

September 7, 2023

Eric Czerniejewski, P.E., ENV SP  
Traffic Engineering Division Manager  
The Corradino Group  
5200 NW 33rd Ave, Suite 203  
Ft. Lauderdale, FL

RE: ***Paramount Theater - Palm Beach  
Traffic Impact Evaluation  
Palm Beach, Florida  
Kimley-Horn #241020000***

Dear Eric:

Kimley-Horn and Associates, Inc. has been retained to perform a traffic impact evaluation for the proposed redevelopment of the site located at 139 North County Road in Palm Beach, Florida (see Figure 1). The Parcel Control Number (PCN) for the project site is 50-43-43-15-09-000-0140. Included in this evaluation are analyses that were previously prepared to determine compliance with the Traffic Performance Standards (TPS) of Palm Beach County, as defined in Article 12 of the County's Unified Land Development Code (ULDC). Further analysis has been included to address the following additional evaluations requested by the Town of Palm Beach:

- Intersection operational analyses
- Driveway analyses
- A buildout date of 2027 has been assumed for the purposes of this evaluation.

The site currently contains 9,683 square feet of general retail space, 14,745 square feet of general office space, and a 2,205 square foot place of worship. The proposed plan of redevelopment includes renovating existing buildings on site and adding below-grade parking with four residential units on top on the portion of the site that currently includes surface parking. The redevelopment will result in a final program of 6,636 square feet of general retail space, 4 single family dwelling units, a 225-member private club, and a 250-seat banquet facility. The private club was assumed to generate traffic similar to that of a fine dining restaurant, and the banquet facility is only expected to generate traffic when it has been rented out for events or dinners. Both of these uses are expected to operate as private facilities and will not be open to the general public.

## TRIP GENERATION DETERMINATION

A trip generation determination was prepared to determine the potential impacts of the proposed redevelopment. Trip generation rates and equations published by the Palm Beach County Traffic Division were used for the daily, AM peak hour, and PM peak hour trip generation calculations for the existing and proposed site. The proposed banquet hall does not specifically fit within the land uses provided in the Palm Beach County Trip Generation Rates table; therefore, the trip generation rates applied to this use were determined based upon discussions with Palm Beach County Traffic Division staff.

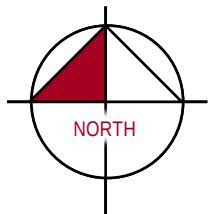
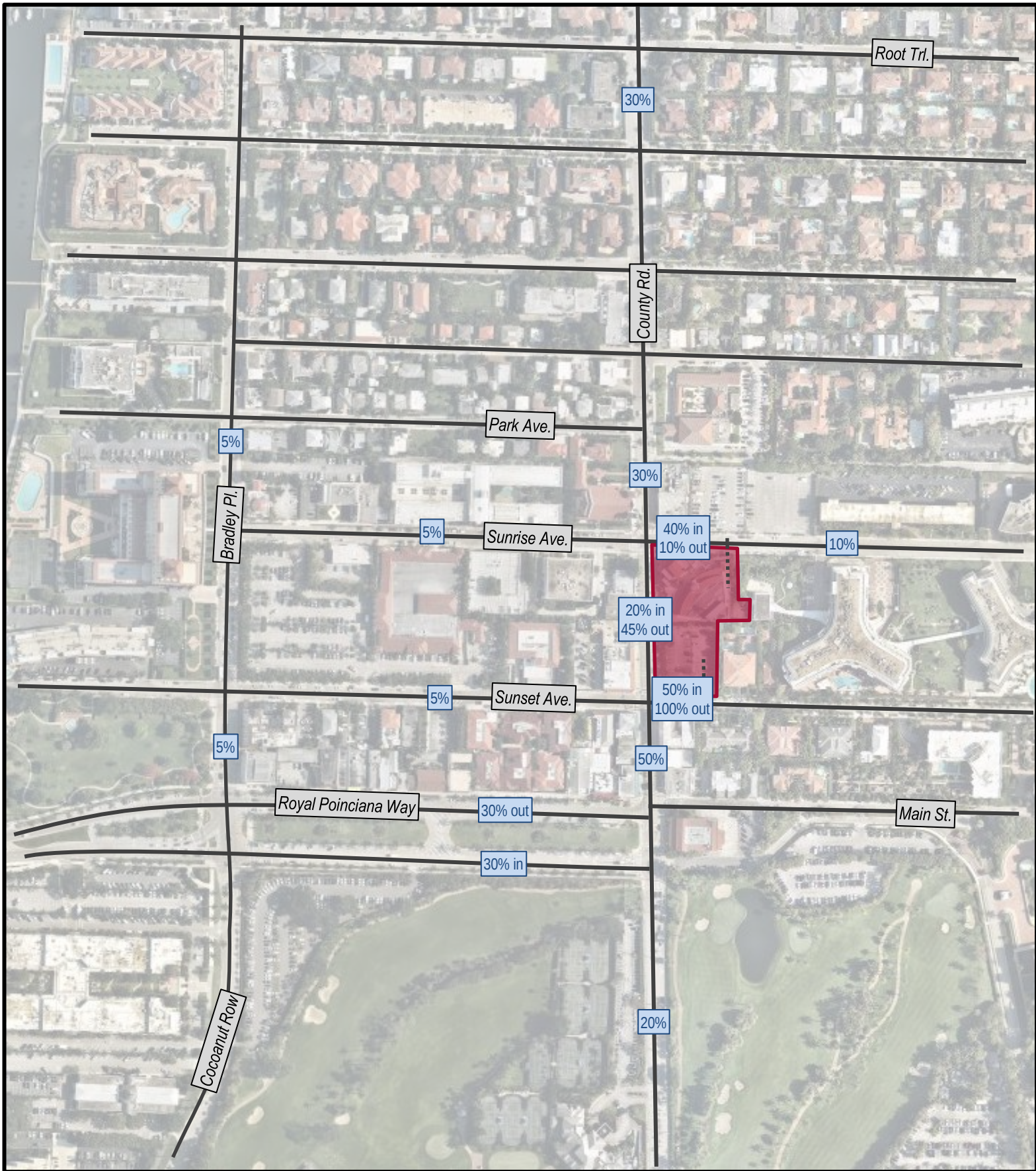
Table 1 summarizes the trip generation calculations for the proposed redevelopment. As shown in Table 1, the proposed redevelopment of the site results in 511 net new external daily trips, a decrease of 18 net new external AM peak hour trips (-16 in, -2 out), and an increase of 25 net new external PM peak hour trips (+29 in, -4 out).

Table 1: Trip Generation Calculations

| Land Use                                                    | Intensity            | Daily Trips                           | AM Peak Hour |                                       |     | PM Peak Hour |    |     |
|-------------------------------------------------------------|----------------------|---------------------------------------|--------------|---------------------------------------|-----|--------------|----|-----|
|                                                             |                      |                                       | Total        | In                                    | Out | Total        | In | Out |
| Existing Scenario >5 Years                                  |                      |                                       |              |                                       |     |              |    |     |
| Strip Retail Plaza (<40k)                                   | 9.683 KSF            | 527                                   | 23           | 14                                    | 9   | 64           | 32 | 32  |
| General Office (10k-250k)                                   | 14.745 KSF           | 160                                   | 22           | 19                                    | 3   | 21           | 4  | 17  |
| Church/Synagogue                                            | 2.205 KSF            | 17                                    | 1            | 1                                     | 0   | 1            | 0  | 1   |
|                                                             | Subtotal             | 704                                   | 46           | 34                                    | 12  | 86           | 36 | 50  |
| Pass-By Capture                                             |                      |                                       |              |                                       |     |              |    |     |
| Strip Retail Plaza (<40k)                                   | 63.0%                | 332                                   | 14           | 9                                     | 5   | 40           | 20 | 20  |
| General Office (10k-250k)                                   | 10.0%                | 16                                    | 2            | 2                                     | 0   | 2            | 0  | 2   |
| Church/Synagogue                                            | 5.0%                 | 1                                     | 0            | 0                                     | 0   | 0            | 0  | 0   |
|                                                             | Subtotal             | 349                                   | 16           | 11                                    | 5   | 42           | 20 | 22  |
| Driveway Volumes                                            |                      | 704                                   | 46           | 34                                    | 12  | 86           | 36 | 50  |
| Net New External Trips                                      |                      | 355                                   | 30           | 23                                    | 7   | 44           | 16 | 28  |
| Proposed Scenario                                           |                      |                                       |              |                                       |     |              |    |     |
| Strip Retail Plaza (<40k)                                   | 6.636 KSF            | 361                                   | 16           | 10                                    | 6   | 44           | 22 | 22  |
| Single Family Detached                                      | 4 DU                 | 40                                    | 3            | 1                                     | 2   | 4            | 3  | 1   |
| Fine Dining Restaurant*                                     | 225 Seats            | 585                                   | 5            | 3                                     | 2   | 63           | 42 | 21  |
| Banquet Hall**                                              | 250 Seats            | 650                                   | 0            | 0                                     | 0   | 25           | 17 | 8   |
|                                                             | Subtotal             | 1,636                                 | 24           | 14                                    | 10  | 136          | 84 | 52  |
| Pass-By Capture                                             |                      |                                       |              |                                       |     |              |    |     |
| Strip Retail Plaza (<40k)                                   | 63.0%                | 227                                   | 10           | 6                                     | 4   | 28           | 14 | 14  |
| Single Family Detached                                      | 0.0%                 | 0                                     | 0            | 0                                     | 0   | 0            | 0  | 0   |
| Fine Dining Restaurant*                                     | 44.0%                | 257                                   | 2            | 1                                     | 1   | 28           | 18 | 10  |
| Banquet Hall **                                             | 44.0%                | 286                                   | 0            | 0                                     | 0   | 11           | 7  | 4   |
|                                                             | Subtotal             | 770                                   | 12           | 7                                     | 5   | 67           | 39 | 28  |
| Driveway Volumes                                            |                      | 1,636                                 | 24           | 14                                    | 10  | 136          | 84 | 52  |
| Net New External Trips                                      |                      | 866                                   | 12           | 7                                     | 5   | 69           | 45 | 24  |
| Proposed Net External Trips-Existing Net New External Trips |                      | 511                                   | -18          | -16                                   | -2  | 25           | 29 | -4  |
| Radius of Development Influence:                            |                      | 0.5 miles                             |              |                                       |     |              |    |     |
| Land Use                                                    | Daily                | AM Peak Hour                          |              | PM Peak Hour                          |     | Pass By      |    |     |
| Strip Retail Plaza (<40k)                                   | 54.45 trips/1,000 sf | 2.36 trips/1,000 sf (60% in, 40% out) |              | 6.59 trips/1,000 sf (50% in, 50% out) |     | 63.0%        |    |     |
| General Office (10k-250k)                                   | 10.84 trips/1,000 sf | 1.52 trips/1,000 sf (88% in, 12% out) |              | 1.44 trips/1,000 sf (17% in, 83% out) |     | 10.0%        |    |     |
| Church/Synagogue                                            | 7.6 trips/1,000 sf   | 0.33 trips/1,000 sf (62% in, 38% out) |              | 0.49 trips/1,000 sf (47% in, 53% out) |     | 5.0%         |    |     |
| Single Family Detached                                      | 10 trips/DU          | 0.7 trips/DU (26% in, 74% out)        |              | 0.94 trips/DU (63% in, 37% out)       |     | 0.0%         |    |     |
| Fine Dining Restaurant *                                    | 2.6 trips/seat       | 0.02 trips/seat (50% in, 50% out)     |              | .28 trips/seat (67% in, 33% out)      |     | 44.0%        |    |     |
| Banquet Hall **                                             | 2.6 trips/seat       | 0.0 trips/seat (50% in, 50% out)      |              | .1 trips/seat (67% in, 33% out)       |     | 44.0%        |    |     |

\*Trip generation rates based on seats per ITE Land Use 931.

\*\*Trip generation rates based on discussions with Palm Beach County Traffic Engineering Division.



# **LEGEND**



Site Location



Project Traffic %

## **FIGURE 1**

Paramount Palm Beach  
KH #241020000  
Site Location

## SIGNIFICANCE ANALYSIS

Based on the traffic generation for this site, it was determined that the radius of developmental influence (RDI) for this project is one half-mile. The project traffic was distributed across the links within the RDI based on the distribution illustrated in Figure 1 to determine if the addition of project traffic will significantly impact the roadway links, based on Palm Beach County TPS methodology.

Table 2 and Table 3 summarize the AM peak hour and PM peak hour significance analyses, respectively.

Table 2: Test 1 AM Peak Hour Significance Analysis

| ROADWAY             | FROM                | TO                  | EXISTING<br>NUMBER OF<br>LANES | LOS D<br>GENERAL<br>SVC.<br>VOLUME | PROJECT %<br>ASSIGNMENT | NB/EB<br>IN/OUT? | PROJECT TRIPS |       |          |      |        |      |
|---------------------|---------------------|---------------------|--------------------------------|------------------------------------|-------------------------|------------------|---------------|-------|----------|------|--------|------|
|                     |                     |                     |                                |                                    |                         |                  | AM PEAK HOUR  |       |          |      |        |      |
|                     |                     |                     |                                |                                    |                         |                  | TRIPS         |       | % IMPACT |      |        |      |
|                     |                     |                     |                                |                                    |                         |                  | NB/EB         | SB/WB | NB/EB    | Sig? | SB/WB  | Sig? |
| Royal Poinciana Way | Flagler Drive       | N County Road       | 4L                             | 1,680                              | 30%                     | i                | -5            | -1    | -0.30%   | No   | -0.06% | No   |
| Sunset Avenue       | Bradley Place       | N County Road       | 2L                             | 810                                | 5%                      | i                | -1            | 0     | -0.12%   | No   | 0.00%  | No   |
| Sunrise Avenue      | Bradley Place       | N County Road       | 2L                             | 810                                | 5%                      | i                | -1            | 0     | -0.12%   | No   | 0.00%  | No   |
| Sunrise Avenue      | N County Road       | N Ocean Boulevard   | 2L                             | 810                                | 10%                     | i                | -2            | 0     | -0.25%   | No   | 0.00%  | No   |
| N County Road       | Barton Avenue       | Royal Poinciana Way | 4L                             | 1,860                              | 20%                     | i                | -3            | 0     | -0.16%   | No   | 0.00%  | No   |
| N County Road       | Royal Poinciana Way | Sunset Avenue       | 4L                             | 1,860                              | 50%                     | i                | -8            | -1    | -0.43%   | No   | -0.05% | No   |
| N County Road       | Sunset Avenue       | Sunrise Avenue      | 4L                             | 1,860                              | 30%                     | i                | -5            | -1    | -0.27%   | No   | -0.05% | No   |
| N County Road       | Sunrise Avenue      | Country Club Road   | 4L                             | 1,860                              | 30%                     | o                | -1            | -5    | -0.05%   | No   | -0.27% | No   |
| Cocoanut Row        | Barton Avenue       | Royal Poinciana Way | 2L                             | 810                                | 5%                      | i                | -1            | 0     | -0.12%   | No   | 0.00%  | No   |
| Bradley Place       | Royal Poinciana Way | Sunset Avenue       | 2L                             | 810                                | 5%                      | i                | -1            | 0     | -0.12%   | No   | 0.00%  | No   |
| Bradley Place       | Sunset Avenue       | Sunrise Avenue      | 2L                             | 810                                | 5%                      | i                | -1            | 0     | -0.12%   | No   | 0.00%  | No   |
| Bradley Place       | Sunrise Avenue      | Wells Road          | 2L                             | 810                                | 5%                      | o                | 0             | -1    | 0.00%    | No   | -0.12% | No   |

Table 3: Test 1 PM Peak Hour Significance Analysis

| ROADWAY             | FROM                | TO                  | EXISTING<br>NUMBER OF<br>LANES | LOS D<br>GENERAL<br>SVC.<br>VOLUME | PROJECT %<br>ASSIGNMENT | NB/EB<br>IN/OUT? | PROJECT TRIPS |       |          |      |        |      |
|---------------------|---------------------|---------------------|--------------------------------|------------------------------------|-------------------------|------------------|---------------|-------|----------|------|--------|------|
|                     |                     |                     |                                |                                    |                         |                  | PM PEAK HOUR  |       |          |      |        |      |
|                     |                     |                     |                                |                                    |                         |                  | TRIPS         |       | % IMPACT |      |        |      |
|                     |                     |                     |                                |                                    |                         |                  | NB/EB         | SB/WB | NB/EB    | Sig? | SB/WB  | Sig? |
| Royal Poinciana Way | Flagler Drive       | N County Road       | 4L                             | 1,680                              | 30%                     | i                | 9             | -1    | 0.54%    | No   | -0.06% | No   |
| Sunset Avenue       | Bradley Place       | N County Road       | 2L                             | 810                                | 5%                      | i                | 1             | 0     | 0.12%    | No   | 0.00%  | No   |
| Sunrise Avenue      | Bradley Place       | N County Road       | 2L                             | 810                                | 5%                      | i                | 1             | 0     | 0.12%    | No   | 0.00%  | No   |
| Sunrise Avenue      | N County Road       | N Ocean Boulevard   | 2L                             | 810                                | 10%                     | i                | 3             | 0     | 0.37%    | No   | 0.00%  | No   |
| N County Road       | Barton Avenue       | Royal Poinciana Way | 4L                             | 1,860                              | 20%                     | i                | 6             | -1    | 0.32%    | No   | -0.05% | No   |
| N County Road       | Royal Poinciana Way | Sunset Avenue       | 4L                             | 1,860                              | 50%                     | i                | 15            | -2    | 0.81%    | No   | -0.11% | No   |
| N County Road       | Sunset Avenue       | Sunrise Avenue      | 4L                             | 1,860                              | 30%                     | i                | 9             | -1    | 0.48%    | No   | -0.05% | No   |
| N County Road       | Sunrise Avenue      | Country Club Road   | 4L                             | 1,860                              | 30%                     | o                | -1            | 9     | -0.05%   | No   | 0.48%  | No   |
| Cocoanut Row        | Barton Avenue       | Royal Poinciana Way | 2L                             | 810                                | 5%                      | i                | 1             | 0     | 0.12%    | No   | 0.00%  | No   |
| Bradley Place       | Royal Poinciana Way | Sunset Avenue       | 2L                             | 810                                | 5%                      | i                | 1             | 0     | 0.12%    | No   | 0.00%  | No   |
| Bradley Place       | Sunset Avenue       | Sunrise Avenue      | 2L                             | 810                                | 5%                      | i                | 1             | 0     | 0.12%    | No   | 0.00%  | No   |
| Bradley Place       | Sunrise Avenue      | Wells Road          | 2L                             | 810                                | 5%                      | o                | 0             | 1     | 0.00%    | No   | 0.12%  | No   |

As shown in the tables above, none of the analyzed links are expected to be significantly impacted by the addition of project traffic. Therefore, no further link analysis is required.

## INTERSECTION OPERATIONAL ANALYSIS

As requested by the Town of Palm Beach, the surrounding intersections to the site have been analyzed to determine the impacts of the proposed development on the surrounding road network. The intersection analysis includes LOS and delay analyses for the following intersections:

1. Sunrise Avenue & County Road
2. Sunset Avenue & County Road
3. Royal Poinciana Way & County Road

The three study intersections were analyzed for the following three scenarios: Existing Year (2022), Background Year (2027), and Future Total (2027).

Additionally, the site is proposed to have access on Sunrise Avenue and Sunset Avenue. Therefore, the Future Total (2027) analysis scenario also includes an evaluation of these driveways at proposed buildout of the project

Existing count data was collected on Tuesday November 29, 2022 during the AM and PM peak hours to determine a baseline for traffic operations within the vicinity of the site. The existing data collected was assumed to be collected during peak season and therefore no peak season correction factor was applied. Existing count data is included in the Appendix, for reference.

Existing traffic count data was grown of a five year period using a compounding annual growth rate of 1% to develop Background Year (2027) traffic volumes. Furthermore, project traffic data was added to the Background Year (2027) traffic volumes to develop Future Total (2027) traffic volumes. Credit was not taken for the traffic generated by the existing site in the intersection analysis to provide a conservative approach.

## EXISTING YEAR (2022) ANALYSIS

Table 4 summarizes the results of the existing year *Synchro* analysis. HCM 2000 methodology was used to develop LOS and delay at each of the study intersections due to the presence of shared turn lanes. As illustrated in this table the intersections currently operate at LOS D or better during the AM and PM peak hours.

Table 4: Existing Year (2022) *Synchro* Summary

| # | Intersection                      | Control Type | Movement | AM Peak Hour |     | PM Peak Hour |     |
|---|-----------------------------------|--------------|----------|--------------|-----|--------------|-----|
|   |                                   |              |          | Delay (s)    | LOS | Delay (s)    | LOS |
| 1 | Sunrise Avenue & County Road      | Signalized   | EB       | 40.8         | D   | 37.6         | D   |
|   |                                   |              | WB       | 27.7         | C   | 24.8         | C   |
|   |                                   |              | NB       | 11.5         | B   | 10.6         | B   |
|   |                                   |              | SB       | 7.2          | A   | 15.0         | B   |
|   |                                   |              | Overall  | 14.0         | B   | 17.0         | B   |
| 2 | Sunset Avenue & County Road       | Signalized   | EB       | 33.4         | C   | 31.9         | C   |
|   |                                   |              | WB       | 33.1         | C   | 31.8         | C   |
|   |                                   |              | NB       | 3.0          | A   | 3.5          | A   |
|   |                                   |              | SB       | 2.2          | A   | 3.7          | A   |
|   |                                   |              | Overall  | 5.1          | A   | 6.8          | A   |
| 3 | Royal Poinciana Way & County Road | Signalized   | EB       | 40.9         | D   | 40.4         | D   |
|   |                                   |              | WB       | 49.6         | D   | 45.6         | D   |
|   |                                   |              | NB       | 23.0         | C   | 32.3         | C   |
|   |                                   |              | SB       | 37.1         | D   | 38.5         | D   |
|   |                                   |              | Overall  | 32.7         | C   | 37.6         | D   |

## BACKGROUND YEAR (2027) ANALYSIS

The Background Year (2027) scenario was analyzed to develop future baseline operations for the surrounding area based on existing count data, and the addition of ambient background growth. Volume development sheets are included in the Appendix, for reference.

Table 5 summarizes the results of the background year *Synchro* analysis. HCM 2000 methodology was used to develop LOS and delay at each of the study intersections due to the presence of shared turn lanes. As illustrated in this table the intersections are expected operate at LOS D or better during the AM and PM peak hours.

Table 5: Background Year (2027) Synchro Summary

| # | Intersection                      | Control Type | Movement | AM Peak Hour |     | PM Peak Hour |     |
|---|-----------------------------------|--------------|----------|--------------|-----|--------------|-----|
|   |                                   |              |          | Delay (s)    | LOS | Delay (s)    | LOS |
| 1 | Sunrise Avenue & County Road      | Signalized   | EB       | 41.6         | D   | 37.7         | D   |
|   |                                   |              | WB       | 27.6         | C   | 24.7         | C   |
|   |                                   |              | NB       | 12.3         | B   | 11.4         | B   |
|   |                                   |              | SB       | 7.4          | A   | 16.1         | B   |
|   |                                   |              | Overall  | 14.6         | B   | 17.8         | B   |
| 2 | Sunset Avenue & County Road       | Signalized   | EB       | 32.0         | C   | 31.9         | C   |
|   |                                   |              | WB       | 31.7         | C   | 31.9         | C   |
|   |                                   |              | NB       | 4.0          | A   | 3.5          | A   |
|   |                                   |              | SB       | 2.9          | A   | 3.8          | A   |
|   |                                   |              | Overall  | 5.9          | A   | 6.8          | A   |
| 3 | Royal Poinciana Way & County Road | Signalized   | EB       | 40.8         | D   | 40.4         | D   |
|   |                                   |              | WB       | 49.8         | D   | 45.7         | D   |
|   |                                   |              | NB       | 23.8         | C   | 40.5         | D   |
|   |                                   |              | SB       | 37.3         | D   | 32.3         | C   |
|   |                                   |              | Overall  | 33.0         | C   | 37.1         | D   |

## FUTURE YEAR (2027) ANALYSIS

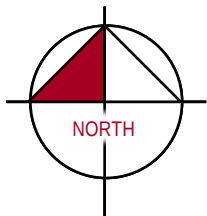
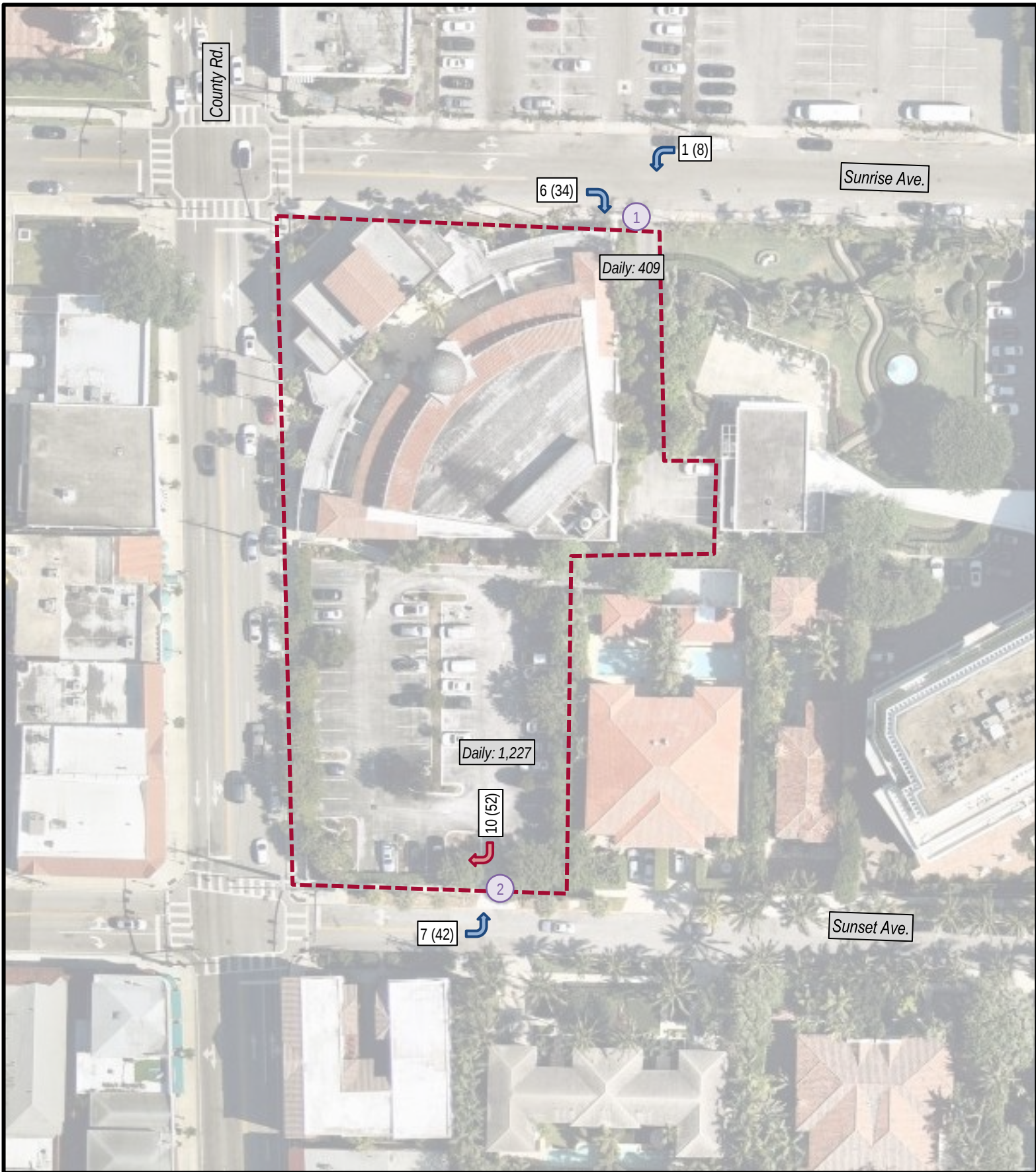
The Future Year (2027) scenario was analyzed to develop future operations for the surrounding area and project driveways based on existing count data, and the addition of ambient background growth. Volume development sheets are included in the Appendix, for reference.

Table 6 summarizes the results of the future year *Synchro* analysis. HCM 2000 methodology was used to develop LOS and delay at each of the study intersections due to the presence of shared turn lanes. As illustrated in this table the intersections are expected operate at LOS D or better during the AM and PM peak hours.

Table 6: Future Year (2027) Synchro Summary

| # | Intersection                      | Control Type                 | Movement | AM Peak Hour |     | PM Peak Hour |     |
|---|-----------------------------------|------------------------------|----------|--------------|-----|--------------|-----|
|   |                                   |                              |          | Delay (s)    | LOS | Delay (s)    | LOS |
| 1 | Sunrise Avenue & County Road      | Signalized                   | EB       | 41.7         | D   | 37.7         | D   |
|   |                                   |                              | WB       | 27.6         | C   | 24.4         | C   |
|   |                                   |                              | NB       | 12.4         | B   | 12.1         | B   |
|   |                                   |                              | SB       | 7.4          | A   | 16.5         | B   |
|   |                                   |                              | Overall  | 14.7         | B   | 18.0         | B   |
| 2 | Sunset Avenue & County Road       | Signalized                   | EB       | 32.0         | C   | 31.9         | C   |
|   |                                   |                              | WB       | 32.0         | C   | 33.1         | C   |
|   |                                   |                              | NB       | 4.0          | A   | 3.6          | A   |
|   |                                   |                              | SB       | 3.0          | A   | 3.8          | A   |
|   |                                   |                              | Overall  | 6.2          | A   | 7.8          | A   |
| 3 | Royal Poinciana Way & County Road | Signalized                   | EB       | 40.8         | D   | 40.6         | D   |
|   |                                   |                              | WB       | 49.8         | D   | 45.7         | D   |
|   |                                   |                              | NB       | 23.9         | C   | 36.2         | D   |
|   |                                   |                              | SB       | 37.3         | D   | 38.2         | D   |
|   |                                   |                              | Overall  | 33.1         | C   | 38.6         | D   |
| 4 | Sunrise Avenue & North Driveway   | Free-Flow<br>(Inbound Only)  | EB       | 0.0          | -   | 0.0          | -   |
|   |                                   |                              | WB       | 0.1          | -   | 0.4          | -   |
|   |                                   |                              | NB       | -            | -   | -            | -   |
|   |                                   |                              | SB       | -            | -   | -            | -   |
|   |                                   |                              | Overall  | -            | -   | -            | -   |
| 5 | Sunset Avenue & South Driveway    | Minor Street<br>Stop-Control | EB       | 1.1          | -   | 3.3          | -   |
|   |                                   |                              | WB       | 0.0          | -   | 0.0          | -   |
|   |                                   |                              | NB       | -            | -   | -            | -   |
|   |                                   |                              | SB       | 8.5          | A   | 8.9          | A   |
|   |                                   |                              | Overall  | -            | -   | -            | -   |

As noted, the proposed project driveways were analyzed to determine the LOS and delay at the proposed access locations. Access to the site for most users is proposed to be maintained via two driveway connections; one outbound driveway on Sunset Avenue and one right-in/left-in only driveway on Sunrise Avenue. The residential users are also proposed to have a separate inbound driveway access on Sunset Avenue; however, this will carry minimal traffic volumes and also would be ingress-only; therefore, no LOS analysis was performed for this driveway. Figure 2 illustrates the expected project traffic driveway volumes for the site driveway after full buildout. The analysis indicated that both driveways would operate acceptably and that the expected queues at the driveways would not exceed 1 vehicle during the AM or PM peak hours and therefore not impede on traffic flow on the surrounding road network.



#### LEGEND

-  Site Location
- XX (XX) AM (PM) Peak Hour Trips
-  /  Inbound / Outbound

#### FIGURE 2

Paramount Palm Beach  
KH #241020000  
Driveway Volumes

**Kimley»Horn**

## INTERSECTION QUEUE ANALYSIS

A detailed analysis of the signalized intersections surrounding the site was conducted to determine whether the dedicated turn lanes had sufficient queue storage to accommodate the expected 95<sup>th</sup> percentile queues in the future year scenario. *Synchro 11* software was utilized to calculate the 95<sup>th</sup> percentile queues at each intersection. The existing storage at each dedicated turn lane was compared to the results of the AM and PM peak hour queue analyses and all of the queues were found to be contained within their respective turn lanes. Table 7 summarizes the results of this analysis.

Table 7: 95<sup>th</sup> Percentile Queue Analysis

| # | Intersection                      | Control Type | Movement | Storage (ft) | AM Peak Hour         | PM Peak Hour         |
|---|-----------------------------------|--------------|----------|--------------|----------------------|----------------------|
|   |                                   |              |          |              | 95th %ile Queue (ft) | 95th %ile Queue (ft) |
| 1 | Sunrise Avenue & County Road      | Signalized   | SBL      | 170          | 12                   | 23                   |
|   |                                   |              | WBL      | 140          | 44                   | 57                   |
| 2 | Sunset Avenue & County Road       | Signalized   | EBTL     | 80           | 44                   | 40                   |
| 3 | Royal Poinciana Way & County Road | Signalized   | EBL      | 430          | 185                  | 123                  |
|   |                                   |              | WBR      | 230          | 56                   | 55                   |

## ALTERNATIVE MODE ACCESS

N County Road is the major centralized roadway within the Town and provides connectivity north and south for the island. Therefore, this roadway likely 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 related to pedestrian access. The commercial building immediately abuts the public sidewalk and includes entryways along North County Road and Sunrise Avenue that face the sidewalks along these streets, making the entrances directly accessible to pedestrians and encouraging pedestrian activity on the public sidewalk. In addition, parallel parking spaces and portions of covered arcade are proposed to be provided between the sidewalk and the travel lanes on North County Road, providing protection and comfort for pedestrians in comparison to situations where there is no buffer between the sidewalk and travel lanes.

There are no bicycle lanes on N County Road. PalmTran service is provided with limited frequency Monday through Saturday on North County Road adjacent to the site. Therefore, bus travel may be a potential alternative mode of travel for some site employees.

## VALET OPERATIONAL ANALYSIS

The redeveloped site is proposed to include valet operations for the private club, commercial patrons and for the proposed event space. Following is a review of the proposed valet routing, anticipated queuing and pick-up/drop-off operations for each component.

### Private Club Valet Operations + Commercial Use Patrons

The valet stand for the private club and visitors/patrons of the commercial space on site is located in the motor court area that is one level below grade. Vehicular access and circulation is illustrated in Figure 3 and is described below. The valet will be in continuous operation during the hours in which the commercial space and club are in operation.

**Patron arrival:** Patron vehicles will arrive via the Sunrise Avenue driveway on the north side of the site and then proceed along the east side of the property to reach the motor court below grade. At the valet stand

on the motor court level, the patron will exit the vehicle and the valet operator will proceed down the ramp to a lower parking level to park the vehicle. (see route outlined in red in Figure 3).

**Patron departure:** The valet operator will retrieve the patron vehicle from the lower level parking and drive through the motor court to return the vehicle to the valet stand. The patron will then retrieve the vehicle and exit the motor court level up the ramp on the east side of the property to exit onto Sunset Avenue (see route outlined in blue in Figure 3).

**Queue length calculation:** The anticipated queue length at the valet stand was calculated using the following assumptions and data:

**Peak hour vehicles (from trip generation calculations):** PM peak hour (107 vph, inbound: 66 vph, outbound: 43 vph)

**Percent valet:** 100%

**Assumed average vehicle dwell time for passenger loading/unloading:** 60 seconds / vehicle

**Number of valet attendants available:** 3 attendants

Calculations are provided in the attached Table A -1. As noted in that table, the 95<sup>th</sup> percentile valet queue calculations are the following:

Inbound: 1.932 vehicles

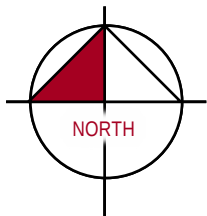
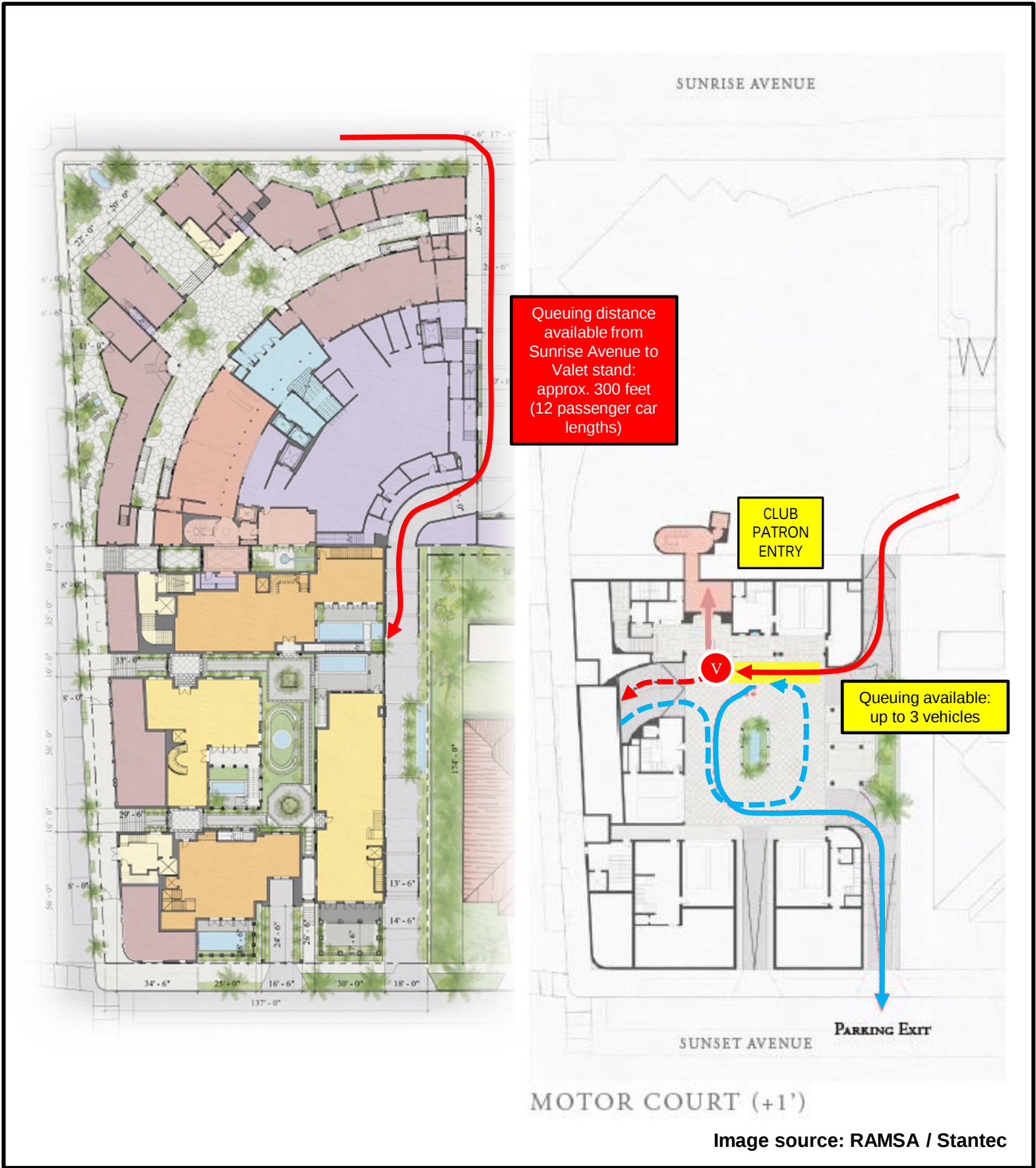
Outbound: 1.288 vehicles

**Total: 3.22 vehicles**

Therefore, the 95<sup>th</sup> percentile queue of vehicles staged in the club pick-up/drop-off area is anticipated to be three vehicles. The queuing area provided can accommodate 3 vehicles in within the area adjacent to the valet stand; therefore, the 95<sup>th</sup> percentile queue for the private club valet operations plus commercial use is anticipated to be contained.

As noted on Figure 3, the approximate distance from the valet stand to Sunrise Avenue is 300 feet, which is approximately 12 passenger vehicle lengths. The length of pick-up/drop-off area within the valet functional area can accommodate up to 3 vehicles.

Parking is provided in the garage levels below grade, as shown in Figure 6.



#### LEGEND

- Patron Inbound Route
- - - Valet Route to Parking
- - - Valet Route from Parking
- Patron Outbound Route

#### FIGURE 3

Paramount Palm Beach  
KH #241020000  
Private Club – Valet Operations

**Kimley»Horn**

## Event Valet Operations

The valet stand for the event space for vehicle drop-off (arrival) is proposed to be provided on the west side of the site at a valet stand is proposed to be located on North County Road. Vehicular access and circulation is illustrated in Figure 4 and is described below.

**Patron arrival:** Patron vehicles will arrive via the North County Road traveling in the northbound direction. Queuing will begin along the curbside in spaces marked for parallel parking. Parallel parking is proposed to be prohibited after 5 PM. Events are proposed to be restricted to have a start time of 6:30 PM or later. At the valet stand, the patron will exit the vehicle and the valet operator will proceed through the intersection with Sunrise Avenue, enter the eastern site driveway on Sunrise Avenue, then proceed to the motor court level and down the ramp to a lower parking level to park the vehicle. (see route outlined in orange in Figure 3).

**Patron departure:** The valet operator will retrieve the patron vehicle from the lower level parking and drive through the motor court and exit onto Sunset Avenue. The valet operator will then proceed with the vehicle to return it to patrons at a return valet stand along Sunset Avenue. The patron will then retrieve the vehicle and exit in the northbound direction by re-entering the traffic stream on North County Road (see route outlined in purple in Figure 3).

**Queue length calculation:** The anticipated queue length at the valet stand was calculated using the following assumptions and data:

**Highest peak hour:** Post-event (250 attendees; assumed vehicle occupancy: 2.5 persons/vehicle, outbound: 100 vph)

**Assumed percent valet vs. self-parking:** 100%

**Peak hour valet volumes:** Outbound: 100 vph

**Assumed average vehicle dwell time for passenger loading/unloading:** 75 seconds / vehicle

**Number of valet attendants available:** 3 attendants in the valet pick-up area during peak

Calculations are provided in the attached Table A -4. As noted in that table, the 95<sup>th</sup> percentile valet queue calculations are the following:

Outbound: 7.073 vehicles

**Total: 7.073 vehicles**

The queuing area along North County Road could accommodate up to 10 vehicles, given the 10 parallel parking spaces currently located on the east curb line of North County Road.

This functional queuing area for the proposed valet stand is noted on Figure 4. Because the proposed queuing area is along the curb on North County Road, there is no separate measure of vehicle queuing length from the public right-of-way to the valet stand. Therefore, the 95<sup>th</sup> percentile queue of vehicles staged in the valet pick-up area is anticipated to be accommodated within the curb area provided.

To address the impact of operations of the valet stand in conjunction with the intersection operation for North County Road & Sunrise Avenue, queuing observations were conducted on Friday March 31, 2023 and on Saturday, April 1, 2023 from 5:00 PM – 9:00 PM. During these observation periods, the maximum back-of-queue for northbound traffic on North County Road was recorded during each signal cycle. This was used to then determine where valet stand operations would occur in relation to the queue of vehicles for the intersection.

Based upon the observations conducted, the 95<sup>th</sup> percentile back of the northbound queue was 4 vehicles on Friday and 5 vehicles on Saturday. Using an assumption of 22 feet per vehicle, the 95<sup>th</sup> percentile intersection queue extends 88 feet from the stop bar on a Friday and 110 feet on a Saturday. Moreover, the 50<sup>th</sup> percentile queue was only 1 vehicle, which equates to a queue of 22 feet for the average intersection cycle on both Friday and Saturday. The second parallel parking space on North County Road is approximately 105 feet south of the stop bar of the intersection. Therefore, in general, locating the valet stand at this parking space will avoid interference with intersection queues for 95<sup>th</sup> percentile conditions. Figure 5 illustrates the 50<sup>th</sup> and 95<sup>th</sup> percentile queues in relation to the site and proposed valet stand. Further detail on the intersection queue observations is attached.

Parking is provided in the garage levels below grade, as shown in Figure 6.

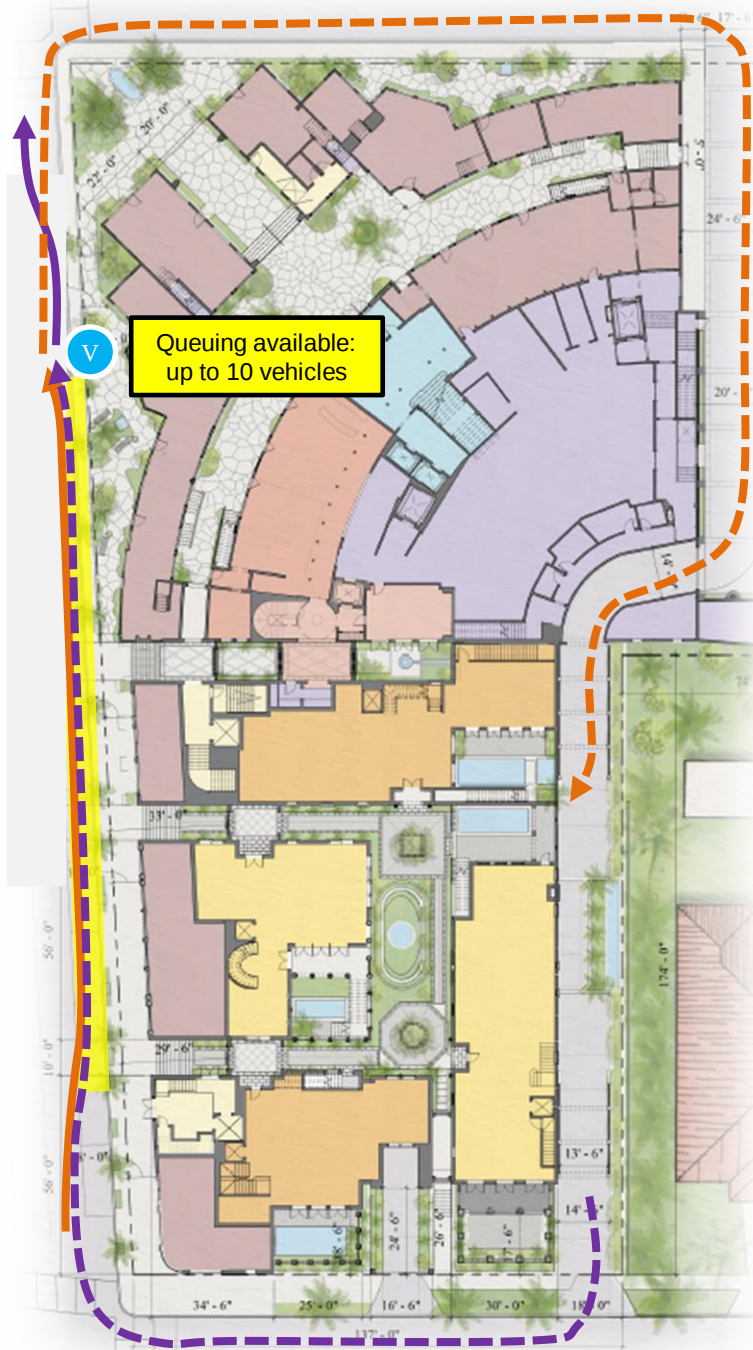
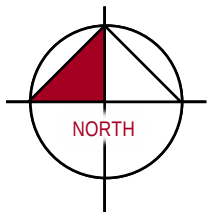


Image source: RAMSA / Stantec



#### LEGEND

- ▶ Patron Inbound Route
- - -▶ Valet Route to Parking
- - -▶ Valet Route from Parking
- ▶ Patron Outbound Route

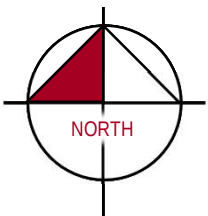
#### FIGURE 4

Paramount Palm Beach  
KH #241020000  
Event Space – Valet Operations

**Kimley»Horn**



### LEGEND



- 50<sup>th</sup> Percentile - Friday
- 95<sup>th</sup> Percentile – Friday
- 50<sup>th</sup> Percentile - Saturday
- 95<sup>th</sup> Percentile - Saturday

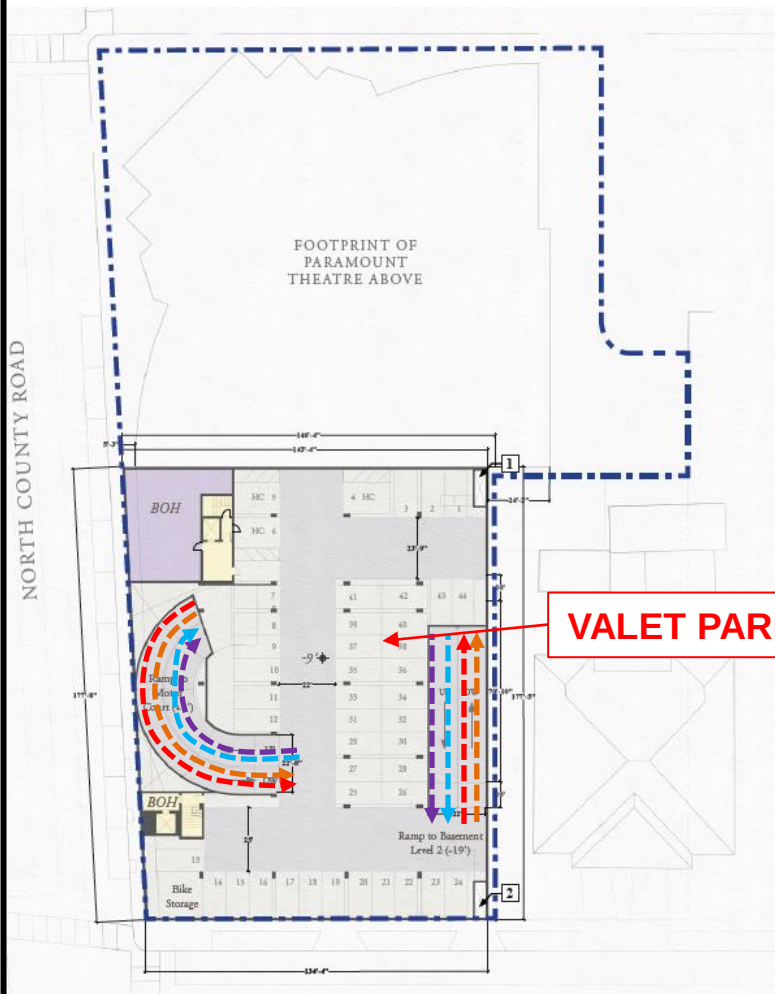
### FIGURE 5

Paramount - Palm Beach, FL

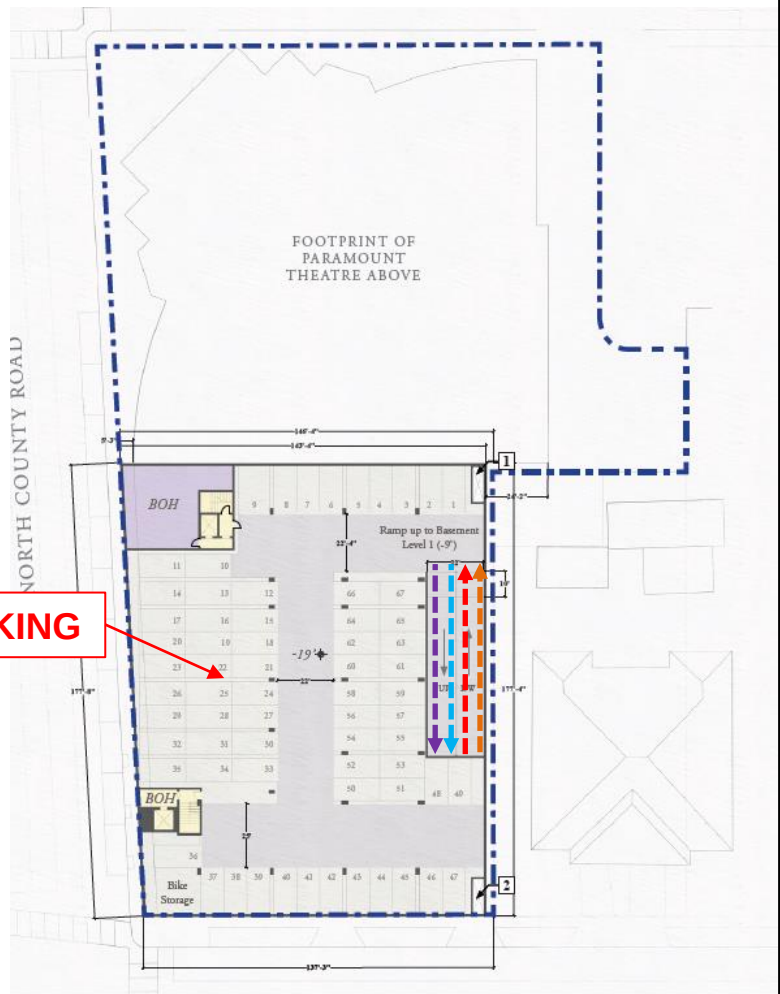
KH #241020000

50<sup>th</sup> & 95<sup>th</sup> Percentile Queuing

**Kimley»Horn**

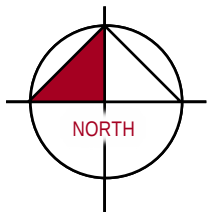


PROPOSED PLAN: BASEMENT LEVEL 1



PROPOSED PLAN: BASEMENT LEVEL 2

Image source: RAMSA / Stantec



#### LEGEND

- - - - - Valet Route to Parking
- - - - - Valet Route from Parking
- - - - - Valet Route to Parking
- - - - - Valet Route from Parking

#### FIGURE 6

Paramount Palm Beach  
KH #241020000  
Valet Parking

**Kimley»Horn**

**CONCLUSION**

Kimley-Horn and Associates, Inc. has prepared a traffic study to evaluate the potential impact of redevelopment for the project site located at 139 North County Road in Palm Beach, Florida. The site currently contains 9,683 square feet of general retail space, 14,745 square feet of general office space, and a 2,205 square foot place of worship. The proposed plan of redevelopment includes renovating the existing uses on site and will result in a final development program of 6,636 square feet of general retail space, 4 single family dwelling units, a 225-member private club, and a 250-seat banquet facility.

As shown in the analysis, the site meets the TPS requirements defined in Article 12 of the Palm Beach County Unified Land Development Code, and the intersections meet the Town's LOS standards.

In addition, a valet operations evaluation was conducted for both the club space and the event space. The queuing area provided is anticipated to accommodate the demand both for the club and also before and after events.

Please contact me via telephone at (561) 840-0248 or via e-mail at [chris.heggen@kimley-horn.com](mailto:chris.heggen@kimley-horn.com) should you have any questions regarding this evaluation.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Christopher W. Heggen, P.E.  
Transportation Engineer

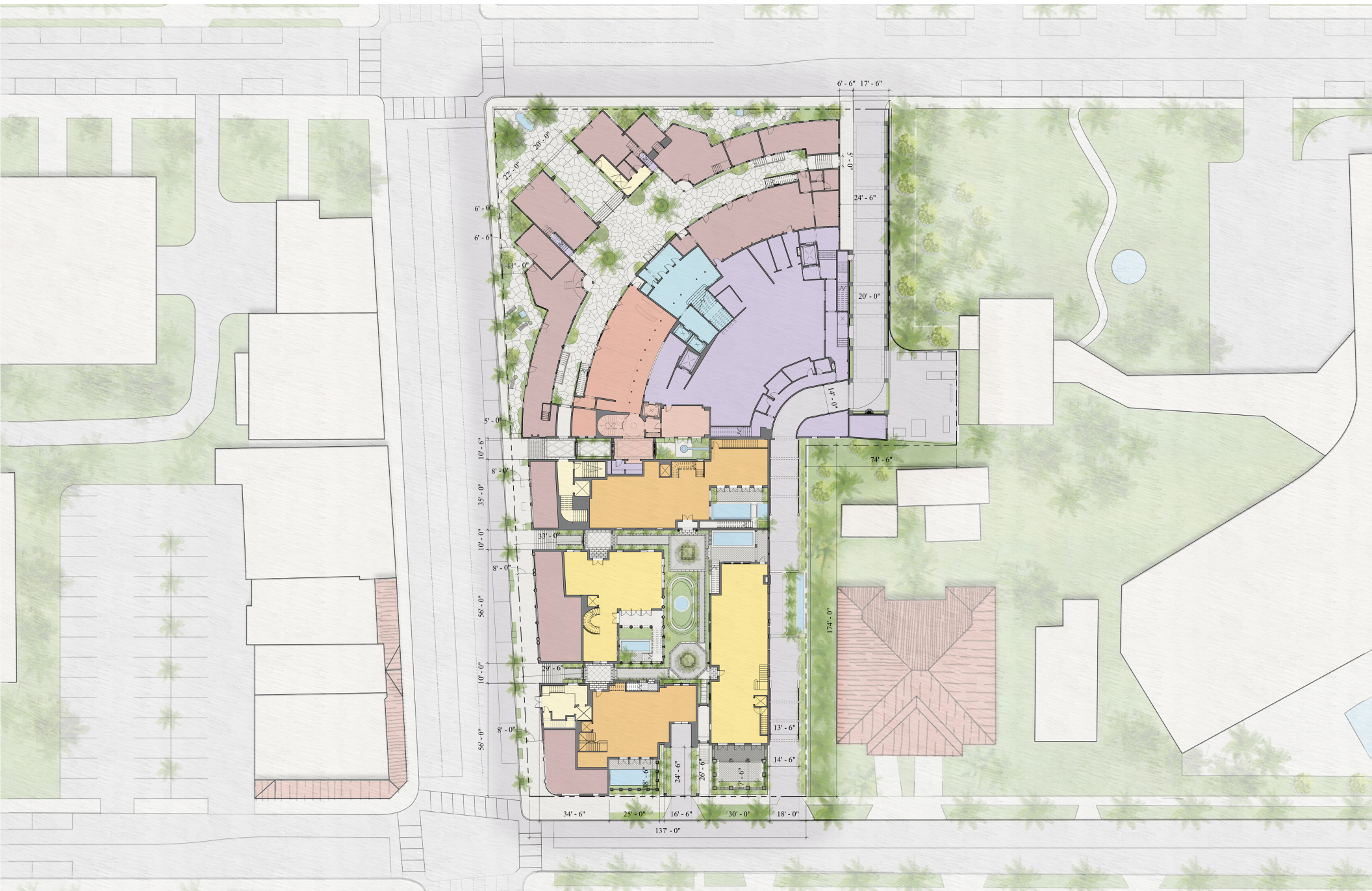
Florida Registration  
Number 58636

Registry No. 35106

***Attachments***

*k:\wpb\_tptol2410\241020000 - paramount palm beach\tps\2023-9-7 paramount palm beach traffic.docx*

APPENDIX



6'-6" 17'-6"  
5'-0"  
24'-6"  
20'-0"  
40'-4"  
74'-6"  
174'-0"  
13'-6"  
14'-6"  
18'-0"  
30'-0"  
16'-6"  
25'-0"  
34'-6"  
24'-6"  
26'-6"  
8'-0"  
56'-0"  
10'-0"  
8'-0"  
33'-0"  
10'-0"  
35'-0"  
8'-0"  
10'-6"  
5'-0"  
41'-0"  
22'-0"  
20'-0"  
6'-0"  
6'-6"

**Property Detail**

Parcel Control Number: 50-43-43-15-09-000-0140 Location Address: 139 N COUNTY RD  
 Owners: WEG PARAMOUNT LLC  
 Mailing Address: 1801 CENTREPARK DR E STE 125, WEST PALM BEACH FL 33401 7428  
 Last Sale: MAR-2021 Book/Page#: 32305 / 677 Price: \$14,000,000  
 Property Use Code: 1200 - STORE/OFFICE/RESIDENTIAL Zoning: C-TS - COMMERCIAL TOWN SERVING ( 50-PALM BEACH )  
 Legal Description: SUNRISE AVE ADD LTS 14 & 15 & LT 16  
 (LESS NLY 107.78 FT OF ELY 83.84 FT &  
 SLY 58.49 FT OF ELY 50.62 FT) FLORAL  
 PARK PB2P6 LTS 164 TO 172 INC (LESS  
 W 15 FT PALM BCH AVE R/W) Total SF: 35992 Acres 1.3324

**2022 Values (Preliminary)**

Improvement Value \$5,924,214  
 Land Value \$6,649,946  
 Total Market Value \$12,574,160  
 Assessed Value \$12,574,160  
 Exemption Amount \$0  
 Taxable Value \$12,574,160

All values are as of January 1st each year.

**2022 Taxes (Preliminary)**

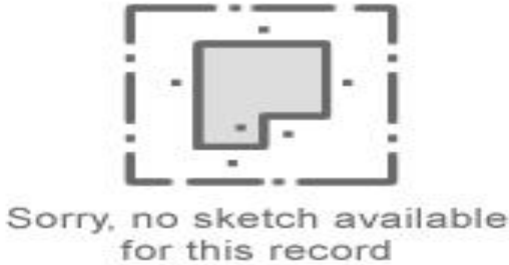
Ad Valorem \$197,395  
 Non Ad Valorem \$16,558  
 Total Tax \$213,953

**2023 Qualified Exemptions**

No Details Found

**Applicants**

No Details Found

**Building Footprint (Building 1 )****Subarea and Square Footage (Building 1 )**

| Description                   | Area Sq. Footage |
|-------------------------------|------------------|
| RESTAURANT                    | 1216             |
| MULTIPLE TENANT RETAIL SAL    | 4078             |
| MULTIPLE TENANT RETAIL SAL    | 13752            |
| MULTIPLE TENANT RETAIL SAL    | 13244            |
| MULTIPLE TENANT RETAIL SAL    | 2432             |
| MULTIPLE TENANT RETAIL SAL    | 1270             |
| <b>Total Square Footage :</b> | <b>35992</b>     |

**Extra Features**

| Description     | Year Built | Unit  |
|-----------------|------------|-------|
| Paving- Asphalt | 1985       | 18516 |
| Patio           | 1985       | 6500  |

Unit may represent the perimeter, square footage, linear footage, total number or other measurement.

**Structural Details (Building 1 )**

| Description           |       |
|-----------------------|-------|
| 1. Year Built         | 1926  |
| 2. RETAIL MULTI OCCUP | 35992 |

**MAP**

## Palm Beach County Trip Generation Rates

(Must be used with traffic studies submitted to the County on or after 9/1/2022. However, immediate use is highly recommended)

| Gr            | Landuse                                                        | ITE Code | Unit          | Daily Rate/Equation                       | Pass-By % | AM Peak Hour |                                           | PM Peak Hour |               |
|---------------|----------------------------------------------------------------|----------|---------------|-------------------------------------------|-----------|--------------|-------------------------------------------|--------------|---------------|
|               |                                                                |          |               |                                           |           | In/Out       | Rate/Equation                             | In/Out       | Rate/Equation |
| Industrial    | General Light Industrial                                       | 110      | 1000 S.F.     | 4.87                                      | 10%       | 88/12        | 0.74                                      | 14/86        | 0.65          |
|               | Manufacturing                                                  | 140      | 1000 S.F.     | 4.75                                      | 10%       | 76/24        | 0.68                                      | 31/69        | 0.74          |
|               | Warehouse                                                      | 150      | 1000 S.F.     | 1.71                                      | 10%       | 77/23        | 0.17                                      | 28/72        | 0.18          |
|               | Mini-Warehouse/SS                                              | 151      | 1000 S.F.     | 1.45                                      | 10%       | 59/41        | 0.09                                      | 47/53        | 0.15          |
|               | HCF Center Warehouse - Non Sort                                | 155      | 1000 S.F.     | 1.81                                      | 10%       | 81/19        | 0.15                                      | 39/61        | 0.16          |
| Residential   | Single Family Detached                                         | 210      | Dwelling Unit | 10                                        | 0%        | 26/74        | 0.7                                       | 63/37        | 0.94          |
|               | Multifamily Low-Rise Housing upto 3 story (Apartment/Condo/TH) | 220      | Dwelling Unit | 6.74                                      | 0%        | 24/76        | 0.4                                       | 63/37        | 0.51          |
|               | Multifamily Mid-Rise Housing 4-10 story (Apartment/Condo/TH)   | 221      | Dwelling Unit | 4.54                                      | 0%        | 23/77        | 0.37                                      | 61/39        | 0.39          |
|               | 55+ SF Detached                                                | 251      | Dwelling Unit | 4.31                                      | 0%        | 33/67        | 0.24                                      | 61/39        | 0.30          |
|               | 55+ SF Attached                                                | 252      | Dwelling Unit | 3.24                                      | 0%        | 34/66        | 0.2                                       | 56/44        | 0.25          |
|               | Congregate Care Facility                                       | 253      | Dwelling Unit | 2.21                                      | 0%        | 58/42        | 0.08                                      | 49/51        | 0.18          |
|               | Assisted Living Facility                                       | 254      | Beds          | 2.6                                       | 0%        | 60/40        | 0.18                                      | 39/61        | 0.24          |
|               | Hotel                                                          | 310      | Rooms         | 7.99                                      | 10%       | 56/44        | 0.46                                      | 51/49        | 0.59          |
| Ldg           | Golf Course                                                    | 430      | Holes         | 30.38                                     | 5%        | 79/21        | 1.76                                      | 53/47        | 2.91          |
|               | Health/Fitness Club                                            | 492      | 1000 S.F.     | 32.93                                     | 5%        | 51/49        | 1.31                                      | 57/43        | 3.45          |
| Institutional | Elementary School                                              | 520      | Students      | 2.27                                      | 0%        | 54/46        | 0.74                                      | 46/54        | 0.16          |
|               | Middle/Junior School                                           | 522      | Students      | 2.1                                       | 0%        | 54/46        | 0.67                                      | 48/52        | 0.15          |
|               | High School                                                    | 525      | Students      | 1.94                                      | 0%        | 68/32        | 0.52                                      | 48/52        | 0.14          |
|               | Private School (K-8)                                           | 530      | Students      | 3.17 <sup>a</sup>                         | 0%        | 56/44        | 1.01                                      | 46/54        | 0.26          |
|               | Private School (K-12)                                          | 532      | Students      | 2.48                                      | 0%        | 63/37        | 0.79                                      | 43/57        | 0.17          |
|               | Church/Synagogue <sup>b</sup>                                  | 560      | 1000 S.F.     | 7.6                                       | 5%        | 62/38        | 0.32                                      | 44/56        | 0.49          |
|               | Day Care                                                       | 565      | Students      | 4.09                                      | 50%       | 53/47        | 0.78                                      | 47/53        | 0.79          |
|               | Library                                                        | 590      | 1000 S.F.     | 72.05                                     | 10%       | 71/29        | 1                                         | 48/52        | 8.16          |
| Med           | Hospital                                                       | 610      | 1000 S.F.     | 10.77                                     | 10%       | 67/33        | 0.82                                      | 35/65        | 0.86          |
|               | Nursing Home                                                   | 620      | Beds          | 3.06                                      | 10%       | 72/28        | 0.14                                      | 33/67        | 0.14          |
| Office        | General Office (10k-250k SF GFA) <sup>n</sup>                  | 710      | 1000 S.F.     | 10.84                                     | 10%       | 88/12        | 1.52                                      | 17/83        | 1.44          |
|               | General Office (>250k SF GFA) <sup>n</sup>                     | 710      | 1000 S.F.     | $\text{Ln}(T) = 0.87 \text{Ln}(X) + 3.05$ | 10%       | 88/12        | $\text{Ln}(T) = 0.86 \text{Ln}(X) + 1.16$ | 17/83        | 1.44          |
|               | Small Office Building (<=10k SF GFA)                           | 712      | 1000 S.F.     | 14.39                                     | 10%       | 82/18        | 1.67                                      | 34/66        | 2.16          |
|               | Medical Office (Stand-Alone)                                   | 720      | 1000 S.F.     | $T=42.97(X)-108.01$                       | 10%       | 79/21        | 3.10                                      | 30/70        | 3.93          |
|               | Medical Office (Near Hospital)                                 | 720      | 1000 S.F.     | 31.86                                     | 10%       | 81/19        | 2.68                                      | 25/75        | 2.84          |
|               | Government Office                                              | 730      | 1000 S.F.     | 22.59                                     | 10%       | 75/25        | 3.34                                      | 25/75        | 1.71          |

## Palm Beach County Trip Generation Rates

(Must be used with traffic studies submitted to the County on or after 9/1/2022. However, immediate use is highly recommended)

| Gr       | Landuse                                      | ITE Code | Unit              | Daily Rate/Equation | Pass-By % | AM Peak Hour |               | PM Peak Hour |                  |
|----------|----------------------------------------------|----------|-------------------|---------------------|-----------|--------------|---------------|--------------|------------------|
|          |                                              |          |                   |                     |           | In/Out       | Rate/Equation | In/Out       | Rate/Equation    |
| Retail   | Nursery (Garden Center)                      | 817      | Acre              | 108.1               | 0%        | 50/50        | 2.82          | 50/50        | 8.06             |
|          | Nursery (Wholesale)                          | 818      | Acre              | 19.50               | 0%        | 50/50        | 0.23          | 50/50        | 0.36             |
|          | Landscape Services                           | PBC      | Acre <sup>e</sup> | 121.70              | 0%        | 40/60        | 34.4          | 58/42        | 15.1             |
|          | Shop Center (>150ksf)                        | 820      | 1000 S.F.         | 37.01               | 24%       | 62/38        | 0.84          | 48/52        | 3.4              |
|          | Shop Plaza (40-150ksf) w/Sup Market          | 821      | 1000 S.F.         | 94.49               | 39%       | 62/38        | 3.53          | 48/52        | 9.03             |
|          | Shop Plaza (40-150ksf) w/out Sup Market      | 821      | 1000 S.F.         | 67.52               | 39%       | 62/38        | 1.73          | 49/51        | 5.19             |
|          | Strip Retail Plaza (<40ksf)                  | 822      | 1000 S.F.         | 54.45               | 63%       | 60/40        | 2.36          | 50/50        | 6.59             |
|          | Automobile Sales (New)                       | 840      | 1000 S.F.         | 27.84               | 15%       | 73/27        | 1.86          | 40/60        | 2.42             |
|          | Automobile Parts Sales                       | 843      | 1000 S.F.         | 54.57               | 28%       | 55/45        | 2.51          | 48/52        | 4.9              |
|          | Tire Store                                   | 848      | 1000 S.F.         | 27.69               | 28%       | 64/36        | 2.61          | 43/57        | 3.75             |
| Services | Supermarket                                  | 850      | 1000 S.F.         | 93.84               | 36%       | 59/41        | 2.86          | 50/50        | 8.95             |
|          | Pharmacy + DT                                | 881      | 1000 S.F.         | 108.40              | 50%       | 52/48        | 3.74          | 50/50        | 10.25            |
|          | Drive-In Bank                                | 912      | 1000 S.F.         | 100.35              | 47%       | 58/42        | 9.95          | 50/50        | 21.01            |
|          | Fine Dining Restaurant                       | 931      | 1000 S.F.         | 83.84               | 44%       | 50/50        | 0.73          | 67/33        | 7.8              |
|          | High Turnover Sit-Down Rest.                 | 932      | 1000 S.F.         | 107.2               | 43%       | 55/45        | 9.57          | 61/39        | 9.05             |
|          | Fast Food Restaurant w/o DT                  | 933      | 1000 S.F.         | 450.49              | 45%       | 58/42        | 43.18         | 50/50        | 33.21            |
|          | Fast Food Restaurant + DT                    | 934      | 1000 S.F.         | 467.48              | 49%       | 51/49        | 44.61         | 52/48        | 33.03            |
|          | Coffee/Donut Shop w/o DT                     | 936      | 1000 S.F.         | 441.88 <sup>d</sup> | 45%       | 51/49        | 93.08         | 50/50        | 32.29            |
|          | Coffee/Donut Shop + DT                       | 937      | 1000 S.F.         | 533.57              | 49%       | 51/49        | 85.88         | 50/50        | 38.99            |
|          | Coffee/Donut Shop + DT w/No Seat             | 938      | DT Lanes          | 179                 | 49%       | 50/50        | 39.81         | 50/50        | 15.08            |
|          | Gas Station w/Convenience Store <sup>e</sup> | FDOT     | FP, 1000 S.F.     | 14.3*PM Trips       | 61%       | 50/50        | Note f        | 50/50        | 12.3*FP+15.5*(X) |
|          | Carwash (Automated) <sup>g</sup>             | PBC      | Lane              | 166.00              | 0%        | 50/50        | 11.97         | 50/50        | 13.65            |

a) Based on Daily to AM peak ratio for LUC 532 (Private School (K-12))

b) Weekend peak hour rate = 10.36 per 1,000 s.f. with a 48/52 directional split

c) Landscape Services acreage consists of overnight vehicle and equipment storage as well as areas (covered or uncovered) for chemicals, fertilizers, landscape materials (excluding plants) and other items needed for day-to-day operations. Not included are drive aisles, customer/employee parking, structures shared by nursery and landscape services, facilities that solely serve the onsite landscape activities or any nursery growing areas.

d) Based on Daily to PM ratio for ITE Code 937 (Coffee Donut Shop + DT)

e) FP=Fueling Position. Use both FP and Convenience Store size in estimating trips using the provided equation. Note that no internalization between the gas pumps and convenience store, as per ULDC Article 12, should be applied to estimate the net trips.

f) Use PM rates

g) Daily rate taken from PBC trip gen. study. Peak hour rates derived by applying peak to daily ratios for gas station to daily carwash rate from older ITE TGM. New PBC rate study underway.

h) Based on PBC analysis of ITE TGM data plots

### Modification History

**3/2/2020:** Added Landscape Services, modification history, edited formatting

**7/25/2022:** Updated with ITE TGM Manual 11th ed information

### Footnotes

# Land Use: 931

## Fine Dining Restaurant

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### Description

A fine dining restaurant is a full-service eating establishment with a typical duration of stay of at least 1 hour. A fine dining restaurant generally does not serve breakfast; some do not serve lunch; all serve dinner. This type of restaurant often requests and sometimes requires a reservation and is generally not part of a chain. A patron commonly waits to be seated, is served by wait staff, orders from a menu and pays after the meal. Some of the study sites have lounge or bar facilities (serving alcoholic beverages), but meal service is the primary draw to the restaurant. Fast casual restaurant (Land Use 930) and high-turnover (sit-down) restaurant (Land Use 932) are related uses.

### Additional Data

If the fine dining 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 sites were surveyed in the 1980s, the 1990s, and the 2010s in Alberta (CAN), California, Colorado, Florida, Indiana, Kentucky, New Jersey, and Utah.

### Source Numbers

126, 260, 291, 301, 338, 339, 368, 437, 440, 976, 1053

# Fine Dining Restaurant (931)

Vehicle Trip Ends vs: Seats  
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 6

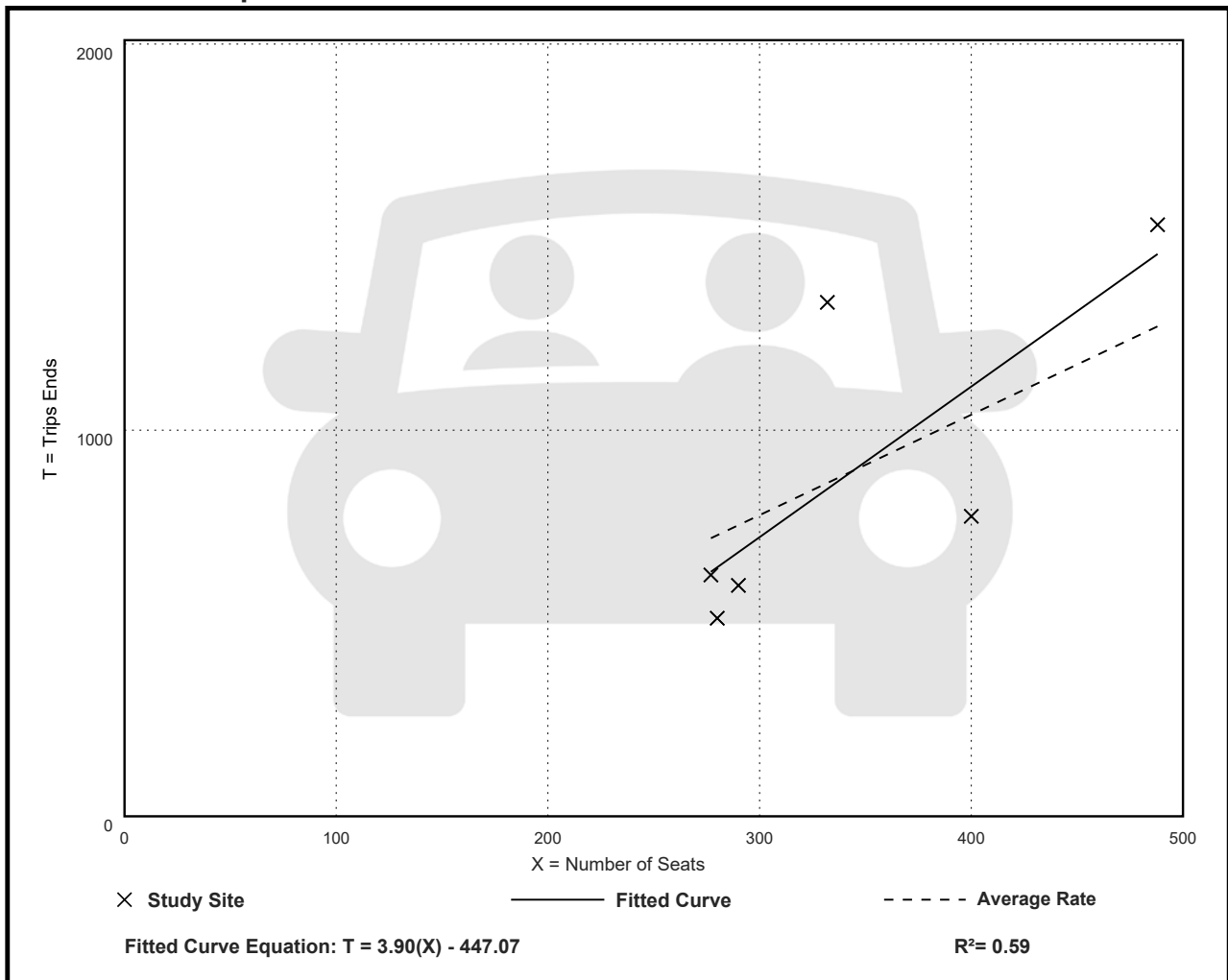
Avg. Num. of Seats: 345

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Seat

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 2.60         | 1.83 - 4.01    | 0.85               |

## Data Plot and Equation



# Fine Dining Restaurant (931)

## Vehicle Trip Ends vs: Seats

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 5

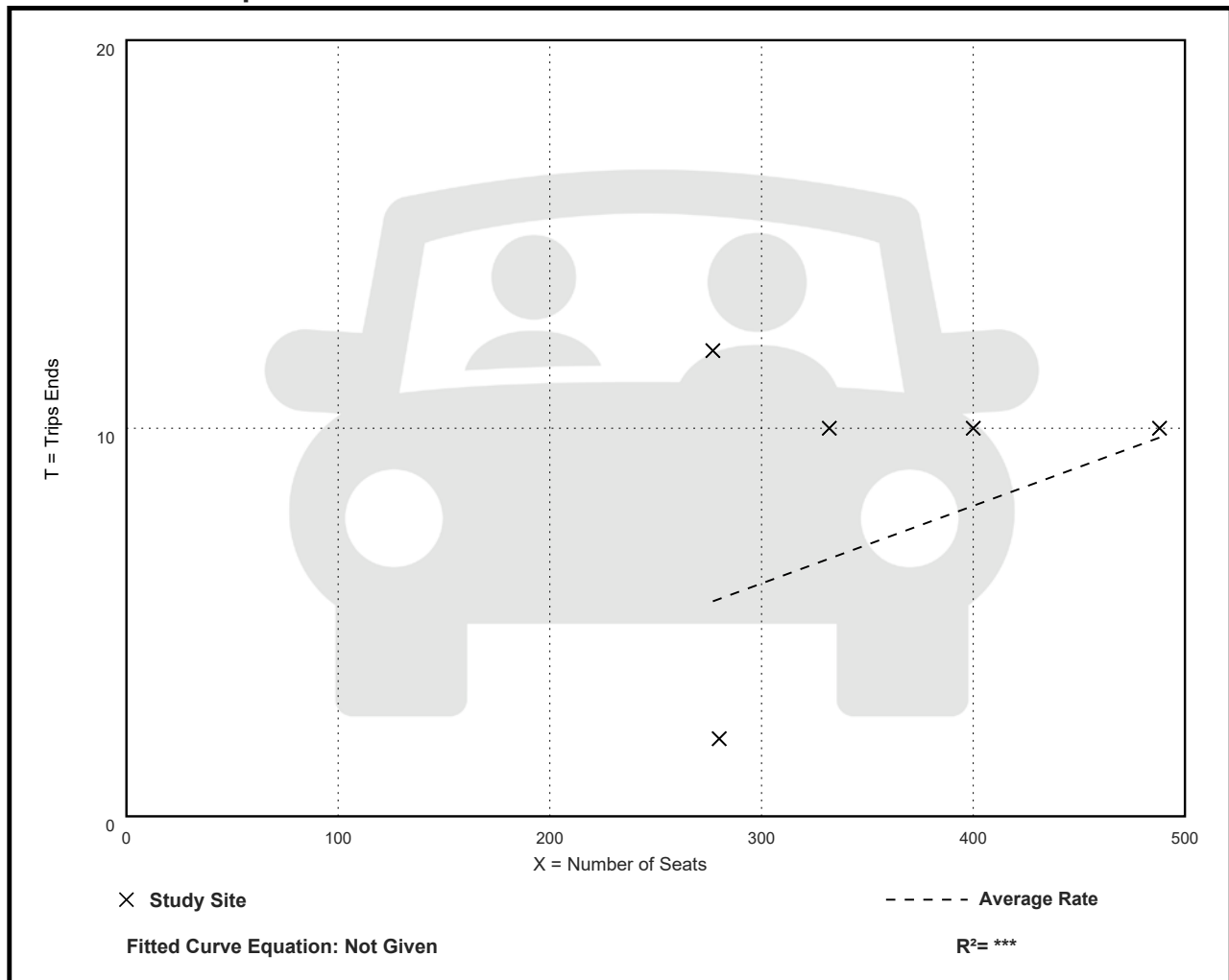
Avg. Num. of Seats: 355

Directional Distribution: Not Available

## Vehicle Trip Generation per Seat

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.02         | 0.01 - 0.04    | 0.01               |

## Data Plot and Equation



# Fine Dining Restaurant (931)

## Vehicle Trip Ends vs: Seats

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: 11

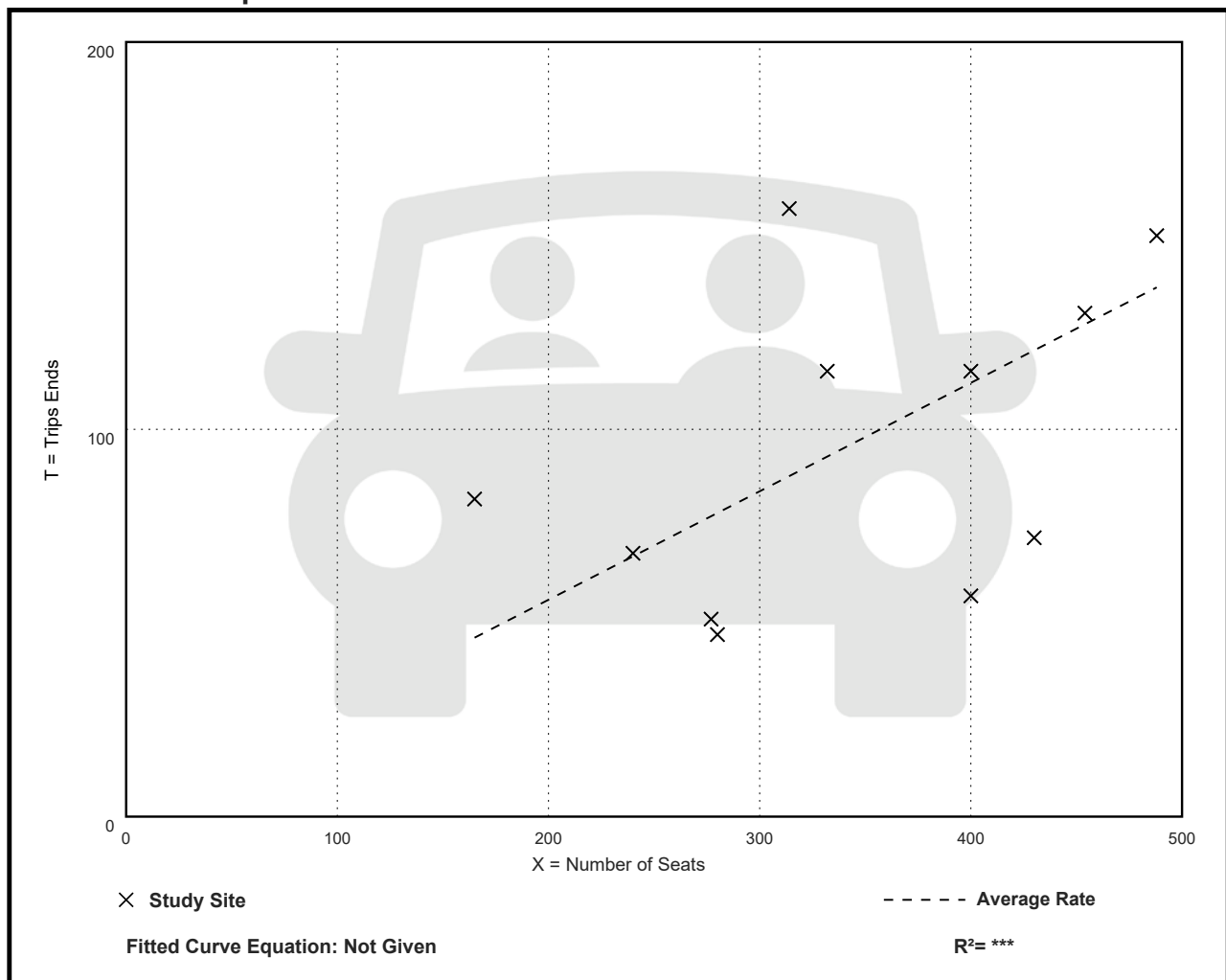
Avg. Num. of Seats: 344

Directional Distribution: 67% entering, 33% exiting

## Vehicle Trip Generation per Seat

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.28         | 0.14 - 0.50    | 0.11               |

## Data Plot and Equation



# Traffic Survey Specialists, Inc.

85 SE 4th Avenue, Unit 109, Delray Beach, Florida 33483  
Phone (561) 272-3255

ROYAL POINCIANA WAY & N COUNTY ROAD  
PALM BEACH, FLORIDA  
VIDEO COUNT  
SIGNALIZED

File Name : royal poinciana & county  
Site Code : 220182  
Start Date : 11/29/2022  
Page No : 1

## Groups Printed- LIGHT VEHICLES - HEAVY VEHICLES

|            | N COUNTY ROAD<br>From North |      |      |       | MAIN STREET<br>From East |      |      |       | N COUNTY ROAD<br>From South |      |      |       | ROYAL POINCIANA WAY<br>From West |      |      |       |            |
|------------|-----------------------------|------|------|-------|--------------------------|------|------|-------|-----------------------------|------|------|-------|----------------------------------|------|------|-------|------------|
| Start Time | UTurn                       | Left | Thru | Right | UTurn                    | Left | Thru | Right | UTurn                       | Left | Thru | Right | UTurn                            | Left | Thru | Right | Int. Total |
| 06:00 AM   | 0                           | 0    | 4    | 6     | 0                        | 1    | 3    | 1     | 0                           | 5    | 7    | 12    | 0                                | 8    | 6    | 6     | 59         |
| 06:15 AM   | 0                           | 0    | 8    | 8     | 0                        | 2    | 10   | 0     | 0                           | 3    | 8    | 18    | 0                                | 11   | 9    | 3     | 80         |
| 06:30 AM   | 0                           | 1    | 7    | 8     | 0                        | 0    | 3    | 0     | 0                           | 6    | 31   | 17    | 0                                | 11   | 10   | 17    | 111        |
| 06:45 AM   | 0                           | 1    | 6    | 8     | 0                        | 1    | 7    | 2     | 0                           | 13   | 44   | 21    | 1                                | 17   | 16   | 17    | 154        |
| Total      | 0                           | 2    | 25   | 30    | 0                        | 4    | 23   | 3     | 0                           | 27   | 90   | 68    | 1                                | 47   | 41   | 43    | 404        |
| 07:00 AM   | 0                           | 0    | 24   | 20    | 0                        | 2    | 5    | 2     | 0                           | 20   | 41   | 27    | 0                                | 19   | 10   | 12    | 182        |
| 07:15 AM   | 0                           | 0    | 36   | 11    | 0                        | 1    | 4    | 0     | 0                           | 14   | 59   | 17    | 1                                | 25   | 7    | 23    | 198        |
| 07:30 AM   | 0                           | 0    | 40   | 27    | 0                        | 3    | 4    | 3     | 0                           | 13   | 64   | 24    | 3                                | 48   | 20   | 31    | 280        |
| 07:45 AM   | 0                           | 0    | 51   | 28    | 0                        | 1    | 6    | 1     | 0                           | 19   | 134  | 21    | 4                                | 68   | 10   | 39    | 382        |
| Total      | 0                           | 0    | 151  | 86    | 0                        | 7    | 19   | 6     | 0                           | 66   | 298  | 89    | 8                                | 160  | 47   | 105   | 1042       |
| 08:00 AM   | 0                           | 0    | 39   | 28    | 0                        | 3    | 6    | 3     | 0                           | 23   | 129  | 16    | 2                                | 79   | 16   | 57    | 401        |
| 08:15 AM   | 0                           | 0    | 44   | 25    | 0                        | 1    | 12   | 2     | 0                           | 20   | 123  | 12    | 3                                | 51   | 10   | 55    | 358        |
| 08:30 AM   | 0                           | 0    | 52   | 28    | 0                        | 0    | 12   | 2     | 0                           | 39   | 131  | 5     | 4                                | 78   | 13   | 38    | 402        |
| 08:45 AM   | 0                           | 0    | 52   | 39    | 0                        | 0    | 6    | 2     | 0                           | 16   | 141  | 11    | 2                                | 60   | 13   | 21    | 363        |
| Total      | 0                           | 0    | 187  | 120   | 0                        | 4    | 36   | 9     | 0                           | 98   | 524  | 44    | 11                               | 268  | 52   | 171   | 1524       |
| 09:00 AM   | 0                           | 0    | 48   | 46    | 0                        | 2    | 10   | 1     | 0                           | 20   | 112  | 10    | 4                                | 115  | 14   | 42    | 424        |
| 09:15 AM   | 0                           | 0    | 63   | 50    | 0                        | 6    | 7    | 2     | 0                           | 19   | 113  | 10    | 2                                | 49   | 10   | 27    | 358        |
| 09:30 AM   | 0                           | 0    | 60   | 40    | 0                        | 3    | 9    | 4     | 0                           | 24   | 111  | 11    | 6                                | 69   | 16   | 36    | 389        |
| 09:45 AM   | 0                           | 0    | 80   | 57    | 0                        | 0    | 10   | 4     | 0                           | 29   | 107  | 10    | 5                                | 47   | 15   | 35    | 399        |
| Total      | 0                           | 0    | 251  | 193   | 0                        | 11   | 36   | 11    | 0                           | 92   | 443  | 41    | 17                               | 280  | 55   | 140   | 1570       |
| 10:00 AM   | 0                           | 0    | 46   | 53    | 0                        | 2    | 10   | 10    | 0                           | 26   | 97   | 9     | 4                                | 64   | 14   | 30    | 365        |
| 10:15 AM   | 0                           | 0    | 77   | 51    | 0                        | 1    | 6    | 4     | 0                           | 20   | 102  | 9     | 7                                | 36   | 21   | 28    | 362        |
| 10:30 AM   | 0                           | 0    | 67   | 53    | 0                        | 2    | 6    | 2     | 0                           | 30   | 62   | 7     | 5                                | 42   | 13   | 32    | 321        |
| 10:45 AM   | 0                           | 0    | 75   | 55    | 0                        | 4    | 8    | 2     | 0                           | 26   | 119  | 9     | 6                                | 38   | 12   | 27    | 381        |
| Total      | 0                           | 0    | 265  | 212   | 0                        | 9    | 30   | 18    | 0                           | 102  | 380  | 34    | 22                               | 180  | 60   | 117   | 1429       |
| 11:00 AM   | 0                           | 0    | 82   | 56    | 0                        | 4    | 9    | 2     | 0                           | 25   | 93   | 5     | 6                                | 38   | 12   | 32    | 364        |
| 11:15 AM   | 0                           | 1    | 74   | 43    | 0                        | 5    | 7    | 7     | 0                           | 24   | 105  | 14    | 3                                | 48   | 14   | 38    | 383        |
| 11:30 AM   | 0                           | 0    | 89   | 63    | 0                        | 4    | 11   | 3     | 0                           | 38   | 119  | 9     | 2                                | 36   | 10   | 48    | 432        |
| 11:45 AM   | 0                           | 0    | 102  | 68    | 0                        | 5    | 9    | 1     | 0                           | 42   | 124  | 7     | 4                                | 43   | 15   | 44    | 464        |
| Total      | 0                           | 1    | 347  | 230   | 0                        | 18   | 36   | 13    | 0                           | 129  | 441  | 35    | 15                               | 165  | 51   | 162   | 1643       |
| 12:00 PM   | 0                           | 0    | 82   | 67    | 0                        | 5    | 17   | 3     | 0                           | 27   | 106  | 8     | 2                                | 38   | 7    | 40    | 402        |
| 12:15 PM   | 0                           | 0    | 90   | 72    | 0                        | 4    | 10   | 3     | 0                           | 33   | 102  | 9     | 1                                | 44   | 11   | 35    | 414        |
| 12:30 PM   | 0                           | 0    | 85   | 63    | 0                        | 4    | 14   | 5     | 0                           | 28   | 78   | 8     | 4                                | 32   | 19   | 45    | 385        |
| 12:45 PM   | 0                           | 0    | 93   | 64    | 0                        | 2    | 10   | 2     | 0                           | 35   | 103  | 6     | 5                                | 43   | 11   | 29    | 403        |
| Total      | 0                           | 0    | 350  | 266   | 0                        | 15   | 51   | 13    | 0                           | 123  | 389  | 31    | 12                               | 157  | 48   | 149   | 1604       |
| 01:00 PM   | 0                           | 0    | 101  | 75    | 0                        | 4    | 9    | 4     | 0                           | 38   | 107  | 4     | 3                                | 42   | 15   | 34    | 436        |
| 01:15 PM   | 0                           | 1    | 97   | 67    | 0                        | 2    | 11   | 3     | 0                           | 31   | 109  | 2     | 7                                | 39   | 7    | 41    | 417        |
| 01:30 PM   | 0                           | 1    | 77   | 63    | 0                        | 9    | 12   | 2     | 0                           | 38   | 78   | 4     | 3                                | 36   | 11   | 33    | 367        |
| 01:45 PM   | 0                           | 0    | 91   | 66    | 0                        | 2    | 12   | 6     | 0                           | 39   | 107  | 13    | 5                                | 47   | 16   | 31    | 435        |
| Total      | 0                           | 2    | 366  | 271   | 0                        | 17   | 44   | 15    | 0                           | 146  | 401  | 23    | 18                               | 164  | 49   | 139   | 1655       |
| 02:00 PM   | 0                           | 0    | 101  | 62    | 0                        | 5    | 14   | 1     | 0                           | 43   | 92   | 7     | 2                                | 42   | 15   | 33    | 417        |
| 02:15 PM   | 0                           | 0    | 88   | 71    | 0                        | 4    | 20   | 2     | 0                           | 46   | 94   | 13    | 2                                | 34   | 14   | 41    | 429        |
| 02:30 PM   | 0                           | 1    | 105  | 78    | 0                        | 6    | 13   | 6     | 0                           | 37   | 67   | 11    | 3                                | 42   | 15   | 46    | 430        |
| 02:45 PM   | 0                           | 0    | 114  | 82    | 0                        | 10   | 11   | 4     | 0                           | 31   | 86   | 12    | 5                                | 23   | 13   | 32    | 423        |
| Total      | 0                           | 1    | 408  | 293   | 0                        | 25   | 58   | 13    | 0                           | 157  | 339  | 43    | 12                               | 141  | 57   | 152   | 1699       |

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Phone (561) 272-3255

ROYAL POINCIANA WAY & N COUNTY ROAD  
PALM BEACH, FLORIDA  
VIDEO COUNT  
SIGNALIZED

File Name : royal poinciana & county  
Site Code : 220182  
Start Date : 11/29/2022  
Page No : 2

## Groups Printed- LIGHT VEHICLES - HEAVY VEHICLES

|                  | N COUNTY ROAD<br>From North |      |      |       | MAIN STREET<br>From East |      |      |       | N COUNTY ROAD<br>From South |      |      |       | ROYAL POINCIANA WAY<br>From West |      |      |       |            |
|------------------|-----------------------------|------|------|-------|--------------------------|------|------|-------|-----------------------------|------|------|-------|----------------------------------|------|------|-------|------------|
| Start Time       | UTurn                       | Left | Thru | Right | UTurn                    | Left | Thru | Right | UTurn                       | Left | Thru | Right | UTurn                            | Left | Thru | Right | Int. Total |
| 03:00 PM         | 0                           | 1    | 112  | 89    | 0                        | 12   | 29   | 6     | 0                           | 37   | 65   | 9     | 2                                | 43   | 14   | 39    | 458        |
| 03:15 PM         | 0                           | 0    | 86   | 76    | 0                        | 10   | 22   | 3     | 0                           | 34   | 101  | 8     | 5                                | 40   | 5    | 32    | 422        |
| 03:30 PM         | 0                           | 0    | 123  | 96    | 0                        | 8    | 34   | 1     | 0                           | 51   | 66   | 11    | 2                                | 44   | 9    | 35    | 480        |
| 03:45 PM         | 0                           | 0    | 119  | 91    | 0                        | 7    | 15   | 3     | 0                           | 37   | 82   | 8     | 6                                | 27   | 9    | 25    | 429        |
| Total            | 0                           | 1    | 440  | 352   | 0                        | 37   | 100  | 13    | 0                           | 159  | 314  | 36    | 15                               | 154  | 37   | 131   | 1789       |
| 04:00 PM         | 0                           | 0    | 117  | 119   | 0                        | 7    | 17   | 8     | 0                           | 56   | 82   | 8     | 4                                | 26   | 14   | 29    | 487        |
| 04:15 PM         | 0                           | 0    | 118  | 76    | 0                        | 15   | 13   | 5     | 0                           | 42   | 85   | 4     | 1                                | 21   | 3    | 33    | 416        |
| 04:30 PM         | 0                           | 0    | 121  | 111   | 0                        | 14   | 31   | 3     | 0                           | 44   | 49   | 4     | 3                                | 39   | 17   | 39    | 475        |
| 04:45 PM         | 0                           | 0    | 88   | 71    | 0                        | 9    | 15   | 5     | 0                           | 38   | 90   | 11    | 5                                | 26   | 10   | 40    | 408        |
| Total            | 0                           | 0    | 444  | 377   | 0                        | 45   | 76   | 21    | 0                           | 180  | 306  | 27    | 13                               | 112  | 44   | 141   | 1786       |
| 05:00 PM         | 0                           | 0    | 72   | 86    | 0                        | 26   | 30   | 6     | 0                           | 39   | 77   | 14    | 2                                | 28   | 10   | 38    | 428        |
| 05:15 PM         | 0                           | 0    | 70   | 43    | 0                        | 8    | 16   | 2     | 0                           | 37   | 59   | 4     | 5                                | 25   | 8    | 40    | 317        |
| 05:30 PM         | 0                           | 0    | 65   | 45    | 0                        | 6    | 14   | 3     | 0                           | 34   | 50   | 4     | 3                                | 29   | 9    | 38    | 300        |
| 05:45 PM         | 0                           | 0    | 68   | 48    | 0                        | 3    | 11   | 2     | 0                           | 43   | 39   | 3     | 2                                | 25   | 12   | 52    | 308        |
| Total            | 0                           | 0    | 275  | 222   | 0                        | 43   | 71   | 13    | 0                           | 153  | 225  | 25    | 12                               | 107  | 39   | 168   | 1353       |
| 06:00 PM         | 0                           | 0    | 67   | 37    | 0                        | 8    | 17   | 2     | 0                           | 29   | 47   | 4     | 3                                | 28   | 11   | 48    | 301        |
| 06:15 PM         | 0                           | 0    | 45   | 30    | 0                        | 5    | 8    | 2     | 0                           | 25   | 40   | 3     | 2                                | 25   | 8    | 33    | 226        |
| 06:30 PM         | 0                           | 0    | 39   | 29    | 0                        | 9    | 13   | 2     | 0                           | 36   | 57   | 3     | 4                                | 17   | 5    | 12    | 226        |
| 06:45 PM         | 0                           | 0    | 45   | 28    | 0                        | 3    | 16   | 1     | 0                           | 41   | 46   | 3     | 1                                | 13   | 2    | 11    | 210        |
| Total            | 0                           | 0    | 196  | 124   | 0                        | 25   | 54   | 7     | 0                           | 131  | 190  | 13    | 10                               | 83   | 26   | 104   | 963        |
| Grand Total      | 0                           | 7    | 3705 | 2776  | 0                        | 260  | 634  | 155   | 0                           | 1563 | 4340 | 509   | 166                              | 2018 | 606  | 1722  | 18461      |
| Apprch %         | 0                           | 0.1  | 57.1 | 42.8  | 0                        | 24.8 | 60.4 | 14.8  | 0                           | 24.4 | 67.7 | 7.9   | 3.7                              | 44.7 | 13.4 | 38.2  |            |
| Total %          | 0                           | 0    | 20.1 | 15    | 0                        | 1.4  | 3.4  | 0.8   | 0                           | 8.5  | 23.5 | 2.8   | 0.9                              | 10.9 | 3.3  | 9.3   |            |
| LIGHT VEHICLES   | 0                           | 6    | 3524 | 2617  | 0                        | 249  | 563  | 144   | 0                           | 1527 | 4107 | 484   | 164                              | 1924 | 547  | 1682  | 17538      |
| % LIGHT VEHICLES | 0                           | 85.7 | 95.1 | 94.3  | 0                        | 95.8 | 88.8 | 92.9  | 0                           | 97.7 | 94.6 | 95.1  | 98.8                             | 95.3 | 90.3 | 97.7  | 95         |
| HEAVY VEHICLES   | 0                           | 1    | 181  | 159   | 0                        | 11   | 71   | 11    | 0                           | 36   | 233  | 25    | 2                                | 94   | 59   | 40    | 923        |
| % HEAVY VEHICLES | 0                           | 14.3 | 4.9  | 5.7   | 0                        | 4.2  | 11.2 | 7.1   | 0                           | 2.3  | 5.4  | 4.9   | 1.2                              | 4.7  | 9.7  | 2.3   | 5          |

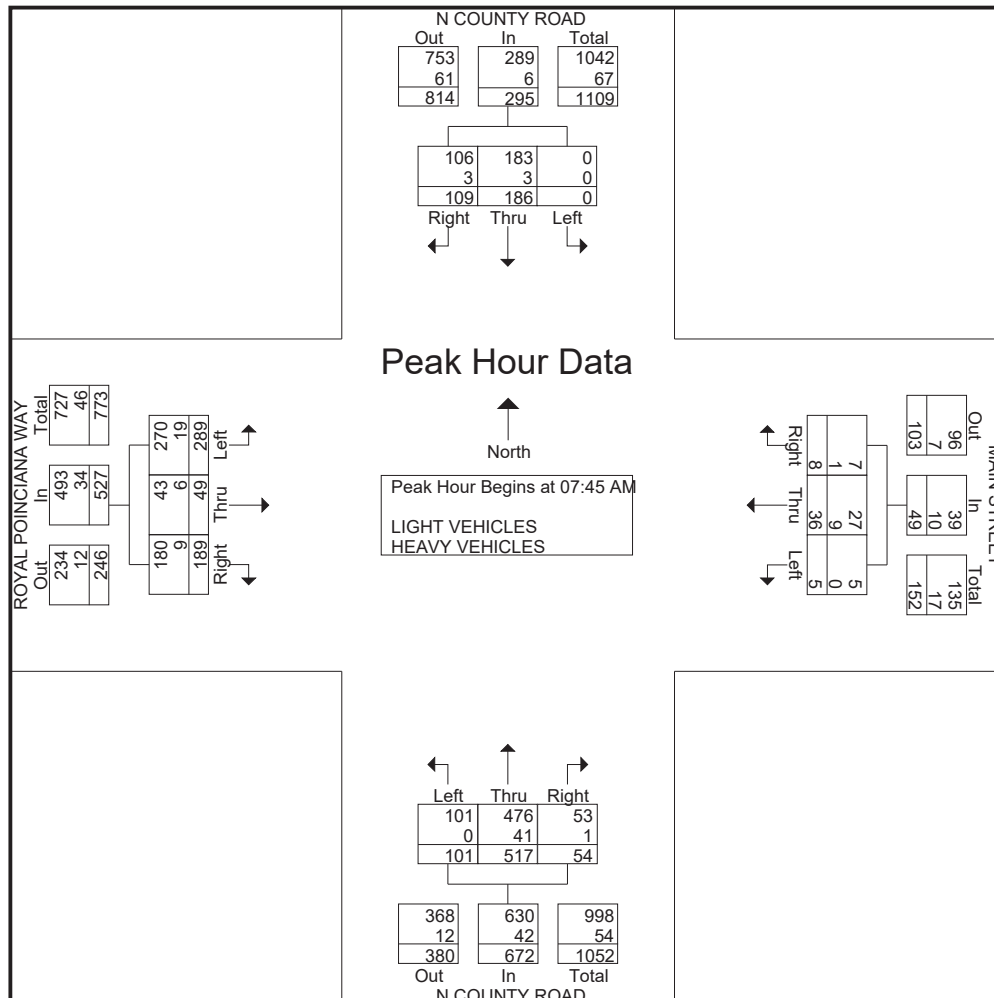
# Traffic Survey Specialists, Inc.

85 SE 4th Avenue, Unit 109, Delray Beach, Florida 33483  
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ROYAL POINCIANA WAY & N COUNTY ROAD  
PALM BEACH, FLORIDA  
VIDEO COUNT  
SIGNALIZED

File Name : royal poinciana & county  
Site Code : 220182  
Start Date : 11/29/2022  
Page No : 3

|                                                            | N COUNTY ROAD<br>From North |      |      |       |            | MAIN STREET<br>From East |      |      |       |            | N COUNTY ROAD<br>From South |      |      |       |            | ROYAL POINCIANA WAY<br>From West |      |      |       |            |            |
|------------------------------------------------------------|-----------------------------|------|------|-------|------------|--------------------------|------|------|-------|------------|-----------------------------|------|------|-------|------------|----------------------------------|------|------|-------|------------|------------|
| Start Time                                                 | UTurn                       | Left | Thru | Right | App. Total | UTurn                    | Left | Thru | Right | App. Total | UTurn                       | Left | Thru | Right | App. Total | UTurn                            | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1 |                             |      |      |       |            |                          |      |      |       |            |                             |      |      |       |            |                                  |      |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                             |      |      |       |            |                          |      |      |       |            |                             |      |      |       |            |                                  |      |      |       |            |            |
| 07:45 AM                                                   | 0                           | 0    | 51   | 28    | 79         | 0                        | 1    | 6    | 1     | 8          | 0                           | 19   | 134  | 21    | 174        | 4                                | 68   | 10   | 39    | 121        | 382        |
| 08:00 AM                                                   | 0                           | 0    | 39   | 28    | 67         | 0                        | 3    | 6    | 3     | 12         | 0                           | 23   | 129  | 16    | 168        | 2                                | 79   | 16   | 57    | 154        | 401        |
| 08:15 AM                                                   | 0                           | 0    | 44   | 25    | 69         | 0                        | 1    | 12   | 2     | 15         | 0                           | 20   | 123  | 12    | 155        | 3                                | 51   | 10   | 55    | 119        | 358        |
| 08:30 AM                                                   | 0                           | 0    | 52   | 28    | 80         | 0                        | 0    | 12   | 2     | 14         | 0                           | 39   | 131  | 5     | 175        | 4                                | 78   | 13   | 38    | 133        | 402        |
| Total Volume                                               | 0                           | 0    | 186  | 109   | 295        | 0                        | 5    | 36   | 8     | 49         | 0                           | 101  | 517  | 54    | 672        | 13                               | 276  | 49   | 189   | 527        | 1543       |
| % App. Total                                               | 0                           | 0    | 63.1 | 36.9  |            | 0                        | 10.2 | 73.5 | 16.3  |            | 0                           | 15   | 76.9 | 8     |            | 2.5                              | 52.4 | 9.3  | 35.9  |            |            |
| PHF                                                        | .000                        | .000 | .894 | .973  | .922       | .000                     | .417 | .750 | .667  | .817       | .000                        | .647 | .965 | .643  | .960       | .813                             | .873 | .766 | .829  | .856       | .960       |
| LIGHT VEHICLES                                             |                             |      |      |       |            |                          |      |      |       |            |                             |      |      |       |            |                                  |      |      |       |            |            |
| % LIGHT VEHICLES                                           | 0                           | 0    | 98.4 | 97.2  | 98.0       | 0                        | 100  | 75.0 | 87.5  | 79.6       | 0                           | 100  | 92.1 | 98.1  | 93.8       | 100                              | 93.1 | 87.8 | 95.2  | 93.5       | 94.0       |
| HEAVY VEHICLES                                             |                             |      |      |       |            |                          |      |      |       |            |                             |      |      |       |            |                                  |      |      |       |            |            |
| % HEAVY VEHICLES                                           | 0                           | 0    | 1.6  | 2.8   | 2.0        | 0                        | 0    | 25.0 | 12.5  | 20.4       | 0                           | 0    | 7.9  | 1.9   | 6.3        | 0                                | 6.9  | 12.2 | 4.8   | 6.5        | 6.0        |



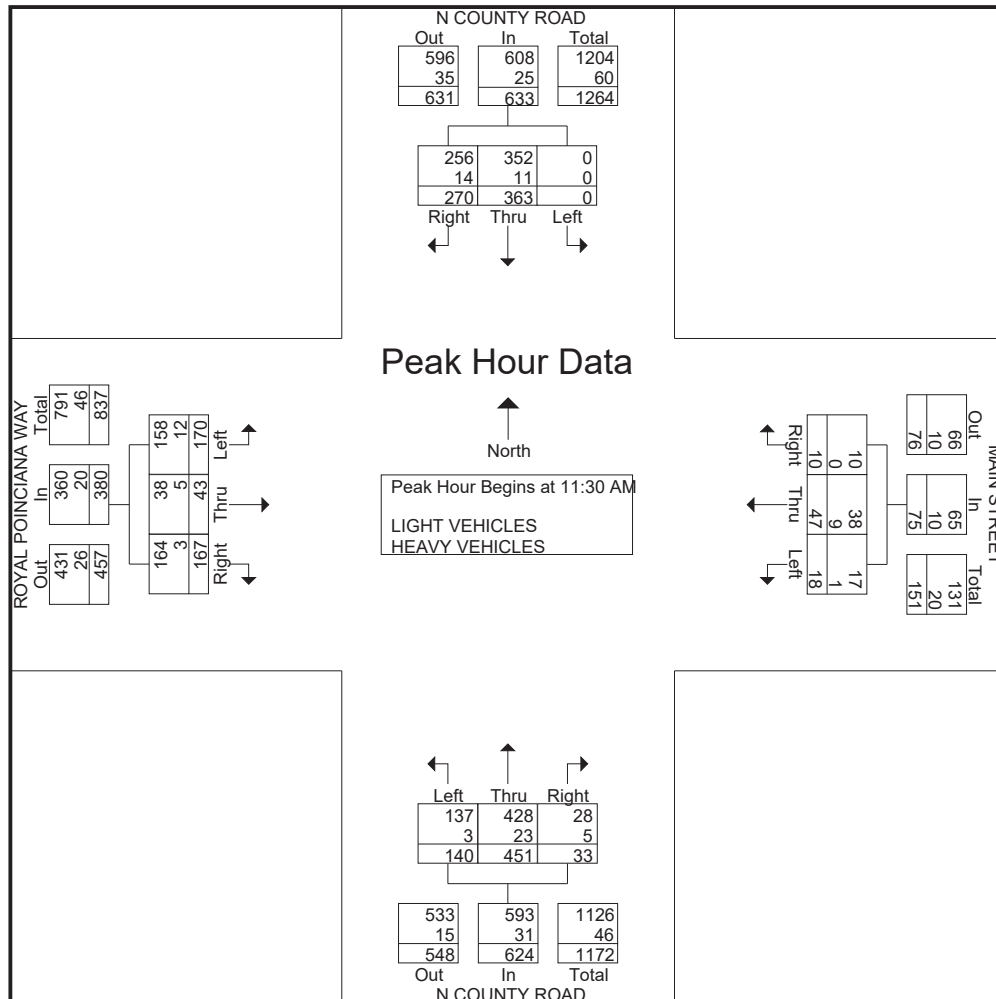
# Traffic Survey Specialists, Inc.

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ROYAL POINCIANA WAY & N COUNTY ROAD  
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|                                                            | N COUNTY ROAD<br>From North |      |      |       |            | MAIN STREET<br>From East |      |      |       |            | N COUNTY ROAD<br>From South |      |      |       |            | ROYAL POINCIANA WAY<br>From West |      |      |       |            |            |
|------------------------------------------------------------|-----------------------------|------|------|-------|------------|--------------------------|------|------|-------|------------|-----------------------------|------|------|-------|------------|----------------------------------|------|------|-------|------------|------------|
| Start Time                                                 | UTurn                       | Left | Thru | Right | App. Total | UTurn                    | Left | Thru | Right | App. Total | UTurn                       | Left | Thru | Right | App. Total | UTurn                            | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1 |                             |      |      |       |            |                          |      |      |       |            |                             |      |      |       |            |                                  |      |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 11:30 AM       |                             |      |      |       |            |                          |      |      |       |            |                             |      |      |       |            |                                  |      |      |       |            |            |
| 11:30 AM                                                   | 0                           | 0    | 89   | 63    | 152        | 0                        | 4    | 11   | 3     | 18         | 0                           | 38   | 119  | 9     | 166        | 2                                | 36   | 10   | 48    | 96         | 432        |
| 11:45 AM                                                   | 0                           | 0    | 102  | 68    | 170        | 0                        | 5    | 9    | 1     | 15         | 0                           | 42   | 124  | 7     | 173        | 4                                | 43   | 15   | 44    | 106        | 464        |
| 12:00 PM                                                   | 0                           | 0    | 82   | 67    | 149        | 0                        | 5    | 17   | 3     | 25         | 0                           | 27   | 106  | 8     | 141        | 2                                | 38   | 7    | 40    | 87         | 402        |
| 12:15 PM                                                   | 0                           | 0    | 90   | 72    | 162        | 0                        | 4    | 10   | 3     | 17         | 0                           | 33   | 102  | 9     | 144        | 1                                | 44   | 11   | 35    | 91         | 414        |
| Total Volume                                               | 0                           | 0    | 363  | 270   | 633        | 0                        | 18   | 47   | 10    | 75         | 0                           | 140  | 451  | 33    | 624        | 9                                | 161  | 43   | 167   | 380        | 1712       |
| % App. Total                                               | 0                           | 0    | 57.3 | 42.7  |            | 0                        | 24   | 62.7 | 13.3  |            | 0                           | 22.4 | 72.3 | 5.3   |            | 2.4                              | 42.4 | 11.3 | 43.9  |            |            |
| PHF                                                        | .000                        | .000 | .890 | .938  | .931       | .000                     | .900 | .691 | .833  | .750       | .000                        | .833 | .909 | .917  | .902       | .563                             | .915 | .717 | .870  | .896       | .922       |
| LIGHT VEHICLES                                             |                             |      |      |       |            |                          |      |      |       |            |                             |      |      |       |            |                                  |      |      |       |            |            |
| % LIGHT VEHICLES                                           | 0                           | 0    | 97.0 | 94.8  | 96.1       | 0                        | 94.4 | 80.9 | 100   | 86.7       | 0                           | 97.9 | 94.9 | 84.8  | 95.0       | 100                              | 92.5 | 88.4 | 98.2  | 94.7       | 95.0       |
| HEAVY VEHICLES                                             |                             |      |      |       |            |                          |      |      |       |            |                             |      |      |       |            |                                  |      |      |       |            |            |
| % HEAVY VEHICLES                                           | 0                           | 0    | 3.0  | 5.2   | 3.9        | 0                        | 5.6  | 19.1 | 0     | 13.3       | 0                           | 2.1  | 5.1  | 15.2  | 5.0        | 0                                | 7.5  | 11.6 | 1.8   | 5.3        | 5.0        |



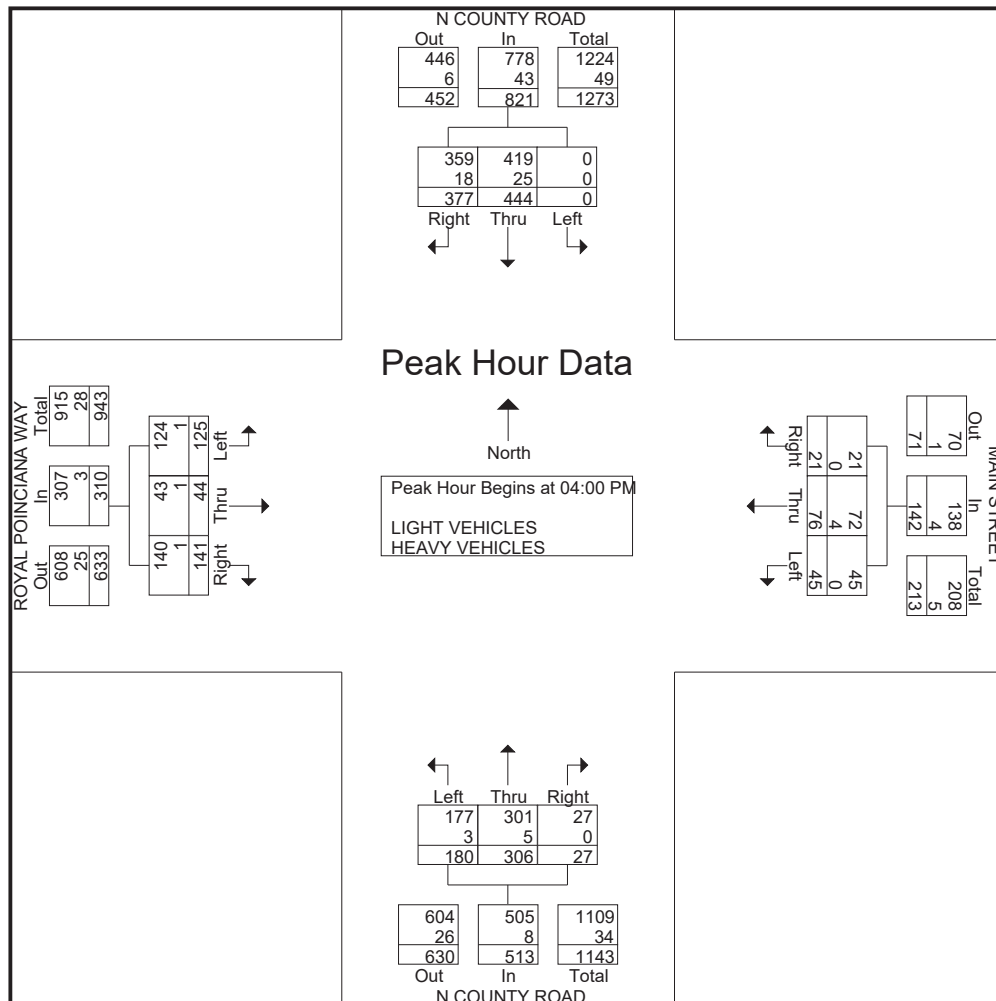
# Traffic Survey Specialists, Inc.

85 SE 4th Avenue, Unit 109, Delray Beach, Florida 33483  
Phone (561) 272-3255

ROYAL POINCIANA WAY & N COUNTY ROAD  
PALM BEACH, FLORIDA  
VIDEO COUNT  
SIGNALIZED

File Name : royal poinciana & county  
Site Code : 220182  
Start Date : 11/29/2022  
Page No : 5

|                                                            | N COUNTY ROAD<br>From North |      |      |       |            | MAIN STREET<br>From East |      |      |       |            | N COUNTY ROAD<br>From South |      |      |       |            | ROYAL POINCIANA WAY<br>From West |      |      |       |            |            |
|------------------------------------------------------------|-----------------------------|------|------|-------|------------|--------------------------|------|------|-------|------------|-----------------------------|------|------|-------|------------|----------------------------------|------|------|-------|------------|------------|
| Start Time                                                 | UTurn                       | Left | Thru | Right | App. Total | UTurn                    | Left | Thru | Right | App. Total | UTurn                       | Left | Thru | Right | App. Total | UTurn                            | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1 |                             |      |      |       |            |                          |      |      |       |            |                             |      |      |       |            |                                  |      |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 04:00 PM       |                             |      |      |       |            |                          |      |      |       |            |                             |      |      |       |            |                                  |      |      |       |            |            |
| 04:00 PM                                                   | 0                           | 0    | 117  | 119   | 236        | 0                        | 7    | 17   | 8     | 32         | 0                           | 56   | 82   | 8     | 146        | 4                                | 26   | 14   | 29    | 73         | 487        |
| 04:15 PM                                                   | 0                           | 0    | 118  | 76    | 194        | 0                        | 15   | 13   | 5     | 33         | 0                           | 42   | 85   | 4     | 131        | 1                                | 21   | 3    | 33    | 58         | 416        |
| 04:30 PM                                                   | 0                           | 0    | 121  | 111   | 232        | 0                        | 14   | 31   | 3     | 48         | 0                           | 44   | 49   | 4     | 97         | 3                                | 39   | 17   | 39    | 98         | 475        |
| 04:45 PM                                                   | 0                           | 0    | 88   | 71    | 159        | 0                        | 9    | 15   | 5     | 29         | 0                           | 38   | 90   | 11    | 139        | 5                                | 26   | 10   | 40    | 81         | 408        |
| Total Volume                                               | 0                           | 0    | 444  | 377   | 821        | 0                        | 45   | 76   | 21    | 142        | 0                           | 180  | 306  | 27    | 513        | 13                               | 112  | 44   | 141   | 310        | 1786       |
| % App. Total                                               | 0                           | 0    | 54.1 | 45.9  |            | 0                        | 31.7 | 53.5 | 14.8  |            | 0                           | 35.1 | 59.6 | 5.3   |            | 4.2                              | 36.1 | 14.2 | 45.5  |            |            |
| PHF                                                        | .000                        | .000 | .917 | .792  | .870       | .000                     | .750 | .613 | .656  | .740       | .000                        | .804 | .850 | .614  | .878       | .650                             | .718 | .647 | .881  | .791       | .917       |
| LIGHT VEHICLES                                             |                             |      |      |       |            |                          |      |      |       |            |                             |      |      |       |            |                                  |      |      |       |            |            |
| % LIGHT VEHICLES                                           | 0                           | 0    | 94.4 | 95.2  | 94.8       | 0                        | 100  | 94.7 | 100   | 97.2       | 0                           | 98.3 | 98.4 | 100   | 98.4       | 100                              | 99.1 | 97.7 | 99.3  | 99.0       | 96.8       |
| HEAVY VEHICLES                                             |                             |      |      |       |            |                          |      |      |       |            |                             |      |      |       |            |                                  |      |      |       |            |            |
| % HEAVY VEHICLES                                           | 0                           | 0    | 5.6  | 4.8   | 5.2        | 0                        | 0    | 5.3  | 0     | 2.8        | 0                           | 1.7  | 1.6  | 0     | 1.6        | 0                                | 0.9  | 2.3  | 0.7   | 1.0        | 3.2        |



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ROYAL POINCIANA WAY & N COUNTY ROAD  
PALM BEACH, FLORIDA  
VIDEO COUNT  
SIGNALIZED

File Name : royal poinciana & county  
Site Code : 220182  
Start Date : 11/29/2022  
Page No : 1

## Groups Printed- BICYCLES ON THE ROAD

|            | N COUNTY ROAD<br>From North |      |      |       | MAIN STREET<br>From East |      |      |       | N COUNTY ROAD<br>From South |      |      |       | ROYAL POINCIANA WAY<br>From West |      |      |       |            |
|------------|-----------------------------|------|------|-------|--------------------------|------|------|-------|-----------------------------|------|------|-------|----------------------------------|------|------|-------|------------|
| Start Time | UTurn                       | Left | Thru | Right | UTurn                    | Left | Thru | Right | UTurn                       | Left | Thru | Right | UTurn                            | Left | Thru | Right | Int. Total |
| 06:00 AM   | 0                           | 0    | 0    | 0     | 0                        | 0    | 0    | 0     | 0                           | 0    | 1    | 0     | 0                                | 0    | 0    | 1     | 2          |
| 06:15 AM   | 0                           | 0    | 0    | 0     | 0                        | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                                | 0    | 0    | 0     | 0          |
| 06:30 AM   | 0                           | 0    | 2    | 0     | 0                        | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                                | 0    | 0    | 2     | 4          |
| 06:45 AM   | 0                           | 0    | 0    | 0     | 0                        | 0    | 0    | 0     | 0                           | 0    | 2    | 0     | 0                                | 0    | 0    | 2     | 4          |
| Total      | 0                           | 0    | 2    | 0     | 0                        | 0    | 0    | 0     | 0                           | 0    | 3    | 0     | 0                                | 0    | 0    | 5     | 10         |
| 07:00 AM   | 0                           | 0    | 1    | 0     | 0                        | 0    | 0    | 0     | 0                           | 0    | 5    | 0     | 0                                | 0    | 0    | 0     | 6          |
| 07:15 AM   | 0                           | 0    | 2    | 0     | 0                        | 0    | 0    | 0     | 0                           | 0    | 1    | 0     | 0                                | 0    | 0    | 0     | 3          |
| 07:30 AM   | 0                           | 0    | 1    | 0     | 0                        | 0    | 0    | 0     | 0                           | 0    | 25   | 0     | 0                                | 0    | 0    | 0     | 26         |
| 07:45 AM   | 0                           | 0    | 0    | 0     | 0                        | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                                | 0    | 0    | 0     | 0          |
| Total      | 0                           | 0    | 4    | 0     | 0                        | 0    | 0    | 0     | 0                           | 0    | 31   | 0     | 0                                | 0    | 0    | 0     | 35         |
| 08:00 AM   | 0                           | 0    | 1    | 0     | 0                        | 0    | 0    | 0     | 0                           | 0    | 1    | 0     | 0                                | 0    | 0    | 1     | 3          |
| 08:15 AM   | 0                           | 0    | 1    | 1     | 0                        | 0    | 0    | 0     | 0                           | 0    | 5    | 0     | 0                                | 0    | 1    | 4     | 12         |
| 08:30 AM   | 0                           | 0    | 0    | 0     | 0                        | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                                | 0    | 0    | 0     | 0          |
| 08:45 AM   | 0                           | 0    | 1    | 3     | 0                        | 0    | 0    | 0     | 0                           | 0    | 2    | 0     | 0                                | 0    | 1    | 1     | 8          |
| Total      | 0                           | 0    | 3    | 4     | 0                        | 0    | 0    | 0     | 0                           | 0    | 8    | 0     | 0                                | 0    | 2    | 6     | 23         |
| 09:00 AM   | 0                           | 0    | 3    | 0     | 0                        | 0    | 0    | 0     | 0                           | 0    | 2    | 0     | 0                                | 0    | 0    | 0     | 5          |
| 09:15 AM   | 0                           | 0    | 3    | 0     | 0                        | 0    | 0    | 0     | 0                           | 0    | 2    | 0     | 0                                | 0    | 0    | 0     | 5          |
| 09:30 AM   | 0                           | 0    | 3    | 0     | 0                        | 0    | 0    | 0     | 0                           | 0    | 1    | 0     | 0                                | 0    | 0    | 0     | 4          |
| 09:45 AM   | 0                           | 0    | 2    | 0     | 0                        | 0    | 0    | 0     | 0                           | 2    | 1    | 0     | 0                                | 0    | 0    | 0     | 5          |
| Total      | 0                           | 0    | 11   | 0     | 0                        | 0    | 0    | 0     | 0                           | 2    | 6    | 0     | 0                                | 0    | 0    | 0     | 19         |
| 10:00 AM   | 0                           | 0    | 5    | 0     | 0                        | 0    | 0    | 0     | 0                           | 0    | 3    | 0     | 0                                | 0    | 0    | 0     | 8          |
| 10:15 AM   | 0                           | 0    | 2    | 2     | 0                        | 0    | 0    | 0     | 0                           | 0    | 2    | 0     | 0                                | 0    | 0    | 0     | 6          |
| 10:30 AM   | 0                           | 0    | 2    | 1     | 0                        | 0    | 0    | 0     | 0                           | 0    | 8    | 0     | 0                                | 0    | 0    | 0     | 11         |
| 10:45 AM   | 0                           | 0    | 0    | 0     | 0                        | 0    | 0    | 0     | 0                           | 0    | 4    | 0     | 0                                | 0    | 0    | 0     | 4          |
| Total      | 0                           | 0    | 9    | 3     | 0                        | 0    | 0    | 0     | 0                           | 0    | 17   | 0     | 0                                | 0    | 0    | 0     | 29         |
| 11:00 AM   | 0                           | 0    | 0    | 0     | 0                        | 0    | 1    | 0     | 0                           | 0    | 0    | 0     | 0                                | 0    | 0    | 2     | 3          |
| 11:15 AM   | 0                           | 0    | 0    | 0     | 0                        | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                                | 0    | 0    | 0     | 0          |
| 11:30 AM   | 0                           | 0    | 1    | 0     | 0                        | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                                | 0    | 0    | 2     | 3          |
| 11:45 AM   | 0                           | 0    | 1    | 0     | 0                        | 0    | 0    | 0     | 0                           | 0    | 1    | 0     | 0                                | 1    | 0    | 0     | 3          |
| Total      | 0                           | 0    | 2    | 0     | 0                        | 0    | 1    | 0     | 0                           | 0    | 1    | 0     | 0                                | 1    | 0    | 4     | 9          |
| 12:00 PM   | 0                           | 0    | 0    | 0     | 0                        | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                                | 0    | 0    | 0     | 0          |
| 12:15 PM   | 0                           | 0    | 0    | 0     | 0                        | 0    | 1    | 0     | 0                           | 0    | 1    | 0     | 0                                | 0    | 0    | 1     | 3          |
| 12:30 PM   | 0                           | 0    | 0    | 1     | 0                        | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                                | 0    | 0    | 0     | 1          |
| 12:45 PM   | 0                           | 0    | 0    | 0     | 0                        | 0    | 0    | 2     | 0                           | 0    | 2    | 2     | 0                                | 1    | 0    | 0     | 7          |
| Total      | 0                           | 0    | 0    | 1     | 0                        | 0    | 1    | 2     | 0                           | 0    | 3    | 2     | 0                                | 1    | 0    | 1     | 11         |
| 01:00 PM   | 0                           | 0    | 0    | 0     | 0                        | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                                | 0    | 0    | 1     | 1          |
| 01:15 PM   | 0                           | 0    | 0    | 0     | 0                        | 0    | 1    | 0     | 0                           | 0    | 0    | 0     | 0                                | 0    | 0    | 0     | 1          |
| 01:30 PM   | 0                           | 0    | 0    | 0     | 0                        | 0    | 0    | 1     | 0                           | 0    | 4    | 0     | 0                                | 0    | 0    | 0     | 5          |
| 01:45 PM   | 0                           | 0    | 0    | 0     | 0                        | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                                | 0    | 0    | 0     | 0          |
| Total      | 0                           | 0    | 0    | 0     | 0                        | 0    | 1    | 1     | 0                           | 0    | 4    | 0     | 0                                | 0    | 0    | 1     | 7          |
| 02:00 PM   | 0                           | 0    | 2    | 0     | 0                        | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                                | 0    | 0    | 0     | 2          |
| 02:15 PM   | 0                           | 0    | 0    | 0     | 0                        | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                                | 0    | 0    | 0     | 0          |
| 02:30 PM   | 0                           | 0    | 0    | 0     | 0                        | 0    | 0    | 0     | 0                           | 0    | 1    | 0     | 0                                | 0    | 0    | 0     | 1          |
| 02:45 PM   | 0                           | 0    | 0    | 0     | 0                        | 0    | 0    | 0     | 0                           | 0    | 1    | 0     | 0                                | 0    | 0    | 0     | 1          |
| Total      | 0                           | 0    | 2    | 0     | 0                        | 0    | 0    | 0     | 0                           | 0    | 2    | 0     | 0                                | 0    | 0    | 0     | 4          |

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Phone (561) 272-3255

ROYAL POINCIANA WAY & N COUNTY ROAD  
PALM BEACH, FLORIDA  
VIDEO COUNT  
SIGNALIZED

File Name : royal poinciana & county  
Site Code : 220182  
Start Date : 11/29/2022  
Page No : 2

## Groups Printed- BICYCLES ON THE ROAD

|             | N COUNTY ROAD<br>From North |      |      |       | MAIN STREET<br>From East |      |      |       | N COUNTY ROAD<br>From South |      |      |       | ROYAL POINCIANA WAY<br>From West |      |      |       |            |
|-------------|-----------------------------|------|------|-------|--------------------------|------|------|-------|-----------------------------|------|------|-------|----------------------------------|------|------|-------|------------|
| Start Time  | UTurn                       | Left | Thru | Right | UTurn                    | Left | Thru | Right | UTurn                       | Left | Thru | Right | UTurn                            | Left | Thru | Right | Int. Total |
| 03:00 PM    | 0                           | 0    | 0    | 0     | 0                        | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                                | 0    | 0    | 0     | 0          |
| 03:15 PM    | 0                           | 0    | 3    | 1     | 0                        | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                                | 0    | 0    | 1     | 5          |
| 03:30 PM    | 0                           | 0    | 1    | 0     | 0                        | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                                | 0    | 0    | 0     | 1          |
| 03:45 PM    | 0                           | 0    | 1    | 0     | 0                        | 0    | 0    | 0     | 0                           | 0    | 1    | 0     | 0                                | 0    | 0    | 0     | 2          |
| Total       | 0                           | 0    | 5    | 1     | 0                        | 0    | 0    | 0     | 0                           | 0    | 1    | 0     | 0                                | 0    | 0    | 1     | 8          |
| 04:00 PM    | 0                           | 0    | 1    | 0     | 0                        | 0    | 0    | 0     | 0                           | 1    | 1    | 0     | 0                                | 0    | 0    | 0     | 3          |
| 04:15 PM    | 0                           | 0    | 0    | 0     | 0                        | 0    | 0    | 0     | 0                           | 0    | 3    | 0     | 0                                | 0    | 0    | 0     | 3          |
| 04:30 PM    | 0                           | 0    | 5    | 0     | 0                        | 0    | 0    | 0     | 0                           | 0    | 2    | 0     | 0                                | 0    | 0    | 1     | 8          |
| 04:45 PM    | 0                           | 0    | 0    | 0     | 0                        | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                                | 0    | 0    | 0     | 0          |
| Total       | 0                           | 0    | 6    | 0     | 0                        | 0    | 0    | 0     | 0                           | 1    | 6    | 0     | 0                                | 0    | 0    | 1     | 14         |
| 05:00 PM    | 0                           | 0    | 1    | 0     | 0                        | 0    | 0    | 0     | 0                           | 0    | 1    | 0     | 0                                | 0    | 0    | 1     | 3          |
| 05:15 PM    | 0                           | 0    | 3    | 0     | 0                        | 0    | 0    | 0     | 0                           | 0    | 3    | 0     | 0                                | 0    | 0    | 0     | 6          |
| 05:30 PM    | 0                           | 0    | 2    | 0     | 0                        | 0    | 0    | 0     | 0                           | 0    | 1    | 0     | 0                                | 0    | 0    | 0     | 3          |
| 05:45 PM    | 0                           | 0    | 0    | 0     | 0                        | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                                | 0    | 0    | 0     | 0          |
| Total       | 0                           | 0    | 6    | 0     | 0                        | 0    | 0    | 0     | 0                           | 0    | 5    | 0     | 0                                | 0    | 0    | 1     | 12         |
| 06:00 PM    | 0                           | 0    | 1    | 0     | 0                        | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                                | 0    | 0    | 0     | 1          |
| 06:15 PM    | 0                           | 0    | 0    | 0     | 0                        | 0    | 0    | 0     | 0                           | 0    | 1    | 0     | 0                                | 0    | 0    | 0     | 1          |
| 06:30 PM    | 0                           | 0    | 0    | 0     | 0                        | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                                | 0    | 0    | 0     | 0          |
| 06:45 PM    | 0                           | 0    | 1    | 0     | 0                        | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                                | 0    | 0    | 0     | 1          |
| Total       | 0                           | 0    | 2    | 0     | 0                        | 0    | 0    | 0     | 0                           | 0    | 1    | 0     | 0                                | 0    | 0    | 0     | 3          |
| Grand Total | 0                           | 0    | 52   | 9     | 0                        | 0    | 3    | 3     | 0                           | 3    | 88   | 2     | 0                                | 2    | 2    | 20    | 184        |
| Apprch %    | 0                           | 0    | 85.2 | 14.8  | 0                        | 0    | 50   | 50    | 0                           | 3.2  | 94.6 | 2.2   | 0                                | 8.3  | 8.3  | 83.3  |            |
| Total %     | 0                           | 0    | 28.3 | 4.9   | 0                        | 0    | 1.6  | 1.6   | 0                           | 1.6  | 47.8 | 1.1   | 0                                | 1.1  | 1.1  | 10.9  |            |

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VIDEO COUNT  
SIGNALIZED

File Name : royal poinciana & county  
Site Code : 220182  
Start Date : 11/29/2022  
Page No : 1

## Groups Printed- PEDESTRIANS & BIKES

|            | N COUNTY ROAD<br>From North |      |       |       | MAIN STREET<br>From East |      |       |       | N COUNTY ROAD<br>From South |      |       |       | ROYAL POINCIANA WAY<br>From West |      |       |       |            |
|------------|-----------------------------|------|-------|-------|--------------------------|------|-------|-------|-----------------------------|------|-------|-------|----------------------------------|------|-------|-------|------------|
| Start Time | Peds                        | Left | BIKES | Right | Peds                     | Left | BIKES | Right | Peds                        | Left | BIKES | Right | Peds                             | Left | BIKES | Right | Int. Total |
| 06:00 AM   | 0                           | 0    | 0     | 0     | 5                        | 0    | 0     | 0     | 0                           | 0    | 0     | 0     | 1                                | 0    | 0     | 0     | 6          |
| 06:15 AM   | 0                           | 0    | 0     | 0     | 2                        | 0    | 0     | 0     | 2                           | 0    | 0     | 0     | 0                                | 0    | 0     | 0     | 4          |
| 06:30 AM   | 0                           | 0    | 0     | 0     | 0                        | 0    | 0     | 0     | 0                           | 0    | 0     | 0     | 1                                | 0    | 0     | 0     | 1          |
| 06:45 AM   | 2                           | 0    | 0     | 0     | 0                        | 0    | 0     | 0     | 0                           | 0    | 0     | 0     | 3                                | 0    | 0     | 0     | 5          |
| Total      | 2                           | 0    | 0     | 0     | 7                        | 0    | 0     | 0     | 2                           | 0    | 0     | 0     | 5                                | 0    | 0     | 0     | 16         |
| 07:00 AM   | 3                           | 0    | 0     | 0     | 8                        | 0    | 0     | 0     | 2                           | 0    | 0     | 0     | 2                                | 0    | 0     | 0     | 15         |
| 07:15 AM   | 2                           | 0    | 0     | 0     | 5                        | 0    | 0     | 0     | 0                           | 0    | 0     | 0     | 6                                | 0    | 1     | 0     | 14         |
| 07:30 AM   | 1                           | 0    | 1     | 0     | 3                        | 0    | 0     | 0     | 1                           | 0    | 0     | 0     | 3                                | 0    | 1     | 0     | 10         |
| 07:45 AM   | 0                           | 0    | 0     | 0     | 2                        | 0    | 0     | 0     | 0                           | 0    | 0     | 0     | 7                                | 0    | 3     | 0     | 12         |
| Total      | 6                           | 0    | 1     | 0     | 18                       | 0    | 0     | 0     | 3                           | 0    | 0     | 0     | 18                               | 0    | 5     | 0     | 51         |
| 08:00 AM   | 0                           | 0    | 0     | 0     | 1                        | 0    | 2     | 0     | 1                           | 0    | 2     | 0     | 1                                | 0    | 1     | 0     | 8          |
| 08:15 AM   | 0                           | 0    | 0     | 0     | 6                        | 0    | 0     | 0     | 1                           | 0    | 0     | 0     | 1                                | 0    | 1     | 0     | 9          |
| 08:30 AM   | 2                           | 0    | 0     | 0     | 2                        | 0    | 1     | 0     | 3                           | 0    | 0     | 0     | 1                                | 0    | 1     | 0     | 10         |
| 08:45 AM   | 5                           | 0    | 0     | 0     | 4                        | 0    | 0     | 0     | 5                           | 0    | 0     | 0     | 0                                | 0    | 0     | 0     | 14         |
| Total      | 7                           | 0    | 0     | 0     | 13                       | 0    | 3     | 0     | 10                          | 0    | 2     | 0     | 3                                | 0    | 3     | 0     | 41         |
| 09:00 AM   | 0                           | 0    | 0     | 0     | 7                        | 0    | 0     | 0     | 11                          | 0    | 0     | 0     | 4                                | 0    | 0     | 0     | 22         |
| 09:15 AM   | 1                           | 0    | 0     | 0     | 0                        | 0    | 0     | 0     | 5                           | 0    | 0     | 0     | 1                                | 0    | 0     | 0     | 7          |
| 09:30 AM   | 4                           | 0    | 0     | 0     | 2                        | 0    | 0     | 0     | 4                           | 0    | 0     | 0     | 4                                | 0    | 0     | 0     | 14         |
| 09:45 AM   | 4                           | 0    | 0     | 0     | 6                        | 0    | 2     | 0     | 7                           | 0    | 2     | 0     | 3                                | 0    | 0     | 0     | 24         |
| Total      | 9                           | 0    | 0     | 0     | 15                       | 0    | 2     | 0     | 27                          | 0    | 2     | 0     | 12                               | 0    | 0     | 0     | 67         |
| 10:00 AM   | 2                           | 0    | 0     | 0     | 4                        | 0    | 0     | 0     | 4                           | 0    | 0     | 0     | 4                                | 0    | 2     | 0     | 16         |
| 10:15 AM   | 5                           | 0    | 0     | 0     | 0                        | 0    | 0     | 0     | 1                           | 0    | 0     | 0     | 5                                | 0    | 1     | 0     | 12         |
| 10:30 AM   | 1                           | 0    | 0     | 0     | 2                        | 0    | 1     | 0     | 1                           | 0    | 0     | 0     | 0                                | 0    | 0     | 0     | 5          |
| 10:45 AM   | 1                           | 0    | 0     | 0     | 1                        | 0    | 0     | 0     | 3                           | 0    | 0     | 0     | 4                                | 0    | 0     | 0     | 9          |
| Total      | 9                           | 0    | 0     | 0     | 7                        | 0    | 1     | 0     | 9                           | 0    | 0     | 0     | 13                               | 0    | 3     | 0     | 42         |
| 11:00 AM   | 3                           | 0    | 0     | 0     | 2                        | 0    | 0     | 0     | 1                           | 0    | 0     | 0     | 0                                | 0    | 0     | 0     | 6          |
| 11:15 AM   | 3                           | 0    | 2     | 0     | 1                        | 0    | 0     | 0     | 0                           | 0    | 0     | 0     | 0                                | 0    | 1     | 0     | 7          |
| 11:30 AM   | 5                           | 0    | 0     | 0     | 1                        | 0    | 0     | 0     | 2                           | 0    | 0     | 0     | 1                                | 0    | 0     | 0     | 9          |
| 11:45 AM   | 3                           | 0    | 0     | 0     | 2                        | 0    | 0     | 0     | 3                           | 0    | 0     | 0     | 0                                | 0    | 0     | 0     | 8          |
| Total      | 14                          | 0    | 2     | 0     | 6                        | 0    | 0     | 0     | 6                           | 0    | 0     | 0     | 1                                | 0    | 1     | 0     | 30         |
| 12:00 PM   | 0                           | 0    | 0     | 0     | 2                        | 0    | 0     | 0     | 3                           | 0    | 0     | 0     | 3                                | 0    | 0     | 0     | 8          |
| 12:15 PM   | 0                           | 0    | 0     | 0     | 1                        | 0    | 1     | 0     | 3                           | 0    | 2     | 0     | 1                                | 0    | 1     | 0     | 9          |
| 12:30 PM   | 8                           | 0    | 0     | 0     | 0                        | 0    | 0     | 0     | 2                           | 0    | 0     | 0     | 3                                | 0    | 0     | 0     | 13         |
| 12:45 PM   | 3                           | 0    | 0     | 0     | 2                        | 0    | 0     | 0     | 1                           | 0    | 0     | 0     | 1                                | 0    | 0     | 0     | 7          |
| Total      | 11                          | 0    | 0     | 0     | 5                        | 0    | 1     | 0     | 9                           | 0    | 2     | 0     | 8                                | 0    | 1     | 0     | 37         |
| 01:00 PM   | 1                           | 0    | 0     | 0     | 0                        | 0    | 0     | 0     | 0                           | 0    | 0     | 0     | 3                                | 0    | 1     | 0     | 5          |
| 01:15 PM   | 1                           | 0    | 0     | 0     | 2                        | 0    | 0     | 0     | 0                           | 0    | 0     | 0     | 1                                | 0    | 0     | 0     | 4          |
| 01:30 PM   | 2                           | 0    | 0     | 0     | 0                        | 0    | 1     | 0     | 0                           | 0    | 0     | 0     | 2                                | 0    | 0     | 0     | 5          |
| 01:45 PM   | 1                           | 0    | 0     | 0     | 1                        | 0    | 0     | 0     | 0                           | 0    | 0     | 0     | 4                                | 0    | 5     | 0     | 11         |
| Total      | 5                           | 0    | 0     | 0     | 3                        | 0    | 1     | 0     | 0                           | 0    | 0     | 0     | 10                               | 0    | 6     | 0     | 25         |
| 02:00 PM   | 4                           | 0    | 1     | 0     | 1                        | 0    | 0     | 0     | 0                           | 0    | 0     | 0     | 1                                | 0    | 2     | 0     | 9          |
| 02:15 PM   | 0                           | 0    | 0     | 0     | 1                        | 0    | 1     | 0     | 1                           | 0    | 0     | 0     | 2                                | 0    | 0     | 0     | 5          |
| 02:30 PM   | 5                           | 0    | 0     | 0     | 1                        | 0    | 0     | 0     | 1                           | 0    | 0     | 0     | 2                                | 0    | 0     | 0     | 9          |
| 02:45 PM   | 5                           | 0    | 0     | 0     | 3                        | 0    | 2     | 0     | 1                           | 0    | 3     | 0     | 1                                | 0    | 1     | 0     | 16         |
| Total      | 14                          | 0    | 1     | 0     | 6                        | 0    | 3     | 0     | 3                           | 0    | 3     | 0     | 6                                | 0    | 3     | 0     | 39         |

# Traffic Survey Specialists, Inc.

85 SE 4th Avenue, Unit 109, Delray Beach, Florida 33483  
Phone (561) 272-3255

ROYAL POINCIANA WAY & N COUNTY ROAD  
PALM BEACH, FLORIDA  
VIDEO COUNT  
SIGNALIZED

File Name : royal poinciana & county  
Site Code : 220182  
Start Date : 11/29/2022  
Page No : 2

## Groups Printed- PEDESTRIANS & BIKES

|             | N COUNTY ROAD<br>From North |      |       |       | MAIN STREET<br>From East |      |       |       | N COUNTY ROAD<br>From South |      |       |       | ROYAL POINCIANA WAY<br>From West |      |       |       |            |
|-------------|-----------------------------|------|-------|-------|--------------------------|------|-------|-------|-----------------------------|------|-------|-------|----------------------------------|------|-------|-------|------------|
| Start Time  | Peds                        | Left | BIKES | Right | Peds                     | Left | BIKES | Right | Peds                        | Left | BIKES | Right | Peds                             | Left | BIKES | Right | Int. Total |
| 03:00 PM    | 2                           | 0    | 0     | 0     | 2                        | 0    | 0     | 0     | 3                           | 0    | 0     | 0     | 2                                | 0    | 0     | 0     | 9          |
| 03:15 PM    | 1                           | 0    | 0     | 0     | 3                        | 0    | 0     | 0     | 1                           | 0    | 1     | 0     | 1                                | 0    | 1     | 0     | 8          |
| 03:30 PM    | 1                           | 0    | 0     | 0     | 4                        | 0    | 0     | 0     | 1                           | 0    | 0     | 0     | 0                                | 0    | 4     | 0     | 10         |
| 03:45 PM    | 2                           | 0    | 0     | 0     | 3                        | 0    | 4     | 0     | 0                           | 0    | 0     | 0     | 1                                | 0    | 0     | 0     | 10         |
| Total       | 6                           | 0    | 0     | 0     | 12                       | 0    | 4     | 0     | 5                           | 0    | 1     | 0     | 4                                | 0    | 5     | 0     | 37         |
| 04:00 PM    | 7                           | 0    | 0     | 0     | 3                        | 0    | 0     | 0     | 2                           | 0    | 0     | 0     | 1                                | 0    | 0     | 0     | 13         |
| 04:15 PM    | 0                           | 0    | 0     | 0     | 2                        | 0    | 0     | 0     | 1                           | 0    | 0     | 0     | 2                                | 0    | 0     | 0     | 5          |
| 04:30 PM    | 5                           | 0    | 0     | 0     | 4                        | 0    | 1     | 0     | 4                           | 0    | 0     | 0     | 3                                | 0    | 0     | 0     | 17         |
| 04:45 PM    | 3                           | 0    | 2     | 0     | 9                        | 0    | 0     | 0     | 5                           | 0    | 0     | 0     | 2                                | 0    | 0     | 0     | 21         |
| Total       | 15                          | 0    | 2     | 0     | 18                       | 0    | 1     | 0     | 12                          | 0    | 0     | 0     | 8                                | 0    | 0     | 0     | 56         |
| 05:00 PM    | 2                           | 0    | 0     | 0     | 11                       | 0    | 1     | 0     | 5                           | 0    | 0     | 0     | 3                                | 0    | 1     | 0     | 23         |
| 05:15 PM    | 3                           | 0    | 0     | 0     | 2                        | 0    | 0     | 0     | 2                           | 0    | 0     | 0     | 0                                | 0    | 0     | 0     | 7          |
| 05:30 PM    | 1                           | 0    | 0     | 0     | 3                        | 0    | 0     | 0     | 4                           | 0    | 0     | 0     | 2                                | 0    | 0     | 0     | 10         |
| 05:45 PM    | 1                           | 0    | 0     | 0     | 1                        | 0    | 0     | 0     | 3                           | 0    | 0     | 0     | 4                                | 0    | 1     | 0     | 10         |
| Total       | 7                           | 0    | 0     | 0     | 17                       | 0    | 1     | 0     | 14                          | 0    | 0     | 0     | 9                                | 0    | 2     | 0     | 50         |
| 06:00 PM    | 0                           | 0    | 0     | 0     | 1                        | 0    | 0     | 0     | 1                           | 0    | 0     | 0     | 3                                | 0    | 1     | 0     | 6          |
| 06:15 PM    | 2                           | 0    | 0     | 0     | 1                        | 0    | 0     | 0     | 1                           | 0    | 0     | 0     | 2                                | 0    | 0     | 0     | 6          |
| 06:30 PM    | 2                           | 0    | 0     | 0     | 7                        | 0    | 0     | 0     | 0                           | 0    | 0     | 0     | 2                                | 0    | 0     | 0     | 11         |
| 06:45 PM    | 1                           | 0    | 0     | 0     | 5                        | 0    | 0     | 0     | 0                           | 0    | 0     | 0     | 3                                | 0    | 1     | 0     | 10         |
| Total       | 5                           | 0    | 0     | 0     | 14                       | 0    | 0     | 0     | 2                           | 0    | 0     | 0     | 10                               | 0    | 2     | 0     | 33         |
| Grand Total | 110                         | 0    | 6     | 0     | 141                      | 0    | 17    | 0     | 102                         | 0    | 10    | 0     | 107                              | 0    | 31    | 0     | 524        |
| Apprch %    | 94.8                        | 0    | 5.2   | 0     | 89.2                     | 0    | 10.8  | 0     | 91.1                        | 0    | 8.9   | 0     | 77.5                             | 0    | 22.5  | 0     |            |
| Total %     | 21                          | 0    | 1.1   | 0     | 26.9                     | 0    | 3.2   | 0     | 19.5                        | 0    | 1.9   | 0     | 20.4                             | 0    | 5.9   | 0     |            |

# Traffic Survey Specialists, Inc.

85 SE 4th Avenue, Unit 109, Delray Beach, Florida 33483  
Phone (561) 272-3255

SUNRISE AVENUE & N COUNTY ROAD  
PALM BEACH, FLORIDA  
VIDEO COUNT  
SIGNALIZED

File Name : sunrise & n county  
Site Code : 220182  
Start Date : 11/29/2022  
Page No : 1

## Groups Printed- LIGHT VEHICLES - HEAVY VEHICLES

|            | N COUNTY ROAD<br>From North |      |      |       | SUNRISE AVENUE<br>From East |      |      |       | N COUNTY ROAD<br>From South |      |      |       | SUNRISE AVENUE<br>From West |      |      |       |            |
|------------|-----------------------------|------|------|-------|-----------------------------|------|------|-------|-----------------------------|------|------|-------|-----------------------------|------|------|-------|------------|
| Start Time | UTurn                       | Left | Thru | Right | UTurn                       | Left | Thru | Right | UTurn                       | Left | Thru | Right | UTurn                       | Left | Thru | Right | Int. Total |
| 06:00 AM   | 0                           | 0    | 7    | 1     | 0                           | 0    | 1    | 0     | 0                           | 0    | 10   | 4     | 0                           | 1    | 1    | 3     | 28         |
| 06:15 AM   | 0                           | 0    | 12   | 0     | 0                           | 2    | 1    | 0     | 0                           | 0    | 14   | 1     | 0                           | 0    | 0    | 0     | 30         |
| 06:30 AM   | 0                           | 0    | 10   | 1     | 0                           | 4    | 1    | 0     | 0                           | 0    | 26   | 12    | 0                           | 1    | 0    | 0     | 55         |
| 06:45 AM   | 0                           | 0    | 15   | 1     | 0                           | 0    | 2    | 0     | 0                           | 2    | 43   | 3     | 0                           | 2    | 1    | 0     | 69         |
| Total      | 0                           | 0    | 44   | 3     | 0                           | 6    | 5    | 0     | 0                           | 2    | 93   | 20    | 0                           | 4    | 2    | 3     | 182        |
| 07:00 AM   | 0                           | 0    | 26   | 0     | 0                           | 6    | 0    | 0     | 0                           | 4    | 39   | 7     | 0                           | 3    | 1    | 2     | 88         |
| 07:15 AM   | 0                           | 1    | 33   | 1     | 0                           | 8    | 1    | 1     | 0                           | 3    | 56   | 13    | 0                           | 5    | 2    | 1     | 125        |
| 07:30 AM   | 0                           | 0    | 58   | 5     | 0                           | 5    | 4    | 1     | 0                           | 3    | 95   | 19    | 0                           | 9    | 5    | 1     | 205        |
| 07:45 AM   | 0                           | 0    | 39   | 2     | 0                           | 14   | 4    | 4     | 0                           | 4    | 168  | 13    | 0                           | 6    | 2    | 3     | 259        |
| Total      | 0                           | 1    | 156  | 8     | 0                           | 33   | 9    | 6     | 0                           | 14   | 358  | 52    | 0                           | 23   | 10   | 7     | 677        |
| 08:00 AM   | 0                           | 2    | 38   | 6     | 0                           | 16   | 5    | 3     | 0                           | 8    | 163  | 24    | 0                           | 15   | 4    | 5     | 289        |
| 08:15 AM   | 0                           | 2    | 46   | 10    | 0                           | 9    | 5    | 3     | 0                           | 10   | 132  | 22    | 0                           | 4    | 4    | 2     | 249        |
| 08:30 AM   | 1                           | 1    | 48   | 5     | 0                           | 14   | 4    | 1     | 0                           | 10   | 176  | 17    | 0                           | 13   | 7    | 9     | 306        |
| 08:45 AM   | 0                           | 3    | 66   | 7     | 0                           | 7    | 5    | 0     | 0                           | 7    | 163  | 20    | 0                           | 15   | 3    | 13    | 309        |
| Total      | 1                           | 8    | 198  | 28    | 0                           | 46   | 19   | 7     | 0                           | 35   | 634  | 83    | 0                           | 47   | 18   | 29    | 1153       |
| 09:00 AM   | 0                           | 1    | 63   | 7     | 0                           | 18   | 6    | 3     | 0                           | 7    | 180  | 30    | 0                           | 5    | 5    | 4     | 329        |
| 09:15 AM   | 0                           | 2    | 84   | 14    | 0                           | 8    | 7    | 5     | 0                           | 9    | 123  | 19    | 0                           | 15   | 6    | 8     | 300        |
| 09:30 AM   | 0                           | 3    | 66   | 15    | 0                           | 12   | 15   | 3     | 0                           | 11   | 135  | 28    | 0                           | 5    | 3    | 7     | 303        |
| 09:45 AM   | 0                           | 4    | 82   | 10    | 0                           | 14   | 3    | 2     | 0                           | 13   | 112  | 21    | 0                           | 1    | 7    | 14    | 283        |
| Total      | 0                           | 10   | 295  | 46    | 0                           | 52   | 31   | 13    | 0                           | 40   | 550  | 98    | 0                           | 26   | 21   | 33    | 1215       |
| 10:00 AM   | 0                           | 1    | 69   | 12    | 0                           | 14   | 13   | 8     | 0                           | 17   | 112  | 22    | 0                           | 11   | 6    | 5     | 290        |
| 10:15 AM   | 0                           | 4    | 87   | 14    | 0                           | 15   | 5    | 3     | 0                           | 8    | 103  | 17    | 0                           | 8    | 5    | 12    | 281        |
| 10:30 AM   | 0                           | 0    | 83   | 9     | 0                           | 15   | 8    | 3     | 0                           | 10   | 72   | 20    | 0                           | 7    | 5    | 12    | 244        |
| 10:45 AM   | 0                           | 6    | 82   | 13    | 0                           | 23   | 4    | 5     | 0                           | 12   | 116  | 23    | 0                           | 12   | 2    | 9     | 307        |
| Total      | 0                           | 11   | 321  | 48    | 0                           | 67   | 30   | 19    | 0                           | 47   | 403  | 82    | 0                           | 38   | 18   | 38    | 1122       |
| 11:00 AM   | 0                           | 2    | 85   | 16    | 0                           | 28   | 9    | 3     | 0                           | 9    | 81   | 24    | 0                           | 4    | 6    | 7     | 274        |
| 11:15 AM   | 0                           | 4    | 70   | 8     | 0                           | 26   | 11   | 3     | 0                           | 11   | 113  | 22    | 0                           | 5    | 5    | 12    | 290        |
| 11:30 AM   | 0                           | 7    | 103  | 10    | 0                           | 23   | 10   | 3     | 0                           | 8    | 103  | 30    | 0                           | 13   | 10   | 10    | 330        |
| 11:45 AM   | 0                           | 10   | 110  | 14    | 0                           | 17   | 12   | 8     | 0                           | 18   | 111  | 28    | 0                           | 13   | 6    | 23    | 370        |
| Total      | 0                           | 23   | 368  | 48    | 0                           | 94   | 42   | 17    | 0                           | 46   | 408  | 104   | 0                           | 35   | 27   | 52    | 1264       |
| 12:00 PM   | 0                           | 16   | 88   | 19    | 0                           | 33   | 16   | 9     | 1                           | 16   | 89   | 33    | 0                           | 8    | 10   | 14    | 352        |
| 12:15 PM   | 0                           | 9    | 94   | 15    | 0                           | 32   | 15   | 13    | 0                           | 13   | 89   | 31    | 0                           | 9    | 9    | 11    | 340        |
| 12:30 PM   | 1                           | 6    | 83   | 18    | 0                           | 35   | 9    | 10    | 0                           | 5    | 77   | 19    | 0                           | 8    | 10   | 23    | 304        |
| 12:45 PM   | 0                           | 6    | 91   | 4     | 0                           | 31   | 9    | 5     | 0                           | 10   | 101  | 25    | 0                           | 8    | 11   | 19    | 320        |
| Total      | 1                           | 37   | 356  | 56    | 0                           | 131  | 49   | 37    | 1                           | 44   | 356  | 108   | 0                           | 33   | 40   | 67    | 1316       |
| 01:00 PM   | 0                           | 6    | 103  | 8     | 0                           | 28   | 10   | 7     | 0                           | 18   | 90   | 27    | 0                           | 4    | 5    | 16    | 322        |
| 01:15 PM   | 0                           | 4    | 107  | 14    | 0                           | 24   | 15   | 6     | 1                           | 13   | 101  | 33    | 0                           | 9    | 6    | 9     | 342        |
| 01:30 PM   | 0                           | 5    | 80   | 9     | 0                           | 30   | 8    | 8     | 0                           | 13   | 79   | 22    | 0                           | 11   | 5    | 12    | 282        |
| 01:45 PM   | 0                           | 2    | 103  | 12    | 0                           | 21   | 10   | 4     | 0                           | 16   | 105  | 25    | 0                           | 9    | 8    | 12    | 327        |
| Total      | 0                           | 17   | 393  | 43    | 0                           | 103  | 43   | 25    | 1                           | 60   | 375  | 107   | 0                           | 33   | 24   | 49    | 1273       |
| 02:00 PM   | 0                           | 3    | 102  | 18    | 0                           | 20   | 8    | 4     | 0                           | 14   | 88   | 29    | 0                           | 13   | 7    | 15    | 321        |
| 02:15 PM   | 0                           | 4    | 98   | 15    | 0                           | 31   | 14   | 4     | 0                           | 13   | 76   | 26    | 0                           | 8    | 5    | 14    | 308        |
| 02:30 PM   | 0                           | 5    | 138  | 16    | 0                           | 27   | 6    | 4     | 0                           | 9    | 75   | 24    | 0                           | 9    | 3    | 15    | 331        |
| 02:45 PM   | 0                           | 2    | 143  | 7     | 0                           | 27   | 7    | 1     | 0                           | 13   | 69   | 12    | 0                           | 8    | 2    | 11    | 302        |
| Total      | 0                           | 14   | 481  | 56    | 0                           | 105  | 35   | 13    | 0                           | 49   | 308  | 91    | 0                           | 38   | 17   | 55    | 1262       |

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File Name : sunrise & n county  
Site Code : 220182  
Start Date : 11/29/2022  
Page No : 2

## Groups Printed- LIGHT VEHICLES - HEAVY VEHICLES

|                  | N COUNTY ROAD<br>From North |      |      |       | SUNRISE AVENUE<br>From East |      |      |       | N COUNTY ROAD<br>From South |      |      |       | SUNRISE AVENUE<br>From West |      |      |       |            |
|------------------|-----------------------------|------|------|-------|-----------------------------|------|------|-------|-----------------------------|------|------|-------|-----------------------------|------|------|-------|------------|
| Start Time       | UTurn                       | Left | Thru | Right | UTurn                       | Left | Thru | Right | UTurn                       | Left | Thru | Right | UTurn                       | Left | Thru | Right | Int. Total |
| 03:00 PM         | 0                           | 3    | 139  | 20    | 0                           | 22   | 10   | 7     | 0                           | 9    | 70   | 29    | 0                           | 6    | 5    | 13    | 333        |
| 03:15 PM         | 0                           | 1    | 122  | 9     | 0                           | 21   | 7    | 3     | 0                           | 16   | 97   | 16    | 0                           | 4    | 2    | 12    | 310        |
| 03:30 PM         | 0                           | 1    | 151  | 13    | 0                           | 24   | 12   | 3     | 0                           | 14   | 69   | 17    | 0                           | 2    | 9    | 8     | 323        |
| 03:45 PM         | 0                           | 2    | 150  | 11    | 0                           | 28   | 10   | 3     | 0                           | 7    | 68   | 21    | 0                           | 6    | 10   | 18    | 334        |
| Total            | 0                           | 7    | 562  | 53    | 0                           | 95   | 39   | 16    | 0                           | 46   | 304  | 83    | 0                           | 18   | 26   | 51    | 1300       |
| 04:00 PM         | 0                           | 3    | 187  | 15    | 0                           | 29   | 14   | 2     | 0                           | 8    | 75   | 20    | 0                           | 9    | 4    | 13    | 379        |
| 04:15 PM         | 1                           | 2    | 143  | 20    | 0                           | 13   | 16   | 0     | 0                           | 12   | 56   | 20    | 0                           | 10   | 7    | 18    | 318        |
| 04:30 PM         | 0                           | 4    | 157  | 14    | 0                           | 8    | 22   | 4     | 0                           | 13   | 65   | 14    | 0                           | 8    | 6    | 35    | 350        |
| 04:45 PM         | 0                           | 2    | 103  | 11    | 0                           | 20   | 2    | 4     | 0                           | 16   | 64   | 23    | 0                           | 9    | 5    | 9     | 268        |
| Total            | 1                           | 11   | 590  | 60    | 0                           | 70   | 54   | 10    | 0                           | 49   | 260  | 77    | 0                           | 36   | 22   | 75    | 1315       |
| 05:00 PM         | 0                           | 0    | 118  | 8     | 0                           | 30   | 12   | 2     | 0                           | 11   | 73   | 12    | 0                           | 6    | 8    | 9     | 289        |
| 05:15 PM         | 0                           | 1    | 75   | 5     | 0                           | 16   | 7    | 3     | 0                           | 7    | 67   | 9     | 0                           | 5    | 5    | 7     | 207        |
| 05:30 PM         | 0                           | 0    | 67   | 4     | 0                           | 15   | 10   | 8     | 0                           | 5    | 45   | 17    | 0                           | 2    | 7    | 9     | 189        |
| 05:45 PM         | 0                           | 0    | 79   | 12    | 0                           | 11   | 7    | 2     | 0                           | 3    | 51   | 13    | 0                           | 3    | 1    | 15    | 197        |
| Total            | 0                           | 1    | 339  | 29    | 0                           | 72   | 36   | 15    | 0                           | 26   | 236  | 51    | 0                           | 16   | 21   | 40    | 882        |
| 06:00 PM         | 0                           | 0    | 76   | 6     | 0                           | 15   | 9    | 0     | 0                           | 11   | 43   | 15    | 0                           | 3    | 2    | 7     | 187        |
| 06:15 PM         | 0                           | 2    | 43   | 3     | 0                           | 14   | 7    | 2     | 0                           | 9    | 33   | 7     | 0                           | 4    | 7    | 15    | 146        |
| 06:30 PM         | 0                           | 1    | 43   | 3     | 0                           | 12   | 6    | 4     | 0                           | 8    | 50   | 7     | 0                           | 1    | 4    | 6     | 145        |
| 06:45 PM         | 0                           | 1    | 50   | 3     | 0                           | 8    | 3    | 2     | 0                           | 7    | 34   | 8     | 0                           | 3    | 2    | 13    | 134        |
| Total            | 0                           | 4    | 212  | 15    | 0                           | 49   | 25   | 8     | 0                           | 35   | 160  | 37    | 0                           | 11   | 15   | 41    | 612        |
| Grand Total      | 3                           | 144  | 4315 | 493   | 0                           | 923  | 417  | 186   | 2                           | 493  | 4445 | 993   | 0                           | 358  | 261  | 540   | 13573      |
| Apprch %         | 0.1                         | 2.9  | 87.1 | 9.9   | 0                           | 60.5 | 27.3 | 12.2  | 0                           | 8.3  | 74.9 | 16.7  | 0                           | 30.9 | 22.5 | 46.6  |            |
| Total %          | 0                           | 1.1  | 31.8 | 3.6   | 0                           | 6.8  | 3.1  | 1.4   | 0                           | 3.6  | 32.7 | 7.3   | 0                           | 2.6  | 1.9  | 4     |            |
| LIGHT VEHICLES   | 3                           | 137  | 4048 | 483   | 0                           | 891  | 397  | 176   | 2                           | 481  | 4164 | 955   | 0                           | 342  | 257  | 525   | 12861      |
| % LIGHT VEHICLES | 100                         | 95.1 | 93.8 | 98    | 0                           | 96.5 | 95.2 | 94.6  | 100                         | 97.6 | 93.7 | 96.2  | 0                           | 95.5 | 98.5 | 97.2  | 94.8       |
| HEAVY VEHICLES   | 0                           | 7    | 267  | 10    | 0                           | 32   | 20   | 10    | 0                           | 12   | 281  | 38    | 0                           | 16   | 4    | 15    | 712        |
| % HEAVY VEHICLES | 0                           | 4.9  | 6.2  | 2     | 0                           | 3.5  | 4.8  | 5.4   | 0                           | 2.4  | 6.3  | 3.8   | 0                           | 4.5  | 1.5  | 2.8   | 5.2        |

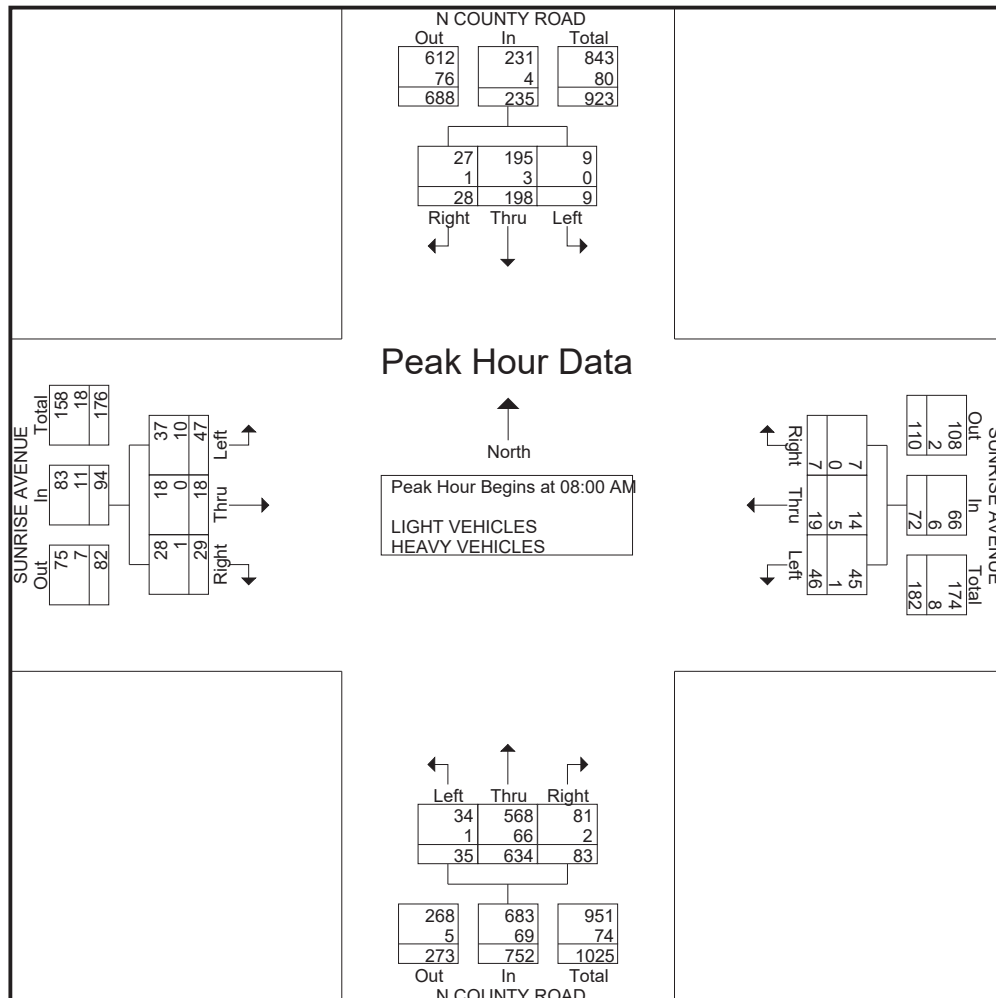
# Traffic Survey Specialists, Inc.

85 SE 4th Avenue, Unit 109, Delray Beach, Florida 33483  
Phone (561) 272-3255

SUNRISE AVENUE & N COUNTY ROAD  
PALM BEACH, FLORIDA  
VIDEO COUNT  
SIGNALIZED

File Name : sunrise & n county  
Site Code : 220182  
Start Date : 11/29/2022  
Page No : 3

|                                                            | N COUNTY ROAD<br>From North |      |      |       |            | SUNRISE AVENUE<br>From East |      |      |       |            | N COUNTY ROAD<br>From South |      |      |       |            | SUNRISE AVENUE<br>From West |      |      |       |            |            |
|------------------------------------------------------------|-----------------------------|------|------|-------|------------|-----------------------------|------|------|-------|------------|-----------------------------|------|------|-------|------------|-----------------------------|------|------|-------|------------|------------|
| Start Time                                                 | UTurn                       | Left | Thru | Right | App. Total | UTurn                       | Left | Thru | Right | App. Total | UTurn                       | Left | Thru | Right | App. Total | UTurn                       | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1 |                             |      |      |       |            |                             |      |      |       |            |                             |      |      |       |            |                             |      |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 08:00 AM       |                             |      |      |       |            |                             |      |      |       |            |                             |      |      |       |            |                             |      |      |       |            |            |
| 08:00 AM                                                   | 0                           | 2    | 38   | 6     | 46         | 0                           | 16   | 5    | 3     | 24         | 0                           | 8    | 163  | 24    | 195        | 0                           | 15   | 4    | 5     | 24         | 289        |
| 08:15 AM                                                   | 0                           | 2    | 46   | 10    | 58         | 0                           | 9    | 5    | 3     | 17         | 0                           | 10   | 132  | 22    | 164        | 0                           | 4    | 4    | 2     | 10         | 249        |
| 08:30 AM                                                   | 1                           | 1    | 48   | 5     | 55         | 0                           | 14   | 4    | 1     | 19         | 0                           | 10   | 176  | 17    | 203        | 0                           | 13   | 7    | 9     | 29         | 306        |
| 08:45 AM                                                   | 0                           | 3    | 66   | 7     | 76         | 0                           | 7    | 5    | 0     | 12         | 0                           | 7    | 163  | 20    | 190        | 0                           | 15   | 3    | 13    | 31         | 309        |
| Total Volume                                               | 1                           | 8    | 198  | 28    | 235        | 0                           | 46   | 19   | 7     | 72         | 0                           | 35   | 634  | 83    | 752        | 0                           | 47   | 18   | 29    | 94         | 1153       |
| % App. Total                                               | 0.4                         | 3.4  | 84.3 | 11.9  |            | 0                           | 63.9 | 26.4 | 9.7   |            | 0                           | 4.7  | 84.3 | 11    |            | 0                           | 50   | 19.1 | 30.9  |            |            |
| PHF                                                        | .250                        | .667 | .750 | .700  | .773       | .000                        | .719 | .950 | .583  | .750       | .000                        | .875 | .901 | .865  | .926       | .000                        | .783 | .643 | .558  | .758       | .933       |
| LIGHT VEHICLES                                             |                             |      |      |       |            |                             |      |      |       |            |                             |      |      |       |            |                             |      |      |       |            |            |
| % LIGHT VEHICLES                                           | 100                         | 100  | 98.5 | 96.4  | 98.3       | 0                           | 97.8 | 73.7 | 100   | 91.7       | 0                           | 97.1 | 89.6 | 97.6  | 90.8       | 0                           | 78.7 | 100  | 96.6  | 88.3       | 92.2       |
| HEAVY VEHICLES                                             |                             |      |      |       |            |                             |      |      |       |            |                             |      |      |       |            |                             |      |      |       |            |            |
| % HEAVY VEHICLES                                           | 0                           | 0    | 1.5  | 3.6   | 1.7        | 0                           | 2.2  | 26.3 | 0     | 8.3        | 0                           | 2.9  | 10.4 | 2.4   | 9.2        | 0                           | 21.3 | 0    | 3.4   | 11.7       | 7.8        |



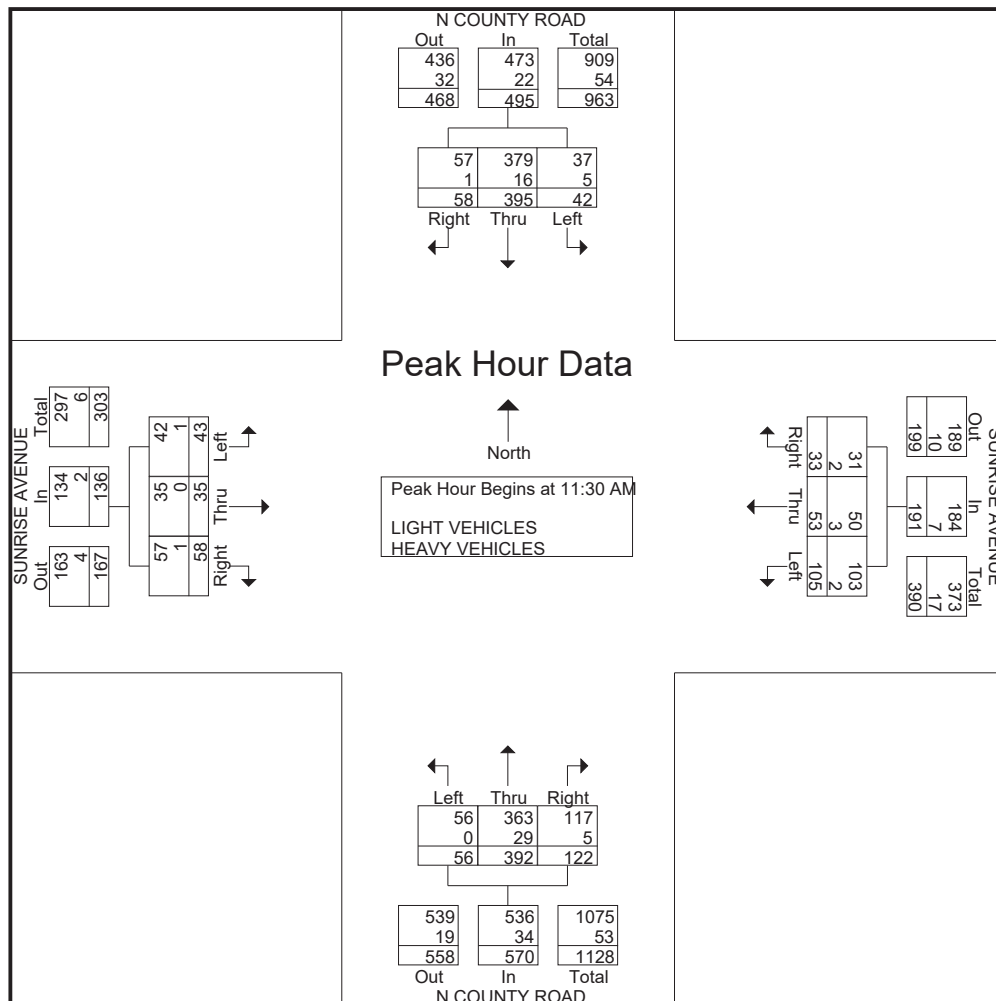
# Traffic Survey Specialists, Inc.

85 SE 4th Avenue, Unit 109, Delray Beach, Florida 33483  
Phone (561) 272-3255

SUNRISE AVENUE & N COUNTY ROAD  
PALM BEACH, FLORIDA  
VIDEO COUNT  
SIGNALIZED

File Name : sunrise & n county  
Site Code : 220182  
Start Date : 11/29/2022  
Page No : 4

|                                                            | N COUNTY ROAD<br>From North |      |      |       |            | SUNRISE AVENUE<br>From East |      |      |       |            | N COUNTY ROAD<br>From South |      |      |       |            | SUNRISE AVENUE<br>From West |      |      |       |            |            |
|------------------------------------------------------------|-----------------------------|------|------|-------|------------|-----------------------------|------|------|-------|------------|-----------------------------|------|------|-------|------------|-----------------------------|------|------|-------|------------|------------|
| Start Time                                                 | UTurn                       | Left | Thru | Right | App. Total | UTurn                       | Left | Thru | Right | App. Total | UTurn                       | Left | Thru | Right | App. Total | UTurn                       | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1 |                             |      |      |       |            |                             |      |      |       |            |                             |      |      |       |            |                             |      |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 11:30 AM       |                             |      |      |       |            |                             |      |      |       |            |                             |      |      |       |            |                             |      |      |       |            |            |
| 11:30 AM                                                   | 0                           | 7    | 103  | 10    | 120        | 0                           | 23   | 10   | 3     | 36         | 0                           | 8    | 103  | 30    | 141        | 0                           | 13   | 10   | 10    | 33         | 330        |
| 11:45 AM                                                   | 0                           | 10   | 110  | 14    | 134        | 0                           | 17   | 12   | 8     | 37         | 0                           | 18   | 111  | 28    | 157        | 0                           | 13   | 6    | 23    | 42         | 370        |
| 12:00 PM                                                   | 0                           | 16   | 88   | 19    | 123        | 0                           | 33   | 16   | 9     | 58         | 1                           | 16   | 89   | 33    | 139        | 0                           | 8    | 10   | 14    | 32         | 352        |
| 12:15 PM                                                   | 0                           | 9    | 94   | 15    | 118        | 0                           | 32   | 15   | 13    | 60         | 0                           | 13   | 89   | 31    | 133        | 0                           | 9    | 9    | 11    | 29         | 340        |
| Total Volume                                               | 0                           | 42   | 395  | 58    | 495        | 0                           | 105  | 53   | 33    | 191        | 1                           | 55   | 392  | 122   | 570        | 0                           | 43   | 35   | 58    | 136        | 1392       |
| % App. Total                                               | 0                           | 8.5  | 79.8 | 11.7  |            | 0                           | 55   | 27.7 | 17.3  |            | 0.2                         | 9.6  | 68.8 | 21.4  |            | 0                           | 31.6 | 25.7 | 42.6  |            |            |
| PHF                                                        | .000                        | .656 | .898 | .763  | .924       | .000                        | .795 | .828 | .635  | .796       | .250                        | .764 | .883 | .924  | .908       | .000                        | .827 | .875 | .630  | .810       | .941       |
| LIGHT VEHICLES                                             |                             |      |      |       |            |                             |      |      |       |            |                             |      |      |       |            |                             |      |      |       |            |            |
| % LIGHT VEHICLES                                           | 0                           | 88.1 | 95.9 | 98.3  | 95.6       | 0                           | 98.1 | 94.3 | 93.9  | 96.3       | 100                         | 100  | 92.6 | 95.9  | 94.0       | 0                           | 97.7 | 100  | 98.3  | 98.5       | 95.3       |
| HEAVY VEHICLES                                             |                             |      |      |       |            |                             |      |      |       |            |                             |      |      |       |            |                             |      |      |       |            |            |
| % HEAVY VEHICLES                                           | 0                           | 11.9 | 4.1  | 1.7   | 4.4        | 0                           | 1.9  | 5.7  | 6.1   | 3.7        | 0                           | 0    | 7.4  | 4.1   | 6.0        | 0                           | 2.3  | 0    | 1.7   | 1.5        | 4.7        |



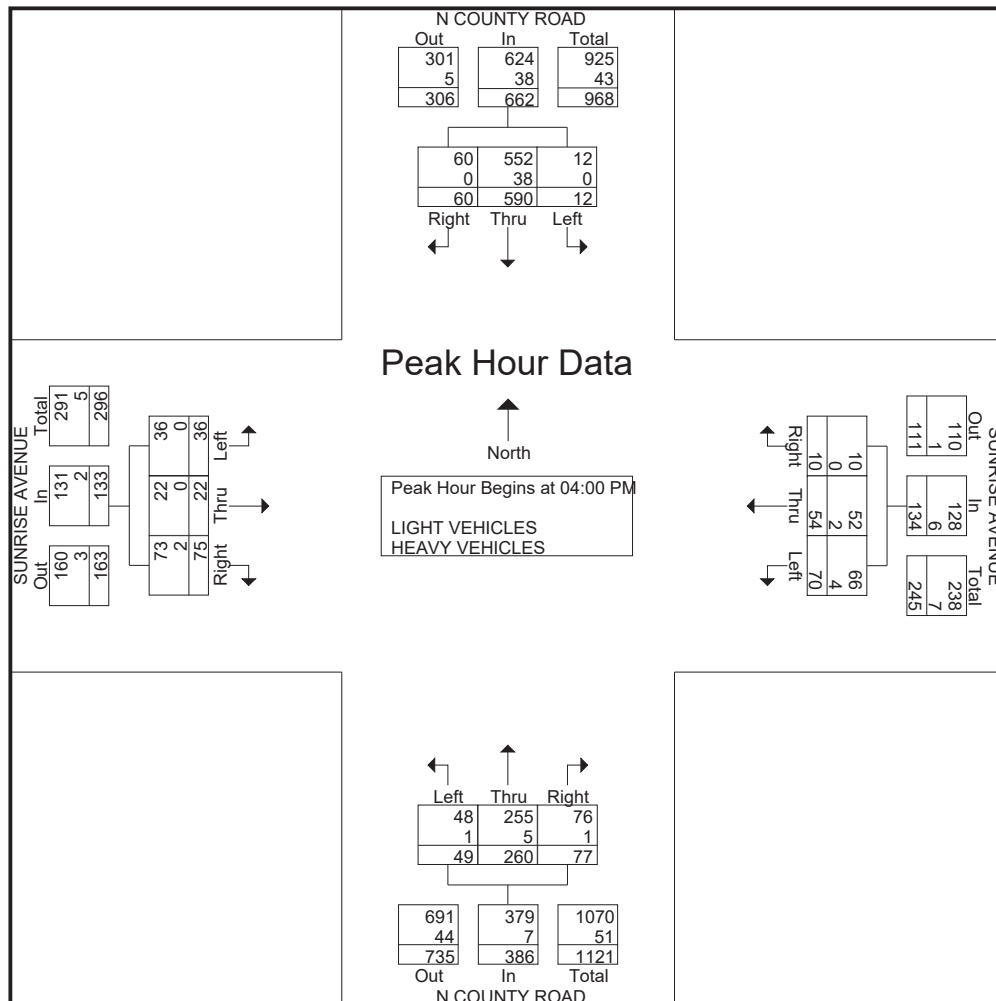
# Traffic Survey Specialists, Inc.

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SUNRISE AVENUE & N COUNTY ROAD  
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|                                                            | N COUNTY ROAD<br>From North |      |      |       |            | SUNRISE AVENUE<br>From East |      |      |       |            | N COUNTY ROAD<br>From South |      |      |       |            | SUNRISE AVENUE<br>From West |      |      |       |            |            |
|------------------------------------------------------------|-----------------------------|------|------|-------|------------|-----------------------------|------|------|-------|------------|-----------------------------|------|------|-------|------------|-----------------------------|------|------|-------|------------|------------|
| Start Time                                                 | UTurn                       | Left | Thru | Right | App. Total | UTurn                       | Left | Thru | Right | App. Total | UTurn                       | Left | Thru | Right | App. Total | UTurn                       | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1 |                             |      |      |       |            |                             |      |      |       |            |                             |      |      |       |            |                             |      |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 04:00 PM       |                             |      |      |       |            |                             |      |      |       |            |                             |      |      |       |            |                             |      |      |       |            |            |
| 04:00 PM                                                   | 0                           | 3    | 187  | 15    | 205        | 0                           | 29   | 14   | 2     | 45         | 0                           | 8    | 75   | 20    | 103        | 0                           | 9    | 4    | 13    | 26         | 379        |
| 04:15 PM                                                   | 1                           | 2    | 143  | 20    | 166        | 0                           | 13   | 16   | 0     | 29         | 0                           | 12   | 56   | 20    | 88         | 0                           | 10   | 7    | 18    | 35         | 318        |
| 04:30 PM                                                   | 0                           | 4    | 157  | 14    | 175        | 0                           | 8    | 22   | 4     | 34         | 0                           | 13   | 65   | 14    | 92         | 0                           | 8    | 6    | 35    | 49         | 350        |
| 04:45 PM                                                   | 0                           | 2    | 103  | 11    | 116        | 0                           | 20   | 2    | 4     | 26         | 0                           | 16   | 64   | 23    | 103        | 0                           | 9    | 5    | 9     | 23         | 268        |
| Total Volume                                               | 1                           | 11   | 590  | 60    | 662        | 0                           | 70   | 54   | 10    | 134        | 0                           | 49   | 260  | 77    | 386        | 0                           | 36   | 22   | 75    | 133        | 1315       |
| % App. Total                                               | 0.2                         | 1.7  | 89.1 | 9.1   |            | 0                           | 52.2 | 40.3 | 7.5   |            | 0                           | 12.7 | 67.4 | 19.9  |            | 0                           | 27.1 | 16.5 | 56.4  |            |            |
| PHF                                                        | .250                        | .688 | .789 | .750  | .807       | .000                        | .603 | .614 | .625  | .744       | .000                        | .766 | .867 | .837  | .937       | .000                        | .900 | .786 | .536  | .679       | .867       |
| LIGHT VEHICLES                                             |                             |      |      |       |            |                             |      |      |       |            |                             |      |      |       |            |                             |      |      |       |            |            |
| % LIGHT VEHICLES                                           | 100                         | 100  | 93.6 | 100   | 94.3       | 0                           | 94.3 | 96.3 | 100   | 95.5       | 0                           | 98.0 | 98.1 | 98.7  | 98.2       | 0                           | 100  | 100  | 97.3  | 98.5       | 96.0       |
| HEAVY VEHICLES                                             |                             |      |      |       |            |                             |      |      |       |            |                             |      |      |       |            |                             |      |      |       |            |            |
| % HEAVY VEHICLES                                           | 0                           | 0    | 6.4  | 0     | 5.7        | 0                           | 5.7  | 3.7  | 0     | 4.5        | 0                           | 2.0  | 1.9  | 1.3   | 1.8        | 0                           | 0    | 0    | 2.7   | 1.5        | 4.0        |



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File Name : sunrise & n county  
Site Code : 220182  
Start Date : 11/29/2022  
Page No : 1

## Groups Printed- BICYCLES ON THE ROAD

|            | N COUNTY ROAD<br>From North |      |      |       | SUNRISE AVENUE<br>From East |      |      |       | N COUNTY ROAD<br>From South |      |      |       | SUNRISE AVENUE<br>From West |      |      |       |            |
|------------|-----------------------------|------|------|-------|-----------------------------|------|------|-------|-----------------------------|------|------|-------|-----------------------------|------|------|-------|------------|
| Start Time | UTurn                       | Left | Thru | Right | UTurn                       | Left | Thru | Right | UTurn                       | Left | Thru | Right | UTurn                       | Left | Thru | Right | Int. Total |
| 06:00 AM   | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 1    | 0     | 0                           | 0    | 0    | 0     | 1          |
| 06:15 AM   | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0          |
| 06:30 AM   | 0                           | 0    | 2    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 2          |
| 06:45 AM   | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 1     | 0                           | 0    | 2    | 0     | 0                           | 0    | 0    | 0     | 3          |
| Total      | 0                           | 0    | 2    | 0     | 0                           | 0    | 0    | 1     | 0                           | 0    | 3    | 0     | 0                           | 0    | 0    | 0     | 6          |
| 07:00 AM   | 0                           | 0    | 1    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 4    | 0     | 0                           | 0    | 2    | 0     | 7          |
| 07:15 AM   | 0                           | 0    | 2    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 1    | 0     | 0                           | 0    | 1    | 0     | 4          |
| 07:30 AM   | 0                           | 0    | 0    | 0     | 0                           | 1    | 0    | 0     | 0                           | 0    | 1    | 24    | 0                           | 0    | 0    | 0     | 26         |
| 07:45 AM   | 0                           | 0    | 0    | 0     | 0                           | 0    | 1    | 1     | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 2          |
| Total      | 0                           | 0    | 3    | 0     | 0                           | 1    | 1    | 1     | 0                           | 0    | 6    | 24    | 0                           | 0    | 3    | 0     | 39         |
| 08:00 AM   | 0                           | 0    | 1    | 0     | 0                           | 1    | 1    | 0     | 0                           | 0    | 0    | 1     | 0                           | 0    | 0    | 0     | 4          |
| 08:15 AM   | 0                           | 0    | 0    | 0     | 0                           | 1    | 0    | 0     | 0                           | 0    | 4    | 0     | 0                           | 0    | 0    | 0     | 5          |
| 08:30 AM   | 0                           | 0    | 0    | 0     | 0                           | 0    | 1    | 0     | 0                           | 0    | 1    | 0     | 0                           | 0    | 0    | 0     | 2          |
| 08:45 AM   | 0                           | 0    | 3    | 0     | 0                           | 2    | 0    | 0     | 0                           | 0    | 2    | 0     | 0                           | 0    | 0    | 0     | 7          |
| Total      | 0                           | 0    | 4    | 0     | 0                           | 4    | 2    | 0     | 0                           | 0    | 7    | 1     | 0                           | 0    | 0    | 0     | 18         |
| 09:00 AM   | 0                           | 0    | 1    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 2    | 0     | 0                           | 0    | 0    | 0     | 3          |
| 09:15 AM   | 0                           | 0    | 3    | 0     | 0                           | 0    | 0    | 1     | 0                           | 0    | 2    | 0     | 0                           | 0    | 0    | 0     | 6          |
| 09:30 AM   | 0                           | 0    | 4    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 1    | 0     | 0                           | 0    | 0    | 0     | 5          |
| 09:45 AM   | 0                           | 0    | 2    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 1    | 0     | 0                           | 0    | 0    | 0     | 3          |
| Total      | 0                           | 0    | 10   | 0     | 0                           | 0    | 0    | 1     | 0                           | 0    | 6    | 0     | 0                           | 0    | 0    | 0     | 17         |
| 10:00 AM   | 0                           | 0    | 3    | 0     | 0                           | 1    | 0    | 0     | 0                           | 0    | 1    | 2     | 0                           | 0    | 1    | 0     | 8          |
| 10:15 AM   | 0                           | 0    | 3    | 0     | 0                           | 1    | 0    | 0     | 0                           | 0    | 1    | 1     | 0                           | 0    | 1    | 0     | 7          |
| 10:30 AM   | 0                           | 0    | 1    | 1     | 0                           | 2    | 0    | 0     | 0                           | 0    | 4    | 4     | 0                           | 0    | 0    | 0     | 12         |
| 10:45 AM   | 0                           | 0    | 0    | 0     | 0                           | 0    | 2    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 2          |
| Total      | 0                           | 0    | 7    | 1     | 0                           | 4    | 2    | 0     | 0                           | 0    | 6    | 7     | 0                           | 0    | 2    | 0     | 29         |
| 11:00 AM   | 0                           | 0    | 0    | 0     | 0                           | 0    | 1    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 1          |
| 11:15 AM   | 0                           | 0    | 0    | 0     | 0                           | 0    | 1    | 0     | 0                           | 0    | 0    | 1     | 0                           | 0    | 0    | 0     | 2          |
| 11:30 AM   | 0                           | 0    | 1    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 1    | 0     | 2          |
| 11:45 AM   | 0                           | 0    | 1    | 0     | 0                           | 2    | 0    | 0     | 0                           | 0    | 2    | 0     | 0                           | 0    | 0    | 0     | 5          |
| Total      | 0                           | 0    | 2    | 0     | 0                           | 2    | 2    | 0     | 0                           | 0    | 2    | 1     | 0                           | 0    | 1    | 0     | 10         |
| 12:00 PM   | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0          |
| 12:15 PM   | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0          |
| 12:30 PM   | 0                           | 0    | 1    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 1          |
| 12:45 PM   | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 1    | 4     | 0                           | 0    | 0    | 0     | 5          |
| Total      | 0                           | 0    | 1    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 1    | 4     | 0                           | 0    | 0    | 0     | 6          |
| 01:00 PM   | 0                           | 0    | 0    | 0     | 0                           | 0    | 1    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 1          |
| 01:15 PM   | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0          |
| 01:30 PM   | 0                           | 0    | 0    | 1     | 0                           | 0    | 0    | 0     | 0                           | 0    | 3    | 2     | 0                           | 0    | 0    | 0     | 6          |
| 01:45 PM   | 0                           | 0    | 0    | 0     | 0                           | 0    | 1    | 1     | 0                           | 0    | 1    | 0     | 0                           | 0    | 0    | 0     | 3          |
| Total      | 0                           | 0    | 0    | 1     | 0                           | 0    | 2    | 1     | 0                           | 0    | 4    | 2     | 0                           | 0    | 0    | 0     | 10         |
| 02:00 PM   | 0                           | 0    | 2    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 2          |
| 02:15 PM   | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0          |
| 02:30 PM   | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 1    | 0     | 0                           | 0    | 0    | 0     | 1          |
| 02:45 PM   | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 1    | 0     | 0                           | 0    | 0    | 0     | 1          |
| Total      | 0                           | 0    | 2    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 2    | 0     | 0                           | 0    | 0    | 0     | 4          |

# Traffic Survey Specialists, Inc.

85 SE 4th Avenue, Unit 109, Delray Beach, Florida 33483  
Phone (561) 272-3255

SUNRISE AVENUE & N COUNTY ROAD  
PALM BEACH, FLORIDA  
VIDEO COUNT  
SIGNALIZED

File Name : sunrise & n county  
Site Code : 220182  
Start Date : 11/29/2022  
Page No : 2

## Groups Printed- BICYCLES ON THE ROAD

|             | N COUNTY ROAD<br>From North |      |      |       | SUNRISE AVENUE<br>From East |      |      |       | N COUNTY ROAD<br>From South |      |      |       | SUNRISE AVENUE<br>From West |      |      |       |            |
|-------------|-----------------------------|------|------|-------|-----------------------------|------|------|-------|-----------------------------|------|------|-------|-----------------------------|------|------|-------|------------|
| Start Time  | UTurn                       | Left | Thru | Right | UTurn                       | Left | Thru | Right | UTurn                       | Left | Thru | Right | UTurn                       | Left | Thru | Right | Int. Total |
| 03:00 PM    | 0                           | 0    | 1    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 1          |
| 03:15 PM    | 0                           | 0    | 2    | 0     | 0                           | 1    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 3          |
| 03:30 PM    | 0                           | 0    | 1    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 1          |
| 03:45 PM    | 0                           | 0    | 0    | 0     | 0                           | 1    | 0    | 0     | 0                           | 0    | 1    | 0     | 0                           | 0    | 0    | 0     | 2          |
| Total       | 0                           | 0    | 4    | 0     | 0                           | 2    | 0    | 0     | 0                           | 0    | 1    | 0     | 0                           | 0    | 0    | 0     | 7          |
| 04:00 PM    | 0                           | 0    | 1    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 1    | 0     | 0                           | 0    | 0    | 0     | 2          |
| 04:15 PM    | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 3    | 0     | 0                           | 0    | 0    | 0     | 3          |
| 04:30 PM    | 0                           | 0    | 4    | 0     | 0                           | 0    | 0    | 0     | 0                           | 1    | 1    | 0     | 0                           | 0    | 0    | 0     | 6          |
| 04:45 PM    | 0                           | 0    | 0    | 0     | 0                           | 1    | 0    | 1     | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 2          |
| Total       | 0                           | 0    | 5    | 0     | 0                           | 1    | 0    | 1     | 0                           | 1    | 5    | 0     | 0                           | 0    | 0    | 0     | 13         |
| 05:00 PM    | 0                           | 0    | 1    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 1    | 0     | 0                           | 0    | 0    | 0     | 2          |
| 05:15 PM    | 0                           | 0    | 1    | 1     | 0                           | 0    | 0    | 0     | 0                           | 0    | 2    | 1     | 0                           | 0    | 1    | 0     | 6          |
| 05:30 PM    | 0                           | 0    | 1    | 0     | 0                           | 2    | 1    | 0     | 0                           | 0    | 0    | 1     | 0                           | 0    | 0    | 0     | 5          |
| 05:45 PM    | 0                           | 0    | 0    | 1     | 0                           | 0    | 1    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 2          |
| Total       | 0                           | 0    | 3    | 2     | 0                           | 2    | 2    | 0     | 0                           | 0    | 3    | 2     | 0                           | 0    | 1    | 0     | 15         |
| 06:00 PM    | 0                           | 0    | 1    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 1          |
| 06:15 PM    | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 1     | 0                           | 0    | 2    | 0     | 0                           | 0    | 0    | 0     | 3          |
| 06:30 PM    | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0          |
| 06:45 PM    | 0                           | 0    | 1    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 1          |
| Total       | 0                           | 0    | 2    | 0     | 0                           | 0    | 0    | 1     | 0                           | 0    | 2    | 0     | 0                           | 0    | 0    | 0     | 5          |
| Grand Total | 0                           | 0    | 45   | 4     | 0                           | 16   | 11   | 6     | 0                           | 1    | 48   | 41    | 0                           | 0    | 7    | 0     | 179        |
| Apprch %    | 0                           | 0    | 91.8 | 8.2   | 0                           | 48.5 | 33.3 | 18.2  | 0                           | 1.1  | 53.3 | 45.6  | 0                           | 0    | 100  | 0     |            |
| Total %     | 0                           | 0    | 25.1 | 2.2   | 0                           | 8.9  | 6.1  | 3.4   | 0                           | 0.6  | 26.8 | 22.9  | 0                           | 0    | 3.9  | 0     |            |

# Traffic Survey Specialists, Inc.

85 SE 4th Avenue, Unit 109, Delray Beach, Florida 33483  
Phone (561) 272-3255

SUNRISE AVENUE & N COUNTY ROAD  
PALM BEACH, FLORIDA  
VIDEO COUNT  
SIGNALIZED

File Name : sunrise & n county  
Site Code : 220182  
Start Date : 11/29/2022  
Page No : 1

## Groups Printed- PEDESTRIANS & BIKES

|            | N COUNTY ROAD<br>From North |      |       |       | SUNRISE AVENUE<br>From East |      |       |       | N COUNTY ROAD<br>From South |      |       |       | SUNRISE AVENUE<br>From West |      |       |       |            |
|------------|-----------------------------|------|-------|-------|-----------------------------|------|-------|-------|-----------------------------|------|-------|-------|-----------------------------|------|-------|-------|------------|
| Start Time | Peds                        | Left | BIKES | Right | Peds                        | Left | BIKES | Right | Peds                        | Left | BIKES | Right | Peds                        | Left | BIKES | Right | Int. Total |
| 06:00 AM   | 0                           | 0    | 0     | 0     | 1                           | 0    | 0     | 0     | 0                           | 0    | 0     | 0     | 0                           | 0    | 0     | 0     | 1          |
| 06:15 AM   | 0                           | 0    | 0     | 0     | 1                           | 0    | 0     | 0     | 1                           | 0    | 0     | 0     | 0                           | 0    | 0     | 0     | 2          |
| 06:30 AM   | 0                           | 0    | 0     | 0     | 2                           | 0    | 1     | 0     | 1                           | 0    | 0     | 0     | 1                           | 0    | 0     | 0     | 5          |
| 06:45 AM   | 1                           | 0    | 0     | 0     | 1                           | 0    | 0     | 0     | 0                           | 0    | 0     | 0     | 1                           | 0    | 0     | 0     | 3          |
| Total      | 1                           | 0    | 0     | 0     | 5                           | 0    | 1     | 0     | 2                           | 0    | 0     | 0     | 2                           | 0    | 0     | 0     | 11         |
| 07:00 AM   | 2                           | 0    | 0     | 0     | 5                           | 0    | 1     | 0     | 0                           | 0    | 0     | 0     | 1                           | 0    | 0     | 0     | 9          |
| 07:15 AM   | 5                           | 0    | 0     | 0     | 4                           | 0    | 0     | 0     | 2                           | 0    | 0     | 0     | 9                           | 0    | 1     | 0     | 21         |
| 07:30 AM   | 2                           | 0    | 0     | 0     | 1                           | 0    | 0     | 0     | 1                           | 0    | 0     | 0     | 4                           | 0    | 0     | 0     | 8          |
| 07:45 AM   | 5                           | 0    | 3     | 0     | 2                           | 0    | 0     | 0     | 3                           | 0    | 0     | 0     | 3                           | 0    | 4     | 0     | 20         |
| Total      | 14                          | 0    | 3     | 0     | 12                          | 0    | 1     | 0     | 6                           | 0    | 0     | 0     | 17                          | 0    | 5     | 0     | 58         |
| 08:00 AM   | 6                           | 0    | 0     | 0     | 3                           | 0    | 0     | 0     | 1                           | 0    | 0     | 0     | 3                           | 0    | 0     | 0     | 13         |
| 08:15 AM   | 7                           | 0    | 0     | 0     | 3                           | 0    | 0     | 0     | 3                           | 0    | 0     | 0     | 6                           | 0    | 1     | 0     | 20         |
| 08:30 AM   | 8                           | 0    | 0     | 0     | 5                           | 0    | 0     | 0     | 1                           | 0    | 0     | 0     | 4                           | 0    | 0     | 0     | 18         |
| 08:45 AM   | 20                          | 0    | 0     | 0     | 5                           | 0    | 0     | 0     | 6                           | 0    | 1     | 0     | 4                           | 0    | 0     | 0     | 36         |
| Total      | 41                          | 0    | 0     | 0     | 16                          | 0    | 0     | 0     | 11                          | 0    | 1     | 0     | 17                          | 0    | 1     | 0     | 87         |
| 09:00 AM   | 1                           | 0    | 0     | 0     | 9                           | 0    | 0     | 0     | 1                           | 0    | 0     | 0     | 1                           | 0    | 0     | 0     | 12         |
| 09:15 AM   | 2                           | 0    | 0     | 0     | 7                           | 0    | 0     | 0     | 6                           | 0    | 1     | 0     | 0                           | 0    | 0     | 0     | 16         |
| 09:30 AM   | 1                           | 0    | 0     | 0     | 8                           | 0    | 0     | 0     | 5                           | 0    | 0     | 0     | 5                           | 0    | 0     | 0     | 19         |
| 09:45 AM   | 5                           | 0    | 0     | 0     | 3                           | 0    | 1     | 0     | 8                           | 0    | 1     | 0     | 10                          | 0    | 0     | 0     | 28         |
| Total      | 9                           | 0    | 0     | 0     | 27                          | 0    | 1     | 0     | 20                          | 0    | 2     | 0     | 16                          | 0    | 0     | 0     | 75         |
| 10:00 AM   | 5                           | 0    | 0     | 0     | 3                           | 0    | 0     | 0     | 3                           | 0    | 1     | 0     | 3                           | 0    | 0     | 0     | 15         |
| 10:15 AM   | 0                           | 0    | 0     | 0     | 4                           | 0    | 0     | 0     | 2                           | 0    | 0     | 0     | 4                           | 0    | 0     | 0     | 10         |
| 10:30 AM   | 0                           | 0    | 0     | 0     | 2                           | 0    | 0     | 0     | 2                           | 0    | 0     | 0     | 1                           | 0    | 0     | 0     | 5          |
| 10:45 AM   | 2                           | 0    | 0     | 0     | 6                           | 0    | 1     | 0     | 2                           | 0    | 0     | 0     | 11                          | 0    | 0     | 0     | 22         |
| Total      | 7                           | 0    | 0     | 0     | 15                          | 0    | 1     | 0     | 9                           | 0    | 1     | 0     | 19                          | 0    | 0     | 0     | 52         |
| 11:00 AM   | 1                           | 0    | 0     | 0     | 3                           | 0    | 0     | 0     | 6                           | 0    | 0     | 0     | 3                           | 0    | 0     | 0     | 13         |
| 11:15 AM   | 2                           | 0    | 0     | 0     | 1                           | 0    | 0     | 0     | 1                           | 0    | 0     | 0     | 0                           | 0    | 1     | 0     | 5          |
| 11:30 AM   | 2                           | 0    | 0     | 0     | 6                           | 0    | 0     | 0     | 3                           | 0    | 0     | 0     | 0                           | 0    | 0     | 0     | 11         |
| 11:45 AM   | 6                           | 0    | 0     | 0     | 7                           | 0    | 1     | 0     | 3                           | 0    | 0     | 0     | 2                           | 0    | 0     | 0     | 19         |
| Total      | 11                          | 0    | 0     | 0     | 17                          | 0    | 1     | 0     | 13                          | 0    | 0     | 0     | 5                           | 0    | 1     | 0     | 48         |
| 12:00 PM   | 4                           | 0    | 0     | 0     | 7                           | 0    | 0     | 0     | 7                           | 0    | 0     | 0     | 2                           | 0    | 0     | 0     | 20         |
| 12:15 PM   | 3                           | 0    | 0     | 0     | 6                           | 0    | 0     | 0     | 3                           | 0    | 0     | 0     | 6                           | 0    | 1     | 0     | 19         |
| 12:30 PM   | 6                           | 0    | 0     | 0     | 5                           | 0    | 1     | 0     | 4                           | 0    | 0     | 0     | 0                           | 0    | 0     | 0     | 16         |
| 12:45 PM   | 2                           | 0    | 0     | 0     | 4                           | 0    | 0     | 0     | 7                           | 0    | 0     | 0     | 1                           | 0    | 0     | 0     | 14         |
| Total      | 15                          | 0    | 0     | 0     | 22                          | 0    | 1     | 0     | 21                          | 0    | 0     | 0     | 9                           | 0    | 1     | 0     | 69         |
| 01:00 PM   | 6                           | 0    | 0     | 0     | 3                           | 0    | 0     | 0     | 4                           | 0    | 0     | 0     | 3                           | 0    | 0     | 0     | 16         |
| 01:15 PM   | 6                           | 0    | 0     | 0     | 15                          | 0    | 0     | 0     | 5                           | 0    | 0     | 0     | 6                           | 0    | 0     | 0     | 32         |
| 01:30 PM   | 7                           | 0    | 0     | 0     | 9                           | 0    | 0     | 0     | 4                           | 0    | 0     | 0     | 2                           | 0    | 0     | 0     | 22         |
| 01:45 PM   | 3                           | 0    | 0     | 0     | 3                           | 0    | 3     | 0     | 2                           | 0    | 2     | 0     | 4                           | 0    | 0     | 0     | 17         |
| Total      | 22                          | 0    | 0     | 0     | 30                          | 0    | 3     | 0     | 15                          | 0    | 2     | 0     | 15                          | 0    | 0     | 0     | 87         |
| 02:00 PM   | 2                           | 0    | 0     | 0     | 5                           | 0    | 2     | 0     | 2                           | 0    | 0     | 0     | 1                           | 0    | 0     | 0     | 12         |
| 02:15 PM   | 3                           | 0    | 0     | 0     | 2                           | 0    | 0     | 0     | 2                           | 0    | 1     | 0     | 1                           | 0    | 0     | 0     | 9          |
| 02:30 PM   | 4                           | 0    | 0     | 0     | 3                           | 0    | 0     | 0     | 4                           | 0    | 0     | 0     | 0                           | 0    | 0     | 0     | 11         |
| 02:45 PM   | 9                           | 0    | 0     | 0     | 7                           | 0    | 0     | 0     | 3                           | 0    | 0     | 0     | 2                           | 0    | 0     | 0     | 21         |
| Total      | 18                          | 0    | 0     | 0     | 17                          | 0    | 2     | 0     | 11                          | 0    | 1     | 0     | 4                           | 0    | 0     | 0     | 53         |

# Traffic Survey Specialists, Inc.

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Phone (561) 272-3255

SUNRISE AVENUE & N COUNTY ROAD  
PALM BEACH, FLORIDA  
VIDEO COUNT  
SIGNALIZED

File Name : sunrise & n county  
Site Code : 220182  
Start Date : 11/29/2022  
Page No : 2

## Groups Printed- PEDESTRIANS & BIKES

|             | N COUNTY ROAD<br>From North |      |       |       | SUNRISE AVENUE<br>From East |      |       |       | N COUNTY ROAD<br>From South |      |       |       | SUNRISE AVENUE<br>From West |      |       |       |            |
|-------------|-----------------------------|------|-------|-------|-----------------------------|------|-------|-------|-----------------------------|------|-------|-------|-----------------------------|------|-------|-------|------------|
| Start Time  | Peds                        | Left | BIKES | Right | Peds                        | Left | BIKES | Right | Peds                        | Left | BIKES | Right | Peds                        | Left | BIKES | Right | Int. Total |
| 03:00 PM    | 4                           | 0    | 0     | 0     | 1                           | 0    | 0     | 0     | 3                           | 0    | 0     | 0     | 0                           | 0    | 0     | 0     | 8          |
| 03:15 PM    | 2                           | 0    | 2     | 0     | 0                           | 0    | 1     | 0     | 0                           | 0    | 1     | 0     | 1                           | 0    | 0     | 0     | 7          |
| 03:30 PM    | 0                           | 0    | 0     | 0     | 1                           | 0    | 0     | 0     | 4                           | 0    | 0     | 0     | 1                           | 0    | 0     | 0     | 6          |
| 03:45 PM    | 3                           | 0    | 0     | 0     | 0                           | 0    | 3     | 0     | 1                           | 0    | 1     | 0     | 4                           | 0    | 0     | 0     | 12         |
| Total       | 9                           | 0    | 2     | 0     | 2                           | 0    | 4     | 0     | 8                           | 0    | 2     | 0     | 6                           | 0    | 0     | 0     | 33         |
| 04:00 PM    | 0                           | 0    | 1     | 0     | 2                           | 0    | 0     | 0     | 4                           | 0    | 0     | 0     | 2                           | 0    | 0     | 0     | 9          |
| 04:15 PM    | 0                           | 0    | 1     | 0     | 2                           | 0    | 0     | 0     | 6                           | 0    | 0     | 0     | 1                           | 0    | 0     | 0     | 10         |
| 04:30 PM    | 6                           | 0    | 1     | 0     | 8                           | 0    | 0     | 0     | 3                           | 0    | 0     | 0     | 3                           | 0    | 0     | 0     | 21         |
| 04:45 PM    | 5                           | 0    | 0     | 0     | 3                           | 0    | 0     | 0     | 3                           | 0    | 0     | 0     | 4                           | 0    | 0     | 0     | 15         |
| Total       | 11                          | 0    | 3     | 0     | 15                          | 0    | 0     | 0     | 16                          | 0    | 0     | 0     | 10                          | 0    | 0     | 0     | 55         |
| 05:00 PM    | 11                          | 0    | 0     | 0     | 12                          | 0    | 1     | 0     | 6                           | 0    | 1     | 0     | 3                           | 0    | 0     | 0     | 34         |
| 05:15 PM    | 1                           | 0    | 0     | 0     | 6                           | 0    | 0     | 0     | 3                           | 0    | 0     | 0     | 2                           | 0    | 1     | 0     | 13         |
| 05:30 PM    | 2                           | 0    | 0     | 0     | 2                           | 0    | 0     | 0     | 0                           | 0    | 0     | 0     | 2                           | 0    | 0     | 0     | 6          |
| 05:45 PM    | 8                           | 0    | 0     | 0     | 4                           | 0    | 0     | 0     | 3                           | 0    | 0     | 0     | 6                           | 0    | 1     | 0     | 22         |
| Total       | 22                          | 0    | 0     | 0     | 24                          | 0    | 1     | 0     | 12                          | 0    | 1     | 0     | 13                          | 0    | 2     | 0     | 75         |
| 06:00 PM    | 1                           | 0    | 0     | 0     | 1                           | 0    | 0     | 0     | 1                           | 0    | 0     | 0     | 1                           | 0    | 0     | 0     | 4          |
| 06:15 PM    | 0                           | 0    | 0     | 0     | 0                           | 0    | 0     | 0     | 0                           | 0    | 0     | 0     | 5                           | 0    | 1     | 0     | 6          |
| 06:30 PM    | 0                           | 0    | 0     | 0     | 1                           | 0    | 0     | 0     | 2                           | 0    | 0     | 0     | 1                           | 0    | 0     | 0     | 4          |
| 06:45 PM    | 0                           | 0    | 0     | 0     | 7                           | 0    | 0     | 0     | 2                           | 0    | 0     | 0     | 0                           | 0    | 2     | 0     | 11         |
| Total       | 1                           | 0    | 0     | 0     | 9                           | 0    | 0     | 0     | 5                           | 0    | 0     | 0     | 7                           | 0    | 3     | 0     | 25         |
| Grand Total | 181                         | 0    | 8     | 0     | 211                         | 0    | 16    | 0     | 149                         | 0    | 10    | 0     | 140                         | 0    | 13    | 0     | 728        |
| Apprch %    | 95.8                        | 0    | 4.2   | 0     | 93                          | 0    | 7     | 0     | 93.7                        | 0    | 6.3   | 0     | 91.5                        | 0    | 8.5   | 0     |            |
| Total %     | 24.9                        | 0    | 1.1   | 0     | 29                          | 0    | 2.2   | 0     | 20.5                        | 0    | 1.4   | 0     | 19.2                        | 0    | 1.8   | 0     |            |

# Traffic Survey Specialists, Inc.

85 SE 4th Avenue, Unit 109, Delray Beach, Florida 33483  
Phone (561) 272-3255

SUNSET AVENUE & N COUNTY ROAD  
PALM BEACH, FLORIDA  
VIDEO COUNT  
SIGNALIZED

File Name : sunset & n county  
Site Code : 220182  
Start Date : 11/29/2022  
Page No : 1

## Groups Printed- LIGHT VEHICLES - HEAVY VEHICLES

|            | N COUNTY ROAD<br>From North |      |      |       | SUNSET AVENUE<br>From East |      |      |       | N COUNTY ROAD<br>From South |      |      |       | SUNSET AVENUE<br>From West |      |      |       |            |
|------------|-----------------------------|------|------|-------|----------------------------|------|------|-------|-----------------------------|------|------|-------|----------------------------|------|------|-------|------------|
| Start Time | UTurn                       | Left | Thru | Right | UTurn                      | Left | Thru | Right | UTurn                       | Left | Thru | Right | UTurn                      | Left | Thru | Right | Int. Total |
| 06:00 AM   | 0                           | 0    | 10   | 0     | 0                          | 0    | 0    | 1     | 0                           | 1    | 14   | 1     | 0                          | 0    | 0    | 1     | 28         |
| 06:15 AM   | 0                           | 1    | 13   | 0     | 0                          | 1    | 0    | 0     | 0                           | 1    | 14   | 4     | 0                          | 0    | 0    | 1     | 35         |
| 06:30 AM   | 0                           | 0    | 14   | 0     | 0                          | 0    | 0    | 0     | 0                           | 1    | 38   | 3     | 0                          | 0    | 0    | 2     | 58         |
| 06:45 AM   | 0                           | 0    | 14   | 1     | 0                          | 0    | 1    | 0     | 0                           | 7    | 48   | 4     | 0                          | 0    | 0    | 1     | 76         |
| Total      | 0                           | 1    | 51   | 1     | 0                          | 1    | 1    | 1     | 0                           | 10   | 114  | 12    | 0                          | 0    | 0    | 5     | 197        |
| 07:00 AM   | 0                           | 1    | 34   | 0     | 0                          | 0    | 0    | 0     | 0                           | 7    | 49   | 3     | 0                          | 1    | 0    | 9     | 104        |
| 07:15 AM   | 0                           | 0    | 40   | 2     | 0                          | 2    | 1    | 0     | 0                           | 5    | 77   | 3     | 0                          | 0    | 0    | 5     | 135        |
| 07:30 AM   | 0                           | 0    | 60   | 0     | 0                          | 3    | 1    | 0     | 0                           | 6    | 104  | 3     | 0                          | 3    | 1    | 8     | 189        |
| 07:45 AM   | 0                           | 1    | 57   | 3     | 0                          | 9    | 1    | 0     | 0                           | 16   | 184  | 4     | 0                          | 4    | 0    | 10    | 289        |
| Total      | 0                           | 2    | 191  | 5     | 0                          | 14   | 3    | 0     | 0                           | 34   | 414  | 13    | 0                          | 8    | 1    | 32    | 717        |
| 08:00 AM   | 0                           | 2    | 52   | 5     | 0                          | 4    | 2    | 2     | 0                           | 22   | 184  | 6     | 0                          | 9    | 2    | 11    | 301        |
| 08:15 AM   | 0                           | 0    | 55   | 0     | 0                          | 4    | 1    | 0     | 0                           | 12   | 158  | 4     | 0                          | 6    | 2    | 8     | 250        |
| 08:30 AM   | 0                           | 0    | 69   | 3     | 0                          | 0    | 1    | 0     | 0                           | 11   | 196  | 5     | 0                          | 7    | 0    | 10    | 302        |
| 08:45 AM   | 0                           | 0    | 82   | 6     | 0                          | 0    | 1    | 2     | 0                           | 7    | 183  | 10    | 0                          | 6    | 1    | 13    | 311        |
| Total      | 0                           | 2    | 258  | 14    | 0                          | 8    | 5    | 4     | 0                           | 52   | 721  | 25    | 0                          | 28   | 5    | 42    | 1164       |
| 09:00 AM   | 0                           | 1    | 80   | 4     | 0                          | 1    | 0    | 0     | 0                           | 15   | 207  | 8     | 0                          | 9    | 3    | 13    | 341        |
| 09:15 AM   | 0                           | 1    | 96   | 3     | 0                          | 3    | 0    | 2     | 0                           | 9    | 146  | 7     | 0                          | 2    | 0    | 9     | 278        |
| 09:30 AM   | 0                           | 0    | 82   | 1     | 0                          | 2    | 2    | 2     | 0                           | 8    | 169  | 8     | 0                          | 4    | 1    | 22    | 301        |
| 09:45 AM   | 0                           | 1    | 107  | 6     | 0                          | 3    | 1    | 2     | 0                           | 16   | 138  | 4     | 0                          | 4    | 2    | 22    | 306        |
| Total      | 0                           | 3    | 365  | 14    | 0                          | 9    | 3    | 6     | 0                           | 48   | 660  | 27    | 0                          | 19   | 6    | 66    | 1226       |
| 10:00 AM   | 0                           | 1    | 82   | 3     | 0                          | 1    | 3    | 0     | 0                           | 15   | 151  | 4     | 0                          | 2    | 0    | 13    | 275        |
| 10:15 AM   | 1                           | 1    | 110  | 6     | 0                          | 3    | 0    | 5     | 0                           | 13   | 120  | 7     | 0                          | 2    | 0    | 23    | 291        |
| 10:30 AM   | 1                           | 0    | 105  | 2     | 0                          | 2    | 3    | 2     | 0                           | 12   | 94   | 3     | 0                          | 5    | 0    | 12    | 241        |
| 10:45 AM   | 0                           | 1    | 108  | 5     | 0                          | 3    | 1    | 1     | 0                           | 11   | 141  | 6     | 0                          | 9    | 1    | 15    | 302        |
| Total      | 2                           | 3    | 405  | 16    | 0                          | 9    | 7    | 8     | 0                           | 51   | 506  | 20    | 0                          | 18   | 1    | 63    | 1109       |
| 11:00 AM   | 0                           | 1    | 113  | 7     | 0                          | 4    | 1    | 1     | 0                           | 16   | 107  | 6     | 0                          | 6    | 0    | 20    | 282        |
| 11:15 AM   | 0                           | 0    | 107  | 7     | 0                          | 2    | 3    | 1     | 0                           | 13   | 141  | 7     | 0                          | 6    | 2    | 13    | 302        |
| 11:30 AM   | 0                           | 2    | 122  | 5     | 0                          | 3    | 2    | 1     | 0                           | 12   | 135  | 5     | 0                          | 6    | 0    | 27    | 320        |
| 11:45 AM   | 0                           | 1    | 135  | 14    | 0                          | 2    | 1    | 1     | 0                           | 19   | 147  | 7     | 0                          | 7    | 4    | 29    | 367        |
| Total      | 0                           | 4    | 477  | 33    | 0                          | 11   | 7    | 4     | 0                           | 60   | 530  | 25    | 0                          | 25   | 6    | 89    | 1271       |
| 12:00 PM   | 0                           | 1    | 126  | 5     | 0                          | 2    | 1    | 0     | 0                           | 15   | 129  | 2     | 0                          | 11   | 0    | 20    | 312        |
| 12:15 PM   | 0                           | 1    | 135  | 5     | 0                          | 3    | 0    | 1     | 0                           | 21   | 121  | 7     | 0                          | 10   | 2    | 21    | 327        |
| 12:30 PM   | 0                           | 2    | 129  | 11    | 0                          | 3    | 4    | 1     | 0                           | 13   | 96   | 6     | 0                          | 5    | 0    | 20    | 290        |
| 12:45 PM   | 0                           | 2    | 132  | 6     | 0                          | 3    | 0    | 1     | 0                           | 18   | 126  | 4     | 0                          | 5    | 2    | 22    | 321        |
| Total      | 0                           | 6    | 522  | 27    | 0                          | 11   | 5    | 3     | 0                           | 67   | 472  | 19    | 0                          | 31   | 4    | 83    | 1250       |
| 01:00 PM   | 0                           | 3    | 139  | 5     | 0                          | 4    | 0    | 0     | 0                           | 15   | 129  | 6     | 0                          | 6    | 1    | 24    | 332        |
| 01:15 PM   | 0                           | 2    | 137  | 4     | 0                          | 2    | 2    | 2     | 0                           | 11   | 141  | 3     | 0                          | 9    | 1    | 24    | 338        |
| 01:30 PM   | 0                           | 1    | 118  | 5     | 0                          | 3    | 1    | 0     | 0                           | 11   | 102  | 3     | 0                          | 6    | 0    | 22    | 272        |
| 01:45 PM   | 0                           | 3    | 124  | 5     | 0                          | 6    | 1    | 3     | 0                           | 13   | 145  | 2     | 0                          | 3    | 3    | 26    | 334        |
| Total      | 0                           | 9    | 518  | 19    | 0                          | 15   | 4    | 5     | 0                           | 50   | 517  | 14    | 0                          | 24   | 5    | 96    | 1276       |
| 02:00 PM   | 0                           | 2    | 136  | 3     | 0                          | 3    | 0    | 6     | 0                           | 11   | 120  | 5     | 0                          | 4    | 2    | 24    | 316        |
| 02:15 PM   | 0                           | 1    | 133  | 4     | 0                          | 3    | 0    | 0     | 0                           | 14   | 111  | 5     | 0                          | 5    | 0    | 20    | 296        |
| 02:30 PM   | 0                           | 3    | 172  | 6     | 0                          | 3    | 0    | 0     | 0                           | 15   | 99   | 2     | 0                          | 6    | 0    | 19    | 325        |
| 02:45 PM   | 0                           | 0    | 172  | 4     | 0                          | 2    | 1    | 0     | 0                           | 12   | 97   | 2     | 0                          | 3    | 1    | 17    | 311        |
| Total      | 0                           | 6    | 613  | 17    | 0                          | 11   | 1    | 6     | 0                           | 52   | 427  | 14    | 0                          | 18   | 3    | 80    | 1248       |

# Traffic Survey Specialists, Inc.

85 SE 4th Avenue, Unit 109, Delray Beach, Florida 33483  
Phone (561) 272-3255

SUNSET AVENUE & N COUNTY ROAD  
PALM BEACH, FLORIDA  
VIDEO COUNT  
SIGNALIZED

File Name : sunset & n county  
Site Code : 220182  
Start Date : 11/29/2022  
Page No : 2

## Groups Printed- LIGHT VEHICLES - HEAVY VEHICLES

|                  | N COUNTY ROAD<br>From North |      |      |       | SUNSET AVENUE<br>From East |      |      |       | N COUNTY ROAD<br>From South |      |      |       | SUNSET AVENUE<br>From West |      |      |       |            |
|------------------|-----------------------------|------|------|-------|----------------------------|------|------|-------|-----------------------------|------|------|-------|----------------------------|------|------|-------|------------|
| Start Time       | UTurn                       | Left | Thru | Right | UTurn                      | Left | Thru | Right | UTurn                       | Left | Thru | Right | UTurn                      | Left | Thru | Right | Int. Total |
| 03:00 PM         | 0                           | 0    | 179  | 4     | 0                          | 5    | 0    | 5     | 0                           | 18   | 90   | 6     | 0                          | 9    | 2    | 14    | 332        |
| 03:15 PM         | 0                           | 2    | 140  | 5     | 0                          | 6    | 2    | 1     | 0                           | 15   | 122  | 7     | 0                          | 6    | 2    | 25    | 333        |
| 03:30 PM         | 0                           | 4    | 186  | 3     | 0                          | 3    | 5    | 0     | 0                           | 7    | 97   | 7     | 0                          | 4    | 1    | 20    | 337        |
| 03:45 PM         | 0                           | 0    | 193  | 3     | 0                          | 6    | 1    | 1     | 0                           | 13   | 93   | 3     | 0                          | 2    | 4    | 13    | 332        |
| Total            | 0                           | 6    | 698  | 15    | 0                          | 20   | 8    | 7     | 0                           | 53   | 402  | 23    | 0                          | 21   | 9    | 72    | 1334       |
| 04:00 PM         | 0                           | 1    | 214  | 6     | 0                          | 1    | 5    | 0     | 0                           | 18   | 99   | 3     | 0                          | 4    | 1    | 20    | 372        |
| 04:15 PM         | 0                           | 1    | 169  | 7     | 0                          | 2    | 6    | 1     | 0                           | 24   | 84   | 3     | 0                          | 6    | 0    | 27    | 330        |
| 04:30 PM         | 0                           | 0    | 201  | 3     | 0                          | 1    | 1    | 2     | 0                           | 12   | 79   | 1     | 0                          | 8    | 2    | 29    | 339        |
| 04:45 PM         | 0                           | 0    | 132  | 6     | 0                          | 1    | 0    | 3     | 0                           | 24   | 97   | 1     | 0                          | 4    | 1    | 25    | 294        |
| Total            | 0                           | 2    | 716  | 22    | 0                          | 5    | 12   | 6     | 0                           | 78   | 359  | 8     | 0                          | 22   | 4    | 101   | 1335       |
| 05:00 PM         | 0                           | 1    | 140  | 8     | 0                          | 2    | 3    | 2     | 0                           | 20   | 89   | 2     | 0                          | 3    | 0    | 14    | 284        |
| 05:15 PM         | 0                           | 2    | 99   | 6     | 0                          | 2    | 0    | 3     | 0                           | 7    | 74   | 6     | 0                          | 6    | 0    | 14    | 219        |
| 05:30 PM         | 0                           | 2    | 86   | 4     | 0                          | 4    | 1    | 1     | 0                           | 14   | 63   | 2     | 0                          | 7    | 1    | 15    | 200        |
| 05:45 PM         | 0                           | 2    | 97   | 4     | 0                          | 6    | 1    | 2     | 0                           | 5    | 58   | 5     | 0                          | 5    | 0    | 13    | 198        |
| Total            | 0                           | 7    | 422  | 22    | 0                          | 14   | 5    | 8     | 0                           | 46   | 284  | 15    | 0                          | 21   | 1    | 56    | 901        |
| 06:00 PM         | 0                           | 1    | 94   | 5     | 0                          | 1    | 0    | 1     | 0                           | 15   | 64   | 1     | 0                          | 3    | 0    | 11    | 196        |
| 06:15 PM         | 0                           | 0    | 60   | 11    | 0                          | 2    | 0    | 0     | 0                           | 12   | 49   | 3     | 0                          | 2    | 0    | 12    | 151        |
| 06:30 PM         | 0                           | 0    | 57   | 4     | 0                          | 1    | 0    | 0     | 0                           | 13   | 61   | 2     | 0                          | 6    | 0    | 9     | 153        |
| 06:45 PM         | 0                           | 0    | 66   | 4     | 0                          | 0    | 0    | 0     | 0                           | 15   | 44   | 0     | 0                          | 1    | 0    | 6     | 136        |
| Total            | 0                           | 1    | 277  | 24    | 0                          | 4    | 0    | 1     | 0                           | 55   | 218  | 6     | 0                          | 12   | 0    | 38    | 636        |
| Grand Total      | 2                           | 52   | 5513 | 229   | 0                          | 132  | 61   | 59    | 0                           | 656  | 5624 | 221   | 0                          | 247  | 45   | 823   | 13664      |
| Apprch %         | 0                           | 0.9  | 95.1 | 4     | 0                          | 52.4 | 24.2 | 23.4  | 0                           | 10.1 | 86.5 | 3.4   | 0                          | 22.2 | 4    | 73.8  |            |
| Total %          | 0                           | 0.4  | 40.3 | 1.7   | 0                          | 1    | 0.4  | 0.4   | 0                           | 4.8  | 41.2 | 1.6   | 0                          | 1.8  | 0.3  | 6     |            |
| LIGHT VEHICLES   | 2                           | 51   | 5205 | 224   | 0                          | 130  | 56   | 57    | 0                           | 637  | 5312 | 214   | 0                          | 234  | 43   | 792   | 12957      |
| % LIGHT VEHICLES | 100                         | 98.1 | 94.4 | 97.8  | 0                          | 98.5 | 91.8 | 96.6  | 0                           | 97.1 | 94.5 | 96.8  | 0                          | 94.7 | 95.6 | 96.2  | 94.8       |
| HEAVY VEHICLES   | 0                           | 1    | 308  | 5     | 0                          | 2    | 5    | 2     | 0                           | 19   | 312  | 7     | 0                          | 13   | 2    | 31    | 707        |
| % HEAVY VEHICLES | 0                           | 1.9  | 5.6  | 2.2   | 0                          | 1.5  | 8.2  | 3.4   | 0                           | 2.9  | 5.5  | 3.2   | 0                          | 5.3  | 4.4  | 3.8   | 5.2        |

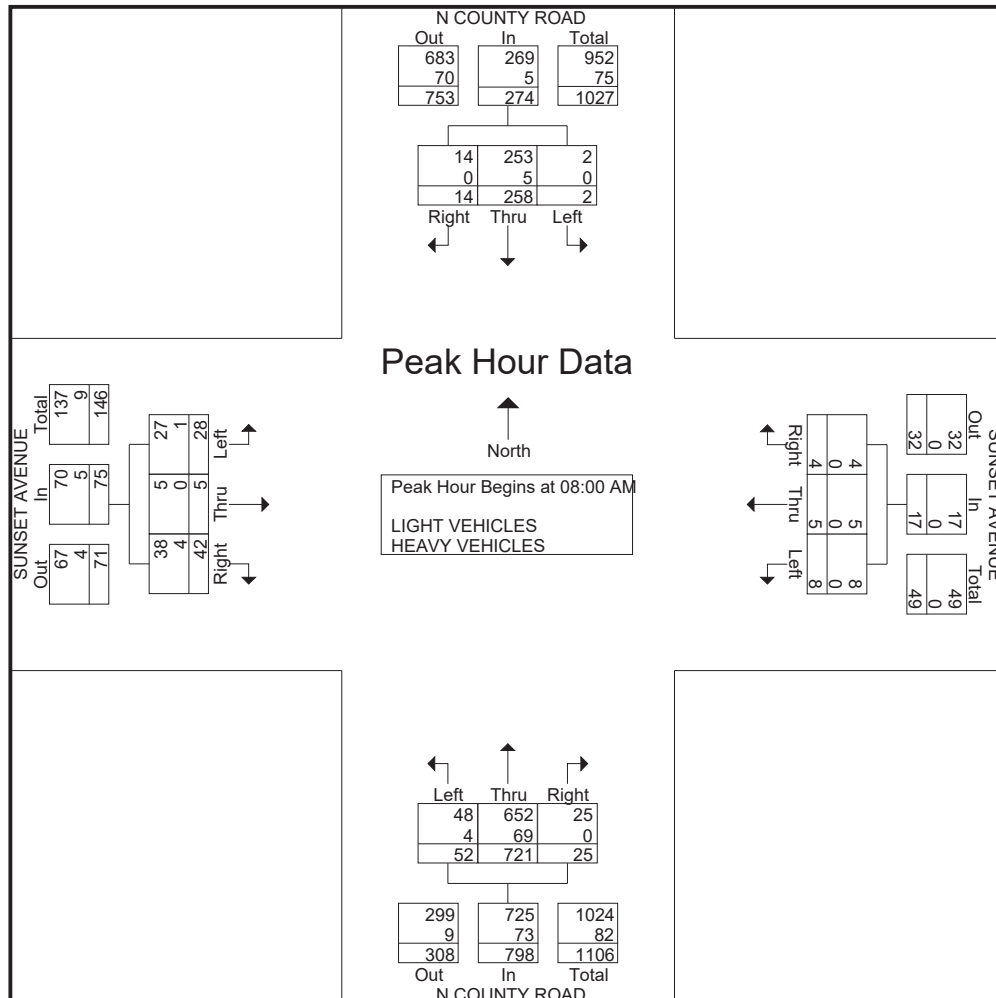
# Traffic Survey Specialists, Inc.

85 SE 4th Avenue, Unit 109, Delray Beach, Florida 33483  
Phone (561) 272-3255

SUNSET AVENUE & N COUNTY ROAD  
PALM BEACH, FLORIDA  
VIDEO COUNT  
SIGNALIZED

File Name : sunset & n county  
Site Code : 220182  
Start Date : 11/29/2022  
Page No : 3

|                                                            | N COUNTY ROAD<br>From North |      |      |       |            | SUNSET AVENUE<br>From East |      |      |       |            | N COUNTY ROAD<br>From South |      |      |       |            | SUNSET AVENUE<br>From West |      |      |       |            |            |
|------------------------------------------------------------|-----------------------------|------|------|-------|------------|----------------------------|------|------|-------|------------|-----------------------------|------|------|-------|------------|----------------------------|------|------|-------|------------|------------|
| Start Time                                                 | UTurn                       | Left | Thru | Right | App. Total | UTurn                      | Left | Thru | Right | App. Total | UTurn                       | Left | Thru | Right | App. Total | UTurn                      | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1 |                             |      |      |       |            |                            |      |      |       |            |                             |      |      |       |            |                            |      |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 08:00 AM       |                             |      |      |       |            |                            |      |      |       |            |                             |      |      |       |            |                            |      |      |       |            |            |
| 08:00 AM                                                   | 0                           | 2    | 52   | 5     | 59         | 0                          | 4    | 2    | 2     | 8          | 0                           | 22   | 184  | 6     | 212        | 0                          | 9    | 2    | 11    | 22         | 301        |
| 08:15 AM                                                   | 0                           | 0    | 55   | 0     | 55         | 0                          | 4    | 1    | 0     | 5          | 0                           | 12   | 158  | 4     | 174        | 0                          | 6    | 2    | 8     | 16         | 250        |
| 08:30 AM                                                   | 0                           | 0    | 69   | 3     | 72         | 0                          | 0    | 1    | 0     | 1          | 0                           | 11   | 196  | 5     | 212        | 0                          | 7    | 0    | 10    | 17         | 302        |
| 08:45 AM                                                   | 0                           | 0    | 82   | 6     | 88         | 0                          | 0    | 1    | 2     | 3          | 0                           | 7    | 183  | 10    | 200        | 0                          | 6    | 1    | 13    | 20         | 311        |
| Total Volume                                               | 0                           | 2    | 258  | 14    | 274        | 0                          | 8    | 5    | 4     | 17         | 0                           | 52   | 721  | 25    | 798        | 0                          | 28   | 5    | 42    | 75         | 1164       |
| % App. Total                                               | 0                           | 0.7  | 94.2 | 5.1   |            | 0                          | 47.1 | 29.4 | 23.5  |            | 0                           | 6.5  | 90.4 | 3.1   |            | 0                          | 37.3 | 6.7  | 56    |            |            |
| PHF                                                        | .000                        | .250 | .787 | .583  | .778       | .000                       | .500 | .625 | .500  | .531       | .000                        | .591 | .920 | .625  | .941       | .000                       | .778 | .625 | .808  | .852       | .936       |
| LIGHT VEHICLES                                             |                             |      |      |       |            |                            |      |      |       |            |                             |      |      |       |            |                            |      |      |       |            |            |
| % LIGHT VEHICLES                                           | 0                           | 100  | 98.1 | 100   | 98.2       | 0                          | 100  | 100  | 100   | 100        | 0                           | 92.3 | 90.4 | 100   | 90.9       | 0                          | 96.4 | 100  | 90.5  | 93.3       | 92.9       |
| HEAVY VEHICLES                                             |                             |      |      |       |            |                            |      |      |       |            |                             |      |      |       |            |                            |      |      |       |            |            |
| % HEAVY VEHICLES                                           | 0                           | 0    | 1.9  | 0     | 1.8        | 0                          | 0    | 0    | 0     | 0          | 0                           | 7.7  | 9.6  | 0     | 9.1        | 0                          | 3.6  | 0    | 9.5   | 6.7        | 7.1        |



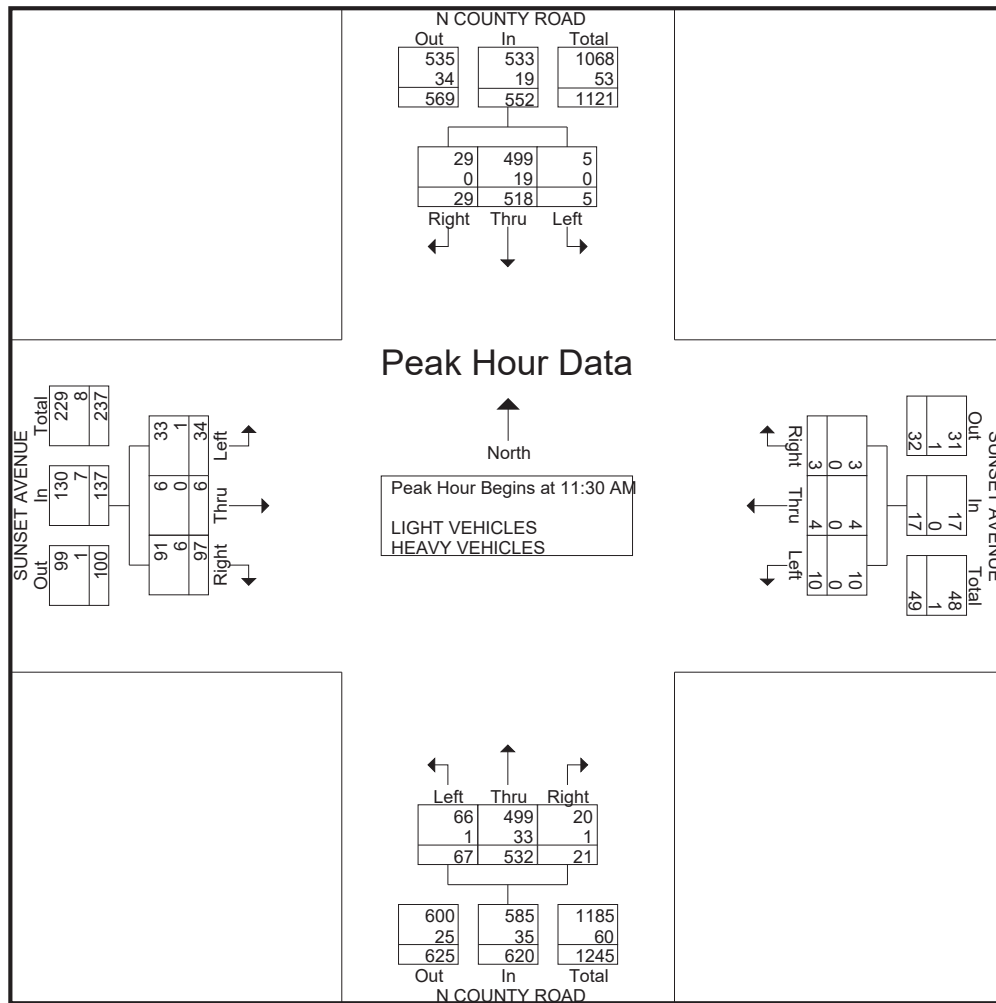
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SUNSET AVENUE & N COUNTY ROAD  
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|                                                            | N COUNTY ROAD<br>From North |      |      |       |            | SUNSET AVENUE<br>From East |      |      |       |            | N COUNTY ROAD<br>From South |      |      |       |            | SUNSET AVENUE<br>From West |      |      |       |            |            |
|------------------------------------------------------------|-----------------------------|------|------|-------|------------|----------------------------|------|------|-------|------------|-----------------------------|------|------|-------|------------|----------------------------|------|------|-------|------------|------------|
| Start Time                                                 | UTurn                       | Left | Thru | Right | App. Total | UTurn                      | Left | Thru | Right | App. Total | UTurn                       | Left | Thru | Right | App. Total | UTurn                      | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1 |                             |      |      |       |            |                            |      |      |       |            |                             |      |      |       |            |                            |      |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 11:30 AM       |                             |      |      |       |            |                            |      |      |       |            |                             |      |      |       |            |                            |      |      |       |            |            |
| 11:30 AM                                                   | 0                           | 2    | 122  | 5     | 129        | 0                          | 3    | 2    | 1     | 6          | 0                           | 12   | 135  | 5     | 152        | 0                          | 6    | 0    | 27    | 33         | 320        |
| 11:45 AM                                                   | 0                           | 1    | 135  | 14    | 150        | 0                          | 2    | 1    | 1     | 4          | 0                           | 19   | 147  | 7     | 173        | 0                          | 7    | 4    | 29    | 40         | 367        |
| 12:00 PM                                                   | 0                           | 1    | 126  | 5     | 132        | 0                          | 2    | 1    | 0     | 3          | 0                           | 15   | 129  | 2     | 146        | 0                          | 11   | 0    | 20    | 31         | 312        |
| 12:15 PM                                                   | 0                           | 1    | 135  | 5     | 141        | 0                          | 3    | 0    | 1     | 4          | 0                           | 21   | 121  | 7     | 149        | 0                          | 10   | 2    | 21    | 33         | 327        |
| Total Volume                                               | 0                           | 5    | 518  | 29    | 552        | 0                          | 10   | 4    | 3     | 17         | 0                           | 67   | 532  | 21    | 620        | 0                          | 34   | 6    | 97    | 137        | 1326       |
| % App. Total                                               | 0                           | 0.9  | 93.8 | 5.3   |            | 0                          | 58.8 | 23.5 | 17.6  |            | 0                           | 10.8 | 85.8 | 3.4   |            | 0                          | 24.8 | 4.4  | 70.8  |            |            |
| PHF                                                        | .000                        | .625 | .959 | .518  | .920       | .000                       | .833 | .500 | .750  | .708       | .000                        | .798 | .905 | .750  | .896       | .000                       | .773 | .375 | .836  | .856       | .903       |
| LIGHT VEHICLES                                             |                             |      |      |       |            |                            |      |      |       |            |                             |      |      |       |            |                            |      |      |       |            |            |
| % LIGHT VEHICLES                                           | 0                           | 100  | 96.3 | 100   | 96.6       | 0                          | 100  | 100  | 100   | 100        | 0                           | 98.5 | 93.8 | 95.2  | 94.4       | 0                          | 97.1 | 100  | 93.8  | 94.9       | 95.4       |
| HEAVY VEHICLES                                             |                             |      |      |       |            |                            |      |      |       |            |                             |      |      |       |            |                            |      |      |       |            |            |
| % HEAVY VEHICLES                                           | 0                           | 0    | 3.7  | 0     | 3.4        | 0                          | 0    | 0    | 0     | 0          | 0                           | 1.5  | 6.2  | 4.8   | 5.6        | 0                          | 2.9  | 0    | 6.2   | 5.1        | 4.6        |



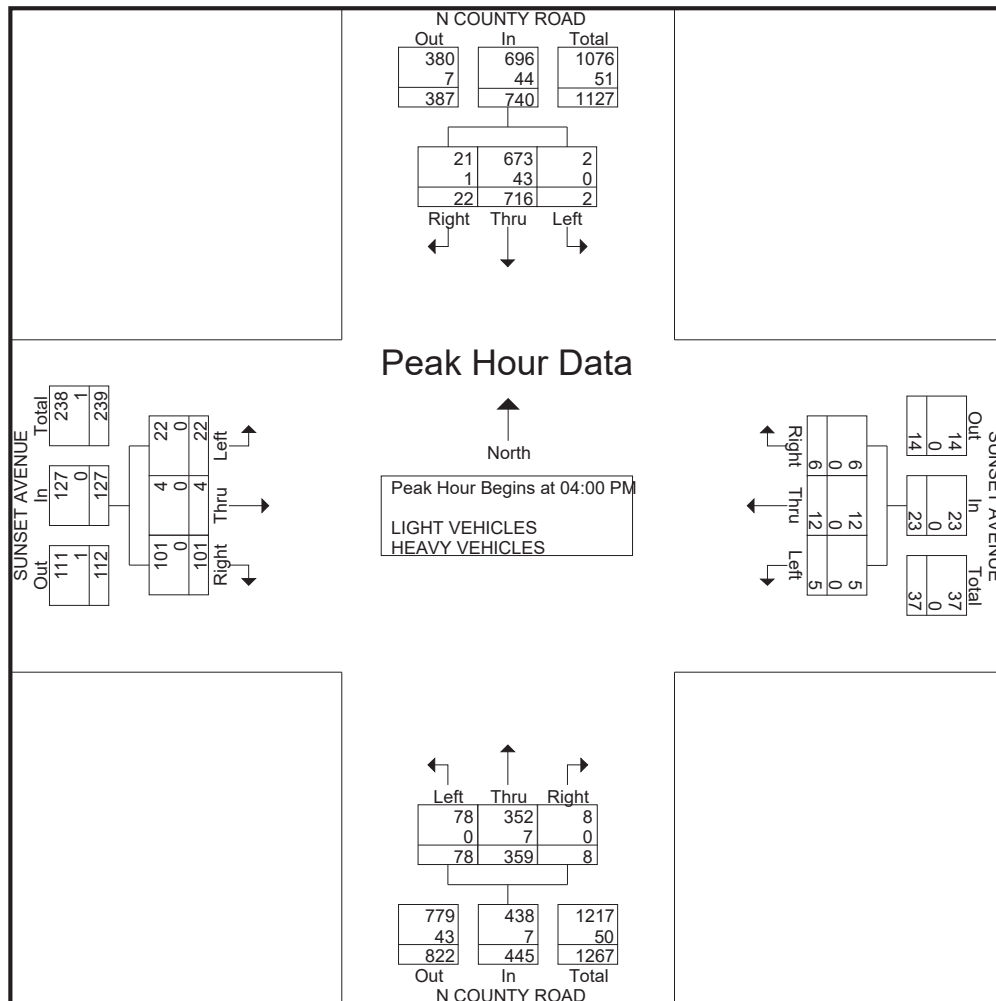
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|                                                            | N COUNTY ROAD<br>From North |      |      |       |            | SUNSET AVENUE<br>From East |      |      |       |            | N COUNTY ROAD<br>From South |      |      |       |            | SUNSET AVENUE<br>From West |      |      |       |            |            |
|------------------------------------------------------------|-----------------------------|------|------|-------|------------|----------------------------|------|------|-------|------------|-----------------------------|------|------|-------|------------|----------------------------|------|------|-------|------------|------------|
| Start Time                                                 | UTurn                       | Left | Thru | Right | App. Total | UTurn                      | Left | Thru | Right | App. Total | UTurn                       | Left | Thru | Right | App. Total | UTurn                      | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1 |                             |      |      |       |            |                            |      |      |       |            |                             |      |      |       |            |                            |      |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 04:00 PM       |                             |      |      |       |            |                            |      |      |       |            |                             |      |      |       |            |                            |      |      |       |            |            |
| 04:00 PM                                                   | 0                           | 1    | 214  | 6     | 221        | 0                          | 1    | 5    | 0     | 6          | 0                           | 18   | 99   | 3     | 120        | 0                          | 4    | 1    | 20    | 25         | 372        |
| 04:15 PM                                                   | 0                           | 1    | 169  | 7     | 177        | 0                          | 2    | 6    | 1     | 9          | 0                           | 24   | 84   | 3     | 111        | 0                          | 6    | 0    | 27    | 33         | 330        |
| 04:30 PM                                                   | 0                           | 0    | 201  | 3     | 204        | 0                          | 1    | 1    | 2     | 4          | 0                           | 12   | 79   | 1     | 92         | 0                          | 8    | 2    | 29    | 39         | 339        |
| 04:45 PM                                                   | 0                           | 0    | 132  | 6     | 138        | 0                          | 1    | 0    | 3     | 4          | 0                           | 24   | 97   | 1     | 122        | 0                          | 4    | 1    | 25    | 30         | 294        |
| Total Volume                                               | 0                           | 2    | 716  | 22    | 740        | 0                          | 5    | 12   | 6     | 23         | 0                           | 78   | 359  | 8     | 445        | 0                          | 22   | 4    | 101   | 127        | 1335       |
| % App. Total                                               | 0                           | 0.3  | 96.8 | 3     |            | 0                          | 21.7 | 52.2 | 26.1  |            | 0                           | 17.5 | 80.7 | 1.8   |            | 0                          | 17.3 | 3.1  | 79.5  |            |            |
| PHF                                                        | .000                        | .500 | .836 | .786  | .837       | .000                       | .625 | .500 | .500  | .639       | .000                        | .813 | .907 | .667  | .912       | .000                       | .688 | .500 | .871  | .814       | .897       |
| LIGHT VEHICLES                                             |                             |      |      |       |            |                            |      |      |       |            |                             |      |      |       |            |                            |      |      |       |            |            |
| % LIGHT VEHICLES                                           | 0                           | 100  | 94.0 | 95.5  | 94.1       | 0                          | 100  | 100  | 100   | 100        | 0                           | 100  | 98.1 | 100   | 98.4       | 0                          | 100  | 100  | 100   | 100        | 96.2       |
| HEAVY VEHICLES                                             |                             |      |      |       |            |                            |      |      |       |            |                             |      |      |       |            |                            |      |      |       |            |            |
| % HEAVY VEHICLES                                           | 0                           | 0    | 6.0  | 4.5   | 5.9        | 0                          | 0    | 0    | 0     | 0          | 0                           | 0    | 1.9  | 0     | 1.6        | 0                          | 0    | 0    | 0     | 0          | 3.8        |



# Traffic Survey Specialists, Inc.

85 SE 4th Avenue, Unit 109, Delray Beach, Florida 33483  
Phone (561) 272-3255

SUNSET AVENUE & N COUNTY ROAD  
PALM BEACH, FLORIDA  
VIDEO COUNT  
SIGNALIZED

File Name : sunset & n county  
Site Code : 220182  
Start Date : 11/29/2022  
Page No : 1

## Groups Printed- BICYCLES ON THE ROAD

|            | N COUNTY ROAD<br>From North |      |      |       | SUNSET AVENUE<br>From East |      |      |       | N COUNTY ROAD<br>From South |      |      |       | SUNSET AVENUE<br>From West |      |      |       |            |
|------------|-----------------------------|------|------|-------|----------------------------|------|------|-------|-----------------------------|------|------|-------|----------------------------|------|------|-------|------------|
| Start Time | UTurn                       | Left | Thru | Right | UTurn                      | Left | Thru | Right | UTurn                       | Left | Thru | Right | UTurn                      | Left | Thru | Right | Int. Total |
| 06:00 AM   | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 1    | 0     | 0                          | 0    | 0    | 0     | 1          |
| 06:15 AM   | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0          |
| 06:30 AM   | 0                           | 0    | 2    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 2          |
| 06:45 AM   | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 2    | 0     | 0                          | 0    | 0    | 0     | 2          |
| Total      | 0                           | 0    | 2    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 3    | 0     | 0                          | 0    | 0    | 0     | 5          |
| 07:00 AM   | 0                           | 0    | 1    | 0     | 0                          | 0    | 0    | 0     | 0                           | 1    | 4    | 0     | 0                          | 0    | 0    | 0     | 6          |
| 07:15 AM   | 0                           | 0    | 2    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 1    | 0     | 0                          | 0    | 0    | 0     | 3          |
| 07:30 AM   | 0                           | 0    | 1    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 25   | 0     | 0                          | 0    | 0    | 0     | 26         |
| 07:45 AM   | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0          |
| Total      | 0                           | 0    | 4    | 0     | 0                          | 0    | 0    | 0     | 0                           | 1    | 30   | 0     | 0                          | 0    | 0    | 0     | 35         |
| 08:00 AM   | 0                           | 0    | 1    | 1     | 0                          | 0    | 0    | 0     | 0                           | 0    | 1    | 0     | 0                          | 0    | 0    | 0     | 3          |
| 08:15 AM   | 0                           | 0    | 1    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 5    | 0     | 0                          | 0    | 0    | 1     | 7          |
| 08:30 AM   | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0          |
| 08:45 AM   | 0                           | 0    | 3    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 2    | 0     | 0                          | 0    | 2    | 1     | 8          |
| Total      | 0                           | 0    | 5    | 1     | 0                          | 0    | 0    | 0     | 0                           | 0    | 8    | 0     | 0                          | 0    | 2    | 2     | 18         |
| 09:00 AM   | 0                           | 0    | 3    | 0     | 0                          | 0    | 2    | 0     | 0                           | 0    | 2    | 0     | 0                          | 0    | 0    | 0     | 7          |
| 09:15 AM   | 0                           | 0    | 3    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 2    | 0     | 0                          | 0    | 0    | 0     | 5          |
| 09:30 AM   | 0                           | 0    | 4    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 1    | 0     | 0                          | 0    | 0    | 0     | 5          |
| 09:45 AM   | 0                           | 0    | 2    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 1    | 0     | 0                          | 0    | 0    | 0     | 3          |
| Total      | 0                           | 0    | 12   | 0     | 0                          | 0    | 2    | 0     | 0                           | 0    | 6    | 0     | 0                          | 0    | 0    | 0     | 20         |
| 10:00 AM   | 0                           | 0    | 4    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 3    | 0     | 0                          | 0    | 0    | 0     | 7          |
| 10:15 AM   | 0                           | 0    | 4    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 2    | 0     | 0                          | 0    | 0    | 0     | 6          |
| 10:30 AM   | 0                           | 0    | 3    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 8    | 0     | 0                          | 0    | 0    | 0     | 11         |
| 10:45 AM   | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                           | 4    | 0    | 0     | 0                          | 0    | 0    | 0     | 4          |
| Total      | 0                           | 0    | 11   | 0     | 0                          | 0    | 0    | 0     | 0                           | 4    | 13   | 0     | 0                          | 0    | 0    | 0     | 28         |
| 11:00 AM   | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0          |
| 11:15 AM   | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                          | 1    | 0    | 0     | 1          |
| 11:30 AM   | 0                           | 0    | 1    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 1          |
| 11:45 AM   | 0                           | 0    | 1    | 2     | 0                          | 0    | 0    | 0     | 0                           | 0    | 2    | 0     | 0                          | 0    | 0    | 0     | 5          |
| Total      | 0                           | 0    | 2    | 2     | 0                          | 0    | 0    | 0     | 0                           | 0    | 2    | 0     | 0                          | 1    | 0    | 0     | 7          |
| 12:00 PM   | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0          |
| 12:15 PM   | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 0    | 1     | 0                          | 0    | 0    | 0     | 1          |
| 12:30 PM   | 0                           | 0    | 1    | 0     | 0                          | 0    | 2    | 0     | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 3          |
| 12:45 PM   | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 5    | 0     | 0                          | 0    | 1    | 0     | 6          |
| Total      | 0                           | 0    | 1    | 0     | 0                          | 0    | 2    | 0     | 0                           | 0    | 5    | 1     | 0                          | 0    | 1    | 0     | 10         |
| 01:00 PM   | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0          |
| 01:15 PM   | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0          |
| 01:30 PM   | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 5    | 0     | 0                          | 0    | 0    | 0     | 5          |
| 01:45 PM   | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                          | 1    | 0    | 0     | 1          |
| Total      | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 5    | 0     | 0                          | 1    | 0    | 0     | 6          |
| 02:00 PM   | 0                           | 0    | 2    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 2          |
| 02:15 PM   | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0          |
| 02:30 PM   | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 1    | 0     | 0                          | 0    | 0    | 0     | 1          |
| 02:45 PM   | 0                           | 0    | 0    | 0     | 0                          | 0    | 1    | 0     | 0                           | 0    | 1    | 0     | 0                          | 0    | 0    | 0     | 2          |
| Total      | 0                           | 0    | 2    | 0     | 0                          | 0    | 1    | 0     | 0                           | 0    | 2    | 0     | 0                          | 0    | 0    | 0     | 5          |

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Phone (561) 272-3255

SUNSET AVENUE & N COUNTY ROAD  
PALM BEACH, FLORIDA  
VIDEO COUNT  
SIGNALIZED

File Name : sunset & n county  
Site Code : 220182  
Start Date : 11/29/2022  
Page No : 2

## Groups Printed- BICYCLES ON THE ROAD

|             | N COUNTY ROAD<br>From North |      |      |       | SUNSET AVENUE<br>From East |      |      |       | N COUNTY ROAD<br>From South |      |      |       | SUNSET AVENUE<br>From West |      |      |       |            |
|-------------|-----------------------------|------|------|-------|----------------------------|------|------|-------|-----------------------------|------|------|-------|----------------------------|------|------|-------|------------|
| Start Time  | UTurn                       | Left | Thru | Right | UTurn                      | Left | Thru | Right | UTurn                       | Left | Thru | Right | UTurn                      | Left | Thru | Right | Int. Total |
| 03:00 PM    | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0          |
| 03:15 PM    | 0                           | 0    | 4    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 4          |
| 03:30 PM    | 0                           | 0    | 1    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 1          |
| 03:45 PM    | 0                           | 0    | 1    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 1    | 0     | 0                          | 0    | 0    | 0     | 2          |
| Total       | 0                           | 0    | 6    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 1    | 0     | 0                          | 0    | 0    | 0     | 7          |
| 04:00 PM    | 0                           | 0    | 1    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 1    | 0     | 0                          | 0    | 0    | 0     | 2          |
| 04:15 PM    | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 3    | 0     | 0                          | 0    | 0    | 0     | 3          |
| 04:30 PM    | 0                           | 0    | 4    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 2    | 0     | 0                          | 0    | 0    | 0     | 6          |
| 04:45 PM    | 0                           | 0    | 1    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 1          |
| Total       | 0                           | 0    | 6    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 6    | 0     | 0                          | 0    | 0    | 0     | 12         |
| 05:00 PM    | 0                           | 0    | 1    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 1    | 0     | 0                          | 0    | 0    | 0     | 2          |
| 05:15 PM    | 0                           | 0    | 1    | 0     | 0                          | 2    | 0    | 0     | 0                           | 0    | 3    | 0     | 0                          | 0    | 0    | 0     | 6          |
| 05:30 PM    | 0                           | 0    | 2    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 1    | 0     | 0                          | 0    | 0    | 0     | 3          |
| 05:45 PM    | 0                           | 0    | 1    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 1          |
| Total       | 0                           | 0    | 5    | 0     | 0                          | 2    | 0    | 0     | 0                           | 0    | 5    | 0     | 0                          | 0    | 0    | 0     | 12         |
| 06:00 PM    | 0                           | 0    | 1    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 1          |
| 06:15 PM    | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 1    | 0     | 0                          | 1    | 0    | 0     | 2          |
| 06:30 PM    | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 0          |
| 06:45 PM    | 0                           | 0    | 1    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 0    | 0     | 0                          | 0    | 0    | 0     | 1          |
| Total       | 0                           | 0    | 2    | 0     | 0                          | 0    | 0    | 0     | 0                           | 0    | 1    | 0     | 0                          | 1    | 0    | 0     | 4          |
| Grand Total | 0                           | 0    | 58   | 3     | 0                          | 2    | 5    | 0     | 0                           | 5    | 87   | 1     | 0                          | 3    | 3    | 2     | 169        |
| Apprch %    | 0                           | 0    | 95.1 | 4.9   | 0                          | 28.6 | 71.4 | 0     | 0                           | 5.4  | 93.5 | 1.1   | 0                          | 37.5 | 37.5 | 25    |            |
| Total %     | 0                           | 0    | 34.3 | 1.8   | 0                          | 1.2  | 3    | 0     | 0                           | 3    | 51.5 | 0.6   | 0                          | 1.8  | 1.8  | 1.2   |            |

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VIDEO COUNT  
SIGNALIZED

File Name : sunset & n county  
Site Code : 220182  
Start Date : 11/29/2022  
Page No : 1

## Groups Printed- PEDESTRIANS & BIKES

|            | N COUNTY ROAD<br>From North |      |       |       | SUNSET AVENUE<br>From East |      |       |       | N COUNTY ROAD<br>From South |      |       |       | SUNSET AVENUE<br>From West |      |       |       |            |
|------------|-----------------------------|------|-------|-------|----------------------------|------|-------|-------|-----------------------------|------|-------|-------|----------------------------|------|-------|-------|------------|
| Start Time | Peds                        | Left | BIKES | Right | Peds                       | Left | BIKES | Right | Peds                        | Left | BIKES | Right | Peds                       | Left | BIKES | Right | Int. Total |
| 06:00 AM   | 0                           | 0    | 0     | 0     | 6                          | 0    | 0     | 0     | 1                           | 0    | 0     | 0     | 1                          | 0    | 0     | 0     | 8          |
| 06:15 AM   | 0                           | 0    | 0     | 0     | 2                          | 0    | 0     | 0     | 0                           | 0    | 0     | 0     | 0                          | 0    | 0     | 0     | 2          |
| 06:30 AM   | 0                           | 0    | 0     | 0     | 0                          | 0    | 0     | 0     | 0                           | 0    | 0     | 0     | 1                          | 0    | 0     | 0     | 1          |
| 06:45 AM   | 0                           | 0    | 0     | 0     | 1                          | 0    | 0     | 0     | 0                           | 0    | 0     | 0     | 1                          | 0    | 0     | 0     | 2          |
| Total      | 0                           | 0    | 0     | 0     | 9                          | 0    | 0     | 0     | 1                           | 0    | 0     | 0     | 3                          | 0    | 0     | 0     | 13         |
| 07:00 AM   | 0                           | 0    | 0     | 0     | 10                         | 0    | 0     | 0     | 3                           | 0    | 1     | 0     | 1                          | 0    | 1     | 0     | 16         |
| 07:15 AM   | 0                           | 0    | 0     | 0     | 6                          | 0    | 0     | 0     | 2                           | 0    | 0     | 0     | 10                         | 0    | 1     | 0     | 19         |
| 07:30 AM   | 3                           | 0    | 0     | 0     | 3                          | 0    | 0     | 0     | 2                           | 0    | 0     | 0     | 1                          | 0    | 0     | 0     | 9          |
| 07:45 AM   | 1                           | 0    | 0     | 0     | 2                          | 0    | 0     | 0     | 1                           | 0    | 0     | 0     | 6                          | 0    | 4     | 0     | 14         |
| Total      | 4                           | 0    | 0     | 0     | 21                         | 0    | 0     | 0     | 8                           | 0    | 1     | 0     | 18                         | 0    | 6     | 0     | 58         |
| 08:00 AM   | 2                           | 0    | 0     | 0     | 2                          | 0    | 0     | 0     | 2                           | 0    | 0     | 0     | 4                          | 0    | 0     | 0     | 10         |
| 08:15 AM   | 0                           | 0    | 0     | 0     | 8                          | 0    | 0     | 0     | 1                           | 0    | 0     | 0     | 2                          | 0    | 1     | 0     | 12         |
| 08:30 AM   | 2                           | 0    | 0     | 0     | 3                          | 0    | 2     | 0     | 1                           | 0    | 0     | 0     | 3                          | 0    | 0     | 0     | 11         |
| 08:45 AM   | 1                           | 0    | 0     | 0     | 6                          | 0    | 0     | 0     | 4                           | 0    | 1     | 0     | 5                          | 0    | 0     | 0     | 17         |
| Total      | 5                           | 0    | 0     | 0     | 19                         | 0    | 2     | 0     | 8                           | 0    | 1     | 0     | 14                         | 0    | 1     | 0     | 50         |
| 09:00 AM   | 2                           | 0    | 0     | 0     | 6                          | 0    | 0     | 0     | 2                           | 0    | 1     | 0     | 3                          | 0    | 0     | 0     | 14         |
| 09:15 AM   | 2                           | 0    | 0     | 0     | 5                          | 0    | 0     | 0     | 5                           | 0    | 0     | 0     | 2                          | 0    | 0     | 0     | 14         |
| 09:30 AM   | 4                           | 0    | 0     | 0     | 8                          | 0    | 0     | 0     | 0                           | 0    | 0     | 0     | 6                          | 0    | 0     | 0     | 18         |
| 09:45 AM   | 2                           | 0    | 0     | 0     | 17                         | 0    | 1     | 0     | 5                           | 0    | 0     | 0     | 7                          | 0    | 0     | 0     | 32         |
| Total      | 10                          | 0    | 0     | 0     | 36                         | 0    | 1     | 0     | 12                          | 0    | 1     | 0     | 18                         | 0    | 0     | 0     | 78         |
| 10:00 AM   | 6                           | 0    | 0     | 0     | 4                          | 0    | 2     | 0     | 4                           | 0    | 2     | 0     | 4                          | 0    | 0     | 0     | 22         |
| 10:15 AM   | 2                           | 0    | 0     | 0     | 3                          | 0    | 0     | 0     | 1                           | 0    | 0     | 0     | 5                          | 0    | 0     | 0     | 11         |
| 10:30 AM   | 1                           | 0    | 0     | 0     | 6                          | 0    | 0     | 0     | 2                           | 0    | 0     | 0     | 7                          | 0    | 0     | 0     | 16         |
| 10:45 AM   | 3                           | 0    | 4     | 0     | 2                          | 0    | 1     | 0     | 3                           | 0    | 1     | 0     | 15                         | 0    | 0     | 0     | 29         |
| Total      | 12                          | 0    | 4     | 0     | 15                         | 0    | 3     | 0     | 10                          | 0    | 3     | 0     | 31                         | 0    | 0     | 0     | 78         |
| 11:00 AM   | 1                           | 0    | 0     | 0     | 3                          | 0    | 0     | 0     | 1                           | 0    | 1     | 0     | 3                          | 0    | 0     | 0     | 9          |
| 11:15 AM   | 0                           | 0    | 0     | 0     | 4                          | 0    | 0     | 0     | 0                           | 0    | 0     | 0     | 1                          | 0    | 1     | 0     | 6          |
| 11:30 AM   | 0                           | 0    | 0     | 0     | 3                          | 0    | 0     | 0     | 4                           | 0    | 0     | 0     | 1                          | 0    | 0     | 0     | 8          |
| 11:45 AM   | 2                           | 0    | 0     | 0     | 3                          | 0    | 0     | 0     | 6                           | 0    | 0     | 0     | 4                          | 0    | 0     | 0     | 15         |
| Total      | 3                           | 0    | 0     | 0     | 13                         | 0    | 0     | 0     | 11                          | 0    | 1     | 0     | 9                          | 0    | 1     | 0     | 38         |
| 12:00 PM   | 0                           | 0    | 0     | 0     | 5                          | 0    | 0     | 0     | 8                           | 0    | 0     | 0     | 4                          | 0    | 0     | 0     | 17         |
| 12:15 PM   | 0                           | 0    | 0     | 0     | 2                          | 0    | 0     | 0     | 2                           | 0    | 0     | 0     | 2                          | 0    | 1     | 0     | 7          |
| 12:30 PM   | 3                           | 0    | 0     | 0     | 2                          | 0    | 1     | 0     | 3                           | 0    | 0     | 0     | 3                          | 0    | 0     | 0     | 12         |
| 12:45 PM   | 2                           | 0    | 0     | 0     | 3                          | 0    | 0     | 0     | 3                           | 0    | 3     | 0     | 3                          | 0    | 0     | 0     | 14         |
| Total      | 5                           | 0    | 0     | 0     | 12                         | 0    | 1     | 0     | 16                          | 0    | 3     | 0     | 12                         | 0    | 1     | 0     | 50         |
| 01:00 PM   | 0                           | 0    | 0     | 0     | 2                          | 0    | 0     | 0     | 3                           | 0    | 0     | 0     | 5                          | 0    | 4     | 0     | 14         |
| 01:15 PM   | 1                           | 0    | 0     | 0     | 7                          | 0    | 0     | 0     | 9                           | 0    | 0     | 0     | 5                          | 0    | 0     | 0     | 22         |
| 01:30 PM   | 0                           | 0    | 0     | 0     | 4                          | 0    | 2     | 0     | 1                           | 0    | 2     | 0     | 2                          | 0    | 0     | 0     | 11         |
| 01:45 PM   | 3                           | 0    | 0     | 0     | 5                          | 0    | 0     | 0     | 4                           | 0    | 0     | 0     | 4                          | 0    | 4     | 0     | 20         |
| Total      | 4                           | 0    | 0     | 0     | 18                         | 0    | 2     | 0     | 17                          | 0    | 2     | 0     | 16                         | 0    | 8     | 0     | 67         |
| 02:00 PM   | 1                           | 0    | 0     | 0     | 6                          | 0    | 2     | 0     | 2                           | 0    | 2     | 0     | 0                          | 0    | 0     | 0     | 13         |
| 02:15 PM   | 0                           | 0    | 0     | 0     | 5                          | 0    | 1     | 0     | 2                           | 0    | 0     | 0     | 0                          | 0    | 0     | 0     | 8          |
| 02:30 PM   | 1                           | 0    | 0     | 0     | 4                          | 0    | 0     | 0     | 2                           | 0    | 0     | 0     | 1                          | 0    | 0     | 0     | 8          |
| 02:45 PM   | 3                           | 0    | 0     | 0     | 6                          | 0    | 0     | 0     | 2                           | 0    | 0     | 0     | 2                          | 0    | 0     | 0     | 13         |
| Total      | 5                           | 0    | 0     | 0     | 21                         | 0    | 3     | 0     | 8                           | 0    | 2     | 0     | 3                          | 0    | 0     | 0     | 42         |

# Traffic Survey Specialists, Inc.

85 SE 4th Avenue, Unit 109, Delray Beach, Florida 33483  
Phone (561) 272-3255

SUNSET AVENUE & N COUNTY ROAD  
PALM BEACH, FLORIDA  
VIDEO COUNT  
SIGNALIZED

File Name : sunset & n county  
Site Code : 220182  
Start Date : 11/29/2022  
Page No : 2

## Groups Printed- PEDESTRIANS & BIKES

|             | N COUNTY ROAD<br>From North |      |       |       | SUNSET AVENUE<br>From East |      |       |       | N COUNTY ROAD<br>From South |      |       |       | SUNSET AVENUE<br>From West |      |       |       |            |
|-------------|-----------------------------|------|-------|-------|----------------------------|------|-------|-------|-----------------------------|------|-------|-------|----------------------------|------|-------|-------|------------|
| Start Time  | Peds                        | Left | BIKES | Right | Peds                       | Left | BIKES | Right | Peds                        | Left | BIKES | Right | Peds                       | Left | BIKES | Right | Int. Total |
| 03:00 PM    | 1                           | 0    | 0     | 0     | 8                          | 0    | 0     | 0     | 3                           | 0    | 0     | 0     | 1                          | 0    | 0     | 0     | 13         |
| 03:15 PM    | 0                           | 0    | 0     | 0     | 3                          | 0    | 0     | 0     | 1                           | 0    | 1     | 0     | 2                          | 0    | 0     | 0     | 7          |
| 03:30 PM    | 0                           | 0    | 0     | 0     | 4                          | 0    | 1     | 0     | 1                           | 0    | 0     | 0     | 3                          | 0    | 0     | 0     | 9          |
| 03:45 PM    | 3                           | 0    | 0     | 0     | 2                          | 0    | 4     | 0     | 1                           | 0    | 0     | 0     | 2                          | 0    | 0     | 0     | 12         |
| Total       | 4                           | 0    | 0     | 0     | 17                         | 0    | 5     | 0     | 6                           | 0    | 1     | 0     | 8                          | 0    | 0     | 0     | 41         |
| 04:00 PM    | 1                           | 0    | 0     | 0     | 1                          | 0    | 0     | 0     | 2                           | 0    | 0     | 0     | 1                          | 0    | 1     | 0     | 6          |
| 04:15 PM    | 3                           | 0    | 0     | 0     | 1                          | 0    | 0     | 0     | 6                           | 0    | 0     | 0     | 1                          | 0    | 0     | 0     | 11         |
| 04:30 PM    | 7                           | 0    | 0     | 0     | 6                          | 0    | 0     | 0     | 2                           | 0    | 0     | 0     | 4                          | 0    | 1     | 0     | 20         |
| 04:45 PM    | 3                           | 0    | 0     | 0     | 5                          | 0    | 0     | 0     | 7                           | 0    | 0     | 0     | 5                          | 0    | 0     | 0     | 20         |
| Total       | 14                          | 0    | 0     | 0     | 13                         | 0    | 0     | 0     | 17                          | 0    | 0     | 0     | 11                         | 0    | 2     | 0     | 57         |
| 05:00 PM    | 13                          | 0    | 0     | 0     | 12                         | 0    | 1     | 0     | 2                           | 0    | 0     | 0     | 1                          | 0    | 1     | 0     | 30         |
| 05:15 PM    | 0                           | 0    | 0     | 0     | 3                          | 0    | 0     | 0     | 4                           | 0    | 0     | 0     | 0                          | 0    | 0     | 0     | 7          |
| 05:30 PM    | 3                           | 0    | 0     | 0     | 5                          | 0    | 1     | 0     | 0                           | 0    | 0     | 0     | 2                          | 0    | 1     | 0     | 12         |
| 05:45 PM    | 3                           | 0    | 0     | 0     | 2                          | 0    | 0     | 0     | 5                           | 0    | 0     | 0     | 5                          | 0    | 1     | 0     | 16         |
| Total       | 19                          | 0    | 0     | 0     | 22                         | 0    | 2     | 0     | 11                          | 0    | 0     | 0     | 8                          | 0    | 3     | 0     | 65         |
| 06:00 PM    | 3                           | 0    | 0     | 0     | 3                          | 0    | 0     | 0     | 2                           | 0    | 0     | 0     | 5                          | 0    | 0     | 0     | 13         |
| 06:15 PM    | 2                           | 0    | 0     | 0     | 2                          | 0    | 0     | 0     | 1                           | 0    | 0     | 0     | 3                          | 0    | 1     | 0     | 9          |
| 06:30 PM    | 0                           | 0    | 0     | 0     | 5                          | 0    | 0     | 0     | 4                           | 0    | 0     | 0     | 0                          | 0    | 0     | 0     | 9          |
| 06:45 PM    | 2                           | 0    | 0     | 0     | 1                          | 0    | 0     | 0     | 1                           | 0    | 0     | 0     | 0                          | 0    | 1     | 0     | 5          |
| Total       | 7                           | 0    | 0     | 0     | 11                         | 0    | 0     | 0     | 8                           | 0    | 0     | 0     | 8                          | 0    | 2     | 0     | 36         |
| Grand Total | 92                          | 0    | 4     | 0     | 227                        | 0    | 19    | 0     | 133                         | 0    | 15    | 0     | 159                        | 0    | 24    | 0     | 673        |
| Apprch %    | 95.8                        | 0    | 4.2   | 0     | 92.3                       | 0    | 7.7   | 0     | 89.9                        | 0    | 10.1  | 0     | 86.9                       | 0    | 13.1  | 0     |            |
| Total %     | 13.7                        | 0    | 0.6   | 0     | 33.7                       | 0    | 2.8   | 0     | 19.8                        | 0    | 2.2   | 0     | 23.6                       | 0    | 3.6   | 0     |            |

VOLUME DEVELOPMENT SHEET  
PARAMOUNT PALM BEACH  
SUNRISE AVE & COUNTY ROAD  
EXISTING GEOMETRY

Growth Rate = 1.00%  
Peak Season = 1  
Buildout Year = 2027  
Years = 5

AM Peak Hour

|                                                | Northbound |       |       | Southbound |       |      | Eastbound |      |      | Westbound |      |      |
|------------------------------------------------|------------|-------|-------|------------|-------|------|-----------|------|------|-----------|------|------|
|                                                | LT         | Thru  | RT    | LT         | Thru  | RT   | LT        | Thru | RT   | LT        | Thru | RT   |
| Existing Volume on 11/29/2022                  | 35         | 634   | 83    | 9          | 198   | 28   | 47        | 18   | 29   | 46        | 19   | 7    |
| Peak Season Volume                             | 35         | 634   | 83    | 9          | 198   | 28   | 47        | 18   | 29   | 46        | 19   | 7    |
| Traffic Volume Growth<br>Committed Development | 2          | 32    | 4     | 0          | 10    | 1    | 2         | 1    | 1    | 2         | 1    | 0    |
| 1.0% Traffic Volume Growth                     | 2          | 32    | 4     | 0          | 10    | 1    | 2         | 1    | 1    | 2         | 1    | 0    |
| Committed + 1.0% Growth                        | 2          | 32    | 4     | 0          | 10    | 1    | 2         | 1    | 1    | 2         | 1    | 0    |
| Max (Committed + 1.0% or Historic Growth)      | 2          | 32    | 4     | 0          | 10    | 1    | 2         | 1    | 1    | 2         | 1    | 0    |
| Background Traffic Volumes                     | 37         | 666   | 87    | 9          | 208   | 29   | 49        | 19   | 30   | 48        | 20   | 7    |
| Project Traffic                                |            |       |       |            |       |      |           |      |      |           |      |      |
| Inbound Traffic Assignment                     |            |       | 20.0% | 15.0%      | 15.0% |      |           | 5.0% |      |           |      |      |
| Inbound Traffic Volumes                        |            |       | 3     | 2          | 2     |      |           | 1    |      |           |      |      |
| Outbound Traffic Assignment                    | 5.0%       | 30.0% | 10.0% |            |       |      |           |      |      |           |      |      |
| Outbound Traffic Volumes                       | 1          | 3     | 1     |            |       |      |           |      |      |           |      |      |
| Project Traffic                                | 1          | 3     | 4     | 2          | 2     | 0    | 0         | 1    | 0    | 0         | 0    | 0    |
| Total Traffic w/o RTOR                         | 38         | 669   | 91    | 11         | 210   | 29   | 49        | 20   | 30   | 48        | 20   | 7    |
| RTOR Reduction                                 |            |       | (60)  |            |       | (60) |           |      | (60) |           |      | (60) |
| TOTAL TRAFFIC                                  | 38         | 669   | 31    | 11         | 210   | 0    | 49        | 20   | 0    | 48        | 20   | 0    |

PM Peak Hour

|                                                | Northbound |       |       | Southbound |       |      | Eastbound |      |      | Westbound |      |      |
|------------------------------------------------|------------|-------|-------|------------|-------|------|-----------|------|------|-----------|------|------|
|                                                | LT         | Thru  | RT    | LT         | Thru  | RT   | LT        | Thru | RT   | LT        | Thru | RT   |
| Existing Volume on 11/29/2022                  | 49         | 260   | 77    | 12         | 590   | 60   | 36        | 22   | 75   | 70        | 54   | 10   |
| Peak Season Volume                             | 49         | 260   | 77    | 12         | 590   | 60   | 36        | 22   | 75   | 70        | 54   | 10   |
| Traffic Volume Growth<br>Committed Development | 2          | 13    | 4     | 1          | 30    | 3    | 2         | 1    | 4    | 4         | 3    | 1    |
| 1.0% Traffic Volume Growth                     | 2          | 13    | 4     | 1          | 30    | 3    | 2         | 1    | 4    | 4         | 3    | 1    |
| Committed + 1.0% Growth                        | 2          | 13    | 4     | 1          | 30    | 3    | 2         | 1    | 4    | 4         | 3    | 1    |
| Max (Committed + 1.0% or Historic Growth)      | 2          | 13    | 4     | 1          | 30    | 3    | 2         | 1    | 4    | 4         | 3    | 1    |
| Background Traffic Volumes                     | 51         | 273   | 81    | 13         | 620   | 63   | 38        | 23   | 79   | 74        | 57   | 11   |
| Project Traffic                                |            |       |       |            |       |      |           |      |      |           |      |      |
| Inbound Traffic Assignment                     |            |       | 20.0% | 15.0%      | 15.0% |      |           | 5.0% |      |           |      |      |
| Inbound Traffic Volumes                        |            |       | 17    | 13         | 13    |      |           | 4    |      |           |      |      |
| Outbound Traffic Assignment                    | 5.0%       | 30.0% | 10.0% |            |       |      |           |      |      |           |      |      |
| Outbound Traffic Volumes                       | 3          | 16    | 5     |            |       |      |           |      |      |           |      |      |
| Project Traffic                                | 3          | 16    | 22    | 13         | 13    | 0    | 0         | 4    | 0    | 0         | 0    | 0    |
| Total Traffic w/o RTOR                         | 54         | 289   | 103   | 26         | 633   | 63   | 38        | 27   | 79   | 74        | 57   | 11   |
| RTOR Reduction                                 |            |       | (60)  |            |       | (60) |           |      | (60) |           |      | (60) |
| TOTAL TRAFFIC                                  | 54         | 289   | 43    | 26         | 633   | 3    | 38        | 27   | 19   | 74        | 57   | 0    |

VOLUME DEVELOPMENT SHEET  
PARAMOUNT PALM BEACH  
SUNSET AVE & COUNTY ROAD  
EXISTING GEOMETRY

Growth Rate = 1.00%  
Peak Season = 1  
Buildout Year = 2027  
Years = 5

AM Peak Hour

|                                                | Northbound |       |       | Southbound |      |      | Eastbound |      |      | Westbound |      |       |
|------------------------------------------------|------------|-------|-------|------------|------|------|-----------|------|------|-----------|------|-------|
|                                                | LT         | Thru  | RT    | LT         | Thru | RT   | LT        | Thru | RT   | LT        | Thru | RT    |
| Existing Volume on 11/29/2022                  | 52         | 721   | 25    | 2          | 258  | 14   | 28        | 5    | 42   | 8         | 5    | 4     |
| Peak Season Volume                             | 52         | 721   | 25    | 2          | 258  | 14   | 28        | 5    | 42   | 8         | 5    | 4     |
| Traffic Volume Growth<br>Committed Development | 3          | 37    | 1     | 0          | 13   | 1    | 1         | 0    | 2    | 0         | 0    | 0     |
| 1.0% Traffic Volume Growth                     | 3          | 37    | 1     | 0          | 13   | 1    | 1         | 0    | 2    | 0         | 0    | 0     |
| Committed + 1.0% Growth                        | 3          | 37    | 1     | 0          | 13   | 1    | 1         | 0    | 2    | 0         | 0    | 0     |
| Max (Committed + 1.0% or Historic Growth)      | 3          | 37    | 1     | 0          | 13   | 1    | 1         | 0    | 2    | 0         | 0    | 0     |
| Background Traffic Volumes                     | 55         | 758   | 26    | 2          | 271  | 15   | 29        | 5    | 44   | 8         | 5    | 4     |
| Project Traffic                                |            |       |       |            |      |      |           |      |      |           |      |       |
| Inbound Traffic Assignment                     |            | 20.0% | 30.0% | 15.0%      |      |      |           | 5.0% |      |           |      |       |
| Inbound Traffic Volumes                        |            | 3     | 4     | 2          |      |      |           | 1    |      |           |      |       |
| Outbound Traffic Assignment                    |            |       |       |            |      |      |           |      |      | 50.0%     | 5.0% | 45.0% |
| Outbound Traffic Volumes                       |            |       |       |            |      |      |           |      |      | 5         | 1    | 5     |
| Project Traffic                                | 0          | 3     | 4     | 2          | 0    | 0    | 0         | 1    | 0    | 5         | 1    | 5     |
| Total Traffic w/o RTOR                         | 55         | 761   | 30    | 4          | 271  | 15   | 29        | 6    | 44   | 13        | 6    | 9     |
| RTOR Reduction                                 |            |       | (60)  |            |      | (60) |           |      | (60) |           |      | (60)  |
| TOTAL TRAFFIC                                  | 55         | 761   | 0     | 4          | 271  | 0    | 29        | 6    | 0    | 13        | 6    | 0     |

PM Peak Hour

|                                                | Northbound |       |       | Southbound |      |      | Eastbound |      |      | Westbound |      |       |
|------------------------------------------------|------------|-------|-------|------------|------|------|-----------|------|------|-----------|------|-------|
|                                                | LT         | Thru  | RT    | LT         | Thru | RT   | LT        | Thru | RT   | LT        | Thru | RT    |
| Existing Volume on 11/29/2022                  | 78         | 359   | 8     | 2          | 716  | 22   | 22        | 4    | 101  | 5         | 12   | 6     |
| Peak Season Volume                             | 78         | 359   | 8     | 2          | 716  | 22   | 22        | 4    | 101  | 5         | 12   | 6     |
| Traffic Volume Growth<br>Committed Development | 4          | 18    | 0     | 0          | 37   | 1    | 1         | 0    | 5    | 0         | 1    | 0     |
| 1.0% Traffic Volume Growth                     | 4          | 18    | 0     | 0          | 37   | 1    | 1         | 0    | 5    | 0         | 1    | 0     |
| Committed + 1.0% Growth                        | 4          | 18    | 0     | 0          | 37   | 1    | 1         | 0    | 5    | 0         | 1    | 0     |
| Max (Committed + 1.0% or Historic Growth)      | 4          | 18    | 0     | 0          | 37   | 1    | 1         | 0    | 5    | 0         | 1    | 0     |
| Background Traffic Volumes                     | 82         | 377   | 8     | 2          | 753  | 23   | 23        | 4    | 106  | 5         | 13   | 6     |
| Project Traffic                                |            |       |       |            |      |      |           |      |      |           |      |       |
| Inbound Traffic Assignment                     |            | 20.0% | 30.0% | 15.0%      |      |      |           | 5.0% |      |           |      |       |
| Inbound Traffic Volumes                        |            | 17    | 25    | 13         |      |      |           | 4    |      |           |      |       |
| Outbound Traffic Assignment                    |            |       |       |            |      |      |           |      |      | 50.0%     | 5.0% | 45.0% |
| Outbound Traffic Volumes                       |            |       |       |            |      |      |           |      |      | 26        | 3    | 23    |
| Project Traffic                                | 0          | 17    | 25    | 13         | 0    | 0    | 0         | 4    | 0    | 26        | 3    | 23    |
| Total Traffic w/o RTOR                         | 82         | 394   | 33    | 15         | 753  | 23   | 23        | 8    | 106  | 31        | 16   | 29    |
| RTOR Reduction                                 |            |       | (60)  |            |      | (60) |           |      | (60) |           |      | (60)  |
| TOTAL TRAFFIC                                  | 82         | 394   | 0     | 15         | 753  | 0    | 23        | 8    | 46   | 31        | 16   | 0     |

VOLUME DEVELOPMENT SHEET  
PARAMOUNT PALM BEACH  
ROYAL POINCIANA WAY & COUNTY ROAD  
EXISTING GEOMETRY

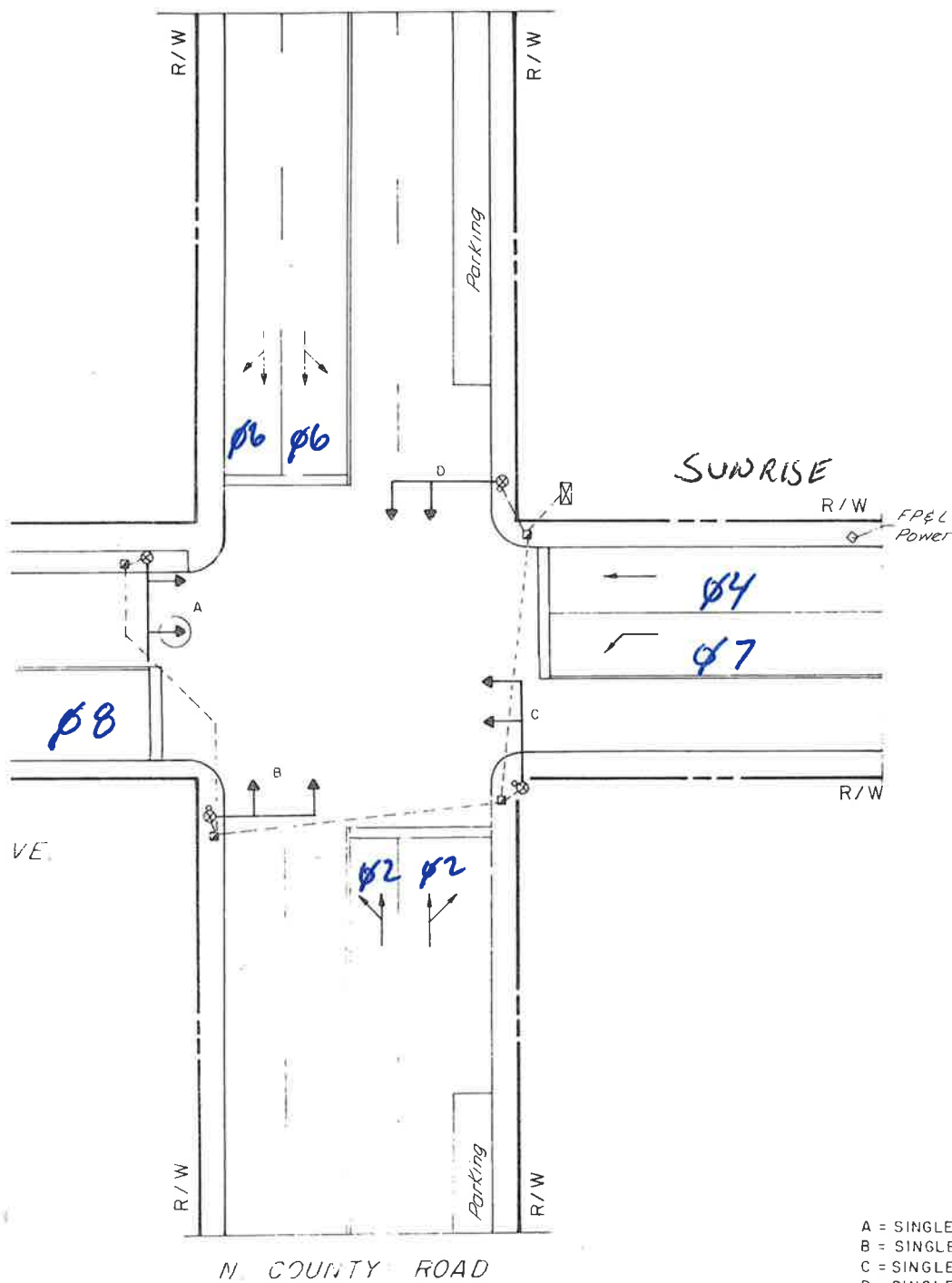
Growth Rate = 1.00%  
Peak Season = 1  
Buildout Year = 2027  
Years = 5

AM Peak Hour

|                                                | Northbound |       |      | Southbound |       |     | Eastbound |      |     | Westbound |      |    |
|------------------------------------------------|------------|-------|------|------------|-------|-----|-----------|------|-----|-----------|------|----|
|                                                | LT         | Thru  | RT   | LT         | Thru  | RT  | LT        | Thru | RT  | LT        | Thru | RT |
| Existing Volume on 11/29/2022                  | 101        | 517   | 54   | 0          | 186   | 109 | 289       | 49   | 189 | 5         | 36   | 8  |
| Peak Season Volume                             | 101        | 517   | 54   | 0          | 186   | 109 | 289       | 49   | 189 | 5         | 36   | 8  |
| Traffic Volume Growth<br>Committed Development | 5          | 26    | 3    | 0          | 9     | 6   | 15        | 2    | 10  | 0         | 2    | 0  |
| 1.0% Traffic Volume Growth                     | 5          | 26    | 3    | 0          | 9     | 6   | 15        | 2    | 10  | 0         | 2    | 0  |
| Committed + 1.0% Growth                        | 5          | 26    | 3    | 0          | 9     | 6   | 15        | 2    | 10  | 0         | 2    | 0  |
| Max (Committed + 1.0% or Historic Growth)      | 5          | 26    | 3    | 0          | 9     | 6   | 15        | 2    | 10  | 0         | 2    | 0  |
| Background Traffic Volumes                     | 106        | 543   | 57   | 0          | 195   | 115 | 304       | 51   | 199 | 5         | 38   | 8  |
| Project Traffic                                |            |       |      |            |       |     |           |      |     |           |      |    |
| Inbound Traffic Assignment                     |            | 20.0% |      |            |       |     | 30.0%     |      |     |           |      |    |
| Inbound Traffic Volumes                        |            | 3     |      |            |       |     | 4         |      |     |           |      |    |
| Outbound Traffic Assignment                    |            |       |      | 20.0%      | 30.0% |     |           |      |     |           |      |    |
| Outbound Traffic Volumes                       |            |       |      | 2          | 3     |     |           |      |     |           |      |    |
| Project Traffic                                | 0          | 3     | 0    | 0          | 2     | 3   | 4         | 0    | 0   | 0         | 0    | 0  |
| Total Traffic w/o RTOR                         | 106        | 546   | 57   | 0          | 197   | 118 | 308       | 51   | 199 | 5         | 38   | 8  |
| RTOR Reduction                                 |            |       | (60) |            | (60)  |     |           | (60) |     |           | (60) |    |
| TOTAL TRAFFIC                                  | 106        | 546   | 0    | 0          | 197   | 58  | 308       | 51   | 139 | 5         | 38   | 0  |

PM Peak Hour

|                                                | Northbound |       |      | Southbound |       |     | Eastbound |      |     | Westbound |      |    |
|------------------------------------------------|------------|-------|------|------------|-------|-----|-----------|------|-----|-----------|------|----|
|                                                | LT         | Thru  | RT   | LT         | Thru  | RT  | LT        | Thru | RT  | LT        | Thru | RT |
| Existing Volume on 11/29/2022                  | 180        | 306   | 27   | 0          | 444   | 377 | 125       | 44   | 141 | 45        | 76   | 21 |
| Peak Season Volume                             | 180        | 306   | 27   | 0          | 444   | 377 | 125       | 44   | 141 | 45        | 76   | 21 |
| Traffic Volume Growth<br>Committed Development | 9          | 16    | 1    | 0          | 23    | 19  | 6         | 2    | 7   | 2         | 4    | 1  |
| 1.0% Traffic Volume Growth                     | 9          | 16    | 1    | 0          | 23    | 19  | 6         | 2    | 7   | 2         | 4    | 1  |
| Committed + 1.0% Growth                        | 9          | 16    | 1    | 0          | 23    | 19  | 6         | 2    | 7   | 2         | 4    | 1  |
| Max (Committed + 1.0% or Historic Growth)      | 9          | 16    | 1    | 0          | 23    | 19  | 6         | 2    | 7   | 2         | 4    | 1  |
| Background Traffic Volumes                     | 189        | 322   | 28   | 0          | 467   | 396 | 131       | 46   | 148 | 47        | 80   | 22 |
| Project Traffic                                |            |       |      |            |       |     |           |      |     |           |      |    |
| Inbound Traffic Assignment                     |            | 20.0% |      |            |       |     | 30.0%     |      |     |           |      |    |
| Inbound Traffic Volumes                        |            | 17    |      |            |       |     | 25        |      |     |           |      |    |
| Outbound Traffic Assignment                    |            |       |      | 20.0%      | 30.0% |     |           |      |     |           |      |    |
| Outbound Traffic Volumes                       |            |       |      | 10         | 16    |     |           |      |     |           |      |    |
| Project Traffic                                | 0          | 17    | 0    | 0          | 10    | 16  | 25        | 0    | 0   | 0         | 0    | 0  |
| Total Traffic w/o RTOR                         | 189        | 339   | 28   | 0          | 477   | 412 | 156       | 46   | 148 | 47        | 80   | 22 |
| RTOR Reduction                                 |            |       | (60) |            | (60)  |     |           | (60) |     |           | (60) |    |
| TOTAL TRAFFIC                                  | 189        | 339   | 0    | 0          | 477   | 352 | 156       | 46   | 88  | 47        | 80   | 0  |



- A = SINGLE MAST ARM 20°
- B = SINGLE MAST ARM 20°
- C = SINGLE MAST ARM 20°
- D = SINGLE MAST ARM 20°

# LEGEND

CONTROLLER CABINET

Royal Poinciana - North County & Sunrise

## Controller Timing Plan (MM)2-1

### Plan 1

[illegible]

W ↑

SUNSET/  
COUNTY

φ2  
↓

φ4

φ8

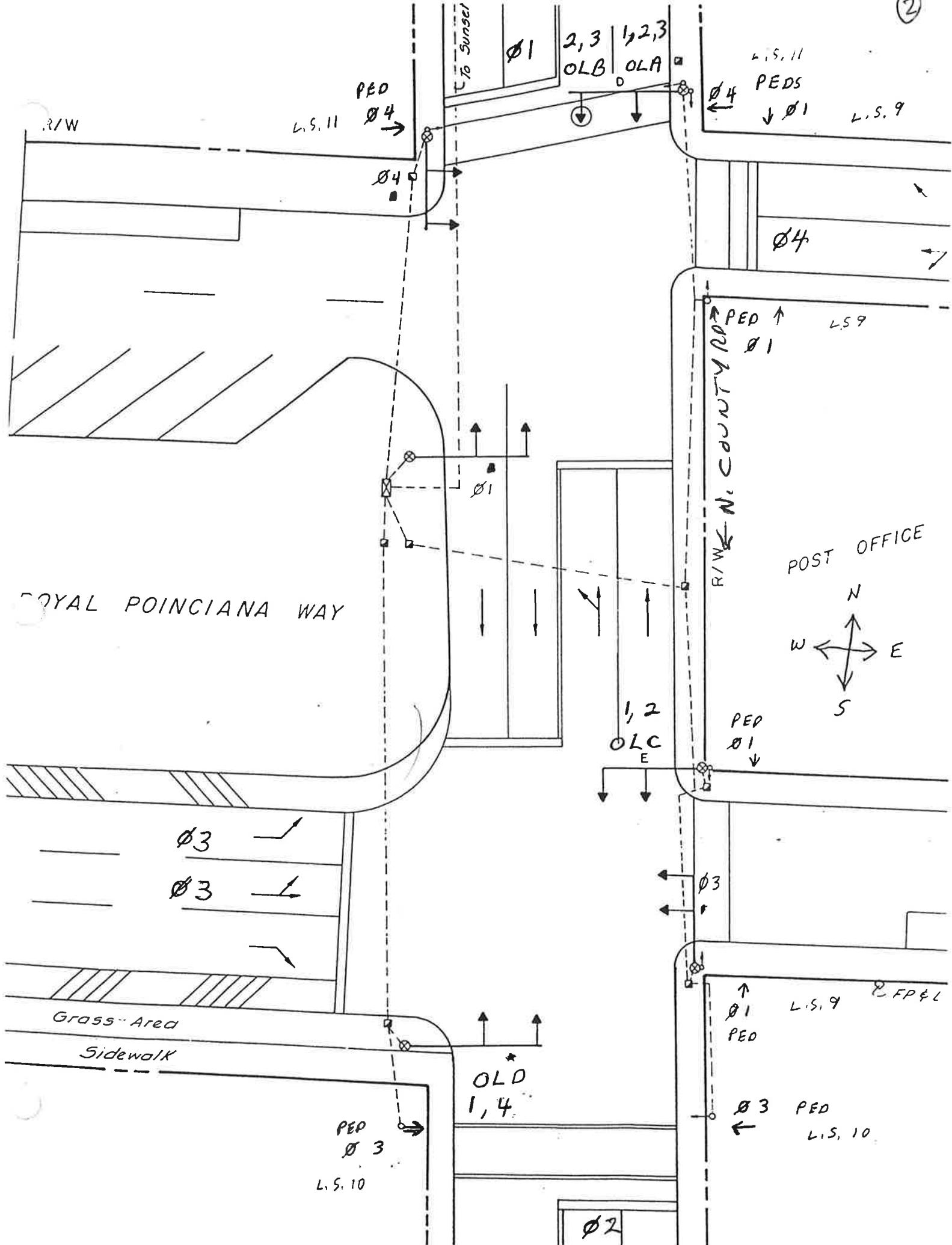
φ6  
↑

## Royal Poinciana - County & Sunset

## Controller Timing Plan (MM)2-1

## Plan 1

[illegible]



R/W

PED Ø4  
L.S. 11

To Sunset

Ø1

2, 3  
OLB

1, 2, 3  
OLA

L.S. 11  
PEDS  
↓ Ø1

L.S. 9

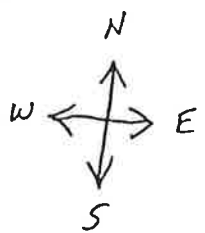
Ø4

PED Ø1  
↑

L.S. 9

R/W N. COUNTY RD

POST OFFICE



PED Ø1  
↓

1, 2  
OLC  
E

Ø3

Ø3

Ø3

Grass Area

Sidewalk

PED Ø3

L.S. 10

OLD  
1, 4

Ø1  
PED  
↑

L.S. 9

FP & L

Ø3  
←

PED

L.S. 10

Ø2

S.O. 1819-72-002  
D-73553

| PHASE        | 1           | 2      | 3           | 4           | 5   | 6   | 7   | 8   | A     | B     | C     | D     |
|--------------|-------------|--------|-------------|-------------|-----|-----|-----|-----|-------|-------|-------|-------|
| SIG#         | 1           | TIMING | 3           | 4           | N/U | N/U | N/U | N/U | A     | B     | C     | D     |
| OVLP         |             |        |             |             |     |     |     |     | 1,2,3 | 2,3   | 1,2   | 1,4   |
| GRN          | 1G-B        |        | 3G-B        | 4G-B        |     |     |     |     | 9G-B  | 10G-B | 11G-B | 12G-B |
| YEL          | 1Y-B        |        | 3Y-B        | 4Y-B        |     |     |     |     | 9Y-B  | 10Y-B | 11Y-B | 12Y-B |
| RED          | 1R-B        |        | 3R-B        | 4R-B        |     |     |     |     | 9R-B  | 10R-B | 11R-B | 12R-B |
| GRN<br>ARROW |             |        |             |             |     |     |     |     |       |       |       |       |
| YEL<br>ARROW |             |        |             |             |     |     |     |     |       |       |       |       |
| RED<br>ARROW |             |        |             |             |     |     |     |     |       |       |       |       |
| WALK         | 13G-B       |        | 15G-B       | 16G-B       |     |     |     |     |       |       |       |       |
| D-WALK       | 13R-B       |        | 15R-B       | 16R-B       |     |     |     |     |       |       |       |       |
| PED DET      | PIP-<br>17A |        | PIP-<br>19A | PIP-<br>20A |     |     |     |     |       |       |       |       |

SR. A-1-A (N.CO. ROAD) AND ROYAL POINCIANA WAY  
PALM BEACH, FLORIDA

Royal Poinciana - County & Poinciana

### Controller Timing Plan (MM)2-1 Plan 1

[illegible]

# Timings

## 1: County Road & Sunrise Avenue

EX AM  
09/07/2023

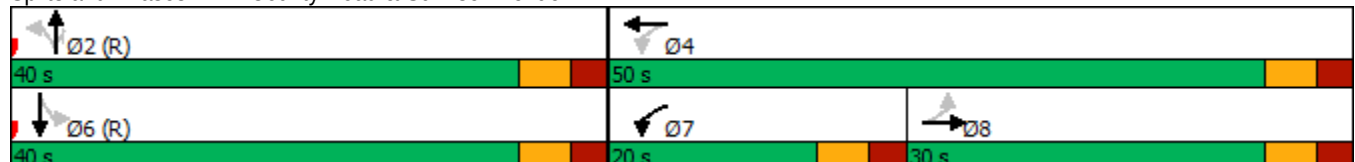


| Lane Group           | EBL   | EBT   | WBL   | WBT   | NBL   | NBT   | NBR   | SBL   | SBT   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations  |       | ↔     | ↔     | ↔     |       | ↔     | ↔     | ↔     | ↔     |
| Traffic Volume (vph) | 47    | 18    | 46    | 19    | 35    | 634   | 83    | 9     | 198   |
| Future Volume (vph)  | 47    | 18    | 46    | 19    | 35    | 634   | 83    | 9     | 198   |
| Turn Type            | Perm  | NA    | pm+pt | NA    | Perm  | NA    | Perm  | Perm  | NA    |
| Protected Phases     |       | 8     | 7     | 4     |       | 2     |       |       | 6     |
| Permitted Phases     | 8     |       | 4     |       | 2     |       | 2     | 6     |       |
| Detector Phase       | 8     | 8     | 7     | 4     | 2     | 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  | 20.0  |
| Minimum Split (s)    | 31.0  | 31.0  | 13.0  | 31.0  | 26.0  | 26.0  | 26.0  | 26.0  | 26.0  |
| Total Split (s)      | 30.0  | 30.0  | 20.0  | 50.0  | 40.0  | 40.0  | 40.0  | 40.0  | 40.0  |
| Total Split (%)      | 33.3% | 33.3% | 22.2% | 55.6% | 44.4% | 44.4% | 44.4% | 44.4% | 44.4% |
| Yellow Time (s)      | 3.5   | 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   | 2.5   |
| Lost Time Adjust (s) |       | 0.0   | 0.0   | 0.0   |       | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)  |       | 6.0   | 6.0   | 6.0   |       | 6.0   | 6.0   | 6.0   | 6.0   |
| Lead/Lag             | Lag   | Lag   | Lead  |       |       |       |       |       |       |
| Lead-Lag Optimize?   | Yes   | Yes   | Yes   |       |       |       |       |       |       |
| Recall Mode          | None  | None  | None  | None  | C-Max | C-Max | C-Max | C-Max | C-Max |
| Act Effect Green (s) |       | 11.3  | 19.7  | 20.3  |       | 62.1  | 62.1  | 62.1  | 62.1  |
| Actuated g/C Ratio   |       | 0.13  | 0.22  | 0.23  |       | 0.69  | 0.69  | 0.69  | 0.69  |
| v/c Ratio            |       | 0.48  | 0.16  | 0.07  |       | 0.56  | 0.08  | 0.02  | 0.19  |
| Control Delay        |       | 35.4  | 24.8  | 18.2  |       | 13.6  | 1.6   | 9.8   | 8.4   |
| Queue Delay          |       | 0.0   | 0.0   | 0.0   |       | 1.3   | 0.0   | 0.0   | 0.0   |
| Total Delay          |       | 35.4  | 24.8  | 18.2  |       | 14.9  | 1.6   | 9.8   | 8.4   |
| LOS                  |       | D     | C     | B     |       | B     | A     | A     | A     |
| Approach Delay       |       | 35.4  |       | 22.5  |       | 13.4  |       |       | 8.5   |
| Approach LOS         |       | D     |       | C     |       | B     |       |       | A     |

### Intersection Summary

|                                                                       |
|-----------------------------------------------------------------------|
| Cycle Length: 90                                                      |
| Actuated Cycle Length: 90                                             |
| Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green |
| Natural Cycle: 80                                                     |
| Control Type: Actuated-Coordinated                                    |
| Maximum v/c Ratio: 0.56                                               |
| Intersection Signal Delay: 14.8                                       |
| Intersection Capacity Utilization 79.0%                               |
| Analysis Period (min) 15                                              |
| Intersection LOS: B                                                   |
| ICU Level of Service D                                                |

### Splits and Phases: 1: County Road & Sunrise Avenue





| Lane Group              | EBT  | WBL  | WBT  | NBT  | NBR  | SBL  | SBT  |
|-------------------------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 99   | 48   | 27   | 704  | 87   | 9    | 237  |
| v/c Ratio               | 0.48 | 0.16 | 0.07 | 0.56 | 0.08 | 0.02 | 0.19 |
| Control Delay           | 35.4 | 24.8 | 18.2 | 13.6 | 1.6  | 9.8  | 8.4  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 1.3  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 35.4 | 24.8 | 18.2 | 14.9 | 1.6  | 9.8  | 8.4  |
| Queue Length 50th (ft)  | 40   | 21   | 8    | 239  | 0    | 2    | 54   |
| Queue Length 95th (ft)  | 86   | 42   | 25   | 441  | 15   | 10   | 111  |
| Internal Link Dist (ft) | 482  |      | 146  | 316  |      |      | 333  |
| Turn Bay Length (ft)    |      |      |      |      |      | 160  |      |
| Base Capacity (vph)     | 412  | 372  | 878  | 1252 | 1126 | 376  | 1265 |
| Starvation Cap Reductn  | 0    | 0    | 0    | 327  | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.24 | 0.13 | 0.03 | 0.76 | 0.08 | 0.02 | 0.19 |
| Intersection Summary    |      |      |      |      |      |      |      |

# HCM Signalized Intersection Capacity Analysis

## 1: County Road & Sunrise Avenue

EX AM

09/07/2023

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |  |                                                                                   |  |  |                                                                                   |                                                                                     |  |  |  |  |  |
| Traffic Volume (vph)              | 47                                                                                | 18                                                                                | 29                                                                                | 46                                                                                | 19                                                                                | 7                                                                                 | 35                                                                                  | 634                                                                                 | 83                                                                                  | 9                                                                                   | 198                                                                                 | 28                                                                                  |
| Future Volume (vph)               | 47                                                                                | 18                                                                                | 29                                                                                | 46                                                                                | 19                                                                                | 7                                                                                 | 35                                                                                  | 634                                                                                 | 83                                                                                  | 9                                                                                   | 198                                                                                 | 28                                                                                  |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Total Lost time (s)               |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               | 6.0                                                                               |                                                                                   |                                                                                     | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 |                                                                                     |
| Lane Util. Factor                 |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                     | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |                                                                                     |
| Frt                               |                                                                                   | 0.96                                                                              |                                                                                   | 1.00                                                                              | 0.96                                                                              |                                                                                   |                                                                                     | 1.00                                                                                | 0.85                                                                                | 1.00                                                                                | 0.98                                                                                |                                                                                     |
| Flt Protected                     |                                                                                   | 0.98                                                                              |                                                                                   | 0.95                                                                              | 1.00                                                                              |                                                                                   |                                                                                     | 1.00                                                                                | 1.00                                                                                | 0.95                                                                                | 1.00                                                                                |                                                                                     |
| Satd. Flow (prot)                 |                                                                                   | 1741                                                                              |                                                                                   | 1770                                                                              | 1790                                                                              |                                                                                   |                                                                                     | 1858                                                                                | 1583                                                                                | 1770                                                                                | 1829                                                                                |                                                                                     |
| Flt Permitted                     |                                                                                   | 0.83                                                                              |                                                                                   | 0.59                                                                              | 1.00                                                                              |                                                                                   |                                                                                     | 0.97                                                                                | 1.00                                                                                | 0.29                                                                                | 1.00                                                                                |                                                                                     |
| Satd. Flow (perm)                 |                                                                                   | 1480                                                                              |                                                                                   | 1107                                                                              | 1790                                                                              |                                                                                   |                                                                                     | 1815                                                                                | 1583                                                                                | 546                                                                                 | 1829                                                                                |                                                                                     |
| Peak-hour factor, PHF             | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Adj. Flow (vph)                   | 49                                                                                | 19                                                                                | 31                                                                                | 48                                                                                | 20                                                                                | 7                                                                                 | 37                                                                                  | 667                                                                                 | 87                                                                                  | 9                                                                                   | 208                                                                                 | 29                                                                                  |
| RTOR Reduction (vph)              | 0                                                                                 | 22                                                                                | 0                                                                                 | 0                                                                                 | 5                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 32                                                                                  | 0                                                                                   | 3                                                                                   | 0                                                                                   |
| Lane Group Flow (vph)             | 0                                                                                 | 77                                                                                | 0                                                                                 | 48                                                                                | 22                                                                                | 0                                                                                 | 0                                                                                   | 704                                                                                 | 55                                                                                  | 9                                                                                   | 234                                                                                 | 0                                                                                   |
| Turn Type                         | Perm                                                                              | NA                                                                                |                                                                                   | pm+pt                                                                             | NA                                                                                |                                                                                   | Perm                                                                                | NA                                                                                  | Perm                                                                                | Perm                                                                                | NA                                                                                  |                                                                                     |
| Protected Phases                  |                                                                                   | 8                                                                                 |                                                                                   | 7                                                                                 | 4                                                                                 |                                                                                   |                                                                                     | 2                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Permitted Phases                  | 8                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | 2                                                                                   |                                                                                     | 2                                                                                   | 6                                                                                   |                                                                                     |                                                                                     |
| Actuated Green, G (s)             |                                                                                   | 9.3                                                                               |                                                                                   | 20.7                                                                              | 20.7                                                                              |                                                                                   |                                                                                     | 57.3                                                                                | 57.3                                                                                | 57.3                                                                                | 57.3                                                                                |                                                                                     |
| Effective Green, g (s)            |                                                                                   | 9.3                                                                               |                                                                                   | 20.7                                                                              | 20.7                                                                              |                                                                                   |                                                                                     | 57.3                                                                                | 57.3                                                                                | 57.3                                                                                | 57.3                                                                                |                                                                                     |
| Actuated g/C Ratio                |                                                                                   | 0.10                                                                              |                                                                                   | 0.23                                                                              | 0.23                                                                              |                                                                                   |                                                                                     | 0.64                                                                                | 0.64                                                                                | 0.64                                                                                | 0.64                                                                                |                                                                                     |
| Clearance Time (s)                |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               | 6.0                                                                               |                                                                                   |                                                                                     | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 |                                                                                     |
| Vehicle Extension (s)             |                                                                                   | 3.0                                                                               |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                   |                                                                                     | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 |                                                                                     |
| Lane Grp Cap (vph)                |                                                                                   | 152                                                                               |                                                                                   | 294                                                                               | 411                                                                               |                                                                                   |                                                                                     | 1155                                                                                | 1007                                                                                | 347                                                                                 | 1164                                                                                |                                                                                     |
| v/s Ratio Prot                    |                                                                                   |                                                                                   |                                                                                   | c0.01                                                                             | 0.01                                                                              |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 0.13                                                                                |                                                                                     |
| v/s Ratio Perm                    |                                                                                   | c0.05                                                                             |                                                                                   | 0.03                                                                              |                                                                                   |                                                                                   |                                                                                     | c0.39                                                                               | 0.03                                                                                | 0.02                                                                                |                                                                                     |                                                                                     |
| v/c Ratio                         |                                                                                   | 0.50                                                                              |                                                                                   | 0.16                                                                              | 0.05                                                                              |                                                                                   |                                                                                     | 0.61                                                                                | 0.06                                                                                | 0.03                                                                                | 0.20                                                                                |                                                                                     |
| Uniform Delay, d1                 |                                                                                   | 38.2                                                                              |                                                                                   | 27.9                                                                              | 27.0                                                                              |                                                                                   |                                                                                     | 9.7                                                                                 | 6.2                                                                                 | 6.0                                                                                 | 6.8                                                                                 |                                                                                     |
| Progression Factor                |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                     | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |                                                                                     |
| Incremental Delay, d2             |                                                                                   | 2.6                                                                               |                                                                                   | 0.3                                                                               | 0.1                                                                               |                                                                                   |                                                                                     | 2.4                                                                                 | 0.1                                                                                 | 0.1                                                                                 | 0.4                                                                                 |                                                                                     |
| Delay (s)                         |                                                                                   | 40.8                                                                              |                                                                                   | 28.1                                                                              | 27.1                                                                              |                                                                                   |                                                                                     | 12.1                                                                                | 6.3                                                                                 | 6.2                                                                                 | 7.2                                                                                 |                                                                                     |
| Level of Service                  |                                                                                   | D                                                                                 |                                                                                   | C                                                                                 | C                                                                                 |                                                                                   |                                                                                     | B                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   |                                                                                     |
| Approach Delay (s)                |                                                                                   | 40.8                                                                              |                                                                                   |                                                                                   | 27.7                                                                              |                                                                                   |                                                                                     | 11.5                                                                                |                                                                                     |                                                                                     | 7.2                                                                                 |                                                                                     |
| Approach LOS                      |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                     | B                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| <b>Intersection Summary</b>       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2000 Control Delay            |                                                                                   |                                                                                   | 14.0                                                                              |                                                                                   |                                                                                   | 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 |                                                                                   |                                                                                   | 79.0%                                                                             |                                                                                   |                                                                                   | ICU Level of Service                                                              |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Timings 2: County Road & Sunset Avenue

EX AM  
09/07/2023

|                                         |  |  |  |  |  |  |   |  |  |
|-----------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                                | SBL                                                                                 | SBT                                                                                 |
| Lane Configurations                     |                                                                                   |  |  |                                                                                   |  |                                                                                   |  |  |  |
| Traffic Volume (vph)                    | 28                                                                                | 5                                                                                 | 42                                                                                | 8                                                                                 | 5                                                                                 | 52                                                                                | 721                                                                                | 2                                                                                   | 258                                                                                 |
| Future Volume (vph)                     | 28                                                                                | 5                                                                                 | 42                                                                                | 8                                                                                 | 5                                                                                 | 52                                                                                | 721                                                                                | 2                                                                                   | 258                                                                                 |
| Turn Type                               | Perm                                                                              | NA                                                                                | Perm                                                                              | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                 | Perm                                                                                | NA                                                                                  |
| Protected Phases                        |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                  |                                                                                     | 2                                                                                   |
| Permitted Phases                        | 8                                                                                 |                                                                                   | 8                                                                                 | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    | 2                                                                                   |                                                                                     |
| Detector Phase                          | 8                                                                                 | 8                                                                                 | 8                                                                                 | 4                                                                                 | 4                                                                                 | 6                                                                                 | 6                                                                                  | 2                                                                                   | 2                                                                                   |
| Switch Phase                            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Minimum Initial (s)                     | 15.0                                                                              | 15.0                                                                              | 15.0                                                                              | 15.0                                                                              | 15.0                                                                              | 10.0                                                                              | 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                                                                                | 25.5                                                                                |
| Total Split (s)                         | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              | 60.0                                                                              | 60.0                                                                               | 60.0                                                                                | 60.0                                                                                |
| Total Split (%)                         | 29.4%                                                                             | 29.4%                                                                             | 29.4%                                                                             | 29.4%                                                                             | 29.4%                                                                             | 70.6%                                                                             | 70.6%                                                                              | 70.6%                                                                               | 70.6%                                                                               |
| Yellow Time (s)                         | 3.5                                                                               | 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                                                                                 | 1.0                                                                                 |
| Lost Time Adjust (s)                    |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                                |                                                                                     | 0.0                                                                                 |
| Total Lost Time (s)                     |                                                                                   | 4.5                                                                               | 4.5                                                                               |                                                                                   | 4.5                                                                               |                                                                                   | 4.5                                                                                |                                                                                     | 4.5                                                                                 |
| Lead/Lag                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Lead-Lag Optimize?                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Recall Mode                             | None                                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                              | Max                                                                               | Max                                                                                | Max                                                                                 | Max                                                                                 |
| Act Effect Green (s)                    |                                                                                   | 15.1                                                                              | 15.1                                                                              |                                                                                   | 15.1                                                                              |                                                                                   | 65.9                                                                               |                                                                                     | 65.9                                                                                |
| Actuated g/C Ratio                      |                                                                                   | 0.19                                                                              | 0.19                                                                              |                                                                                   | 0.19                                                                              |                                                                                   | 0.83                                                                               |                                                                                     | 0.83                                                                                |
| v/c Ratio                               |                                                                                   | 0.13                                                                              | 0.13                                                                              |                                                                                   | 0.06                                                                              |                                                                                   | 0.32                                                                               |                                                                                     | 0.10                                                                                |
| Control Delay                           |                                                                                   | 29.2                                                                              | 10.1                                                                              |                                                                                   | 24.2                                                                              |                                                                                   | 3.7                                                                                |                                                                                     | 2.9                                                                                 |
| Queue Delay                             |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 0.3                                                                                |                                                                                     | 0.0                                                                                 |
| Total Delay                             |                                                                                   | 29.2                                                                              | 10.1                                                                              |                                                                                   | 24.2                                                                              |                                                                                   | 4.0                                                                                |                                                                                     | 2.9                                                                                 |
| LOS                                     |                                                                                   | C                                                                                 | B                                                                                 |                                                                                   | C                                                                                 |                                                                                   | A                                                                                  |                                                                                     | A                                                                                   |
| Approach Delay                          |                                                                                   | 18.4                                                                              |                                                                                   |                                                                                   | 24.2                                                                              |                                                                                   | 4.0                                                                                |                                                                                     | 2.9                                                                                 |
| Approach LOS                            |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   | A                                                                                  |                                                                                     | A                                                                                   |
| Intersection Summary                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Cycle Length: 85                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Actuated Cycle Length: 79.8             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Natural Cycle: 60                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Control Type: Actuated-Uncoordinated    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Maximum v/c Ratio: 0.32                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Intersection Signal Delay: 5.0          |                                                                                   |                                                                                   |                                                                                   |                                                                                   | Intersection LOS: A                                                               |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Intersection Capacity Utilization 54.3% |                                                                                   |                                                                                   |                                                                                   |                                                                                   | ICU Level of Service A                                                            |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Analysis Period (min) 15                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |

Splits and Phases: 2: County Road & Sunset Avenue



Queues  
2: County Road & Sunset Avenue

EX AM  
09/07/2023

|                         | →    | ↘    | ←    | ↑    | ↓    |
|-------------------------|------|------|------|------|------|
| Lane Group              | EBT  | EBR  | WBT  | NBT  | SBT  |
| Lane Group Flow (vph)   | 34   | 44   | 17   | 840  | 289  |
| v/c Ratio               | 0.13 | 0.13 | 0.06 | 0.32 | 0.10 |
| Control Delay           | 29.2 | 10.1 | 24.2 | 3.7  | 2.9  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.3  | 0.0  |
| Total Delay             | 29.2 | 10.1 | 24.2 | 4.0  | 2.9  |
| Queue Length 50th (ft)  | 17   | 0    | 6    | 74   | 20   |
| Queue Length 95th (ft)  | 39   | 26   | 22   | 101  | 31   |
| Internal Link Dist (ft) | 526  |      | 57   | 231  | 316  |
| Turn Bay Length (ft)    |      |      |      |      |      |
| Base Capacity (vph)     | 358  | 441  | 408  | 2654 | 2762 |
| Starvation Cap Reductn  | 0    | 0    | 0    | 1115 | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.09 | 0.10 | 0.04 | 0.55 | 0.10 |
| Intersection Summary    |      |      |      |      |      |

# HCM Signalized Intersection Capacity Analysis

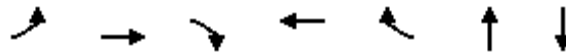
## 2: County Road & Sunset Avenue

EX AM  
09/07/2023

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |  |  |                                                                                   |  |                                                                                   |                                                                                    |  |  |                                                                                     |  |  |
| Traffic Volume (vph)              | 28                                                                                | 5                                                                                 | 42                                                                                | 8                                                                                 | 5                                                                                 | 4                                                                                 | 52                                                                                 | 721                                                                                 | 25                                                                                  | 2                                                                                   | 258                                                                                 | 14                                                                                  |
| Future Volume (vph)               | 28                                                                                | 5                                                                                 | 42                                                                                | 8                                                                                 | 5                                                                                 | 4                                                                                 | 52                                                                                 | 721                                                                                 | 25                                                                                  | 2                                                                                   | 258                                                                                 | 14                                                                                  |
| 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                                                                                 |                                                                                     |
| Lane Util. Factor                 |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                    | 0.95                                                                                |                                                                                     |                                                                                     | 0.95                                                                                |                                                                                     |
| Frt                               |                                                                                   | 1.00                                                                              | 0.85                                                                              |                                                                                   | 0.97                                                                              |                                                                                   |                                                                                    | 1.00                                                                                |                                                                                     |                                                                                     | 0.99                                                                                |                                                                                     |
| Flt Protected                     |                                                                                   | 0.96                                                                              | 1.00                                                                              |                                                                                   | 0.98                                                                              |                                                                                   |                                                                                    | 1.00                                                                                |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |
| Satd. Flow (prot)                 |                                                                                   | 1787                                                                              | 1583                                                                              |                                                                                   | 1762                                                                              |                                                                                   |                                                                                    | 3511                                                                                |                                                                                     |                                                                                     | 3510                                                                                |                                                                                     |
| Flt Permitted                     |                                                                                   | 0.75                                                                              | 1.00                                                                              |                                                                                   | 0.87                                                                              |                                                                                   |                                                                                    | 0.91                                                                                |                                                                                     |                                                                                     | 0.95                                                                                |                                                                                     |
| Satd. Flow (perm)                 |                                                                                   | 1389                                                                              | 1583                                                                              |                                                                                   | 1571                                                                              |                                                                                   |                                                                                    | 3212                                                                                |                                                                                     |                                                                                     | 3345                                                                                |                                                                                     |
| Peak-hour factor, PHF             | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                               | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Adj. Flow (vph)                   | 29                                                                                | 5                                                                                 | 44                                                                                | 8                                                                                 | 5                                                                                 | 4                                                                                 | 55                                                                                 | 759                                                                                 | 26                                                                                  | 2                                                                                   | 272                                                                                 | 15                                                                                  |
| RTOR Reduction (vph)              | 0                                                                                 | 0                                                                                 | 39                                                                                | 0                                                                                 | 4                                                                                 | 0                                                                                 | 0                                                                                  | 2                                                                                   | 0                                                                                   | 0                                                                                   | 3                                                                                   | 0                                                                                   |
| Lane Group Flow (vph)             | 0                                                                                 | 34                                                                                | 5                                                                                 | 0                                                                                 | 13                                                                                | 0                                                                                 | 0                                                                                  | 838                                                                                 | 0                                                                                   | 0                                                                                   | 286                                                                                 | 0                                                                                   |
| Turn Type                         | Perm                                                                              | NA                                                                                | Perm                                                                              | Perm                                                                              | NA                                                                                |                                                                                   | Perm                                                                               | NA                                                                                  |                                                                                     | Perm                                                                                | NA                                                                                  |                                                                                     |
| Protected Phases                  |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                    | 6                                                                                   |                                                                                     |                                                                                     | 2                                                                                   |                                                                                     |
| Permitted Phases                  | 8                                                                                 |                                                                                   | 8                                                                                 | 4                                                                                 |                                                                                   |                                                                                   | 6                                                                                  |                                                                                     |                                                                                     | 2                                                                                   |                                                                                     |                                                                                     |
| Actuated Green, G (s)             |                                                                                   | 8.7                                                                               | 8.7                                                                               |                                                                                   | 8.7                                                                               |                                                                                   |                                                                                    | 64.0                                                                                |                                                                                     |                                                                                     | 64.0                                                                                |                                                                                     |
| Effective Green, g (s)            |                                                                                   | 8.7                                                                               | 8.7                                                                               |                                                                                   | 8.7                                                                               |                                                                                   |                                                                                    | 64.0                                                                                |                                                                                     |                                                                                     | 64.0                                                                                |                                                                                     |
| Actuated g/C Ratio                |                                                                                   | 0.11                                                                              | 0.11                                                                              |                                                                                   | 0.11                                                                              |                                                                                   |                                                                                    | 0.78                                                                                |                                                                                     |                                                                                     | 0.78                                                                                |                                                                                     |
| Clearance Time (s)                |                                                                                   | 4.5                                                                               | 4.5                                                                               |                                                                                   | 4.5                                                                               |                                                                                   |                                                                                    | 4.5                                                                                 |                                                                                     |                                                                                     | 4.5                                                                                 |                                                                                     |
| Vehicle Extension (s)             |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                               |                                                                                   |                                                                                    | 3.0                                                                                 |                                                                                     |                                                                                     | 3.0                                                                                 |                                                                                     |
| Lane Grp Cap (vph)                |                                                                                   | 147                                                                               | 168                                                                               |                                                                                   | 167                                                                               |                                                                                   |                                                                                    | 2516                                                                                |                                                                                     |                                                                                     | 2620                                                                                |                                                                                     |
| v/s Ratio Prot                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| v/s Ratio Perm                    |                                                                                   | c0.02                                                                             | 0.00                                                                              |                                                                                   | 0.01                                                                              |                                                                                   |                                                                                    | c0.26                                                                               |                                                                                     |                                                                                     | 0.09                                                                                |                                                                                     |
| v/c Ratio                         |                                                                                   | 0.23                                                                              | 0.03                                                                              |                                                                                   | 0.08                                                                              |                                                                                   |                                                                                    | 0.33                                                                                |                                                                                     |                                                                                     | 0.11                                                                                |                                                                                     |
| Uniform Delay, d1                 |                                                                                   | 33.4                                                                              | 32.7                                                                              |                                                                                   | 32.9                                                                              |                                                                                   |                                                                                    | 2.6                                                                                 |                                                                                     |                                                                                     | 2.1                                                                                 |                                                                                     |
| Progression Factor                |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                    | 1.00                                                                                |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |
| Incremental Delay, d2             |                                                                                   | 0.8                                                                               | 0.1                                                                               |                                                                                   | 0.2                                                                               |                                                                                   |                                                                                    | 0.4                                                                                 |                                                                                     |                                                                                     | 0.1                                                                                 |                                                                                     |
| Delay (s)                         |                                                                                   | 34.2                                                                              | 32.8                                                                              |                                                                                   | 33.1                                                                              |                                                                                   |                                                                                    | 3.0                                                                                 |                                                                                     |                                                                                     | 2.2                                                                                 |                                                                                     |
| Level of Service                  |                                                                                   | C                                                                                 | C                                                                                 |                                                                                   | C                                                                                 |                                                                                   |                                                                                    | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Approach Delay (s)                |                                                                                   | 33.4                                                                              |                                                                                   |                                                                                   | 33.1                                                                              |                                                                                   |                                                                                    | 3.0                                                                                 |                                                                                     |                                                                                     | 2.2                                                                                 |                                                                                     |
| Approach LOS                      |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                    | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| <b>Intersection Summary</b>       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2000 Control Delay            |                                                                                   |                                                                                   | 5.1                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2000 Level of Service         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| HCM 2000 Volume to Capacity ratio |                                                                                   |                                                                                   | 0.32                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length (s)         |                                                                                   |                                                                                   | 81.7                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     | 9.0                                                                                 |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 54.3%                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| ICU Level of Service              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Timings 3: Royal Poinciana Way N & County Road

EX AM  
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| Lane Group           | EBL   | EBT   | EBR   | WBT   | WBR   | NBT   | SBT   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations  |       |       |       |       |       |       |       |
| Traffic Volume (vph) | 289   | 49    | 189   | 36    | 8     | 517   | 186   |
| Future Volume (vph)  | 289   | 49    | 189   | 36    | 8     | 517   | 186   |
| Turn Type            | Split | NA    | Prot  | NA    | Prot  | NA    | NA    |
| Protected Phases     | 4     | 4     | 4     | 8     | 8     | 2     | 6     |
| Permitted Phases     |       |       |       |       |       |       |       |
| Detector Phase       | 4     | 4     | 4     | 8     | 8     | 2     | 6     |
| Switch Phase         |       |       |       |       |       |       |       |
| Minimum Initial (s)  | 15.0  | 15.0  | 15.0  | 10.0  | 10.0  | 5.0   | 20.0  |
| Minimum Split (s)    | 27.0  | 27.0  | 27.0  | 27.0  | 27.0  | 22.5  | 27.0  |
| Total Split (s)      | 25.0  | 25.0  | 25.0  | 20.0  | 20.0  | 20.0  | 40.0  |
| Total Split (%)      | 23.8% | 23.8% | 23.8% | 19.0% | 19.0% | 19.0% | 38.1% |
| Yellow Time (s)      | 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   |
| Lost Time Adjust (s) | 0.0   | 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   | 4.0   |
| Lead/Lag             |       |       |       |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |       |       |       |
| Recall Mode          | None  | None  | None  | None  | None  | C-Max | None  |
| Act Effect Green (s) | 18.4  | 18.4  | 18.4  | 10.1  | 10.1  | 46.1  | 20.0  |
| Actuated g/C Ratio   | 0.18  | 0.18  | 0.18  | 0.10  | 0.10  | 0.44  | 0.19  |
| v/c Ratio            | 0.60  | 0.60  | 0.45  | 0.24  | 0.03  | 0.46  | 0.43  |
| Control Delay        | 47.9  | 47.9  | 8.4   | 47.6  | 0.2   | 24.0  | 25.2  |
| Queue Delay          | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay          | 47.9  | 47.9  | 8.4   | 47.6  | 0.2   | 24.0  | 25.2  |
| LOS                  | D     | D     | A     | D     | A     | C     | C     |
| Approach Delay       |       | 33.7  |       | 40.2  |       | 24.0  | 25.2  |
| Approach LOS         |       | C     |       | D     |       | C     | C     |

## Intersection Summary

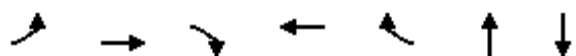
Cycle Length: 105  
Actuated Cycle Length: 105  
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green  
Natural Cycle: 105  
Control Type: Actuated-Coordinated  
Maximum v/c Ratio: 0.60  
Intersection Signal Delay: 28.1  
Intersection Capacity Utilization 61.6%  
Analysis Period (min) 15

Intersection LOS: C

ICU Level of Service B

Splits and Phases: 3: Royal Poinciana Way N & County Road





| Lane Group              | EBL  | EBT  | EBR  | WBT  | WBR  | NBT  | SBT  |
|-------------------------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 176  | 180  | 199  | 43   | 8    | 707  | 311  |
| v/c Ratio               | 0.60 | 0.60 | 0.45 | 0.24 | 0.03 | 0.46 | 0.43 |
| Control Delay           | 47.9 | 47.9 | 8.4  | 47.6 | 0.2  | 24.0 | 25.2 |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 47.9 | 47.9 | 8.4  | 47.6 | 0.2  | 24.0 | 25.2 |
| Queue Length 50th (ft)  | 117  | 120  | 0    | 27   | 0    | 183  | 60   |
| Queue Length 95th (ft)  | 177  | 181  | 57   | 62   | 0    | 272  | 102  |
| Internal Link Dist (ft) |      | 446  |      | 441  |      | 319  | 231  |
| Turn Bay Length (ft)    | 430  |      |      |      | 230  |      |      |
| Base Capacity (vph)     | 347  | 353  | 485  | 282  | 320  | 1527 | 1222 |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.51 | 0.51 | 0.41 | 0.15 | 0.03 | 0.46 | 0.25 |
| Intersection Summary    |      |      |      |      |      |      |      |

# HCM Signalized Intersection Capacity Analysis

## 3: Royal Poinciana Way N & County Road

EX AM  
09/07/2023

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |  |  |  |                                                                                   |  |  |                                                                                    |  |  |                                                                                     |  |  |
| Traffic Volume (vph)              | 289                                                                               | 49                                                                                | 189                                                                               | 5                                                                                 | 36                                                                                | 8                                                                                 | 101                                                                                | 517                                                                                 | 54                                                                                  | 0                                                                                   | 186                                                                                 | 109                                                                                 |
| Future Volume (vph)               | 289                                                                               | 49                                                                                | 189                                                                               | 5                                                                                 | 36                                                                                | 8                                                                                 | 101                                                                                | 517                                                                                 | 54                                                                                  | 0                                                                                   | 186                                                                                 | 109                                                                                 |
| 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                                                                              | 0.97                                                                              | 1.00                                                                              |                                                                                   | 0.99                                                                              | 1.00                                                                              |                                                                                    | 0.99                                                                                |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |
| Satd. Flow (prot)                 | 1681                                                                              | 1709                                                                              | 1583                                                                              |                                                                                   | 1852                                                                              | 1583                                                                              |                                                                                    | 3470                                                                                |                                                                                     |                                                                                     | 3343                                                                                |                                                                                     |
| Flt Permitted                     | 0.95                                                                              | 0.97                                                                              | 1.00                                                                              |                                                                                   | 0.99                                                                              | 1.00                                                                              |                                                                                    | 0.99                                                                                |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |
| Satd. Flow (perm)                 | 1681                                                                              | 1709                                                                              | 1583                                                                              |                                                                                   | 1852                                                                              | 1583                                                                              |                                                                                    | 3470                                                                                |                                                                                     |                                                                                     | 3343                                                                                |                                                                                     |
| Peak-hour factor, PHF             | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                               | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Adj. Flow (vph)                   | 304                                                                               | 52                                                                                | 199                                                                               | 5                                                                                 | 38                                                                                | 8                                                                                 | 106                                                                                | 544                                                                                 | 57                                                                                  | 0                                                                                   | 196                                                                                 | 115                                                                                 |
| RTOR Reduction (vph)              | 0                                                                                 | 0                                                                                 | 164                                                                               | 0                                                                                 | 0                                                                                 | 8                                                                                 | 0                                                                                  | 4                                                                                   | 0                                                                                   | 0                                                                                   | 93                                                                                  | 0                                                                                   |
| Lane Group Flow (vph)             | 176                                                                               | 180                                                                               | 35                                                                                | 0                                                                                 | 43                                                                                | 0                                                                                 | 0                                                                                  | 703                                                                                 | 0                                                                                   | 0                                                                                   | 218                                                                                 | 0                                                                                   |
| Turn Type                         | Split                                                                             | NA                                                                                | Prot                                                                              | Split                                                                             | NA                                                                                | Prot                                                                              | Split                                                                              | NA                                                                                  |                                                                                     |                                                                                     | NA                                                                                  |                                                                                     |
| Protected Phases                  | 4                                                                                 | 4                                                                                 | 4                                                                                 | 8                                                                                 | 8                                                                                 | 8                                                                                 | 2                                                                                  | 2                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Permitted Phases                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Green, G (s)             | 18.4                                                                              | 18.4                                                                              | 18.4                                                                              |                                                                                   | 6.1                                                                               | 6.1                                                                               |                                                                                    | 44.5                                                                                |                                                                                     |                                                                                     | 20.0                                                                                |                                                                                     |
| Effective Green, g (s)            | 18.4                                                                              | 18.4                                                                              | 18.4                                                                              |                                                                                   | 6.1                                                                               | 6.1                                                                               |                                                                                    | 44.5                                                                                |                                                                                     |                                                                                     | 20.0                                                                                |                                                                                     |
| Actuated g/C Ratio                | 0.18                                                                              | 0.18                                                                              | 0.18                                                                              |                                                                                   | 0.06                                                                              | 0.06                                                                              |                                                                                    | 0.42                                                                                |                                                                                     |                                                                                     | 0.19                                                                                |                                                                                     |
| Clearance Time (s)                | 4.0                                                                               | 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                                                                                 |                                                                                     |                                                                                     | 3.0                                                                                 |                                                                                     |
| Lane Grp Cap (vph)                | 294                                                                               | 299                                                                               | 277                                                                               |                                                                                   | 107                                                                               | 91                                                                                |                                                                                    | 1470                                                                                |                                                                                     |                                                                                     | 636                                                                                 |                                                                                     |
| v/s Ratio Prot                    | 0.10                                                                              | c0.11                                                                             | 0.02                                                                              |                                                                                   | c0.02                                                                             | 0.00                                                                              |                                                                                    | c0.20                                                                               |                                                                                     |                                                                                     | c0.07                                                                               |                                                                                     |
| v/s Ratio Perm                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| v/c Ratio                         | 0.60                                                                              | 0.60                                                                              | 0.13                                                                              |                                                                                   | 0.40                                                                              | 0.01                                                                              |                                                                                    | 0.48                                                                                |                                                                                     |                                                                                     | 0.34                                                                                |                                                                                     |
| Uniform Delay, d1                 | 39.9                                                                              | 39.9                                                                              | 36.5                                                                              |                                                                                   | 47.7                                                                              | 46.6                                                                              |                                                                                    | 21.9                                                                                |                                                                                     |                                                                                     | 36.8                                                                                |                                                                                     |
| Progression Factor                | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                    | 1.00                                                                                |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |
| Incremental Delay, d2             | 3.3                                                                               | 3.4                                                                               | 0.2                                                                               |                                                                                   | 2.5                                                                               | 0.0                                                                               |                                                                                    | 1.1                                                                                 |                                                                                     |                                                                                     | 0.3                                                                                 |                                                                                     |
| Delay (s)                         | 43.2                                                                              | 43.3                                                                              | 36.7                                                                              |                                                                                   | 50.2                                                                              | 46.6                                                                              |                                                                                    | 23.0                                                                                |                                                                                     |                                                                                     | 37.1                                                                                |                                                                                     |
| Level of Service                  | D                                                                                 | D                                                                                 | D                                                                                 |                                                                                   | D                                                                                 | D                                                                                 |                                                                                    | C                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |
| Approach Delay (s)                |                                                                                   | 40.9                                                                              |                                                                                   |                                                                                   | 49.6                                                                              |                                                                                   |                                                                                    | 23.0                                                                                |                                                                                     |                                                                                     | 37.1                                                                                |                                                                                     |
| Approach LOS                      |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                    | C                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |
| <b>Intersection Summary</b>       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2000 Control Delay            |                                                                                   |                                                                                   | 32.7                                                                              |                                                                                   |                                                                                   |                                                                                   | HCM 2000 Level of Service                                                          |                                                                                     |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| HCM 2000 Volume to Capacity ratio |                                                                                   |                                                                                   | 0.47                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length (s)         |                                                                                   |                                                                                   | 105.0                                                                             |                                                                                   |                                                                                   |                                                                                   | Sum of lost time (s)                                                               |                                                                                     |                                                                                     | 16.0                                                                                |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 61.6%                                                                             |                                                                                   |                                                                                   |                                                                                   | ICU Level of Service                                                               |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Timings

## 1: County Road & Sunrise Avenue

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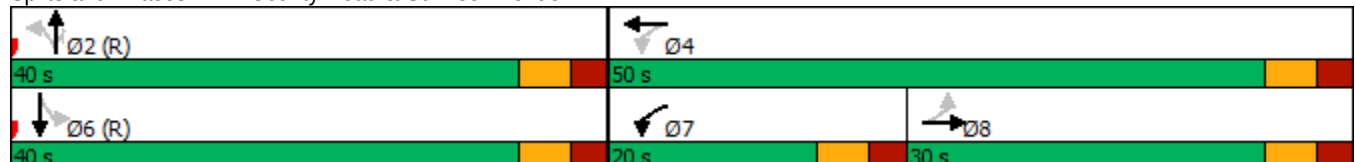


| Lane Group           | EBL   | EBT   | WBL   | WBT   | NBL   | NBT   | NBR   | SBL   | SBT   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations  |       | ↔     | ↔     | ↔     |       | ↔     | ↔     | ↔     | ↔     |
| Traffic Volume (vph) | 36    | 22    | 70    | 54    | 49    | 260   | 77    | 12    | 590   |
| Future Volume (vph)  | 36    | 22    | 70    | 54    | 49    | 260   | 77    | 12    | 590   |
| Turn Type            | Perm  | NA    | pm+pt | NA    | Perm  | NA    | Perm  | Perm  | NA    |
| Protected Phases     |       | 8     | 7     | 4     |       | 2     |       |       | 6     |
| Permitted Phases     | 8     |       | 4     |       | 2     |       | 2     | 6     |       |
| Detector Phase       | 8     | 8     | 7     | 4     | 2     | 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  | 20.0  |
| Minimum Split (s)    | 31.0  | 31.0  | 13.0  | 31.0  | 26.0  | 26.0  | 26.0  | 26.0  | 26.0  |
| Total Split (s)      | 30.0  | 30.0  | 20.0  | 50.0  | 40.0  | 40.0  | 40.0  | 40.0  | 40.0  |
| Total Split (%)      | 33.3% | 33.3% | 22.2% | 55.6% | 44.4% | 44.4% | 44.4% | 44.4% | 44.4% |
| Yellow Time (s)      | 3.5   | 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   | 2.5   |
| Lost Time Adjust (s) |       | 0.0   | 0.0   | 0.0   |       | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)  |       | 6.0   | 6.0   | 6.0   |       | 6.0   | 6.0   | 6.0   | 6.0   |
| Lead/Lag             | Lag   | Lag   | Lead  |       |       |       |       |       |       |
| Lead-Lag Optimize?   | Yes   | Yes   | Yes   |       |       |       |       |       |       |
| Recall Mode          | None  | None  | None  | None  | C-Max | C-Max | C-Max | C-Max | C-Max |
| Act Effect Green (s) |       | 11.4  | 24.1  | 24.1  |       | 53.9  | 53.9  | 53.9  | 53.9  |
| Actuated g/C Ratio   |       | 0.13  | 0.27  | 0.27  |       | 0.60  | 0.60  | 0.60  | 0.60  |
| v/c Ratio            |       | 0.55  | 0.23  | 0.14  |       | 0.37  | 0.08  | 0.02  | 0.62  |
| Control Delay        |       | 27.4  | 23.8  | 19.2  |       | 12.8  | 1.5   | 10.5  | 16.6  |
| Queue Delay          |       | 0.0   | 0.0   | 0.0   |       | 0.6   | 0.0   | 0.0   | 0.0   |
| Total Delay          |       | 27.4  | 23.8  | 19.2  |       | 13.4  | 1.5   | 10.5  | 16.6  |
| LOS                  |       | C     | C     | B     |       | B     | A     | B     | B     |
| Approach Delay       |       | 27.4  |       | 21.6  |       | 11.0  |       |       | 16.5  |
| Approach LOS         |       | C     |       | C     |       | B     |       |       | B     |

### Intersection Summary

|                                                                       |
|-----------------------------------------------------------------------|
| Cycle Length: 90                                                      |
| Actuated Cycle Length: 90                                             |
| Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green |
| Natural Cycle: 80                                                     |
| Control Type: Actuated-Coordinated                                    |
| Maximum v/c Ratio: 0.62                                               |
| Intersection Signal Delay: 16.5                                       |
| Intersection Capacity Utilization 79.9%                               |
| Analysis Period (min) 15                                              |
| Intersection LOS: B                                                   |
| ICU Level of Service D                                                |

### Splits and Phases: 1: County Road & Sunrise Avenue





| Lane Group              | EBT  | WBL  | WBT  | NBT  | NBR  | SBL  | SBT  |
|-------------------------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 140  | 74   | 68   | 326  | 81   | 13   | 684  |
| v/c Ratio               | 0.55 | 0.23 | 0.14 | 0.37 | 0.08 | 0.02 | 0.62 |
| Control Delay           | 27.4 | 23.8 | 19.2 | 12.8 | 1.5  | 10.5 | 16.6 |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.6  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 27.4 | 23.8 | 19.2 | 13.4 | 1.5  | 10.5 | 16.6 |
| Queue Length 50th (ft)  | 37   | 32   | 24   | 90   | 0    | 3    | 231  |
| Queue Length 95th (ft)  | 90   | 56   | 48   | 187  | 14   | 13   | 442  |
| Internal Link Dist (ft) | 482  |      | 146  | 316  |      |      | 333  |
| Turn Bay Length (ft)    |      |      |      |      |      | 160  |      |
| Base Capacity (vph)     | 458  | 376  | 894  | 870  | 992  | 601  | 1103 |
| Starvation Cap Reductn  | 0    | 0    | 0    | 248  | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.31 | 0.20 | 0.08 | 0.52 | 0.08 | 0.02 | 0.62 |
| Intersection Summary    |      |      |      |      |      |      |      |

# HCM Signalized Intersection Capacity Analysis

## 1: County Road & Sunrise Avenue

EX PM

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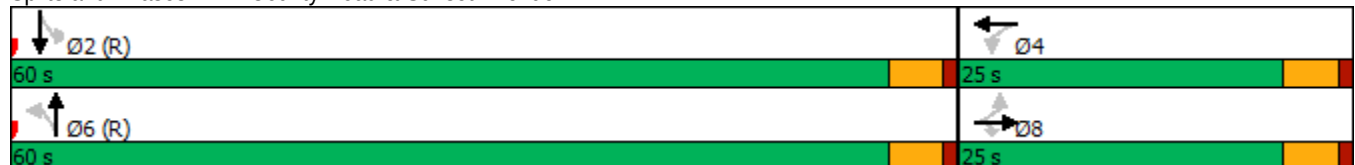
|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |  |                                                                                   |  |  |                                                                                   |                                                                                    |  |  |  |  |  |
| Traffic Volume (vph)              | 36                                                                                | 22                                                                                | 75                                                                                | 70                                                                                | 54                                                                                | 10                                                                                | 49                                                                                 | 260                                                                                 | 77                                                                                  | 12                                                                                  | 590                                                                                 | 60                                                                                  |
| Future Volume (vph)               | 36                                                                                | 22                                                                                | 75                                                                                | 70                                                                                | 54                                                                                | 10                                                                                | 49                                                                                 | 260                                                                                 | 77                                                                                  | 12                                                                                  | 590                                                                                 | 60                                                                                  |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                               | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Total Lost time (s)               |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               | 6.0                                                                               |                                                                                   |                                                                                    | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 |                                                                                     |
| Lane Util. Factor                 |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                    | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |                                                                                     |
| Frt                               |                                                                                   | 0.92                                                                              |                                                                                   | 1.00                                                                              | 0.98                                                                              |                                                                                   |                                                                                    | 1.00                                                                                | 0.85                                                                                | 1.00                                                                                | 0.99                                                                                |                                                                                     |
| Flt Protected                     |                                                                                   | 0.99                                                                              |                                                                                   | 0.95                                                                              | 1.00                                                                              |                                                                                   |                                                                                    | 0.99                                                                                | 1.00                                                                                | 0.95                                                                                | 1.00                                                                                |                                                                                     |
| Satd. Flow (prot)                 |                                                                                   | 1698                                                                              |                                                                                   | 1770                                                                              | 1818                                                                              |                                                                                   |                                                                                    | 1848                                                                                | 1583                                                                                | 1770                                                                                | 1837                                                                                |                                                                                     |
| Flt Permitted                     |                                                                                   | 0.88                                                                              |                                                                                   | 0.45                                                                              | 1.00                                                                              |                                                                                   |                                                                                    | 0.78                                                                                | 1.00                                                                                | 0.54                                                                                | 1.00                                                                                |                                                                                     |
| Satd. Flow (perm)                 |                                                                                   | 1523                                                                              |                                                                                   | 839                                                                               | 1818                                                                              |                                                                                   |                                                                                    | 1453                                                                                | 1583                                                                                | 1005                                                                                | 1837                                                                                |                                                                                     |
| Peak-hour factor, PHF             | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                               | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Adj. Flow (vph)                   | 38                                                                                | 23                                                                                | 79                                                                                | 74                                                                                | 57                                                                                | 11                                                                                | 52                                                                                 | 274                                                                                 | 81                                                                                  | 13                                                                                  | 621                                                                                 | 63                                                                                  |
| RTOR Reduction (vph)              | 0                                                                                 | 62                                                                                | 0                                                                                 | 0                                                                                 | 8                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 34                                                                                  | 0                                                                                   | 3                                                                                   | 0                                                                                   |
| Lane Group Flow (vph)             | 0                                                                                 | 78                                                                                | 0                                                                                 | 74                                                                                | 60                                                                                | 0                                                                                 | 0                                                                                  | 326                                                                                 | 47                                                                                  | 13                                                                                  | 681                                                                                 | 0                                                                                   |
| Turn Type                         | Perm                                                                              | NA                                                                                |                                                                                   | pm+pt                                                                             | NA                                                                                |                                                                                   | Perm                                                                               | NA                                                                                  | Perm                                                                                | Perm                                                                                | NA                                                                                  |                                                                                     |
| Protected Phases                  |                                                                                   | 8                                                                                 |                                                                                   | 7                                                                                 | 4                                                                                 |                                                                                   |                                                                                    | 2                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Permitted Phases                  | 8                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | 2                                                                                  |                                                                                     | 2                                                                                   | 6                                                                                   |                                                                                     |                                                                                     |
| Actuated Green, G (s)             |                                                                                   | 11.4                                                                              |                                                                                   | 25.3                                                                              | 25.3                                                                              |                                                                                   |                                                                                    | 52.7                                                                                | 52.7                                                                                | 52.7                                                                                | 52.7                                                                                |                                                                                     |
| Effective Green, g (s)            |                                                                                   | 11.4                                                                              |                                                                                   | 25.3                                                                              | 25.3                                                                              |                                                                                   |                                                                                    | 52.7                                                                                | 52.7                                                                                | 52.7                                                                                | 52.7                                                                                |                                                                                     |
| Actuated g/C Ratio                |                                                                                   | 0.13                                                                              |                                                                                   | 0.28                                                                              | 0.28                                                                              |                                                                                   |                                                                                    | 0.59                                                                                | 0.59                                                                                | 0.59                                                                                | 0.59                                                                                |                                                                                     |
| Clearance Time (s)                |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               | 6.0                                                                               |                                                                                   |                                                                                    | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 |                                                                                     |
| Vehicle Extension (s)             |                                                                                   | 3.0                                                                               |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                   |                                                                                    | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 |                                                                                     |
| Lane Grp Cap (vph)                |                                                                                   | 192                                                                               |                                                                                   | 317                                                                               | 511                                                                               |                                                                                   |                                                                                    | 850                                                                                 | 926                                                                                 | 588                                                                                 | 1075                                                                                |                                                                                     |
| v/s Ratio Prot                    |                                                                                   |                                                                                   |                                                                                   | c0.02                                                                             | 0.03                                                                              |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     | c0.37                                                                               |                                                                                     |
| v/s Ratio Perm                    |                                                                                   | c0.05                                                                             |                                                                                   | 0.05                                                                              |                                                                                   |                                                                                   |                                                                                    | 0.22                                                                                | 0.03                                                                                | 0.01                                                                                |                                                                                     |                                                                                     |
| v/c Ratio                         |                                                                                   | 0.41                                                                              |                                                                                   | 0.23                                                                              | 0.12                                                                              |                                                                                   |                                                                                    | 0.38                                                                                | 0.05                                                                                | 0.02                                                                                | 0.63                                                                                |                                                                                     |
| Uniform Delay, d1                 |                                                                                   | 36.2                                                                              |                                                                                   | 25.0                                                                              | 24.1                                                                              |                                                                                   |                                                                                    | 10.0                                                                                | 8.0                                                                                 | 7.8                                                                                 | 12.3                                                                                |                                                                                     |
| Progression Factor                |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                    | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |                                                                                     |
| Incremental Delay, d2             |                                                                                   | 1.4                                                                               |                                                                                   | 0.4                                                                               | 0.1                                                                               |                                                                                   |                                                                                    | 1.3                                                                                 | 0.1                                                                                 | 0.1                                                                                 | 2.8                                                                                 |                                                                                     |
| Delay (s)                         |                                                                                   | 37.6                                                                              |                                                                                   | 25.4                                                                              | 24.2                                                                              |                                                                                   |                                                                                    | 11.3                                                                                | 8.1                                                                                 | 7.9                                                                                 | 15.1                                                                                |                                                                                     |
| Level of Service                  |                                                                                   | D                                                                                 |                                                                                   | C                                                                                 | C                                                                                 |                                                                                   |                                                                                    | B                                                                                   | A                                                                                   | A                                                                                   | B                                                                                   |                                                                                     |
| Approach Delay (s)                |                                                                                   | 37.6                                                                              |                                                                                   |                                                                                   | 24.8                                                                              |                                                                                   |                                                                                    | 10.6                                                                                |                                                                                     |                                                                                     | 15.0                                                                                |                                                                                     |
| Approach LOS                      |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                    | B                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |
| <b>Intersection Summary</b>       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2000 Control Delay            |                                                                                   |                                                                                   | 17.0                                                                              |                                                                                   |                                                                                   | HCM 2000 Level of Service                                                         |                                                                                    |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |                                                                                     |
| HCM 2000 Volume to Capacity ratio |                                                                                   |                                                                                   | 0.56                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length (s)         |                                                                                   |                                                                                   | 90.0                                                                              |                                                                                   |                                                                                   | Sum of lost time (s)                                                              |                                                                                    |                                                                                     | 18.0                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 79.9%                                                                             |                                                                                   |                                                                                   | ICU Level of Service                                                              |                                                                                    |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Timings 2: County Road & Sunset Avenue

EX PM  
09/07/2023

|                                                                       |  |  |  |  |  |  |  |  |  |
|-----------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                                                            | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                                | SBL                                                                                 | SBT                                                                                 |
| Lane Configurations                                                   |                                                                                   |  |  |                                                                                   |  |                                                                                   |  |  |  |
| Traffic Volume (vph)                                                  | 22                                                                                | 4                                                                                 | 101                                                                               | 5                                                                                 | 12                                                                                | 78                                                                                | 359                                                                                | 2                                                                                   | 716                                                                                 |
| Future Volume (vph)                                                   | 22                                                                                | 4                                                                                 | 101                                                                               | 5                                                                                 | 12                                                                                | 78                                                                                | 359                                                                                | 2                                                                                   | 716                                                                                 |
| Turn Type                                                             | Perm                                                                              | NA                                                                                | Perm                                                                              | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                 | Perm                                                                                | NA                                                                                  |
| Protected Phases                                                      |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                  |                                                                                     | 2                                                                                   |
| Permitted Phases                                                      | 8                                                                                 |                                                                                   | 8                                                                                 | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    | 2                                                                                   |                                                                                     |
| Detector Phase                                                        | 8                                                                                 | 8                                                                                 | 8                                                                                 | 4                                                                                 | 4                                                                                 | 6                                                                                 | 6                                                                                  | 2                                                                                   | 2                                                                                   |
| Switch Phase                                                          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Minimum Initial (s)                                                   | 15.0                                                                              | 15.0                                                                              | 15.0                                                                              | 15.0                                                                              | 15.0                                                                              | 10.0                                                                              | 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                                                                                | 25.5                                                                                |
| Total Split (s)                                                       | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              | 60.0                                                                              | 60.0                                                                               | 60.0                                                                                | 60.0                                                                                |
| Total Split (%)                                                       | 29.4%                                                                             | 29.4%                                                                             | 29.4%                                                                             | 29.4%                                                                             | 29.4%                                                                             | 70.6%                                                                             | 70.6%                                                                              | 70.6%                                                                               | 70.6%                                                                               |
| Yellow Time (s)                                                       | 3.5                                                                               | 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                                                                                 | 1.0                                                                                 |
| Lost Time Adjust (s)                                                  |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                                |                                                                                     | 0.0                                                                                 |
| Total Lost Time (s)                                                   |                                                                                   | 4.5                                                                               | 4.5                                                                               |                                                                                   | 4.5                                                                               |                                                                                   | 4.5                                                                                |                                                                                     | 4.5                                                                                 |
| Lead/Lag                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Lead-Lag Optimize?                                                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Recall Mode                                                           | None                                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                              | C-Max                                                                             | C-Max                                                                              | C-Max                                                                               | C-Max                                                                               |
| Act Efect Green (s)                                                   |                                                                                   | 15.0                                                                              | 15.0                                                                              |                                                                                   | 15.0                                                                              |                                                                                   | 65.8                                                                               |                                                                                     | 65.8                                                                                |
| Actuated g/C Ratio                                                    |                                                                                   | 0.18                                                                              | 0.18                                                                              |                                                                                   | 0.18                                                                              |                                                                                   | 0.77                                                                               |                                                                                     | 0.77                                                                                |
| v/c Ratio                                                             |                                                                                   | 0.10                                                                              | 0.29                                                                              |                                                                                   | 0.08                                                                              |                                                                                   | 0.23                                                                               |                                                                                     | 0.30                                                                                |
| Control Delay                                                         |                                                                                   | 30.7                                                                              | 8.9                                                                               |                                                                                   | 24.9                                                                              |                                                                                   | 4.0                                                                                |                                                                                     | 4.2                                                                                 |
| Queue Delay                                                           |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                                |                                                                                     | 0.3                                                                                 |
| Total Delay                                                           |                                                                                   | 30.7                                                                              | 8.9                                                                               |                                                                                   | 24.9                                                                              |                                                                                   | 4.0                                                                                |                                                                                     | 4.4                                                                                 |
| LOS                                                                   |                                                                                   | C                                                                                 | A                                                                                 |                                                                                   | C                                                                                 |                                                                                   | A                                                                                  |                                                                                     | A                                                                                   |
| Approach Delay                                                        |                                                                                   | 13.3                                                                              |                                                                                   |                                                                                   | 24.9                                                                              |                                                                                   | 4.0                                                                                |                                                                                     | 4.4                                                                                 |
| Approach LOS                                                          |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   | A                                                                                  |                                                                                     | A                                                                                   |
| Intersection Summary                                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Cycle Length: 85                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Actuated Cycle Length: 85                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Natural Cycle: 60                                                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Control Type: Actuated-Coordinated                                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Maximum v/c Ratio: 0.30                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Intersection Signal Delay: 5.5                                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   | Intersection LOS: A                                                               |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Intersection Capacity Utilization 56.8%                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   | ICU Level of Service B                                                            |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Analysis Period (min) 15                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |

Splits and Phases: 2: County Road & Sunset Avenue



Queues  
2: County Road & Sunset Avenue

EX PM  
09/07/2023

|                         | →    | ↘    | ←    | ↑    | ↓    |
|-------------------------|------|------|------|------|------|
| Lane Group              | EBT  | EBR  | WBT  | NBT  | SBT  |
| Lane Group Flow (vph)   | 27   | 106  | 24   | 468  | 779  |
| v/c Ratio               | 0.10 | 0.29 | 0.08 | 0.23 | 0.30 |
| Control Delay           | 30.7 | 8.9  | 24.9 | 4.0  | 4.2  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.3  |
| Total Delay             | 30.7 | 8.9  | 24.9 | 4.0  | 4.4  |
| Queue Length 50th (ft)  | 12   | 0    | 8    | 37   | 65   |
| Queue Length 95th (ft)  | 35   | 41   | 29   | 54   | 88   |
| Internal Link Dist (ft) | 526  |      | 57   | 231  | 316  |
| Turn Bay Length (ft)    |      |      |      |      |      |
| Base Capacity (vph)     | 354  | 462  | 418  | 2011 | 2605 |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 1040 |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.08 | 0.23 | 0.06 | 0.23 | 0.50 |
| Intersection Summary    |      |      |      |      |      |

# HCM Signalized Intersection Capacity Analysis

## 2: County Road & Sunset Avenue

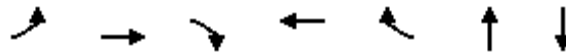
EX PM

09/07/2023

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |  |  |                                                                                   |  |                                                                                   |                                                                                     |  |  |                                                                                     |  |  |
| Traffic Volume (vph)              | 22                                                                                | 4                                                                                 | 101                                                                               | 5                                                                                 | 12                                                                                | 6                                                                                 | 78                                                                                  | 359                                                                                 | 8                                                                                   | 2                                                                                   | 716                                                                                 | 22                                                                                  |
| Future Volume (vph)               | 22                                                                                | 4                                                                                 | 101                                                                               | 5                                                                                 | 12                                                                                | 6                                                                                 | 78                                                                                  | 359                                                                                 | 8                                                                                   | 2                                                                                   | 716                                                                                 | 22                                                                                  |
| 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                                                                                 |                                                                                     |
| Lane Util. Factor                 |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                     | 0.95                                                                                |                                                                                     |                                                                                     | 0.95                                                                                |                                                                                     |
| Frt                               |                                                                                   | 1.00                                                                              | 0.85                                                                              |                                                                                   | 0.97                                                                              |                                                                                   |                                                                                     | 1.00                                                                                |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |
| Flt Protected                     |                                                                                   | 0.96                                                                              | 1.00                                                                              |                                                                                   | 0.99                                                                              |                                                                                   |                                                                                     | 0.99                                                                                |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |
| Satd. Flow (prot)                 |                                                                                   | 1787                                                                              | 1583                                                                              |                                                                                   | 1781                                                                              |                                                                                   |                                                                                     | 3499                                                                                |                                                                                     |                                                                                     | 3523                                                                                |                                                                                     |
| Flt Permitted                     |                                                                                   | 0.79                                                                              | 1.00                                                                              |                                                                                   | 0.95                                                                              |                                                                                   |                                                                                     | 0.74                                                                                |                                                                                     |                                                                                     | 0.95                                                                                |                                                                                     |
| Satd. Flow (perm)                 |                                                                                   | 1467                                                                              | 1583                                                                              |                                                                                   | 1717                                                                              |                                                                                   |                                                                                     | 2599                                                                                |                                                                                     |                                                                                     | 3363                                                                                |                                                                                     |
| Peak-hour factor, PHF             | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Adj. Flow (vph)                   | 23                                                                                | 4                                                                                 | 106                                                                               | 5                                                                                 | 13                                                                                | 6                                                                                 | 82                                                                                  | 378                                                                                 | 8                                                                                   | 2                                                                                   | 754                                                                                 | 23                                                                                  |
| RTOR Reduction (vph)              | 0                                                                                 | 0                                                                                 | 91                                                                                | 0                                                                                 | 5                                                                                 | 0                                                                                 | 0                                                                                   | 1                                                                                   | 0                                                                                   | 0                                                                                   | 2                                                                                   | 0                                                                                   |
| Lane Group Flow (vph)             | 0                                                                                 | 27                                                                                | 15                                                                                | 0                                                                                 | 19                                                                                | 0                                                                                 | 0                                                                                   | 467                                                                                 | 0                                                                                   | 0                                                                                   | 777                                                                                 | 0                                                                                   |
| Turn Type                         | Perm                                                                              | NA                                                                                | Perm                                                                              | Perm                                                                              | NA                                                                                |                                                                                   | Perm                                                                                | NA                                                                                  |                                                                                     | Perm                                                                                | NA                                                                                  |                                                                                     |
| Protected Phases                  |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     | 2                                                                                   |                                                                                     |
| Permitted Phases                  | 8                                                                                 |                                                                                   | 8                                                                                 | 4                                                                                 |                                                                                   |                                                                                   | 6                                                                                   |                                                                                     |                                                                                     | 2                                                                                   |                                                                                     |                                                                                     |
| Actuated Green, G (s)             |                                                                                   | 12.0                                                                              | 12.0                                                                              |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                     | 64.0                                                                                |                                                                                     |                                                                                     | 64.0                                                                                |                                                                                     |
| Effective Green, g (s)            |                                                                                   | 12.0                                                                              | 12.0                                                                              |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                     | 64.0                                                                                |                                                                                     |                                                                                     | 64.0                                                                                |                                                                                     |
| Actuated g/C Ratio                |                                                                                   | 0.14                                                                              | 0.14                                                                              |                                                                                   | 0.14                                                                              |                                                                                   |                                                                                     | 0.75                                                                                |                                                                                     |                                                                                     | 0.75                                                                                |                                                                                     |
| Clearance Time (s)                |                                                                                   | 4.5                                                                               | 4.5                                                                               |                                                                                   | 4.5                                                                               |                                                                                   |                                                                                     | 4.5                                                                                 |                                                                                     |                                                                                     | 4.5                                                                                 |                                                                                     |
| Vehicle Extension (s)             |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                               |                                                                                   |                                                                                     | 3.0                                                                                 |                                                                                     |                                                                                     | 3.0                                                                                 |                                                                                     |
| Lane Grp Cap (vph)                |                                                                                   | 207                                                                               | 223                                                                               |                                                                                   | 242                                                                               |                                                                                   |                                                                                     | 1956                                                                                |                                                                                     |                                                                                     | 2532                                                                                |                                                                                     |
| v/s Ratio Prot                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| v/s Ratio Perm                    |                                                                                   | c0.02                                                                             | 0.01                                                                              |                                                                                   | 0.01                                                                              |                                                                                   |                                                                                     | 0.18                                                                                |                                                                                     |                                                                                     | c0.23                                                                               |                                                                                     |
| v/c Ratio                         |                                                                                   | 0.13                                                                              | 0.07                                                                              |                                                                                   | 0.08                                                                              |                                                                                   |                                                                                     | 0.24                                                                                |                                                                                     |                                                                                     | 0.31                                                                                |                                                                                     |
| Uniform Delay, d1                 |                                                                                   | 31.9                                                                              | 31.6                                                                              |                                                                                   | 31.7                                                                              |                                                                                   |                                                                                     | 3.2                                                                                 |                                                                                     |                                                                                     | 3.4                                                                                 |                                                                                     |
| Progression Factor                |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                     | 1.00                                                                                |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |
| Incremental Delay, d2             |                                                                                   | 0.3                                                                               | 0.1                                                                               |                                                                                   | 0.1                                                                               |                                                                                   |                                                                                     | 0.3                                                                                 |                                                                                     |                                                                                     | 0.3                                                                                 |                                                                                     |
| Delay (s)                         |                                                                                   | 32.2                                                                              | 31.8                                                                              |                                                                                   | 31.8                                                                              |                                                                                   |                                                                                     | 3.5                                                                                 |                                                                                     |                                                                                     | 3.7                                                                                 |                                                                                     |
| Level of Service                  |                                                                                   | C                                                                                 | C                                                                                 |                                                                                   | C                                                                                 |                                                                                   |                                                                                     | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Approach Delay (s)                |                                                                                   | 31.9                                                                              |                                                                                   |                                                                                   | 31.8                                                                              |                                                                                   |                                                                                     | 3.5                                                                                 |                                                                                     |                                                                                     | 3.7                                                                                 |                                                                                     |
| Approach LOS                      |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                     | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| <b>Intersection Summary</b>       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2000 Control Delay            |                                                                                   |                                                                                   | 6.8                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2000 Volume to Capacity ratio |                                                                                   |                                                                                   | 0.28                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length (s)         |                                                                                   |                                                                                   | 85.0                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 56.8%                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Timings 3: Royal Poinciana Way N & County Road

EX PM  
09/07/2023



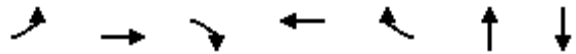
| Lane Group           | EBL   | EBT   | EBR   | WBT   | WBR   | NBT   | SBT   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations  |       |       |       |       |       |       |       |
| Traffic Volume (vph) | 125   | 44    | 141   | 76    | 21    | 306   | 444   |
| Future Volume (vph)  | 125   | 44    | 141   | 76    | 21    | 306   | 444   |
| Turn Type            | Split | NA    | Prot  | NA    | Prot  | NA    | NA    |
| Protected Phases     | 4     | 4     | 4     | 8     | 8     | 2     | 6     |
| Permitted Phases     |       |       |       |       |       |       |       |
| Detector Phase       | 4     | 4     | 4     | 8     | 8     | 2     | 6     |
| Switch Phase         |       |       |       |       |       |       |       |
| Minimum Initial (s)  | 15.0  | 15.0  | 15.0  | 10.0  | 10.0  | 20.0  | 20.0  |
| Minimum Split (s)    | 27.0  | 27.0  | 27.0  | 27.0  | 27.0  | 27.0  | 27.0  |
| Total Split (s)      | 25.0  | 25.0  | 25.0  | 20.0  | 20.0  | 20.0  | 40.0  |
| Total Split (%)      | 23.8% | 23.8% | 23.8% | 19.0% | 19.0% | 19.0% | 38.1% |
| Yellow Time (s)      | 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   |
| Lost Time Adjust (s) | 0.0   | 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   | 4.0   |
| Lead/Lag             |       |       |       |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |       |       |       |
| Recall Mode          | None  | None  | None  | None  | None  | C-Max | None  |
| Act Effect Green (s) | 15.2  | 15.2  | 15.2  | 13.0  | 13.0  | 31.5  | 29.3  |
| Actuated g/C Ratio   | 0.14  | 0.14  | 0.14  | 0.12  | 0.12  | 0.30  | 0.28  |
| v/c Ratio            | 0.36  | 0.36  | 0.42  | 0.56  | 0.08  | 0.52  | 0.80  |
| Control Delay        | 45.2  | 45.0  | 10.5  | 52.6  | 0.6   | 34.7  | 31.3  |
| Queue Delay          | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 2.2   |
| Total Delay          | 45.2  | 45.0  | 10.5  | 52.6  | 0.6   | 34.7  | 33.5  |
| LOS                  | D     | D     | B     | D     | A     | C     | C     |
| Approach Delay       |       | 29.4  |       | 44.9  |       | 34.7  | 33.5  |
| Approach LOS         |       | C     |       | D     |       | C     | C     |

## Intersection Summary

|                                                            |
|------------------------------------------------------------|
| Cycle Length: 105                                          |
| Actuated Cycle Length: 105                                 |
| Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green |
| Natural Cycle: 110                                         |
| Control Type: Actuated-Coordinated                         |
| Maximum v/c Ratio: 0.80                                    |
| Intersection Signal Delay: 34.0                            |
| Intersection Capacity Utilization 64.2%                    |
| Analysis Period (min) 15                                   |
| Intersection LOS: C                                        |
| ICU Level of Service C                                     |

Splits and Phases: 3: Royal Poinciana Way N & County Road





| Lane Group              | EBL  | EBT  | EBR  | WBT  | WBR  | NBT  | SBT  |
|-------------------------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 88   | 90   | 148  | 127  | 22   | 539  | 864  |
| v/c Ratio               | 0.36 | 0.36 | 0.42 | 0.56 | 0.08 | 0.52 | 0.80 |
| Control Delay           | 45.2 | 45.0 | 10.5 | 52.6 | 0.6  | 34.7 | 31.3 |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 2.2  |
| Total Delay             | 45.2 | 45.0 | 10.5 | 52.6 | 0.6  | 34.7 | 33.5 |
| Queue Length 50th (ft)  | 56   | 57   | 0    | 82   | 0    | 155  | 213  |
| Queue Length 95th (ft)  | 107  | 109  | 56   | 136  | 0    | #266 | 264  |
| Internal Link Dist (ft) |      | 446  |      | 441  |      | 319  | 231  |
| Turn Bay Length (ft)    | 430  |      |      |      | 230  |      |      |
| Base Capacity (vph)     | 336  | 345  | 435  | 283  | 324  | 1036 | 1276 |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 267  |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.26 | 0.26 | 0.34 | 0.45 | 0.07 | 0.52 | 0.86 |

## Intersection Summary

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

# HCM Signalized Intersection Capacity Analysis

## 3: Royal Poinciana Way N & County Road

EX PM  
09/07/2023

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |  |  |  |                                                                                   |  |  |                                                                                    |  |                                                                                     |                                                                                     |  |  |
| Traffic Volume (vph)              | 125                                                                               | 44                                                                                | 141                                                                               | 45                                                                                | 76                                                                                | 21                                                                                | 180                                                                                | 306                                                                                 | 27                                                                                  | 0                                                                                   | 444                                                                                 | 377                                                                                 |
| Future Volume (vph)               | 125                                                                               | 44                                                                                | 141                                                                               | 45                                                                                | 76                                                                                | 21                                                                                | 180                                                                                | 306                                                                                 | 27                                                                                  | 0                                                                                   | 444                                                                                 | 377                                                                                 |
| 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                                                                              | 1727                                                                              | 1583                                                                              |                                                                                   | 1829                                                                              | 1583                                                                              |                                                                                    | 3451                                                                                |                                                                                     |                                                                                     | 3295                                                                                |                                                                                     |
| Flt Permitted                     | 0.95                                                                              | 0.98                                                                              | 1.00                                                                              |                                                                                   | 0.98                                                                              | 1.00                                                                              |                                                                                    | 0.98                                                                                |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |
| Satd. Flow (perm)                 | 1681                                                                              | 1727                                                                              | 1583                                                                              |                                                                                   | 1829                                                                              | 1583                                                                              |                                                                                    | 3451                                                                                |                                                                                     |                                                                                     | 3295                                                                                |                                                                                     |
| Peak-hour factor, PHF             | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                               | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Adj. Flow (vph)                   | 132                                                                               | 46                                                                                | 148                                                                               | 47                                                                                | 80                                                                                | 22                                                                                | 189                                                                                | 322                                                                                 | 28                                                                                  | 0                                                                                   | 467                                                                                 | 397                                                                                 |
| RTOR Reduction (vph)              | 0                                                                                 | 0                                                                                 | 127                                                                               | 0                                                                                 | 0                                                                                 | 19                                                                                | 0                                                                                  | 3                                                                                   | 0                                                                                   | 0                                                                                   | 161                                                                                 | 0                                                                                   |
| Lane Group Flow (vph)             | 88                                                                                | 90                                                                                | 21                                                                                | 0                                                                                 | 127                                                                               | 3                                                                                 | 0                                                                                  | 536                                                                                 | 0                                                                                   | 0                                                                                   | 703                                                                                 | 0                                                                                   |
| Turn Type                         | Split                                                                             | NA                                                                                | Prot                                                                              | Split                                                                             | NA                                                                                | Prot                                                                              | Split                                                                              | NA                                                                                  |                                                                                     |                                                                                     | NA                                                                                  |                                                                                     |
| Protected Phases                  | 4                                                                                 | 4                                                                                 | 4                                                                                 | 8                                                                                 | 8                                                                                 | 8                                                                                 | 2                                                                                  | 2                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Permitted Phases                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Green, G (s)             | 15.2                                                                              | 15.2                                                                              | 15.2                                                                              |                                                                                   | 13.0                                                                              | 13.0                                                                              |                                                                                    | 31.5                                                                                |                                                                                     |                                                                                     | 29.3                                                                                |                                                                                     |
| Effective Green, g (s)            | 15.2                                                                              | 15.2                                                                              | 15.2                                                                              |                                                                                   | 13.0                                                                              | 13.0                                                                              |                                                                                    | 31.5                                                                                |                                                                                     |                                                                                     | 29.3                                                                                |                                                                                     |
| Actuated g/C Ratio                | 0.14                                                                              | 0.14                                                                              | 0.14                                                                              |                                                                                   | 0.12                                                                              | 0.12                                                                              |                                                                                    | 0.30                                                                                |                                                                                     |                                                                                     | 0.28                                                                                |                                                                                     |
| Clearance Time (s)                | 4.0                                                                               | 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                                                                                 |                                                                                     |                                                                                     | 3.0                                                                                 |                                                                                     |
| Lane Grp Cap (vph)                | 243                                                                               | 250                                                                               | 229                                                                               |                                                                                   | 226                                                                               | 195                                                                               |                                                                                    | 1035                                                                                |                                                                                     |                                                                                     | 919                                                                                 |                                                                                     |
| v/s Ratio Prot                    | c0.05                                                                             | 0.05                                                                              | 0.01                                                                              |                                                                                   | c0.07                                                                             | 0.00                                                                              |                                                                                    | c0.16                                                                               |                                                                                     |                                                                                     | c0.21                                                                               |                                                                                     |
| v/s Ratio Perm                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| v/c Ratio                         | 0.36                                                                              | 0.36                                                                              | 0.09                                                                              |                                                                                   | 0.56                                                                              | 0.01                                                                              |                                                                                    | 0.52                                                                                |                                                                                     |                                                                                     | 0.77                                                                                |                                                                                     |
| Uniform Delay, d1                 | 40.5                                                                              | 40.5                                                                              | 38.9                                                                              |                                                                                   | 43.3                                                                              | 40.4                                                                              |                                                                                    | 30.5                                                                                |                                                                                     |                                                                                     | 34.7                                                                                |                                                                                     |
| Progression Factor                | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                    | 1.00                                                                                |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |
| Incremental Delay, d2             | 0.9                                                                               | 0.9                                                                               | 0.2                                                                               |                                                                                   | 3.2                                                                               | 0.0                                                                               |                                                                                    | 1.9                                                                                 |                                                                                     |                                                                                     | 3.8                                                                                 |                                                                                     |
| Delay (s)                         | 41.4                                                                              | 41.4                                                                              | 39.1                                                                              |                                                                                   | 46.5                                                                              | 40.4                                                                              |                                                                                    | 32.3                                                                                |                                                                                     |                                                                                     | 38.5                                                                                |                                                                                     |
| Level of Service                  | D                                                                                 | D                                                                                 | D                                                                                 |                                                                                   | D                                                                                 | D                                                                                 |                                                                                    | C                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |
| Approach Delay (s)                |                                                                                   | 40.4                                                                              |                                                                                   |                                                                                   | 45.6                                                                              |                                                                                   |                                                                                    | 32.3                                                                                |                                                                                     |                                                                                     | 38.5                                                                                |                                                                                     |
| Approach LOS                      |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                    | C                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |
| <b>Intersection Summary</b>       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2000 Control Delay            |                                                                                   |                                                                                   | 37.6                                                                              |                                                                                   |                                                                                   |                                                                                   | HCM 2000 Level of Service                                                          |                                                                                     |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |
| HCM 2000 Volume to Capacity ratio |                                                                                   |                                                                                   | 0.58                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length (s)         |                                                                                   |                                                                                   | 105.0                                                                             |                                                                                   |                                                                                   |                                                                                   | Sum of lost time (s)                                                               |                                                                                     |                                                                                     | 16.0                                                                                |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 64.2%                                                                             |                                                                                   |                                                                                   |                                                                                   | ICU Level of Service                                                               |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Timings

## 1: County Road & Sunrise Avenue

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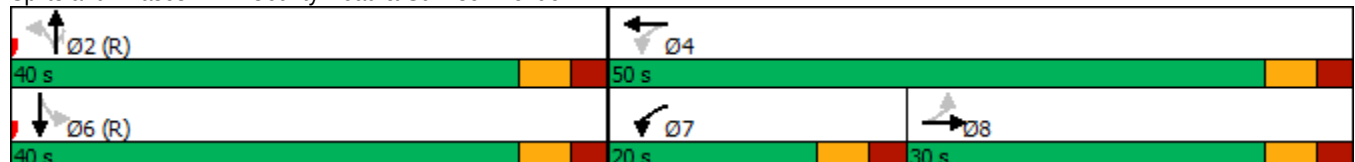


| Lane Group           | EBL   | EBT   | WBL   | WBT   | NBL   | NBT   | NBR   | SBL   | SBT   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations  |       | ↔     | ↔     | ↔     |       | ↔     | ↔     | ↔     | ↔     |
| Traffic Volume (vph) | 49    | 19    | 48    | 20    | 37    | 666   | 87    | 9     | 208   |
| Future Volume (vph)  | 49    | 19    | 48    | 20    | 37    | 666   | 87    | 9     | 208   |
| Turn Type            | Perm  | NA    | pm+pt | NA    | Perm  | NA    | Perm  | Perm  | NA    |
| Protected Phases     |       | 8     | 7     | 4     |       | 2     |       |       | 6     |
| Permitted Phases     | 8     |       | 4     |       | 2     |       | 2     | 6     |       |
| Detector Phase       | 8     | 8     | 7     | 4     | 2     | 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  | 20.0  |
| Minimum Split (s)    | 31.0  | 31.0  | 13.0  | 31.0  | 26.0  | 26.0  | 26.0  | 26.0  | 26.0  |
| Total Split (s)      | 30.0  | 30.0  | 20.0  | 50.0  | 40.0  | 40.0  | 40.0  | 40.0  | 40.0  |
| Total Split (%)      | 33.3% | 33.3% | 22.2% | 55.6% | 44.4% | 44.4% | 44.4% | 44.4% | 44.4% |
| Yellow Time (s)      | 3.5   | 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   | 2.5   |
| Lost Time Adjust (s) |       | 0.0   | 0.0   | 0.0   |       | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)  |       | 6.0   | 6.0   | 6.0   |       | 6.0   | 6.0   | 6.0   | 6.0   |
| Lead/Lag             | Lag   | Lag   | Lead  |       |       |       |       |       |       |
| Lead-Lag Optimize?   | Yes   | Yes   | Yes   |       |       |       |       |       |       |
| Recall Mode          | None  | None  | None  | None  | C-Max | C-Max | C-Max | C-Max | C-Max |
| Act Effect Green (s) |       | 11.5  | 20.0  | 20.6  |       | 61.8  | 61.8  | 61.8  | 61.8  |
| Actuated g/C Ratio   |       | 0.13  | 0.22  | 0.23  |       | 0.69  | 0.69  | 0.69  | 0.69  |
| v/c Ratio            |       | 0.50  | 0.17  | 0.07  |       | 0.59  | 0.08  | 0.03  | 0.20  |
| Control Delay        |       | 36.3  | 24.6  | 18.0  |       | 14.8  | 1.9   | 10.1  | 8.7   |
| Queue Delay          |       | 0.0   | 0.0   | 0.0   |       | 1.5   | 0.0   | 0.0   | 0.0   |
| Total Delay          |       | 36.3  | 24.6  | 18.0  |       | 16.3  | 1.9   | 10.1  | 8.7   |
| LOS                  |       | D     | C     | B     |       | B     | A     | B     | A     |
| Approach Delay       |       | 36.3  |       | 22.3  |       | 14.7  |       |       | 8.8   |
| Approach LOS         |       | D     |       | C     |       | B     |       |       | A     |

### Intersection Summary

|                                                                       |
|-----------------------------------------------------------------------|
| Cycle Length: 90                                                      |
| Actuated Cycle Length: 90                                             |
| Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green |
| Natural Cycle: 90                                                     |
| Control Type: Actuated-Coordinated                                    |
| Maximum v/c Ratio: 0.59                                               |
| Intersection Signal Delay: 15.8                                       |
| Intersection Capacity Utilization 81.0%                               |
| Analysis Period (min) 15                                              |
| Intersection LOS: B                                                   |
| ICU Level of Service D                                                |

### Splits and Phases: 1: County Road & Sunrise Avenue



## Queues

## 1: County Road &amp; Sunrise Avenue

BY AM

09/07/2023



| Lane Group              | EBT  | WBL  | WBT  | NBT  | NBR  | SBL  | SBT  |
|-------------------------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 104  | 51   | 28   | 740  | 92   | 9    | 250  |
| v/c Ratio               | 0.50 | 0.17 | 0.07 | 0.59 | 0.08 | 0.03 | 0.20 |
| Control Delay           | 36.3 | 24.6 | 18.0 | 14.8 | 1.9  | 10.1 | 8.7  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 1.5  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 36.3 | 24.6 | 18.0 | 16.3 | 1.9  | 10.1 | 8.7  |
| Queue Length 50th (ft)  | 43   | 22   | 9    | 262  | 0    | 2    | 58   |
| Queue Length 95th (ft)  | 89   | 44   | 26   | 492  | 18   | 10   | 120  |
| Internal Link Dist (ft) | 482  |      | 146  | 316  |      |      | 333  |
| Turn Bay Length (ft)    |      |      |      |      |      | 160  |      |
| Base Capacity (vph)     | 411  | 376  | 879  | 1244 | 1120 | 344  | 1257 |
| Starvation Cap Reductn  | 0    | 0    | 0    | 309  | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.25 | 0.14 | 0.03 | 0.79 | 0.08 | 0.03 | 0.20 |
| Intersection Summary    |      |      |      |      |      |      |      |

# HCM Signalized Intersection Capacity Analysis

## 1: County Road & Sunrise Avenue

BY AM

09/07/2023

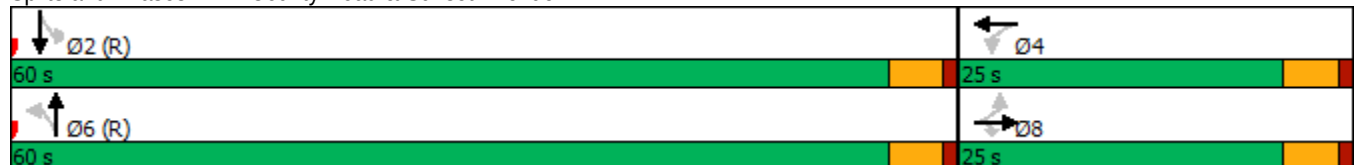
|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |  |                                                                                   |  |  |                                                                                   |                                                                                    |  |  |  |  |  |
| Traffic Volume (vph)              | 49                                                                                | 19                                                                                | 30                                                                                | 48                                                                                | 20                                                                                | 7                                                                                 | 37                                                                                 | 666                                                                                 | 87                                                                                  | 9                                                                                   | 208                                                                                 | 29                                                                                  |
| Future Volume (vph)               | 49                                                                                | 19                                                                                | 30                                                                                | 48                                                                                | 20                                                                                | 7                                                                                 | 37                                                                                 | 666                                                                                 | 87                                                                                  | 9                                                                                   | 208                                                                                 | 29                                                                                  |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                               | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Total Lost time (s)               |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               | 6.0                                                                               |                                                                                   |                                                                                    | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 |                                                                                     |
| Lane Util. Factor                 |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                    | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |                                                                                     |
| Frt                               |                                                                                   | 0.96                                                                              |                                                                                   | 1.00                                                                              | 0.96                                                                              |                                                                                   |                                                                                    | 1.00                                                                                | 0.85                                                                                | 1.00                                                                                | 0.98                                                                                |                                                                                     |
| Flt Protected                     |                                                                                   | 0.98                                                                              |                                                                                   | 0.95                                                                              | 1.00                                                                              |                                                                                   |                                                                                    | 1.00                                                                                | 1.00                                                                                | 0.95                                                                                | 1.00                                                                                |                                                                                     |
| Satd. Flow (prot)                 |                                                                                   | 1742                                                                              |                                                                                   | 1770                                                                              | 1793                                                                              |                                                                                   |                                                                                    | 1858                                                                                | 1583                                                                                | 1770                                                                                | 1828                                                                                |                                                                                     |
| Flt Permitted                     |                                                                                   | 0.83                                                                              |                                                                                   | 0.59                                                                              | 1.00                                                                              |                                                                                   |                                                                                    | 0.97                                                                                | 1.00                                                                                | 0.27                                                                                | 1.00                                                                                |                                                                                     |
| Satd. Flow (perm)                 |                                                                                   | 1477                                                                              |                                                                                   | 1102                                                                              | 1793                                                                              |                                                                                   |                                                                                    | 1813                                                                                | 1583                                                                                | 502                                                                                 | 1828                                                                                |                                                                                     |
| Peak-hour factor, PHF             | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                               | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Adj. Flow (vph)                   | 52                                                                                | 20                                                                                | 32                                                                                | 51                                                                                | 21                                                                                | 7                                                                                 | 39                                                                                 | 701                                                                                 | 92                                                                                  | 9                                                                                   | 219                                                                                 | 31                                                                                  |
| RTOR Reduction (vph)              | 0                                                                                 | 21                                                                                | 0                                                                                 | 0                                                                                 | 5                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 34                                                                                  | 0                                                                                   | 3                                                                                   | 0                                                                                   |
| Lane Group Flow (vph)             | 0                                                                                 | 83                                                                                | 0                                                                                 | 51                                                                                | 23                                                                                | 0                                                                                 | 0                                                                                  | 740                                                                                 | 58                                                                                  | 9                                                                                   | 247                                                                                 | 0                                                                                   |
| Turn Type                         | Perm                                                                              | NA                                                                                |                                                                                   | pm+pt                                                                             | NA                                                                                |                                                                                   | Perm                                                                               | NA                                                                                  | Perm                                                                                | Perm                                                                                | NA                                                                                  |                                                                                     |
| Protected Phases                  |                                                                                   | 8                                                                                 |                                                                                   | 7                                                                                 | 4                                                                                 |                                                                                   |                                                                                    | 2                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Permitted Phases                  | 8                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | 2                                                                                  |                                                                                     | 2                                                                                   | 6                                                                                   |                                                                                     |                                                                                     |
| Actuated Green, G (s)             |                                                                                   | 9.5                                                                               |                                                                                   | 21.0                                                                              | 21.0                                                                              |                                                                                   |                                                                                    | 57.0                                                                                | 57.0                                                                                | 57.0                                                                                | 57.0                                                                                |                                                                                     |
| Effective Green, g (s)            |                                                                                   | 9.5                                                                               |                                                                                   | 21.0                                                                              | 21.0                                                                              |                                                                                   |                                                                                    | 57.0                                                                                | 57.0                                                                                | 57.0                                                                                | 57.0                                                                                |                                                                                     |
| Actuated g/C Ratio                |                                                                                   | 0.11                                                                              |                                                                                   | 0.23                                                                              | 0.23                                                                              |                                                                                   |                                                                                    | 0.63                                                                                | 0.63                                                                                | 0.63                                                                                | 0.63                                                                                |                                                                                     |
| Clearance Time (s)                |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               | 6.0                                                                               |                                                                                   |                                                                                    | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 |                                                                                     |
| Vehicle Extension (s)             |                                                                                   | 3.0                                                                               |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                   |                                                                                    | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 |                                                                                     |
| Lane Grp Cap (vph)                |                                                                                   | 155                                                                               |                                                                                   | 297                                                                               | 418                                                                               |                                                                                   |                                                                                    | 1148                                                                                | 1002                                                                                | 317                                                                                 | 1157                                                                                |                                                                                     |
| v/s Ratio Prot                    |                                                                                   |                                                                                   |                                                                                   | c0.01                                                                             | 0.01                                                                              |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 0.13                                                                                |
| v/s Ratio Perm                    |                                                                                   | c0.06                                                                             |                                                                                   | 0.03                                                                              |                                                                                   |                                                                                   |                                                                                    | c0.41                                                                               | 0.04                                                                                | 0.02                                                                                |                                                                                     |                                                                                     |
| v/c Ratio                         |                                                                                   | 0.53                                                                              |                                                                                   | 0.17                                                                              | 0.05                                                                              |                                                                                   |                                                                                    | 0.64                                                                                | 0.06                                                                                | 0.03                                                                                | 0.21                                                                                |                                                                                     |
| Uniform Delay, d1                 |                                                                                   | 38.1                                                                              |                                                                                   | 27.7                                                                              | 26.8                                                                              |                                                                                   |                                                                                    | 10.2                                                                                | 6.3                                                                                 | 6.2                                                                                 | 7.0                                                                                 |                                                                                     |
| Progression Factor                |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                    | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |                                                                                     |
| Incremental Delay, d2             |                                                                                   | 3.5                                                                               |                                                                                   | 0.3                                                                               | 0.1                                                                               |                                                                                   |                                                                                    | 2.8                                                                                 | 0.1                                                                                 | 0.2                                                                                 | 0.4                                                                                 |                                                                                     |
| Delay (s)                         |                                                                                   | 41.6                                                                              |                                                                                   | 28.0                                                                              | 26.8                                                                              |                                                                                   |                                                                                    | 13.0                                                                                | 6.4                                                                                 | 6.3                                                                                 | 7.4                                                                                 |                                                                                     |
| Level of Service                  |                                                                                   | D                                                                                 |                                                                                   | C                                                                                 | C                                                                                 |                                                                                   |                                                                                    | B                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   |                                                                                     |
| Approach Delay (s)                |                                                                                   | 41.6                                                                              |                                                                                   |                                                                                   | 27.6                                                                              |                                                                                   |                                                                                    | 12.3                                                                                |                                                                                     |                                                                                     | 7.4                                                                                 |                                                                                     |
| Approach LOS                      |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                    | B                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| <b>Intersection Summary</b>       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2000 Control Delay            |                                                                                   |                                                                                   | 14.6                                                                              |                                                                                   |                                                                                   | HCM 2000 Level of Service                                                         |                                                                                    |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |                                                                                     |
| HCM 2000 Volume to Capacity ratio |                                                                                   |                                                                                   | 0.60                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length (s)         |                                                                                   |                                                                                   | 90.0                                                                              |                                                                                   |                                                                                   | Sum of lost time (s)                                                              |                                                                                    |                                                                                     | 18.0                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 81.0%                                                                             |                                                                                   |                                                                                   | ICU Level of Service                                                              |                                                                                    |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Timings 2: County Road & Sunset Avenue

BY AM  
09/07/2023

|                                                                       |  |  |  |  |  |  |  |  |  |
|-----------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                                                            | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                                | SBL                                                                                 | SBT                                                                                 |
| Lane Configurations                                                   |                                                                                   |  |  |                                                                                   |  |                                                                                   |  |  |  |
| Traffic Volume (vph)                                                  | 29                                                                                | 5                                                                                 | 44                                                                                | 8                                                                                 | 5                                                                                 | 55                                                                                | 758                                                                                | 2                                                                                   | 271                                                                                 |
| Future Volume (vph)                                                   | 29                                                                                | 5                                                                                 | 44                                                                                | 8                                                                                 | 5                                                                                 | 55                                                                                | 758                                                                                | 2                                                                                   | 271                                                                                 |
| Turn Type                                                             | Perm                                                                              | NA                                                                                | Perm                                                                              | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                 | Perm                                                                                | NA                                                                                  |
| Protected Phases                                                      |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                  |                                                                                     | 2                                                                                   |
| Permitted Phases                                                      | 8                                                                                 |                                                                                   | 8                                                                                 | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    | 2                                                                                   |                                                                                     |
| Detector Phase                                                        | 8                                                                                 | 8                                                                                 | 8                                                                                 | 4                                                                                 | 4                                                                                 | 6                                                                                 | 6                                                                                  | 2                                                                                   | 2                                                                                   |
| Switch Phase                                                          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Minimum Initial (s)                                                   | 15.0                                                                              | 15.0                                                                              | 15.0                                                                              | 15.0                                                                              | 15.0                                                                              | 10.0                                                                              | 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                                                                                | 25.5                                                                                |
| Total Split (s)                                                       | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              | 60.0                                                                              | 60.0                                                                               | 60.0                                                                                | 60.0                                                                                |
| Total Split (%)                                                       | 29.4%                                                                             | 29.4%                                                                             | 29.4%                                                                             | 29.4%                                                                             | 29.4%                                                                             | 70.6%                                                                             | 70.6%                                                                              | 70.6%                                                                               | 70.6%                                                                               |
| Yellow Time (s)                                                       | 3.5                                                                               | 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                                                                                 | 1.0                                                                                 |
| Lost Time Adjust (s)                                                  |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                                |                                                                                     | 0.0                                                                                 |
| Total Lost Time (s)                                                   |                                                                                   | 4.5                                                                               | 4.5                                                                               |                                                                                   | 4.5                                                                               |                                                                                   | 4.5                                                                                |                                                                                     | 4.5                                                                                 |
| Lead/Lag                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Lead-Lag Optimize?                                                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Recall Mode                                                           | None                                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                              | C-Max                                                                             | C-Max                                                                              | C-Max                                                                               | C-Max                                                                               |
| Act Efect Green (s)                                                   |                                                                                   | 15.0                                                                              | 15.0                                                                              |                                                                                   | 15.0                                                                              |                                                                                   | 65.8                                                                               |                                                                                     | 65.8                                                                                |
| Actuated g/C Ratio                                                    |                                                                                   | 0.18                                                                              | 0.18                                                                              |                                                                                   | 0.18                                                                              |                                                                                   | 0.77                                                                               |                                                                                     | 0.77                                                                                |
| v/c Ratio                                                             |                                                                                   | 0.14                                                                              | 0.15                                                                              |                                                                                   | 0.06                                                                              |                                                                                   | 0.36                                                                               |                                                                                     | 0.12                                                                                |
| Control Delay                                                         |                                                                                   | 31.3                                                                              | 10.8                                                                              |                                                                                   | 25.5                                                                              |                                                                                   | 4.5                                                                                |                                                                                     | 3.3                                                                                 |
| Queue Delay                                                           |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 0.5                                                                                |                                                                                     | 0.0                                                                                 |
| Total Delay                                                           |                                                                                   | 31.3                                                                              | 10.8                                                                              |                                                                                   | 25.5                                                                              |                                                                                   | 5.0                                                                                |                                                                                     | 3.3                                                                                 |
| LOS                                                                   |                                                                                   | C                                                                                 | B                                                                                 |                                                                                   | C                                                                                 |                                                                                   | A                                                                                  |                                                                                     | A                                                                                   |
| Approach Delay                                                        |                                                                                   | 19.8                                                                              |                                                                                   |                                                                                   | 25.5                                                                              |                                                                                   | 5.0                                                                                |                                                                                     | 3.3                                                                                 |
| Approach LOS                                                          |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   | A                                                                                  |                                                                                     | A                                                                                   |
| Intersection Summary                                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Cycle Length: 85                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Actuated Cycle Length: 85                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Natural Cycle: 60                                                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Control Type: Actuated-Coordinated                                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Maximum v/c Ratio: 0.36                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Intersection Signal Delay: 5.8                                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   | Intersection LOS: A                                                               |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Intersection Capacity Utilization 55.5%                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   | ICU Level of Service B                                                            |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Analysis Period (min) 15                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |

Splits and Phases: 2: County Road & Sunset Avenue



Queues  
2: County Road & Sunset Avenue

BY AM  
09/07/2023

|                         |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | EBT                                                                               | EBR                                                                               | WBT                                                                               | NBT                                                                               | SBT                                                                               |
| Lane Group Flow (vph)   | 36                                                                                | 46                                                                                | 17                                                                                | 883                                                                               | 303                                                                               |
| v/c Ratio               | 0.14                                                                              | 0.15                                                                              | 0.06                                                                              | 0.36                                                                              | 0.12                                                                              |
| Control Delay           | 31.3                                                                              | 10.8                                                                              | 25.5                                                                              | 4.5                                                                               | 3.3                                                                               |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.5                                                                               | 0.0                                                                               |
| Total Delay             | 31.3                                                                              | 10.8                                                                              | 25.5                                                                              | 5.0                                                                               | 3.3                                                                               |
| Queue Length 50th (ft)  | 16                                                                                | 0                                                                                 | 6                                                                                 | 79                                                                                | 21                                                                                |
| Queue Length 95th (ft)  | 43                                                                                | 28                                                                                | 23                                                                                | 106                                                                               | 32                                                                                |
| Internal Link Dist (ft) | 526                                                                               |                                                                                   | 57                                                                                | 231                                                                               | 316                                                                               |
| Turn Bay Length (ft)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Base Capacity (vph)     | 347                                                                               | 416                                                                               | 391                                                                               | 2477                                                                              | 2590                                                                              |
| Starvation Cap Reductn  | 0                                                                                 | 0                                                                                 | 0                                                                                 | 1068                                                                              | 0                                                                                 |
| Spillback Cap Reductn   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Storage Cap Reductn     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Reduced v/c Ratio       | 0.10                                                                              | 0.11                                                                              | 0.04                                                                              | 0.63                                                                              | 0.12                                                                              |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

# HCM Signalized Intersection Capacity Analysis

## 2: County Road & Sunset Avenue

BY AM

09/07/2023

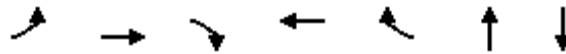
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|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |  |  |                                                                                   |  |                                                                                   |                                                                                     |  |  |                                                                                     |  |  |
| Traffic Volume (vph)              | 29                                                                                | 5                                                                                 | 44                                                                                | 8                                                                                 | 5                                                                                 | 4                                                                                 | 55                                                                                  | 758                                                                                 | 26                                                                                  | 2                                                                                   | 271                                                                                 | 15                                                                                  |
| Future Volume (vph)               | 29                                                                                | 5                                                                                 | 44                                                                                | 8                                                                                 | 5                                                                                 | 4                                                                                 | 55                                                                                  | 758                                                                                 | 26                                                                                  | 2                                                                                   | 271                                                                                 | 15                                                                                  |
| 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                                                                                 |                                                                                     |
| Lane Util. Factor                 |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                     | 0.95                                                                                |                                                                                     |                                                                                     | 0.95                                                                                |                                                                                     |
| Frt                               |                                                                                   | 1.00                                                                              | 0.85                                                                              |                                                                                   | 0.97                                                                              |                                                                                   |                                                                                     | 1.00                                                                                |                                                                                     |                                                                                     | 0.99                                                                                |                                                                                     |
| Flt Protected                     |                                                                                   | 0.96                                                                              | 1.00                                                                              |                                                                                   | 0.98                                                                              |                                                                                   |                                                                                     | 1.00                                                                                |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |
| Satd. Flow (prot)                 |                                                                                   | 1786                                                                              | 1583                                                                              |                                                                                   | 1762                                                                              |                                                                                   |                                                                                     | 3511                                                                                |                                                                                     |                                                                                     | 3510                                                                                |                                                                                     |
| Flt Permitted                     |                                                                                   | 0.77                                                                              | 1.00                                                                              |                                                                                   | 0.89                                                                              |                                                                                   |                                                                                     | 0.91                                                                                |                                                                                     |                                                                                     | 0.95                                                                                |                                                                                     |
| Satd. Flow (perm)                 |                                                                                   | 1442                                                                              | 1583                                                                              |                                                                                   | 1611                                                                              |                                                                                   |                                                                                     | 3200                                                                                |                                                                                     |                                                                                     | 3344                                                                                |                                                                                     |
| Peak-hour factor, PHF             | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Adj. Flow (vph)                   | 31                                                                                | 5                                                                                 | 46                                                                                | 8                                                                                 | 5                                                                                 | 4                                                                                 | 58                                                                                  | 798                                                                                 | 27                                                                                  | 2                                                                                   | 285                                                                                 | 16                                                                                  |
| RTOR Reduction (vph)              | 0                                                                                 | 0                                                                                 | 40                                                                                | 0                                                                                 | 3                                                                                 | 0                                                                                 | 0                                                                                   | 2                                                                                   | 0                                                                                   | 0                                                                                   | 3                                                                                   | 0                                                                                   |
| Lane Group Flow (vph)             | 0                                                                                 | 36                                                                                | 6                                                                                 | 0                                                                                 | 14                                                                                | 0                                                                                 | 0                                                                                   | 881                                                                                 | 0                                                                                   | 0                                                                                   | 300                                                                                 | 0                                                                                   |
| Turn Type                         | Perm                                                                              | NA                                                                                | Perm                                                                              | Perm                                                                              | NA                                                                                |                                                                                   | Perm                                                                                | NA                                                                                  |                                                                                     | Perm                                                                                | NA                                                                                  |                                                                                     |
| Protected Phases                  |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     | 2                                                                                   |                                                                                     |
| Permitted Phases                  | 8                                                                                 |                                                                                   | 8                                                                                 | 4                                                                                 |                                                                                   |                                                                                   | 6                                                                                   |                                                                                     |                                                                                     | 2                                                                                   |                                                                                     |                                                                                     |
| Actuated Green, G (s)             |                                                                                   | 12.0                                                                              | 12.0                                                                              |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                     | 64.0                                                                                |                                                                                     |                                                                                     | 64.0                                                                                |                                                                                     |
| Effective Green, g (s)            |                                                                                   | 12.0                                                                              | 12.0                                                                              |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                     | 64.0                                                                                |                                                                                     |                                                                                     | 64.0                                                                                |                                                                                     |
| Actuated g/C Ratio                |                                                                                   | 0.14                                                                              | 0.14                                                                              |                                                                                   | 0.14                                                                              |                                                                                   |                                                                                     | 0.75                                                                                |                                                                                     |                                                                                     | 0.75                                                                                |                                                                                     |
| Clearance Time (s)                |                                                                                   | 4.5                                                                               | 4.5                                                                               |                                                                                   | 4.5                                                                               |                                                                                   |                                                                                     | 4.5                                                                                 |                                                                                     |                                                                                     | 4.5                                                                                 |                                                                                     |
| Vehicle Extension (s)             |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                               |                                                                                   |                                                                                     | 3.0                                                                                 |                                                                                     |                                                                                     | 3.0                                                                                 |                                                                                     |
| Lane Grp Cap (vph)                |                                                                                   | 203                                                                               | 223                                                                               |                                                                                   | 227                                                                               |                                                                                   |                                                                                     | 2409                                                                                |                                                                                     |                                                                                     | 2517                                                                                |                                                                                     |
| v/s Ratio Prot                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| v/s Ratio Perm                    |                                                                                   | c0.02                                                                             | 0.00                                                                              |                                                                                   | 0.01                                                                              |                                                                                   |                                                                                     | c0.28                                                                               |                                                                                     |                                                                                     | 0.09                                                                                |                                                                                     |
| v/c Ratio                         |                                                                                   | 0.18                                                                              | 0.03                                                                              |                                                                                   | 0.06                                                                              |                                                                                   |                                                                                     | 0.37                                                                                |                                                                                     |                                                                                     | 0.12                                                                                |                                                                                     |
| Uniform Delay, d1                 |                                                                                   | 32.2                                                                              | 31.5                                                                              |                                                                                   | 31.6                                                                              |                                                                                   |                                                                                     | 3.6                                                                                 |                                                                                     |                                                                                     | 2.8                                                                                 |                                                                                     |
| Progression Factor                |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                     | 1.00                                                                                |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |
| Incremental Delay, d2             |                                                                                   | 0.4                                                                               | 0.1                                                                               |                                                                                   | 0.1                                                                               |                                                                                   |                                                                                     | 0.4                                                                                 |                                                                                     |                                                                                     | 0.1                                                                                 |                                                                                     |
| Delay (s)                         |                                                                                   | 32.6                                                                              | 31.5                                                                              |                                                                                   | 31.7                                                                              |                                                                                   |                                                                                     | 4.0                                                                                 |                                                                                     |                                                                                     | 2.9                                                                                 |                                                                                     |
| Level of Service                  |                                                                                   | C                                                                                 | C                                                                                 |                                                                                   | C                                                                                 |                                                                                   |                                                                                     | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Approach Delay (s)                |                                                                                   | 32.0                                                                              |                                                                                   |                                                                                   | 31.7                                                                              |                                                                                   |                                                                                     | 4.0                                                                                 |                                                                                     |                                                                                     | 2.9                                                                                 |                                                                                     |
| Approach LOS                      |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                     | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| <b>Intersection Summary</b>       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2000 Control Delay            |                                                                                   |                                                                                   | 5.9                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2000 Level of Service         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| HCM 2000 Volume to Capacity ratio |                                                                                   |                                                                                   | 0.34                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length (s)         |                                                                                   |                                                                                   | 85.0                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 9.0                                                                                 |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 55.5%                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |
| ICU Level of Service              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Timings

## 3: Royal Poinciana Way N & County Road

BY AM

09/07/2023



| Lane Group           | EBL   | EBT   | EBR   | WBT   | WBR   | NBT   | SBT   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations  |       |       |       |       |       |       |       |
| Traffic Volume (vph) | 304   | 51    | 199   | 38    | 8     | 543   | 195   |
| Future Volume (vph)  | 304   | 51    | 199   | 38    | 8     | 543   | 195   |
| Turn Type            | Split | NA    | Prot  | NA    | Prot  | NA    | NA    |
| Protected Phases     | 4     | 4     | 4     | 8     | 8     | 2     | 6     |
| Permitted Phases     |       |       |       |       |       |       |       |
| Detector Phase       | 4     | 4     | 4     | 8     | 8     | 2     | 6     |
| Switch Phase         |       |       |       |       |       |       |       |
| Minimum Initial (s)  | 15.0  | 15.0  | 15.0  | 10.0  | 10.0  | 5.0   | 20.0  |
| Minimum Split (s)    | 27.0  | 27.0  | 27.0  | 27.0  | 27.0  | 22.5  | 27.0  |
| Total Split (s)      | 25.0  | 25.0  | 25.0  | 20.0  | 20.0  | 20.0  | 40.0  |
| Total Split (%)      | 23.8% | 23.8% | 23.8% | 19.0% | 19.0% | 19.0% | 38.1% |
| Yellow Time (s)      | 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   |
| Lost Time Adjust (s) | 0.0   | 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   | 4.0   |
| Lead/Lag             |       |       |       |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |       |       |       |
| Recall Mode          | None  | None  | None  | None  | None  | C-Max | None  |
| Act Effect Green (s) | 18.9  | 18.9  | 18.9  | 10.1  | 10.1  | 45.5  | 20.0  |
| Actuated g/C Ratio   | 0.18  | 0.18  | 0.18  | 0.10  | 0.10  | 0.43  | 0.19  |
| v/c Ratio            | 0.61  | 0.61  | 0.46  | 0.25  | 0.03  | 0.49  | 0.44  |
| Control Delay        | 48.0  | 47.7  | 8.1   | 47.7  | 0.2   | 25.0  | 25.4  |
| Queue Delay          | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay          | 48.0  | 47.7  | 8.1   | 47.7  | 0.2   | 25.0  | 25.4  |
| LOS                  | D     | D     | A     | D     | A     | C     | C     |
| Approach Delay       |       | 33.6  |       | 40.6  |       | 25.0  | 25.4  |
| Approach LOS         |       | C     |       | D     |       | C     | C     |

### Intersection Summary

Cycle Length: 105

Actuated Cycle Length: 105

Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green

Natural Cycle: 105

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.61

Intersection Signal Delay: 28.5

Intersection LOS: C

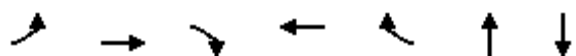
Intersection Capacity Utilization 63.0%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Royal Poinciana Way N & County Road





| Lane Group              | EBL  | EBT  | EBR  | WBT  | WBR  | NBT  | SBT  |
|-------------------------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 186  | 188  | 209  | 45   | 8    | 744  | 326  |
| v/c Ratio               | 0.61 | 0.61 | 0.46 | 0.25 | 0.03 | 0.49 | 0.44 |
| Control Delay           | 48.0 | 47.7 | 8.1  | 47.7 | 0.2  | 25.0 | 25.4 |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 48.0 | 47.7 | 8.1  | 47.7 | 0.2  | 25.0 | 25.4 |
| Queue Length 50th (ft)  | 124  | 125  | 0    | 29   | 0    | 197  | 63   |
| Queue Length 95th (ft)  | 183  | 185  | 56   | 64   | 0    | 296  | 106  |
| Internal Link Dist (ft) |      | 446  |      | 441  |      | 319  | 231  |
| Turn Bay Length (ft)    | 430  |      |      |      | 230  |      |      |
| Base Capacity (vph)     | 352  | 357  | 496  | 282  | 320  | 1509 | 1225 |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.53 | 0.53 | 0.42 | 0.16 | 0.03 | 0.49 | 0.27 |
| Intersection Summary    |      |      |      |      |      |      |      |

# HCM Signalized Intersection Capacity Analysis

## 3: Royal Poinciana Way N & County Road

BY AM  
09/07/2023

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |  |  |  |                                                                                   |  |  |                                                                                    |  |                                                                                     |                                                                                     |  |  |
| Traffic Volume (vph)              | 304                                                                               | 51                                                                                | 199                                                                               | 5                                                                                 | 38                                                                                | 8                                                                                 | 106                                                                                | 543                                                                                 | 57                                                                                  | 0                                                                                   | 195                                                                                 | 115                                                                                 |
| Future Volume (vph)               | 304                                                                               | 51                                                                                | 199                                                                               | 5                                                                                 | 38                                                                                | 8                                                                                 | 106                                                                                | 543                                                                                 | 57                                                                                  | 0                                                                                   | 195                                                                                 | 115                                                                                 |
| 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                                                                              | 0.97                                                                              | 1.00                                                                              |                                                                                   | 0.99                                                                              | 1.00                                                                              |                                                                                    | 0.99                                                                                |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |
| Satd. Flow (prot)                 | 1681                                                                              | 1709                                                                              | 1583                                                                              |                                                                                   | 1852                                                                              | 1583                                                                              |                                                                                    | 3470                                                                                |                                                                                     |                                                                                     | 3342                                                                                |                                                                                     |
| Flt Permitted                     | 0.95                                                                              | 0.97                                                                              | 1.00                                                                              |                                                                                   | 0.99                                                                              | 1.00                                                                              |                                                                                    | 0.99                                                                                |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |
| Satd. Flow (perm)                 | 1681                                                                              | 1709                                                                              | 1583                                                                              |                                                                                   | 1852                                                                              | 1583                                                                              |                                                                                    | 3470                                                                                |                                                                                     |                                                                                     | 3342                                                                                |                                                                                     |
| Peak-hour factor, PHF             | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                               | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Adj. Flow (vph)                   | 320                                                                               | 54                                                                                | 209                                                                               | 5                                                                                 | 40                                                                                | 8                                                                                 | 112                                                                                | 572                                                                                 | 60                                                                                  | 0                                                                                   | 205                                                                                 | 121                                                                                 |
| RTOR Reduction (vph)              | 0                                                                                 | 0                                                                                 | 171                                                                               | 0                                                                                 | 0                                                                                 | 8                                                                                 | 0                                                                                  | 4                                                                                   | 0                                                                                   | 0                                                                                   | 98                                                                                  | 0                                                                                   |
| Lane Group Flow (vph)             | 186                                                                               | 188                                                                               | 38                                                                                | 0                                                                                 | 45                                                                                | 0                                                                                 | 0                                                                                  | 740                                                                                 | 0                                                                                   | 0                                                                                   | 228                                                                                 | 0                                                                                   |
| Turn Type                         | Split                                                                             | NA                                                                                | Prot                                                                              | Split                                                                             | NA                                                                                | Prot                                                                              | Split                                                                              | NA                                                                                  |                                                                                     |                                                                                     | NA                                                                                  |                                                                                     |
| Protected Phases                  | 4                                                                                 | 4                                                                                 | 4                                                                                 | 8                                                                                 | 8                                                                                 | 8                                                                                 | 2                                                                                  | 2                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Permitted Phases                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Green, G (s)             | 18.9                                                                              | 18.9                                                                              | 18.9                                                                              |                                                                                   | 6.1                                                                               | 6.1                                                                               |                                                                                    | 44.0                                                                                |                                                                                     |                                                                                     | 20.0                                                                                |                                                                                     |
| Effective Green, g (s)            | 18.9                                                                              | 18.9                                                                              | 18.9                                                                              |                                                                                   | 6.1                                                                               | 6.1                                                                               |                                                                                    | 44.0                                                                                |                                                                                     |                                                                                     | 20.0                                                                                |                                                                                     |
| Actuated g/C Ratio                | 0.18                                                                              | 0.18                                                                              | 0.18                                                                              |                                                                                   | 0.06                                                                              | 0.06                                                                              |                                                                                    | 0.42                                                                                |                                                                                     |                                                                                     | 0.19                                                                                |                                                                                     |
| Clearance Time (s)                | 4.0                                                                               | 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                                                                                 |                                                                                     |                                                                                     | 3.0                                                                                 |                                                                                     |
| Lane Grp Cap (vph)                | 302                                                                               | 307                                                                               | 284                                                                               |                                                                                   | 107                                                                               | 91                                                                                |                                                                                    | 1454                                                                                |                                                                                     |                                                                                     | 636                                                                                 |                                                                                     |
| v/s Ratio Prot                    | c0.11                                                                             | 0.11                                                                              | 0.02                                                                              |                                                                                   | c0.02                                                                             | 0.00                                                                              |                                                                                    | c0.21                                                                               |                                                                                     |                                                                                     | c0.07                                                                               |                                                                                     |
| v/s Ratio Perm                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| v/c Ratio                         | 0.62                                                                              | 0.61                                                                              | 0.13                                                                              |                                                                                   | 0.42                                                                              | 0.01                                                                              |                                                                                    | 0.51                                                                                |                                                                                     |                                                                                     | 0.36                                                                                |                                                                                     |
| Uniform Delay, d1                 | 39.7                                                                              | 39.7                                                                              | 36.2                                                                              |                                                                                   | 47.7                                                                              | 46.6                                                                              |                                                                                    | 22.5                                                                                |                                                                                     |                                                                                     | 36.9                                                                                |                                                                                     |
| Progression Factor                | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                    | 1.00                                                                                |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |
| Incremental Delay, d2             | 3.7                                                                               | 3.6                                                                               | 0.2                                                                               |                                                                                   | 2.7                                                                               | 0.0                                                                               |                                                                                    | 1.3                                                                                 |                                                                                     |                                                                                     | 0.3                                                                                 |                                                                                     |
| Delay (s)                         | 43.4                                                                              | 43.3                                                                              | 36.4                                                                              |                                                                                   | 50.4                                                                              | 46.6                                                                              |                                                                                    | 23.8                                                                                |                                                                                     |                                                                                     | 37.3                                                                                |                                                                                     |
| Level of Service                  | D                                                                                 | D                                                                                 | D                                                                                 |                                                                                   | D                                                                                 | D                                                                                 |                                                                                    | C                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |
| Approach Delay (s)                |                                                                                   | 40.8                                                                              |                                                                                   |                                                                                   | 49.8                                                                              |                                                                                   |                                                                                    | 23.8                                                                                |                                                                                     |                                                                                     | 37.3                                                                                |                                                                                     |
| Approach LOS                      |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                    | C                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |
| <b>Intersection Summary</b>       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2000 Control Delay            |                                                                                   |                                                                                   | 33.0                                                                              |                                                                                   |                                                                                   |                                                                                   | HCM 2000 Level of Service                                                          |                                                                                     |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| HCM 2000 Volume to Capacity ratio |                                                                                   |                                                                                   | 0.49                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length (s)         |                                                                                   |                                                                                   | 105.0                                                                             |                                                                                   |                                                                                   |                                                                                   | Sum of lost time (s)                                                               |                                                                                     |                                                                                     | 16.0                                                                                |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 63.0%                                                                             |                                                                                   |                                                                                   |                                                                                   | ICU Level of Service                                                               |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Timings

## 1: County Road & Sunrise Avenue

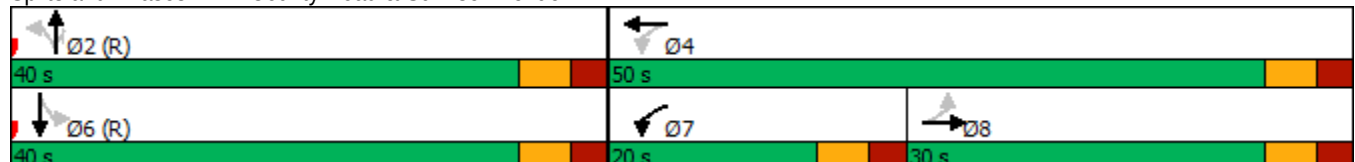
BY PM  
09/07/2023

|                      |  |  |  |  |  |  |   |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                               | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 |
| Lane Configurations  |                                                                                   |  |  |  |                                                                                   |  |  |  |  |
| Traffic Volume (vph) | 38                                                                                | 23                                                                                | 74                                                                                | 57                                                                                | 51                                                                                | 273                                                                               | 81                                                                                  | 13                                                                                  | 620                                                                                 |
| Future Volume (vph)  | 38                                                                                | 23                                                                                | 74                                                                                | 57                                                                                | 51                                                                                | 273                                                                               | 81                                                                                  | 13                                                                                  | 620                                                                                 |
| Turn Type            | Perm                                                                              | NA                                                                                | pm+pt                                                                             | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                                | Perm                                                                                | NA                                                                                  |
| Protected Phases     |                                                                                   | 8                                                                                 | 7                                                                                 | 4                                                                                 |                                                                                   | 2                                                                                 |                                                                                     |                                                                                     | 6                                                                                   |
| Permitted Phases     | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 2                                                                                 |                                                                                   | 2                                                                                   | 6                                                                                   |                                                                                     |
| Detector Phase       | 8                                                                                 | 8                                                                                 | 7                                                                                 | 4                                                                                 | 2                                                                                 | 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                                                                                | 20.0                                                                                |
| Minimum Split (s)    | 31.0                                                                              | 31.0                                                                              | 13.0                                                                              | 31.0                                                                              | 26.0                                                                              | 26.0                                                                              | 26.0                                                                                | 26.0                                                                                | 26.0                                                                                |
| Total Split (s)      | 30.0                                                                              | 30.0                                                                              | 20.0                                                                              | 50.0                                                                              | 40.0                                                                              | 40.0                                                                              | 40.0                                                                                | 40.0                                                                                | 40.0                                                                                |
| Total Split (%)      | 33.3%                                                                             | 33.3%                                                                             | 22.2%                                                                             | 55.6%                                                                             | 44.4%                                                                             | 44.4%                                                                             | 44.4%                                                                               | 44.4%                                                                               | 44.4%                                                                               |
| Yellow Time (s)      | 3.5                                                                               | 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                                                                                 | 2.5                                                                                 |
| Lost Time Adjust (s) |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)  |                                                                                   | 6.0                                                                               | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                               | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 |
| Lead/Lag             | Lag                                                                               | Lag                                                                               | Lead                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Lead-Lag Optimize?   | Yes                                                                               | Yes                                                                               | Yes                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Recall Mode          | None                                                                              | None                                                                              | None                                                                              | None                                                                              | C-Max                                                                             | C-Max                                                                             | C-Max                                                                               | C-Max                                                                               | C-Max                                                                               |
| Act Effect Green (s) |                                                                                   | 11.6                                                                              | 24.5                                                                              | 24.5                                                                              |                                                                                   | 53.5                                                                              | 53.5                                                                                | 53.5                                                                                | 53.5                                                                                |
| Actuated g/C Ratio   |                                                                                   | 0.13                                                                              | 0.27                                                                              | 0.27                                                                              |                                                                                   | 0.59                                                                              | 0.59                                                                                | 0.59                                                                                | 0.59                                                                                |
| v/c Ratio            |                                                                                   | 0.57                                                                              | 0.24                                                                              | 0.14                                                                              |                                                                                   | 0.42                                                                              | 0.09                                                                                | 0.02                                                                                | 0.66                                                                                |
| Control Delay        |                                                                                   | 28.5                                                                              | 23.6                                                                              | 18.7                                                                              |                                                                                   | 14.0                                                                              | 1.8                                                                                 | 10.8                                                                                | 18.1                                                                                |
| Queue Delay          |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.6                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay          |                                                                                   | 28.5                                                                              | 23.6                                                                              | 18.7                                                                              |                                                                                   | 14.6                                                                              | 1.8                                                                                 | 10.8                                                                                | 18.1                                                                                |
| LOS                  |                                                                                   | C                                                                                 | C                                                                                 | B                                                                                 |                                                                                   | B                                                                                 | A                                                                                   | B                                                                                   | B                                                                                   |
| Approach Delay       |                                                                                   | 28.5                                                                              |                                                                                   | 21.3                                                                              |                                                                                   | 12.0                                                                              |                                                                                     |                                                                                     | 18.0                                                                                |
| Approach LOS         |                                                                                   | C                                                                                 |                                                                                   | C                                                                                 |                                                                                   | B                                                                                 |                                                                                     |                                                                                     | B                                                                                   |

### Intersection Summary

|                                                                       |
|-----------------------------------------------------------------------|
| Cycle Length: 90                                                      |
| Actuated Cycle Length: 90                                             |
| Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green |
| Natural Cycle: 90                                                     |
| Control Type: Actuated-Coordinated                                    |
| Maximum v/c Ratio: 0.66                                               |
| Intersection Signal Delay: 17.6                                       |
| Intersection Capacity Utilization 82.7%                               |
| Analysis Period (min) 15                                              |
| Intersection LOS: B                                                   |
| ICU Level of Service E                                                |

Splits and Phases: 1: County Road & Sunrise Avenue



## 1: County Road &amp; Sunrise Avenue

09/07/2023



| Lane Group              | EBT  | WBL  | WBT  | NBT  | NBR  | SBL  | SBT  |
|-------------------------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 147  | 78   | 72   | 341  | 85   | 14   | 719  |
| v/c Ratio               | 0.57 | 0.24 | 0.14 | 0.42 | 0.09 | 0.02 | 0.66 |
| Control Delay           | 28.5 | 23.6 | 18.7 | 14.0 | 1.8  | 10.8 | 18.1 |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.6  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 28.5 | 23.6 | 18.7 | 14.6 | 1.8  | 10.8 | 18.1 |
| Queue Length 50th (ft)  | 41   | 33   | 25   | 98   | 0    | 3    | 253  |
| Queue Length 95th (ft)  | 95   | 57   | 49   | 209  | 16   | 14   | #504 |
| Internal Link Dist (ft) | 482  |      | 146  | 316  |      |      | 333  |
| Turn Bay Length (ft)    |      |      |      |      |      | 160  |      |
| Base Capacity (vph)     | 457  | 378  | 893  | 811  | 985  | 583  | 1095 |
| Starvation Cap Reductn  | 0    | 0    | 0    | 198  | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.32 | 0.21 | 0.08 | 0.56 | 0.09 | 0.02 | 0.66 |

## Intersection Summary

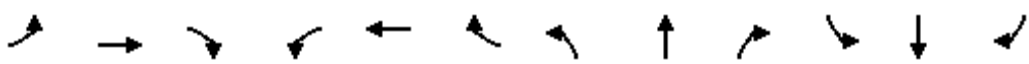
# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

# HCM Signalized Intersection Capacity Analysis

## 1: County Road & Sunrise Avenue

BY PM

09/07/2023

|                                   |  |       |       |       |      |                           |      |      |      |      |       |      |
|-----------------------------------|------------------------------------------------------------------------------------|-------|-------|-------|------|---------------------------|------|------|------|------|-------|------|
| Movement                          | EBL                                                                                | EBT   | EBR   | WBL   | WBT  | WBR                       | NBL  | NBT  | NBR  | SBL  | SBT   | SBR  |
| Lane Configurations               |                                                                                    | ↔     |       | ↔     | ↔    |                           |      | ↔    | ↔    | ↔    | ↔     |      |
| Traffic Volume (vph)              | 38                                                                                 | 23    | 79    | 74    | 57   | 11                        | 51   | 273  | 81   | 13   | 620   | 63   |
| Future Volume (vph)               | 38                                                                                 | 23    | 79    | 74    | 57   | 11                        | 51   | 273  | 81   | 13   | 620   | 63   |
| Ideal Flow (vphpl)                | 1900                                                                               | 1900  | 1900  | 1900  | 1900 | 1900                      | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 |
| Total Lost time (s)               |                                                                                    | 6.0   |       | 6.0   | 6.0  |                           |      | 6.0  | 6.0  | 6.0  | 6.0   |      |
| Lane Util. Factor                 |                                                                                    | 1.00  |       | 1.00  | 1.00 |                           |      | 1.00 | 1.00 | 1.00 | 1.00  |      |
| Frt                               |                                                                                    | 0.92  |       | 1.00  | 0.97 |                           |      | 1.00 | 0.85 | 1.00 | 0.99  |      |
| Flt Protected                     |                                                                                    | 0.99  |       | 0.95  | 1.00 |                           |      | 0.99 | 1.00 | 0.95 | 1.00  |      |
| Satd. Flow (prot)                 |                                                                                    | 1698  |       | 1770  | 1816 |                           |      | 1848 | 1583 | 1770 | 1837  |      |
| Flt Permitted                     |                                                                                    | 0.88  |       | 0.44  | 1.00 |                           |      | 0.73 | 1.00 | 0.53 | 1.00  |      |
| Satd. Flow (perm)                 |                                                                                    | 1520  |       | 823   | 1816 |                           |      | 1364 | 1583 | 980  | 1837  |      |
| Peak-hour factor, PHF             | 0.95                                                                               | 0.95  | 0.95  | 0.95  | 0.95 | 0.95                      | 0.95 | 0.95 | 0.95 | 0.95 | 0.95  | 0.95 |
| Adj. Flow (vph)                   | 40                                                                                 | 24    | 83    | 78    | 60   | 12                        | 54   | 287  | 85   | 14   | 653   | 66   |
| RTOR Reduction (vph)              | 0                                                                                  | 62    | 0     | 0     | 9    | 0                         | 0    | 0    | 36   | 0    | 3     | 0    |
| Lane Group Flow (vph)             | 0                                                                                  | 85    | 0     | 78    | 63   | 0                         | 0    | 341  | 49   | 14   | 716   | 0    |
| Turn Type                         | Perm                                                                               | NA    |       | pm+pt | NA   |                           | Perm | NA   | Perm | Perm | NA    |      |
| Protected Phases                  |                                                                                    | 8     |       | 7     | 4    |                           |      | 2    |      |      | 6     |      |
| Permitted Phases                  | 8                                                                                  |       |       | 4     |      |                           | 2    |      | 2    | 6    |       |      |
| Actuated Green, G (s)             |                                                                                    | 11.6  |       | 25.6  | 25.6 |                           |      | 52.4 | 52.4 | 52.4 | 52.4  |      |
| Effective Green, g (s)            |                                                                                    | 11.6  |       | 25.6  | 25.6 |                           |      | 52.4 | 52.4 | 52.4 | 52.4  |      |
| Actuated g/C Ratio                |                                                                                    | 0.13  |       | 0.28  | 0.28 |                           |      | 0.58 | 0.58 | 0.58 | 0.58  |      |
| Clearance Time (s)                |                                                                                    | 6.0   |       | 6.0   | 6.0  |                           |      | 6.0  | 6.0  | 6.0  | 6.0   |      |
| Vehicle Extension (s)             |                                                                                    | 3.0   |       | 3.0   | 3.0  |                           |      | 3.0  | 3.0  | 3.0  | 3.0   |      |
| Lane Grp Cap (vph)                |                                                                                    | 195   |       | 318   | 516  |                           |      | 794  | 921  | 570  | 1069  |      |
| v/s Ratio Prot                    |                                                                                    |       |       | c0.02 | 0.03 |                           |      |      |      |      | c0.39 |      |
| v/s Ratio Perm                    |                                                                                    | c0.06 |       | 0.05  |      |                           |      | 0.25 | 0.03 | 0.01 |       |      |
| v/c Ratio                         |                                                                                    | 0.44  |       | 0.25  | 0.12 |                           |      | 0.43 | 0.05 | 0.02 | 0.67  |      |
| Uniform Delay, d1                 |                                                                                    | 36.2  |       | 24.9  | 23.9 |                           |      | 10.5 | 8.1  | 8.0  | 12.9  |      |
| Progression Factor                |                                                                                    | 1.00  |       | 1.00  | 1.00 |                           |      | 1.00 | 1.00 | 1.00 | 1.00  |      |
| Incremental Delay, d2             |                                                                                    | 1.6   |       | 0.4   | 0.1  |                           |      | 1.7  | 0.1  | 0.1  | 3.3   |      |
| Delay (s)                         |                                                                                    | 37.7  |       | 25.3  | 24.0 |                           |      | 12.2 | 8.2  | 8.0  | 16.2  |      |
| Level of Service                  |                                                                                    | D     |       | C     | C    |                           |      | B    | A    | A    | B     |      |
| Approach Delay (s)                |                                                                                    | 37.7  |       |       | 24.7 |                           |      | 11.4 |      |      | 16.1  |      |
| Approach LOS                      |                                                                                    | D     |       |       | C    |                           |      | B    |      |      | B     |      |
| <b>Intersection Summary</b>       |                                                                                    |       |       |       |      |                           |      |      |      |      |       |      |
| HCM 2000 Control Delay            |                                                                                    |       | 17.8  |       |      | HCM 2000 Level of Service |      |      |      | B    |       |      |
| HCM 2000 Volume to Capacity ratio |                                                                                    |       | 0.59  |       |      |                           |      |      |      |      |       |      |
| Actuated Cycle Length (s)         |                                                                                    |       | 90.0  |       |      | Sum of lost time (s)      |      |      | 18.0 |      |       |      |
| Intersection Capacity Utilization |                                                                                    |       | 82.7% |       |      | ICU Level of Service      |      |      | E    |      |       |      |
| Analysis Period (min)             |                                                                                    |       | 15    |       |      |                           |      |      |      |      |       |      |
| c Critical Lane Group             |                                                                                    |       |       |       |      |                           |      |      |      |      |       |      |

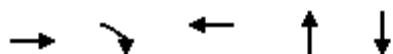
# Timings 2: County Road & Sunset Avenue

BY PM  
09/07/2023

|                                                                       |  |  |  |  |  |  |  |  |  |
|-----------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                                                            | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                                | SBL                                                                                 | SBT                                                                                 |
| Lane Configurations                                                   |                                                                                   |  |  |                                                                                   |  |                                                                                   |  |  |  |
| Traffic Volume (vph)                                                  | 23                                                                                | 4                                                                                 | 106                                                                               | 5                                                                                 | 13                                                                                | 82                                                                                | 377                                                                                | 2                                                                                   | 753                                                                                 |
| Future Volume (vph)                                                   | 23                                                                                | 4                                                                                 | 106                                                                               | 5                                                                                 | 13                                                                                | 82                                                                                | 377                                                                                | 2                                                                                   | 753                                                                                 |
| Turn Type                                                             | Perm                                                                              | NA                                                                                | Perm                                                                              | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                 | Perm                                                                                | NA                                                                                  |
| Protected Phases                                                      |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                  |                                                                                     | 2                                                                                   |
| Permitted Phases                                                      | 8                                                                                 |                                                                                   | 8                                                                                 | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    | 2                                                                                   |                                                                                     |
| Detector Phase                                                        | 8                                                                                 | 8                                                                                 | 8                                                                                 | 4                                                                                 | 4                                                                                 | 6                                                                                 | 6                                                                                  | 2                                                                                   | 2                                                                                   |
| Switch Phase                                                          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Minimum Initial (s)                                                   | 15.0                                                                              | 15.0                                                                              | 15.0                                                                              | 15.0                                                                              | 15.0                                                                              | 10.0                                                                              | 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                                                                                | 25.5                                                                                |
| Total Split (s)                                                       | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              | 60.0                                                                              | 60.0                                                                               | 60.0                                                                                | 60.0                                                                                |
| Total Split (%)                                                       | 29.4%                                                                             | 29.4%                                                                             | 29.4%                                                                             | 29.4%                                                                             | 29.4%                                                                             | 70.6%                                                                             | 70.6%                                                                              | 70.6%                                                                               | 70.6%                                                                               |
| Yellow Time (s)                                                       | 3.5                                                                               | 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                                                                                 | 1.0                                                                                 |
| Lost Time Adjust (s)                                                  |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                                |                                                                                     | 0.0                                                                                 |
| Total Lost Time (s)                                                   |                                                                                   | 4.5                                                                               | 4.5                                                                               |                                                                                   | 4.5                                                                               |                                                                                   | 4.5                                                                                |                                                                                     | 4.5                                                                                 |
| Lead/Lag                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Lead-Lag Optimize?                                                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Recall Mode                                                           | None                                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                              | C-Max                                                                             | C-Max                                                                              | C-Max                                                                               | C-Max                                                                               |
| Act Effct Green (s)                                                   |                                                                                   | 15.0                                                                              | 15.0                                                                              |                                                                                   | 15.0                                                                              |                                                                                   | 65.8                                                                               |                                                                                     | 65.8                                                                                |
| Actuated g/C Ratio                                                    |                                                                                   | 0.18                                                                              | 0.18                                                                              |                                                                                   | 0.18                                                                              |                                                                                   | 0.77                                                                               |                                                                                     | 0.77                                                                                |
| v/c Ratio                                                             |                                                                                   | 0.11                                                                              | 0.30                                                                              |                                                                                   | 0.08                                                                              |                                                                                   | 0.25                                                                               |                                                                                     | 0.31                                                                                |
| Control Delay                                                         |                                                                                   | 30.7                                                                              | 8.8                                                                               |                                                                                   | 25.1                                                                              |                                                                                   | 4.1                                                                                |                                                                                     | 4.2                                                                                 |
| Queue Delay                                                           |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                                |                                                                                     | 0.3                                                                                 |
| Total Delay                                                           |                                                                                   | 30.7                                                                              | 8.8                                                                               |                                                                                   | 25.1                                                                              |                                                                                   | 4.1                                                                                |                                                                                     | 4.5                                                                                 |
| LOS                                                                   |                                                                                   | C                                                                                 | A                                                                                 |                                                                                   | C                                                                                 |                                                                                   | A                                                                                  |                                                                                     | A                                                                                   |
| Approach Delay                                                        |                                                                                   | 13.2                                                                              |                                                                                   |                                                                                   | 25.1                                                                              |                                                                                   | 4.1                                                                                |                                                                                     | 4.5                                                                                 |
| Approach LOS                                                          |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   | A                                                                                  |                                                                                     | A                                                                                   |
| Intersection Summary                                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Cycle Length: 85                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Actuated Cycle Length: 85                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Natural Cycle: 60                                                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Control Type: Actuated-Coordinated                                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Maximum v/c Ratio: 0.31                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Intersection Signal Delay: 5.5                                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   | Intersection LOS: A                                                               |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Intersection Capacity Utilization 58.4%                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   | ICU Level of Service B                                                            |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Analysis Period (min) 15                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |

Splits and Phases: 2: County Road & Sunset Avenue





| Lane Group              | EBT  | EBR  | WBT  | NBT  | SBT  |
|-------------------------|------|------|------|------|------|
| Lane Group Flow (vph)   | 28   | 112  | 25   | 491  | 819  |
| v/c Ratio               | 0.11 | 0.30 | 0.08 | 0.25 | 0.31 |
| Control Delay           | 30.7 | 8.8  | 25.1 | 4.1  | 4.2  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.3  |
| Total Delay             | 30.7 | 8.8  | 25.1 | 4.1  | 4.5  |
| Queue Length 50th (ft)  | 13   | 0    | 9    | 39   | 70   |
| Queue Length 95th (ft)  | 36   | 43   | 30   | 57   | 94   |
| Internal Link Dist (ft) | 526  |      | 57   | 231  | 316  |
| Turn Bay Length (ft)    |      |      |      |      |      |
| Base Capacity (vph)     | 352  | 466  | 420  | 1980 | 2605 |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 1023 |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.08 | 0.24 | 0.06 | 0.25 | 0.52 |
| Intersection Summary    |      |      |      |      |      |

# HCM Signalized Intersection Capacity Analysis

## 2: County Road & Sunset Avenue

BY PM

09/07/2023

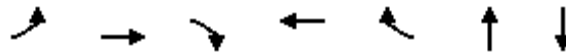
|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |  |  |                                                                                   |  |                                                                                   |                                                                                    |  |  |                                                                                     |  |  |
| Traffic Volume (vph)              | 23                                                                                | 4                                                                                 | 106                                                                               | 5                                                                                 | 13                                                                                | 6                                                                                 | 82                                                                                 | 377                                                                                 | 8                                                                                   | 2                                                                                   | 753                                                                                 | 23                                                                                  |
| Future Volume (vph)               | 23                                                                                | 4                                                                                 | 106                                                                               | 5                                                                                 | 13                                                                                | 6                                                                                 | 82                                                                                 | 377                                                                                 | 8                                                                                   | 2                                                                                   | 753                                                                                 | 23                                                                                  |
| 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                                                                                 |                                                                                     |
| Lane Util. Factor                 |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                    | 0.95                                                                                |                                                                                     |                                                                                     | 0.95                                                                                |                                                                                     |
| Frt                               |                                                                                   | 1.00                                                                              | 0.85                                                                              |                                                                                   | 0.97                                                                              |                                                                                   |                                                                                    | 1.00                                                                                |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |
| Flt Protected                     |                                                                                   | 0.96                                                                              | 1.00                                                                              |                                                                                   | 0.99                                                                              |                                                                                   |                                                                                    | 0.99                                                                                |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |
| Satd. Flow (prot)                 |                                                                                   | 1786                                                                              | 1583                                                                              |                                                                                   | 1785                                                                              |                                                                                   |                                                                                    | 3500                                                                                |                                                                                     |                                                                                     | 3523                                                                                |                                                                                     |
| Flt Permitted                     |                                                                                   | 0.78                                                                              | 1.00                                                                              |                                                                                   | 0.96                                                                              |                                                                                   |                                                                                    | 0.72                                                                                |                                                                                     |                                                                                     | 0.95                                                                                |                                                                                     |
| Satd. Flow (perm)                 |                                                                                   | 1460                                                                              | 1583                                                                              |                                                                                   | 1722                                                                              |                                                                                   |                                                                                    | 2557                                                                                |                                                                                     |                                                                                     | 3363                                                                                |                                                                                     |
| Peak-hour factor, PHF             | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                               | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Adj. Flow (vph)                   | 24                                                                                | 4                                                                                 | 112                                                                               | 5                                                                                 | 14                                                                                | 6                                                                                 | 86                                                                                 | 397                                                                                 | 8                                                                                   | 2                                                                                   | 793                                                                                 | 24                                                                                  |
| RTOR Reduction (vph)              | 0                                                                                 | 0                                                                                 | 96                                                                                | 0                                                                                 | 5                                                                                 | 0                                                                                 | 0                                                                                  | 1                                                                                   | 0                                                                                   | 0                                                                                   | 2                                                                                   | 0                                                                                   |
| Lane Group Flow (vph)             | 0                                                                                 | 28                                                                                | 16                                                                                | 0                                                                                 | 20                                                                                | 0                                                                                 | 0                                                                                  | 490                                                                                 | 0                                                                                   | 0                                                                                   | 817                                                                                 | 0                                                                                   |
| Turn Type                         | Perm                                                                              | NA                                                                                | Perm                                                                              | Perm                                                                              | NA                                                                                |                                                                                   | Perm                                                                               | NA                                                                                  |                                                                                     | Perm                                                                                | NA                                                                                  |                                                                                     |
| Protected Phases                  |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                    | 6                                                                                   |                                                                                     |                                                                                     | 2                                                                                   |                                                                                     |
| Permitted Phases                  | 8                                                                                 |                                                                                   | 8                                                                                 | 4                                                                                 |                                                                                   |                                                                                   | 6                                                                                  |                                                                                     |                                                                                     | 2                                                                                   |                                                                                     |                                                                                     |
| Actuated Green, G (s)             |                                                                                   | 12.0                                                                              | 12.0                                                                              |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                    | 64.0                                                                                |                                                                                     |                                                                                     | 64.0                                                                                |                                                                                     |
| Effective Green, g (s)            |                                                                                   | 12.0                                                                              | 12.0                                                                              |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                    | 64.0                                                                                |                                                                                     |                                                                                     | 64.0                                                                                |                                                                                     |
| Actuated g/C Ratio                |                                                                                   | 0.14                                                                              | 0.14                                                                              |                                                                                   | 0.14                                                                              |                                                                                   |                                                                                    | 0.75                                                                                |                                                                                     |                                                                                     | 0.75                                                                                |                                                                                     |
| Clearance Time (s)                |                                                                                   | 4.5                                                                               | 4.5                                                                               |                                                                                   | 4.5                                                                               |                                                                                   |                                                                                    | 4.5                                                                                 |                                                                                     |                                                                                     | 4.5                                                                                 |                                                                                     |
| Vehicle Extension (s)             |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                               |                                                                                   |                                                                                    | 3.0                                                                                 |                                                                                     |                                                                                     | 3.0                                                                                 |                                                                                     |
| Lane Grp Cap (vph)                |                                                                                   | 206                                                                               | 223                                                                               |                                                                                   | 243                                                                               |                                                                                   |                                                                                    | 1925                                                                                |                                                                                     |                                                                                     | 2532                                                                                |                                                                                     |
| v/s Ratio Prot                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| v/s Ratio Perm                    |                                                                                   | c0.02                                                                             | 0.01                                                                              |                                                                                   | 0.01                                                                              |                                                                                   |                                                                                    | 0.19                                                                                |                                                                                     |                                                                                     | c0.24                                                                               |                                                                                     |
| v/c Ratio                         |                                                                                   | 0.14                                                                              | 0.07                                                                              |                                                                                   | 0.08                                                                              |                                                                                   |                                                                                    | 0.25                                                                                |                                                                                     |                                                                                     | 0.32                                                                                |                                                                                     |
| Uniform Delay, d1                 |                                                                                   | 32.0                                                                              | 31.7                                                                              |                                                                                   | 31.7                                                                              |                                                                                   |                                                                                    | 3.2                                                                                 |                                                                                     |                                                                                     | 3.4                                                                                 |                                                                                     |
| Progression Factor                |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                    | 1.00                                                                                |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |
| Incremental Delay, d2             |                                                                                   | 0.3                                                                               | 0.1                                                                               |                                                                                   | 0.1                                                                               |                                                                                   |                                                                                    | 0.3                                                                                 |                                                                                     |                                                                                     | 0.3                                                                                 |                                                                                     |
| Delay (s)                         |                                                                                   | 32.3                                                                              | 31.8                                                                              |                                                                                   | 31.9                                                                              |                                                                                   |                                                                                    | 3.5                                                                                 |                                                                                     |                                                                                     | 3.8                                                                                 |                                                                                     |
| Level of Service                  |                                                                                   | C                                                                                 | C                                                                                 |                                                                                   | C                                                                                 |                                                                                   |                                                                                    | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Approach Delay (s)                |                                                                                   | 31.9                                                                              |                                                                                   |                                                                                   | 31.9                                                                              |                                                                                   |                                                                                    | 3.5                                                                                 |                                                                                     |                                                                                     | 3.8                                                                                 |                                                                                     |
| Approach LOS                      |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                    | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| <b>Intersection Summary</b>       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2000 Control Delay            |                                                                                   | 6.8                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2000 Volume to Capacity ratio |                                                                                   | 0.29                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length (s)         |                                                                                   | 85.0                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   | 58.4%                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Timings

## 3: Royal Poinciana Way N & County Road

BY PM

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| Lane Group           | EBL   | EBT   | EBR   | WBT   | WBR   | NBT   | SBT   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations  |       |       |       |       |       |       |       |
| Traffic Volume (vph) | 131   | 46    | 148   | 80    | 22    | 322   | 467   |
| Future Volume (vph)  | 131   | 46    | 148   | 80    | 22    | 322   | 467   |
| Turn Type            | Split | NA    | Prot  | NA    | Prot  | NA    | NA    |
| Protected Phases     | 4     | 4     | 4     | 8     | 8     | 2     | 6     |
| Permitted Phases     |       |       |       |       |       |       |       |
| Detector Phase       | 4     | 4     | 4     | 8     | 8     | 2     | 6     |
| Switch Phase         |       |       |       |       |       |       |       |
| Minimum Initial (s)  | 15.0  | 15.0  | 15.0  | 10.0  | 10.0  | 20.0  | 20.0  |
| Minimum Split (s)    | 27.0  | 27.0  | 27.0  | 27.0  | 27.0  | 27.0  | 27.0  |
| Total Split (s)      | 25.0  | 25.0  | 25.0  | 20.0  | 20.0  | 20.0  | 40.0  |
| Total Split (%)      | 23.8% | 23.8% | 23.8% | 19.0% | 19.0% | 19.0% | 38.1% |
| Yellow Time (s)      | 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   |
| Lost Time Adjust (s) | 0.0   | 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   | 4.0   |
| Lead/Lag             |       |       |       |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |       |       |       |
| Recall Mode          | None  | None  | None  | None  | None  | None  | C-Max |
| Act Effect Green (s) | 15.3  | 15.3  | 15.3  | 13.3  | 13.3  | 24.0  | 36.4  |
| Actuated g/C Ratio   | 0.15  | 0.15  | 0.15  | 0.13  | 0.13  | 0.23  | 0.35  |
| v/c Ratio            | 0.38  | 0.37  | 0.43  | 0.58  | 0.08  | 0.72  | 0.71  |
| Control Delay        | 45.4  | 45.2  | 10.4  | 52.9  | 0.6   | 43.8  | 25.6  |
| Queue Delay          | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 11.1  |
| Total Delay          | 45.4  | 45.2  | 10.4  | 52.9  | 0.6   | 43.8  | 36.6  |
| LOS                  | D     | D     | B     | D     | A     | D     | D     |
| Approach Delay       |       | 29.4  |       | 45.2  |       | 43.8  | 36.6  |
| Approach LOS         |       | C     |       | D     |       | D     | D     |

### Intersection Summary

Cycle Length: 105

Actuated Cycle Length: 105

Offset: 0 (0%), Referenced to phase 6:SBT, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 38.1

Intersection LOS: D

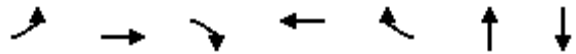
Intersection Capacity Utilization 65.8%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Royal Poinciana Way N & County Road





| Lane Group              | EBL  | EBT  | EBR  | WBT  | WBR  | NBT  | SBT  |
|-------------------------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 92   | 94   | 156  | 133  | 23   | 567  | 909  |
| v/c Ratio               | 0.38 | 0.37 | 0.43 | 0.58 | 0.08 | 0.72 | 0.71 |
| Control Delay           | 45.4 | 45.2 | 10.4 | 52.9 | 0.6  | 43.8 | 25.6 |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 11.1 |
| Total Delay             | 45.4 | 45.2 | 10.4 | 52.9 | 0.6  | 43.8 | 36.6 |
| Queue Length 50th (ft)  | 60   | 61   | 0    | 86   | 0    | 181  | 211  |
| Queue Length 95th (ft)  | 111  | 112  | 56   | 141  | 0    | #298 | 286  |
| Internal Link Dist (ft) |      | 446  |      | 441  |      | 319  | 231  |
| Turn Bay Length (ft)    | 430  |      |      |      | 230  |      |      |
| Base Capacity (vph)     | 336  | 345  | 441  | 284  | 325  | 793  | 1287 |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 359  |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.27 | 0.27 | 0.35 | 0.47 | 0.07 | 0.72 | 0.98 |

#### Intersection Summary

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

# HCM Signalized Intersection Capacity Analysis

## 3: Royal Poinciana Way N & County Road

BY PM  
09/07/2023

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |  |  |  |                                                                                   |  |  |                                                                                    |  |  |                                                                                     |  |  |
| Traffic Volume (vph)              | 131                                                                               | 46                                                                                | 148                                                                               | 47                                                                                | 80                                                                                | 22                                                                                | 189                                                                                | 322                                                                                 | 28                                                                                  | 0                                                                                   | 467                                                                                 | 396                                                                                 |
| Future Volume (vph)               | 131                                                                               | 46                                                                                | 148                                                                               | 47                                                                                | 80                                                                                | 22                                                                                | 189                                                                                | 322                                                                                 | 28                                                                                  | 0                                                                                   | 467                                                                                 | 396                                                                                 |
| 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                                                                              | 1727                                                                              | 1583                                                                              |                                                                                   | 1829                                                                              | 1583                                                                              |                                                                                    | 3451                                                                                |                                                                                     |                                                                                     | 3296                                                                                |                                                                                     |
| Flt Permitted                     | 0.95                                                                              | 0.98                                                                              | 1.00                                                                              |                                                                                   | 0.98                                                                              | 1.00                                                                              |                                                                                    | 0.98                                                                                |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |
| Satd. Flow (perm)                 | 1681                                                                              | 1727                                                                              | 1583                                                                              |                                                                                   | 1829                                                                              | 1583                                                                              |                                                                                    | 3451                                                                                |                                                                                     |                                                                                     | 3296                                                                                |                                                                                     |
| Peak-hour factor, PHF             | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                               | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Adj. Flow (vph)                   | 138                                                                               | 48                                                                                | 156                                                                               | 49                                                                                | 84                                                                                | 23                                                                                | 199                                                                                | 339                                                                                 | 29                                                                                  | 0                                                                                   | 492                                                                                 | 417                                                                                 |
| RTOR Reduction (vph)              | 0                                                                                 | 0                                                                                 | 133                                                                               | 0                                                                                 | 0                                                                                 | 20                                                                                | 0                                                                                  | 3                                                                                   | 0                                                                                   | 0                                                                                   | 145                                                                                 | 0                                                                                   |
| Lane Group Flow (vph)             | 92                                                                                | 94                                                                                | 23                                                                                | 0                                                                                 | 133                                                                               | 3                                                                                 | 0                                                                                  | 564                                                                                 | 0                                                                                   | 0                                                                                   | 764                                                                                 | 0                                                                                   |
| Turn Type                         | Split                                                                             | NA                                                                                | Prot                                                                              | Split                                                                             | NA                                                                                | Prot                                                                              | Split                                                                              | NA                                                                                  |                                                                                     |                                                                                     | NA                                                                                  |                                                                                     |
| Protected Phases                  | 4                                                                                 | 4                                                                                 | 4                                                                                 | 8                                                                                 | 8                                                                                 | 8                                                                                 | 2                                                                                  | 2                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Permitted Phases                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Green, G (s)             | 15.3                                                                              | 15.3                                                                              | 15.3                                                                              |                                                                                   | 13.3                                                                              | 13.3                                                                              |                                                                                    | 24.0                                                                                |                                                                                     |                                                                                     | 36.4                                                                                |                                                                                     |
| Effective Green, g (s)            | 15.3                                                                              | 15.3                                                                              | 15.3                                                                              |                                                                                   | 13.3                                                                              | 13.3                                                                              |                                                                                    | 24.0                                                                                |                                                                                     |                                                                                     | 36.4                                                                                |                                                                                     |
| Actuated g/C Ratio                | 0.15                                                                              | 0.15                                                                              | 0.15                                                                              |                                                                                   | 0.13                                                                              | 0.13                                                                              |                                                                                    | 0.23                                                                                |                                                                                     |                                                                                     | 0.35                                                                                |                                                                                     |
| Clearance Time (s)                | 4.0                                                                               | 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                                                                                 |                                                                                     |                                                                                     | 3.0                                                                                 |                                                                                     |
| Lane Grp Cap (vph)                | 244                                                                               | 251                                                                               | 230                                                                               |                                                                                   | 231                                                                               | 200                                                                               |                                                                                    | 788                                                                                 |                                                                                     |                                                                                     | 1142                                                                                |                                                                                     |
| v/s Ratio Prot                    | c0.05                                                                             | 0.05                                                                              | 0.01                                                                              |                                                                                   | c0.07                                                                             | 0.00                                                                              |                                                                                    | c0.16                                                                               |                                                                                     |                                                                                     | c0.23                                                                               |                                                                                     |
| v/s Ratio Perm                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| v/c Ratio                         | 0.38                                                                              | 0.37                                                                              | 0.10                                                                              |                                                                                   | 0.58                                                                              | 0.01                                                                              |                                                                                    | 0.72                                                                                |                                                                                     |                                                                                     | 0.67                                                                                |                                                                                     |
| Uniform Delay, d1                 | 40.5                                                                              | 40.5                                                                              | 38.9                                                                              |                                                                                   | 43.2                                                                              | 40.1                                                                              |                                                                                    | 37.4                                                                                |                                                                                     |                                                                                     | 29.2                                                                                |                                                                                     |
| Progression Factor                | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                    | 1.00                                                                                |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |
| Incremental Delay, d2             | 1.0                                                                               | 0.9                                                                               | 0.2                                                                               |                                                                                   | 3.4                                                                               | 0.0                                                                               |                                                                                    | 3.1                                                                                 |                                                                                     |                                                                                     | 3.1                                                                                 |                                                                                     |
| Delay (s)                         | 41.5                                                                              | 41.5                                                                              | 39.1                                                                              |                                                                                   | 46.6                                                                              | 40.1                                                                              |                                                                                    | 40.5                                                                                |                                                                                     |                                                                                     | 32.3                                                                                |                                                                                     |
| Level of Service                  | D                                                                                 | D                                                                                 | D                                                                                 |                                                                                   | D                                                                                 | D                                                                                 |                                                                                    | D                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| Approach Delay (s)                |                                                                                   | 40.4                                                                              |                                                                                   |                                                                                   | 45.7                                                                              |                                                                                   |                                                                                    | 40.5                                                                                |                                                                                     |                                                                                     | 32.3                                                                                |                                                                                     |
| Approach LOS                      |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                    | D                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| <b>Intersection Summary</b>       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2000 Control Delay            |                                                                                   |                                                                                   | 37.1                                                                              |                                                                                   |                                                                                   |                                                                                   | HCM 2000 Level of Service                                                          |                                                                                     |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |
| HCM 2000 Volume to Capacity ratio |                                                                                   |                                                                                   | 0.62                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length (s)         |                                                                                   |                                                                                   | 105.0                                                                             |                                                                                   |                                                                                   |                                                                                   | Sum of lost time (s)                                                               |                                                                                     |                                                                                     | 16.0                                                                                |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 65.8%                                                                             |                                                                                   |                                                                                   |                                                                                   | ICU Level of Service                                                               |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Timings

## 1: County Road & Sunrise Avenue

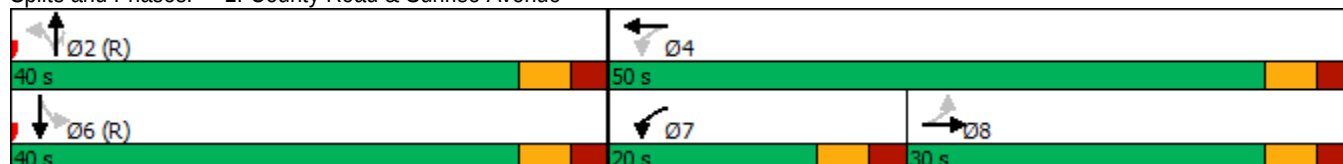
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|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                               | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 |
| Lane Configurations  |                                                                                   |  |  |  |                                                                                   |  |  |  |  |
| Traffic Volume (vph) | 49                                                                                | 20                                                                                | 48                                                                                | 20                                                                                | 38                                                                                | 669                                                                               | 91                                                                                  | 11                                                                                  | 210                                                                                 |
| Future Volume (vph)  | 49                                                                                | 20                                                                                | 48                                                                                | 20                                                                                | 38                                                                                | 669                                                                               | 91                                                                                  | 11                                                                                  | 210                                                                                 |
| Turn Type            | Perm                                                                              | NA                                                                                | pm+pt                                                                             | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                                | Perm                                                                                | NA                                                                                  |
| Protected Phases     |                                                                                   | 8                                                                                 | 7                                                                                 | 4                                                                                 |                                                                                   | 2                                                                                 |                                                                                     |                                                                                     | 6                                                                                   |
| Permitted Phases     | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 2                                                                                 |                                                                                   | 2                                                                                   | 6                                                                                   |                                                                                     |
| Detector Phase       | 8                                                                                 | 8                                                                                 | 7                                                                                 | 4                                                                                 | 2                                                                                 | 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                                                                                | 20.0                                                                                |
| Minimum Split (s)    | 31.0                                                                              | 31.0                                                                              | 13.0                                                                              | 31.0                                                                              | 26.0                                                                              | 26.0                                                                              | 26.0                                                                                | 26.0                                                                                | 26.0                                                                                |
| Total Split (s)      | 30.0                                                                              | 30.0                                                                              | 20.0                                                                              | 50.0                                                                              | 40.0                                                                              | 40.0                                                                              | 40.0                                                                                | 40.0                                                                                | 40.0                                                                                |
| Total Split (%)      | 33.3%                                                                             | 33.3%                                                                             | 22.2%                                                                             | 55.6%                                                                             | 44.4%                                                                             | 44.4%                                                                             | 44.4%                                                                               | 44.4%                                                                               | 44.4%                                                                               |
| Yellow Time (s)      | 3.5                                                                               | 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                                                                                 | 2.5                                                                                 |
| Lost Time Adjust (s) |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)  |                                                                                   | 6.0                                                                               | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                               | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 |
| Lead/Lag             | Lag                                                                               | Lag                                                                               | Lead                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Lead-Lag Optimize?   | Yes                                                                               | Yes                                                                               | Yes                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Recall Mode          | None                                                                              | None                                                                              | None                                                                              | None                                                                              | C-Max                                                                             | C-Max                                                                             | C-Max                                                                               | C-Max                                                                               | C-Max                                                                               |
| Act Effect Green (s) |                                                                                   | 11.5                                                                              | 20.1                                                                              | 20.7                                                                              |                                                                                   | 61.7                                                                              | 61.7                                                                                | 61.7                                                                                | 61.7                                                                                |
| Actuated g/C Ratio   |                                                                                   | 0.13                                                                              | 0.22                                                                              | 0.23                                                                              |                                                                                   | 0.69                                                                              | 0.69                                                                                | 0.69                                                                                | 0.69                                                                                |
| v/c Ratio            |                                                                                   | 0.50                                                                              | 0.17                                                                              | 0.07                                                                              |                                                                                   | 0.60                                                                              | 0.09                                                                                | 0.04                                                                                | 0.20                                                                                |
| Control Delay        |                                                                                   | 36.2                                                                              | 24.6                                                                              | 18.0                                                                              |                                                                                   | 15.0                                                                              | 2.1                                                                                 | 10.3                                                                                | 8.8                                                                                 |
| Queue Delay          |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 1.5                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay          |                                                                                   | 36.2                                                                              | 24.6                                                                              | 18.0                                                                              |                                                                                   | 16.5                                                                              | 2.1                                                                                 | 10.3                                                                                | 8.8                                                                                 |
| LOS                  |                                                                                   | D                                                                                 | C                                                                                 | B                                                                                 |                                                                                   | B                                                                                 | A                                                                                   | B                                                                                   | A                                                                                   |
| Approach Delay       |                                                                                   | 36.3                                                                              |                                                                                   | 22.2                                                                              |                                                                                   | 14.8                                                                              |                                                                                     |                                                                                     | 8.9                                                                                 |
| Approach LOS         |                                                                                   | D                                                                                 |                                                                                   | C                                                                                 |                                                                                   | B                                                                                 |                                                                                     |                                                                                     | A                                                                                   |

### Intersection Summary

|                                                                       |
|-----------------------------------------------------------------------|
| Cycle Length: 90                                                      |
| Actuated Cycle Length: 90                                             |
| Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green |
| Natural Cycle: 90                                                     |
| Control Type: Actuated-Coordinated                                    |
| Maximum v/c Ratio: 0.60                                               |
| Intersection Signal Delay: 15.8                                       |
| Intersection Capacity Utilization 81.2%                               |
| Analysis Period (min) 15                                              |
| Intersection LOS: B                                                   |
| ICU Level of Service D                                                |

Splits and Phases: 1: County Road & Sunrise Avenue



## Queues

## 1: County Road &amp; Sunrise Avenue

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| Lane Group              | EBT  | WBL  | WBT  | NBT  | NBR  | SBL  | SBT  |
|-------------------------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 105  | 51   | 28   | 744  | 96   | 12   | 252  |
| v/c Ratio               | 0.50 | 0.17 | 0.07 | 0.60 | 0.09 | 0.04 | 0.20 |
| Control Delay           | 36.2 | 24.6 | 18.0 | 15.0 | 2.1  | 10.3 | 8.8  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 1.5  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 36.2 | 24.6 | 18.0 | 16.5 | 2.1  | 10.3 | 8.8  |
| Queue Length 50th (ft)  | 44   | 22   | 9    | 265  | 0    | 3    | 59   |
| Queue Length 95th (ft)  | 90   | 44   | 26   | 498  | 19   | 12   | 121  |
| Internal Link Dist (ft) | 482  |      | 146  | 316  |      |      | 333  |
| Turn Bay Length (ft)    |      |      |      |      |      | 160  |      |
| Base Capacity (vph)     | 412  | 375  | 879  | 1242 | 1120 | 341  | 1257 |
| Starvation Cap Reductn  | 0    | 0    | 0    | 305  | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.25 | 0.14 | 0.03 | 0.79 | 0.09 | 0.04 | 0.20 |
| Intersection Summary    |      |      |      |      |      |      |      |

# HCM Signalized Intersection Capacity Analysis

## 1: County Road & Sunrise Avenue

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|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |  |                                                                                   |  |  |                                                                                   |                                                                                     |  |  |  |  |  |
| Traffic Volume (vph)              | 49                                                                                | 20                                                                                | 30                                                                                | 48                                                                                | 20                                                                                | 7                                                                                 | 38                                                                                  | 669                                                                                 | 91                                                                                  | 11                                                                                  | 210                                                                                 | 29                                                                                  |
| Future Volume (vph)               | 49                                                                                | 20                                                                                | 30                                                                                | 48                                                                                | 20                                                                                | 7                                                                                 | 38                                                                                  | 669                                                                                 | 91                                                                                  | 11                                                                                  | 210                                                                                 | 29                                                                                  |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Total Lost time (s)               |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               | 6.0                                                                               |                                                                                   |                                                                                     | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 |                                                                                     |
| Lane Util. Factor                 |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                     | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |                                                                                     |
| Frt                               |                                                                                   | 0.96                                                                              |                                                                                   | 1.00                                                                              | 0.96                                                                              |                                                                                   |                                                                                     | 1.00                                                                                | 0.85                                                                                | 1.00                                                                                | 0.98                                                                                |                                                                                     |
| Flt Protected                     |                                                                                   | 0.98                                                                              |                                                                                   | 0.95                                                                              | 1.00                                                                              |                                                                                   |                                                                                     | 1.00                                                                                | 1.00                                                                                | 0.95                                                                                | 1.00                                                                                |                                                                                     |
| Satd. Flow (prot)                 |                                                                                   | 1743                                                                              |                                                                                   | 1770                                                                              | 1793                                                                              |                                                                                   |                                                                                     | 1858                                                                                | 1583                                                                                | 1770                                                                                | 1828                                                                                |                                                                                     |
| Flt Permitted                     |                                                                                   | 0.83                                                                              |                                                                                   | 0.59                                                                              | 1.00                                                                              |                                                                                   |                                                                                     | 0.97                                                                                | 1.00                                                                                | 0.27                                                                                | 1.00                                                                                |                                                                                     |
| Satd. Flow (perm)                 |                                                                                   | 1480                                                                              |                                                                                   | 1095                                                                              | 1793                                                                              |                                                                                   |                                                                                     | 1811                                                                                | 1583                                                                                | 497                                                                                 | 1828                                                                                |                                                                                     |
| Peak-hour factor, PHF             | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Adj. Flow (vph)                   | 52                                                                                | 21                                                                                | 32                                                                                | 51                                                                                | 21                                                                                | 7                                                                                 | 40                                                                                  | 704                                                                                 | 96                                                                                  | 12                                                                                  | 221                                                                                 | 31                                                                                  |
| RTOR Reduction (vph)              | 0                                                                                 | 21                                                                                | 0                                                                                 | 0                                                                                 | 5                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 35                                                                                  | 0                                                                                   | 3                                                                                   | 0                                                                                   |
| Lane Group Flow (vph)             | 0                                                                                 | 84                                                                                | 0                                                                                 | 51                                                                                | 23                                                                                | 0                                                                                 | 0                                                                                   | 744                                                                                 | 61                                                                                  | 12                                                                                  | 249                                                                                 | 0                                                                                   |
| Turn Type                         | Perm                                                                              | NA                                                                                |                                                                                   | pm+pt                                                                             | NA                                                                                |                                                                                   | Perm                                                                                | NA                                                                                  | Perm                                                                                | Perm                                                                                | NA                                                                                  |                                                                                     |
| Protected Phases                  |                                                                                   | 8                                                                                 |                                                                                   | 7                                                                                 | 4                                                                                 |                                                                                   |                                                                                     | 2                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Permitted Phases                  | 8                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | 2                                                                                   |                                                                                     | 2                                                                                   | 6                                                                                   |                                                                                     |                                                                                     |
| Actuated Green, G (s)             |                                                                                   | 9.5                                                                               |                                                                                   | 21.0                                                                              | 21.0                                                                              |                                                                                   |                                                                                     | 57.0                                                                                | 57.0                                                                                | 57.0                                                                                | 57.0                                                                                |                                                                                     |
| Effective Green, g (s)            |                                                                                   | 9.5                                                                               |                                                                                   | 21.0                                                                              | 21.0                                                                              |                                                                                   |                                                                                     | 57.0                                                                                | 57.0                                                                                | 57.0                                                                                | 57.0                                                                                |                                                                                     |
| Actuated g/C Ratio                |                                                                                   | 0.11                                                                              |                                                                                   | 0.23                                                                              | 0.23                                                                              |                                                                                   |                                                                                     | 0.63                                                                                | 0.63                                                                                | 0.63                                                                                | 0.63                                                                                |                                                                                     |
| Clearance Time (s)                |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               | 6.0                                                                               |                                                                                   |                                                                                     | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 |                                                                                     |
| Vehicle Extension (s)             |                                                                                   | 3.0                                                                               |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                   |                                                                                     | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 |                                                                                     |
| Lane Grp Cap (vph)                |                                                                                   | 156                                                                               |                                                                                   | 296                                                                               | 418                                                                               |                                                                                   |                                                                                     | 1146                                                                                | 1002                                                                                | 314                                                                                 | 1157                                                                                |                                                                                     |
| v/s Ratio Prot                    |                                                                                   |                                                                                   |                                                                                   | c0.01                                                                             | 0.01                                                                              |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 0.14                                                                                |                                                                                     |
| v/s Ratio Perm                    |                                                                                   | c0.06                                                                             |                                                                                   | 0.03                                                                              |                                                                                   |                                                                                   |                                                                                     | c0.41                                                                               | 0.04                                                                                | 0.02                                                                                |                                                                                     |                                                                                     |
| v/c Ratio                         |                                                                                   | 0.54                                                                              |                                                                                   | 0.17                                                                              | 0.05                                                                              |                                                                                   |                                                                                     | 0.65                                                                                | 0.06                                                                                | 0.04                                                                                | 0.21                                                                                |                                                                                     |
| Uniform Delay, d1                 |                                                                                   | 38.2                                                                              |                                                                                   | 27.7                                                                              | 26.8                                                                              |                                                                                   |                                                                                     | 10.3                                                                                | 6.3                                                                                 | 6.2                                                                                 | 7.0                                                                                 |                                                                                     |
| Progression Factor                |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                     | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |                                                                                     |
| Incremental Delay, d2             |                                                                                   | 3.5                                                                               |                                                                                   | 0.3                                                                               | 0.1                                                                               |                                                                                   |                                                                                     | 2.9                                                                                 | 0.1                                                                                 | 0.2                                                                                 | 0.4                                                                                 |                                                                                     |
| Delay (s)                         |                                                                                   | 41.7                                                                              |                                                                                   | 28.0                                                                              | 26.8                                                                              |                                                                                   |                                                                                     | 13.1                                                                                | 6.4                                                                                 | 6.4                                                                                 | 7.4                                                                                 |                                                                                     |
| Level of Service                  |                                                                                   | D                                                                                 |                                                                                   | C                                                                                 | C                                                                                 |                                                                                   |                                                                                     | B                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   |                                                                                     |
| Approach Delay (s)                |                                                                                   | 41.7                                                                              |                                                                                   |                                                                                   | 27.6                                                                              |                                                                                   |                                                                                     | 12.4                                                                                |                                                                                     |                                                                                     | 7.4                                                                                 |                                                                                     |
| Approach LOS                      |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                     | B                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| <b>Intersection Summary</b>       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2000 Control Delay            |                                                                                   |                                                                                   | 14.7                                                                              |                                                                                   |                                                                                   | HCM 2000 Level of Service                                                         |                                                                                     |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |                                                                                     |
| HCM 2000 Volume to Capacity ratio |                                                                                   |                                                                                   | 0.60                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length (s)         |                                                                                   |                                                                                   | 90.0                                                                              |                                                                                   |                                                                                   | Sum of lost time (s)                                                              |                                                                                     |                                                                                     | 18.0                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 81.2%                                                                             |                                                                                   |                                                                                   | ICU Level of Service                                                              |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

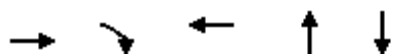
# Timings 2: County Road & Sunset Avenue

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|-----------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                                                            | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                                 | SBL                                                                                 | SBT                                                                                 |
| Lane Configurations                                                   |                                                                                   |  |  |                                                                                   |  |                                                                                   |  |  |  |
| Traffic Volume (vph)                                                  | 29                                                                                | 6                                                                                 | 44                                                                                | 13                                                                                | 6                                                                                 | 55                                                                                | 761                                                                                 | 4                                                                                   | 271                                                                                 |
| Future Volume (vph)                                                   | 29                                                                                | 6                                                                                 | 44                                                                                | 13                                                                                | 6                                                                                 | 55                                                                                | 761                                                                                 | 4                                                                                   | 271                                                                                 |
| Turn Type                                                             | Perm                                                                              | NA                                                                                | Perm                                                                              | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                  | Perm                                                                                | NA                                                                                  |
| Protected Phases                                                      |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                   |                                                                                     | 2                                                                                   |
| Permitted Phases                                                      | 8                                                                                 |                                                                                   | 8                                                                                 | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     | 2                                                                                   |                                                                                     |
| Detector Phase                                                        | 8                                                                                 | 8                                                                                 | 8                                                                                 | 4                                                                                 | 4                                                                                 | 6                                                                                 | 6                                                                                   | 2                                                                                   | 2                                                                                   |
| Switch Phase                                                          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)                                                   | 15.0                                                                              | 15.0                                                                              | 15.0                                                                              | 15.0                                                                              | 15.0                                                                              | 10.0                                                                              | 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                                                                                | 25.5                                                                                |
| Total Split (s)                                                       | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              | 60.0                                                                              | 60.0                                                                                | 60.0                                                                                | 60.0                                                                                |
| Total Split (%)                                                       | 29.4%                                                                             | 29.4%                                                                             | 29.4%                                                                             | 29.4%                                                                             | 29.4%                                                                             | 70.6%                                                                             | 70.6%                                                                               | 70.6%                                                                               | 70.6%                                                                               |
| Yellow Time (s)                                                       | 3.5                                                                               | 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                                                                                 | 1.0                                                                                 |
| Lost Time Adjust (s)                                                  |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                                 |                                                                                     | 0.0                                                                                 |
| Total Lost Time (s)                                                   |                                                                                   | 4.5                                                                               | 4.5                                                                               |                                                                                   | 4.5                                                                               |                                                                                   | 4.5                                                                                 |                                                                                     | 4.5                                                                                 |
| Lead/Lag                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Lead-Lag Optimize?                                                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Recall Mode                                                           | None                                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                              | C-Max                                                                             | C-Max                                                                               | C-Max                                                                               | C-Max                                                                               |
| Act Effct Green (s)                                                   |                                                                                   | 15.0                                                                              | 15.0                                                                              |                                                                                   | 15.0                                                                              |                                                                                   | 65.8                                                                                |                                                                                     | 65.8                                                                                |
| Actuated g/C Ratio                                                    |                                                                                   | 0.18                                                                              | 0.18                                                                              |                                                                                   | 0.18                                                                              |                                                                                   | 0.77                                                                                |                                                                                     | 0.77                                                                                |
| v/c Ratio                                                             |                                                                                   | 0.15                                                                              | 0.15                                                                              |                                                                                   | 0.10                                                                              |                                                                                   | 0.36                                                                                |                                                                                     | 0.12                                                                                |
| Control Delay                                                         |                                                                                   | 31.4                                                                              | 10.8                                                                              |                                                                                   | 23.8                                                                              |                                                                                   | 4.5                                                                                 |                                                                                     | 3.4                                                                                 |
| Queue Delay                                                           |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 0.5                                                                                 |                                                                                     | 0.0                                                                                 |
| Total Delay                                                           |                                                                                   | 31.4                                                                              | 10.8                                                                              |                                                                                   | 23.8                                                                              |                                                                                   | 5.1                                                                                 |                                                                                     | 3.4                                                                                 |
| LOS                                                                   |                                                                                   | C                                                                                 | B                                                                                 |                                                                                   | C                                                                                 |                                                                                   | A                                                                                   |                                                                                     | A                                                                                   |
| Approach Delay                                                        |                                                                                   | 20.0                                                                              |                                                                                   |                                                                                   | 23.8                                                                              |                                                                                   | 5.1                                                                                 |                                                                                     | 3.4                                                                                 |
| Approach LOS                                                          |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   | A                                                                                   |                                                                                     | A                                                                                   |
| Intersection Summary                                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Cycle Length: 85                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length: 85                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Natural Cycle: 60                                                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Control Type: Actuated-Coordinated                                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Maximum v/c Ratio: 0.36                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Intersection Signal Delay: 6.0                                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   | Intersection LOS: A                                                               |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization 55.7%                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   | ICU Level of Service B                                                            |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min) 15                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |

Splits and Phases: 2: County Road & Sunset Avenue





| Lane Group              | EBT  | EBR  | WBT  | NBT  | SBT  |
|-------------------------|------|------|------|------|------|
| Lane Group Flow (vph)   | 37   | 46   | 29   | 891  | 305  |
| v/c Ratio               | 0.15 | 0.15 | 0.10 | 0.36 | 0.12 |
| Control Delay           | 31.4 | 10.8 | 23.8 | 4.5  | 3.4  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.5  | 0.0  |
| Total Delay             | 31.4 | 10.8 | 23.8 | 5.1  | 3.4  |
| Queue Length 50th (ft)  | 17   | 0    | 9    | 80   | 21   |
| Queue Length 95th (ft)  | 44   | 28   | 32   | 107  | 32   |
| Internal Link Dist (ft) | 526  |      | 57   | 231  | 316  |
| Turn Bay Length (ft)    |      |      |      |      |      |
| Base Capacity (vph)     | 346  | 416  | 383  | 2477 | 2579 |
| Starvation Cap Reductn  | 0    | 0    | 0    | 1064 | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.11 | 0.11 | 0.08 | 0.63 | 0.12 |
| Intersection Summary    |      |      |      |      |      |

# HCM Signalized Intersection Capacity Analysis

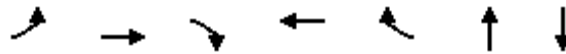
## 2: County Road & Sunset Avenue

FY AM  
09/07/2023

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |  |  |                                                                                   |  |                                                                                   |                                                                                    |  |  |                                                                                     |  |  |
| Traffic Volume (vph)              | 29                                                                                | 6                                                                                 | 44                                                                                | 13                                                                                | 6                                                                                 | 9                                                                                 | 55                                                                                 | 761                                                                                 | 30                                                                                  | 4                                                                                   | 271                                                                                 | 15                                                                                  |
| Future Volume (vph)               | 29                                                                                | 6                                                                                 | 44                                                                                | 13                                                                                | 6                                                                                 | 9                                                                                 | 55                                                                                 | 761                                                                                 | 30                                                                                  | 4                                                                                   | 271                                                                                 | 15                                                                                  |
| 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                                                                                 |                                                                                     |
| Lane Util. Factor                 |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                    | 0.95                                                                                |                                                                                     |                                                                                     | 0.95                                                                                |                                                                                     |
| Frt                               |                                                                                   | 1.00                                                                              | 0.85                                                                              |                                                                                   | 0.96                                                                              |                                                                                   |                                                                                    | 0.99                                                                                |                                                                                     |                                                                                     | 0.99                                                                                |                                                                                     |
| Flt Protected                     |                                                                                   | 0.96                                                                              | 1.00                                                                              |                                                                                   | 0.98                                                                              |                                                                                   |                                                                                    | 1.00                                                                                |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |
| Satd. Flow (prot)                 |                                                                                   | 1788                                                                              | 1583                                                                              |                                                                                   | 1743                                                                              |                                                                                   |                                                                                    | 3509                                                                                |                                                                                     |                                                                                     | 3509                                                                                |                                                                                     |
| Flt Permitted                     |                                                                                   | 0.77                                                                              | 1.00                                                                              |                                                                                   | 0.88                                                                              |                                                                                   |                                                                                    | 0.91                                                                                |                                                                                     |                                                                                     | 0.95                                                                                |                                                                                     |
| Satd. Flow (perm)                 |                                                                                   | 1436                                                                              | 1583                                                                              |                                                                                   | 1562                                                                              |                                                                                   |                                                                                    | 3198                                                                                |                                                                                     |                                                                                     | 3328                                                                                |                                                                                     |
| Peak-hour factor, PHF             | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                               | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Adj. Flow (vph)                   | 31                                                                                | 6                                                                                 | 46                                                                                | 14                                                                                | 6                                                                                 | 9                                                                                 | 58                                                                                 | 801                                                                                 | 32                                                                                  | 4                                                                                   | 285                                                                                 | 16                                                                                  |
| RTOR Reduction (vph)              | 0                                                                                 | 0                                                                                 | 40                                                                                | 0                                                                                 | 8                                                                                 | 0                                                                                 | 0                                                                                  | 2                                                                                   | 0                                                                                   | 0                                                                                   | 3                                                                                   | 0                                                                                   |
| Lane Group Flow (vph)             | 0                                                                                 | 37                                                                                | 6                                                                                 | 0                                                                                 | 21                                                                                | 0                                                                                 | 0                                                                                  | 889                                                                                 | 0                                                                                   | 0                                                                                   | 302                                                                                 | 0                                                                                   |
| Turn Type                         | Perm                                                                              | NA                                                                                | Perm                                                                              | Perm                                                                              | NA                                                                                |                                                                                   | Perm                                                                               | NA                                                                                  |                                                                                     | Perm                                                                                | NA                                                                                  |                                                                                     |
| Protected Phases                  |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                    | 6                                                                                   |                                                                                     |                                                                                     | 2                                                                                   |                                                                                     |
| Permitted Phases                  | 8                                                                                 |                                                                                   | 8                                                                                 | 4                                                                                 |                                                                                   |                                                                                   | 6                                                                                  |                                                                                     |                                                                                     | 2                                                                                   |                                                                                     |                                                                                     |
| Actuated Green, G (s)             |                                                                                   | 12.0                                                                              | 12.0                                                                              |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                    | 64.0                                                                                |                                                                                     |                                                                                     | 64.0                                                                                |                                                                                     |
| Effective Green, g (s)            |                                                                                   | 12.0                                                                              | 12.0                                                                              |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                    | 64.0                                                                                |                                                                                     |                                                                                     | 64.0                                                                                |                                                                                     |
| Actuated g/C Ratio                |                                                                                   | 0.14                                                                              | 0.14                                                                              |                                                                                   | 0.14                                                                              |                                                                                   |                                                                                    | 0.75                                                                                |                                                                                     |                                                                                     | 0.75                                                                                |                                                                                     |
| Clearance Time (s)                |                                                                                   | 4.5                                                                               | 4.5                                                                               |                                                                                   | 4.5                                                                               |                                                                                   |                                                                                    | 4.5                                                                                 |                                                                                     |                                                                                     | 4.5                                                                                 |                                                                                     |
| Vehicle Extension (s)             |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                               |                                                                                   |                                                                                    | 3.0                                                                                 |                                                                                     |                                                                                     | 3.0                                                                                 |                                                                                     |
| Lane Grp Cap (vph)                |                                                                                   | 202                                                                               | 223                                                                               |                                                                                   | 220                                                                               |                                                                                   |                                                                                    | 2407                                                                                |                                                                                     |                                                                                     | 2505                                                                                |                                                                                     |
| v/s Ratio Prot                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| v/s Ratio Perm                    |                                                                                   | c0.03                                                                             | 0.00                                                                              |                                                                                   | 0.01                                                                              |                                                                                   |                                                                                    | c0.28                                                                               |                                                                                     |                                                                                     | 0.09                                                                                |                                                                                     |
| v/c Ratio                         |                                                                                   | 0.18                                                                              | 0.03                                                                              |                                                                                   | 0.10                                                                              |                                                                                   |                                                                                    | 0.37                                                                                |                                                                                     |                                                                                     | 0.12                                                                                |                                                                                     |
| Uniform Delay, d1                 |                                                                                   | 32.2                                                                              | 31.5                                                                              |                                                                                   | 31.8                                                                              |                                                                                   |                                                                                    | 3.6                                                                                 |                                                                                     |                                                                                     | 2.9                                                                                 |                                                                                     |
| Progression Factor                |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                    | 1.00                                                                                |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |
| Incremental Delay, d2             |                                                                                   | 0.4                                                                               | 0.1                                                                               |                                                                                   | 0.2                                                                               |                                                                                   |                                                                                    | 0.4                                                                                 |                                                                                     |                                                                                     | 0.1                                                                                 |                                                                                     |
| Delay (s)                         |                                                                                   | 32.6                                                                              | 31.5                                                                              |                                                                                   | 32.0                                                                              |                                                                                   |                                                                                    | 4.0                                                                                 |                                                                                     |                                                                                     | 3.0                                                                                 |                                                                                     |
| Level of Service                  |                                                                                   | C                                                                                 | C                                                                                 |                                                                                   | C                                                                                 |                                                                                   |                                                                                    | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Approach Delay (s)                |                                                                                   | 32.0                                                                              |                                                                                   |                                                                                   | 32.0                                                                              |                                                                                   |                                                                                    | 4.0                                                                                 |                                                                                     |                                                                                     | 3.0                                                                                 |                                                                                     |
| Approach LOS                      |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                    | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| <b>Intersection Summary</b>       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2000 Control Delay            |                                                                                   |                                                                                   | 6.2                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2000 Level of Service         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| HCM 2000 Volume to Capacity ratio |                                                                                   |                                                                                   | 0.34                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length (s)         |                                                                                   |                                                                                   | 85.0                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     | 9.0                                                                                 |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 55.7%                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |
| ICU Level of Service              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Timings 3: Royal Poinciana Way N & County Road

FY AM  
09/07/2023



| Lane Group           | EBL   | EBT   | EBR   | WBT   | WBR   | NBT   | SBT   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations  |       |       |       |       |       |       |       |
| Traffic Volume (vph) | 308   | 51    | 199   | 38    | 8     | 546   | 197   |
| Future Volume (vph)  | 308   | 51    | 199   | 38    | 8     | 546   | 197   |
| Turn Type            | Split | NA    | Prot  | NA    | Prot  | NA    | NA    |
| Protected Phases     | 4     | 4     | 4     | 8     | 8     | 2     | 6     |
| Permitted Phases     |       |       |       |       |       |       |       |
| Detector Phase       | 4     | 4     | 4     | 8     | 8     | 2     | 6     |
| Switch Phase         |       |       |       |       |       |       |       |
| Minimum Initial (s)  | 15.0  | 15.0  | 15.0  | 10.0  | 10.0  | 20.0  | 20.0  |
| Minimum Split (s)    | 27.0  | 27.0  | 27.0  | 27.0  | 27.0  | 27.0  | 27.0  |
| Total Split (s)      | 25.0  | 25.0  | 25.0  | 20.0  | 20.0  | 20.0  | 40.0  |
| Total Split (%)      | 23.8% | 23.8% | 23.8% | 19.0% | 19.0% | 19.0% | 38.1% |
| Yellow Time (s)      | 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   |
| Lost Time Adjust (s) | 0.0   | 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   | 4.0   |
| Lead/Lag             |       |       |       |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |       |       |       |
| Recall Mode          | None  | None  | None  | None  | None  | C-Max | None  |
| Act Effect Green (s) | 19.0  | 19.0  | 19.0  | 10.1  | 10.1  | 45.4  | 20.0  |
| Actuated g/C Ratio   | 0.18  | 0.18  | 0.18  | 0.10  | 0.10  | 0.43  | 0.19  |
| v/c Ratio            | 0.62  | 0.61  | 0.46  | 0.25  | 0.03  | 0.50  | 0.45  |
| Control Delay        | 48.0  | 47.7  | 8.1   | 47.7  | 0.2   | 25.1  | 25.3  |
| Queue Delay          | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay          | 48.0  | 47.7  | 8.1   | 47.7  | 0.2   | 25.1  | 25.3  |
| LOS                  | D     | D     | A     | D     | A     | C     | C     |
| Approach Delay       |       | 33.7  |       | 40.6  |       | 25.1  | 25.3  |
| Approach LOS         |       | C     |       | D     |       | C     | C     |

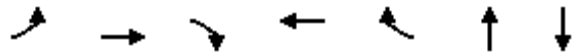
## Intersection Summary

Cycle Length: 105  
 Actuated Cycle Length: 105  
 Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.62  
 Intersection Signal Delay: 28.6  
 Intersection Capacity Utilization 63.2%  
 Analysis Period (min) 15

Intersection LOS: C  
 ICU Level of Service B

Splits and Phases: 3: Royal Poinciana Way N & County Road





| Lane Group              | EBL  | EBT  | EBR  | WBT  | WBR  | NBT  | SBT  |
|-------------------------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 188  | 190  | 209  | 45   | 8    | 747  | 331  |
| v/c Ratio               | 0.62 | 0.61 | 0.46 | 0.25 | 0.03 | 0.50 | 0.45 |
| Control Delay           | 48.0 | 47.7 | 8.1  | 47.7 | 0.2  | 25.1 | 25.3 |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 48.0 | 47.7 | 8.1  | 47.7 | 0.2  | 25.1 | 25.3 |
| Queue Length 50th (ft)  | 125  | 127  | 0    | 29   | 0    | 199  | 63   |
| Queue Length 95th (ft)  | 185  | 186  | 56   | 64   | 0    | 298  | 107  |
| Internal Link Dist (ft) |      | 446  |      | 441  |      | 319  | 231  |
| Turn Bay Length (ft)    | 430  |      |      |      | 230  |      |      |
| Base Capacity (vph)     | 353  | 358  | 497  | 282  | 320  | 1506 | 1226 |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.53 | 0.53 | 0.42 | 0.16 | 0.03 | 0.50 | 0.27 |
| Intersection Summary    |      |      |      |      |      |      |      |

# HCM Signalized Intersection Capacity Analysis

## 3: Royal Poinciana Way N & County Road

FY AM  
09/07/2023

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |  |  |  |                                                                                   |  |  |                                                                                     |  |                                                                                     |                                                                                     |  |  |
| Traffic Volume (vph)              | 308                                                                               | 51                                                                                | 199                                                                               | 5                                                                                 | 38                                                                                | 8                                                                                 | 106                                                                                 | 546                                                                                 | 57                                                                                  | 0                                                                                   | 197                                                                                 | 118                                                                                 |
| Future Volume (vph)               | 308                                                                               | 51                                                                                | 199                                                                               | 5                                                                                 | 38                                                                                | 8                                                                                 | 106                                                                                 | 546                                                                                 | 57                                                                                  | 0                                                                                   | 197                                                                                 | 118                                                                                 |
| 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                                                                              | 0.97                                                                              | 1.00                                                                              |                                                                                   | 0.99                                                                              | 1.00                                                                              |                                                                                     | 0.99                                                                                |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |
| Satd. Flow (prot)                 | 1681                                                                              | 1708                                                                              | 1583                                                                              |                                                                                   | 1852                                                                              | 1583                                                                              |                                                                                     | 3471                                                                                |                                                                                     |                                                                                     | 3340                                                                                |                                                                                     |
| Flt Permitted                     | 0.95                                                                              | 0.97                                                                              | 1.00                                                                              |                                                                                   | 0.99                                                                              | 1.00                                                                              |                                                                                     | 0.99                                                                                |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |
| Satd. Flow (perm)                 | 1681                                                                              | 1708                                                                              | 1583                                                                              |                                                                                   | 1852                                                                              | 1583                                                                              |                                                                                     | 3471                                                                                |                                                                                     |                                                                                     | 3340                                                                                |                                                                                     |
| Peak-hour factor, PHF             | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Adj. Flow (vph)                   | 324                                                                               | 54                                                                                | 209                                                                               | 5                                                                                 | 40                                                                                | 8                                                                                 | 112                                                                                 | 575                                                                                 | 60                                                                                  | 0                                                                                   | 207                                                                                 | 124                                                                                 |
| RTOR Reduction (vph)              | 0                                                                                 | 0                                                                                 | 171                                                                               | 0                                                                                 | 0                                                                                 | 8                                                                                 | 0                                                                                   | 4                                                                                   | 0                                                                                   | 0                                                                                   | 100                                                                                 | 0                                                                                   |
| Lane Group Flow (vph)             | 188                                                                               | 190                                                                               | 38                                                                                | 0                                                                                 | 45                                                                                | 0                                                                                 | 0                                                                                   | 743                                                                                 | 0                                                                                   | 0                                                                                   | 231                                                                                 | 0                                                                                   |
| Turn Type                         | Split                                                                             | NA                                                                                | Prot                                                                              | Split                                                                             | NA                                                                                | Prot                                                                              | Split                                                                               | NA                                                                                  |                                                                                     |                                                                                     | NA                                                                                  |                                                                                     |
| Protected Phases                  | 4                                                                                 | 4                                                                                 | 4                                                                                 | 8                                                                                 | 8                                                                                 | 8                                                                                 | 2                                                                                   | 2                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Permitted Phases                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Green, G (s)             | 19.0                                                                              | 19.0                                                                              | 19.0                                                                              |                                                                                   | 6.1                                                                               | 6.1                                                                               |                                                                                     | 43.9                                                                                |                                                                                     |                                                                                     | 20.0                                                                                |                                                                                     |
| Effective Green, g (s)            | 19.0                                                                              | 19.0                                                                              | 19.0                                                                              |                                                                                   | 6.1                                                                               | 6.1                                                                               |                                                                                     | 43.9                                                                                |                                                                                     |                                                                                     | 20.0                                                                                |                                                                                     |
| Actuated g/C Ratio                | 0.18                                                                              | 0.18                                                                              | 0.18                                                                              |                                                                                   | 0.06                                                                              | 0.06                                                                              |                                                                                     | 0.42                                                                                |                                                                                     |                                                                                     | 0.19                                                                                |                                                                                     |
| Clearance Time (s)                | 4.0                                                                               | 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                                                                                 |                                                                                     |                                                                                     | 3.0                                                                                 |                                                                                     |
| Lane Grp Cap (vph)                | 304                                                                               | 309                                                                               | 286                                                                               |                                                                                   | 107                                                                               | 91                                                                                |                                                                                     | 1451                                                                                |                                                                                     |                                                                                     | 636                                                                                 |                                                                                     |
| v/s Ratio Prot                    | c0.11                                                                             | 0.11                                                                              | 0.02                                                                              |                                                                                   | c0.02                                                                             | 0.00                                                                              |                                                                                     | c0.21                                                                               |                                                                                     |                                                                                     | c0.07                                                                               |                                                                                     |
| v/s Ratio Perm                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| v/c Ratio                         | 0.62                                                                              | 0.61                                                                              | 0.13                                                                              |                                                                                   | 0.42                                                                              | 0.01                                                                              |                                                                                     | 0.51                                                                                |                                                                                     |                                                                                     | 0.36                                                                                |                                                                                     |
| Uniform Delay, d1                 | 39.7                                                                              | 39.6                                                                              | 36.1                                                                              |                                                                                   | 47.7                                                                              | 46.6                                                                              |                                                                                     | 22.6                                                                                |                                                                                     |                                                                                     | 37.0                                                                                |                                                                                     |
| Progression Factor                | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                     | 1.00                                                                                |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |
| Incremental Delay, d2             | 3.7                                                                               | 3.6                                                                               | 0.2                                                                               |                                                                                   | 2.7                                                                               | 0.0                                                                               |                                                                                     | 1.3                                                                                 |                                                                                     |                                                                                     | 0.4                                                                                 |                                                                                     |
| Delay (s)                         | 43.4                                                                              | 43.2                                                                              | 36.3                                                                              |                                                                                   | 50.4                                                                              | 46.6                                                                              |                                                                                     | 23.9                                                                                |                                                                                     |                                                                                     | 37.3                                                                                |                                                                                     |
| Level of Service                  | D                                                                                 | D                                                                                 | D                                                                                 |                                                                                   | D                                                                                 | D                                                                                 |                                                                                     | C                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |
| Approach Delay (s)                |                                                                                   | 40.8                                                                              |                                                                                   |                                                                                   | 49.8                                                                              |                                                                                   |                                                                                     | 23.9                                                                                |                                                                                     |                                                                                     | 37.3                                                                                |                                                                                     |
| Approach LOS                      |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                     | C                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |
| <b>Intersection Summary</b>       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2000 Control Delay            |                                                                                   |                                                                                   | 33.1                                                                              |                                                                                   |                                                                                   |                                                                                   | HCM 2000 Level of Service                                                           |                                                                                     |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| HCM 2000 Volume to Capacity ratio |                                                                                   |                                                                                   | 0.49                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length (s)         |                                                                                   |                                                                                   | 105.0                                                                             |                                                                                   |                                                                                   |                                                                                   | Sum of lost time (s)                                                                |                                                                                     |                                                                                     | 16.0                                                                                |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 63.2%                                                                             |                                                                                   |                                                                                   |                                                                                   | ICU Level of Service                                                                |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM Unsignalized Intersection Capacity Analysis

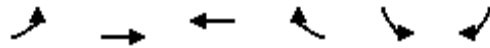
## 4: N Dwy. & Sunrise Avenue

FY AM  
09/07/2023

|                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
|                                   |  |  |  |  |  |  |
| Movement                          | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations               |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                   |
| Traffic Volume (veh/h)            | 122                                                                               | 6                                                                                 | 1                                                                                 | 75                                                                                | 0                                                                                 | 0                                                                                 |
| Future Volume (Veh/h)             | 122                                                                               | 6                                                                                 | 1                                                                                 | 75                                                                                | 0                                                                                 | 0                                                                                 |
| Sign Control                      | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              | Stop                                                                              |                                                                                   |
| Grade                             | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                | 0%                                                                                |                                                                                   |
| Peak Hour Factor                  | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              |
| Hourly flow rate (vph)            | 128                                                                               | 6                                                                                 | 1                                                                                 | 79                                                                                | 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)              | 226                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC, conflicting volume            |                                                                                   |                                                                                   | 134                                                                               |                                                                                   | 212                                                                               | 131                                                                               |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vCu, unblocked vol                |                                                                                   |                                                                                   | 134                                                                               |                                                                                   | 212                                                                               | 131                                                                               |
| tC, single (s)                    |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   | 6.4                                                                               | 6.2                                                                               |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| tF (s)                            |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   | 3.5                                                                               | 3.3                                                                               |
| p0 queue free %                   |                                                                                   |                                                                                   | 100                                                                               |                                                                                   | 100                                                                               | 100                                                                               |
| cM capacity (veh/h)               |                                                                                   |                                                                                   | 1451                                                                              |                                                                                   | 776                                                                               | 919                                                                               |
| Direction, Lane #                 | EB 1                                                                              | WB 1                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Volume Total                      | 134                                                                               | 80                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Volume Left                       | 0                                                                                 | 1                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Volume Right                      | 6                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| cSH                               | 1700                                                                              | 1451                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Volume to Capacity                | 0.08                                                                              | 0.00                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Queue Length 95th (ft)            | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Control Delay (s)                 | 0.0                                                                               | 0.1                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lane LOS                          |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Approach Delay (s)                | 0.0                                                                               | 0.1                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Approach LOS                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Average Delay                     |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 10.1%                                                                             | ICU Level of Service                                                              |                                                                                   | A                                                                                 |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |

# HCM Unsignalized Intersection Capacity Analysis 5: Sunset Avenue & S Dwy.

FY AM  
09/07/2023



| Movement                          | EBL  | EBT  | WBT   | WBR  | SBL                  | SBR  |
|-----------------------------------|------|------|-------|------|----------------------|------|
| Lane Configurations               |      | ↕    | ↕     |      |                      | ↕    |
| Traffic Volume (veh/h)            | 7    | 40   | 28    | 0    | 0                    | 10   |
| Future Volume (Veh/h)             | 7    | 40   | 28    | 0    | 0                    | 10   |
| Sign Control                      |      | Free | Free  |      | Stop                 |      |
| Grade                             |      | 0%   | 0%    |      | 0%                   |      |
| Peak Hour Factor                  | 0.95 | 0.95 | 0.95  | 0.95 | 0.95                 | 0.95 |
| Hourly flow rate (vph)            | 7    | 42   | 29    | 0    | 0                    | 11   |
| Pedestrians                       |      |      |       |      |                      |      |
| Lane Width (ft)                   |      |      |       |      |                      |      |
| Walking Speed (ft/s)              |      |      |       |      |                      |      |
| Percent Blockage                  |      |      |       |      |                      |      |
| Right turn flare (veh)            |      |      |       |      |                      |      |
| Median type                       |      | None | None  |      |                      |      |
| Median storage veh                |      |      |       |      |                      |      |
| Upstream signal (ft)              |      | 137  |       |      |                      |      |
| pX, platoon unblocked             |      |      |       |      |                      |      |
| vC, conflicting volume            | 29   |      |       |      | 85                   | 29   |
| vC1, stage 1 conf vol             |      |      |       |      |                      |      |
| vC2, stage 2 conf vol             |      |      |       |      |                      |      |
| vCu, unblocked vol                | 29   |      |       |      | 85                   | 29   |
| tC, single (s)                    | 4.1  |      |       |      | 6.4                  | 6.2  |
| tC, 2 stage (s)                   |      |      |       |      |                      |      |
| tF (s)                            | 2.2  |      |       |      | 3.5                  | 3.3  |
| p0 queue free %                   | 100  |      |       |      | 100                  | 99   |
| cM capacity (veh/h)               | 1584 |      |       |      | 912                  | 1046 |
| Direction, Lane #                 | EB 1 | WB 1 | SB 1  |      |                      |      |
| Volume Total                      | 49   | 29   | 11    |      |                      |      |
| Volume Left                       | 7    | 0    | 0     |      |                      |      |
| Volume Right                      | 0    | 0    | 11    |      |                      |      |
| cSH                               | 1584 | 1700 | 1046  |      |                      |      |
| Volume to Capacity                | 0.00 | 0.02 | 0.01  |      |                      |      |
| Queue Length 95th (ft)            | 0    | 0    | 1     |      |                      |      |
| Control Delay (s)                 | 1.1  | 0.0  | 8.5   |      |                      |      |
| Lane LOS                          | A    |      | A     |      |                      |      |
| Approach Delay (s)                | 1.1  | 0.0  | 8.5   |      |                      |      |
| Approach LOS                      |      |      | A     |      |                      |      |
| Intersection Summary              |      |      |       |      |                      |      |
| Average Delay                     |      |      | 1.6   |      |                      |      |
| Intersection Capacity Utilization |      |      | 13.3% |      | ICU Level of Service |      |
| Analysis Period (min)             |      |      | 15    |      | A                    |      |

# Timings 1: County Road & Sunrise Avenue

FY PM  
09/07/2023

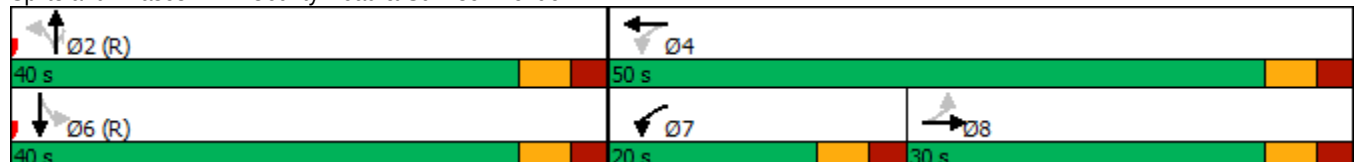
|                      |  |  |  |  |  |  |   |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group           | EBL                                                                               | EBT                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                               | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 |
| Lane Configurations  |                                                                                   |  |  |  |                                                                                   |  |  |  |  |
| Traffic Volume (vph) | 38                                                                                | 27                                                                                | 74                                                                                | 57                                                                                | 54                                                                                | 289                                                                               | 103                                                                                 | 26                                                                                  | 633                                                                                 |
| Future Volume (vph)  | 38                                                                                | 27                                                                                | 74                                                                                | 57                                                                                | 54                                                                                | 289                                                                               | 103                                                                                 | 26                                                                                  | 633                                                                                 |
| Turn Type            | Perm                                                                              | NA                                                                                | pm+pt                                                                             | NA                                                                                | Perm                                                                              | NA                                                                                | Perm                                                                                | Perm                                                                                | NA                                                                                  |
| Protected Phases     |                                                                                   | 8                                                                                 | 7                                                                                 | 4                                                                                 |                                                                                   | 2                                                                                 |                                                                                     |                                                                                     | 6                                                                                   |
| Permitted Phases     | 8                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 2                                                                                 |                                                                                   | 2                                                                                   | 6                                                                                   |                                                                                     |
| Detector Phase       | 8                                                                                 | 8                                                                                 | 7                                                                                 | 4                                                                                 | 2                                                                                 | 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                                                                                | 20.0                                                                                |
| Minimum Split (s)    | 31.0                                                                              | 31.0                                                                              | 13.0                                                                              | 31.0                                                                              | 26.0                                                                              | 26.0                                                                              | 26.0                                                                                | 26.0                                                                                | 26.0                                                                                |
| Total Split (s)      | 30.0                                                                              | 30.0                                                                              | 20.0                                                                              | 50.0                                                                              | 40.0                                                                              | 40.0                                                                              | 40.0                                                                                | 40.0                                                                                | 40.0                                                                                |
| Total Split (%)      | 33.3%                                                                             | 33.3%                                                                             | 22.2%                                                                             | 55.6%                                                                             | 44.4%                                                                             | 44.4%                                                                             | 44.4%                                                                               | 44.4%                                                                               | 44.4%                                                                               |
| Yellow Time (s)      | 3.5                                                                               | 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                                                                                 | 2.5                                                                                 |
| Lost Time Adjust (s) |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)  |                                                                                   | 6.0                                                                               | 6.0                                                                               | 6.0                                                                               |                                                                                   | 6.0                                                                               | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 |
| Lead/Lag             | Lag                                                                               | Lag                                                                               | Lead                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Lead-Lag Optimize?   | Yes                                                                               | Yes                                                                               | Yes                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Recall Mode          | None                                                                              | None                                                                              | None                                                                              | None                                                                              | C-Max                                                                             | C-Max                                                                             | C-Max                                                                               | C-Max                                                                               | C-Max                                                                               |
| Act Effect Green (s) |                                                                                   | 11.9                                                                              | 24.7                                                                              | 24.7                                                                              |                                                                                   | 53.3                                                                              | 53.3                                                                                | 53.3                                                                                | 53.3                                                                                |
| Actuated g/C Ratio   |                                                                                   | 0.13                                                                              | 0.27                                                                              | 0.27                                                                              |                                                                                   | 0.59                                                                              | 0.59                                                                                | 0.59                                                                                | 0.59                                                                                |
| v/c Ratio            |                                                                                   | 0.58                                                                              | 0.24                                                                              | 0.14                                                                              |                                                                                   | 0.47                                                                              | 0.11                                                                                | 0.05                                                                                | 0.67                                                                                |
| Control Delay        |                                                                                   | 29.8                                                                              | 23.3                                                                              | 18.5                                                                              |                                                                                   | 15.2                                                                              | 2.8                                                                                 | 11.1                                                                                | 18.9                                                                                |
| Queue Delay          |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.7                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay          |                                                                                   | 29.8                                                                              | 23.3                                                                              | 18.5                                                                              |                                                                                   | 15.9                                                                              | 2.8                                                                                 | 11.1                                                                                | 18.9                                                                                |
| LOS                  |                                                                                   | C                                                                                 | C                                                                                 | B                                                                                 |                                                                                   | B                                                                                 | A                                                                                   | B                                                                                   | B                                                                                   |
| Approach Delay       |                                                                                   | 29.8                                                                              |                                                                                   | 21.0                                                                              |                                                                                   | 12.9                                                                              |                                                                                     |                                                                                     | 18.6                                                                                |
| Approach LOS         |                                                                                   | C                                                                                 |                                                                                   | C                                                                                 |                                                                                   | B                                                                                 |                                                                                     |                                                                                     | B                                                                                   |

## Intersection Summary

Cycle Length: 90  
Actuated Cycle Length: 90  
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
Natural Cycle: 90  
Control Type: Actuated-Coordinated  
Maximum v/c Ratio: 0.67  
Intersection Signal Delay: 18.2  
Intersection Capacity Utilization 85.4%  
Analysis Period (min) 15

Intersection LOS: B  
ICU Level of Service E

## Splits and Phases: 1: County Road & Sunrise Avenue





| Lane Group              | EBT  | WBL  | WBT  | NBT  | NBR  | SBL  | SBT  |
|-------------------------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 151  | 78   | 72   | 361  | 108  | 27   | 732  |
| v/c Ratio               | 0.58 | 0.24 | 0.14 | 0.47 | 0.11 | 0.05 | 0.67 |
| Control Delay           | 29.8 | 23.3 | 18.5 | 15.2 | 2.8  | 11.1 | 18.9 |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.7  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 29.8 | 23.3 | 18.5 | 15.9 | 2.8  | 11.1 | 18.9 |
| Queue Length 50th (ft)  | 45   | 33   | 25   | 109  | 0    | 6    | 264  |
| Queue Length 95th (ft)  | 100  | 57   | 48   | 234  | 26   | 23   | #564 |
| Internal Link Dist (ft) | 482  |      | 146  | 316  |      |      | 333  |
| Turn Bay Length (ft)    |      |      |      |      |      | 160  |      |
| Base Capacity (vph)     | 456  | 379  | 893  | 772  | 981  | 560  | 1089 |
| Starvation Cap Reductn  | 0    | 0    | 0    | 164  | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.33 | 0.21 | 0.08 | 0.59 | 0.11 | 0.05 | 0.67 |

## Intersection Summary

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

# HCM Signalized Intersection Capacity Analysis

## 1: County Road & Sunrise Avenue

FY PM

09/07/2023

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |  |                                                                                   |  |  |                                                                                   |                                                                                    |  |  |  |  |  |
| Traffic Volume (vph)              | 38                                                                                | 27                                                                                | 79                                                                                | 74                                                                                | 57                                                                                | 11                                                                                | 54                                                                                 | 289                                                                                 | 103                                                                                 | 26                                                                                  | 633                                                                                 | 63                                                                                  |
| Future Volume (vph)               | 38                                                                                | 27                                                                                | 79                                                                                | 74                                                                                | 57                                                                                | 11                                                                                | 54                                                                                 | 289                                                                                 | 103                                                                                 | 26                                                                                  | 633                                                                                 | 63                                                                                  |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                               | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Total Lost time (s)               |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               | 6.0                                                                               |                                                                                   |                                                                                    | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 |                                                                                     |
| Lane Util. Factor                 |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                    | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |                                                                                     |
| Frt                               |                                                                                   | 0.93                                                                              |                                                                                   | 1.00                                                                              | 0.97                                                                              |                                                                                   |                                                                                    | 1.00                                                                                | 0.85                                                                                | 1.00                                                                                | 0.99                                                                                |                                                                                     |
| Flt Protected                     |                                                                                   | 0.99                                                                              |                                                                                   | 0.95                                                                              | 1.00                                                                              |                                                                                   |                                                                                    | 0.99                                                                                | 1.00                                                                                | 0.95                                                                                | 1.00                                                                                |                                                                                     |
| Satd. Flow (prot)                 |                                                                                   | 1702                                                                              |                                                                                   | 1770                                                                              | 1816                                                                              |                                                                                   |                                                                                    | 1848                                                                                | 1583                                                                                | 1770                                                                                | 1838                                                                                |                                                                                     |
| Flt Permitted                     |                                                                                   | 0.89                                                                              |                                                                                   | 0.44                                                                              | 1.00                                                                              |                                                                                   |                                                                                    | 0.70                                                                                | 1.00                                                                                | 0.51                                                                                | 1.00                                                                                |                                                                                     |
| Satd. Flow (perm)                 |                                                                                   | 1528                                                                              |                                                                                   | 813                                                                               | 1816                                                                              |                                                                                   |                                                                                    | 1307                                                                                | 1583                                                                                | 948                                                                                 | 1838                                                                                |                                                                                     |
| Peak-hour factor, PHF             | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                               | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Adj. Flow (vph)                   | 40                                                                                | 28                                                                                | 83                                                                                | 78                                                                                | 60                                                                                | 12                                                                                | 57                                                                                 | 304                                                                                 | 108                                                                                 | 27                                                                                  | 666                                                                                 | 66                                                                                  |
| RTOR Reduction (vph)              | 0                                                                                 | 58                                                                                | 0                                                                                 | 0                                                                                 | 9                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 45                                                                                  | 0                                                                                   | 3                                                                                   | 0                                                                                   |
| Lane Group Flow (vph)             | 0                                                                                 | 93                                                                                | 0                                                                                 | 78                                                                                | 63                                                                                | 0                                                                                 | 0                                                                                  | 361                                                                                 | 63                                                                                  | 27                                                                                  | 729                                                                                 | 0                                                                                   |
| Turn Type                         | Perm                                                                              | NA                                                                                |                                                                                   | pm+pt                                                                             | NA                                                                                |                                                                                   | Perm                                                                               | NA                                                                                  | Perm                                                                                | Perm                                                                                | NA                                                                                  |                                                                                     |
| Protected Phases                  |                                                                                   | 8                                                                                 |                                                                                   | 7                                                                                 | 4                                                                                 |                                                                                   |                                                                                    | 2                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Permitted Phases                  | 8                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | 2                                                                                  |                                                                                     | 2                                                                                   | 6                                                                                   |                                                                                     |                                                                                     |
| Actuated Green, G (s)             |                                                                                   | 11.9                                                                              |                                                                                   | 25.9                                                                              | 25.9                                                                              |                                                                                   |                                                                                    | 52.1                                                                                | 52.1                                                                                | 52.1                                                                                | 52.1                                                                                |                                                                                     |
| Effective Green, g (s)            |                                                                                   | 11.9                                                                              |                                                                                   | 25.9                                                                              | 25.9                                                                              |                                                                                   |                                                                                    | 52.1                                                                                | 52.1                                                                                | 52.1                                                                                | 52.1                                                                                |                                                                                     |
| Actuated g/C Ratio                |                                                                                   | 0.13                                                                              |                                                                                   | 0.29                                                                              | 0.29                                                                              |                                                                                   |                                                                                    | 0.58                                                                                | 0.58                                                                                | 0.58                                                                                | 0.58                                                                                |                                                                                     |
| Clearance Time (s)                |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               | 6.0                                                                               |                                                                                   |                                                                                    | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 | 6.0                                                                                 |                                                                                     |
| Vehicle Extension (s)             |                                                                                   | 3.0                                                                               |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                   |                                                                                    | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 |                                                                                     |
| Lane Grp Cap (vph)                |                                                                                   | 202                                                                               |                                                                                   | 319                                                                               | 522                                                                               |                                                                                   |                                                                                    | 756                                                                                 | 916                                                                                 | 548                                                                                 | 1063                                                                                |                                                                                     |
| v/s Ratio Prot                    |                                                                                   |                                                                                   |                                                                                   | c0.02                                                                             | 0.03                                                                              |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     | c0.40                                                                               |                                                                                     |
| v/s Ratio Perm                    |                                                                                   | c0.06                                                                             |                                                                                   | 0.05                                                                              |                                                                                   |                                                                                   |                                                                                    | 0.28                                                                                | 0.04                                                                                | 0.03                                                                                |                                                                                     |                                                                                     |
| v/c Ratio                         |                                                                                   | 0.46                                                                              |                                                                                   | 0.24                                                                              | 0.12                                                                              |                                                                                   |                                                                                    | 0.48                                                                                | 0.07                                                                                | 0.05                                                                                | 0.69                                                                                |                                                                                     |
| Uniform Delay, d1                 |                                                                                   | 36.1                                                                              |                                                                                   | 24.7                                                                              | 23.7                                                                              |                                                                                   |                                                                                    | 11.0                                                                                | 8.3                                                                                 | 8.2                                                                                 | 13.2                                                                                |                                                                                     |
| Progression Factor                |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                    | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |                                                                                     |
| Incremental Delay, d2             |                                                                                   | 1.7                                                                               |                                                                                   | 0.4                                                                               | 0.1                                                                               |                                                                                   |                                                                                    | 2.2                                                                                 | 0.1                                                                                 | 0.2                                                                                 | 3.6                                                                                 |                                                                                     |
| Delay (s)                         |                                                                                   | 37.7                                                                              |                                                                                   | 25.1                                                                              | 23.8                                                                              |                                                                                   |                                                                                    | 13.2                                                                                | 8.5                                                                                 | 8.4                                                                                 | 16.9                                                                                |                                                                                     |
| Level of Service                  |                                                                                   | D                                                                                 |                                                                                   | C                                                                                 | C                                                                                 |                                                                                   |                                                                                    | B                                                                                   | A                                                                                   | A                                                                                   | B                                                                                   |                                                                                     |
| Approach Delay (s)                |                                                                                   | 37.7                                                                              |                                                                                   |                                                                                   | 24.4                                                                              |                                                                                   |                                                                                    | 12.1                                                                                |                                                                                     |                                                                                     | 16.5                                                                                |                                                                                     |
| Approach LOS                      |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                    | B                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |
| <b>Intersection Summary</b>       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2000 Control Delay            |                                                                                   |                                                                                   | 18.0                                                                              |                                                                                   |                                                                                   | HCM 2000 Level of Service                                                         |                                                                                    |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |                                                                                     |
| HCM 2000 Volume to Capacity ratio |                                                                                   |                                                                                   | 0.60                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length (s)         |                                                                                   |                                                                                   | 90.0                                                                              |                                                                                   |                                                                                   | Sum of lost time (s)                                                              |                                                                                    |                                                                                     | 18.0                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 85.4%                                                                             |                                                                                   |                                                                                   | ICU Level of Service                                                              |                                                                                    |                                                                                     | E                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Timings 2: County Road & Sunset Avenue

FY PM  
09/07/2023

|                                                                       |  |  |  |  |  |  |  |  |  |
|-----------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                                                            | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBT                                                                                | SBL                                                                                 | SBT                                                                                 |
| Lane Configurations                                                   |                                                                                   |  |  |                                                                                   |  |                                                                                   |  |  |  |
| Traffic Volume (vph)                                                  | 23                                                                                | 8                                                                                 | 106                                                                               | 31                                                                                | 16                                                                                | 82                                                                                | 394                                                                                | 15                                                                                  | 753                                                                                 |
| Future Volume (vph)                                                   | 23                                                                                | 8                                                                                 | 106                                                                               | 31                                                                                | 16                                                                                | 82                                                                                | 394                                                                                | 15                                                                                  | 753                                                                                 |
| Turn Type                                                             | Perm                                                                              | NA                                                                                | Perm                                                                              | Perm                                                                              | NA                                                                                | Perm                                                                              | NA                                                                                 | Perm                                                                                | NA                                                                                  |
| Protected Phases                                                      |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                  |                                                                                     | 2                                                                                   |
| Permitted Phases                                                      | 8                                                                                 |                                                                                   | 8                                                                                 | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    | 2                                                                                   |                                                                                     |
| Detector Phase                                                        | 8                                                                                 | 8                                                                                 | 8                                                                                 | 4                                                                                 | 4                                                                                 | 6                                                                                 | 6                                                                                  | 2                                                                                   | 2                                                                                   |
| Switch Phase                                                          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Minimum Initial (s)                                                   | 15.0                                                                              | 15.0                                                                              | 15.0                                                                              | 15.0                                                                              | 15.0                                                                              | 10.0                                                                              | 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                                                                                | 25.5                                                                                |
| Total Split (s)                                                       | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              | 25.0                                                                              | 60.0                                                                              | 60.0                                                                               | 60.0                                                                                | 60.0                                                                                |
| Total Split (%)                                                       | 29.4%                                                                             | 29.4%                                                                             | 29.4%                                                                             | 29.4%                                                                             | 29.4%                                                                             | 70.6%                                                                             | 70.6%                                                                              | 70.6%                                                                               | 70.6%                                                                               |
| Yellow Time (s)                                                       | 3.5                                                                               | 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                                                                                 | 1.0                                                                                 |
| Lost Time Adjust (s)                                                  |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                                |                                                                                     | 0.0                                                                                 |
| Total Lost Time (s)                                                   |                                                                                   | 4.5                                                                               | 4.5                                                                               |                                                                                   | 4.5                                                                               |                                                                                   | 4.5                                                                                |                                                                                     | 4.5                                                                                 |
| Lead/Lag                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Lead-Lag Optimize?                                                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Recall Mode                                                           | None                                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                              | C-Max                                                                             | C-Max                                                                              | C-Max                                                                               | C-Max                                                                               |
| Act Effct Green (s)                                                   |                                                                                   | 15.0                                                                              | 15.0                                                                              |                                                                                   | 15.0                                                                              |                                                                                   | 65.8                                                                               |                                                                                     | 65.8                                                                                |
| Actuated g/C Ratio                                                    |                                                                                   | 0.18                                                                              | 0.18                                                                              |                                                                                   | 0.18                                                                              |                                                                                   | 0.77                                                                               |                                                                                     | 0.77                                                                                |
| v/c Ratio                                                             |                                                                                   | 0.12                                                                              | 0.30                                                                              |                                                                                   | 0.27                                                                              |                                                                                   | 0.27                                                                               |                                                                                     | 0.32                                                                                |
| Control Delay                                                         |                                                                                   | 30.8                                                                              | 8.8                                                                               |                                                                                   | 23.1                                                                              |                                                                                   | 4.1                                                                                |                                                                                     | 4.3                                                                                 |
| Queue Delay                                                           |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 0.3                                                                                |                                                                                     | 0.3                                                                                 |
| Total Delay                                                           |                                                                                   | 30.8                                                                              | 8.8                                                                               |                                                                                   | 23.1                                                                              |                                                                                   | 4.4                                                                                |                                                                                     | 4.6                                                                                 |
| LOS                                                                   |                                                                                   | C                                                                                 | A                                                                                 |                                                                                   | C                                                                                 |                                                                                   | A                                                                                  |                                                                                     | A                                                                                   |
| Approach Delay                                                        |                                                                                   | 13.7                                                                              |                                                                                   |                                                                                   | 23.1                                                                              |                                                                                   | 4.4                                                                                |                                                                                     | 4.6                                                                                 |
| Approach LOS                                                          |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   | A                                                                                  |                                                                                     | A                                                                                   |
| Intersection Summary                                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Cycle Length: 85                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Actuated Cycle Length: 85                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Natural Cycle: 60                                                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Control Type: Actuated-Coordinated                                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Maximum v/c Ratio: 0.32                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Intersection Signal Delay: 6.3                                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   | Intersection LOS: A                                                               |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Intersection Capacity Utilization 60.1%                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   | ICU Level of Service B                                                            |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Analysis Period (min) 15                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |

Splits and Phases: 2: County Road & Sunset Avenue

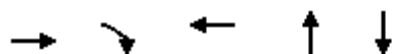


## Queues

## 2: County Road &amp; Sunset Avenue

FY PM

09/07/2023



| Lane Group              | EBT  | EBR  | WBT  | NBT  | SBT  |
|-------------------------|------|------|------|------|------|
| Lane Group Flow (vph)   | 32   | 112  | 81   | 536  | 833  |
| v/c Ratio               | 0.12 | 0.30 | 0.27 | 0.27 | 0.32 |
| Control Delay           | 30.8 | 8.8  | 23.1 | 4.1  | 4.3  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.3  | 0.3  |
| Total Delay             | 30.8 | 8.8  | 23.1 | 4.4  | 4.6  |
| Queue Length 50th (ft)  | 15   | 0    | 23   | 42   | 72   |
| Queue Length 95th (ft)  | 40   | 43   | 62   | 62   | 97   |
| Internal Link Dist (ft) | 526  |      | 57   | 231  | 316  |
| Turn Bay Length (ft)    |      |      |      |      |      |
| Base Capacity (vph)     | 369  | 466  | 393  | 1986 | 2574 |
| Starvation Cap Reductn  | 0    | 0    | 0    | 824  | 992  |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.09 | 0.24 | 0.21 | 0.46 | 0.53 |
| Intersection Summary    |      |      |      |      |      |

# HCM Signalized Intersection Capacity Analysis

## 2: County Road & Sunset Avenue

FY PM

09/07/2023

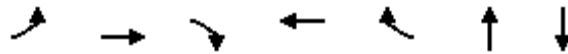
|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |  |  |                                                                                   |  |                                                                                   |                                                                                    |  |  |                                                                                     |  |  |
| Traffic Volume (vph)              | 23                                                                                | 8                                                                                 | 106                                                                               | 31                                                                                | 16                                                                                | 29                                                                                | 82                                                                                 | 394                                                                                 | 33                                                                                  | 15                                                                                  | 753                                                                                 | 23                                                                                  |
| Future Volume (vph)               | 23                                                                                | 8                                                                                 | 106                                                                               | 31                                                                                | 16                                                                                | 29                                                                                | 82                                                                                 | 394                                                                                 | 33                                                                                  | 15                                                                                  | 753                                                                                 | 23                                                                                  |
| 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                                                                                 |                                                                                     |
| Lane Util. Factor                 |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                    | 0.95                                                                                |                                                                                     |                                                                                     | 0.95                                                                                |                                                                                     |
| Frt                               |                                                                                   | 1.00                                                                              | 0.85                                                                              |                                                                                   | 0.95                                                                              |                                                                                   |                                                                                    | 0.99                                                                                |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |
| Flt Protected                     |                                                                                   | 0.96                                                                              | 1.00                                                                              |                                                                                   | 0.98                                                                              |                                                                                   |                                                                                    | 0.99                                                                                |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |
| Satd. Flow (prot)                 |                                                                                   | 1795                                                                              | 1583                                                                              |                                                                                   | 1731                                                                              |                                                                                   |                                                                                    | 3477                                                                                |                                                                                     |                                                                                     | 3521                                                                                |                                                                                     |
| Flt Permitted                     |                                                                                   | 0.82                                                                              | 1.00                                                                              |                                                                                   | 0.87                                                                              |                                                                                   |                                                                                    | 0.73                                                                                |                                                                                     |                                                                                     | 0.94                                                                                |                                                                                     |
| Satd. Flow (perm)                 |                                                                                   | 1531                                                                              | 1583                                                                              |                                                                                   | 1534                                                                              |                                                                                   |                                                                                    | 2561                                                                                |                                                                                     |                                                                                     | 3322                                                                                |                                                                                     |
| Peak-hour factor, PHF             | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                               | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Adj. Flow (vph)                   | 24                                                                                | 8                                                                                 | 112                                                                               | 33                                                                                | 17                                                                                | 31                                                                                | 86                                                                                 | 415                                                                                 | 35                                                                                  | 16                                                                                  | 793                                                                                 | 24                                                                                  |
| RTOR Reduction (vph)              | 0                                                                                 | 0                                                                                 | 96                                                                                | 0                                                                                 | 27                                                                                | 0                                                                                 | 0                                                                                  | 4                                                                                   | 0                                                                                   | 0                                                                                   | 2                                                                                   | 0                                                                                   |
| Lane Group Flow (vph)             | 0                                                                                 | 32                                                                                | 16                                                                                | 0                                                                                 | 54                                                                                | 0                                                                                 | 0                                                                                  | 532                                                                                 | 0                                                                                   | 0                                                                                   | 831                                                                                 | 0                                                                                   |
| Turn Type                         | Perm                                                                              | NA                                                                                | Perm                                                                              | Perm                                                                              | NA                                                                                |                                                                                   | Perm                                                                               | NA                                                                                  |                                                                                     | Perm                                                                                | NA                                                                                  |                                                                                     |
| Protected Phases                  |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                    | 6                                                                                   |                                                                                     |                                                                                     | 2                                                                                   |                                                                                     |
| Permitted Phases                  | 8                                                                                 |                                                                                   | 8                                                                                 | 4                                                                                 |                                                                                   |                                                                                   | 6                                                                                  |                                                                                     |                                                                                     | 2                                                                                   |                                                                                     |                                                                                     |
| Actuated Green, G (s)             |                                                                                   | 12.0                                                                              | 12.0                                                                              |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                    | 64.0                                                                                |                                                                                     |                                                                                     | 64.0                                                                                |                                                                                     |
| Effective Green, g (s)            |                                                                                   | 12.0                                                                              | 12.0                                                                              |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                    | 64.0                                                                                |                                                                                     |                                                                                     | 64.0                                                                                |                                                                                     |
| Actuated g/C Ratio                |                                                                                   | 0.14                                                                              | 0.14                                                                              |                                                                                   | 0.14                                                                              |                                                                                   |                                                                                    | 0.75                                                                                |                                                                                     |                                                                                     | 0.75                                                                                |                                                                                     |
| Clearance Time (s)                |                                                                                   | 4.5                                                                               | 4.5                                                                               |                                                                                   | 4.5                                                                               |                                                                                   |                                                                                    | 4.5                                                                                 |                                                                                     |                                                                                     | 4.5                                                                                 |                                                                                     |
| Vehicle Extension (s)             |                                                                                   | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                               |                                                                                   |                                                                                    | 3.0                                                                                 |                                                                                     |                                                                                     | 3.0                                                                                 |                                                                                     |
| Lane Grp Cap (vph)                |                                                                                   | 216                                                                               | 223                                                                               |                                                                                   | 216                                                                               |                                                                                   |                                                                                    | 1928                                                                                |                                                                                     |                                                                                     | 2501                                                                                |                                                                                     |
| v/s Ratio Prot                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| v/s Ratio Perm                    |                                                                                   | 0.02                                                                              | 0.01                                                                              |                                                                                   | 0.04                                                                              |                                                                                   |                                                                                    | 0.21                                                                                |                                                                                     |                                                                                     | 0.25                                                                                |                                                                                     |
| v/c Ratio                         |                                                                                   | 0.15                                                                              | 0.07                                                                              |                                                                                   | 0.25                                                                              |                                                                                   |                                                                                    | 0.28                                                                                |                                                                                     |                                                                                     | 0.33                                                                                |                                                                                     |
| Uniform Delay, d1                 |                                                                                   | 32.0                                                                              | 31.7                                                                              |                                                                                   | 32.5                                                                              |                                                                                   |                                                                                    | 3.3                                                                                 |                                                                                     |                                                                                     | 3.5                                                                                 |                                                                                     |
| Progression Factor                |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                    | 1.00                                                                                |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |
| Incremental Delay, d2             |                                                                                   | 0.3                                                                               | 0.1                                                                               |                                                                                   | 0.6                                                                               |                                                                                   |                                                                                    | 0.4                                                                                 |                                                                                     |                                                                                     | 0.4                                                                                 |                                                                                     |
| Delay (s)                         |                                                                                   | 32.3                                                                              | 31.8                                                                              |                                                                                   | 33.1                                                                              |                                                                                   |                                                                                    | 3.6                                                                                 |                                                                                     |                                                                                     | 3.8                                                                                 |                                                                                     |
| Level of Service                  |                                                                                   | C                                                                                 | C                                                                                 |                                                                                   | C                                                                                 |                                                                                   |                                                                                    | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Approach Delay (s)                |                                                                                   | 31.9                                                                              |                                                                                   |                                                                                   | 33.1                                                                              |                                                                                   |                                                                                    | 3.6                                                                                 |                                                                                     |                                                                                     | 3.8                                                                                 |                                                                                     |
| Approach LOS                      |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                    | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| <b>Intersection Summary</b>       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2000 Control Delay            |                                                                                   | 7.8                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2000 Volume to Capacity ratio |                                                                                   | 0.32                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length (s)         |                                                                                   | 85.0                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   | 60.1%                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Timings

## 3: Royal Poinciana Way N & County Road

FY PM

09/07/2023



| Lane Group           | EBL   | EBT   | EBR   | WBT   | WBR   | NBT   | SBT   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations  |       |       |       |       |       |       |       |
| Traffic Volume (vph) | 156   | 46    | 148   | 80    | 22    | 339   | 477   |
| Future Volume (vph)  | 156   | 46    | 148   | 80    | 22    | 339   | 477   |
| Turn Type            | Split | NA    | Prot  | NA    | Prot  | NA    | NA    |
| Protected Phases     | 4     | 4     | 4     | 8     | 8     | 2     | 6     |
| Permitted Phases     |       |       |       |       |       |       |       |
| Detector Phase       | 4     | 4     | 4     | 8     | 8     | 2     | 6     |
| Switch Phase         |       |       |       |       |       |       |       |
| Minimum Initial (s)  | 15.0  | 15.0  | 15.0  | 10.0  | 10.0  | 20.0  | 20.0  |
| Minimum Split (s)    | 27.0  | 27.0  | 27.0  | 27.0  | 27.0  | 27.0  | 27.0  |
| Total Split (s)      | 25.0  | 25.0  | 25.0  | 20.0  | 20.0  | 20.0  | 40.0  |
| Total Split (%)      | 23.8% | 23.8% | 23.8% | 19.0% | 19.0% | 19.0% | 38.1% |
| Yellow Time (s)      | 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   |
| Lost Time Adjust (s) | 0.0   | 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   | 4.0   |
| Lead/Lag             |       |       |       |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |       |       |       |
| Recall Mode          | None  | None  | None  | None  | None  | C-Max | None  |
| Act Effect Green (s) | 15.5  | 15.5  | 15.5  | 13.3  | 13.3  | 28.9  | 31.4  |
| Actuated g/C Ratio   | 0.15  | 0.15  | 0.15  | 0.13  | 0.13  | 0.28  | 0.30  |
| v/c Ratio            | 0.42  | 0.42  | 0.43  | 0.58  | 0.08  | 0.61  | 0.82  |
| Control Delay        | 46.3  | 46.1  | 10.3  | 52.9  | 0.6   | 38.6  | 31.9  |
| Queue Delay          | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 7.7   |
| Total Delay          | 46.3  | 46.1  | 10.3  | 52.9  | 0.6   | 38.6  | 39.6  |
| LOS                  | D     | D     | B     | D     | A     | D     | D     |
| Approach Delay       |       | 31.0  |       | 45.2  |       | 38.6  | 39.6  |
| Approach LOS         |       | C     |       | D     |       | D     | D     |

### Intersection Summary

Cycle Length: 105

Actuated Cycle Length: 105

Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 38.2

Intersection LOS: D

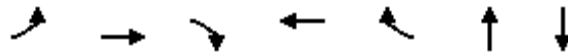
Intersection Capacity Utilization 66.6%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Royal Poinciana Way N & County Road





| Lane Group              | EBL  | EBT  | EBR  | WBT  | WBR  | NBT  | SBT  |
|-------------------------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 105  | 107  | 156  | 133  | 23   | 585  | 936  |
| v/c Ratio               | 0.42 | 0.42 | 0.43 | 0.58 | 0.08 | 0.61 | 0.82 |
| Control Delay           | 46.3 | 46.1 | 10.3 | 52.9 | 0.6  | 38.6 | 31.9 |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 7.7  |
| Total Delay             | 46.3 | 46.1 | 10.3 | 52.9 | 0.6  | 38.6 | 39.6 |
| Queue Length 50th (ft)  | 68   | 70   | 0    | 86   | 0    | 180  | 234  |
| Queue Length 95th (ft)  | 123  | 124  | 55   | 141  | 0    | #325 | 298  |
| Internal Link Dist (ft) |      | 446  |      | 441  |      | 319  | 231  |
| Turn Bay Length (ft)    | 430  |      |      |      | 230  |      |      |
| Base Capacity (vph)     | 336  | 344  | 441  | 284  | 325  | 953  | 1276 |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 301  |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.31 | 0.31 | 0.35 | 0.47 | 0.07 | 0.61 | 0.96 |

## Intersection Summary

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

# HCM Signalized Intersection Capacity Analysis

## 3: Royal Poinciana Way N & County Road

FY PM  
09/07/2023

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |  |  |  |                                                                                   |  |  |                                                                                    |  |  |                                                                                     |  |  |
| Traffic Volume (vph)              | 156                                                                               | 46                                                                                | 148                                                                               | 47                                                                                | 80                                                                                | 22                                                                                | 189                                                                                | 339                                                                                 | 28                                                                                  | 0                                                                                   | 477                                                                                 | 412                                                                                 |
| Future Volume (vph)               | 156                                                                               | 46                                                                                | 148                                                                               | 47                                                                                | 80                                                                                | 22                                                                                | 189                                                                                | 339                                                                                 | 28                                                                                  | 0                                                                                   | 477                                                                                 | 412                                                                                 |
| 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                                                                              | 0.97                                                                              | 1.00                                                                              |                                                                                   | 0.98                                                                              | 1.00                                                                              |                                                                                    | 0.98                                                                                |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |
| Satd. Flow (prot)                 | 1681                                                                              | 1722                                                                              | 1583                                                                              |                                                                                   | 1829                                                                              | 1583                                                                              |                                                                                    | 3454                                                                                |                                                                                     |                                                                                     | 3293                                                                                |                                                                                     |
| Flt Permitted                     | 0.95                                                                              | 0.97                                                                              | 1.00                                                                              |                                                                                   | 0.98                                                                              | 1.00                                                                              |                                                                                    | 0.98                                                                                |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |
| Satd. Flow (perm)                 | 1681                                                                              | 1722                                                                              | 1583                                                                              |                                                                                   | 1829                                                                              | 1583                                                                              |                                                                                    | 3454                                                                                |                                                                                     |                                                                                     | 3293                                                                                |                                                                                     |
| Peak-hour factor, PHF             | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                               | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Adj. Flow (vph)                   | 164                                                                               | 48                                                                                | 156                                                                               | 49                                                                                | 84                                                                                | 23                                                                                | 199                                                                                | 357                                                                                 | 29                                                                                  | 0                                                                                   | 502                                                                                 | 434                                                                                 |
| RTOR Reduction (vph)              | 0                                                                                 | 0                                                                                 | 133                                                                               | 0                                                                                 | 0                                                                                 | 20                                                                                | 0                                                                                  | 3                                                                                   | 0                                                                                   | 0                                                                                   | 158                                                                                 | 0                                                                                   |
| Lane Group Flow (vph)             | 105                                                                               | 107                                                                               | 23                                                                                | 0                                                                                 | 133                                                                               | 3                                                                                 | 0                                                                                  | 582                                                                                 | 0                                                                                   | 0                                                                                   | 778                                                                                 | 0                                                                                   |
| Turn Type                         | Split                                                                             | NA                                                                                | Prot                                                                              | Split                                                                             | NA                                                                                | Prot                                                                              | Split                                                                              | NA                                                                                  |                                                                                     |                                                                                     | NA                                                                                  |                                                                                     |
| Protected Phases                  | 4                                                                                 | 4                                                                                 | 4                                                                                 | 8                                                                                 | 8                                                                                 | 8                                                                                 | 2                                                                                  | 2                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Permitted Phases                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Green, G (s)             | 15.5                                                                              | 15.5                                                                              | 15.5                                                                              |                                                                                   | 13.3                                                                              | 13.3                                                                              |                                                                                    | 28.8                                                                                |                                                                                     |                                                                                     | 31.4                                                                                |                                                                                     |
| Effective Green, g (s)            | 15.5                                                                              | 15.5                                                                              | 15.5                                                                              |                                                                                   | 13.3                                                                              | 13.3                                                                              |                                                                                    | 28.8                                                                                |                                                                                     |                                                                                     | 31.4                                                                                |                                                                                     |
| Actuated g/C Ratio                | 0.15                                                                              | 0.15                                                                              | 0.15                                                                              |                                                                                   | 0.13                                                                              | 0.13                                                                              |                                                                                    | 0.27                                                                                |                                                                                     |                                                                                     | 0.30                                                                                |                                                                                     |
| Clearance Time (s)                | 4.0                                                                               | 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                                                                                 |                                                                                     |                                                                                     | 3.0                                                                                 |                                                                                     |
| Lane Grp Cap (vph)                | 248                                                                               | 254                                                                               | 233                                                                               |                                                                                   | 231                                                                               | 200                                                                               |                                                                                    | 947                                                                                 |                                                                                     |                                                                                     | 984                                                                                 |                                                                                     |
| v/s Ratio Prot                    | c0.06                                                                             | 0.06                                                                              | 0.01                                                                              |                                                                                   | c0.07                                                                             | 0.00                                                                              |                                                                                    | c0.17                                                                               |                                                                                     |                                                                                     | c0.24                                                                               |                                                                                     |
| v/s Ratio Perm                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| v/c Ratio                         | 0.42                                                                              | 0.42                                                                              | 0.10                                                                              |                                                                                   | 0.58                                                                              | 0.01                                                                              |                                                                                    | 0.61                                                                                |                                                                                     |                                                                                     | 0.79                                                                                |                                                                                     |
| Uniform Delay, d1                 | 40.7                                                                              | 40.7                                                                              | 38.7                                                                              |                                                                                   | 43.2                                                                              | 40.1                                                                              |                                                                                    | 33.3                                                                                |                                                                                     |                                                                                     | 33.8                                                                                |                                                                                     |
| Progression Factor                | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                    | 1.00                                                                                |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |
| Incremental Delay, d2             | 1.2                                                                               | 1.1                                                                               | 0.2                                                                               |                                                                                   | 3.4                                                                               | 0.0                                                                               |                                                                                    | 3.0                                                                                 |                                                                                     |                                                                                     | 4.4                                                                                 |                                                                                     |
| Delay (s)                         | 41.9                                                                              | 41.8                                                                              | 38.9                                                                              |                                                                                   | 46.6                                                                              | 40.1                                                                              |                                                                                    | 36.2                                                                                |                                                                                     |                                                                                     | 38.2                                                                                |                                                                                     |
| Level of Service                  | D                                                                                 | D                                                                                 | D                                                                                 |                                                                                   | D                                                                                 | D                                                                                 |                                                                                    | D                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |
| Approach Delay (s)                |                                                                                   | 40.6                                                                              |                                                                                   |                                                                                   | 45.7                                                                              |                                                                                   |                                                                                    | 36.2                                                                                |                                                                                     |                                                                                     | 38.2                                                                                |                                                                                     |
| Approach LOS                      |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                    | D                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |
| <b>Intersection Summary</b>       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2000 Control Delay            |                                                                                   |                                                                                   | 38.6                                                                              |                                                                                   |                                                                                   |                                                                                   | HCM 2000 Level of Service                                                          |                                                                                     |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |
| HCM 2000 Volume to Capacity ratio |                                                                                   |                                                                                   | 0.64                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length (s)         |                                                                                   |                                                                                   | 105.0                                                                             |                                                                                   |                                                                                   |                                                                                   | Sum of lost time (s)                                                               |                                                                                     |                                                                                     | 16.0                                                                                |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 66.6%                                                                             |                                                                                   |                                                                                   |                                                                                   | ICU Level of Service                                                               |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM Unsignalized Intersection Capacity Analysis

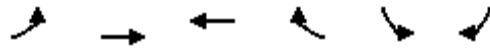
## 4: N Dwy. & Sunrise Avenue

FY PM  
09/07/2023

|                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--|--|--|--|
|                                   |  |  |  |  |  |  |  |  |  |  |
| Movement                          | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |  |  |  |  |
| Lane Configurations               |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                   |  |  |  |  |
| Traffic Volume (veh/h)            | 156                                                                               | 34                                                                                | 8                                                                                 | 142                                                                               | 0                                                                                 | 0                                                                                 |  |  |  |  |
| Future Volume (Veh/h)             | 156                                                                               | 34                                                                                | 8                                                                                 | 142                                                                               | 0                                                                                 | 0                                                                                 |  |  |  |  |
| Sign Control                      | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              | Stop                                                                              |                                                                                   |  |  |  |  |
| Grade                             | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                | 0%                                                                                |                                                                                   |  |  |  |  |
| Peak Hour Factor                  | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              |  |  |  |  |
| Hourly flow rate (vph)            | 164                                                                               | 36                                                                                | 8                                                                                 | 149                                                                               | 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)              | 226                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |  |  |  |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |  |  |  |
| vC, conflicting volume            |                                                                                   |                                                                                   | 200                                                                               |                                                                                   | 347                                                                               | 182                                                                               |  |  |  |  |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |  |  |  |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |  |  |  |
| vCu, unblocked vol                |                                                                                   |                                                                                   | 200                                                                               |                                                                                   | 347                                                                               | 182                                                                               |  |  |  |  |
| tC, single (s)                    |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   | 6.4                                                                               | 6.2                                                                               |  |  |  |  |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |  |  |  |
| tF (s)                            |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   | 3.5                                                                               | 3.3                                                                               |  |  |  |  |
| p0 queue free %                   |                                                                                   |                                                                                   | 99                                                                                |                                                                                   | 100                                                                               | 100                                                                               |  |  |  |  |
| cM capacity (veh/h)               |                                                                                   |                                                                                   | 1372                                                                              |                                                                                   | 646                                                                               | 861                                                                               |  |  |  |  |
| Direction, Lane #                 | EB 1                                                                              | WB 1                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |  |  |  |
| Volume Total                      | 200                                                                               | 157                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |  |  |  |
| Volume Left                       | 0                                                                                 | 8                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |  |  |  |
| Volume Right                      | 36                                                                                | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |  |  |  |
| cSH                               | 1700                                                                              | 1372                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |  |  |  |
| Volume to Capacity                | 0.12                                                                              | 0.01                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |  |  |  |
| Queue Length 95th (ft)            | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |  |  |  |
| Control Delay (s)                 | 0.0                                                                               | 0.4                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |  |  |  |
| Lane LOS                          |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |  |  |  |
| Approach Delay (s)                | 0.0                                                                               | 0.4                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |  |  |  |
| Approach LOS                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |  |  |  |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |  |  |  |
| Average Delay                     |                                                                                   |                                                                                   | 0.2                                                                               |                                                                                   |                                                                                   |                                                                                   |  |  |  |  |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 17.3%                                                                             | ICU Level of Service                                                              | A                                                                                 |                                                                                   |  |  |  |  |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |  |  |  |  |

# HCM Unsignalized Intersection Capacity Analysis 5: Sunset Avenue & S Dwy.

FY PM  
09/07/2023



| Movement                          | EBL  | EBT   | WBT  | WBR                  | SBL  | SBR  |
|-----------------------------------|------|-------|------|----------------------|------|------|
| Lane Configurations               |      | ↩     | ↩    |                      |      | ↩    |
| Traffic Volume (veh/h)            | 42   | 56    | 76   | 0                    | 0    | 52   |
| Future Volume (Veh/h)             | 42   | 56    | 76   | 0                    | 0    | 52   |
| Sign Control                      |      | Free  | Free |                      | Stop |      |
| Grade                             |      | 0%    | 0%   |                      | 0%   |      |
| Peak Hour Factor                  | 0.95 | 0.95  | 0.95 | 0.95                 | 0.95 | 0.95 |
| Hourly flow rate (vph)            | 44   | 59    | 80   | 0                    | 0    | 55   |
| Pedestrians                       |      |       |      |                      |      |      |
| Lane Width (ft)                   |      |       |      |                      |      |      |
| Walking Speed (ft/s)              |      |       |      |                      |      |      |
| Percent Blockage                  |      |       |      |                      |      |      |
| Right turn flare (veh)            |      |       |      |                      |      |      |
| Median type                       |      | None  | None |                      |      |      |
| Median storage (veh)              |      |       |      |                      |      |      |
| Upstream signal (ft)              |      | 137   |      |                      |      |      |
| pX, platoon unblocked             |      |       |      |                      |      |      |
| vC, conflicting volume            | 80   |       |      |                      | 227  | 80   |
| vC1, stage 1 conf vol             |      |       |      |                      |      |      |
| vC2, stage 2 conf vol             |      |       |      |                      |      |      |
| vCu, unblocked vol                | 80   |       |      |                      | 227  | 80   |
| tC, single (s)                    | 4.1  |       |      |                      | 6.4  | 6.2  |
| tC, 2 stage (s)                   |      |       |      |                      |      |      |
| tF (s)                            | 2.2  |       |      |                      | 3.5  | 3.3  |
| p0 queue free %                   | 97   |       |      |                      | 100  | 94   |
| cM capacity (veh/h)               | 1518 |       |      |                      | 739  | 980  |
| Direction, Lane #                 | EB 1 | WB 1  | SB 1 |                      |      |      |
| Volume Total                      | 103  | 80    | 55   |                      |      |      |
| Volume Left                       | 44   | 0     | 0    |                      |      |      |
| Volume Right                      | 0    | 0     | 55   |                      |      |      |
| cSH                               | 1518 | 1700  | 980  |                      |      |      |
| Volume to Capacity                | 0.03 | 0.05  | 0.06 |                      |      |      |
| Queue Length 95th (ft)            | 2    | 0     | 4    |                      |      |      |
| Control Delay (s)                 | 3.3  | 0.0   | 8.9  |                      |      |      |
| Lane LOS                          | A    |       | A    |                      |      |      |
| Approach Delay (s)                | 3.3  | 0.0   | 8.9  |                      |      |      |
| Approach LOS                      |      |       | A    |                      |      |      |
| Intersection Summary              |      |       |      |                      |      |      |
| Average Delay                     |      |       | 3.5  |                      |      |      |
| Intersection Capacity Utilization |      | 15.3% |      | ICU Level of Service |      | A    |
| Analysis Period (min)             |      | 15    |      |                      |      |      |

TABLE A-1

Valet Queuing Analysis  
Club/Commercial Valet Lane - Inbound

## Assumptions:

Service Rate = 1 minute per vehicle  
 Volume = (33%)\*(22 + 42 PM Peak Hour Inbound Vehicles) = 21 veh/hr  
 Probability of the queue occurring 95% of the time

## Calculations

$$Q = \frac{60 \text{ min/hr}}{1 \text{ min/veh}} = 60 \text{ veh/hr}$$

$$\rho = \frac{33333333333 \text{ \}}{60 \text{ veh/hr}} = 0.36$$

$$\text{Queue} = \left[ \frac{\text{LN}(0.05) - \text{LN}(0.38)}{\text{LN}(0.38)} \right] = 1.932 \text{ veh}$$

Valet Queuing Analysis  
Club/Commercial Valet Lane - Outbound

## Assumptions:

Service Rate = 1 minute per vehicle  
 Volume = (33%)\*(22 + 21 PM Peak Hour Outbound Vehicles) = 16 veh/hr  
 Probability of the queue occurring 95% of the time

## Calculations

$$Q = \frac{60 \text{ min/hr}}{1 \text{ min/veh}} = 60 \text{ veh/hr}$$

$$\rho = \frac{16 \text{ veh/hr}}{60 \text{ veh/hr}} = 0.27$$

$$\text{Queue} = \left[ \frac{\text{LN}(0.05) - \text{LN}(0.27)}{\text{LN}(0.27)} \right] = 1.288 \text{ veh}$$

TABLE A-3  
Valet Queuing Analysis  
Event Valet Lane - Outbound

Assumptions:

Service Rate = 75 seconds per vehicle  
 Volume = 100 Peak Hour Outbound Vehicles = (3 attendants) 33 veh/hr  
 Probability of the queue occurring 95% of the time

Calculations

$$Q = \frac{60 \text{ min/hr}}{1.25 \text{ min/veh}} = 48 \text{ veh/hr}$$

$$\rho = \frac{33 \text{ veh/hr}}{48 \text{ veh/hr}} = 0.69$$

$$\text{Queue} = \left[ \frac{\text{LN}(0.05) - \text{LN}(0.5)}{\text{LN}(0.5)} \right] = 7.073 \text{ veh}$$

North County Road & Sunrise Avenue  
Northbound Queue Observations (max vehicles)

| Intersection Cycle | Friday<br>(3/31/23) | Saturday<br>(4/1/23) |
|--------------------|---------------------|----------------------|
| 1                  | 1                   | 3                    |
| 2                  | 3                   | 1                    |
| 3                  | 0                   | 1                    |
| 4                  | 2                   | 2                    |
| 5                  | 4                   | 0                    |
| 6                  | 2                   | 7                    |
| 7                  | 2                   | 1                    |
| 8                  | 3                   | 1                    |
| 9                  | 1                   | 2                    |
| 10                 | 0                   | 1                    |
| 11                 | 1                   | 0                    |
| 12                 | 0                   | 0                    |
| 13                 | 1                   | 0                    |
| 14                 | 0                   | 2                    |
| 15                 | 2                   | 8                    |
| 16                 | 2                   | 2                    |
| 17                 | 2                   | 2                    |
| 18                 | 2                   | 7                    |
| 19                 | 0                   | 0                    |
| 20                 | 3                   | 0                    |
| 21                 | 11                  | 1                    |
| 22                 | 1                   | 3                    |
| 23                 | 2                   | 3                    |
| 24                 | 1                   | 3                    |
| 25                 | 1                   | 1                    |
| 26                 | 0                   | 0                    |
| 27                 | 2                   | 2                    |
| 28                 | 3                   | 1                    |
| 29                 | 5                   | 2                    |
| 30                 | 0                   | 5                    |
| 31                 | 0                   | 0                    |
| 32                 | 1                   | 2                    |
| 33                 | 4                   | 1                    |
| 34                 | 2                   | 2                    |
| 35                 | 4                   | 0                    |
| 36                 | 1                   | 1                    |
| 37                 | 2                   | 2                    |
| 38                 | 0                   | 1                    |
| 39                 | 1                   | 1                    |
| 40                 | 2                   | 1                    |
| 41                 | 3                   | 0                    |

North County Road & Sunrise Avenue  
Northbound Queue Observations (max vehicles)

| Intersection Cycle | Friday<br>(3/31/23) | Saturday<br>(4/1/23) |
|--------------------|---------------------|----------------------|
| 42                 | 3                   | 2                    |
| 43                 | 2                   | 4                    |
| 44                 | 2                   | 0                    |
| 45                 | 1                   | 0                    |
| 46                 | 7                   | 2                    |
| 47                 | 6                   | 5                    |
| 48                 | 0                   | 2                    |
| 49                 | 6                   | 7                    |
| 50                 | 1                   | 2                    |
| 51                 | 0                   | 5                    |
| 52                 | 2                   | 0                    |
| 53                 | 1                   | 2                    |
| 54                 | 3                   | 6                    |
| 55                 | 0                   | 2                    |
| 56                 | 2                   | 1                    |
| 57                 | 2                   | 3                    |
| 58                 | 0                   | 0                    |
| 59                 | 1                   | 0                    |
| 60                 | 0                   | 0                    |
| 61                 | 0                   | 1                    |
| 62                 | 1                   | 0                    |
| 63                 | 1                   | 0                    |
| 64                 | 0                   | 2                    |
| 65                 | 1                   | 2                    |
| 66                 | 0                   | 3                    |
| 67                 | 0                   | 2                    |
| 68                 | 1                   | 2                    |
| 69                 | 2                   | 1                    |
| 70                 | 3                   | 0                    |
| 71                 | 1                   | 1                    |
| 72                 | 2                   | 2                    |
| 73                 | 0                   | 0                    |
| 74                 | 3                   | 2                    |
| 75                 | 0                   | 1                    |
| 76                 | 2                   | 1                    |
| 77                 | 3                   | 0                    |
| 78                 | 0                   | 2                    |
| 79                 | 2                   | 1                    |
| 80                 | 0                   | 1                    |
| 81                 | 0                   | 0                    |
| 82                 | 3                   | 1                    |

North County Road & Sunrise Avenue  
Northbound Queue Observations (max vehicles)

| Intersection Cycle | Friday<br>(3/31/23) | Saturday<br>(4/1/23) |
|--------------------|---------------------|----------------------|
| 83                 | 0                   | 1                    |
| 84                 | 1                   | 0                    |
| 85                 | 2                   | 0                    |
| 86                 | 4                   | 1                    |
| 87                 | 0                   | 0                    |
| 88                 | 1                   | 0                    |
| 89                 | 1                   | 3                    |
| 90                 | 0                   | 0                    |
| 91                 | 0                   | 1                    |
| 92                 | 2                   | 0                    |
| 93                 | 1                   | 2                    |
| 94                 | 1                   | 0                    |
| 95                 | 2                   | 1                    |
| 96                 | 0                   | 0                    |
| 97                 | 1                   | 2                    |
| 98                 | 0                   | 0                    |
| 99                 | 0                   | 0                    |
| 100                | 0                   | 1                    |
| 101                | 1                   | 2                    |
| 102                | 0                   | 0                    |
| 103                | 1                   | 0                    |
| 104                | 0                   | 3                    |
| 105                | 1                   | 0                    |
| 106                | 1                   | 0                    |
| 107                | 0                   | 1                    |
| 108                | 0                   | 0                    |
| 109                | 0                   | 0                    |
| 110                | 0                   | 1                    |
| 111                | 0                   | 0                    |
| 112                | 1                   | 0                    |
| 113                | 0                   | 0                    |
| 114                | 0                   | 0                    |
| 115                | 0                   | 0                    |
| 116                | 0                   | 0                    |
| 117                | 0                   | 1                    |
| 118                | 0                   |                      |
| 119                | 0                   |                      |
| 120                | 0                   |                      |
| 121                | 0                   |                      |
| 95th Perentile     | 4                   | 5.1                  |
| 50th Percentile    | 1                   | 1                    |