cap	0	0
Service Time	0	0
HCM Lane V/C Ratio	0	0
HCM Control Delay, s/veh	5	5
HCM Lane LOS	N	N
HCM 95th-tile Q	0	0

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑	↱		↱
Traffic Vol, veh/h	0	0	56	224	0	22
Future Vol, veh/h	0	0	56	224	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	61	243	0	24

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	61
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	1004
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	1004
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s/v	0	8.67
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1004
HCM Lane V/C Ratio	-	-	0.024
HCM Control Delay (s/veh)	-	-	8.7
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

Intersection	
Int Delay, s/veh	6.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	0	14	149	0	63	2	378	0	0	413	0
Future Vol, veh/h	14	0	14	149	0	63	2	378	0	0	413	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	0	15	162	0	68	2	411	0	0	449	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	864	-	449	864	-	411	449	0	-	-	-	0
Stage 1	449	-	-	415	-	-	-	-	-	-	-	-
Stage 2	415	-	-	449	-	-	-	-	-	-	-	-
Critical Hdwy	7.12	-	6.22	7.12	-	6.22	4.12	-	-	-	-	-
Critical Hdwy Stg 1	6.12	-	-	6.12	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	-	-	6.12	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	-	3.318	3.518	-	3.318	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	274	0	610	274	0	641	1111	-	0	0	-	0
Stage 1	589	0	-	615	0	-	-	-	0	0	-	0
Stage 2	615	0	-	589	0	-	-	-	0	0	-	0
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	244	-	610	267	-	641	1111	-	-	-	-	-
Mov Cap-2 Maneuver	244	-	-	267	-	-	-	-	-	-	-	-
Stage 1	589	-	-	613	-	-	-	-	-	-	-	-
Stage 2	548	-	-	575	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	15.88	29.59	0.04	0
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	WBLn1	WBLn2	SBT
Capacity (veh/h)	1111	-	244	610	267	641	-
HCM Lane V/C Ratio	0.002	-	0.062	0.025	0.607	0.107	-
HCM Control Delay (s/veh)	8.2	-	20.7	11.1	37.3	11.3	-
HCM Lane LOS	A	-	C	B	E	B	-
HCM 95th %tile Q(veh)	0	-	0.2	0.1	3.6	0.4	-

APPENDIX E

Existing 2024 Queues Synchro Output Reports
S. Lake Drive One-Way SB Analysis Synchro Output Reports (2029)

1: S County Rd & Golfview Rd/Hammon Ave



Lane Group	EBT	WBL	WBR	NBT	SBT
Lane Group Flow (vph)	34	9	37	260	346
v/c Ratio	0.17	0.05	0.21	0.17	0.25
Control Delay (s/veh)	22.2	28.0	31.1	2.2	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.2	28.0	31.1	2.2	1.0
Queue Length 50th (ft)	8	4	15	20	7
Queue Length 95th (ft)	32	16	40	43	14
Internal Link Dist (ft)	1141			340	41
Turn Bay Length (ft)			45		
Base Capacity (vph)	569	490	511	1570	1385
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.06	0.02	0.07	0.17	0.25

Intersection Summary

2: Worth Ave & S County Rd



Lane Group	WBT	SBL	SBR	NWL	NWR
Lane Group Flow (vph)	206	299	109	76	215
v/c Ratio	0.29	0.29	0.11	0.10	0.19
Control Delay (s/veh)	11.8	4.9	0.6	4.2	4.3
Queue Delay	0.0	0.2	0.0	0.0	0.0
Total Delay (s/veh)	11.8	5.1	0.6	4.2	4.3
Queue Length 50th (ft)	18	23	0	7	21
Queue Length 95th (ft)	39	51	1	23	62
Internal Link Dist (ft)	985	226		261	
Turn Bay Length (ft)				150	
Base Capacity (vph)	1270	1031	968	797	1103
Starvation Cap Reductn	0	224	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.16	0.37	0.11	0.10	0.19

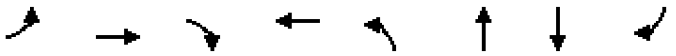
Intersection Summary



Lane Group	EBT	EBR	NBT	SBT
Lane Group Flow (vph)	120	86	322	411
v/c Ratio	0.35	0.23	0.13	0.24
Control Delay (s/veh)	26.0	7.1	3.4	9.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	26.0	7.1	3.4	9.1
Queue Length 50th (ft)	46	0	17	43
Queue Length 95th (ft)	78	29	34	85
Internal Link Dist (ft)	1430		226	83
Turn Bay Length (ft)				
Base Capacity (vph)	678	642	2436	1697
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	0.18	0.13	0.13	0.24

Intersection Summary

7: S County Rd & Royal Palm Way



Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	337	226	199	161	113	201	322	323
v/c Ratio	0.51	0.29	0.26	0.42	0.24	0.22	0.57	0.46
Control Delay (s/veh)	23.2	17.2	2.7	38.1	14.7	14.5	34.0	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.2	17.2	2.7	38.1	14.7	14.5	34.0	5.3
Queue Length 50th (ft)	160	100	19	42	37	67	172	0
Queue Length 95th (ft)	240	149	10	73	67	110	261	61
Internal Link Dist (ft)		613		929		213	81	
Turn Bay Length (ft)	180							
Base Capacity (vph)	659	773	773	657	477	909	566	706
Starvation Cap Reductn	0	0	0	0	0	0	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	0.51	0.29	0.26	0.25	0.24	0.22	0.57	0.46

Intersection Summary

9: County Road & Royal Poinciana/Main St



Lane Group	EBL	EBT	EBR	NBT	SBT
Lane Group Flow (vph)	289	296	260	613	407
v/c Ratio	0.70	0.70	0.45	0.36	0.20
Control Delay (s/veh)	35.1	34.6	3.6	15.8	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.5
Total Delay (s/veh)	35.1	34.6	3.6	15.8	3.7
Queue Length 50th (ft)	136	140	0	107	16
Queue Length 95th (ft)	m215	m217	m14	167	17
Internal Link Dist (ft)		373		1058	55
Turn Bay Length (ft)	410				
Base Capacity (vph)	429	442	598	1692	2006
Starvation Cap Reductn	0	0	0	0	1156
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.67	0.67	0.43	0.36	0.48

Intersection Summary

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

10: S County Rd/County Road & S Breakers Row



Lane Group	WBL	NBT	SBT
Lane Group Flow (vph)	350	715	604
v/c Ratio	0.69	0.35	0.32
Control Delay (s/veh)	28.8	9.8	9.8
Queue Delay	0.0	0.7	0.0
Total Delay (s/veh)	28.8	10.5	9.8
Queue Length 50th (ft)	132	83	70
Queue Length 95th (ft)	193	145	125
Internal Link Dist (ft)	294	149	1058
Turn Bay Length (ft)			
Base Capacity (vph)	648	2029	1865
Starvation Cap Reductn	0	910	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.54	0.64	0.32

Intersection Summary

11: S County Road & Sunset Ave



Lane Group	EBL	EBT	EBR	WBL	WBR	NBT	SBT
Lane Group Flow (vph)	17	10	96	17	11	922	506
v/c Ratio	0.06	0.03	0.28	0.07	0.04	0.33	0.19
Control Delay (s/veh)	37.3	37.0	16.6	32.7	10.9	2.8	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.2	0.0
Total Delay (s/veh)	37.3	37.0	16.6	32.7	10.9	3.1	5.1
Queue Length 50th (ft)	9	5	18	8	0	43	70
Queue Length 95th (ft)	m18	m12	m39	27	11	68	96
Internal Link Dist (ft)		655				183	196
Turn Bay Length (ft)	70		100				
Base Capacity (vph)	501	527	517	396	461	2772	2608
Starvation Cap Reductn	0	0	0	0	0	1024	0
Spillback Cap Reductn	0	0	1	0	0	0	68
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.02	0.19	0.04	0.02	0.53	0.20

Intersection Summary

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

12: Sunrise Ave & S County Rd

Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	92	98	33	912	420
v/c Ratio	0.45	0.27	0.07	0.45	0.20
Control Delay (s/veh)	27.7	27.9	17.1	9.6	8.0
Queue Delay	0.0	0.0	0.0	0.1	0.0
Total Delay (s/veh)	27.7	27.9	17.1	9.7	8.0
Queue Length 50th (ft)	25	41	8	145	55
Queue Length 95th (ft)	62	80	30	199	80
Internal Link Dist (ft)	636		754	29	288
Turn Bay Length (ft)		210			
Base Capacity (vph)	431	422	825	2019	2137
Starvation Cap Reductn	0	0	0	180	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.21	0.23	0.04	0.50	0.20

Intersection Summary

14: Bradley Pl & Sunrise Ave



Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	122	564	15	233
v/c Ratio	0.51	0.43	0.03	0.17
Control Delay (s/veh)	28.6	6.4	3.6	3.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	28.6	6.4	3.6	3.9
Queue Length 50th (ft)	48	22	2	29
Queue Length 95th (ft)	97	269	7	62
Internal Link Dist (ft)	215	322		127
Turn Bay Length (ft)			40	
Base Capacity (vph)	462	1316	571	1385
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	0.26	0.43	0.03	0.17

Intersection Summary

15: Coaconut Row & Royal Poinciana Wy



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	504	908	91	340	77	79	280	89	239
v/c Ratio	0.76	0.90	0.28	0.34	0.14	0.15	0.41	0.17	0.27
Control Delay (s/veh)	43.8	43.6	41.8	17.4	0.8	18.6	22.2	28.2	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.8	43.6	41.8	17.4	0.8	18.6	22.2	28.2	2.4
Queue Length 50th (ft)	144	259	49	52	0	28	111	33	0
Queue Length 95th (ft)	#226	#373	94	76	m1	57	177	80	49
Internal Link Dist (ft)		200		410			211	189	
Turn Bay Length (ft)	240		110		150				
Base Capacity (vph)	667	1012	324	1002	539	529	718	527	894
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.90	0.28	0.34	0.14	0.15	0.39	0.17	0.27

Intersection Summary

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



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	323	916	552	91	57	75	66	112
v/c Ratio	0.70	0.35	0.36	0.45	0.29	0.34	0.33	0.41
Control Delay (s/veh)	42.9	5.5	22.8	42.1	36.1	37.7	44.7	12.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.9	5.5	22.8	42.1	36.1	37.7	44.7	12.6
Queue Length 50th (ft)	187	97	126	50	26	40	40	0
Queue Length 95th (ft)	285	143	188	92	62	77	78	48
Internal Link Dist (ft)		274	321		396		171	
Turn Bay Length (ft)	150					225		
Base Capacity (vph)	460	2604	1523	204	467	221	484	494
Starvation Cap Reductn	0	0	0	0	0	0	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	0.70	0.35	0.36	0.45	0.12	0.34	0.14	0.23

Intersection Summary

1: S County Rd & Golfview Rd/Hammon Ave

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	52	71	299	468
v/c Ratio	0.24	0.37	0.21	0.37
Control Delay (s/veh)	21.0	33.0	3.1	2.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.0	33.0	3.1	2.0
Queue Length 50th (ft)	12	29	27	15
Queue Length 95th (ft)	40	62	60	26
Internal Link Dist (ft)	1141	700	340	7
Turn Bay Length (ft)				
Base Capacity (vph)	600	573	1453	1261
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	0.09	0.12	0.21	0.37

Intersection Summary

2: Worth Ave & S County Rd



Lane Group	WBT	SBL	SBR	NWL	NWR
Lane Group Flow (vph)	320	395	198	79	255
v/c Ratio	0.32	0.45	0.22	0.14	0.26
Control Delay (s/veh)	10.1	7.9	0.8	7.3	7.4
Queue Delay	0.0	0.2	0.2	0.0	0.0
Total Delay (s/veh)	10.1	8.0	0.9	7.3	7.4
Queue Length 50th (ft)	29	41	0	9	49
Queue Length 95th (ft)	51	80	0	33	82
Internal Link Dist (ft)	985	197		286	
Turn Bay Length (ft)				150	
Base Capacity (vph)	1307	878	885	584	966
Starvation Cap Reductn	0	89	208	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.24	0.50	0.29	0.14	0.26

Intersection Summary

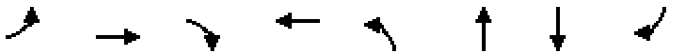
3: S County Rd & Peruvian Ave



Lane Group	EBT	EBR	NBT	SBT
Lane Group Flow (vph)	225	174	420	511
v/c Ratio	0.45	0.31	0.20	0.36
Control Delay (s/veh)	22.5	4.4	5.4	14.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.5	4.4	5.4	14.0
Queue Length 50th (ft)	79	0	27	72
Queue Length 95th (ft)	119	35	47	128
Internal Link Dist (ft)	1430		197	83
Turn Bay Length (ft)				
Base Capacity (vph)	676	697	2132	1435
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	4
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.33	0.25	0.20	0.36

Intersection Summary

7: S County Rd & Royal Palm Way



Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	404	195	213	167	188	432	390	459
v/c Ratio	0.69	0.26	0.28	0.25	0.44	0.47	0.63	0.55
Control Delay (s/veh)	27.9	15.3	4.2	25.8	17.0	17.8	33.6	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	27.9	15.3	4.2	25.8	17.0	17.8	33.6	5.2
Queue Length 50th (ft)	202	86	25	34	63	168	208	0
Queue Length 95th (ft)	299	98	25	64	104	249	310	67
Internal Link Dist (ft)		613		929		213	81	
Turn Bay Length (ft)	180							
Base Capacity (vph)	589	754	767	667	426	929	619	834
Starvation Cap Reductn	0	0	0	0	0	0	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	0.69	0.26	0.28	0.25	0.44	0.47	0.63	0.55

Intersection Summary

9: County Road & Royal Poinciana Wy



Lane Group	EBL	EBT	EBR	NBT	SBT
Lane Group Flow (vph)	117	121	374	697	665
v/c Ratio	0.30	0.30	0.61	0.45	0.33
Control Delay (s/veh)	31.6	31.6	12.3	19.9	3.5
Queue Delay	0.0	0.0	0.0	0.2	1.6
Total Delay (s/veh)	31.6	31.6	12.3	20.1	5.1
Queue Length 50th (ft)	51	52	20	143	11
Queue Length 95th (ft)	m97	m100	91	220	m40
Internal Link Dist (ft)		373		1058	55
Turn Bay Length (ft)	410				
Base Capacity (vph)	429	439	637	1560	2038
Starvation Cap Reductn	0	0	0	0	1141
Spillback Cap Reductn	0	0	0	282	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.27	0.28	0.59	0.55	0.74

Intersection Summary

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

10: S County Rd/County Road & S Breakers Row



Lane Group	WBL	NBT	SBT
Lane Group Flow (vph)	110	987	994
v/c Ratio	0.30	0.39	0.43
Control Delay (s/veh)	20.7	5.8	6.4
Queue Delay	0.0	0.6	0.0
Total Delay (s/veh)	20.7	6.4	6.4
Queue Length 50th (ft)	30	97	106
Queue Length 95th (ft)	72	131	145
Internal Link Dist (ft)	294	149	1058
Turn Bay Length (ft)			
Base Capacity (vph)	648	2533	2290
Starvation Cap Reductn	0	1054	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.17	0.67	0.43

Intersection Summary

11: County Rd & Sunset Ave



Lane Group	EBL	EBT	EBR	WBL	WBR	NBT	SBT
Lane Group Flow (vph)	29	9	105	16	23	786	772
v/c Ratio	0.10	0.03	0.30	0.07	0.08	0.28	0.29
Control Delay (s/veh)	26.6	26.0	10.9	32.6	14.0	2.3	2.6
Queue Delay	0.0	0.0	0.1	0.0	0.0	0.3	0.1
Total Delay (s/veh)	26.6	26.0	11.0	32.6	14.0	2.6	2.7
Queue Length 50th (ft)	17	5	11	8	0	23	24
Queue Length 95th (ft)	m35	m11	m60	26	21	73	50
Internal Link Dist (ft)		655				183	196
Turn Bay Length (ft)	70						
Base Capacity (vph)	580	610	589	459	534	2766	2634
Starvation Cap Reductn	0	0	0	0	0	1239	798
Spillback Cap Reductn	0	0	105	83	0	0	542
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.01	0.22	0.04	0.04	0.51	0.42

Intersection Summary

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

12: Sunrise Ave & S County Rd



Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	181	126	103	818	637
v/c Ratio	0.60	0.38	0.20	0.53	0.35
Control Delay (s/veh)	25.6	30.3	15.8	14.6	10.3
Queue Delay	0.0	0.0	0.0	0.1	0.0
Total Delay (s/veh)	25.6	30.3	15.8	14.7	10.3
Queue Length 50th (ft)	37	57	27	126	82
Queue Length 95th (ft)	87	93	59	242	143
Internal Link Dist (ft)	636		754	29	288
Turn Bay Length (ft)		210			
Base Capacity (vph)	528	404	857	1547	1825
Starvation Cap Reductn	0	0	0	116	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.34	0.31	0.12	0.57	0.35

Intersection Summary

14: Bradley Pl & Sunrise Ave



Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	285	340	29	404
v/c Ratio	0.75	0.31	0.05	0.33
Control Delay (s/veh)	44.4	4.4	7.1	8.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	44.4	4.4	7.1	8.6
Queue Length 50th (ft)	147	10	5	89
Queue Length 95th (ft)	244	96	18	173
Internal Link Dist (ft)	215	322		127
Turn Bay Length (ft)			40	
Base Capacity (vph)	573	1092	641	1224
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	0.50	0.31	0.05	0.33

Intersection Summary

15: Coaconut Row & Royal Poinciana Wy



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	342	596	104	588	79	235	265	152	523
v/c Ratio	0.62	0.59	0.36	0.56	0.14	0.47	0.38	0.29	0.68
Control Delay (s/veh)	40.7	30.1	48.9	20.1	0.7	24.7	21.1	26.8	10.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	40.7	30.1	48.9	20.1	0.7	24.7	21.1	26.8	10.0
Queue Length 50th (ft)	94	151	55	117	1	91	104	58	53
Queue Length 95th (ft)	139	207	m91	m151	m0	150	168	114	114
Internal Link Dist (ft)		200		426			211	174	
Turn Bay Length (ft)	240		110		150				
Base Capacity (vph)	553	1004	285	1042	555	498	704	527	774
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.59	0.36	0.56	0.14	0.47	0.38	0.29	0.68

Intersection Summary

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

16: Royal Palm Wy & Cocoanut Rd



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	170	869	807	157	121	51	17	368
v/c Ratio	0.53	0.37	0.51	0.53	0.38	0.21	0.07	0.71
Control Delay (s/veh)	44.2	8.2	22.3	37.6	35.8	29.4	35.8	12.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	44.2	8.2	22.3	37.6	35.8	29.4	35.8	12.0
Queue Length 50th (ft)	99	103	172	86	64	26	10	0
Queue Length 95th (ft)	167	192	264	125	105	49	27	76
Internal Link Dist (ft)		274	321		396		171	
Turn Bay Length (ft)	150					225		
Base Capacity (vph)	318	2370	1571	295	523	247	484	683
Starvation Cap Reductn	0	0	0	0	0	0	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	0.53	0.37	0.51	0.53	0.23	0.21	0.04	0.54

Intersection Summary

1: S County Rd & Golfview Rd/Hammon Ave



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	39	45	247	465
v/c Ratio	0.21	0.26	0.16	0.35
Control Delay (s/veh)	23.3	31.9	2.3	1.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.3	31.9	2.3	1.8
Queue Length 50th (ft)	10	18	20	20
Queue Length 95th (ft)	35	45	43	32
Internal Link Dist (ft)	1141	700	340	7
Turn Bay Length (ft)				
Base Capacity (vph)	491	464	1570	1319
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	0.08	0.10	0.16	0.35

Intersection Summary

2: Worth Ave & S County Rd



Lane Group	WBT	SBL	SBR	NWL	NWR
Lane Group Flow (vph)	337	372	153	67	234
v/c Ratio	0.35	0.39	0.17	0.11	0.24
Control Delay (s/veh)	10.9	6.4	0.6	6.7	7.0
Queue Delay	0.0	0.2	0.0	0.0	0.0
Total Delay (s/veh)	10.9	6.6	0.6	6.7	7.0
Queue Length 50th (ft)	32	34	0	7	34
Queue Length 95th (ft)	53	69	0	27	69
Internal Link Dist (ft)	985	197		286	
Turn Bay Length (ft)				150	
Base Capacity (vph)	1309	955	925	630	990
Starvation Cap Reductn	0	117	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.26	0.44	0.17	0.11	0.24

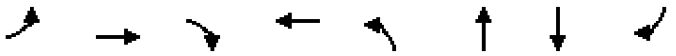
Intersection Summary



Lane Group	EBT	EBR	NBT	SBT
Lane Group Flow (vph)	196	134	403	500
v/c Ratio	0.41	0.26	0.18	0.33
Control Delay (s/veh)	22.6	4.7	5.4	12.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.6	4.7	5.4	12.5
Queue Length 50th (ft)	70	0	28	66
Queue Length 95th (ft)	104	31	50	126
Internal Link Dist (ft)	1430		197	83
Turn Bay Length (ft)				
Base Capacity (vph)	677	672	2185	1512
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	0.20	0.18	0.33

Intersection Summary

7: S County Rd & Royal Palm Way



Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	307	242	237	294	276	265	341	337
v/c Ratio	0.57	0.33	0.31	0.62	0.57	0.28	0.57	0.46
Control Delay (s/veh)	27.3	17.6	2.6	44.6	18.6	14.4	32.5	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	27.3	17.6	2.6	44.6	18.6	14.4	32.5	5.0
Queue Length 50th (ft)	149	113	19	90	95	89	179	0
Queue Length 95th (ft)	93	78	9	128	149	140	270	60
Internal Link Dist (ft)		613		929		213	81	
Turn Bay Length (ft)	180							
Base Capacity (vph)	542	735	768	653	488	948	601	740
Starvation Cap Reductn	0	0	0	0	0	0	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	0.57	0.33	0.31	0.45	0.57	0.28	0.57	0.46

Intersection Summary

9: S County Road & Royal Poinciana



Lane Group	EBL	EBT	EBR	NBT	SBT
Lane Group Flow (vph)	179	186	307	483	593
v/c Ratio	0.56	0.56	0.56	0.26	0.26
Control Delay (s/veh)	41.6	41.5	5.9	15.0	2.1
Queue Delay	0.0	0.0	0.0	0.0	0.9
Total Delay (s/veh)	41.6	41.5	5.9	15.1	3.1
Queue Length 50th (ft)	115	121	6	95	18
Queue Length 95th (ft)	192	197	43	140	19
Internal Link Dist (ft)		373		1058	55
Turn Bay Length (ft)	410				
Base Capacity (vph)	351	363	573	1868	2297
Starvation Cap Reductn	0	0	0	0	1367
Spillback Cap Reductn	0	0	0	159	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.51	0.51	0.54	0.28	0.64

Intersection Summary

10: S County Rd & S Breakers Row

Lane Group	WBL	NBT	SBT
Lane Group Flow (vph)	124	680	849
v/c Ratio	0.34	0.27	0.37
Control Delay (s/veh)	21.3	5.0	6.0
Queue Delay	0.0	0.3	0.0
Total Delay (s/veh)	21.3	5.3	6.0
Queue Length 50th (ft)	35	58	85
Queue Length 95th (ft)	80	83	118
Internal Link Dist (ft)	294	149	1058
Turn Bay Length (ft)			
Base Capacity (vph)	648	2528	2267
Starvation Cap Reductn	0	1191	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.19	0.51	0.37

Intersection Summary

11: S County Road & Sunset Ave



Lane Group	EBL	EBT	EBR	WBL	WBR	NBT	SBT
Lane Group Flow (vph)	59	3	135	12	14	602	810
v/c Ratio	0.24	0.01	0.41	0.06	0.06	0.22	0.31
Control Delay (s/veh)	53.5	54.0	20.8	42.4	18.5	2.2	2.0
Queue Delay	0.0	0.0	0.2	0.0	0.0	0.3	0.2
Total Delay (s/veh)	53.5	54.0	20.9	42.4	18.5	2.5	2.2
Queue Length 50th (ft)	40	2	27	7	0	23	8
Queue Length 95th (ft)	m74	m6	84	26	18	43	26
Internal Link Dist (ft)		655				183	196
Turn Bay Length (ft)	70						
Base Capacity (vph)	539	567	575	428	492	2756	2638
Starvation Cap Reductn	0	0	0	0	0	1492	928
Spillback Cap Reductn	0	0	101	90	0	0	217
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.01	0.28	0.04	0.03	0.48	0.47

Intersection Summary

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



Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	144	109	82	661	722
v/c Ratio	0.65	0.35	0.18	0.44	0.35
Control Delay (s/veh)	46.7	37.1	24.4	9.2	9.9
Queue Delay	0.0	0.0	0.0	0.2	0.0
Total Delay (s/veh)	46.7	37.1	24.4	9.4	9.9
Queue Length 50th (ft)	72	63	35	85	106
Queue Length 95th (ft)	132	100	68	104	175
Internal Link Dist (ft)	636		754	29	288
Turn Bay Length (ft)		210			
Base Capacity (vph)	439	385	793	1499	2066
Starvation Cap Reductn	0	0	0	236	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.33	0.28	0.10	0.52	0.35

Intersection Summary

Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	272	299	26	495
v/c Ratio	0.75	0.27	0.04	0.40
Control Delay (s/veh)	44.8	10.6	6.7	8.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	44.8	10.6	6.7	8.9
Queue Length 50th (ft)	141	54	4	114
Queue Length 95th (ft)	207	159	16	215
Internal Link Dist (ft)	215	322		127
Turn Bay Length (ft)			40	
Base Capacity (vph)	515	1103	677	1238
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	0.53	0.27	0.04	0.40

Intersection Summary

15: Coaconut Row & Royal Poinciana Wy



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	321	519	89	696	48	254	287	130	612
v/c Ratio	0.60	0.51	0.30	0.64	0.09	0.48	0.39	0.22	0.75
Control Delay (s/veh)	48.5	34.4	55.3	23.8	0.3	27.8	24.1	28.4	18.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	48.5	34.4	55.3	23.8	0.3	27.8	24.1	28.4	18.3
Queue Length 50th (ft)	109	160	60	177	0	121	138	67	198
Queue Length 95th (ft)	156	213	m101	199	m1	186	208	114	307
Internal Link Dist (ft)		200		426			211	174	
Turn Bay Length (ft)	240		110		150				
Base Capacity (vph)	533	1011	297	1092	560	562	778	601	816
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.51	0.30	0.64	0.09	0.45	0.37	0.22	0.75

Intersection Summary

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

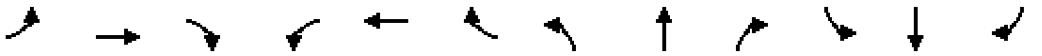
16: Royal Palm Wy & Cocoanut Rd



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	246	715	978	243	64	85	73	379
v/c Ratio	0.87	0.30	0.59	0.86	0.20	0.30	0.28	0.72
Control Delay (s/veh)	70.9	7.8	22.1	62.9	34.1	31.0	38.6	13.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	70.9	7.8	22.1	62.9	34.1	31.0	38.6	13.5
Queue Length 50th (ft)	155	80	216	140	35	44	43	14
Queue Length 95th (ft)	#293	156	338	185	64	71	74	93
Internal Link Dist (ft)		274	321		396		171	
Turn Bay Length (ft)	150					225		
Base Capacity (vph)	283	2366	1645	282	490	284	475	667
Starvation Cap Reductn	0	0	0	0	0	0	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	0.87	0.30	0.59	0.86	0.13	0.30	0.15	0.57

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	371	1023	32	0	587	43	133	54	17	78	66	147
Future Volume (vph)	371	1023	32	0	587	43	133	54	17	78	66	147
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00			0.99		1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3523			3503		1770	1797		1770	1863	1583
Flt Permitted	0.95	1.00			1.00		0.65	1.00		0.71	1.00	1.00
Satd. Flow (perm)	1770	3523			3503		1209	1797		1317	1863	1583
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)	403	1112	35	0	638	47	145	59	18	85	72	160
RTOR Reduction (vph)	0	1	0	0	4	0	0	13	0	0	0	140
Lane Group Flow (vph)	403	1146	0	0	681	0	145	64	0	85	72	20
Turn Type	Prot	NA			NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6			2		7	4		3	8	
Permitted Phases							4			8		8
Actuated Green, G (s)	25.0	70.3			40.8		17.8	12.8		16.6	12.2	12.2
Effective Green, g (s)	25.0	70.3			40.8		17.8	12.8		16.6	12.2	12.2
Actuated g/C Ratio	0.25	0.70			0.41		0.18	0.13		0.17	0.12	0.12
Clearance Time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.0	4.0
Vehicle Extension (s)	3.0	7.0			7.0		3.0	5.0		3.0	5.0	5.0
Lane Grp Cap (vph)	442	2476			1429		243	230		238	227	193
v/s Ratio Prot	c0.23	c0.33			0.19		c0.03	0.04		0.02	0.04	
v/s Ratio Perm							c0.08			0.04		0.01
v/c Ratio	0.91	0.46			0.48		0.60	0.28		0.36	0.32	0.10
Uniform Delay, d1	36.4	6.5			21.8		37.2	39.4		36.5	40.1	39.0
Progression Factor	1.00	1.00			1.15		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	22.9	0.6			1.1		3.9	1.4		0.9	1.7	0.5
Delay (s)	59.3	7.2			26.1		41.2	40.8		37.5	41.8	39.5
Level of Service	E	A			C		D	D		D	D	D
Approach Delay (s/veh)		20.7			26.1			41.0			39.5	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	25.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	63.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1507	298	9	838	0	0
Future Volume (Veh/h)	1507	298	9	838	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1638	324	10	911	0	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)				887		
pX, platoon unblocked					0.88	
vC, conflicting volume			1962		2276	981
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1962		2179	981
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		100	100
cM capacity (veh/h)			293		34	249

Direction, Lane #	EB 1	EB 2	WB 1	WB 2
Volume Total	1092	870	314	607
Volume Left	0	0	10	0
Volume Right	0	324	0	0
cSH	1700	1700	293	1700
Volume to Capacity	0.64	0.51	0.03	0.36
Queue Length 95th (ft)	0	0	3	0
Control Delay (s/veh)	0.0	0.0	1.3	0.0
Lane LOS			A	
Approach Delay (s/veh)	0.0		0.4	
Approach LOS				

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	54.5%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1	2	12	1	0	0	0	0	56	209	6
Future Vol, veh/h	0	1	2	12	1	0	0	0	0	56	209	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	2	13	1	0	0	0	0	61	227	7
Number of Lanes	0	1	0	0	1	0	0	0	0	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay, s/veh	7.2	7.9	8.9
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	92%	21%
Vol Thru, %	33%	8%	77%
Vol Right, %	67%	0%	2%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	3	13	271
LT Vol	0	12	56
Through Vol	1	1	209
RT Vol	2	0	6
Lane Flow Rate	3	14	295
Geometry Grp	1	1	1
Degree of Util (X)	0.004	0.019	0.327
Departure Headway (Hd)	4.194	4.769	3.993
Convergence, Y/N	Yes	Yes	Yes
Cap	858	755	904
Service Time	2.195	2.769	2.007
HCM Lane V/C Ratio	0.003	0.019	0.326
HCM Control Delay, s/veh	7.2	7.9	8.9
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0.1	1.4

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	0	0	0	2	145
Future Vol, veh/h	14	0	0	0	2	145
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	0	0	0	2	158

Major/Minor	Minor1			Major2	
Conflicting Flow All	162	-		0	0
Stage 1	0	-		-	-
Stage 2	162	-		-	-
Critical Hdwy	6.42	-		4.12	-
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	5.42	-		-	-
Follow-up Hdwy	3.518	-		2.218	-
Pot Cap-1 Maneuver	829	0		-	-
Stage 1	-	0		-	-
Stage 2	867	0		-	-
Platoon blocked, %					-
Mov Cap-1 Maneuver	829	-		-	-
Mov Cap-2 Maneuver	829	-		-	-
Stage 1	-	-		-	-
Stage 2	867	-		-	-

Approach	WB	SB
HCM Control Delay, s/v	9.42	
HCM LOS	A	

Minor Lane/Major Mvmt	WBLn1	SBL	SBT
Capacity (veh/h)	829	-	-
HCM Lane V/C Ratio	0.018	-	-
HCM Control Delay (s/veh)	9.4	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-

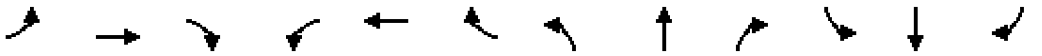
Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	49	159	0	5
Future Vol, veh/h	0	0	0	0	0	0	0	0	49	159	0	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	53	173	0	5
Number of Lanes	0	0	0	0	1	0	0	0	1	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	0	6.7	8.2
HCM LOS	-	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	97%
Vol Thru, %	0%	100%	0%
Vol Right, %	100%	0%	3%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	49	0	164
LT Vol	0	0	159
Through Vol	0	0	0
RT Vol	49	0	5
Lane Flow Rate	53	0	178
Geometry Grp	1	1	1
Degree of Util (X)	0.051	0	0.205
Departure Headway (Hd)	3.465	4.329	4.149
Convergence, Y/N	Yes	Yes	Yes
Cap	1028	0	870
Service Time	1.504	2.427	2.152
HCM Lane V/C Ratio	0.052	0	0.205
HCM Control Delay, s/veh	6.7	7.4	8.2
HCM Lane LOS	A	N	A
HCM 95th-tile Q	0.2	0	0.8

HCM Signalized Intersection Capacity Analysis
16: Royal Palm Wy & Cocoanut Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	168	839	47	0	728	93	182	103	28	51	17	365
Future Volume (vph)	168	839	47	0	728	93	182	103	28	51	17	365
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.5	4.5
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99			0.98		1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3511			3479		1770	1804		1770	1863	1583
Flt Permitted	0.95	1.00			1.00		0.65	1.00		0.67	1.00	1.00
Satd. Flow (perm)	1770	3511			3479		1206	1804		1241	1863	1583
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)	183	912	51	0	791	101	198	112	30	55	18	397
RTOR Reduction (vph)	0	4	0	0	9	0	0	9	0	0	0	293
Lane Group Flow (vph)	183	959	0	0	883	0	198	133	0	55	18	104
Turn Type	Prot	NA			NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6			2		7	4		3	8	
Permitted Phases							4			8		8
Actuated Green, G (s)	16.0	53.2			32.7		37.8	30.3		30.3	26.3	26.3
Effective Green, g (s)	16.0	53.2			32.7		37.8	30.3		30.3	26.3	26.3
Actuated g/C Ratio	0.16	0.53			0.33		0.38	0.30		0.30	0.26	0.26
Clearance Time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.5	4.5
Vehicle Extension (s)	5.0	7.0			7.0		5.0	5.0		5.0	5.0	5.0
Lane Grp Cap (vph)	283	1867			1137		498	546		397	489	416
v/s Ratio Prot	c0.10	0.27			c0.25		c0.03	0.07		0.01	0.01	
v/s Ratio Perm							c0.12			0.04		0.07
v/c Ratio	0.65	0.51			0.78		0.40	0.24		0.14	0.04	0.25
Uniform Delay, d1	39.4	15.1			30.4		22.0	26.2		25.1	27.4	29.1
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	6.8	1.0			5.2		1.1	1.1		0.3	0.1	0.7
Delay (s)	46.1	16.1			35.6		23.1	27.3		25.4	27.5	29.7
Level of Service	D	B			D		C	C		C	C	C
Approach Delay (s/veh)		20.9			35.6			24.8			29.1	
Approach LOS		C			D			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	27.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.5
Intersection Capacity Utilization	67.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1079	331	16	1259	0	0
Future Volume (Veh/h)	1079	331	16	1259	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1173	360	17	1368	0	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)				887		
pX, platoon unblocked					0.79	
vC, conflicting volume			1533		2071	767
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1533		1828	767
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		100	100
cM capacity (veh/h)			430		52	345

Direction, Lane #	EB 1	EB 2	WB 1	WB 2
Volume Total	782	751	473	912
Volume Left	0	0	17	0
Volume Right	0	360	0	0
cSH	1700	1700	430	1700
Volume to Capacity	0.46	0.44	0.04	0.54
Queue Length 95th (ft)	0	0	3	0
Control Delay (s/veh)	0.0	0.0	1.2	0.0
Lane LOS			A	
Approach Delay (s/veh)	0.0		0.4	
Approach LOS				

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	49.4%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	11.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	7	1	22	1	0	0	0	0	198	211	4
Future Vol, veh/h	0	7	1	22	1	0	0	0	0	198	211	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	8	1	24	1	0	0	0	0	215	229	4
Number of Lanes	0	1	0	0	1	0	0	0	0	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay, s/veh	8	8.3	11.3
HCM LOS	A	A	B

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	96%	48%
Vol Thru, %	88%	4%	51%
Vol Right, %	13%	0%	1%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	8	23	413
LT Vol	0	22	198
Through Vol	7	1	211
RT Vol	1	0	4
Lane Flow Rate	9	25	449
Geometry Grp	1	1	1
Degree of Util (X)	0.012	0.036	0.509
Departure Headway (Hd)	4.898	5.143	4.083
Convergence, Y/N	Yes	Yes	Yes
Cap	735	700	880
Service Time	2.9	3.144	2.118
HCM Lane V/C Ratio	0.012	0.036	0.51
HCM Control Delay, s/veh	8	8.3	11.3
HCM Lane LOS	A	A	B
HCM 95th-tile Q	0	0.1	2.9

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	0	0	0	0	165
Future Vol, veh/h	18	0	0	0	0	165
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	0	0	0	0	179

Major/Minor	Minor1			Major2	
Conflicting Flow All	179	-		-	-
Stage 1	0	-		-	-
Stage 2	179	-		-	-
Critical Hdwy	6.42	-		-	-
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	5.42	-		-	-
Follow-up Hdwy	3.518	-		-	-
Pot Cap-1 Maneuver	810	0		0	-
Stage 1	-	0		0	-
Stage 2	852	0		0	-
Platoon blocked, %					-
Mov Cap-1 Maneuver	810	-		-	-
Mov Cap-2 Maneuver	810	-		-	-
Stage 1	-	-		-	-
Stage 2	852	-		-	-

Approach	WB	SB
HCM Control Delay, s/v	9.55	0
HCM LOS	A	

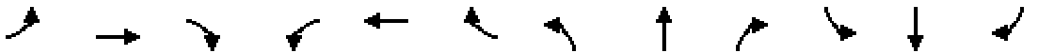
Minor Lane/Major Mvmt	WBLn1	SBT
Capacity (veh/h)	810	-
HCM Lane V/C Ratio	0.024	-
HCM Control Delay (s/veh)	9.6	-
HCM Lane LOS	A	-
HCM 95th %tile Q(veh)	0.1	-

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	2	0	81	172	0	5
Future Vol, veh/h	0	0	0	0	0	0	2	0	81	172	0	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	2	0	88	187	0	5
Number of Lanes	0	0	0	0	1	0	0	0	1	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	0	6.9	8.4
HCM LOS	-	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	2%	0%	97%
Vol Thru, %	0%	100%	0%
Vol Right, %	98%	0%	3%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	83	0	177
LT Vol	2	0	172
Through Vol	0	0	0
RT Vol	81	0	5
Lane Flow Rate	90	0	192
Geometry Grp	1	1	1
Degree of Util (X)	0.088	0	0.223
Departure Headway (Hd)	3.495	4.528	4.178
Convergence, Y/N	Yes	Yes	Yes
Cap	1019	0	864
Service Time	1.538	2.528	2.185
HCM Lane V/C Ratio	0.088	0	0.222
HCM Control Delay, s/veh	6.9	7.5	8.4
HCM Lane LOS	A	N	A
HCM 95th-tile Q	0.3	0	0.9



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	307	795	46	0	1079	63	349	83	12	87	72	449
Future Volume (vph)	307	795	46	0	1079	63	349	83	12	87	72	449
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.5	4.5
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99			0.99		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3510			3510		1770	1827		1770	1863	1583
Flt Permitted	0.95	1.00			1.00		0.66	1.00		0.69	1.00	1.00
Satd. Flow (perm)	1770	3510			3510		1223	1827		1286	1863	1583
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)	334	864	50	0	1173	68	379	90	13	95	78	488
RTOR Reduction (vph)	0	4	0	0	4	0	0	5	0	0	0	242
Lane Group Flow (vph)	334	910	0	0	1237	0	379	98	0	95	78	246
Turn Type	Prot	NA			NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6			2		7	4		3	8	
Permitted Phases							4			8		8
Actuated Green, G (s)	16.0	55.2			34.7		33.8	28.3		30.3	26.3	26.3
Effective Green, g (s)	16.0	55.2			34.7		33.8	28.3		30.3	26.3	26.3
Actuated g/C Ratio	0.16	0.55			0.35		0.34	0.28		0.30	0.26	0.26
Clearance Time (s)	4.0	4.0			4.5		4.5	4.5		4.0	4.5	4.5
Vehicle Extension (s)	5.0	7.0			7.0		5.0	5.0		5.0	5.0	5.0
Lane Grp Cap (vph)	283	1937			1217		443	517		409	489	416
v/s Ratio Prot	c0.19	0.26			c0.35		c0.05	0.05		0.01	0.04	
v/s Ratio Perm							c0.24			0.06		0.16
v/c Ratio	1.18	0.47			1.02		0.86	0.19		0.23	0.16	0.59
Uniform Delay, d1	42.0	13.5			32.7		30.6	27.2		25.7	28.3	32.2
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	111.4	0.8			30.0		16.2	0.8		0.6	0.3	3.4
Delay (s)	153.4	14.4			62.6		46.8	28.0		26.3	28.7	35.6
Level of Service	F	B			E		D	C		C	C	D
Approach Delay (s/veh)		51.6			62.6			42.8			33.4	
Approach LOS		D			E			D			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	50.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.5
Intersection Capacity Utilization	90.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1105	176	11	1899	0	0
Future Volume (Veh/h)	1105	176	11	1899	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1201	191	12	2064	0	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)				887		
pX, platoon unblocked					0.67	
vC, conflicting volume			1392		2353	696
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1392		2040	696
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		100	100
cM capacity (veh/h)			487		32	384

Direction, Lane #	EB 1	EB 2	WB 1	WB 2
Volume Total	801	591	700	1376
Volume Left	0	0	12	0
Volume Right	0	191	0	0
cSH	1700	1700	487	1700
Volume to Capacity	0.47	0.35	0.02	0.81
Queue Length 95th (ft)	0	0	2	0
Control Delay (s/veh)	0.0	0.0	0.7	0.0
Lane LOS			A	
Approach Delay (s/veh)	0.0		0.2	
Approach LOS				

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	63.5%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	6	3	28	4	0	0	0	0	44	140	2
Future Vol, veh/h	0	6	3	28	4	0	0	0	0	44	140	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	7	3	30	4	0	0	0	0	48	152	2
Number of Lanes	0	1	0	0	1	0	0	0	0	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay, s/veh	7.3	7.8	8.3
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	88%	24%
Vol Thru, %	67%	13%	75%
Vol Right, %	33%	0%	1%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	9	32	186
LT Vol	0	28	44
Through Vol	6	4	140
RT Vol	3	0	2
Lane Flow Rate	10	35	202
Geometry Grp	1	1	1
Degree of Util (X)	0.011	0.043	0.228
Departure Headway (Hd)	4.223	4.473	4.053
Convergence, Y/N	Yes	Yes	Yes
Cap	853	788	886
Service Time	2.223	2.57	2.08
HCM Lane V/C Ratio	0.012	0.044	0.228
HCM Control Delay, s/veh	7.3	7.8	8.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0.1	0.9

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	0	0	0	2	103
Future Vol, veh/h	17	0	0	0	2	103
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	0	0	0	2	112

Major/Minor	Minor1			Major2	
Conflicting Flow All	116	-		0	0
Stage 1	0	-		-	-
Stage 2	116	-		-	-
Critical Hdwy	6.42	-		4.12	-
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	5.42	-		-	-
Follow-up Hdwy	3.518	-		2.218	-
Pot Cap-1 Maneuver	880	0		-	-
Stage 1	-	0		-	-
Stage 2	909	0		-	-
Platoon blocked, %					-
Mov Cap-1 Maneuver	880	-		-	-
Mov Cap-2 Maneuver	880	-		-	-
Stage 1	-	-		-	-
Stage 2	909	-		-	-

Approach	WB	SB
HCM Control Delay, s/v	9.18	
HCM LOS	A	

Minor Lane/Major Mvmt	WBLn1	SBL	SBT
Capacity (veh/h)	880	-	-
HCM Lane V/C Ratio	0.021	-	-
HCM Control Delay (s/veh)	9.2	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	82	113	0	6
Future Vol, veh/h	0	0	0	0	0	0	0	0	82	113	0	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	89	123	0	7
Number of Lanes	0	0	0	0	1	0	0	0	1	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	0	6.8	7.9
HCM LOS	-	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	95%
Vol Thru, %	0%	100%	0%
Vol Right, %	100%	0%	5%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	82	0	119
LT Vol	0	0	113
Through Vol	0	0	0
RT Vol	82	0	6
Lane Flow Rate	89	0	129
Geometry Grp	1	1	1
Degree of Util (X)	0.085	0	0.149
Departure Headway (Hd)	3.429	4.307	4.16
Convergence, Y/N	Yes	Yes	Yes
Cap	1043	0	867
Service Time	1.457	2.382	2.165
HCM Lane V/C Ratio	0.085	0	0.149
HCM Control Delay, s/veh	6.8	7.4	7.9
HCM Lane LOS	A	N	A
HCM 95th-tile Q	0.3	0	0.5

APPENDIX F

Collected Parking Accumulation Data

Prepared by National Data & Surveying Services

Parking Study

Project: 23-140150 **City:** Palm Beach, FL

Segment	Street	From	To	Side of the Street	Restriction	Space	3/4/2023, Saturday		3/8/2023, Wednesday
							3:00PM-5:00PM	6:00PM-8:00PM	12:00PM-2:00PM
1W	Cocoanut Row	Royal Palm Way	Brazilian Ave	W	Parking by Permit	7	0	0	3
1E	Cocoanut Row	Royal Palm Way	Brazilian Ave	E	Parking by Permit	3	0	1	1
2W	Cocoanut Row	Brazilian Ave	Australian Ave	W	Parking by Permit	10	5	6	0
2E	Cocoanut Row	Brazilian Ave	Australian Ave	E	2 Hr Parking 9am-6pm	10	7	7	2
3W	Cocoanut Row	Australian Ave	Chilean Ave	W	No Parking Stopping or Standing Anytime	0	0	0	0
3E	Cocoanut Row	Australian Ave	Chilean Ave	E	2 Hr Parking 9am-6pm Except Sundays and Holidays	4	4	2	Maintenance
4W	Cocoanut Row	Chilean Ave	Peruvian Ave	W	2 Hr Parking 9am-6pm Except Sundays and Holidays/Compact Cars Only	4	3	4	Maintenance
4E	Cocoanut Row	Chilean Ave	Peruvian Ave	E	2 Hr Parking 9am-6pm	9	8	9	Maintenance
5W	Cocoanut Row	Peruvian Ave	Worth Ave	W	1 Hr Parking All Other Times	6	6	6	6
5W	Cocoanut Row	Peruvian Ave	Worth Ave	W	No Parking Commercial Loading Zone Mon-Sat 15 Min 8am-6pm	1	1	1	1
5E	Cocoanut Row	Peruvian Ave	Worth Ave	E	1 Hr Parking 9am-6pm	12	12	12	12
6W	Hibiscus Ave	Royal Palm Way	Brazilian Ave	W	1 Hr Parking 9am-6pm except Sundays and Holidays	4	1	1	3
6W	Hibiscus Ave	Royal Palm Way	Brazilian Ave	W	Parking By Permit Only 9am-6pm except Sunday and Holidays	5	2	2	0
6E	Hibiscus Ave	Royal Palm Way	Brazilian Ave	E	No Parking Anytime	0	0	0	0
7W	Hibiscus Ave	Brazilian Ave	Australian Ave	W	2 Hr Parking 9am-6pm except Sundays and Holidays	9	9	9	9
7E	Hibiscus Ave	Brazilian Ave	Australian Ave	E	No Parking Anytime	0	0	0	0
8W	Hibiscus Ave	Australian Ave	Chilean Ave	W	Parking By Permit Only 9am-6pm except Sunday and Holidays	6	0	6	0
8E	Hibiscus Ave	Australian Ave	Chilean Ave	E	No Parking Anytime	0	0	0	0
9W	Hibiscus Ave	Chilean Ave	Peruvian Ave	W	1 Hr Parking 9am-6pm	5	5	5	5
9E	Hibiscus Ave	Chilean Ave	Peruvian Ave	E	No Parking Anytime	0	0	0	0
10W	Hibiscus Ave	Peruvian Ave	Worth Ave	W	No Parking	0	0	0	0
10E	Hibiscus Ave	Peruvian Ave	Worth Ave	E	No Parking	0	0	0	0
11W	Hibiscus Ave	Royal Palm Way	Brazilian Ave	W	Pay Parking	10	10	4	9
11E	Hibiscus Ave	Royal Palm Way	Brazilian Ave	E	Pay Parking	17	17	11	15
12W	Hibiscus Ave	Brazilian Ave	Australian Ave	W	Pay Parking	8	8	2	7
12E	Hibiscus Ave	Brazilian Ave	Australian Ave	E	Pay Parking	14	14	7	13
13W	Hibiscus Ave	Australian Ave	Chilean Ave	W	Pay Parking	8	8	3	8
13E	Hibiscus Ave	Australian Ave	Chilean Ave	E	Pay Parking	9	9	3	9
14W	Hibiscus Ave	Chilean Ave	Peruvian Ave	W	Pay Parking	8	7	4	7
14E	Hibiscus Ave	Chilean Ave	Peruvian Ave	E	Pay Parking	11	11	4	11
15W	Hibiscus Ave	Peruvian Ave	Worth Ave	W	Pay Parking	10	10	3	9
15E	Hibiscus Ave	Peruvian Ave	Worth Ave	E	Pay Parking	9	9	3	8
1N	Brazilian Ave	Cocoanut Row	Hibiscus Ave	N	2 Hr Parking 9am-6pm	3	3	3	0
1N	Brazilian Ave	Cocoanut Row	Hibiscus Ave	N	Parking By Permit Only 9am-6pm except Sunday and Holidays	11	7	6	5
1S	Brazilian Ave	Cocoanut Row	Hibiscus Ave	S	Parking By Permit Only 9am-6pm except Sunday and Holidays	4	2	3	2
1S	Brazilian Ave	Cocoanut Row	Hibiscus Ave	S	2 Hr Parking 9am-6pm	15	14	10	14
2N	Brazilian Ave	Hibiscus Ave	S County Rd	N	1 Hr Parking All Other Times/No Parking Commercial Loading Zone Mon-Sat 15 Min 8am-10am	3	1	2	3
2N	Brazilian Ave	Hibiscus Ave	S County Rd	N	2 Hr Parking 9am-6pm	14	14	10	14
2S	Brazilian Ave	Hibiscus Ave	S County Rd	S	Parking By Permit Only 9am-6pm except Sunday and Holidays	7	6	5	5
2S	Brazilian Ave	Hibiscus Ave	S County Rd	S	1 Hr Parking 9am-6pm	7	7	6	7
3N	Brazilian Ave	S County Rd	S Ocean Blvd	N	Pay Parking	7	7	2	1
3N	Brazilian Ave	S County Rd	S Ocean Blvd	N	Parking By Permit Only/2 Hr Parking 9am-6pm	17	9	2	7
3S	Brazilian Ave	S County Rd	S Ocean Blvd	S	Pay Parking	7	6	2	2
3S	Brazilian Ave	S County Rd	S Ocean Blvd	S	2 Hr Parking 9am-6pm	5	5	1	1
3S	Brazilian Ave	S County Rd	S Ocean Blvd	S	Parking By Permit Only	10	3	4	1
4N	Australian Ave	Cocoanut Row	Hibiscus Ave	N	Parking By Permit Only 9am- Midnight except Sundays and Holidays	15	8	9	6
4N	Australian Ave	Cocoanut Row	Hibiscus Ave	N	2 Hr Parking 9am-6pm	3	2	2	1
4N	Australian Ave	Cocoanut Row	Hibiscus Ave	N	No Parking Passenger Loading Zone 15 Min	1	0	0	0
4S	Australian Ave	Cocoanut Row	Hibiscus Ave	S	2 Hr Parking 9am-6pm	21	21	20	19
5N	Australian Ave	Hibiscus Ave	S County Rd	N	2 Hr Parking 9am-6pm	7	7	7	4
5N	Australian Ave	Hibiscus Ave	S County Rd	N	Parking By Permit Only 8am to 12 Midnight	7	5	7	4
5S	Australian Ave	Hibiscus Ave	S County Rd	S	2 Hr Parking 9am-6pm	4	4	4	3
5S	Australian Ave	Hibiscus Ave	S County Rd	S	No Parking Commercial Loading Zone Mon-Sat 15 Min 8am-6pm	2	0	0	0
5S	Australian Ave	Hibiscus Ave	S County Rd	S	Parking By Permit Only 8am to 12 Midnight	6	4	4	5
6N	Australian Ave	S County Rd	S Ocean Blvd	N	No Parking Police Vehicles Only	4	4	4	4
6N	Australian Ave	S County Rd	S Ocean Blvd	N	Parking By Permit Only 8am-6pm	15	6	5	5
6N	Australian Ave	S County Rd	S Ocean Blvd	N	Handicap	1	0	0	0
6N	Australian Ave	S County Rd	S Ocean Blvd	N	Chief Parking	1	0	0	1
6S	Australian Ave	S County Rd	S Ocean Blvd	S	Parking By Permit Only 8am-6pm	16	10	7	12
6S	Australian Ave	S County Rd	S Ocean Blvd	S	No Parking Police Vehicles Only	4	3	2	4
6S	Australian Ave	S County Rd	S Ocean Blvd	S	Fire Department	1	0	0	1
7N	Chilean Ave	Cocoanut Row	Hibiscus Ave	N	Parking By Permit Only 9am-6pm except Sunday and Holidays	15	4	5	9
7N	Chilean Ave	Cocoanut Row	Hibiscus Ave	N	2 Hr Parking 9am-6pm	3	2	2	1
7S	Chilean Ave	Cocoanut Row	Hibiscus Ave	S	1 Hr Parking 9am-6pm	15	13	7	11
7S	Chilean Ave	Cocoanut Row	Hibiscus Ave	S	No Parking Passenger Loading Zone 15 Min	1	0	0	0
8N	Chilean Ave	Hibiscus Ave	S County Rd	N	No Parking Town Officials Only 8am-6pm Mon-Fri/2 Hr Parking All Other Times	8	7	6	8
8N	Chilean Ave	Hibiscus Ave	S County Rd	N	1 Hr Parking 9am-6pm	7	7	4	7
8S	Chilean Ave	Hibiscus Ave	S County Rd	S	1 Hr Parking 9am-6pm	3	2	2	3
8S	Chilean Ave	Hibiscus Ave	S County Rd	S	Parking By Permit Only 9am-6pm except Sunday and Holidays	12	8	6	8
9N	Chilean Ave	S County Rd	S Ocean Blvd	N	Pay Parking	9	9	5	8
9N	Chilean Ave	S County Rd	S Ocean Blvd	N	Parking By Permit Only 8am to 12 Midnight	10	8	3	8
9N	Chilean Ave	S County Rd	S Ocean Blvd	N	1 Hr Parking 9am-6pm	4	4	1	4
9S	Chilean Ave	S County Rd	S Ocean Blvd	S	Lifeguard Parking Only	6	0	0	0
9S	Chilean Ave	S County Rd	S Ocean Blvd	S	Parking By Permit 8am to 12 Midnight	10	10	6	3
9S	Chilean Ave	S County Rd	S Ocean Blvd	S	1 Hr Parking 9am-6pm	1	1	1	1
10N	Peruvian Ave	Cocoanut Row	Hibiscus Ave	N	Pay Parking	19	19	0	17
10N	Peruvian Ave	Cocoanut Row	Hibiscus Ave	N	No Parking Commercial Loading Zone 15 Min 8am-6pm	1	0	0	0
10S	Peruvian Ave	Cocoanut Row	Hibiscus Ave	S	Pay Parking	16	16	0	13
11N	Peruvian Ave	Hibiscus Ave	S County Rd	N	Pay Parking	18	9	15	7
11S	Peruvian Ave	Hibiscus Ave	S County Rd	S	No Parking Commercial Loading Zone Mon-Sat 15 Min 8am-10am/2 Hr Parking All Other Times	2	0	0	0
11S	Peruvian Ave	Hibiscus Ave	S County Rd	S	Pay Parking	19	19	19	12
12N	Peruvian Ave	S County Rd	S Ocean Blvd	N	1 Hr Parking 9am-11am/Passenger Loading Only	2	1	2	2
12N	Peruvian Ave	S County Rd	S Ocean Blvd	N	Parking By Permit Only	19	5	8	0
12N	Peruvian Ave	S County Rd	S Ocean Blvd	N	No Parking Commercial Loading Zone Mon-Sat 15 Min 8am-10am	1	0	0	0
12S	Peruvian Ave	S County Rd	S Ocean Blvd	S	15 Min Parking Enforced 24 Hrs Post Office Customers Only	5	0	0	0
12S	Peruvian Ave	S County Rd	S Ocean Blvd	S	1 Hr Parking 9am-6pm	1	0	1	1
12S	Peruvian Ave	S County Rd	S Ocean Blvd	S	Parking By Permit Only	7	5	5	4
12S	Peruvian Ave	S County Rd	S Ocean Blvd	S	Pay Parking	2	0	1	1

Prepared by National Data & Surveying Services

Parking Study

Project: 23-140150 **City:** Palm Beach, FL

Segment	Street	From	To	Side of the Street	Restriction	Space	3/4/2023, Saturday		3/8/2023, Wednesday
							3:00PM-5:00PM	6:00PM-8:00PM	12:00PM-2:00PM
13N	Sunset Ave	N County Rd	Bradley Pl	N	1 Hr Parking 9am-6pm	**19**	15	17	18
13N	Sunset Ave	N County Rd	Bradley Pl	N	No Parking Loading Zone 8am-5pm Passenger Loading Zone 5pm-12am	**1**	0	0	0
13S	Sunset Ave	Bradley Pl	N County Rd	S	1 Hr Parking 9am-6pm	**20**	20	20	18
13S	Sunset Ave	Bradley Pl	N County Rd	S	Passenger Loading Zone	**1**	1	1	0
13N	Royal Poinciana Way	Midblock	Bradley Pl	N	1 Hr Parking 9am-6am/ Passenger Loading Only/ Taxi Stand Only 10pm-4am	**8**	7	7	8
13N	Royal Poinciana Way	Midblock	Bradley Pl	N	Handicap	**1**	1	0	1
13S	Royal Poinciana Way	Bradley Pl	Midblock	S	1 Hr Parking 9am-6m	**13**	12	13	12
15N	Royal Poinciana Way	N County Rd	Midblock	N	1 Hr Parking	**17**	12	13	16
15N	Royal Poinciana Way	N County Rd	Midblock	N	Handicap	**1**	1	0	1
15S	Royal Poinciana Way	Midblock	N County Rd	S	Handicap	**2**	2	1	0
15S	Royal Poinciana Way	Midblock	N County Rd	S	1 Hr Parking 9am-6pm	**21**	19	21	21
16N	Royal Poinciana Way	Midblock	Bradley Pl	N	2 Hr Parking 9am-6pm	**23**	21	21	19
16S	Royal Poinciana Way	Bradley Pl	Midblock	S	2 Hr Parking 9am-6pm	**15**	11	11	11
16E	Bradley Pl	Sunrise Ave	Park Ave	E	2 Hr Parking 9am-6pm	**5**	4	5	1
17N	Royal Poinciana Way	N County Rd	Midblock	N	2 Hr Parking 5am-6pm	**16**	14	16	14
17S	Royal Poinciana Way	Midblock	N County Rd	S	2 Hr Parking 5am-6pm	**22**	13	21	21
17E	Bradley Pl	Sunset Ave	Sunrise Ave	E	2 Hr Parking 9am-6pm	**9**	7	9	8
18E	Bradley Pl	Royal Poinciana Way	Sunset Ave	E	2 Hr Parking	**5**	3	4	3
18E	Bradley Pl	Royal Poinciana Way	Sunset Ave	E	Pay Parking	**3**	3	1	2
19E	N Country Rd	Sunrise Ave	Park Ave	E	1 Hr Parking 9am-6pm	**8**	3	2	4
20E	N Country Rd	Sunset Ave	Sunrise Ave	E	2 Hr Parking 9am-6pm	**10**	10	6	10
21E	N Country Rd	E Main St	Sunset Ave	E	No Parking	**0**	0	0	0

Prepared by National Data & Surveying Services

Parking Study

Project: 23-140150 **City:** Palm Beach, FL

Lot	Space Type	Space	3/4/2023, Saturday		3/8/2023, Wednesday
			3:00PM-5:00PM	6:00PM-8:00PM	12:00PM-2:00PM
001	Regular	21	18	10	20
	Illegal	-	4	1	0
002	Regular	9	9	9	9
	First Horizon Bank	12	12	6	12
	Lori Jayne	2	2	0	2
	30 Minutes Only	2	2	1	2
	Aristokids	4	4	2	4
	Palm Beach Boys	2	1	2	1
003	Reserved	58	40	58	50
004	No Access	-			
005	Regular	51	12	10	50
006	Unmarked Spaces	16	10	12	8
007	Regular	20	20	20	8
	Illegal	-	5	5	0
008	Reserved	40	5	20	37
	First Horizon Bank	2	0	0	2
009	Regular	10	9	7	6
010	Regular	7	6	6	5
	Handicap	1	0	0	1
011	Unmarked Spaces	5	0	0	1
012	Regular	37	20	14	32
	Handicap	4	0	0	3
013	Regular	6	0	0	3
014	Valet	79	79	26	79
015	Regular	15	1	1	10
016	Reserved	22	2	1	9
017	Reserved	13	13	13	13
	Illegal	-	3	1	0
018	Regular	17	1	1	8
	Handicap	1	0	0	1
019	Reserved	42	21	38	20
020	Regular	46	22	41	37
021	Regular	2	2	0	2
	Illegal	-	1	0	3
022	Reserved	8	6	6	8
	Handicap	1	0	0	1
023	Valet	-	172	102	106
024	Regular	22	16	19	21
025	Regular	1	1	0	1
	Handicap	4	2	2	3
	Bank Patron	25	10	25	25
	NK Holding	5	3	3	4
	Postal Service	5	2	3	2
	Postal Customer	9	3	8	6
026	Regular	15	9	6	11
027	No Access	-			
028	Regular	32	14	4	29
	Handicap	3	0	0	0
	Garage 1	66	5	6	20
	Garage 2	60	2	1	24
029	Regular	51	14	1	25
030	Regular	145	129	63	142
	Handicap	4	0	0	4
	Subterranean	176	102	26	152
	Illegal	-	3	0	0
031	Reserved	60	20	36	34
	Handicap	4	1	1	1
	Reserved Guard	10	0	6	1
	Mildred Hot	5	0	0	2
	Non Inv. Sal	1	0	0	1
032	Regular	209	202	147	206
	Handicap	7	7	2	5
	Pick Up	2	2	2	2
033	Regular	8	2	8	7
	Handicap	1	0	1	0
	Illegal	-	0	7	0
034	Regular	46	18	40	20
	Handicap	1	1	1	0
035	Guest	9	4	0	4
	Handicap	2	2	0	0
	Salon	2	0	0	1
	Bank Customers	8	6	0	2
036	Reserved	25	23	16	9
	Handicap	1	0	0	0
	Illegal	-	7	1	0
037	Regular	15	7	6	12
038	Regular	6	5	3	6
	Handicap	1	0	0	1
039	Regular	13	11	13	13
	Handicap	2	0	2	2
040	Regular	53	28	18	26
	Handicap	3	0	0	0
	PNC Reserved	8	0	0	3

Notes: Spaces/inventories provided for all ***UNMARKED SPACES*** are only approximate, occupancy may exceed the inventory

Illegal parking - cars parked on unmarked spaces in marked parking lots (observed in lots 001,007,017,021,030,033 and 036)

Lot 004 and Lot 027 - No access to parking lots

Lot 023 - Valet use, unmarked spaces to park

Prepared by National Data & Surveying Services

Parking Turnover & Occupancy

Project: 23-140150
City: Palm Beach, FL

Date: 3/4/2023
Day: Saturday

S Country Rd btwn Royal Palm Way to Brazilian Ave

Segment	Side	Restriction	Time										Duration									
			11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	8:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS
1W TO	W	Loading Zone	FB10	L576	W360	7147		PD73			99LZ	C004	7									
			KH18	X	DV67	X	0B11	5161		8GUI	9097	KM40	5	2								
		1 Hr Parking 9am to 6pm	TN46	9KQC	X	43VH	X	4963	X	X550	X	WP03	2	4								
			7PLD	X	AXVX	X	02LW	X	X	X	X	NU29	1	2			1					
			BI41	X	1JVH	BKWL	5987	5M48	BMGU	X	YK37	X	4	3								
			36DV	BVJI	LN73	CY17		5081	WC11	X	X	X	5			1						
			RF83	JV41	BU93	X	HZ26	DU23	TR81	X	X	X	4	1		1						
			64DJ	BM6U	DELT	6759	CCNB		AZSK	X	X	X	5			1						
			587I	BJBT	8622	55AR	9541	EU66	MI5U	X	QA99	X	6	2								
			MX42	LP24		LL52	BLAU	BP72	GH40	X	X	X	5			1						
			9XMC	TM76	ZI07	BLEP	0H5X	493	51G1	T091	YB27	X	8	1								
			7631	2I07	AUMC	WN46	BN79	04AR	M968	5DLU	238J	YB21	10									
1E TO	E	1 Hr Parking 9am to 6pm	9RBZ		7GUQ	X	X	0MAN	X	03BY	P551	X	2	2	1							
			85BC	V604	X	X	PL98	CU28		127U	6BUG	X	4	1	1							
			BKWL	DM66	00AD	X	WRC6	FE42	X	MU50	MT17	X	4	3								
			62IA	W444	BZHZ	YA50	X	BA03	TH79	X	X	X	4	1		1						
			2257	1736	DY95	GRWE	264Z	APK3	A2JJ	X	X	X	6			1						
			DGUZ	BYYK	IP27	RIUR	AS0V	X		DM81	X	RZ03	5	2								
			D389	JD51	TT63	DY96		8629	BV47	X	5LUX	06HV	7	1								
			1289	SE96	X		AMTQ	X		AVRA	X	ML08	2	3								
			BM5E	XZ98	18NK	XW86	LL87	AGBC			8146	WE43	8									
OCCUPANCY:			*21*	*20*	*20*	*20*	*18*	*20*	*15*	*19*	*21*	*21*	104	28	2	6	1	0	0	0	0	0

S Country Rd btwn Brazilian Ave to Australian Ave

Segment	Side	Restriction	Time										Duration									
			11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	8:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS
2W TO	W	1 Hr Parking 9am to 6pm	3QXE	QD56	X	PJ26	1686	WC45	X	BW62	X	X	3	2	1							
			48L5	UG82	X	1493	2B38	X	DEJE	51QD	7HKE	X	4	3								
			1IIZ	HN63	X	X	QA28	X	X	X	X	X	1		1			1				
			7647	X	6445	X	X	UB11	W973	8LRV	X	FY94	3	2	1							
			E536		8455	4LEK	X	X	3XCC		AZYB	DBHV	5		1							
			BA88	X	X	ABCM	FN56	TP12	6KCU	X	X	X	3		1	1						
			BAHK	X	X	X	X	X	X		ZM49	YT68	2						1			
			98JT	I3TK	VU34	X	3979	D915	X	X		08VC	4	1	1							

			T587	X	X	8073	FT27	B2LM		YH18	ZC23	16TW	6		1						
		Handicap	7NPJ	PL37	F703	X		7541		9XXA		SG56	5	1							
2E TO	E	Passenger Loading Zone 6pm to 12am	CR46		HV3H	X	QA38	DEAA	TF06			H109	5	1							
			BZLA	X		28VN	58AY						2	1							
			9BFF	TV96	X	X	AX29	X				IV02	2	1	1						
		1 Hr Parking 9am to 6pm	1109	D026	PC81	X	8629	TL20	CCVM	X	ZY46	ZY42	6	2							
			AM42	67CQ	7886	X	CCKF	63F1	WT51	X	AV2V	X	4	3							
				NA89	7840	X	X	HA13	4G5H	ABNX	A319	X	4	1	1						
		Police Motorcycle Parking	7750	X	X	X	X	X	X		8539	2HTC	2						1		
			7239	X					YY16	X	X	X		1		1					
		30 Minutes Parking 9am to 6pm	6962	X					BGJJ	DR42	X	AH22	2	2							
			ZP39	X					055Y	3BUP	X	X	1	1	1						
			6182	X						7747		8JPL	2	1							
OCCUPANCY:			*20*	*19*	*16*	*17*	*16*	*16*	*16*	*15*	*15*	*20*	66	23	10	2	0	1	2	0	0	0

S Country Rd btwn Australian Ave to Chilean Ave

Segment	Side	Restriction	Time										Duration									
			11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	8:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS
3W TO	W	1 Hr Parking 9am to 6pm	AUZR	ANB5	2W62	EG27	H927		55MR				6									
			4445	X	3123	CP15	J66D	GQ52					4	1								
		Passenger Loading Zone 6pm to 12am		5703		570B	X				2T16		2	1								
			3825	X	3HHW	CM19	X	48CY			2HTC		3	2								
3E TO	E	Town Council Only	MA53	X	55MX	X				EV76	K535	X	1	3								
			TF16	X	AUZM					A749	X	X	1	1	1							
			DGUQ	02MW	4797	3941				55MR	X	X	4		1							
				BBRT	WLLL	X	X			AYWQ	1814	X	2	1	1							
			L605			JE34							2									
					X625	X								1								
					I22F						AVVW	X	1	1								
4W TO	W	30 Minutes Parking Town Business Only	80ZF	X					574C	LE87	1239		3	1								
									DV70	X				1								
			7610	X	X	X	X	X	X	X	X										1	
			HW56	X	X			CK04	X		ORPL	ORPL	2	1	1							
			ABM1	X	X			C985		2554	X		1	1	1							
		Handicap	3H8H	X	X		0GAI						1		1							
4E TO	E	1 Hr Parking 9am to 6pm	90A5	X	XC04	30AR	X	57WR	AZLH	X	X	ATWN	3	2	1							
			BAUX	68XS	7915	6FLC	X	X	X	Z641	64GF		5			1						
			DDXX		YT38	AM99			D225	X	X	839C	4		1							
		Loading Zone 30 Minutes 8am-6pm			USPS	58YA						WU10	3									
OCCUPANCY:			*15*	*15*	*17*	*14*	*9*	*7*	*8*	*11*	*14*	*9*	48	17	8	1	0	0	0	0	1	0

S Country Rd btwn Chilean Ave to Peruvian Ave

Segment	Side	Restriction	Time										Duration									
			11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	8:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS
5E TO	E	1 Hr Parking 9am to 6pm		INUF	X	X		5FTY	X	AZ27		AVNX	2	1	1							
			YT39	X	X	7172	X	0Z8I	AFHU			X598	3	1	1							
				BKSQ	X	8IWD	X	KX23	X	X	AA3H	X		3	1							
			56YG	ZD29	X	AULY	X	KC65	4XCT		45AN		4	2								
			5A74	X	X	X	X	X	X	X	X	X										1
			Y074	II96	X	890D	X	X	BZJN		7ND5	EA38	4	1	1							
		Loading Zone	WZ94	IB08	X		DBHI	NL9S	G546	FW0G	QG22		6	1								
OCCUPANCY:			*5*	*7*	*7*	*6*	*6*	*7*	*7*	*4*	*5*	*5*	19	9	4	0	0	0	0		0	1

S Country Rd btwn Peruvian Ave to Worth Ave

Segment	Side	Restriction	Time										Duration									
			11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	8:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS
6E TO	E	Bus Stop	9504	X		BZKP				UV09			2	1								
		1 Hr Parking 9am to 6pm	7864	X	X	X	X	X	X	X	X	X										1
			5252	X	862C	ICP20	QB13	DP78	X	X	4YIF	X	3	2	1							
				7886	1767	BISS	X	X	1RWZ	3115	X	X	3		2							
				LL55	9KBB	X	X	R766	TG88	X	TAG6	X	2	2	1							
				IME5	X	C997	X	BIZF	6529		AWQL		3	2								
OCCUPANCY:			*3*	*6*	*5*	*6*	*5*	*5*	*5*	*5*	*5*	*4*	13	7	4	0	0	0	0	0	0	1

Worth Ave btwn Hibiscus Ave to Cocoanut Row

Segment	Side	Restriction	Time										Duration									
			11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	8:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS
7S TO	S	Loading Zone						8119		66YC	LEY1	F543	4									
		2 Hour Parking	BBPJ	X	J831	X	X	UR15	LLVR	7218	X	X	2	1	2							
			BNCE	51BR	6IBR	EQ29		AURY	03XB	X	X	X	5			1						
			WR81	X	X	X	RU62	HA77	RH82	X	X	90JA	3		1	1						
			DJ13	X	X	X	8601	X	APVH	AZJD	X	5772	2	2		1						
			OMJD	X	X	ES36	BZKP	X	JU38	X	81AM	X	1	3	1							
			OX4H	X	X	X	X	X	X	X	I169	RA09	2							1		
		30 Minutes Parking	NU42	X	I9FV	X	DECP	8TRS	FT94	X	X	RF65	3	2	1							
			P625	X	ICKZ	X	IL25	AAXV	BOSS	X	X	5269	3	2	1							
			63BZ	X	X	X	X	5214	ER42	X	X	X	1			1	1					
			5M52	B5MI	DGLP	X	5497	5612	2714	R080	X	YX15	6	2								
		2 Hour Parking	SG19	PA9U	X	X	X	X	X	X	BA21	9991	3						1			
			HK33	19NY	RQ35	X	8FBP	5847	AFGK	AXCA	X	X	5	1	1							
			5725	X	X	X	X	X	X	AN37	X	GY44	1	1					1			
			QE03	X	X	X	X	CBAJ	CBUH	X	X	NILE	2		1		1					
			OBTG	X	99RE	X	59BJ	GC24	DFQF	4488	X	EX36	4	3								

				6829	X	X	CJ49	57JG	AMNW	X	LU60	X	2	2	1							
			2409	X	X	X	X	X	5899	35PP	X	33PE	2	1				1				
		Loading Zone							BQWV	X	90UV	X		2								
										68LM	F629	X	1	1								
										55AX	OBAY		2									
7N TO	N	2 Hour Parking	N4U	BWBA	X	X	X	AMMM	N6PN	HQ85	X	EX81	4	1		1						
			3938	CQ3C	7HKE	X	X	9UOG	R541	X	4297	X	3	2	1							
			GZ72	X	X	X	X	RJ41	KH88	X	X	X	1			1	1					
			8PXF	GQ88				I935	UD58	X	X	X	3			1						
			F897	4879	X	X	2816	29MN	PV73	3712	X	5MLT	5	1	1							
			66ME	X	X		9ECG		BQEW	X	X	66AM	2		2							
		30 Minutes Parking	BFB5	8ZBL	14NZ	X	5WWY	57KH	5399	01CC	X	AZMP	6	2								
			13TH	FZ8Z	EZBZ	X	RM15	WJ45	X	C911	X	X	3	2	1							
		2 Hour Parking	6813	X	X	X	X	X	YE62	ERAE	X	X	1		1			1				
			5H53	X	X	X	X	X	X	X	X	4741	1								1	
			EV66	X	X	X	3910	9BPT	X		M537	X	1	2		1						
			2162	X	X	X	Z5RS	8TRS	4862	61DU	9349	X	4	1		1						
			BLXU	X	X	X	X	X	X	482C	X	A9HT	1	1					1			
			DAYX	JU88	X	X	X	BYQI	DJFT		PZ35	A9ME	5			1						
			3MYR	BZJN	AYMN	X	612R	BCEW	69TG		LF98	X	5	2								
			97KP	X	X	X	GV44	3728	8RAE		49ME	QA37	5			1						
			TU31	X	X	X	X	5489	BKUV	M397	X	X	2		1		1					
			2Z85			3318	X	ZX97	AAKS	S655	4259	5878	6	1								
			05GX	9ZBJ	X	X	Q1RM	01RN	AYBY	X	X	X	3		1	1						
			AQJF	X	X	X	7AFM	1GQN	X	HW28	WZ90	X	2	2		1						
			IDD9	X	X	X	X	X	X	232F	255L	X	1	1					1			
			EK41	JP03	X	X	54BX	X	MJ27	QQ21	X	X	2	1	2							
			2UD6	3QZE	OMLY	X	8515	X	8539	X	AQLM	X	2	4								
			CK02	X	X	X	5236	QE03	X	X	2992	X	1	1	1	1						
OCCUPANCY:			*40*	*40*	*39*	*39*	*39*	*41*	*42*	*41*	*45*	*44*	123	47	20	14	4	2	4	1	1	0

Worth Ave btwn S County Rd to Hibiscus Ave

Segment	Side	Restriction	Time										Duration									
			11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	8:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS
		30 Minutes Parking	52AX	CD56	XF82	X	77MJ	AWAN	9PAS	X	NA66	X	4	3								
			8212	X	X	DF82	6021	IEWN	OJ84	AAMP	6471	X	5	1	1							
			3MYR	HW11	X	BVL1	WZ49	X	D625	3MVR	77AX	X	4	3								
			4D78	9NKV	FQ77	8719	8110	YARA	07LP	BF17		AFEP	9									
			FPCC	I442	DKTF	X	X	0TUV	X	8417	X	X	2	1	2							
			63GJ	C004	D7DW	X	X	XY05	X	8XMV	66OC	X	3	2	1							
			BSUB	6100	XDT2	27DP	X	4835	KQ37	X	X	EVET	5	1	1							
			7010	X	BB65	V113	X	GJ13		16GN	SV93	2183	5	2								

85 TO	S	2 Hour Parking	A8NY	X	X	X	X	IX93	39AK	3254	X	X	2		1		1					
			LN3H	X	IC5B	X	HN90	X	PQ83	X	X	X		3		1						
			BJGE	X	X	34KY	X	BSMV	X	6PNH	X	A6MN	1	3	1							
			4879	2487	39VB	WMKI	X	G833	K7UT	2335	5C02	ABEB	8	1								
			A6DQ	X	9267	X	AXDP	X	V698	9JUI	X	YK81	2	4								
		30 Minutes Parking	8KWC	T777	X	CG07	KX16	X	X	BJ6U	X	GH28	3	2	1							
			IKAY	NC47		9HBF	X	BC43	QE04	CP14	X	LD29	5	2								
			VP84	X	1205		BLAG	BQKZ	WZ94	L596	9TIA	X	5	2								
			DFC6	X	EU55	X	1QOH	DFQL	X	JE80	X	DGLP	2	4								
		Loading Zone		EN19	7992	X	X	BWKQ	BFBD				3		1							
		2 Hour Parking	XW27	X	634Q	888B	X	3PBU	X	V508	VK10	X	2	4								
				YR71	X	X	1EZW	N542	GD33	FAN6	X	BW97	4	1	1							
			BFBD	X	X	X	BN96	X	X	UT28	X	BPWK	1	1	1	1						
				TU36	AGNQ		AYQF	BZRT	1611	X	X	5LZX	5		1							
			WW08	X	BY92	X	BPUM	X	X	2PJD	X	X		2	2							
			9KQC	DHA	X	2335	X	PN32	X	3794	X	KHKI	2	4								
8N TO	N	Loading Zone		I908		1955				MF82	X	ONE5	3	1								
		2 Hour Parking	2604	X	IL25	F821	X	AH2H	X	B559	X	98IM	2	4								
			6554	X	5YYZ	61PG	BH82	X	DJ13	X	X	X	2	2		1						
			5L25	HQ56	382	DFLV	QF07	X	X	TJ87	X	UF33	5	1	1							
			8688	X	X	FK08	X	DFQL	BZKP	X	X	X	1	1	1	1						
			2003	X	X	EAFA	X	X	X	KC94	X	X			2	1						
			D3BF	7HKE	85AP	X	3672	BC43	BWKQ	N17		DP30	7	1								
			DEGV	AR11	X	63AY	BYUN	X	X	LX43	X		2	2	1							
			89JT	DEGC	X	BA09	KU25	40NN	X			5URF	4	2								
			3692	X	X	X	X	X	X	AUDZ	X157	X	1	1					1			
				JU38	X	FB46	X	2335	X	BUUV	H63D	X	1	4								
			KC5M	AUSA	X	AJ45	ARJZ	RF75	CBLY	X	X	8RCN	5	1	1							
			8354	CCNB	X	X	XY05	X	X	X	X	RV93	2		1		1					
			13TH	8359	59RQ	X	6A43	X	YX95	JY05	0MJD	X	4	3								
			2631	833F	VS10	6889	TES1	X	AVVM	X	JI32	X	4	3								
			1540	2335	X	KV57	X	X	X		D6XR		2	1		1						
			BUXX	BZKP	X	6KSY	X	6163	X	EZ11	KV78	X	2	4								
			829T	X	5171	C3NH	5CEL	G038	X		28PC	X	3	3								
			46GB	74VK	VL2D	WEL5	DEWN	H271	FOX6	X	X	X	6			1						
			45QY	1379	9368	X	X	MY58	X				2	1	1							
		30 Minutes Parking		AZ03		1300	X	NC05	05AZ		QY85	BDPZ	5	1								
			153	QG22	X	5426	X	BI56	X	X	X	BL83	2	2		1						
				6392	B6PQ	X	X	JA54	1ELI	X	TI27		4	1	1							
			2394	6QRL	DEMM	X	HW26	X	5221	JF77	X	X	3	2	1							
		OCCUPANCY:	*41*	*48*	*45*	*46*	*47*	*47*	*46*	*42*	*43*	*43*	154	87	24	8	2	0	1	0	0	0

Worth Ave btwn S Ocean Blvd to S County Rd																					
Segment	Side	Restriction	Time										Duration								
			11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	8:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS
9S TO	S	Pay to Park	2366	5142	58MM	X	X	BA63	X	CF90	X		2	2	1							
			2866	X	X	X	X	08AP	X	PH4Q			1	1			1					
			GING	X	5371	X	II48	X	X					2	1							
			6987	7845	9OTR	X	X	3974	X				2	1	1							
			3624	4581		FK83	X		RR11		2432	X	3	2								
			WR41	7135	X	Z437	X	PI07	P522				3	2								
			OPLO	X	BZ50	X	X	6035	X	EM14			1	2	1							
		Loading Zone	VT25	ICON	1DT5	X	X	CCKF	BMVV				4		1							
		2 Hour Parking	DFXA	X	X	X	X	BOYS	X	9132	X			2			1					
			IL25	HA53	X	X	FH11	1253	X	2AXC		E08Q	4	1	1							
			BWBA	4MLY	GR75	X	HOYA	V264	OMJO		UR23	73QX	7	1								
			LO5R	X	5256	X	7874	2RAF	NT78	X	X		2	2	1							
			CA29	X	VM20	X	X	F417	AYXB	X	X	X	1	1	1	1						
			N965	76KB	HMH3	X	X	MB36	BZKP	7670	X	X	4		2							
			GN4	VA23	X	X	X	8MDT	EN52	175E	X	X	3		1	1						
			XL46	YV83	WW08	X	5RRD	X	X	HA25	X	X	2	1	2							
			8819	X	JJFN	X		9086	X	V432	X	1QYV	1	4								
			49LN	LM96	98WT	X	08JM	ABT2	MBBC	5698	X	AURA	6	2								
			MBLN	8742	CCAM	OHRF	X	X	X	9558	X		3	1		1						
			MBCH	X	X	5002	X	JI5X	P567	2XNH	X		2	2	1							
			ERD3	X	O8E5	Q263	ARGP	AD78	NK09	X	X		4	1	1							
			B820	X	AFFE	262	526	QC88	9975	X	ND80	X	4	3								
			DF05	AH85	BKXM	X	X	ABNY	X		AR97	X	2	2	1							
			8888	X	5JBV	X	X	X	GB72		BETN	X	1	2		1						
			H662	X	X	X	X	4PMT	X	1525	TX74	X	X	1	1	1	1						
			VQ73	R419	77MU	95AC	X	61DU	X	BJGJ	X		3	3								
			K14T	AGKL	X	X	X	BLBV		ABZ7	1RFD	X	3	1		1						
			FK16	523X	X	DN51	X	XN10	X	CCAZ	X		1	4								
9N TO	N	Pay to Park	YI51	HK33	X	1030	X	IR4R	X	X			1	2	1							
				IL02	X	8KQE	H662	LU34	ZH42				4	1								
			6064	LL62	AVVH	X	X	6546	X				2	1	1							
			6600	2BVA	MK01	X	X	5593	B2HM		AZYB	X	4	1	1							
				5267	X	X	X	QEEP	BADC	1AMD	X		2	1		1						
			54BH	X	X	A355	X	X	X						1	1						
			8115	X	X	NK61	BTTD	X	Q263	X			1	2	1							
			LN35	BJK2	24FB	X	X	IGIB	X	87WQ		FE42	4	1	1							
			P522	1896	BJKZ	X	X		HB10	X	X		2		2							
		Loading Zone		8932	JW42	X	X	X			418B	X	1	1		1						
			1452	ICON	X	X		CM71	X		X	X	1	2	1							

			P333	BUXW	6372	V399	X	WM33	9615	I263		8NJT	7	1								
		30 Minutes Parking	AJCM	UK77	571W	P198	X	DCOM	RP76		WV04	X	5	2								
			AMDA	KN21	BJDB	TI89	9AHF	RA26	1VBT		58AQ		8									
				5NQK	KN71	A4XB	X	18IM	X	X	X		2	1		1						
		Loading Zone		5FGD	T777					QP80	X	X	2		1							
			CCKE	3XEL				MU5D	MILY	MILY	X495	X	5	1								
		2 Hour Parking	HJTG	E950	5989	JU38	X	7892	MU50	094I	B299	X	6	2								
			BVCD	KOLY	9867	WQ17	X	709N	55UF	X		P911	5	2								
			GYTR	AVTB	77IP	6086	X	OP90	DBJU	74KL	IK43	FY01	8	1								
		OCCUPANCY:	*43*	*48*	*46*	*46*	*44*	*45*	*45*	*32*	*33*	*25*	140	68	27	10	2	0	0	0	0	0

Sunrise Ave btwn N County Rd to Bradley Pl

Segment	Side	Restriction	Time										Duration									
			11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	8:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS
10S TO	S	1 Hr Parking 9am to 6pm		CCMK						BXWD	QQ03	NK09	4									
			GBVV							13ZA	X	X	1		1							
					4NKU		ADBX	X	X	BDZ0	X	XI12	2	1	1							
			XV63		AK92	DHTX		2FAQ	X	X	X	X	3				1					
			3XST	X	X	X	X	X	X	X	X	X										1
				ABRB	AYXV				UM09	X	X	X	2			1						
					H4QN	QI92		4751	8694	AEKS	X	RR99	5	1								
				BUGP	99Q5		57ED	X	X	X	X	X	2					1				
				7840	6235	9662	0X5X	055X	X	X	X	X	4				1					
			10MC	76KB				8RRL	X	X	X	X	2				1					
			5781	AV77	X	X	X	X	691R	X	KIEL	8073	3	1			1					
				301K	GOYZ		03ND	Z710	X	X	X	X	3				1					
				74JK	X	X	X	X	X	X	X	X									1	
			5710	X	X	X	X	X	X	X	X	VT14	1								1	
				XZ90	X	265F	X	X	X	X	AWII	X		2			1					
					35AU	X	X	3396	X	X	R5IN	X		1	2							
		Mortorcycle Parking	9649				QE65	345D	X	7374	X	54MY	3	2								
		1 Hr Parking 9am to 6pm	H297	QZ	QZ26	ID97						NG3V	5									
			WY85	X	CK02	W135							2	1								
			6562	X	7878	X					XZ36		1	2								
		Compact Cars		TB07	X				CM98	X	AZLX	7EZV	2	2								
		1 Hr Parking 9am to 6pm	P229	41MH	X	X	ZI58		3944	X	GW10	X	2	2	1							
			IAZO	X					EW69	X	34TX		1	2								
			6PXH	X	ABKD	5CEL			5H88	X	CW64	X	2	3								
			BXW5	X	X	7UGR			5125		5554	LL63	4		1							
			4WW5	XY91	PI89				PA37	X	02VF	X	3	2								
				412D	X				QC33	X	X	X		1		1						
			58YK					90CY	X	X	X	X	1				1					

			ORWE	1HTF	DHTX		22TN	IA20	X	X	X	X	4				1					
			JHK1						GF75	X	2QRB	X	1	2								
						WF28	132A	X	ADBX	X	X	X	1	1		1						
						BI5D	DJ56	X	X	X	X	X	1					1					
			HZ97	1386	6551		IP6K	3210	V424	X	NC82	X	5	2								
					QT22	J238							2									
			APUH	X		5CEL		AA75	8HTS				3	1								
							GYO3	X	X	X	X	X						1				
					8544	X	ABIN	X	X	X	X	X		1				1				
			GP29	PI89	X	I7VT	ZNPT	X	X	X	X	X	2	1				1				
				44HV	7064	X	X	X		X	FK53	X	2	1		1						
					DIKN		90GH	X	X	X	X	X	1					1				
10N TO	N	1 Hr Parking 9am to 6pm	VY45	X	64AZ	X	X	X	X	X	X	X		1						1		
			5G78	X			TY05	X	X	ZB50	X	X		1	2							
									9PBU	X	X	2RKM	1		1							
			NE78	ZZ58	X249	B7ER	7UCB	X	57PC	BLBL	265F	X	6	2								
			301K	29NH	A55K		XY39	X	WY85	X	X	X	3	1		1						
			AZ52	X		YR10		80BW	B7EB	PA73	X	83QD	4	2								
			GT86	X		AGBC		LD97	X	X	X	X	1	1			1					
			4YIH	X	X	X		79GF	2020	51HF	X	DIMG	3	1		1						
			LD97	MM45	5452	QZ26	X	X	X	X	X	XJ84	4					1				
			SB56	90B5	PU82		364F	X	X	4XBR	X	MP29	4	1	1							
			HZ17	XM93	X	Y547	10P3		RX34	AZMP	X	X	4	1	1							
			8UBZ	X	9UBZ		7268	X	TC76	TXC76	23AU	X	3	3								
			BA39	X	X	X	X	X	X	X	X	X										1
				AUHA	X	1IIZ	YD39		Z966		8621	SJ44	5	1								
			YC39	UX87	TE78	6559	IACK		TWKJ	X	PA46	X	5	2								
		Handicap	KZ4Y	CBLA	X				J107	X			1	2								
		OCCUPANCY:	***35***	***41***	***41***	***32***	***32***	***36***	***49***	***49***	***51***	***50***	124	51	11	6	9	7	0	1	2	2

Prepared by National Data & Surveying Services

Parking Study

Project: 23-140150 **City:** Palm Beach, FL

Duration		0 - 1 HRS	1 - 2 HRS	2 - 3 HRS	3 - 4 HRS	4 - 5 HRS	5 - 6 HRS	6 - 7 HRS	7 - 8 HRS	8 - 9 HRS	9 - 10 HRS
Saturday	Number of Vehicles	790	337	110	47	18	10	7	2	4	4
	Percentage of total	59.44%	25.36%	8.28%	3.54%	1.35%	0.75%	0.53%	0.15%	0.30%	0.30%

APPENDIX G

Collected Valet Parking Data
Valet Parking Agreements
Valet Parking & Permit Application

RESTAURANT LOCATION #1
Meat Market Steakhouse

Prepared by National Data & Surveying Services

Snapshot Queue

Location: Meat Market 191 Bradley Pl S/O Seminole Ave
City: Palm Beach, FL

Time	Vehicles in Queue	
	Weekend (4/15/2023)	Weekday (4/17/2023)
5:00 PM		
5:01 PM		
5:02 PM		
5:03 PM		
5:04 PM		
5:05 PM		
5:06 PM		
5:07 PM	2	
5:08 PM	1	
5:09 PM	1	
5:10 PM	1	
5:11 PM		
5:12 PM		
5:13 PM	1	
5:14 PM		
5:15 PM	2	
5:16 PM	1	
5:17 PM		
5:18 PM		
5:19 PM		
5:20 PM		
5:21 PM		
5:22 PM		
5:23 PM		
5:24 PM		
5:25 PM		
5:26 PM	1	1
5:27 PM	1	1
5:28 PM	1	
5:29 PM		
5:30 PM		
5:31 PM		
5:32 PM		
5:33 PM	2	
5:34 PM	1	

5:35 PM	1	
5:36 PM		
5:37 PM		
5:38 PM		
5:39 PM	1	
5:40 PM		
5:41 PM		
5:42 PM	1	
5:43 PM	1	
5:44 PM	2	
5:45 PM		
5:46 PM		
5:47 PM		
5:48 PM		
5:49 PM	2	
5:50 PM	2	
5:51 PM	3	
5:52 PM	1	
5:53 PM	1	
5:54 PM	2	
5:55 PM		
5:56 PM	1	
5:57 PM	1	1
5:58 PM		
5:59 PM		
6:00 PM		
6:01 PM		
6:02 PM		
6:03 PM	1	
6:04 PM	1	
6:05 PM	2	
6:06 PM	1	
6:07 PM	1	
6:08 PM	1	
6:09 PM	1	
6:10 PM		
6:11 PM		
6:12 PM		
6:13 PM		
6:14 PM	1	1
6:15 PM	1	1
6:16 PM		1
6:17 PM		2

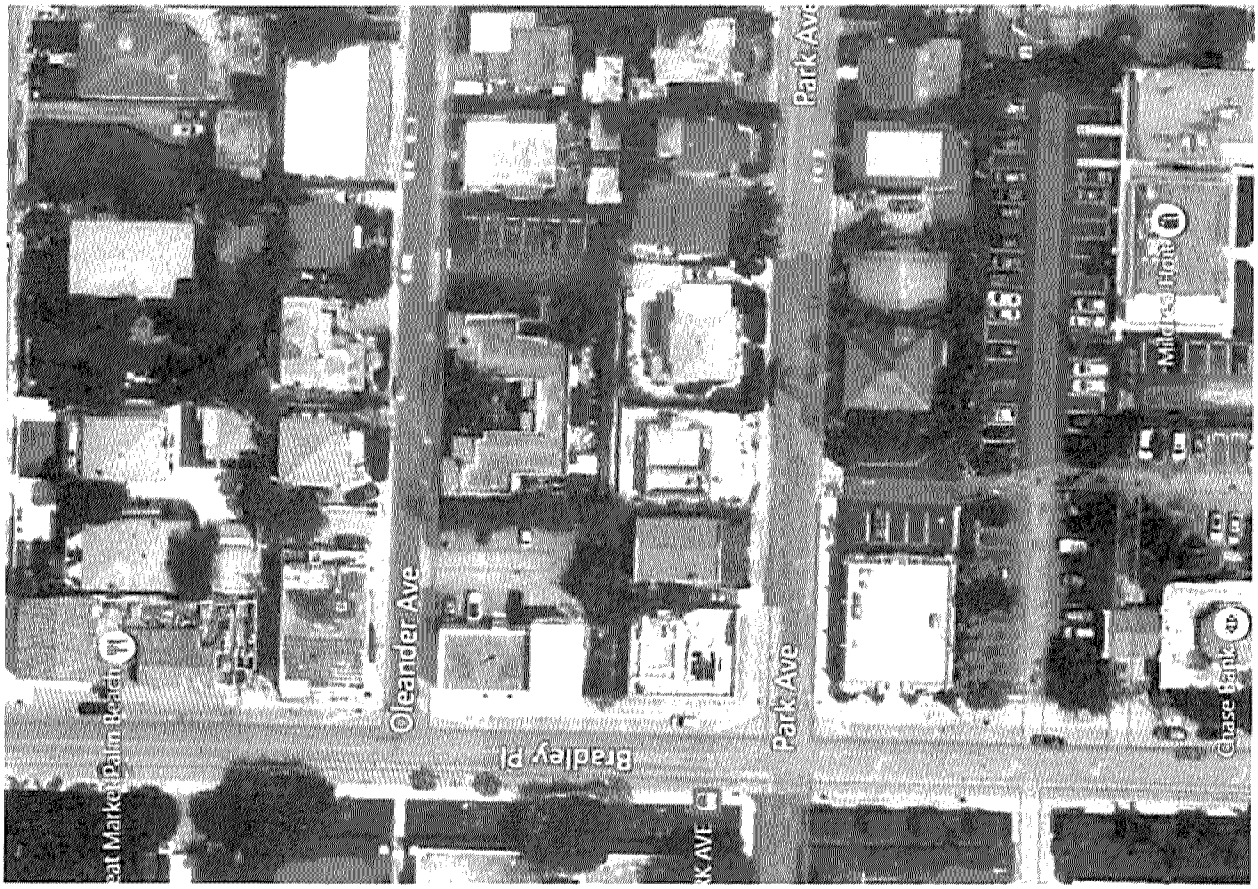
6:18 PM		1
6:19 PM	1	1
6:20 PM	1	1
6:21 PM		
6:22 PM		
6:23 PM		
6:24 PM	2	
6:25 PM	1	1
6:26 PM		
6:27 PM		
6:28 PM		
6:29 PM		
6:30 PM		
6:31 PM	1	
6:32 PM	1	
6:33 PM	1	
6:34 PM	1	
6:35 PM	2	
6:36 PM		
6:37 PM	1	
6:38 PM	1	
6:39 PM	1	
6:40 PM	1	
6:41 PM	1	
6:42 PM	1	
6:43 PM	2	
6:44 PM	4	4
6:45 PM	3	3
6:46 PM	3	3
6:47 PM	2	2
6:48 PM	1	1
6:49 PM	1	1
6:50 PM	1	2
6:51 PM	1	1
6:52 PM		1
6:53 PM		1
6:54 PM	1	
6:55 PM	2	1
6:56 PM	3	
6:57 PM	2	
6:58 PM	2	1
6:59 PM	4	1
7:00 PM	5	

7:01 PM	7	
7:02 PM	5	1
7:03 PM	3	
7:04 PM	3	
7:05 PM	4	
7:06 PM	1	
7:07 PM	1	1
7:08 PM	1	1
7:09 PM	1	1
7:10 PM		1
7:11 PM		1
7:12 PM		1
7:13 PM		2
7:14 PM		1
7:15 PM	1	2
7:16 PM	1	2
7:17 PM	1	2
7:18 PM	1	1
7:19 PM	1	
7:20 PM		
7:21 PM		
7:22 PM	1	
7:23 PM	1	
7:24 PM	2	
7:25 PM	1	
7:26 PM	1	
7:27 PM	1	
7:28 PM	1	
7:29 PM	2	
7:30 PM	1	
7:31 PM	1	
7:32 PM	2	1
7:33 PM	1	
7:34 PM	1	
7:35 PM	2	
7:36 PM		
7:37 PM	1	1
7:38 PM	1	1
7:39 PM	1	
7:40 PM	3	
7:41 PM	2	
7:42 PM	3	
7:43 PM	2	2

7:44 PM	2	2
7:45 PM	2	1
7:46 PM	3	
7:47 PM	3	
7:48 PM	2	
7:49 PM	3	
7:50 PM	1	
7:51 PM		
7:52 PM		
7:53 PM	1	
7:54 PM	1	
7:55 PM		
7:56 PM	1	1
7:57 PM		
7:58 PM		
7:59 PM	1	
8:00 PM		
8:01 PM	2	
8:02 PM	2	
8:03 PM	1	
8:04 PM	1	
8:05 PM		
8:06 PM	1	
8:07 PM	2	
8:08 PM	3	
8:09 PM	3	
8:10 PM		
8:11 PM		
8:12 PM		
8:13 PM		
8:14 PM	1	
8:15 PM	1	
8:16 PM	1	
8:17 PM		
8:18 PM	1	
8:19 PM	1	
8:20 PM	2	
8:21 PM	1	
8:22 PM	1	
8:23 PM		
8:24 PM	2	
8:25 PM		
8:26 PM		

8:27 PM		
8:28 PM	2	
8:29 PM	1	
8:30 PM	1	
8:31 PM		
8:32 PM	1	
8:33 PM	1	
8:34 PM	1	
8:35 PM	1	
8:36 PM		
8:37 PM		
8:38 PM	1	
8:39 PM	1	
8:40 PM		
8:41 PM	2	
8:42 PM	2	
8:43 PM	1	
8:44 PM	1	
8:45 PM		
8:46 PM	1	
8:47 PM		
8:48 PM		
8:49 PM		
8:50 PM	1	
8:51 PM		
8:52 PM	1	
8:53 PM	1	
8:54 PM		
8:55 PM		
8:56 PM		
8:57 PM	1	
8:58 PM	1	
8:59 PM	1	
Totals	229	60

- Biltmore Galleria Parking
- Available Street in front of restaurant



RESTAURANT LOCATION #2
Echo Palm Beach

Prepared by National Data & Surveying Services

Snapshot Queue

Location: Echo-230A Sunrise Ave S/O Sunrise Ave
City: Palm Beach, FL

Time	Vehicles in Queue	
	Weekend (4/15/2023)	Weekday (4/17/2023)
5:00 PM		
5:01 PM		
5:02 PM		1
5:03 PM	1	
5:04 PM	1	
5:05 PM		1
5:06 PM	1	
5:07 PM	1	
5:08 PM	1	
5:09 PM	2	
5:10 PM	1	
5:11 PM	1	
5:12 PM	1	1
5:13 PM	1	
5:14 PM	1	
5:15 PM	1	
5:16 PM	1	1
5:17 PM	1	
5:18 PM		1
5:19 PM	1	
5:20 PM	2	
5:21 PM	2	
5:22 PM	2	
5:23 PM	1	
5:24 PM		
5:25 PM		
5:26 PM		
5:27 PM		1
5:28 PM	1	
5:29 PM	2	
5:30 PM	2	
5:31 PM		
5:32 PM		1
5:33 PM		
5:34 PM		
5:35 PM		1
5:36 PM		
5:37 PM	1	
5:38 PM	1	
5:39 PM		
5:40 PM	1	
5:41 PM		
5:42 PM		
5:43 PM		
5:44 PM		
5:45 PM		
5:46 PM		1
5:47 PM	2	
5:48 PM	1	1
5:49 PM		
5:50 PM		
5:51 PM		1
5:52 PM	1	
5:53 PM		1
5:54 PM		
5:55 PM		

*Parking Lot Behind Restaurant
*Entrance by left hand side of Restaurant while parking is on right hand side
*one civilian (local) said side parking too big

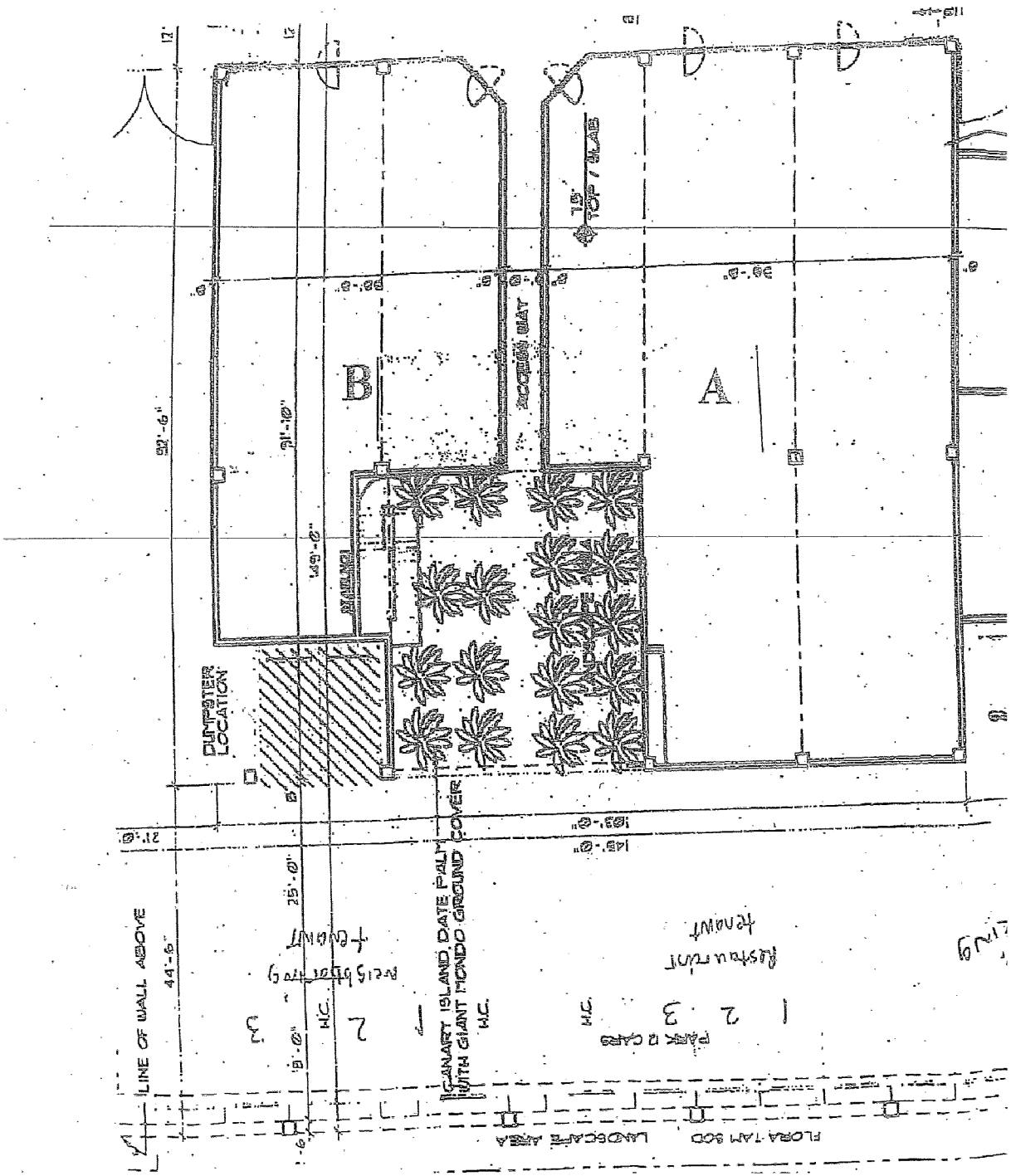
5:56 PM	1	
5:57 PM		
5:58 PM	1	
5:59 PM		1
6:00 PM		1
6:01 PM		1
6:02 PM		
6:03 PM		
6:04 PM		
6:05 PM	1	
6:06 PM	1	
6:07 PM		
6:08 PM		
6:09 PM		
6:10 PM		1
6:11 PM		1
6:12 PM		
6:13 PM	1	
6:14 PM	1	
6:15 PM	2	
6:16 PM	1	
6:17 PM		
6:18 PM		
6:19 PM		
6:20 PM		
6:21 PM		
6:22 PM		1
6:23 PM		
6:24 PM		
6:25 PM		
6:26 PM		1
6:27 PM		
6:28 PM		
6:29 PM		
6:30 PM		
6:31 PM		
6:32 PM		1
6:33 PM		
6:34 PM	1	1
6:35 PM		
6:36 PM		
6:37 PM		
6:38 PM		
6:39 PM		
6:40 PM		
6:41 PM		
6:42 PM	3	
6:43 PM	4	
6:44 PM	4	
6:45 PM	6	1
6:46 PM	4	
6:47 PM	3	
6:48 PM	4	
6:49 PM	3	
6:50 PM	3	1
6:51 PM	3	
6:52 PM	2	
6:53 PM	1	
6:54 PM	1	
6:55 PM	1	
6:56 PM		
6:57 PM		
6:58 PM	1	1
6:59 PM	1	

7:00 PM	1	1
7:01 PM	1	1
7:02 PM	1	
7:03 PM	1	
7:04 PM		
7:05 PM		1
7:06 PM	1	
7:07 PM	1	
7:08 PM	2	
7:09 PM	1	
7:10 PM	1	
7:11 PM		
7:12 PM		
7:13 PM		
7:14 PM		
7:15 PM		
7:16 PM	1	
7:17 PM	1	
7:18 PM	1	
7:19 PM		
7:20 PM	2	
7:21 PM	2	
7:22 PM		
7:23 PM		1
7:24 PM	3	
7:25 PM	2	1
7:26 PM		
7:27 PM	1	
7:28 PM	1	
7:29 PM		
7:30 PM	1	
7:31 PM	2	
7:32 PM	1	
7:33 PM		
7:34 PM		
7:35 PM		
7:36 PM		
7:37 PM	1	
7:38 PM		
7:39 PM	1	
7:40 PM	2	
7:41 PM	2	
7:42 PM	1	
7:43 PM		
7:44 PM		
7:45 PM	1	1
7:46 PM		
7:47 PM	1	
7:48 PM		
7:49 PM		
7:50 PM		
7:51 PM		
7:52 PM		1
7:53 PM		
7:54 PM		
7:55 PM	1	
7:56 PM		
7:57 PM		
7:58 PM		
7:59 PM		
8:00 PM		
8:01 PM		
8:02 PM	1	
8:03 PM	1	

8:04 PM		
8:05 PM	1	
8:06 PM		
8:07 PM		
8:08 PM		
8:09 PM		
8:10 PM	1	
8:11 PM		
8:12 PM		
8:13 PM		
8:14 PM		
8:15 PM		
8:16 PM		
8:17 PM	1	
8:18 PM	2	
8:19 PM		
8:20 PM	1	
8:21 PM		
8:22 PM		
8:23 PM		
8:24 PM		
8:25 PM		
8:26 PM		
8:27 PM		
8:28 PM		
8:29 PM	1	
8:30 PM		
8:31 PM		
8:32 PM		
8:33 PM		
8:34 PM	1	
8:35 PM		
8:36 PM		
8:37 PM		
8:38 PM		
8:39 PM	1	
8:40 PM	1	
8:41 PM	1	
8:42 PM	1	
8:43 PM	1	
8:44 PM	1	
8:45 PM		
8:46 PM		
8:47 PM	1	
8:48 PM	1	
8:49 PM		
8:50 PM		
8:51 PM		
8:52 PM		
8:53 PM		
8:54 PM		
8:55 PM		
8:56 PM		
8:57 PM		
8:58 PM	1	
8:59 PM		
Totals	146	31

EXHIBIT "E"

PARKING ALLOCATION



Lessee has dealt in connection with the Premises or this Lease.

Lessor represents and warrants that it neither consulted nor negotiated with any broker or finder with respect to the Premises other than as may be listed in Summary paragraph 12 (hereinafter referred to as the "Broker"). Lessor agrees to indemnify, defend and save Lessee harmless from and against any claims for fees or commissions from anyone, other than Broker, with whom Lessor has dealt in connection with the Premise's or this Lease.

34. **PARKING:**

(A) For and in consideration of the Fixed Annual Rent, Lessee and its employees, agents and invitees shall be permitted to utilize collectively the following parking spaces at the Property: (1) During the daytime hours (7:00 a.m. - 5:59 p.m.), Lessee shall be provided with the exclusive use of the four (4) parking spaces immediately behind the Premises, the non-exclusive use of the three (3) handicapped spaces immediately behind the Premises, and the non-exclusive use of all other parking spaces, except for (i) the three (3) parking spaces identified on Exhibit "E" that are exclusively for the benefit of the tenant of Suite B of the Building, (ii) the twelve (12) parking spaces reserved for the Palm Beach Hotel Condominium, and (iii) one (1) space on the ground floor for the benefit of Lessor; and (2) During the evening hours (6:00 p.m. through 6:59 a.m.), Lessee shall have exclusive use of all parking spaces at the Property except the twelve (12) parking spaces, identified on Exhibit "E" that are reserved for the exclusive use of the Palm Beach Hotel Condominium and the one (1) ground floor space for the Lessor. The use of the parking spaces on the Property by Lessee and its employees, agents and invitees shall be subject to any Rule and Regulation applicable thereto. Lessor reserves the right to implement a system to monitor compliance with parking rules.

(B) Lessee recognizes that (i) the tenant of Suite B of the Building has the exclusive use of three (3) parking spaces located directly behind the Suite B of the Building, during the daytime (7:00 a.m. - 5:59 p.m.), (ii) twelve (12) tenants of the Palm Beach Hotel Condominium and their invitees shall have exclusive use of twelve (12) parking spaces on the top floor of the parking garage all day, and (iii) Lessor shall have the right to use one ground floor space all day. Lessee shall have the right to license to others the use of Lessee's exclusive parking spaces during the evening hours and to derive such revenue therefrom as is possible; provided, however, that Lessee shall not permit any such licensing if or to the extent that it would or may create a problem with the Town of Palm Beach or otherwise regarding parking for the Building.

35. **ENVIRONMENTAL:**

(A) The Premises shall at all times be operated by Lessee in compliance with all applicable federal, state and local environmental, health and safety laws and regulations and local ordinances now in force or that may hereafter be in force, pertaining to the Premises or the Lessee's use thereof, and all permits, required thereunder have been obtained and complied with in all respects.

(B) There will be no releases, spills, discharges, leaks or disposal (collectively

RESTAURANT LOCATION #3
Palm Beach Catch

Prepared by National Data & Surveying Services

Snapshot Queue

Location: PB Catch-251 Sunrise Ave N/O Sunrise Ave
City: Palm Beach, FL

Time	Vehicles in Queue	
	Weekend (4/15/2023)	Weekday (4/17/2023)
5:00 PM		
5:01 PM		
5:02 PM		
5:03 PM		
5:04 PM		
5:05 PM		
5:06 PM		
5:07 PM		
5:08 PM		
5:09 PM		
5:10 PM		
5:11 PM	1	
5:12 PM		
5:13 PM		
5:14 PM		
5:15 PM		
5:16 PM		
5:17 PM		
5:18 PM		
5:19 PM		
5:20 PM	1	
5:21 PM		
5:22 PM		
5:23 PM		
5:24 PM		
5:25 PM		
5:26 PM		
5:27 PM	1	
5:28 PM	1	
5:29 PM	1	
5:30 PM		
5:31 PM		
5:32 PM	1	
5:33 PM		
5:34 PM		
5:35 PM		
5:36 PM		
5:37 PM		
5:38 PM		
5:39 PM		
5:40 PM		
5:41 PM		1
5:42 PM		
5:43 PM		
5:44 PM		
5:45 PM	1	
5:46 PM	1	

They used bank for parking while some parked on street

Valed Started Operation

5:47 PM	1	
5:48 PM		
5:49 PM		
5:50 PM		
5:51 PM		
5:52 PM	1	
5:53 PM		
5:54 PM	1	
5:55 PM		1
5:56 PM		
5:57 PM		
5:58 PM		
5:59 PM		1
6:00 PM		
6:01 PM		
6:02 PM		
6:03 PM		
6:04 PM		
6:05 PM	1	
6:06 PM		1
6:07 PM		
6:08 PM		
6:09 PM		
6:10 PM		
6:11 PM	1	1
6:12 PM		
6:13 PM		
6:14 PM		
6:15 PM		
6:16 PM		
6:17 PM		
6:18 PM		
6:19 PM		
6:20 PM		
6:21 PM		
6:22 PM		
6:23 PM	1	
6:24 PM		
6:25 PM		
6:26 PM		
6:27 PM		
6:28 PM	1	
6:29 PM		
6:30 PM		
6:31 PM		
6:32 PM		
6:33 PM		1
6:34 PM		
6:35 PM		
6:36 PM		
6:37 PM		
6:38 PM		
6:39 PM		
6:40 PM		
6:41 PM		

6:42 PM	2	
6:43 PM	1	1
6:44 PM		1
6:45 PM	1	
6:46 PM	2	
6:47 PM	1	
6:48 PM	1	
6:49 PM		1
6:50 PM		1
6:51 PM		
6:52 PM		
6:53 PM		1
6:54 PM		1
6:55 PM		
6:56 PM		
6:57 PM		
6:58 PM	2	
6:59 PM	1	
7:00 PM	2	
7:01 PM	1	1
7:02 PM	2	
7:03 PM	1	
7:04 PM		
7:05 PM		
7:06 PM		
7:07 PM		
7:08 PM		
7:09 PM		
7:10 PM		
7:11 PM		
7:12 PM		1
7:13 PM		
7:14 PM		
7:15 PM		
7:16 PM		
7:17 PM		
7:18 PM		
7:19 PM		
7:20 PM		
7:21 PM		
7:22 PM	1	
7:23 PM		
7:24 PM		
7:25 PM		1
7:26 PM	1	
7:27 PM		
7:28 PM	1	1
7:29 PM		
7:30 PM		
7:31 PM		
7:32 PM		
7:33 PM		
7:34 PM		1
7:35 PM		
7:36 PM		

7:37 PM	1	
7:38 PM	1	
7:39 PM	1	
7:40 PM	3	
7:41 PM	2	1
7:42 PM	1	1
7:43 PM		
7:44 PM		
7:45 PM		
7:46 PM		1
7:47 PM		
7:48 PM		
7:49 PM		
7:50 PM		
7:51 PM	1	
7:52 PM	1	
7:53 PM	1	
7:54 PM	1	
7:55 PM	1	
7:56 PM		
7:57 PM		
7:58 PM		
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8:00 PM		
8:01 PM		
8:02 PM	1	
8:03 PM		
8:04 PM		
8:05 PM		
8:06 PM		
8:07 PM		
8:08 PM		
8:09 PM	1	
8:10 PM		
8:11 PM		
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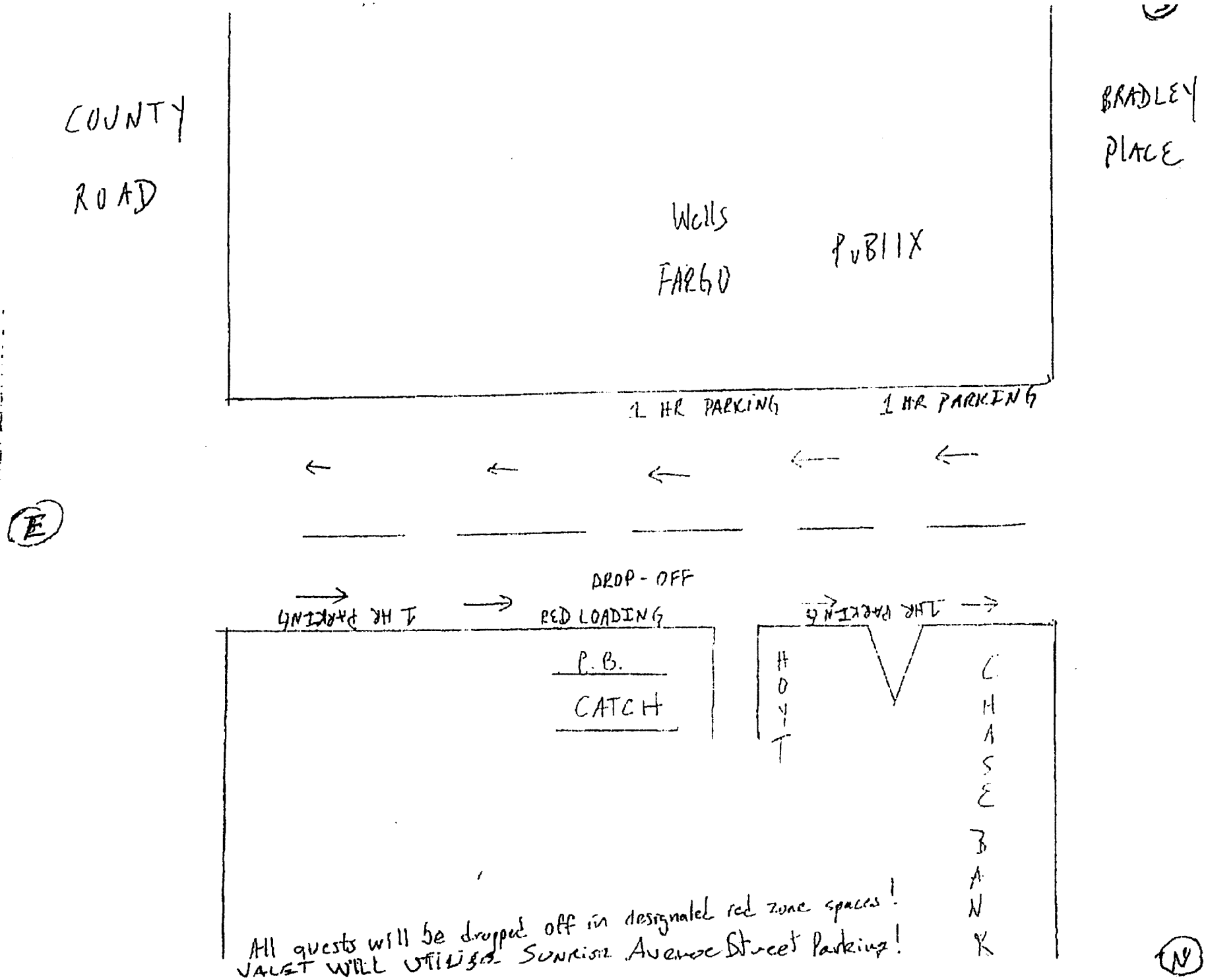
8:14 PM		
8:15 PM		
8:16 PM		
8:17 PM	1	
8:18 PM		
8:19 PM		
8:20 PM		
8:21 PM		
8:22 PM		
8:23 PM	2	
8:24 PM	1	
8:25 PM		
8:26 PM		
8:27 PM		
8:28 PM		
8:29 PM		
8:30 PM		
8:31 PM		

8:32 PM		
8:33 PM	1	
8:34 PM		
8:35 PM		
8:36 PM		
8:37 PM		
8:38 PM		
8:39 PM		
8:40 PM		
8:41 PM	1	
8:42 PM		
8:43 PM		
8:44 PM		
8:45 PM		
8:46 PM	1	
8:47 PM		
8:48 PM		
8:49 PM		
8:50 PM		
8:51 PM		
8:52 PM	1	
8:53 PM		
8:54 PM	2	
8:55 PM	1	
8:56 PM		
8:57 PM		
8:58 PM	1	
8:59 PM		
Totals	63	20


COUNTY
ROAD
BRADLEY
PLACE
Wells
FARGO
PUBLIX
1 HR PARKING
1 HR PARKING
E
W
DROP - OFF
1 HR PARKING
RED LOADING
1 HR PARKING
P.B.
CATCH
HOYT
CHASE
BANK
All guests will be dropped off in designated red zone spaces!
VALET WILL UTILIZE SUNRISE AVENUE STREET PARKING!
N

RESTAURANT LOCATION #4
Lola 41

Prepared by National Data & Surveying Services

Snapshot Queue

Location: Lola 41-290 Sunset Ave E/O Bradley Pl

City: Palm Beach, FL

Time	Vehicles in Queue	
	Weekend (4/15/2023)	Weekday (4/17/2023)
5:00 PM		
5:01 PM		
5:02 PM		
5:03 PM		
5:04 PM		
5:05 PM		
5:06 PM		
5:07 PM		
5:08 PM		
5:09 PM		
5:10 PM		
5:11 PM		
5:12 PM		
5:13 PM		
5:14 PM	1	
5:15 PM		1
5:16 PM		1
5:17 PM		
5:18 PM		
5:19 PM		
5:20 PM	1	
5:21 PM		
5:22 PM		
5:23 PM		1
5:24 PM	1	
5:25 PM		
5:26 PM		
5:27 PM		
5:28 PM		
5:29 PM	1	
5:30 PM		
5:31 PM		
5:32 PM		
5:33 PM		
5:34 PM		

5:35 PM		1
5:36 PM		
5:37 PM		
5:38 PM		
5:39 PM		
5:40 PM		
5:41 PM		1
5:42 PM		
5:43 PM		
5:44 PM		
5:45 PM		
5:46 PM		
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5:48 PM		1
5:49 PM		
5:50 PM		
5:51 PM	3	
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5:53 PM		
5:54 PM	2	
5:55 PM		
5:56 PM	1	
5:57 PM	1	
5:58 PM		1
5:59 PM		
6:00 PM		
6:01 PM		
6:02 PM		1
6:03 PM		1
6:04 PM		
6:05 PM	1	1
6:06 PM	1	
6:07 PM	1	
6:08 PM	2	
6:09 PM	1	
6:10 PM		
6:11 PM	1	
6:12 PM	3	
6:13 PM	2	
6:14 PM	3	
6:15 PM	1	
6:16 PM		
6:17 PM		

6:18 PM		1
6:19 PM		
6:20 PM		
6:21 PM		
6:22 PM		
6:23 PM		
6:24 PM		1
6:25 PM	2	
6:26 PM		
6:27 PM		
6:28 PM	1	
6:29 PM		1
6:30 PM	3	
6:31 PM	4	
6:32 PM	3	
6:33 PM	3	
6:34 PM	4	
6:35 PM	3	
6:36 PM	1	
6:37 PM		
6:38 PM		
6:39 PM	1	
6:40 PM	1	
6:41 PM		
6:42 PM		
6:43 PM	1	
6:44 PM		
6:45 PM		
6:46 PM	1	
6:47 PM		
6:48 PM		
6:49 PM		1
6:50 PM		1
6:51 PM		
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6:55 PM	2	
6:56 PM		
6:57 PM		1
6:58 PM		1
6:59 PM		1
7:00 PM	1	

7:01 PM	2	
7:02 PM	2	1
7:03 PM	2	
7:04 PM	2	
7:05 PM	2	
7:06 PM	1	
7:07 PM	1	
7:08 PM	1	
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7:11 PM	1	
7:12 PM		
7:13 PM		
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7:23 PM	1	1
7:24 PM	1	
7:25 PM	1	
7:26 PM	2	
7:27 PM	2	
7:28 PM	2	
7:29 PM		2
7:30 PM	2	2
7:31 PM	1	2
7:32 PM	1	1
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7:35 PM	2	1
7:36 PM	3	1
7:37 PM	3	
7:38 PM	2	
7:39 PM	1	1
7:40 PM	1	
7:41 PM	1	
7:42 PM	3	
7:43 PM	3	

7:44 PM	2	
7:45 PM	2	
7:46 PM	1	1
7:47 PM	1	1
7:48 PM	1	1
7:49 PM	1	
7:50 PM		1
7:51 PM	1	
7:52 PM	2	
7:53 PM	2	
7:54 PM	1	
7:55 PM	2	
7:56 PM	2	
7:57 PM	2	
7:58 PM	3	
7:59 PM	1	
8:00 PM	2	
8:01 PM	1	
8:02 PM		
8:03 PM	1	
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8:08 PM		
8:09 PM	1	
8:10 PM	1	
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8:12 PM	1	
8:13 PM	1	
8:14 PM	1	
8:15 PM	2	
8:16 PM	2	
8:17 PM	2	
8:18 PM	2	
8:19 PM		
8:20 PM	1	
8:21 PM		
8:22 PM	1	
8:23 PM	1	
8:24 PM	1	
8:25 PM	2	
8:26 PM	2	

8:27 PM	2	
8:28 PM		
8:29 PM		
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8:32 PM	1	
8:33 PM	2	
8:34 PM	2	
8:35 PM		
8:36 PM	1	
8:37 PM	1	
8:38 PM	1	
8:39 PM	1	
8:40 PM		
8:41 PM	2	
8:42 PM	4	
8:43 PM		
8:44 PM		
8:45 PM	1	
8:46 PM	1	
8:47 PM	2	
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8:49 PM	1	
8:50 PM	1	
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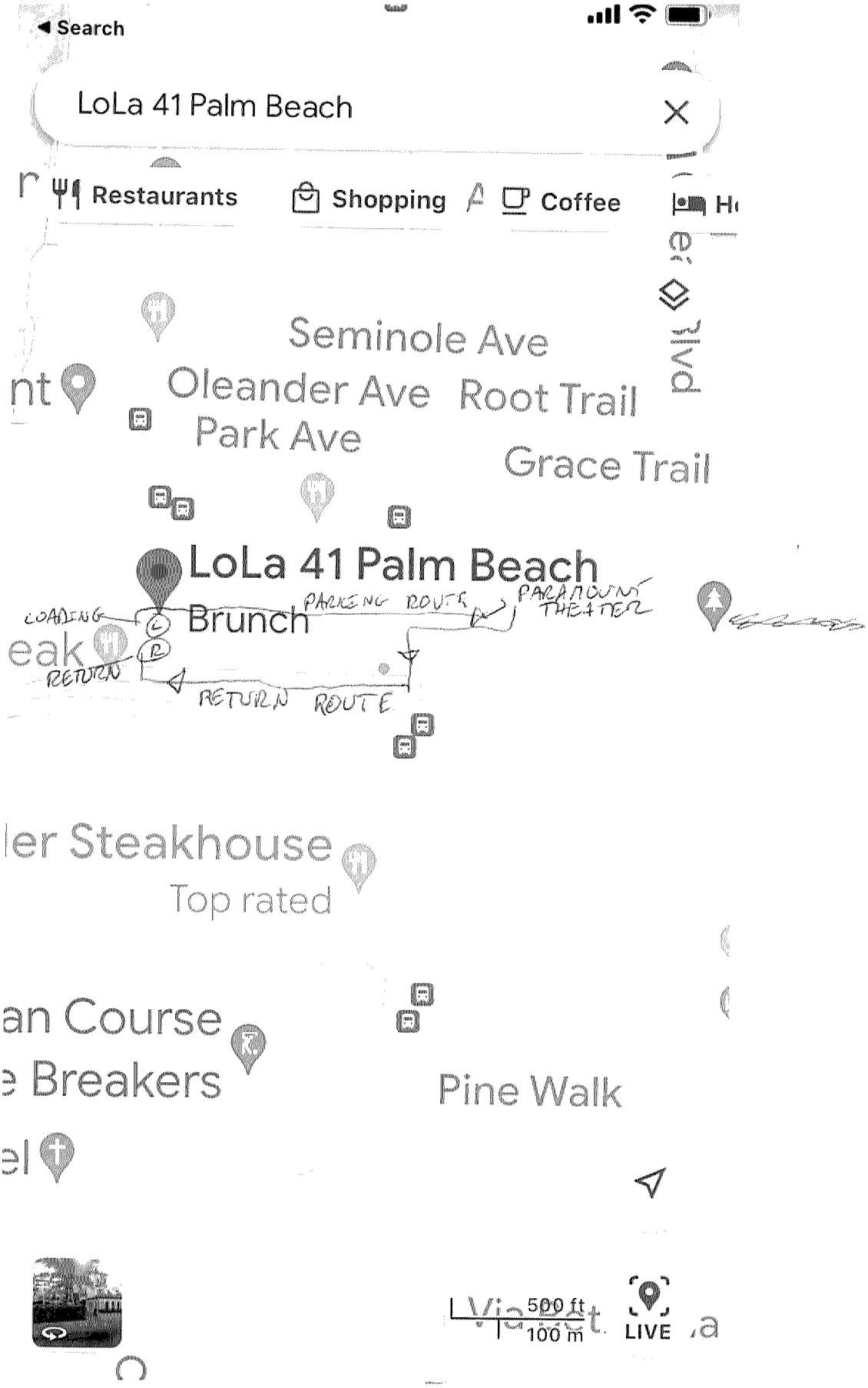
8:52 PM	1	
8:53 PM		
8:54 PM		
8:55 PM	1	
8:56 PM		
8:57 PM	1	
8:58 PM	1	
8:59 PM	1	
Totals	202	36



LoLa 41 Palm Beach

4.1 (180)

RESTAURANT LOCATION #5
Trevini

Prepared by National Data & Surveying Services

Snapshot Queue

Location: Trevini-223 Sunset Ave N/O Sunset Ave
City: Palm Beach, FL

Time	Vehicles in Queue	
	Weekend (4/15/2023)	Weekday (4/17/2023)
5:00 PM	1	
5:01 PM	2	
5:02 PM		
5:03 PM		
5:04 PM		
5:05 PM		
5:06 PM		
5:07 PM		
5:08 PM	1	
5:09 PM		
5:10 PM		
5:11 PM		
5:12 PM		
5:13 PM	1	
5:14 PM		1
5:15 PM		1
5:16 PM		1
5:17 PM		
5:18 PM		
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5:21 PM		
5:22 PM		
5:23 PM		
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5:25 PM		
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5:27 PM	1	
5:28 PM		
5:29 PM		
5:30 PM		
5:31 PM		
5:32 PM		
5:33 PM	1	
5:34 PM		

5:35 PM		1
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5:37 PM		
5:38 PM		1
5:39 PM		
5:40 PM	1	
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6:08 PM		
6:09 PM		
6:10 PM		
6:11 PM		1
6:12 PM	1	
6:13 PM	1	1
6:14 PM	2	
6:15 PM		
6:16 PM		1
6:17 PM	1	2

6:18 PM	1	
6:19 PM	2	
6:20 PM		
6:21 PM	1	
6:22 PM	1	2
6:23 PM		1
6:24 PM		1
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6:27 PM	2	
6:28 PM		1
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6:31 PM	1	6
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6:43 PM	1	
6:44 PM		
6:45 PM		
6:46 PM	2	
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6:51 PM		3
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6:53 PM		3
6:54 PM		4
6:55 PM	2	5
6:56 PM		6
6:57 PM	3	5
6:58 PM		6
6:59 PM	2	7
7:00 PM		8

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7:02 PM	1	5
7:03 PM	2	6
7:04 PM	2	5
7:05 PM	3	3
7:06 PM	1	4
7:07 PM		4
7:08 PM	1	5
7:09 PM	1	3
7:10 PM		3
7:11 PM	1	2
7:12 PM		1
7:13 PM		1
7:14 PM		1
7:15 PM		
7:16 PM		
7:17 PM	1	1
7:18 PM	1	
7:19 PM		
7:20 PM		
7:21 PM		
7:22 PM		
7:23 PM		
7:24 PM		2
7:25 PM		
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7:30 PM	1	1
7:31 PM	1	
7:32 PM		
7:33 PM		
7:34 PM		
7:35 PM		1
7:36 PM		
7:37 PM	1	
7:38 PM		
7:39 PM		
7:40 PM		4
7:41 PM		
7:42 PM	3	
7:43 PM	1	

7:44 PM		
7:45 PM	1	
7:46 PM		
7:47 PM		
7:48 PM	2	
7:49 PM		
7:50 PM		
7:51 PM		
7:52 PM		
7:53 PM	1	
7:54 PM		
7:55 PM		
7:56 PM		
7:57 PM		
7:58 PM		
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8:00 PM		
8:01 PM		
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8:08 PM		
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8:29 PM	3	
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8:31 PM		
8:32 PM		
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8:43 PM		
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8:45 PM		
8:46 PM		
8:47 PM		
8:48 PM		
8:49 PM		
8:50 PM		
8:51 PM		
8:52 PM		
8:53 PM		
8:54 PM		
8:55 PM	1	
8:56 PM	1	
8:57 PM	1	
8:58 PM	1	
8:59 PM	1	
Totals	101	175


CUSHMAN & WAKEFIELD
SPACE FOR LEASE
561 227 2060
223
TREVINI
VALET

RESTAURANT LOCATION #6
Cucina Palm Beach

Prepared by National Data & Surveying Services

Snapshot Queue

Location: Cucina-257 Royal Poinciana Way N/O Royal Poinciana Way
City: Palm Beach, FL

Time	Vehicles in Queue	
	Weekend (4/15/2023)	Weekday (4/21/2023)
5:00 PM		
5:01 PM		
5:02 PM		
5:03 PM		
5:04 PM		
5:05 PM		
5:06 PM		
5:07 PM		
5:08 PM		
5:09 PM		
5:10 PM		
5:11 PM		
5:12 PM		
5:13 PM		
5:14 PM		
5:15 PM		
5:16 PM		
5:17 PM		
5:18 PM		
5:19 PM		
5:20 PM		
5:21 PM		
5:22 PM		
5:23 PM		
5:24 PM		
5:25 PM		
5:26 PM		
5:27 PM		
5:28 PM		
5:29 PM		
5:30 PM		
5:31 PM		
5:32 PM		
5:33 PM		
5:34 PM		
5:35 PM		
5:36 PM		
5:37 PM		
5:38 PM		
5:39 PM		
5:40 PM		
5:41 PM		
5:42 PM		
5:43 PM		
5:44 PM		
5:45 PM		
5:46 PM		

Valet Started Operation

Client Parked on street in front of Restaurant
Valet Parking behind Restaurant

5:47 PM		
5:48 PM		
5:49 PM		
5:50 PM		
5:51 PM		
5:52 PM		
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5:54 PM		
5:55 PM		
5:56 PM		1
5:57 PM		
5:58 PM	1	
5:59 PM	1	
6:00 PM		
6:01 PM		
6:02 PM		
6:03 PM		1
6:04 PM		
6:05 PM		
6:06 PM		
6:07 PM		
6:08 PM		
6:09 PM		
6:10 PM	1	
6:11 PM		
6:12 PM		
6:13 PM		
6:14 PM		
6:15 PM		
6:16 PM	1	
6:17 PM		
6:18 PM		
6:19 PM		
6:20 PM		
6:21 PM		
6:22 PM		
6:23 PM		
6:24 PM		1
6:25 PM		
6:26 PM		
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6:28 PM		
6:29 PM		
6:30 PM		
6:31 PM	1	
6:32 PM		
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6:34 PM		
6:35 PM		
6:36 PM		
6:37 PM		
6:38 PM		
6:39 PM		1
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6:56 PM		
6:57 PM		
6:58 PM		1
6:59 PM		
7:00 PM		
7:01 PM		
7:02 PM		
7:03 PM		1
7:04 PM		
7:05 PM		
7:06 PM		
7:07 PM		
7:08 PM		
7:09 PM		
7:10 PM		
7:11 PM		
7:12 PM	1	
7:13 PM	1	
7:14 PM		
7:15 PM		
7:16 PM		
7:17 PM		
7:18 PM		
7:19 PM		
7:20 PM		
7:21 PM		
7:22 PM		1
7:23 PM		
7:24 PM		1
7:25 PM		
7:26 PM		
7:27 PM		
7:28 PM		
7:29 PM		
7:30 PM		
7:31 PM		
7:32 PM	1	
7:33 PM	1	
7:34 PM		
7:35 PM	1	
7:36 PM		

7:37 PM		
7:38 PM	1	
7:39 PM	1	
7:40 PM		
7:41 PM		
7:42 PM		1
7:43 PM		
7:44 PM		
7:45 PM		1
7:46 PM		
7:47 PM		
7:48 PM		1
7:49 PM		
7:50 PM	1	
7:51 PM	1	
7:52 PM		
7:53 PM		
7:54 PM		
7:55 PM		1
7:56 PM		
7:57 PM		1
7:58 PM		
7:59 PM		1
8:00 PM		
8:01 PM		
8:02 PM		
8:03 PM		
8:04 PM		
8:05 PM		
8:06 PM		
8:07 PM		
8:08 PM		
8:09 PM		
8:10 PM		
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8:12 PM		
8:13 PM		
8:14 PM		
8:15 PM		
8:16 PM		
8:17 PM		
8:18 PM		
8:19 PM		
8:20 PM		
8:21 PM		
8:22 PM		
8:23 PM		
8:24 PM		
8:25 PM	1	
8:26 PM	2	
8:27 PM		
8:28 PM		
8:29 PM		
8:30 PM		
8:31 PM		

8:32 PM		
8:33 PM		
8:34 PM		
8:35 PM		
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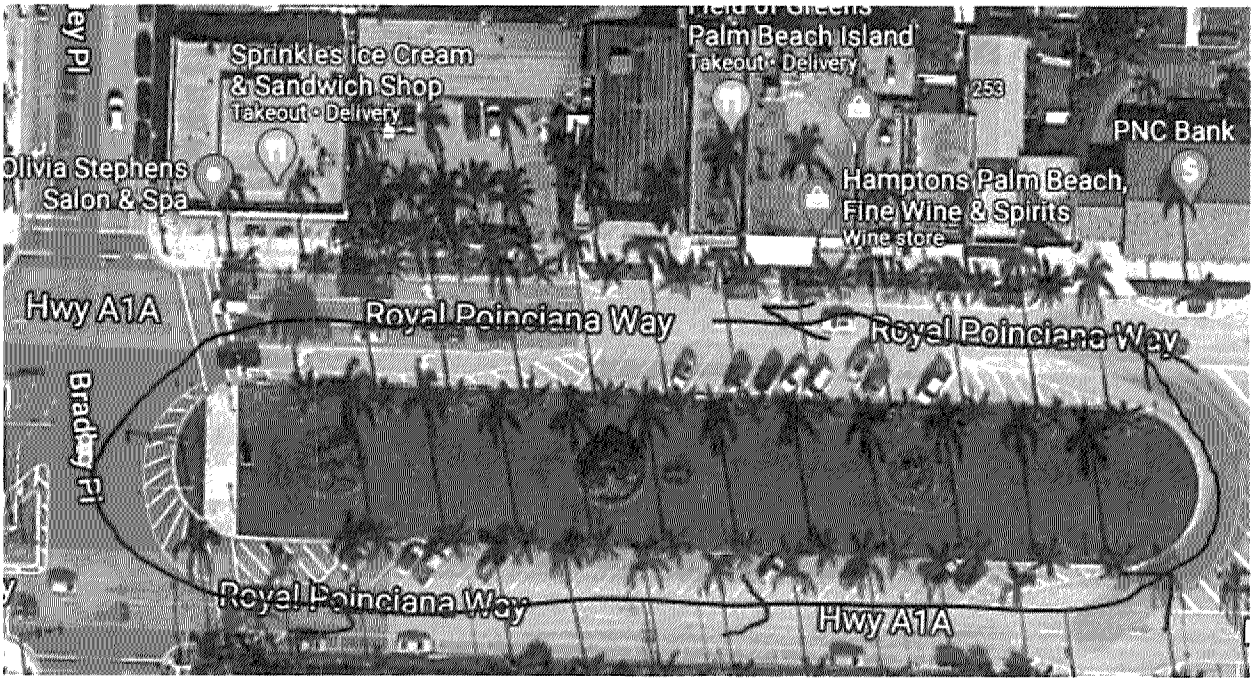
8:42 PM		
8:43 PM		
8:44 PM		
8:45 PM		
8:46 PM		
8:47 PM		
8:48 PM		
8:49 PM		
8:50 PM		
8:51 PM		
8:52 PM	1	
8:53 PM		
8:54 PM		
8:55 PM		
8:56 PM		
8:57 PM		
8:58 PM	1	
8:59 PM		
Totals	19	15

Cucina Palm Beach // Via Valet // Traffic Schematic

257 Royal Poinciana Way, Palm Beach, FL 33480





-Yellow dot represents Valet Stand.

-Cyan box represents passenger loading/unloading zone. -Black lines represent traffic flow direction.

-Highlighted areas are parking spots to be utilized

RESTAURANT LOCATION #7
Henry's Palm Beach

Prepared by National Data & Surveying Services

Snapshot Queue

Location: Henry's-229 Royal Poinciana Way N/O Royal Poinciana Way
City: Palm Beach, FL

Time	Vehicles in Queue	
	Weekend (4/15/2023)	Weekday (4/17/2023)
5:00 PM		
5:01 PM		
5:02 PM		
5:03 PM		
5:04 PM		
5:05 PM		
5:06 PM		
5:07 PM		
5:08 PM		
5:09 PM		
5:10 PM		
5:11 PM		
5:12 PM		
5:13 PM		
5:14 PM		
5:15 PM		
5:16 PM		
5:17 PM		
5:18 PM		
5:19 PM		
5:20 PM		
5:21 PM		
5:22 PM		
5:23 PM		
5:24 PM		
5:25 PM		
5:26 PM		
5:27 PM		
5:28 PM		
5:29 PM		
5:30 PM		
5:31 PM		
5:32 PM		
5:33 PM		
5:34 PM		1

Shuttle

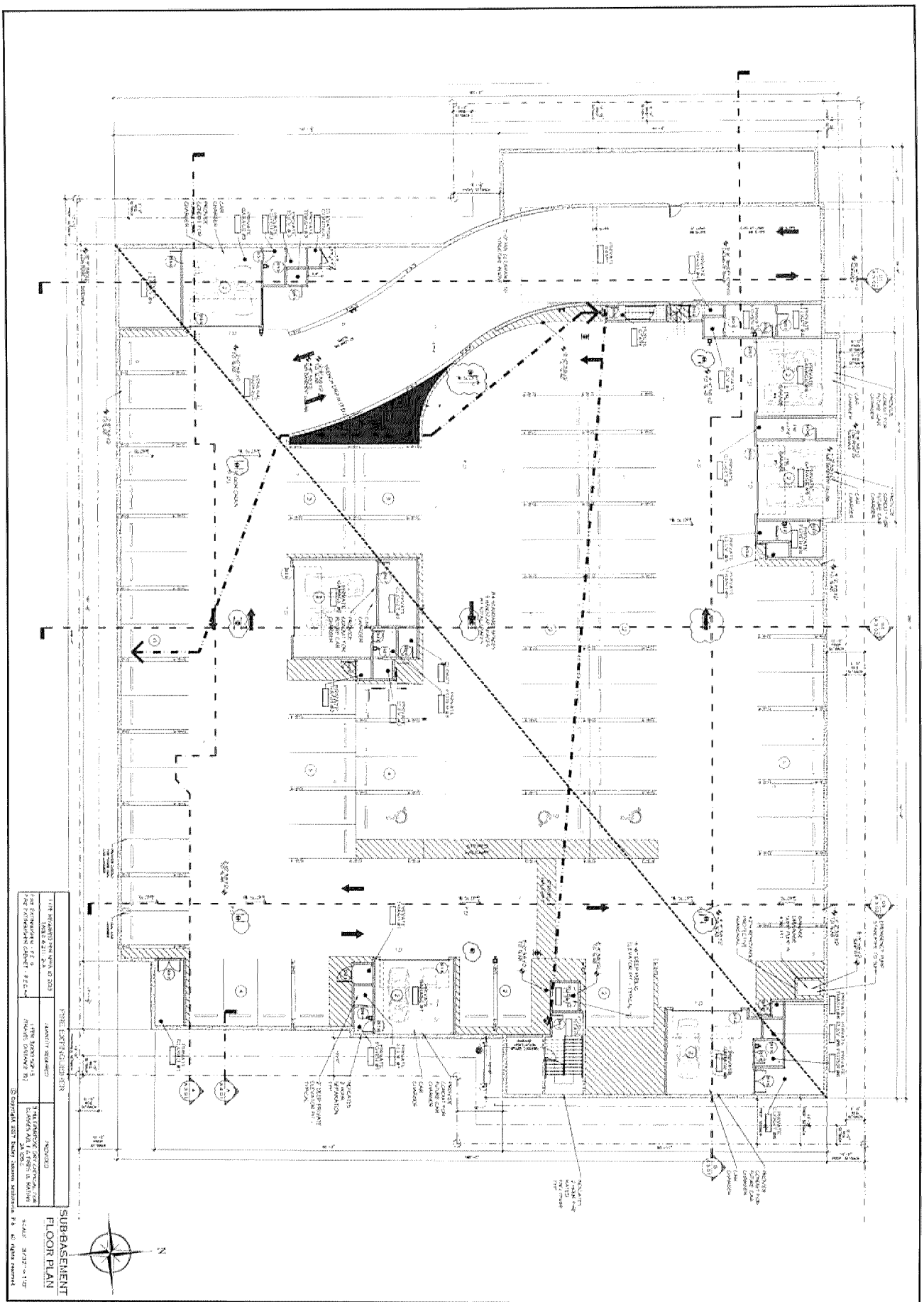
5:35 PM		
5:36 PM		
5:37 PM		
5:38 PM		
5:39 PM		
5:40 PM		
5:41 PM		
5:42 PM		
5:43 PM		
5:44 PM		
5:45 PM		
5:46 PM		
5:47 PM		
5:48 PM		
5:49 PM		
5:50 PM		
5:51 PM		
5:52 PM		
5:53 PM		
5:54 PM		
5:55 PM		
5:56 PM		
5:57 PM		
5:58 PM		
5:59 PM		
6:00 PM		
6:01 PM		
6:02 PM		
6:03 PM		
6:04 PM		
6:05 PM		
6:06 PM		
6:07 PM		
6:08 PM		
6:09 PM		
6:10 PM		
6:11 PM		1
6:12 PM		
6:13 PM		
6:14 PM		
6:15 PM		
6:16 PM		
6:17 PM	1	

6:18 PM	1	
6:19 PM	2	
6:20 PM	2	
6:21 PM	2	
6:22 PM	1	
6:23 PM	3	
6:24 PM		
6:25 PM	1	
6:26 PM		
6:27 PM		
6:28 PM		
6:29 PM	1	
6:30 PM	1	
6:31 PM		
6:32 PM		
6:33 PM		
6:34 PM		
6:35 PM		
6:36 PM		
6:37 PM		
6:38 PM		
6:39 PM	1	
6:40 PM		
6:41 PM		
6:42 PM		
6:43 PM		
6:44 PM		
6:45 PM	1	
6:46 PM	2	
6:47 PM		
6:48 PM		
6:49 PM		
6:50 PM		
6:51 PM		
6:52 PM		
6:53 PM		1
6:54 PM		
6:55 PM		
6:56 PM		
6:57 PM	2	
6:58 PM	1	
6:59 PM	2	
7:00 PM	2	

7:01 PM	2	
7:02 PM	3	
7:03 PM	1	
7:04 PM	2	
7:05 PM	2	
7:06 PM	1	
7:07 PM		
7:08 PM		
7:09 PM		
7:10 PM		
7:11 PM		
7:12 PM		1
7:13 PM		1
7:14 PM		
7:15 PM		
7:16 PM		1
7:17 PM		
7:18 PM	2	
7:19 PM		
7:20 PM		
7:21 PM		
7:22 PM		
7:23 PM	1	
7:24 PM		
7:25 PM		
7:26 PM	1	
7:27 PM	1	
7:28 PM	1	
7:29 PM		
7:30 PM		
7:31 PM		
7:32 PM	1	
7:33 PM	1	
7:34 PM	1	
7:35 PM		
7:36 PM		
7:37 PM	2	
7:38 PM	2	
7:39 PM	2	
7:40 PM	2	
7:41 PM	2	
7:42 PM	3	
7:43 PM	1	

7:44 PM		
7:45 PM		
7:46 PM		
7:47 PM	1	
7:48 PM		
7:49 PM		
7:50 PM		
7:51 PM	1	
7:52 PM	2	
7:53 PM		
7:54 PM		
7:55 PM		
7:56 PM	1	
7:57 PM		
7:58 PM		
7:59 PM		
8:00 PM		
8:01 PM	2	
8:02 PM	2	
8:03 PM	2	
8:04 PM		
8:05 PM		
8:06 PM		
8:07 PM		
8:08 PM		
8:09 PM	1	
8:10 PM	1	
8:11 PM		
8:12 PM		
8:13 PM		
8:14 PM		
8:15 PM	1	
8:16 PM		
8:17 PM		
8:18 PM	1	
8:19 PM	1	
8:20 PM		
8:21 PM		
8:22 PM		
8:23 PM		
8:24 PM		
8:25 PM		
8:26 PM		

8:27 PM	1	
8:28 PM		
8:29 PM		
8:30 PM		
8:31 PM		
8:32 PM		
8:33 PM		
8:34 PM		
8:35 PM		
8:36 PM	1	
8:37 PM	1	
8:38 PM		
8:39 PM		
8:40 PM	7	
8:41 PM	1	
8:42 PM		
8:43 PM		
8:44 PM		
8:45 PM		
8:46 PM		
8:47 PM	1	
8:48 PM		
8:49 PM		
8:50 PM		
8:51 PM		
8:52 PM		
8:53 PM		
8:54 PM		
8:55 PM		
8:56 PM		
8:57 PM		
8:58 PM		
8:59 PM	1	
Totals	89	6



SUB-BASEMENT FLOOR PLAN

Proposed New Two Story Mixed Use Building
221 & 231 Royal Poinciana Way
and 214 & 216 Sunset Avenue
TOWN OF PALM BEACH — PALM BEACH COUNTY, FLORIDA

DJA DAILEY JANSSEN ARCHITECTS

A-1.01

henry's

RESTAURANT LOCATION #8
Almond Palm Beach

Prepared by National Data & Surveying Services

Snapshot Queue

Location: Almond-207 Royal Poinciana Way N/O Royal Poinciana Way
City: Palm Beach, FL

Time	Vehicles in Queue	
	Weekend (4/15/2023)	Weekday (4/21/2023)
5:00 PM		
5:01 PM		
5:02 PM		
5:03 PM		
5:04 PM		
5:05 PM		
5:06 PM		
5:07 PM		
5:08 PM		
5:09 PM		
5:10 PM		
5:11 PM		
5:12 PM		
5:13 PM		
5:14 PM		
5:15 PM		
5:16 PM		
5:17 PM		
5:18 PM		
5:19 PM		
5:20 PM		
5:21 PM		
5:22 PM		
5:23 PM		
5:24 PM		
5:25 PM		
5:26 PM		
5:27 PM		1
5:28 PM		
5:29 PM		
5:30 PM		
5:31 PM		
5:32 PM		
5:33 PM		
5:34 PM		

5:35 PM		
5:36 PM		
5:37 PM		
5:38 PM		
5:39 PM		
5:40 PM		
5:41 PM	1	
5:42 PM		
5:43 PM		
5:44 PM		
5:45 PM		
5:46 PM		
5:47 PM		
5:48 PM		
5:49 PM		
5:50 PM		
5:51 PM		
5:52 PM		
5:53 PM		
5:54 PM		
5:55 PM		
5:56 PM		
5:57 PM		
5:58 PM		
5:59 PM	1	
6:00 PM		
6:01 PM		
6:02 PM		
6:03 PM		
6:04 PM		
6:05 PM	1	
6:06 PM		
6:07 PM		
6:08 PM		
6:09 PM		
6:10 PM		
6:11 PM		
6:12 PM		
6:13 PM	2	
6:14 PM	2	
6:15 PM		
6:16 PM		
6:17 PM	1	

6:18 PM		
6:19 PM		
6:20 PM		
6:21 PM		
6:22 PM		
6:23 PM		
6:24 PM		
6:25 PM		
6:26 PM		1
6:27 PM		
6:28 PM		
6:29 PM		
6:30 PM		
6:31 PM		
6:32 PM	1	
6:33 PM		
6:34 PM		
6:35 PM		
6:36 PM		
6:37 PM		
6:38 PM		
6:39 PM	1	
6:40 PM		1
6:41 PM		
6:42 PM		1
6:43 PM		
6:44 PM		
6:45 PM		
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6:47 PM		
6:48 PM		
6:49 PM		
6:50 PM		
6:51 PM		
6:52 PM		
6:53 PM		
6:54 PM		
6:55 PM		
6:56 PM	1	1
6:57 PM		
6:58 PM	1	
6:59 PM	1	
7:00 PM		

7:01 PM	1	
7:02 PM		
7:03 PM	1	
7:04 PM	1	1
7:05 PM		
7:06 PM		
7:07 PM		1
7:08 PM		
7:09 PM	1	
7:10 PM		1
7:11 PM		
7:12 PM		
7:13 PM		1
7:14 PM		
7:15 PM	1	1
7:16 PM		1
7:17 PM		
7:18 PM		
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7:20 PM		
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7:22 PM		
7:23 PM		
7:24 PM		
7:25 PM		
7:26 PM	1	
7:27 PM		1
7:28 PM		
7:29 PM		
7:30 PM		
7:31 PM		
7:32 PM		
7:33 PM		
7:34 PM		
7:35 PM		
7:36 PM		
7:37 PM		
7:38 PM		
7:39 PM		
7:40 PM		
7:41 PM		
7:42 PM		2
7:43 PM	1	1

7:44 PM		1
7:45 PM		
7:46 PM		1
7:47 PM		
7:48 PM		
7:49 PM		1
7:50 PM		1
7:51 PM		1
7:52 PM		1
7:53 PM		
7:54 PM		
7:55 PM		
7:56 PM	1	1
7:57 PM		
7:58 PM		1
7:59 PM		
8:00 PM		
8:01 PM		
8:02 PM		
8:03 PM		
8:04 PM		
8:05 PM		
8:06 PM		
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8:43 PM		
8:44 PM		
8:45 PM		
8:46 PM		
8:47 PM		
8:48 PM		
8:49 PM		
8:50 PM		
8:51 PM		
8:52 PM		
8:53 PM		
8:54 PM		
8:55 PM		
8:56 PM		
8:57 PM		
8:58 PM		
8:59 PM		
Totals	21	23

RESTAURANT LOCATION #9
Carriage House Club

Prepared by National Data & Surveying Services

Snapshot Queue

Location: Carriage House Club-264-270 S County Rd W/O S County Rd
City: Palm Beach, FL

Time	Vehicles in Queue	
	Weekend (4/22/2023)	Weekday (4/17/2023)
5:00 PM		
5:01 PM		
5:02 PM		
5:03 PM		
5:04 PM		
5:05 PM		
5:06 PM		
5:07 PM		
5:08 PM		
5:09 PM		
5:10 PM		
5:11 PM		
5:12 PM		
5:13 PM		
5:14 PM		
5:15 PM		
5:16 PM		
5:17 PM		
5:18 PM		
5:19 PM		
5:20 PM		
5:21 PM		
5:22 PM		
5:23 PM		
5:24 PM		
5:25 PM		
5:26 PM		
5:27 PM		
5:28 PM		
5:29 PM		
5:30 PM		
5:31 PM		
5:32 PM		
5:33 PM		
5:34 PM		
5:35 PM		
5:36 PM		
5:37 PM		
5:38 PM		
5:39 PM		
5:40 PM		
5:41 PM		
5:42 PM		
5:43 PM		
5:44 PM		
5:45 PM		
5:46 PM		
5:47 PM		
5:48 PM		
5:49 PM		
5:50 PM		
5:51 PM		

*Valet Booth Came out at 6PM
*After parking in lot in JPM spaces, vehilcles were taken somewhere else

5:52 PM		
5:53 PM		
5:54 PM		
5:55 PM		
5:56 PM		
5:57 PM		
5:58 PM		
5:59 PM		
6:00 PM		
6:01 PM		
6:02 PM		
6:03 PM		1
6:04 PM	2	1
6:05 PM		
6:06 PM		
6:07 PM		
6:08 PM		
6:09 PM		1
6:10 PM	2	2
6:11 PM	2	1
6:12 PM		3
6:13 PM		1
6:14 PM		2
6:15 PM		1
6:16 PM		1
6:17 PM		1
6:18 PM		
6:19 PM		1
6:20 PM		1
6:21 PM		1
6:22 PM		
6:23 PM		
6:24 PM		
6:25 PM		
6:26 PM		
6:27 PM		2
6:28 PM		2
6:29 PM	1	3
6:30 PM		3
6:31 PM		3
6:32 PM		1
6:33 PM		2
6:34 PM		2
6:35 PM	1	5
6:36 PM	2	2
6:37 PM		2
6:38 PM	2	1
6:39 PM	2	1
6:40 PM	2	1
6:41 PM		1
6:42 PM		2
6:43 PM		1
6:44 PM		2
6:45 PM		1
6:46 PM		2
6:47 PM		1
6:48 PM		2
6:49 PM		2
6:50 PM	2	1
6:51 PM		1

6:52 PM	1	1
6:53 PM	2	1
6:54 PM	1	
6:55 PM		
6:56 PM	1	1
6:57 PM		1
6:58 PM	1	1
6:59 PM	3	
7:00 PM		
7:01 PM		
7:02 PM	3	2
7:03 PM	3	4
7:04 PM	2	4
7:05 PM		3
7:06 PM	1	2
7:07 PM	1	1
7:08 PM		
7:09 PM		1
7:10 PM	1	
7:11 PM	1	
7:12 PM	1	2
7:13 PM	1	
7:14 PM	1	1
7:15 PM		1
7:16 PM		2
7:17 PM	1	2
7:18 PM		2
7:19 PM		
7:20 PM		1
7:21 PM		1
7:22 PM		
7:23 PM		
7:24 PM		
7:25 PM		1
7:26 PM	1	1
7:27 PM	1	1
7:28 PM		1
7:29 PM		1
7:30 PM		1
7:31 PM	1	
7:32 PM	1	
7:33 PM	1	1
7:34 PM		2
7:35 PM		1
7:36 PM		
7:37 PM	2	1
7:38 PM	2	
7:39 PM	1	1
7:40 PM		2
7:41 PM	1	1
7:42 PM		1
7:43 PM		
7:44 PM		
7:45 PM		1
7:46 PM	1	
7:47 PM	1	
7:48 PM		
7:49 PM		1
7:50 PM		1
7:51 PM		1

7:52 PM		1
7:53 PM		
7:54 PM	1	1
7:55 PM	1	1
7:56 PM	1	
7:57 PM		
7:58 PM		
7:59 PM		
8:00 PM		
8:01 PM		
8:02 PM		
8:03 PM		
8:04 PM		
8:05 PM		
8:06 PM		
8:07 PM		
8:08 PM	1	
8:09 PM	1	
8:10 PM	1	
8:11 PM		
8:12 PM		
8:13 PM		
8:14 PM		
8:15 PM		
8:16 PM	1	
8:17 PM		
8:18 PM		
8:19 PM		
8:20 PM		
8:21 PM	1	
8:22 PM		
8:23 PM		
8:24 PM		
8:25 PM		
8:26 PM		
8:27 PM		
8:28 PM		
8:29 PM		
8:30 PM		
8:31 PM		
8:32 PM		
8:33 PM		
8:34 PM		
8:35 PM		
8:36 PM		
8:37 PM		
8:38 PM		
8:39 PM	1	
8:40 PM		
8:41 PM		
8:42 PM		
8:43 PM		
8:44 PM		
8:45 PM		
8:46 PM		
8:47 PM		
8:48 PM		
8:49 PM		
8:50 PM		
8:51 PM		

8:52 PM		
8:53 PM		
8:54 PM		
8:55 PM		
8:56 PM		
8:57 PM	1	
8:58 PM		
8:59 PM		
Totals	66	121



LEGEND

NORTH

INBOUND VALET CIRCULATION

OUTBOUND VALET CIRCULATION

VEHICLE DROP-OFF/PICK-UP LOCATION

SITE

230 ROYAL PALM WAY

J.P. MORGAN

FIGURE 3
Valet Operations: Circulation Path
Carriage House/264 Grill
KHA # 14037900

Kimley»Horn

RESTAURANT LOCATION #10
La Goulue

Prepared by National Data & Surveying Services

Snapshot Queue

Location: 288 S County Rd S/O Royal Palm Way

City: Palm Beach, FL

Time	Vehicles in Queue	
	Weekend (4/15/2023)	Weekday (4/17/2023)
5:00 PM		
5:01 PM		
5:02 PM		
5:03 PM		
5:04 PM		
5:05 PM		
5:06 PM		
5:07 PM		
5:08 PM		
5:09 PM		
5:10 PM		
5:11 PM		
5:12 PM		
5:13 PM		1
5:14 PM		
5:15 PM	1	
5:16 PM	1	
5:17 PM		
5:18 PM		
5:19 PM		
5:20 PM		
5:21 PM	1	1
5:22 PM		
5:23 PM	1	
5:24 PM	1	
5:25 PM	1	
5:26 PM	2	
5:27 PM		
5:28 PM	1	
5:29 PM	1	
5:30 PM		
5:31 PM		
5:32 PM		
5:33 PM	1	
5:34 PM	1	

5:35 PM		
5:36 PM	1	
5:37 PM		
5:38 PM		1
5:39 PM		
5:40 PM	1	
5:41 PM	1	
5:42 PM		
5:43 PM	1	1
5:44 PM	1	
5:45 PM	1	
5:46 PM	1	1
5:47 PM	1	1
5:48 PM		
5:49 PM		1
5:50 PM	2	2
5:51 PM	1	2
5:52 PM	1	2
5:53 PM		1
5:54 PM	1	1
5:55 PM	1	
5:56 PM		
5:57 PM		1
5:58 PM		
5:59 PM		
6:00 PM	1	
6:01 PM		1
6:02 PM	1	1
6:03 PM		1
6:04 PM		1
6:05 PM		1
6:06 PM		
6:07 PM		
6:08 PM		
6:09 PM		
6:10 PM		
6:11 PM	1	
6:12 PM	1	
6:13 PM		
6:14 PM		
6:15 PM	1	
6:16 PM		1
6:17 PM	1	1

6:18 PM	1	1
6:19 PM	1	1
6:20 PM		
6:21 PM	1	
6:22 PM		
6:23 PM		
6:24 PM		1
6:25 PM	1	
6:26 PM	1	1
6:27 PM	2	
6:28 PM	1	
6:29 PM	2	
6:30 PM		
6:31 PM	1	
6:32 PM	1	
6:33 PM	1	
6:34 PM	2	1
6:35 PM		
6:36 PM	2	
6:37 PM	4	
6:38 PM		
6:39 PM	1	
6:40 PM	1	
6:41 PM		1
6:42 PM		
6:43 PM		
6:44 PM	1	1
6:45 PM		1
6:46 PM	2	1
6:47 PM	2	
6:48 PM		1
6:49 PM		1
6:50 PM	2	2
6:51 PM	1	1
6:52 PM	1	1
6:53 PM		1
6:54 PM	1	1
6:55 PM	1	2
6:56 PM	2	2
6:57 PM	1	1
6:58 PM		1
6:59 PM		1
7:00 PM	1	1

7:01 PM	1	
7:02 PM	2	
7:03 PM	2	
7:04 PM	2	1
7:05 PM	2	2
7:06 PM	1	3
7:07 PM	2	2
7:08 PM	3	1
7:09 PM	2	2
7:10 PM	2	2
7:11 PM	2	1
7:12 PM	2	2
7:13 PM	3	1
7:14 PM	3	
7:15 PM	3	1
7:16 PM	4	1
7:17 PM	2	1
7:18 PM	3	
7:19 PM	3	
7:20 PM	1	
7:21 PM	2	
7:22 PM	2	1
7:23 PM	1	1
7:24 PM		1
7:25 PM	1	2
7:26 PM		2
7:27 PM		4
7:28 PM	2	4
7:29 PM	4	3
7:30 PM	2	3
7:31 PM		2
7:32 PM	3	1
7:33 PM	1	1
7:34 PM	1	1
7:35 PM	1	
7:36 PM	1	
7:37 PM	1	
7:38 PM		1
7:39 PM		
7:40 PM		1
7:41 PM	1	2
7:42 PM		3
7:43 PM		2

7:44 PM		1
7:45 PM		1
7:46 PM	1	
7:47 PM		1
7:48 PM	1	1
7:49 PM	1	1
7:50 PM		1
7:51 PM	3	1
7:52 PM		2
7:53 PM	1	1
7:54 PM		
7:55 PM		1
7:56 PM	1	
7:57 PM	2	1
7:58 PM	1	1
7:59 PM	1	1
8:00 PM	2	
8:01 PM		
8:02 PM	1	
8:03 PM	1	
8:04 PM	2	
8:05 PM	3	
8:06 PM	3	
8:07 PM	3	
8:08 PM	2	
8:09 PM	2	
8:10 PM	1	
8:11 PM	1	
8:12 PM	3	
8:13 PM	2	
8:14 PM	3	
8:15 PM	3	
8:16 PM		
8:17 PM	2	
8:18 PM		
8:19 PM		
8:20 PM		
8:21 PM	1	
8:22 PM	2	
8:23 PM	2	
8:24 PM	2	
8:25 PM	3	
8:26 PM	2	

8:27 PM	3	
8:28 PM	1	
8:29 PM	1	
8:30 PM	1	
8:31 PM	2	
8:32 PM	2	
8:33 PM	3	
8:34 PM	3	
8:35 PM	3	
8:36 PM	3	
8:37 PM	2	
8:38 PM	2	
8:39 PM	3	
8:40 PM	4	
8:41 PM	1	
8:42 PM	1	
8:43 PM	3	
8:44 PM	2	
8:45 PM	4	
8:46 PM		
8:47 PM		
8:48 PM	2	
8:49 PM	2	
8:50 PM	2	
8:51 PM	1	
8:52 PM		
8:53 PM	1	
8:54 PM		
8:55 PM	1	
8:56 PM		
8:57 PM		
8:58 PM		
8:59 PM		
Totals	249	117

FRISBIE GROUP

221 Royal Poinciana Way, Suite 1, Palm Beach, FL 33480

September 21, 2022

Michael Gerber, Member
OnPoint Valet LLC/MPIRE Valet, LLC
600 S. Dixie Highway, #613
West Palm Beach, FL 33401

VIA EMAIL

Re: Parking Lots Behind First Horizon Bank, 180 Royal Palm Way, Palm Beach, FL

Dear Mike:

As we have discussed, you wish to continue providing evening valet parking services for Café L'Europe and La Goulue in the two parking areas behind First Horizon Bank.

Subject to the Bank's continuing approval of such parking and the property owner's right to terminate such approval immediately upon giving notice, OnPoint Valet LLC and MPIRE Valet, LLC's may use the lots behind First Horizon Bank for its valeting operation for the two above-named restaurants. Such use is limited to valet service provided to La Goulue's and Café L'Europe's evening customers and may commence after the Bank's lot is fully vacated, but in no event before 5:30 PM.

This is the same arrangement as in effect currently.

If you have any questions, please call me.

Sincerely yours,
FRISBIE GROUP for
FG Palm Beach Fund LLC

By: _____
John G. MacConnell
Property Manager
561.339.0632


Search
La Goulue Palm Beach
Reserve a table
Top-rated
Takeout
80°
Burge
La Goulue Palm Beach
Brunch
LOADING
RETURN
PARKING
RETURN ROUTE
HIBISCUS
PARKING ROUTE
rand Vacuums Inc
uum cleaner store
PARKING
RETURN ROUTE
Royal Pal
One Roya
Brazilian Ave
Australian Ave
100 ft
20 m
LIVE
La Goulue Palm Beach
4.2
(173)

RESTAURANT LOCATION #11
Buccan Palm Beach

Prepared by National Data & Surveying Services

Snapshot Queue

Location: Buccan-350 S County Rd S/O Australian Ave
City: Palm Beach, FL

Time	Vehicles in Queue	
	Weekend (4/15/2023)	Weekday (4/17/2023)
5:00 PM		2
5:01 PM		
5:02 PM	1	
5:03 PM		1
5:04 PM	1	2
5:05 PM		3
5:06 PM		
5:07 PM		
5:08 PM		1
5:09 PM		1
5:10 PM		2
5:11 PM		1
5:12 PM		
5:13 PM	1	
5:14 PM	2	1
5:15 PM	1	
5:16 PM		1
5:17 PM	1	
5:18 PM		
5:19 PM		
5:20 PM	1	1
5:21 PM	1	
5:22 PM		
5:23 PM	1	
5:24 PM	1	
5:25 PM	1	
5:26 PM		
5:27 PM	1	
5:28 PM		
5:29 PM	1	
5:30 PM		2
5:31 PM	1	
5:32 PM	1	1
5:33 PM	1	
5:34 PM	2	1

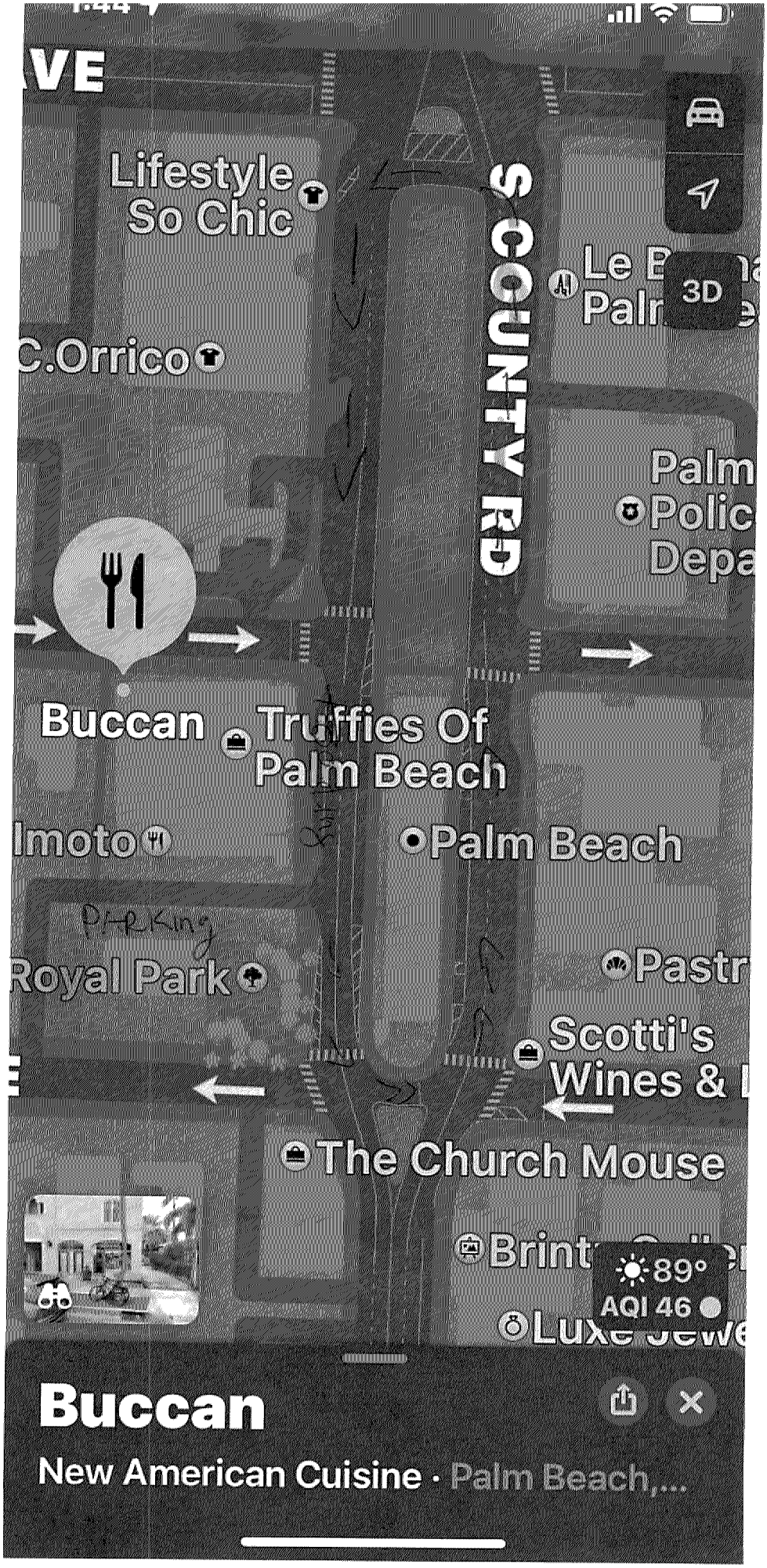
5:35 PM	1	
5:36 PM	1	
5:37 PM		
5:38 PM		
5:39 PM		1
5:40 PM		
5:41 PM		
5:42 PM		
5:43 PM		1
5:44 PM	1	1
5:45 PM	1	
5:46 PM		
5:47 PM	2	1
5:48 PM		1
5:49 PM		
5:50 PM		
5:51 PM	2	
5:52 PM		
5:53 PM		2
5:54 PM	1	1
5:55 PM		1
5:56 PM		
5:57 PM		
5:58 PM	1	
5:59 PM		1
6:00 PM		
6:01 PM	1	
6:02 PM	3	1
6:03 PM	1	
6:04 PM	1	1
6:05 PM	1	
6:06 PM		1
6:07 PM		
6:08 PM		
6:09 PM		
6:10 PM	1	1
6:11 PM		
6:12 PM		1
6:13 PM		1
6:14 PM		
6:15 PM		1
6:16 PM	1	1
6:17 PM		

6:18 PM	1	2
6:19 PM		
6:20 PM		1
6:21 PM	1	2
6:22 PM		1
6:23 PM		2
6:24 PM		1
6:25 PM	3	1
6:26 PM		1
6:27 PM	3	1
6:28 PM	1	1
6:29 PM		2
6:30 PM		1
6:31 PM		
6:32 PM		
6:33 PM	1	
6:34 PM		
6:35 PM		
6:36 PM		1
6:37 PM	1	
6:38 PM		2
6:39 PM	1	
6:40 PM		1
6:41 PM		1
6:42 PM		2
6:43 PM		
6:44 PM		1
6:45 PM	1	1
6:46 PM	1	
6:47 PM	1	
6:48 PM		1
6:49 PM	1	
6:50 PM		
6:51 PM		1
6:52 PM		
6:53 PM		1
6:54 PM		1
6:55 PM		1
6:56 PM		1
6:57 PM		1
6:58 PM	1	
6:59 PM	2	1
7:00 PM		3

7:01 PM	1	
7:02 PM	1	1
7:03 PM		1
7:04 PM		2
7:05 PM	1	1
7:06 PM		1
7:07 PM	1	
7:08 PM		
7:09 PM		1
7:10 PM		
7:11 PM	1	
7:12 PM		
7:13 PM	1	
7:14 PM		2
7:15 PM		2
7:16 PM	2	
7:17 PM		1
7:18 PM		
7:19 PM		
7:20 PM		
7:21 PM		1
7:22 PM		1
7:23 PM	2	2
7:24 PM		2
7:25 PM	1	2
7:26 PM		1
7:27 PM	2	3
7:28 PM	1	4
7:29 PM		2
7:30 PM		1
7:31 PM		1
7:32 PM		
7:33 PM		1
7:34 PM	2	3
7:35 PM		2
7:36 PM		2
7:37 PM		1
7:38 PM	1	
7:39 PM		1
7:40 PM	3	1
7:41 PM	2	
7:42 PM	1	1
7:43 PM	2	

7:44 PM	3	
7:45 PM	2	1
7:46 PM	3	
7:47 PM	1	
7:48 PM		1
7:49 PM		2
7:50 PM	1	1
7:51 PM	2	
7:52 PM		2
7:53 PM		1
7:54 PM	1	
7:55 PM		
7:56 PM	1	
7:57 PM		
7:58 PM		
7:59 PM	1	
8:00 PM	3	
8:01 PM		
8:02 PM		
8:03 PM	1	
8:04 PM	2	
8:05 PM	2	
8:06 PM	1	
8:07 PM		
8:08 PM		
8:09 PM	1	
8:10 PM		
8:11 PM		
8:12 PM		
8:13 PM	1	
8:14 PM		
8:15 PM		
8:16 PM	1	
8:17 PM		
8:18 PM		
8:19 PM		
8:20 PM		
8:21 PM	3	
8:22 PM		
8:23 PM		
8:24 PM	2	
8:25 PM	2	
8:26 PM	2	

8:27 PM	3	
8:28 PM	4	
8:29 PM	2	
8:30 PM		
8:31 PM		
8:32 PM		
8:33 PM		
8:34 PM		
8:35 PM	1	
8:36 PM		
8:37 PM	2	
8:38 PM	2	
8:39 PM		
8:40 PM		
8:41 PM	2	
8:42 PM		
8:43 PM		
8:44 PM	1	
8:45 PM		
8:46 PM		
8:47 PM		
8:48 PM	2	
8:49 PM		
8:50 PM		
8:51 PM		
8:52 PM	1	
8:53 PM	1	
8:54 PM		
8:55 PM	1	
8:56 PM	3	
8:57 PM	2	
8:58 PM		
8:59 PM	2	
Totals	147	126


Lifestyle So Chic
SCOUNTY RD
3D
C.Orrico
Palm Police Depa
Buccan
Truffles Of Palm Beach
Palm Beach
Royal Park
Scotti's Wines &
The Church Mouse
89°
AQI 46
Buccan
New American Cuisine · Palm Beach,...

Buccan

350 Realty Corp.
PH 914-761-8880 FX 914-428-2145
PO Box 28 Gedney Station
White Plains NY 10605-0028

SEPTEMBER, 2022

TOWN OF PALM BEACH
360 SOUTH COUNTY RD.
PALM BEACH, FL. 33480

Re: Valet Parking

To Whom It May Concern,

Landlord, 350 Realty Corp., permits Buccan Restaurant to use the parking lot at 350 South County Road for their Valet Service during the hours of 5:00 pm – midnight/closing, to park cars for customers of the Buccan Restaurant only.

Sincerely,

350 Realty Corp.
Marsha Stocker, manager
mstocker@loverealtygroup.com

RESTAURANT LOCATION #12
Bricktops

Prepared by National Data & Surveying Services

Snapshot Queue

Location: Bricktops - 375 S County Rd N/O Peruvian Ave
City: Palm Beach, FL

Time	Vehicles in Queue	
	Weekend (4/15/2023)	Weekday (4/17/2023)
5:00 PM		
5:01 PM		
5:02 PM		
5:03 PM		
5:04 PM	1	
5:05 PM		
5:06 PM		
5:07 PM		
5:08 PM		
5:09 PM		
5:10 PM		
5:11 PM		
5:12 PM		
5:13 PM		
5:14 PM		
5:15 PM		
5:16 PM		
5:17 PM		
5:18 PM		
5:19 PM	1	
5:20 PM		
5:21 PM		1
5:22 PM		
5:23 PM		
5:24 PM		
5:25 PM		
5:26 PM		
5:27 PM		
5:28 PM		
5:29 PM		1
5:30 PM		
5:31 PM		
5:32 PM		
5:33 PM		
5:34 PM		

5:35 PM		
5:36 PM		
5:37 PM		
5:38 PM	1	
5:39 PM		1
5:40 PM		
5:41 PM		1
5:42 PM		
5:43 PM		
5:44 PM		
5:45 PM		
5:46 PM	1	
5:47 PM		
5:48 PM		
5:49 PM	1	
5:50 PM		
5:51 PM	1	
5:52 PM	1	1
5:53 PM	1	
5:54 PM	1	
5:55 PM	1	1
5:56 PM	1	
5:57 PM	1	
5:58 PM	3	
5:59 PM	2	1
6:00 PM	2	
6:01 PM	2	
6:02 PM	2	1
6:03 PM	1	
6:04 PM		
6:05 PM		1
6:06 PM		
6:07 PM		
6:08 PM		
6:09 PM		
6:10 PM	1	
6:11 PM	1	
6:12 PM	3	1
6:13 PM	2	1
6:14 PM	1	1
6:15 PM	1	
6:16 PM	1	
6:17 PM	1	

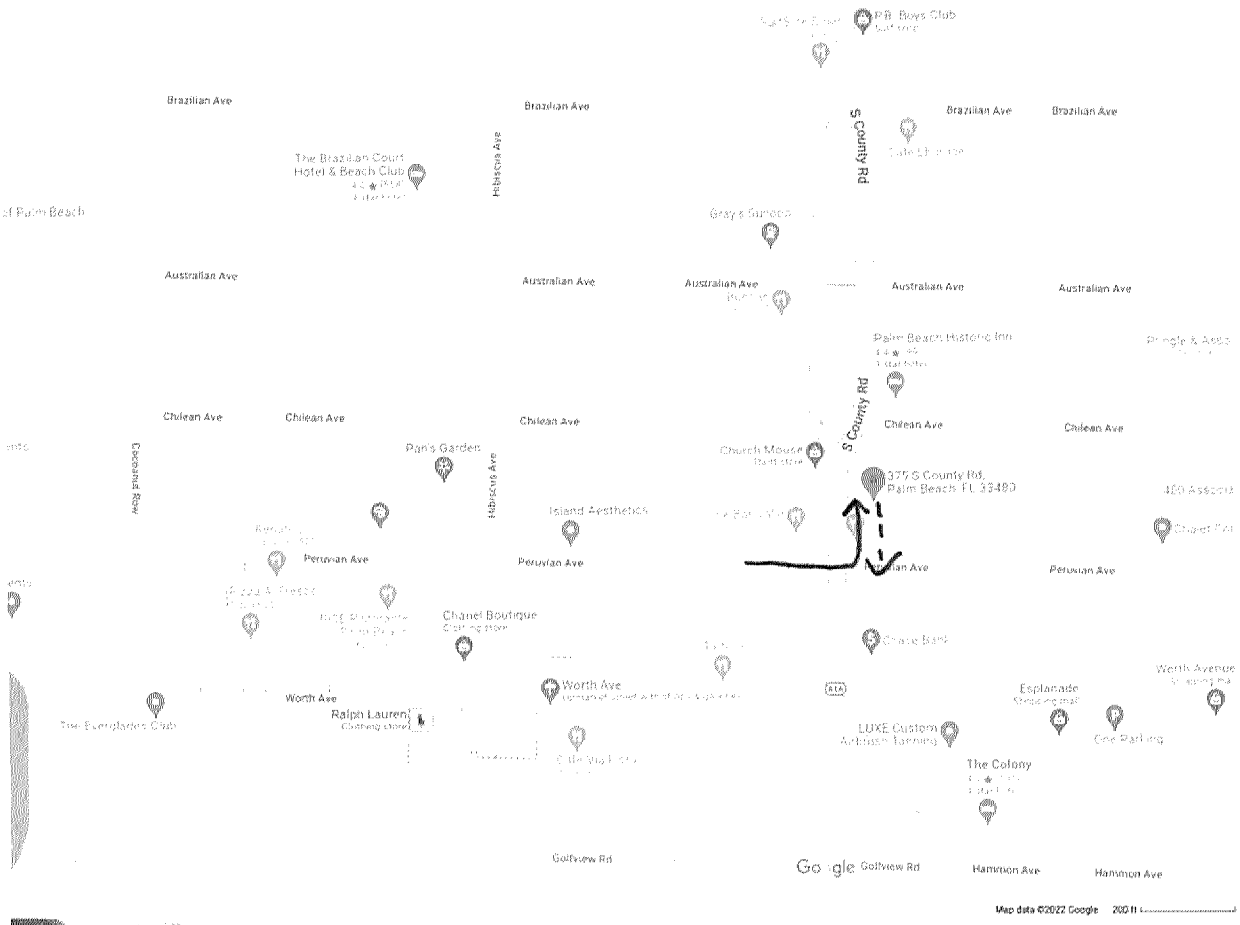
6:18 PM		1
6:19 PM	3	1
6:20 PM		
6:21 PM	1	
6:22 PM	1	1
6:23 PM		1
6:24 PM		1
6:25 PM		2
6:26 PM		
6:27 PM	2	
6:28 PM	2	1
6:29 PM		2
6:30 PM		
6:31 PM		
6:32 PM		
6:33 PM	1	
6:34 PM		
6:35 PM		1
6:36 PM		
6:37 PM	1	
6:38 PM	2	
6:39 PM	2	
6:40 PM	1	
6:41 PM	2	1
6:42 PM	1	
6:43 PM	3	
6:44 PM	1	
6:45 PM	1	
6:46 PM	3	2
6:47 PM	2	1
6:48 PM	1	
6:49 PM		
6:50 PM		1
6:51 PM	1	2
6:52 PM		3
6:53 PM	1	2
6:54 PM		3
6:55 PM		3
6:56 PM		2
6:57 PM	1	3
6:58 PM	1	2
6:59 PM		3
7:00 PM		1

7:01 PM	2	1
7:02 PM		2
7:03 PM	1	3
7:04 PM		1
7:05 PM		
7:06 PM	1	
7:07 PM		
7:08 PM		
7:09 PM	1	
7:10 PM	2	
7:11 PM	3	
7:12 PM	2	1
7:13 PM	2	2
7:14 PM	1	
7:15 PM		
7:16 PM		
7:17 PM	1	
7:18 PM		
7:19 PM	1	
7:20 PM	1	
7:21 PM		1
7:22 PM		
7:23 PM	2	
7:24 PM		
7:25 PM		1
7:26 PM		
7:27 PM	2	
7:28 PM	3	
7:29 PM		1
7:30 PM		
7:31 PM	1	
7:32 PM	1	1
7:33 PM		1
7:34 PM	1	
7:35 PM	2	1
7:36 PM	1	
7:37 PM		
7:38 PM		
7:39 PM	2	
7:40 PM		1
7:41 PM	2	2
7:42 PM		1
7:43 PM	2	

7:44 PM	1	
7:45 PM	1	
7:46 PM	1	
7:47 PM	2	
7:48 PM		
7:49 PM	1	1
7:50 PM	1	
7:51 PM	1	
7:52 PM	1	1
7:53 PM		
7:54 PM		
7:55 PM		1
7:56 PM		
7:57 PM		
7:58 PM		
7:59 PM		
8:00 PM		
8:01 PM		
8:02 PM		
8:03 PM	1	
8:04 PM		
8:05 PM		
8:06 PM	1	
8:07 PM	2	
8:08 PM	2	
8:09 PM	2	
8:10 PM	2	
8:11 PM		
8:12 PM		
8:13 PM	1	
8:14 PM		
8:15 PM		
8:16 PM		
8:17 PM	2	
8:18 PM	2	
8:19 PM	3	
8:20 PM	1	
8:21 PM		
8:22 PM		
8:23 PM		
8:24 PM		
8:25 PM	1	
8:26 PM	3	

8:27 PM	3	
8:28 PM	4	
8:29 PM	3	
8:30 PM	1	
8:31 PM	1	
8:32 PM	1	
8:33 PM	1	
8:34 PM	2	
8:35 PM	2	
8:36 PM	3	
8:37 PM	1	
8:38 PM	1	
8:39 PM		
8:40 PM		
8:41 PM	1	
8:42 PM	2	
8:43 PM	2	
8:44 PM	2	
8:45 PM	1	
8:46 PM		
8:47 PM		
8:48 PM		
8:49 PM	1	
8:50 PM	1	
8:51 PM		
8:52 PM	1	
8:53 PM		
8:54 PM		
8:55 PM	1	
8:56 PM		
8:57 PM		
8:58 PM	1	
8:59 PM	1	
Totals	175	75

375 S County Rd





375 S County Rd
Building

Directions Save Nearby Send to phone Share

375 S County Rd, Palm Beach, FL 33480

Photos

Directory

Search for places

→ Drop off

- - - → Return

42 marked spaces in parking garage

Valet service from 11am - 10pm

2 valets on for lunch / 2 on for dinner

10-20 cars parked for lunch during off season

20-50 cars parked for lunch during season

20-50 cars parked for dinner

RESTAURANT LOCATION #13
Pizza Al Fresco

Prepared by National Data & Surveying Services

Snapshot Queue

Location: Pizza Al Fresco-14 Via Mizner S/O Peruvian Ave
City: Palm Beach, FL

Time	Vehicles in Queue	
	Weekend (4/15/2023)	Weekday (4/17/2023)
5:00 PM	1	
5:01 PM	1	
5:02 PM	1	
5:03 PM	1	
5:04 PM	1	
5:05 PM	1	
5:06 PM	1	
5:07 PM	1	
5:08 PM	1	
5:09 PM	1	
5:10 PM		
5:11 PM		
5:12 PM		
5:13 PM		
5:14 PM		
5:15 PM		
5:16 PM		
5:17 PM		1
5:18 PM		1
5:19 PM		1
5:20 PM		
5:21 PM		
5:22 PM		
5:23 PM		
5:24 PM		
5:25 PM		
5:26 PM		
5:27 PM		
5:28 PM		
5:29 PM		
5:30 PM		
5:31 PM		
5:32 PM		
5:33 PM		
5:34 PM		
5:35 PM		
5:36 PM		
5:37 PM		
5:38 PM		
5:39 PM		
5:40 PM		
5:41 PM		

Vallet Started Operation

5:42 PM		
5:43 PM	1	
5:44 PM	2	
5:45 PM	2	
5:46 PM	4	
5:47 PM	4	
5:48 PM	4	1
5:49 PM	2	1
5:50 PM	1	
5:51 PM	2	
5:52 PM	2	
5:53 PM	1	1
5:54 PM	2	1
5:55 PM	1	
5:56 PM		1
5:57 PM	1	
5:58 PM	3	
5:59 PM	2	
6:00 PM	3	2
6:01 PM	2	1
6:02 PM	1	1
6:03 PM	2	
6:04 PM	4	
6:05 PM	1	1
6:06 PM	1	
6:07 PM		
6:08 PM		1
6:09 PM	1	2
6:10 PM		1
6:11 PM	1	
6:12 PM	2	1
6:13 PM	3	2
6:14 PM	1	2
6:15 PM		
6:16 PM		
6:17 PM	4	
6:18 PM	6	
6:19 PM	4	1
6:20 PM	4	1
6:21 PM	4	3
6:22 PM	6	2
6:23 PM	6	1
6:24 PM	6	2
6:25 PM	5	2
6:26 PM	5	1
6:27 PM	4	
6:28 PM	5	2
6:29 PM	4	1
6:30 PM	3	
6:31 PM	4	1

6:32 PM	4	1
6:33 PM	5	
6:34 PM	3	1
6:35 PM	3	1
6:36 PM	4	1
6:37 PM	3	
6:38 PM	3	
6:39 PM	1	
6:40 PM	4	
6:41 PM	2	
6:42 PM	2	
6:43 PM	1	
6:44 PM		1
6:45 PM		3
6:46 PM		2
6:47 PM	1	3
6:48 PM	1	2
6:49 PM		2
6:50 PM		2
6:51 PM	1	1
6:52 PM		1
6:53 PM		3
6:54 PM		
6:55 PM	1	
6:56 PM	1	
6:57 PM	2	
6:58 PM	1	1
6:59 PM		1
7:00 PM		1
7:01 PM		1
7:02 PM		
7:03 PM		
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7:05 PM		
7:06 PM	1	
7:07 PM		
7:08 PM		
7:09 PM		
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7:12 PM		
7:13 PM		
7:14 PM	1	
7:15 PM		
7:16 PM		
7:17 PM		1
7:18 PM		
7:19 PM	1	
7:20 PM	2	1
7:21 PM		

7:22 PM		
7:23 PM		
7:24 PM		1
7:25 PM		
7:26 PM		1
7:27 PM		
7:28 PM		
7:29 PM	1	
7:30 PM		
7:31 PM		
7:32 PM	1	
7:33 PM	1	
7:34 PM	1	
7:35 PM	2	1
7:36 PM	2	
7:37 PM		
7:38 PM		
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7:40 PM	1	
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8:04 PM	3	
8:05 PM	2	
8:06 PM	3	
8:07 PM	3	
8:08 PM	2	
8:09 PM	2	
8:10 PM	1	
8:11 PM	1	

8:12 PM	2	
8:13 PM	2	
8:14 PM	2	
8:15 PM	1	
8:16 PM	3	
8:17 PM	2	
8:18 PM	1	
8:19 PM	1	
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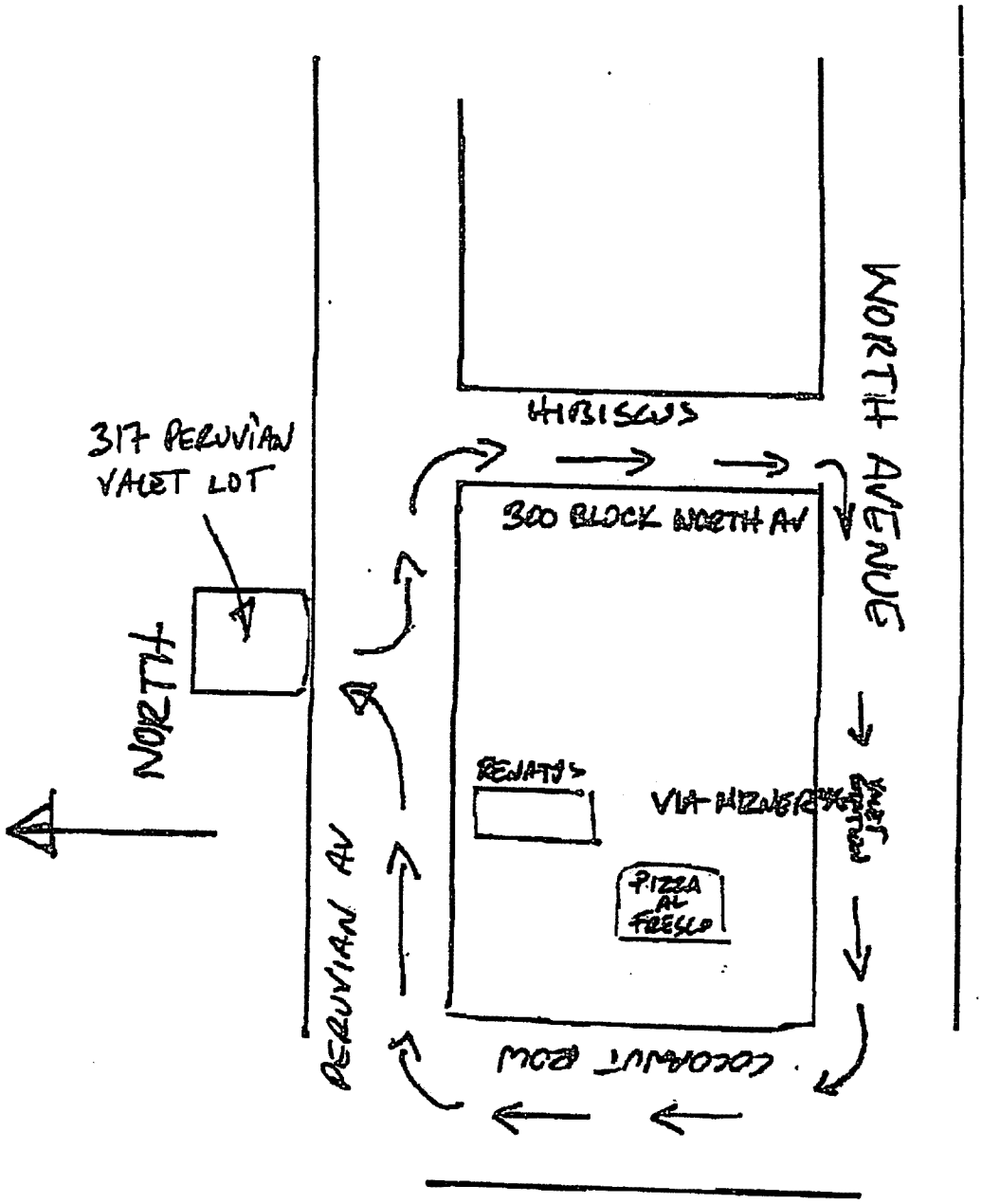
8:43 PM	1	
8:44 PM	1	
8:45 PM	1	
8:46 PM	1	
8:47 PM	1	
8:48 PM	1	
8:49 PM		
8:50 PM		
8:51 PM		
8:52 PM	1	
8:53 PM	1	
8:54 PM	1	
8:55 PM	1	
8:56 PM	1	
8:57 PM	2	
8:58 PM	2	
8:59 PM	4	
Totals	318	79

PIZZA AL FRESCO · VALET TRAFFIC PATTERN



FIFTEENTH AMENDMENT TO PARKING AGREEMENT

THIS FIFTEENTH AMENDMENT dated as of the 25th day of Aug., 2022, by and between LOVE III, LLC, a Florida limited liability company ("Lessor") and MIZNER, INC., a Florida corporation doing business as Renato's ("Lessee").

Lessor and Lessee previously entered in to a parking agreement (the "Agreement") dated March 31, 2005, pursuant to which Lessor afforded Lessee the right to park nineteen (19) vehicles at the parking lot located at 330 Peruvian Avenue, Palm Beach, between the hours of 6:00 p.m. and 1:00 a.m., seven (7) days per week. The Agreement was previously amended to extend the term thereof through September 30, 2022. The parties now desire to further extend the term of the Agreement and amend the Agreement as provided below.

NOW, THEREFORE, in consideration of the premises and of the mutual promises herein contained, the parties agree as follows:

1. The term of the Agreement is hereby extended through September 30, 2023.
2. Except as amended hereby, the Agreement and all of the terms and provisions thereof shall remain in full force and effect and is hereby ratified by the parties.

IN WITNESS WHEREOF, the Parties have affixed their signatures below effective the date first above written.

LOVE III, LLC, a Florida limited liability company

By: _____
Marsha Stocker
Its: Manager

MIZNER, INC., a Florida corporation

By: _____
Arlene Desiderio
Its: President

RESTAURANT LOCATION #14
BiCE Ristorante

Prepared by National Data & Surveying Services

Snapshot Queue

Location: Bice-313 Worth Ave S/O Peruvian Ave
City: Palm Beach, FL

Time	Vehicles in Queue	
	Weekend (4/22/2023)	Weekday (4/17/2023)
5:00 PM		
5:01 PM		
5:02 PM		
5:03 PM		
5:04 PM		
5:05 PM		
5:06 PM		
5:07 PM		1
5:08 PM		
5:09 PM		
5:10 PM		
5:11 PM		
5:12 PM		
5:13 PM		
5:14 PM		
5:15 PM	1	
5:16 PM		
5:17 PM		
5:18 PM		
5:19 PM		
5:20 PM	2	
5:21 PM	1	
5:22 PM		
5:23 PM		
5:24 PM		
5:25 PM		1
5:26 PM		
5:27 PM		
5:28 PM		
5:29 PM		
5:30 PM		
5:31 PM		
5:32 PM		
5:33 PM	1	
5:34 PM		
5:35 PM		
5:36 PM		
5:37 PM	1	2
5:38 PM		2
5:39 PM	1	1
5:40 PM	2	1
5:41 PM		2

Vallet Started Operation

5:42 PM	2	
5:43 PM		3
5:44 PM	1	2
5:45 PM		2
5:46 PM	1	2
5:47 PM	2	
5:48 PM		
5:49 PM		
5:50 PM		1
5:51 PM		1
5:52 PM		
5:53 PM		
5:54 PM		1
5:55 PM		1
5:56 PM	1	2
5:57 PM		2
5:58 PM	1	
5:59 PM		1
6:00 PM		1
6:01 PM		2
6:02 PM		
6:03 PM	1	1
6:04 PM		1
6:05 PM		1
6:06 PM		2
6:07 PM		1
6:08 PM		
6:09 PM	2	
6:10 PM	1	
6:11 PM		1
6:12 PM	1	
6:13 PM	1	
6:14 PM	1	
6:15 PM		
6:16 PM		2
6:17 PM	1	1
6:18 PM		1
6:19 PM		2
6:20 PM	1	
6:21 PM	1	
6:22 PM		
6:23 PM	1	
6:24 PM	1	
6:25 PM		
6:26 PM		2
6:27 PM	1	1
6:28 PM		1
6:29 PM	3	1
6:30 PM	2	1
6:31 PM	1	

6:32 PM		
6:33 PM		
6:34 PM	1	
6:35 PM	1	
6:36 PM		
6:37 PM		
6:38 PM	1	1
6:39 PM	1	
6:40 PM	2	
6:41 PM	1	
6:42 PM		1
6:43 PM		1
6:44 PM	2	2
6:45 PM	2	2
6:46 PM	1	1
6:47 PM	2	2
6:48 PM	1	2
6:49 PM		1
6:50 PM		1
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6:52 PM	2	2
6:53 PM	2	1
6:54 PM	3	1
6:55 PM	2	4
6:56 PM	2	3
6:57 PM		4
6:58 PM	1	4
6:59 PM	1	3
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7:11 PM	1	
7:12 PM	1	
7:13 PM	1	2
7:14 PM	2	3
7:15 PM		1
7:16 PM	1	2
7:17 PM	1	2
7:18 PM	1	
7:19 PM	1	1
7:20 PM		
7:21 PM	1	

7:22 PM	1	
7:23 PM		
7:24 PM	1	1
7:25 PM	3	
7:26 PM	2	
7:27 PM	2	
7:28 PM	1	1
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7:30 PM	1	1
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7:36 PM	1	
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8:45 PM	2	
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8:52 PM	1	
8:53 PM	1	
8:54 PM	2	
8:55 PM		
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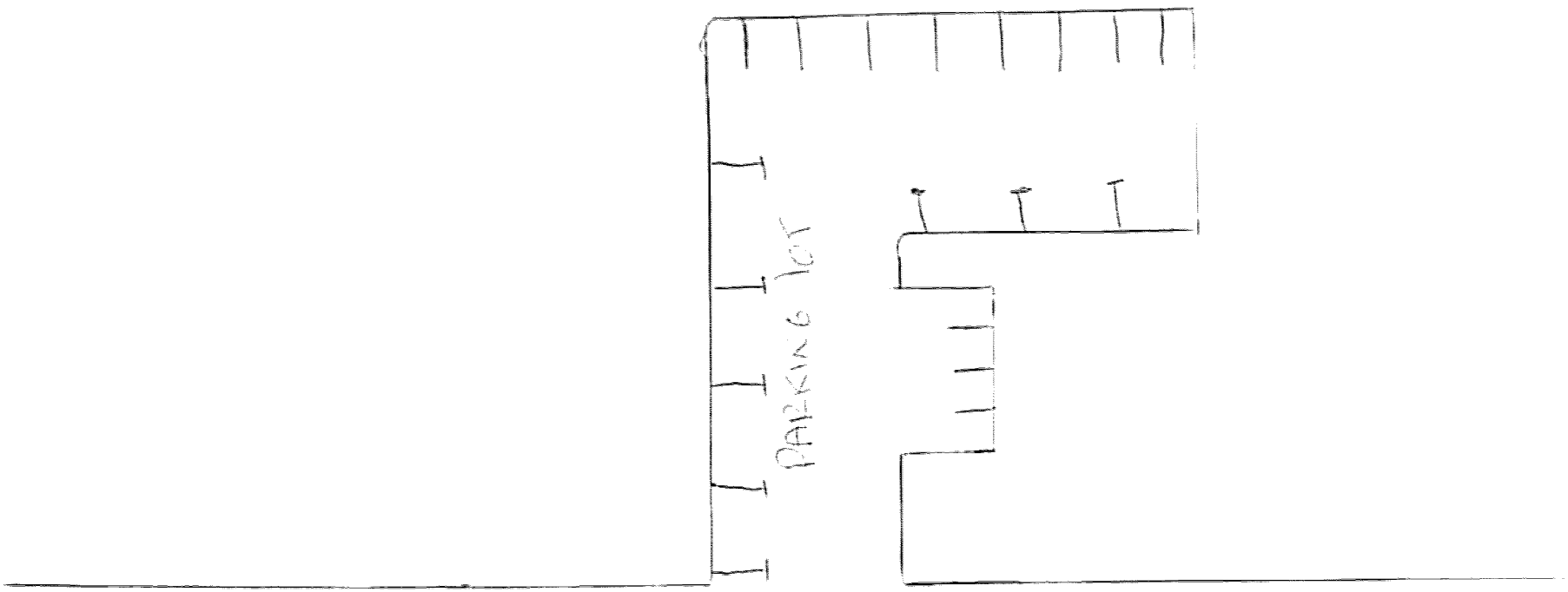
Totals	211	118


PARKING LOT
PERSIAN AVE
loading zone
BICE
RESTAURANT
Parking lot

RESTAURANT LOCATION #15
Club Colette

Prepared by National Data & Surveying Services

Snapshot Queue

Location: Club Colette -215 Peruvian Ave N/O Peruvian Ave
City: Palm Beach, FL

Time	Vehicles in Queue	
	Weekend (4/15/2023)	Weekday (4/17/2023)
5:00 PM		
5:01 PM		
5:02 PM		
5:03 PM		
5:04 PM		
5:05 PM		
5:06 PM		
5:07 PM		
5:08 PM		
5:09 PM		
5:10 PM		
5:11 PM		
5:12 PM		
5:13 PM		
5:14 PM		
5:15 PM		
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5:20 PM		
5:21 PM		
5:22 PM		
5:23 PM		
5:24 PM		
5:25 PM		
5:26 PM		
5:27 PM		
5:28 PM		
5:29 PM		
5:30 PM		
5:31 PM		
5:32 PM		
5:33 PM		
5:34 PM		

Vallet Start

5:35 PM		
5:36 PM		
5:37 PM		
5:38 PM		
5:39 PM		
5:40 PM		
5:41 PM		1
5:42 PM		1
5:43 PM		1
5:44 PM		1
5:45 PM		1
5:46 PM		
5:47 PM		
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6:18 PM		1
6:19 PM		
6:20 PM		
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6:23 PM		
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6:26 PM	1	1
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6:28 PM	2	1
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6:30 PM		2
6:31 PM		2
6:32 PM	1	1
6:33 PM	2	
6:34 PM	1	
6:35 PM	2	
6:36 PM		
6:37 PM		
6:38 PM	1	
6:39 PM	2	1
6:40 PM	1	
6:41 PM	3	
6:42 PM	2	
6:43 PM	1	
6:44 PM		1
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6:46 PM	2	
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6:57 PM	5	2
6:58 PM	3	2
6:59 PM	4	2
7:00 PM	5	3

7:01 PM	3	2
7:02 PM	3	2
7:03 PM	4	
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7:38 PM	1	
7:39 PM		1
7:40 PM		
7:41 PM	1	
7:42 PM	1	
7:43 PM	1	

7:44 PM		
7:45 PM		
7:46 PM		
7:47 PM		
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8:21 PM	1	
8:22 PM	1	
8:23 PM	1	
8:24 PM	1	
8:25 PM	1	
8:26 PM	2	

8:27 PM		
8:28 PM		
8:29 PM		
8:30 PM	2	
8:31 PM	1	
8:32 PM	1	
8:33 PM		
8:34 PM		
8:35 PM		
8:36 PM		
8:37 PM		
8:38 PM		
8:39 PM		
8:40 PM		
8:41 PM	1	
8:42 PM	2	
8:43 PM	3	
8:44 PM		
8:45 PM	2	
8:46 PM		
8:47 PM		
8:48 PM		
8:49 PM	1	
8:50 PM		
8:51 PM		
8:52 PM	1	
8:53 PM		
8:54 PM		
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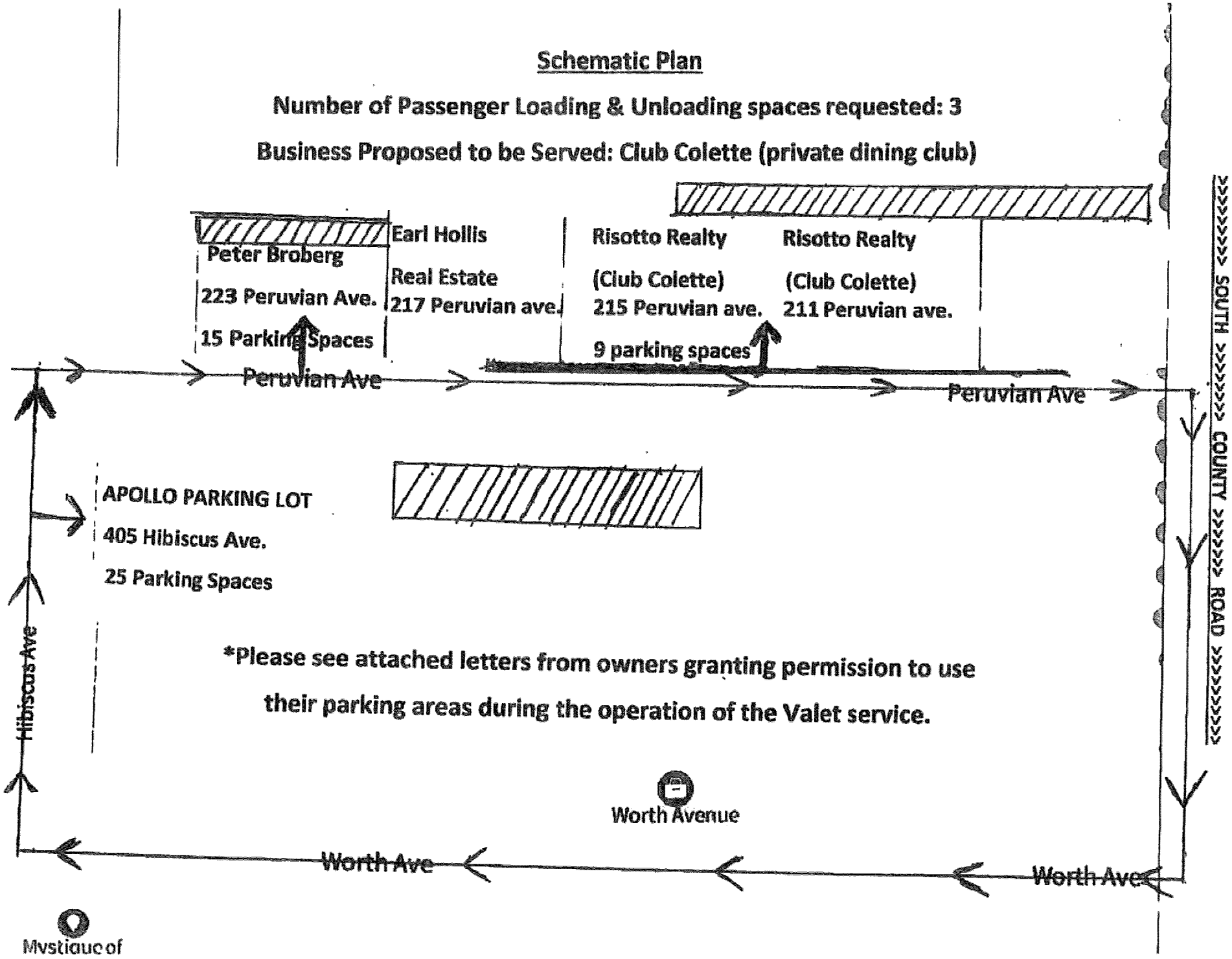
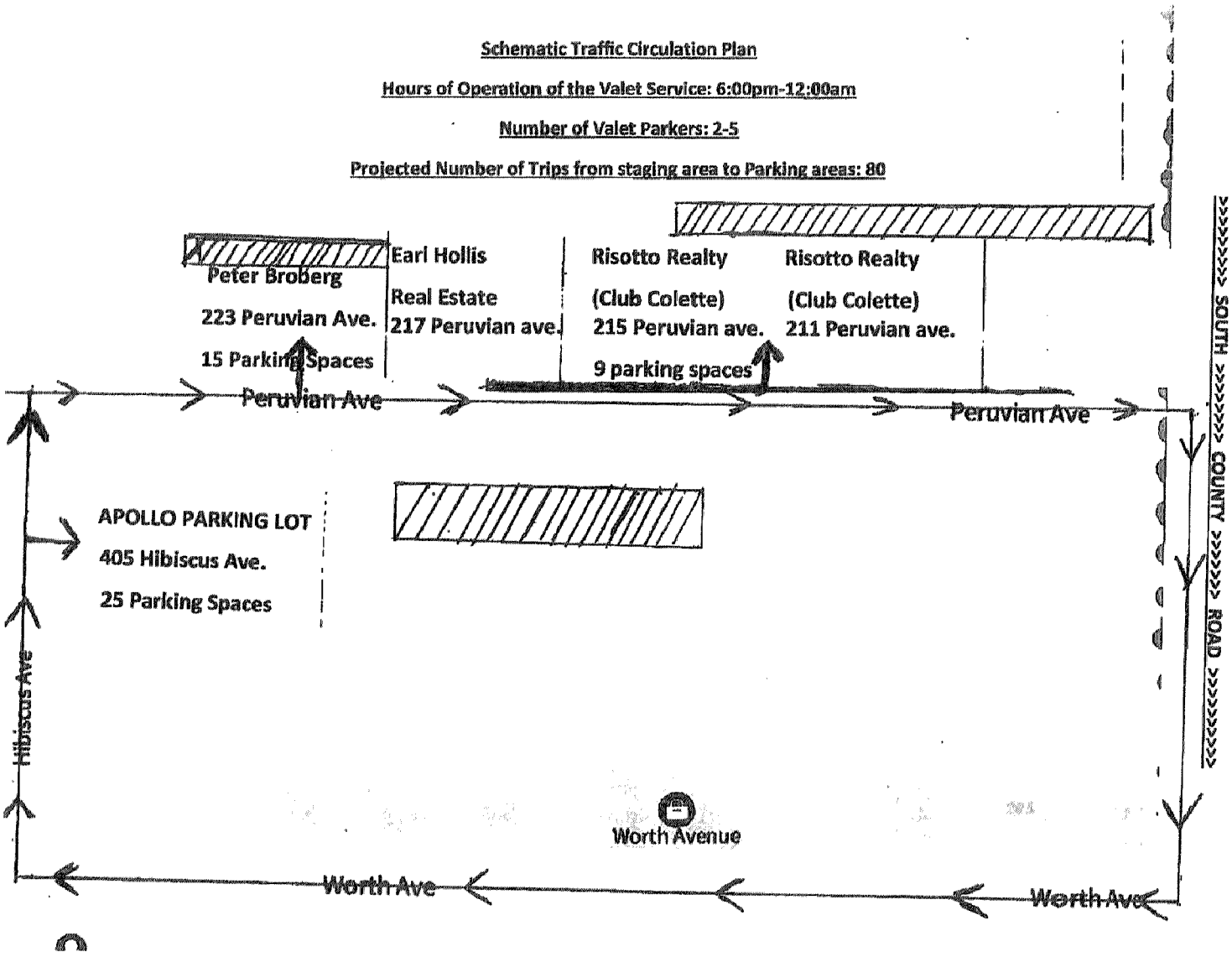
8:56 PM	2	
8:57 PM		
8:58 PM	1	
8:59 PM		
Totals	195	56

ted Operation


Schematic Plan
Number of Passenger Loading & Unloading spaces requested: 3
Business Proposed to be Served: Club Colette (private dining club)
Peter Broberg
223 Peruvian Ave.
15 Parking Spaces
Earl Hollis
Real Estate
217 Peruvian ave.
Risotto Realty
(Club Colette)
215 Peruvian ave.
9 parking spaces
Risotto Realty
(Club Colette)
211 Peruvian ave.
Peruvian Ave
Peruvian Ave
SOUTH COUNTY ROAD
APOLLO PARKING LOT
405 Hibiscus Ave.
25 Parking Spaces
*Please see attached letters from owners granting permission to use their parking areas during the operation of the Valet service.
Hibiscus Ave
Worth Avenue
Worth Ave
Worth Ave
Mystique of


Schematic Traffic Circulation Plan
Hours of Operation of the Valet Service: 6:00pm-12:00am
Number of Valet Parkers: 2-5
Projected Number of Trips from staging area to Parking areas: 80
Peter Broberg
223 Peruvian Ave.
15 Parking Spaces
Earl Hollis
Real Estate
217 Peruvian ave.
Risotto Realty
(Club Colette)
215 Peruvian ave.
9 parking spaces
Risotto Realty
(Club Colette)
211 Peruvian ave.
Peruvian Ave
Peruvian Ave
APOLLO PARKING LOT
405 Hibiscus Ave.
25 Parking Spaces
Hibiscus Ave
SOUTH COUNTY ROAD
Worth Avenue
Worth Ave
Worth Ave

Parking Space Agreement

This Parking Space Agreement is made on December 18, 2019 by and between **Apollo Parking Garage, Inc.** with a mailing address of 405 Hibiscus Avenue, Palm Beach, Florida and **Classic Cuisine, Inc. d/b/a Club Colette** with a mailing address of 215 Peruvian Avenue, Palm Beach, FL 33480.

1. Parking Spaces shall only be used for the parking of passenger vehicles by Club Colette's valet team in the evenings. (25 spaces).
2. Club Colette will provide a current Certificate of Insurance to Apollo Parking Garage, Inc. and do so annually.
3. Club Colette shall pay in 2019 for the balance of December: $500.00
   Club Colette shall pay for the months January, February, March, April, May, November and December: $1,300.00 per month.
   Club Colette shall pay for the months of June, July, August, September and October: $500.00 per month.

   Payment due date will be the first day of each calendar month.

   Both parties have executed this Parking Space Agreement on the day and year written above

Apollo Parking Garage, Inc.

By: _____
Name: IGOR KIRIK
Its: PRESIDENT
THOMAS PETRELLI
VICE PRESIDENT

Classic Cuisine, Inc. dba Club Colette
Daniel Ponton

By: _____
Name: DANIEL PONTON
Its: OWNER

COX AND BROBERG, LLP
ATTORNEYS AND COUNSELORS
223 PERUVIAN AVENUE
PALM BEACH, FLORIDA 33480

PETER S. BROBERG
JOHN B. O'NEILL

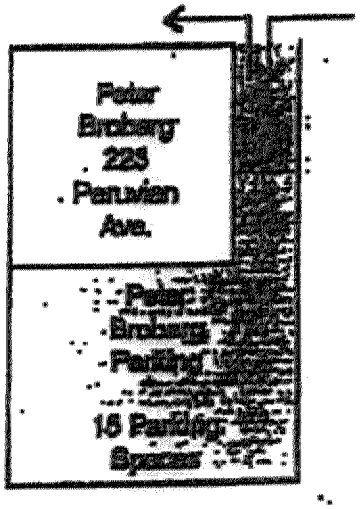
(561) 655-2155
FACSIMILE (561) 655-0055

CHARLES FRANCIS COX (1920-1998)
GUSTAVE T. BROBERG, JR. (1920-2000)

October 14, 2002

Classic Cuisine, Inc.
d/b/a club colette
215 Peruvian Ave.
Palm Beach, FL 33480

We give Classic Cuisine, Inc., d/b/a club colette, permission to use our private parking lot, containing 15 parking spaces, between the hours of 6:00 pm – 12:00 am for motor vehicle storage purposes.



We will notify the Town at least fifteen (15) days in advance of our terminating your permission to use the parking lot under the conditions stated above.

Sincerely,

Peter S. Broberg

RESTAURANT LOCATION #16
Café Via Flora

Prepared by National Data & Surveying Services

Snapshot Queue

Location: Cafe Via Flora-240 Worth Ave S/O Worth Ave
City: Palm Beach, FL

Time	Vehicles in Queue	
	Weekend (4/15/2023)	Weekday (4/17/2023)
5:00 PM		
5:01 PM		
5:02 PM		
5:03 PM		
5:04 PM		
5:05 PM		
5:06 PM		
5:07 PM		
5:08 PM		
5:09 PM		
5:10 PM		
5:11 PM		
5:12 PM		
5:13 PM		
5:14 PM		
5:15 PM		
5:16 PM		
5:17 PM		
5:18 PM		
5:19 PM		
5:20 PM		
5:21 PM		
5:22 PM		
5:23 PM		
5:24 PM		
5:25 PM		
5:26 PM		
5:27 PM		
5:28 PM		
5:29 PM		
5:30 PM		
5:31 PM		
5:32 PM		
5:33 PM	1	
5:34 PM		

Vallet Start

5:35 PM		1
5:36 PM	1	
5:37 PM		
5:38 PM		
5:39 PM		
5:40 PM		
5:41 PM		
5:42 PM		
5:43 PM		
5:44 PM		
5:45 PM		
5:46 PM		
5:47 PM	1	1
5:48 PM		1
5:49 PM		
5:50 PM	1	
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5:53 PM		
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5:55 PM		1
5:56 PM		
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5:58 PM		
5:59 PM		
6:00 PM		
6:01 PM		
6:02 PM		
6:03 PM		
6:04 PM		
6:05 PM		
6:06 PM	2	
6:07 PM		
6:08 PM		
6:09 PM		
6:10 PM	1	1
6:11 PM		1
6:12 PM	1	1
6:13 PM		1
6:14 PM		1
6:15 PM		
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6:17 PM		1

6:18 PM		1
6:19 PM		
6:20 PM		
6:21 PM	1	
6:22 PM		
6:23 PM		
6:24 PM	2	
6:25 PM	1	
6:26 PM	1	
6:27 PM		1
6:28 PM	1	1
6:29 PM		
6:30 PM		
6:31 PM		
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6:36 PM		
6:37 PM		
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6:39 PM		
6:40 PM		
6:41 PM		
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6:43 PM	2	
6:44 PM	1	
6:45 PM	1	
6:46 PM		
6:47 PM		
6:48 PM		
6:49 PM		
6:50 PM	1	
6:51 PM		1
6:52 PM		1
6:53 PM		1
6:54 PM	1	
6:55 PM		
6:56 PM		
6:57 PM		
6:58 PM	1	
6:59 PM	3	
7:00 PM	2	

7:01 PM		
7:02 PM		
7:03 PM		
7:04 PM		
7:05 PM	1	
7:06 PM		
7:07 PM		
7:08 PM	1	
7:09 PM		
7:10 PM		
7:11 PM		
7:12 PM		1
7:13 PM		
7:14 PM		
7:15 PM	1	
7:16 PM		
7:17 PM		
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8:06 PM		
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8:21 PM		
8:22 PM		
8:23 PM		
8:24 PM		
8:25 PM		
8:26 PM	3	

8:27 PM		
8:28 PM	1	
8:29 PM		
8:30 PM		
8:31 PM		
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8:33 PM		
8:34 PM		
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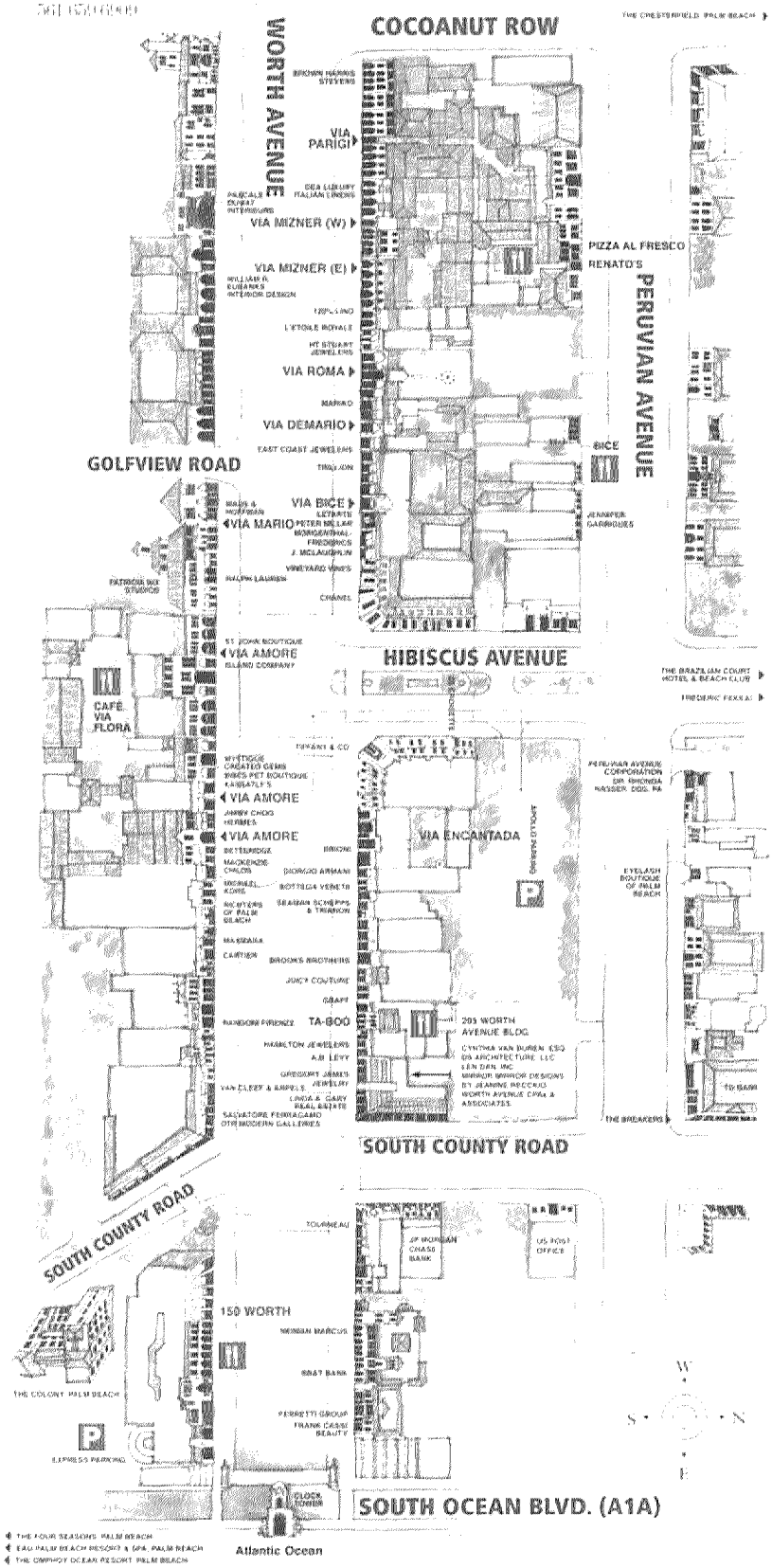
8:38 PM	1	
8:39 PM		
8:40 PM		
8:41 PM		
8:42 PM	2	
8:43 PM	1	
8:44 PM		
8:45 PM		
8:46 PM		
8:47 PM		
8:48 PM		
8:49 PM		
8:50 PM	1	
8:51 PM		
8:52 PM		
8:53 PM		
8:54 PM		
8:55 PM		
8:56 PM	2	
8:57 PM		
8:58 PM		
8:59 PM		
Totals	70	20

ted Operation

OFFICIAL WORTH AVENUE™ ASSOCIATION MAP

Worth Avenue
www.worthavenue.com
561 659 6909



THE VIAS

VIA PARIGI
GALERIA DE SCULPTURE
STUBBS & WOOTTON

VIA MIZNER
BABALU PALM BEACH
BRIDGES, MARSH & ASSOCIATES
DIANE FINSTEN
JENNIFER MILLER JEWELRY
PIZZA AL FRESCO
RENATO'S RESTAURANT
VIA MIZNER PROPERTIES

VIA ROMA

VIA DEMARIO
BONNIE ROSEMAN'S BLT
NEW PALM, LLC
PETTY'S BANK ANTIQUE & ESTATE JEWELRY
SIENNA CHAPLES TRAVEL

VIA BICE
ACENTO
BICE RESTAURANT
MARYANNA SUZANNA

VIA MARIO
TOM MATHIEU & CO

VIA AMORE
BIBA NY
BIBI'S PAT BOUTIQUE
CAFE VIA FLORA
CHARLOTTE KELLOGG
LOVE REALTY
MARLEY'S PALM BEACH COLLECTION
PALM BEACH SOCIETY MAGAZINE
PEGGY DAVEN
SHERRY FRANKEL'S MILLANGERIE
SUSAN E. RILEY

VIA ENCANTADA
CALYPSO ST. BARTH

150 WORTH

1ST FLOOR
ALEX AND ANI
ALTONA
AMINA RUBINACCI
CHRISTOFLE
EDWARD BERNER PURVEYOR OF FINE EYEWEAR
EMILIO PUCCI
GUCCI
LOUIS VUITTON
PRETTY BALLERINAS
ROBERTA ROLLER RABBIT
SAKS FIFTH AVENUE
STARBUCKS
TAMARA COMOLLI FINE JEWELRY COLLECTION
TONY BURCH
VICENZE &
VILEBREQUIN
WORTH AVENUE YACHTS

2ND FLOOR
AREFEH
CALAMASSI (ITALY)
COLORIST HAIR STUDIO & SPA
ENGEL & VOLKERS REAL ESTATE
GIGI'S TAP & TABLE
KIOSK LUXURY BOUTIQUE
LOLA
SAKS FIFTH AVENUE MEN'S

RESTAURANT LOCATION #17

Ta-boo

Prepared by National Data & Surveying Services

Snapshot Queue

Location: Ta-Boo-221 Worth Ave N/O Worth Ave

City: Palm Beach, FL

Time	Vehicles in Queue	
	Weekend (4/15/2023)	Weekday (4/17/2023)
5:00 PM		2
5:01 PM		1
5:02 PM		
5:03 PM		
5:04 PM		
5:05 PM		
5:06 PM		
5:07 PM		
5:08 PM	2	
5:09 PM		
5:10 PM		
5:11 PM		
5:12 PM		
5:13 PM		
5:14 PM	1	
5:15 PM	1	
5:16 PM		
5:17 PM		
5:18 PM		
5:19 PM		
5:20 PM		
5:21 PM		
5:22 PM		
5:23 PM		
5:24 PM	1	
5:25 PM		1
5:26 PM		1
5:27 PM		1
5:28 PM		
5:29 PM		
5:30 PM		
5:31 PM		
5:32 PM		
5:33 PM		1
5:34 PM		

5:35 PM		
5:36 PM		
5:37 PM		
5:38 PM	2	
5:39 PM	1	
5:40 PM		
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5:45 PM		
5:46 PM		
5:47 PM		
5:48 PM	1	
5:49 PM	1	
5:50 PM	1	
5:51 PM	2	
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5:57 PM	1	
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5:59 PM	1	
6:00 PM	1	1
6:01 PM	1	
6:02 PM	1	
6:03 PM		
6:04 PM		
6:05 PM		
6:06 PM		
6:07 PM	2	
6:08 PM	2	
6:09 PM		
6:10 PM		
6:11 PM		
6:12 PM		
6:13 PM		
6:14 PM	1	
6:15 PM		
6:16 PM		
6:17 PM		

6:18 PM		
6:19 PM	1	
6:20 PM	1	
6:21 PM		1
6:22 PM		
6:23 PM		1
6:24 PM		
6:25 PM		
6:26 PM		
6:27 PM		
6:28 PM		1
6:29 PM		1
6:30 PM	1	
6:31 PM		
6:32 PM		
6:33 PM		
6:34 PM	1	
6:35 PM		
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6:37 PM	1	
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6:41 PM	3	
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6:47 PM		
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6:57 PM		
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7:00 PM		

7:01 PM		
7:02 PM	1	1
7:03 PM		2
7:04 PM		1
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7:30 PM	2	
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7:32 PM	2	
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8:53 PM		
8:54 PM		
8:55 PM		
8:56 PM		
8:57 PM		
8:58 PM		
8:59 PM	1	
Totals	162	23

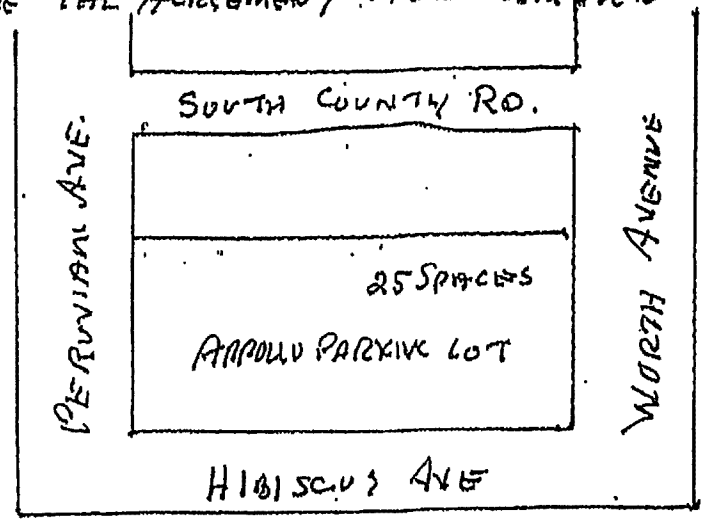
APPOLLO PARKING
405 HIBISCUS AVE
PALM BEACH, FL.
561 659-4979

TABOO RESTAURANT
221 WORTH AVENUE
PALM BEACH, FL. 33480

RE: EVENING PARKING
APPOLLO PARKING LOT
405 HIBISCUS AVE

GENTLEMEN:

PLEASE ACCEPT THIS LETTER AS EVIDENCE OF OUR VERBAL AGREEMENT TO ALLOW TA-BOO TO USE OUR PARKING LOT CONTAINING 25 SPACES, AFTER SIX(6) PM. APPOLLO RESERVES THE RIGHT TO CHANGE OR TERMINATE THE AGREEMENT UPON WRITTEN NOTICE



WE WILL NOTIFY THE TOWN AT LEAST FIFTEEN (15) DAYS IN ADVANCE OF OUR TERMINATING PERMISSION TO USE THE PARKING LOT UNDER THE CONDITIONS STATED ABOVE.

SINCERELY

RESTAURANT LOCATION #18
Le Bilboquet

Prepared by National Data & Surveying Services

Snapshot Queue

Location: Le Bilboquet-245A Worth Ave N/O Worth Ave
City: Palm Beach, FL

Time	Vehicles in Queue	
	Weekend (4/15/2023)	Weekday (4/17/2023)
5:00 PM		1
5:01 PM		
5:02 PM		
5:03 PM		2
5:04 PM		1
5:05 PM		1
5:06 PM		1
5:07 PM		
5:08 PM		
5:09 PM		
5:10 PM		
5:11 PM		
5:12 PM		
5:13 PM		
5:14 PM		
5:15 PM		
5:16 PM		
5:17 PM		
5:18 PM		
5:19 PM		
5:20 PM	1	
5:21 PM		
5:22 PM		
5:23 PM		
5:24 PM		1
5:25 PM		
5:26 PM		
5:27 PM	2	1
5:28 PM	1	1
5:29 PM		
5:30 PM	1	1
5:31 PM		
5:32 PM		
5:33 PM		1
5:34 PM		2
5:35 PM	2	1
5:36 PM	4	

Valet Start

5:37 PM	3	
5:38 PM	2	
5:39 PM	2	
5:40 PM		
5:41 PM		
5:42 PM		
5:43 PM	2	
5:44 PM	1	
5:45 PM	1	
5:46 PM		
5:47 PM		
5:48 PM	1	
5:49 PM	2	
5:50 PM	1	
5:51 PM		3
5:52 PM		3
5:53 PM		4
5:54 PM		1
5:55 PM	6	4
5:56 PM	6	3
5:57 PM	3	2
5:58 PM	1	1
5:59 PM	2	3
6:00 PM	2	3
6:01 PM	2	3
6:02 PM	2	3
6:03 PM	1	2
6:04 PM	1	2
6:05 PM	2	2
6:06 PM	2	1
6:07 PM	1	1
6:08 PM		
6:09 PM		
6:10 PM	2	
6:11 PM	1	
6:12 PM		
6:13 PM		
6:14 PM	1	
6:15 PM	1	
6:16 PM	3	
6:17 PM	2	
6:18 PM	1	
6:19 PM		
6:20 PM	1	1
6:21 PM	1	2

6:22 PM		2
6:23 PM	1	2
6:24 PM	1	2
6:25 PM	2	2
6:26 PM	1	2
6:27 PM		3
6:28 PM	2	2
6:29 PM	3	2
6:30 PM	4	3
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6:34 PM	1	2
6:35 PM		
6:36 PM	1	2
6:37 PM		
6:38 PM		
6:39 PM		
6:40 PM		
6:41 PM	1	
6:42 PM	1	
6:43 PM	2	
6:44 PM	2	
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6:46 PM	1	1
6:47 PM	2	1
6:48 PM	2	1
6:49 PM	3	
6:50 PM	2	
6:51 PM	3	1
6:52 PM	3	
6:53 PM	4	1
6:54 PM	2	
6:55 PM	2	1
6:56 PM	1	2
6:57 PM		1
6:58 PM		
6:59 PM		
7:00 PM	2	
7:01 PM	2	1
7:02 PM		1
7:03 PM		
7:04 PM		1
7:05 PM	2	
7:06 PM		

7:07 PM		2
7:08 PM		1
7:09 PM		1
7:10 PM		
7:11 PM		
7:12 PM		1
7:13 PM		
7:14 PM		
7:15 PM	1	
7:16 PM	1	2
7:17 PM		1
7:18 PM		
7:19 PM	2	
7:20 PM	1	
7:21 PM	1	
7:22 PM		1
7:23 PM		1
7:24 PM		
7:25 PM	3	
7:26 PM	2	1
7:27 PM		
7:28 PM		
7:29 PM	1	
7:30 PM		1
7:31 PM		
7:32 PM		
7:33 PM		
7:34 PM		1
7:35 PM	3	
7:36 PM	2	1
7:37 PM	2	1
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7:39 PM	2	
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7:43 PM	2	1
7:44 PM	1	1
7:45 PM	4	
7:46 PM	2	
7:47 PM		1
7:48 PM		1
7:49 PM	1	1
7:50 PM		
7:51 PM	1	2

7:52 PM		1
7:53 PM		
7:54 PM	1	1
7:55 PM	4	
7:56 PM	3	
7:57 PM	2	
7:58 PM	2	1
7:59 PM	3	2
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8:16 PM		
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8:29 PM	3	
8:30 PM	3	
8:31 PM	3	
8:32 PM	2	
8:33 PM	1	
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8:41 PM	2	
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8:43 PM	1	
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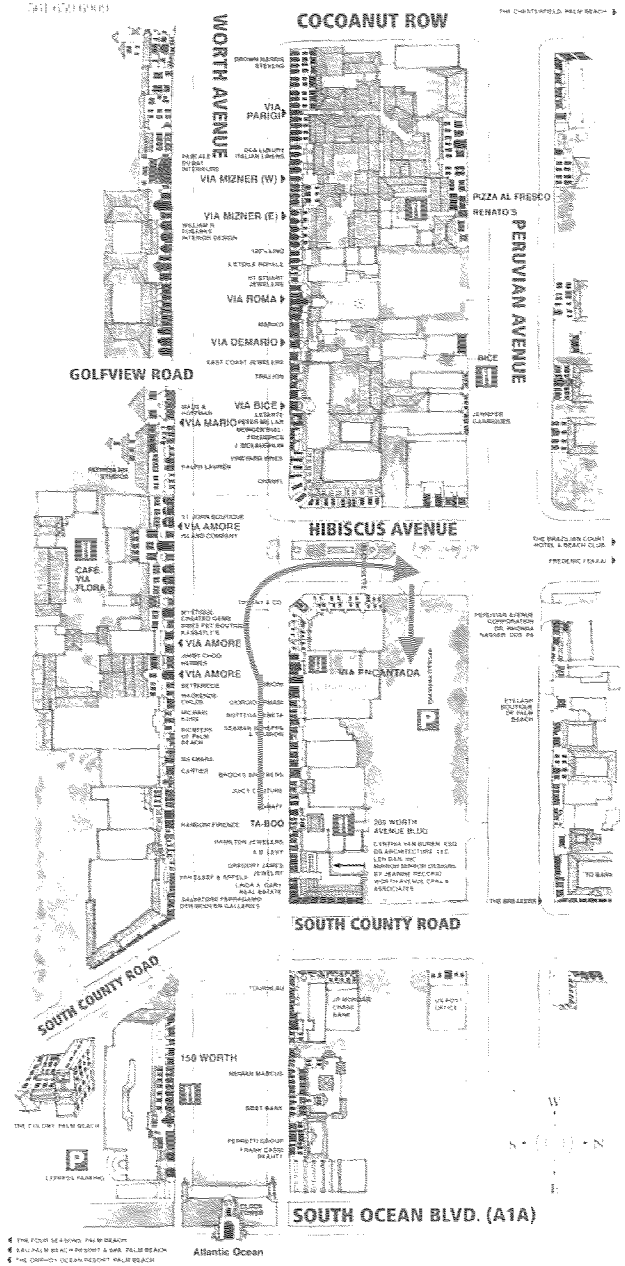
8:52 PM	2	
8:53 PM	1	
8:54 PM	1	
8:55 PM		
8:56 PM		
8:57 PM		
8:58 PM		
8:59 PM	2	
Totals	309	130

OFFICIAL WORTH AVENUE ASSOCIATION MAP

Worth Avenue



THE VIAS

VIA PARIGI

VIA MIZNER

VIA ROMA

VIA DEMARIO

VIA BICE

VIA MARIO

VIA AMORE

VIA ENCANTADA

150 WORTH

1ST FLOOR

2ND FLOOR