



September 7, 2023
Revised November 20, 2023
Revised February 9, 2024

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 Redevelopment
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 on site for a private club with 475 members. Maximum seating/occupancy of the private club will be 412 people at one time. The private club is proposed to operate as private facility and will not be open to the general public.

TRIP GENERATION DETERMINATION

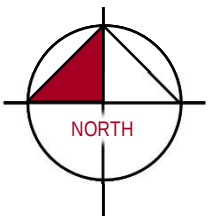
A trip generation determination was prepared to determine the potential impacts of the proposed redevelopment. Trip generation rates and equations published by the Palm Beach County Traffic Division were used for the daily, AM peak hour, and PM peak hour trip generation calculations for the existing and proposed site. On a typical weekday basis, the private club was assumed to generate traffic similar to that of a fine dining restaurant. Therefore, the fine dining restaurant trip generation rates were applied to this use as an approximation for the trips generated by the proposed use, based upon precedent set with Palm Beach County Traffic Division staff. Note that, given the specific characteristics of tenants in the existing building and proposed future redeveloped building, pass-by traffic is anticipated to be minimal. Therefore, no pass-by capture has been applied in this analysis.

Table 1 summarizes the trip generation calculations for the proposed redevelopment. The calculations have been based on the maximum occupancy of the space on site, which would be for 412 people. As shown in Table 1, the proposed redevelopment of the site results in 367 net new external daily trips, a decrease of 38 net new external AM peak hour trips (-30 in, -8 out), and an increase of 29 net new external PM peak hour trips (+41 in, -12 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
Driveway Volumes		704	46	34	12	86	36	50
Net New External Trips		704	46	34	12	86	36	50
Proposed Scenario								
Fine Dining Restaurant*	412 Seats	1,071	8	4	4	115	77	38
	Subtotal	1,071	8	4	4	115	77	38
Driveway Volumes		1,071	8	4	4	115	77	38
Net New External Trips		1,071	8	4	4	115	77	38
Proposed Net External Trips-Existing Net NewExternal Trips		367	-38	-30	-8	29	41	-12
Radius of Development Influence:		0.5 miles						
<u>Land Use</u>	<u>Daily</u>	<u>AM Peak Hour</u>			<u>PM Peak Hour</u>		<u>Pass By</u>	
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)		0.0%	
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)		0.0%	
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)		0.0%	
Fine Dining Restaurant *	2.6 trips/seat	0.02 trips/seat (50% in, 50% out)			.28 trips/seat (67% in, 33% out)		0.0%	

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



LEGEND



Site Location



Project Traffic %

FIGURE 1

Paramount Palm Beach
KH #241020000
Site Location

Kimley»Horn

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 NUMBER OF LANES	LOS D GENERAL SVC. VOLUME	PROJECT % ASSIGNMENT	NB/EB 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	25%	i	-8	-2	-0.48%	No	-0.12%	No
Sunset Avenue	Bradley Place	N County Road	2L	810	15%	i	-5	-1	-0.62%	No	-0.12%	No
Sunrise Avenue	Bradley Place	N County Road	2L	810	15%	i	-5	-1	-0.62%	No	-0.12%	No
Sunrise Avenue	N County Road	N Ocean Boulevard	2L	810	10%	i	-3	-1	-0.37%	No	-0.12%	No
N County Road	Barton Avenue	Royal Poinciana Way	4L	1,860	20%	i	-6	-2	-0.32%	No	-0.11%	No
N County Road	Royal Poinciana Way	Sunset Avenue	4L	1,860	45%	i	-14	-4	-0.75%	No	-0.22%	No
N County Road	Sunset Avenue	Sunrise Avenue	4L	1,860	NB: 45% in + 55% out; SB: 0%	i + o	-20	0	-1.08%	No	0.00%	No
N County Road	Sunrise Avenue	Country Club Road	4L	1,860	30%	o	-2	-9	-0.11%	No	-0.48%	No
Cocoanut Row	Barton Avenue	Royal Poinciana Way	2L	810	5%	i	-2	0	-0.25%	No	0.00%	No
Bradley Place	Royal Poinciana Way	Sunset Avenue	2L	810	10%	i	-3	-1	-0.37%	No	-0.12%	No
Bradley Place	Sunset Avenue	Sunrise Avenue	2L	810	5%	i	-2	0	-0.25%	No	0.00%	No
Bradley Place	Sunrise Avenue	Wells Road	2L	810	5%	o	0	-2	0.00%	No	-0.25%	No

Table 3: Test 1 PM Peak Hour Significance Analysis

ROADWAY	FROM	TO	EXISTING NUMBER OF LANES	LOS D GENERAL SVC. VOLUME	PROJECT % ASSIGNMENT	NB/EB 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	25%	i	10	-3	0.60%	No	-0.18%	No
Sunset Avenue	Bradley Place	N County Road	2L	810	15%	i	6	-2	0.74%	No	-0.25%	No
Sunrise Avenue	Bradley Place	N County Road	2L	810	15%	i	6	-2	0.74%	No	-0.25%	No
Sunrise Avenue	N County Road	N Ocean Boulevard	2L	810	10%	i	4	-1	0.49%	No	-0.12%	No
N County Road	Barton Avenue	Royal Poinciana Way	4L	1,860	20%	i	8	-2	0.43%	No	-0.11%	No
N County Road	Royal Poinciana Way	Sunset Avenue	4L	1,860	45%	i	18	-5	0.97%	No	-0.27%	No
N County Road	Sunset Avenue	Sunrise Avenue	4L	1,860	NB: 45% in + 55% out; SB: 0%	i + o	16	0	0.86%	No	0.00%	No
N County Road	Sunrise Avenue	Country Club Road	4L	1,860	30%	o	-4	12	-0.22%	No	0.65%	No
Cocoanut Row	Barton Avenue	Royal Poinciana Way	2L	810	5%	i	2	-1	0.25%	No	-0.12%	No
Bradley Place	Royal Poinciana Way	Sunset Avenue	2L	810	10%	i	4	-1	0.49%	No	-0.12%	No
Bradley Place	Sunset Avenue	Sunrise Avenue	2L	810	5%	i	2	-1	0.25%	No	-0.12%	No
Bradley Place	Sunrise Avenue	Wells Road	2L	810	5%	o	-1	2	-0.12%	No	0.25%	No

As shown in the tables above, none of the surrounding roadway links would be significantly impacted by the addition of project traffic, and therefore no further link analysis is necessary.

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 will maintain existing access on Sunset Avenue (inbound) and Sunrise Avenue (outbound). 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 summarized 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	13.4	B	25.5	C
			SB	7.3	A	15.6	B
			Overall	15.1	B	21.8	C
2	Sunset Avenue & County Road	Signalized	EB	33.2	C	31.8	C
			WB	32.7	C	31.6	C
			NB	2.8	A	3.1	A
			SB	2.2	A	3.6	A
			Overall	5.1	A	6.7	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	14.7	B	44.7	D
			SB	7.5	A	16.8	B
			Overall	16.1	B	28.6	C
2	Sunset Avenue & County Road	Signalized	EB	31.9	C	31.9	C
			WB	31.4	C	31.6	C
			NB	3.8	A	3.2	A
			SB	2.9	A	3.7	A
			Overall	5.8	A	6.7	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

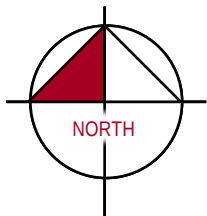
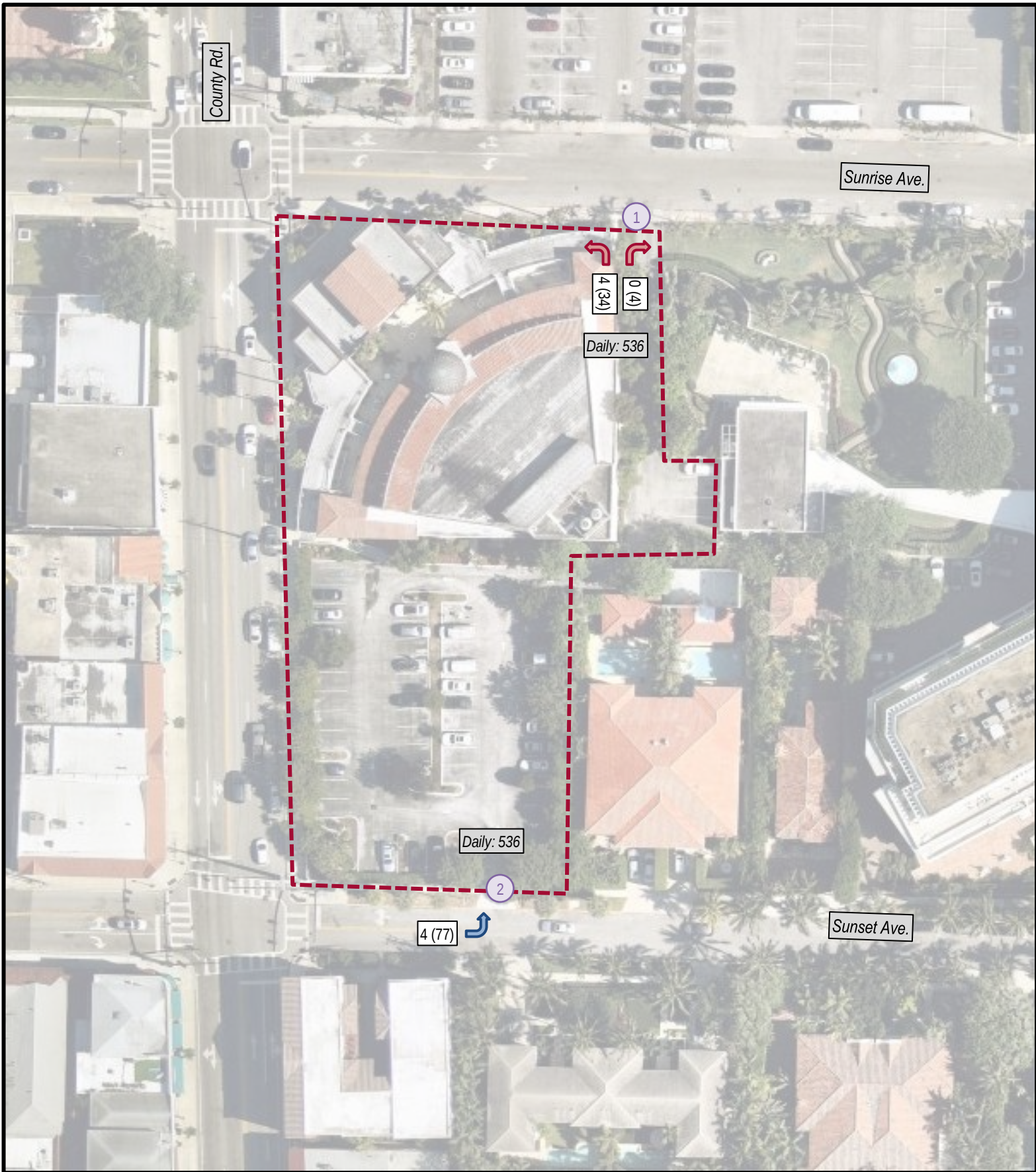
The Future Year (2027) scenario was analyzed to develop future operations for the surrounding area and project driveways based on existing count data, and the addition of ambient background growth. Volume development sheets are included in the Appendix, for reference.

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	41.6	D	37.7	D
			WB	27.5	C	24.2	C
			NB	14.8	B	69.8	E
			SB	7.5	A	18.5	B
			Overall	16.2	B	37.9	D
2	Sunset Avenue & County Road	Signalized	EB	31.9	C	31.8	C
			WB	31.4	C	31.6	C
			NB	3.8	A	3.2	A
			SB	2.9	A	3.9	A
			Overall	5.8	A	6.7	A
3	Royal Poinciana Way & County Road	Signalized	EB	40.9	D	40.6	D
			WB	49.8	D	45.7	D
			NB	23.8	C	36.0	D
			SB	37.3	D	38.2	D
			Overall	33.0	C	38.5	D
4	Sunrise Avenue & North Driveway	Minor Street Stop Controlled (Outbound Only)	EB	0.0	-	0.0	-
			WB	0.0	-	0.0	-
			NB	9.6	A	10.7	B
			SB	-	-	-	-
			Overall	-	-	-	-
5	Sunset Avenue & South Driveway	Free-Flow (Inbound Only)	EB	0.7	-	3.6	-
			WB	0.0	-	0.0	-
			NB	-	-	-	-
			SB	-	-	-	-
			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 inbound driveway on Sunset Avenue and one outbound only driveway on Sunrise Avenue. Figure 2 illustrates the expected project traffic driveway volumes after full buildout. The analysis indicated that both driveways would operate acceptably and that the 95th percentile outbound queue at the Sunrise Avenue driveway would not exceed 1 vehicle during the AM or PM peak hours; Therefore, this will 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 95th percentile queues in the future year scenario. *Synchro 11* software was utilized to calculate the 95th 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: 95th 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	10	15
			WBL	140	45	68
2	Sunset Avenue & County Road	Signalized	EBTL	80	39	32
3	Royal Poinciana Way & County Road	Signalized	EBL	430	183	122
			WBR	230	0	0

ALTERNATIVE MODE ACCESS

North 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 North 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. Following is a review of the proposed valet routing, anticipated queuing and pick-up/drop-off operations.

Private Club Valet Operations:

The valet stand for the private club on site is to be located within the surface parking lot. 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 club is in operation.

Club Occupancy by Time-of-Day

Following is the anticipated maximum occupant load for private club operations throughout the day. Note that the “typical” occupant load is anticipated to be lower than these numbers; for clarification, these numbers represent maximum anticipated occupant load during those time periods:

Weekday

7:00 AM – 11:00 AM: 150 occupants

11:00 AM – 3:00 PM: 250 occupants

3:00 PM – 5:00 PM: 150 occupants

5:00 PM – Close: 412 occupants

Weekend

Open – Close: 412 occupants

Valet Route

Patron arrival: Patron vehicles will arrive via the Sunset Avenue driveway on the south side of the site and then proceed north and then west to the valet stand. At the valet stand, the patron will exit the vehicle and the valet operator will proceed to park the vehicle within the valet parking lot. (see routes outlined in orange and red in Figure 4).

Patron departure: The valet operator will retrieve the patron vehicle from parking area to return the vehicle to the valet stand. The patron will then retrieve the vehicle and exit the parking lot to the north side of the property to exit onto Sunrise Avenue (see routes outlined in purple and blue in Figure 4).

Valet Queuing Calculations

Calculations have been undertaken for each of the occupancy scenarios defined above (150 occupants, 250 occupants, 412 occupants) and are included in Tables A-1, A-2 and A-3 in the Appendix. Following is further detail of the calculations undertaken for the 412-person scenario.

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 (115 vph, inbound: 77 vph, outbound: 38 vph)

Percent valet: 100%

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

Number of valet positions used for patron loading/unloading: 3 valet positions

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

Total (412-person scenario): 5.484 vehicles

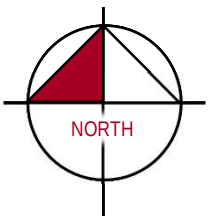
Therefore, the 95th percentile queue of vehicles staged in the club pick-up/drop-off area is anticipated to be six vehicles or fewer. The area adjacent to the valet stand can accommodate the six vehicles being serviced at a time without affecting operations on Sunset Avenue for entering vehicles. Note that all club patrons would be required to use valet parking (no self-parking allowed). Parking is provided on site within the surface parking lots, as shown in Figure 4.

Additionally, as included in Tables A-2 and A-3, calculations have also been undertaken for the 150-person occupancy and the 250-person occupancy scenarios, respectively. The 95th percentile queuing was calculated as the following for each scenario:

150-persons: 2 vehicles

250-persons: 5 vehicles

Note that, in all scenarios, the input includes a calculation of the number of valet positions in continuous use at the valet stand. This does not represent the total number of valet attendants who are working at that point in time; there may be more attendants on constant rotation at each valet position (e.g., two attendants physically present at the stand while two or more attendants are in process parking or retrieving vehicles).



LEGEND



Vehicle Queue

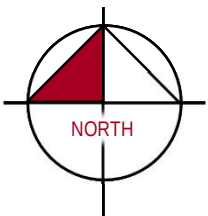
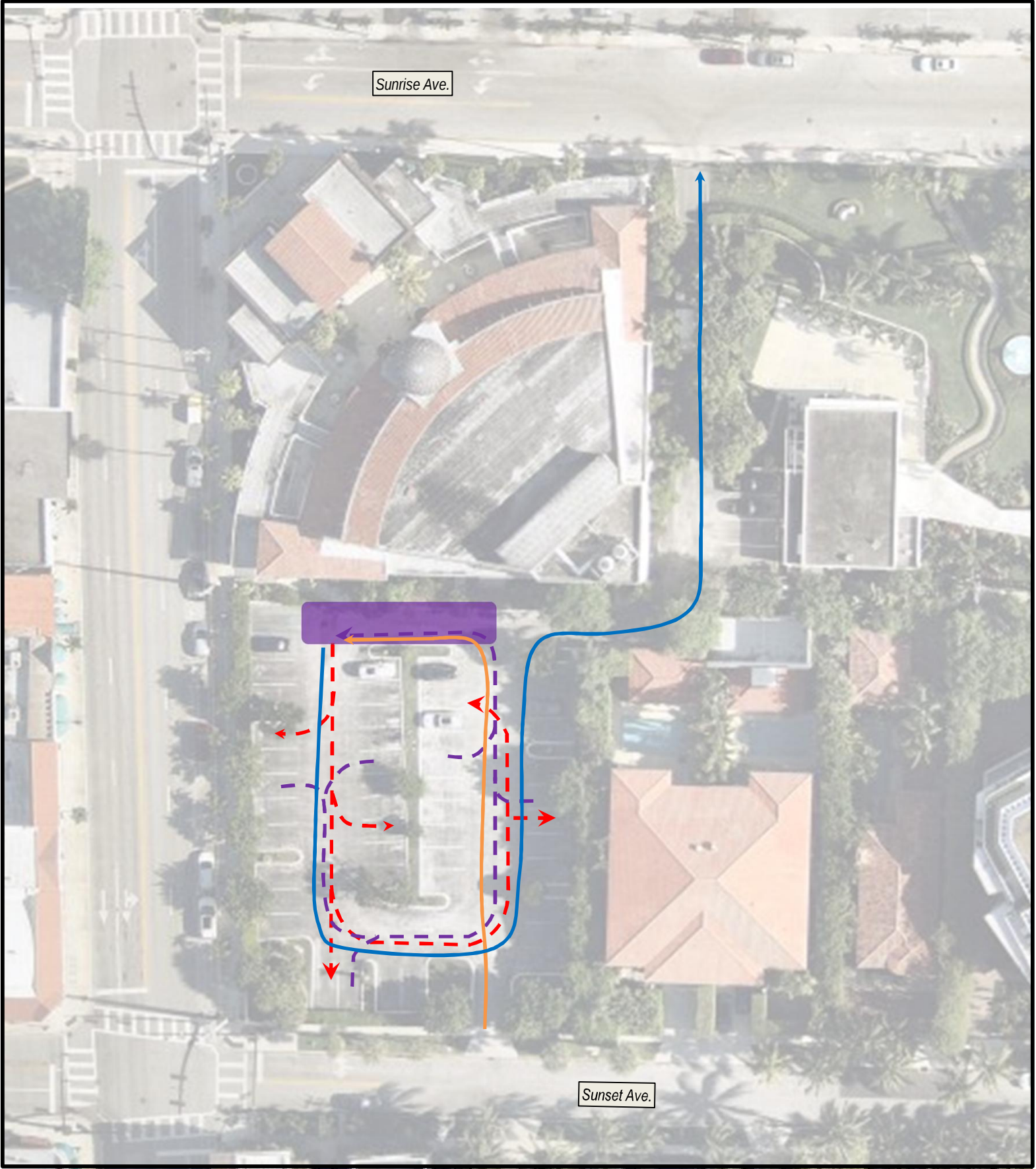


Valet Service Zone

FIGURE 3

Paramount Palm Beach
KH #241020000
Valet Parking Operations

Kimley»Horn



LEGEND

- Patron Arrival
- Patron Departure
- Valet Route to Parking
- Valet Route From Parking

FIGURE 4
Paramount Palm Beach
KH #241020000
Valet Parking

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 a 475-member private club, with maximum occupancy on site of 412 people.

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 the private club use. The queuing area provided is anticipated to accommodate the demand for the club and retail components of the site without queues spilling out of the property.

Please contact me via telephone at (561) 840-0248 or via e-mail at 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

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APPENDIX

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)

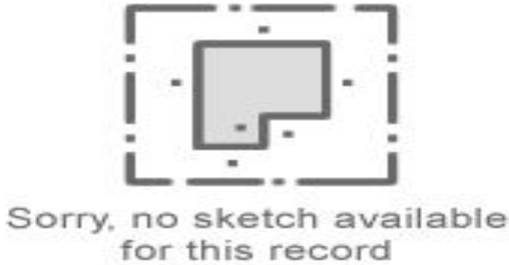
Ad Valorem \$197,395
 Non Ad Valorem \$16,558
 Total Tax \$213,953

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	
Total Square Footage :		35992

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
Ldg	Hotel	310	Rooms	7.99	10%	56/44	0.46	51/49	0.59
Rec	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 ^a	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 ^b	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) ^h	710	1000 S.F.	10.84	10%	88/12	1.52	17/83	1.44
	General Office (>250k SF GFA) ^h	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 ^c	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
	Supermarket	850	1000 S.F.	93.84	36%	59/41	2.86	50/50	8.95
Services	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 ^d	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 ^e	FDOT	FP, 1000 S.F.	14.3*PM Trips	61%	50/50	Note f	50/50	12.3*FP+15.5*(X)
	Carwash (Automated) ^g	PBC	Lane	166.00	0%	50/50	11.97	50/50	13.65

Footnotes

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 TG Manual 11th ed information

Land Use: 931

Fine Dining Restaurant

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

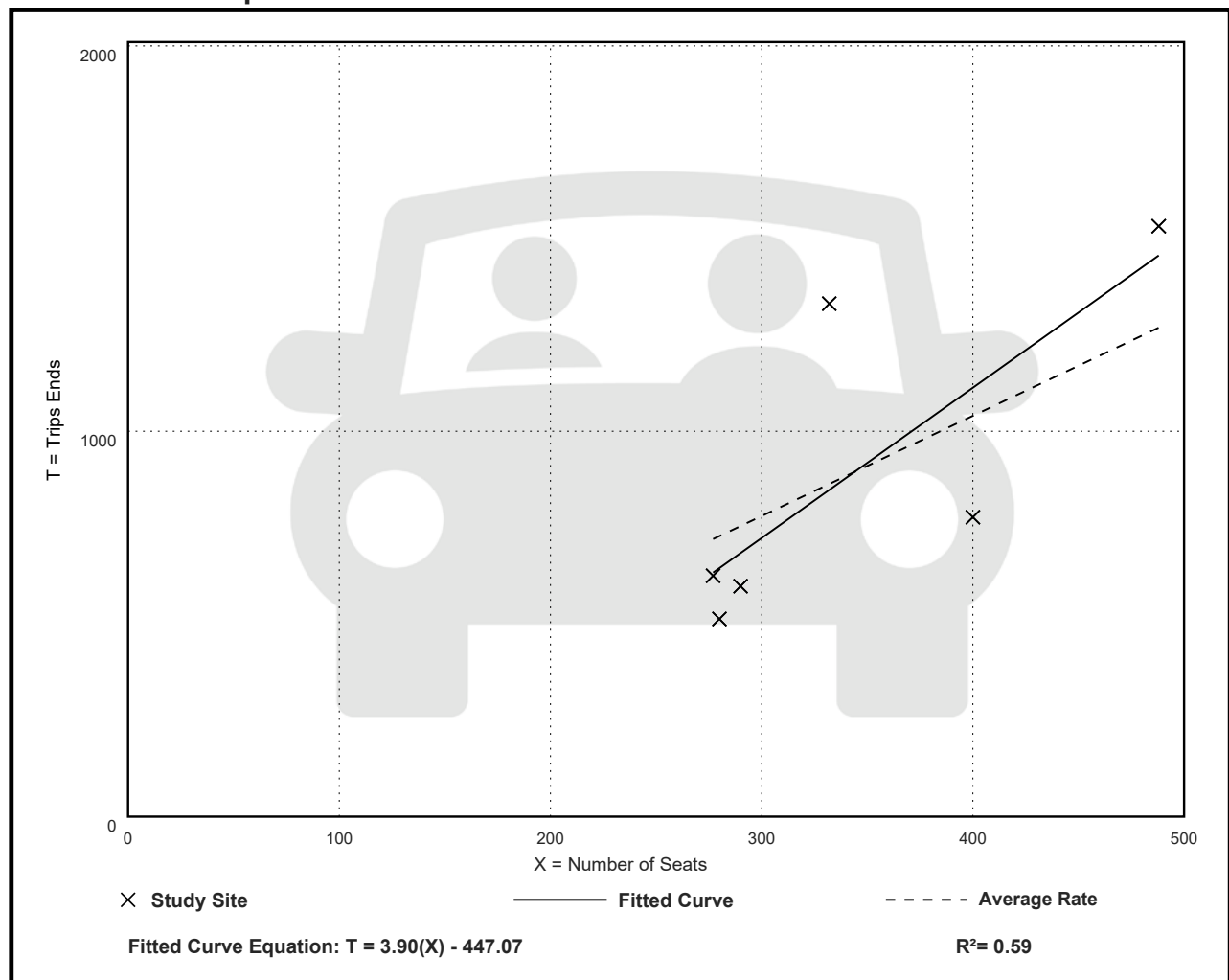
Avg. Num. of Seats: 345

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

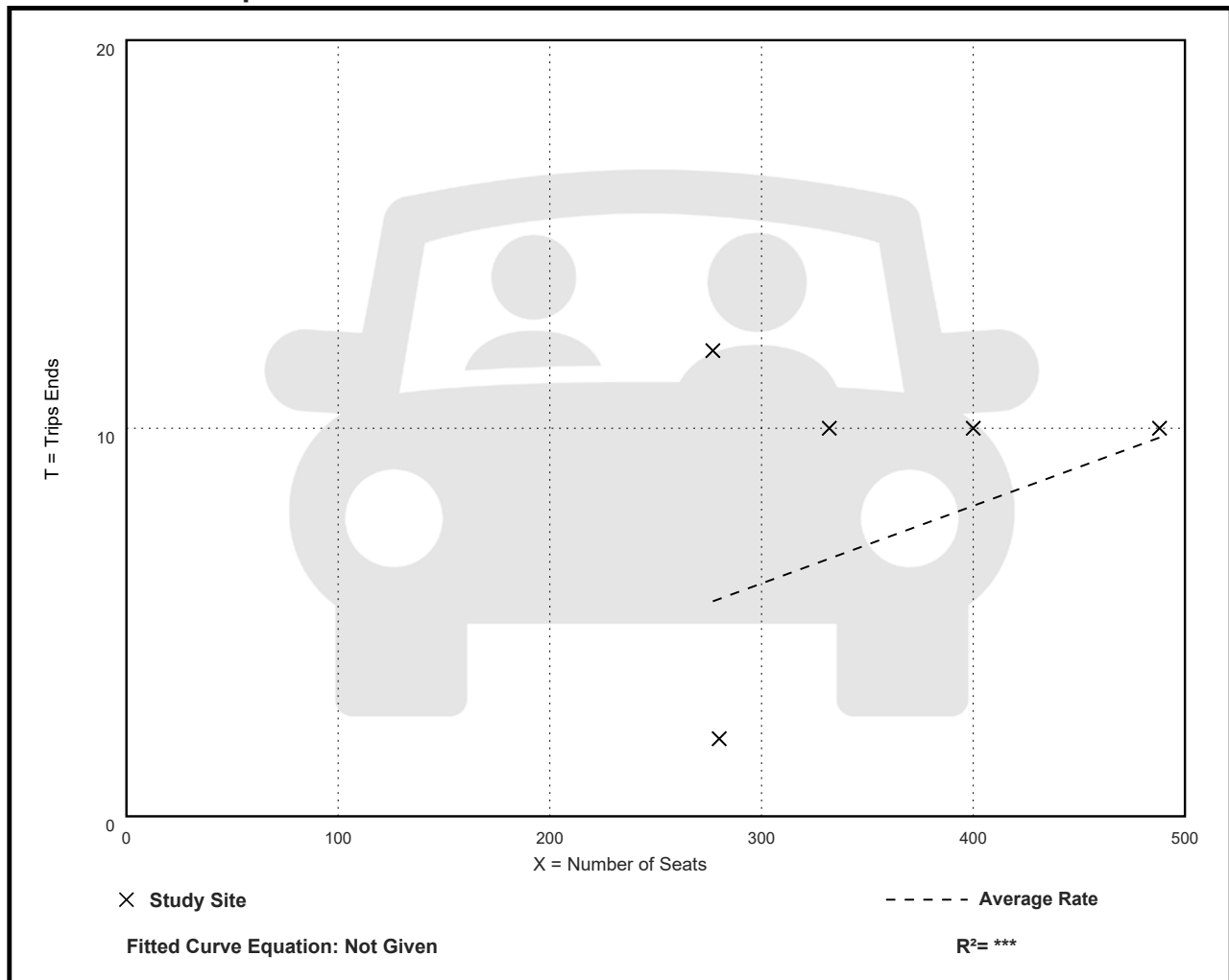
Avg. Num. of Seats: 355

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

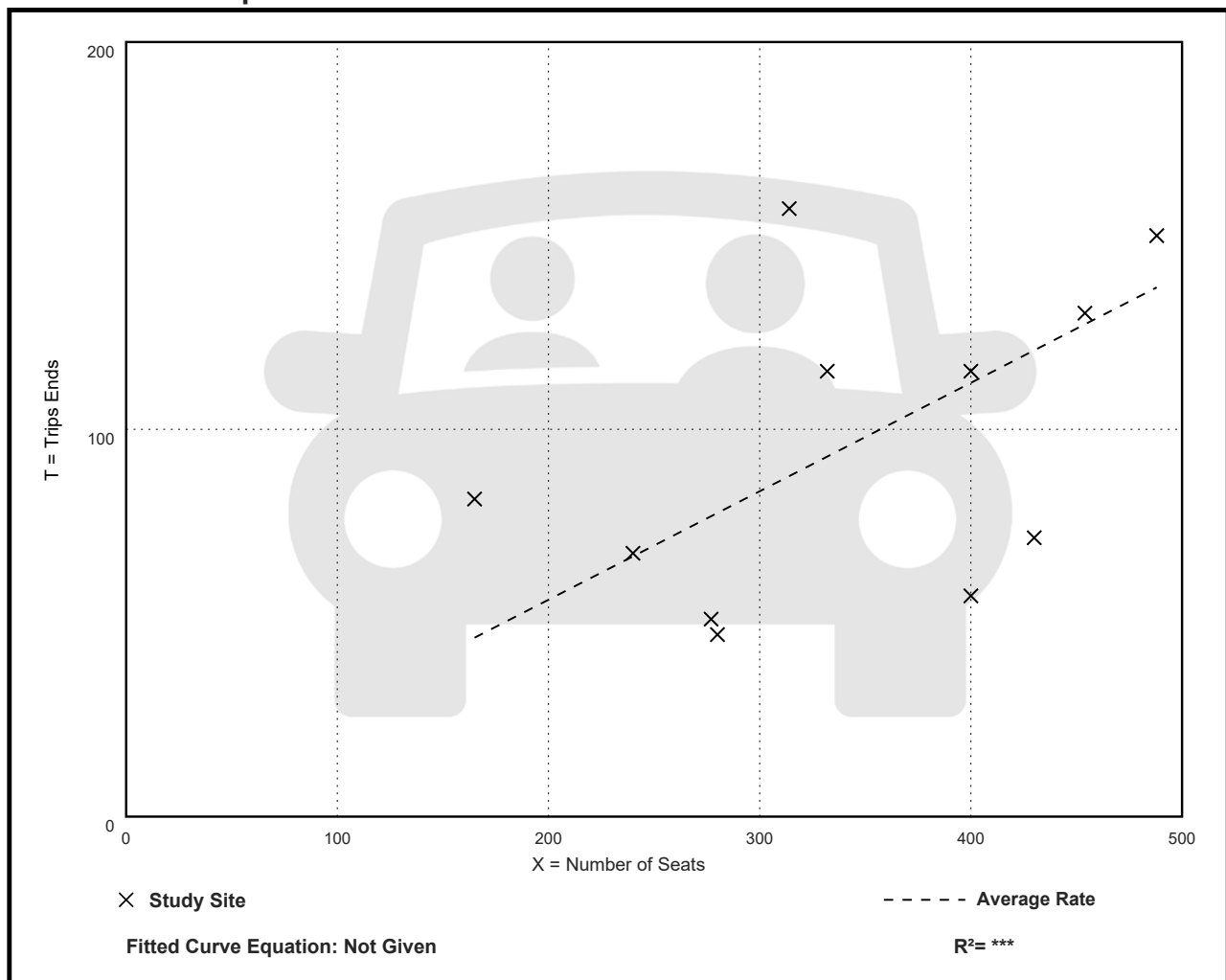
Avg. Num. of Seats: 344

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



**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
Diversion (EB Only @ Sunset - West Leg)	52	0	0	0	0	14	0	0	0	0	0	0
Peak Season Diversion Volumes	87	634	83	9	198	42	47	18	29	46	19	7
Traffic Volume Growth Committed Development	4	32	4	0	10	2	2	1	1	2	1	0
1.0% Traffic Volume Growth Committed + 1.0% Growth	4	32	4	0	10	2	2	1	1	2	1	0
Max (Committed + 1.0% or Historic Growth)	4	32	4	0	10	2	2	1	1	2	1	0
Background Traffic Volumes	91	666	87	9	208	44	49	19	30	48	20	7
Project Traffic												
Inbound Traffic Assignment					30.0%				5.0%			
Inbound Traffic Volumes					1					55.0%	5.0%	30.0%
Outbound Traffic Assignment										2		1
Outbound Traffic Volumes												
Project Traffic	0	0	0	0	1	0	0	0	0	2	0	1
Total Traffic w/o RTOR	91	666	87	9	209	44	49	19	30	50	20	8
RTOR Reduction			(60)			(60)			(60)			(60)
TOTAL TRAFFIC	91	666	27	9	209	0	49	19	0	50	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
Diversion (EB Only @ Sunset - West Leg)	78	0	0	0	0	22	0	0	0	0	0	0
Peak Season Diversion Volumes	127	260	77	12	590	82	36	22	75	70	54	10
Traffic Volume Growth Committed Development	6	13	4	1	30	4	2	1	4	4	3	1
1.0% Traffic Volume Growth Committed + 1.0% Growth	6	13	4	1	30	4	2	1	4	4	3	1
Max (Committed + 1.0% or Historic Growth)	6	13	4	1	30	4	2	1	4	4	3	1
Background Traffic Volumes	133	273	81	13	620	86	38	23	79	74	57	11
Project Traffic												
Inbound Traffic Assignment			53.0%		30.0%				5.0%			
Inbound Traffic Volumes			41		23				4	55.0%	5.0%	30.0%
Outbound Traffic Assignment										21	2	11
Outbound Traffic Volumes												
Project Traffic	0	0	41	0	23	0	0	0	4	21	2	11
Total Traffic w/o RTOR	133	273	122	13	643	86	38	23	83	95	59	22
RTOR Reduction			(60)			(60)			(60)			(60)
TOTAL TRAFFIC	133	273	62	13	643	26	38	23	23	95	59	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
Diversion (EB Only @ Sunset - West Leg)	-52	52	0	0	0	-14	0	0	0	5	-5	0
Peak Season Diversion Volumes	0	773	25	2	258	0	28	5	42	13	0	4
Traffic Volume Growth Committed Development	0	39	1	0	13	0	1	0	2	1	0	0
1.0% Traffic Volume Growth Committed + 1.0% Growth	0	39	1	0	13	0	1	0	2	1	0	0
Max (Committed + 1.0% or Historic Growth)	0	39	1	0	13	0	1	0	2	1	0	0
Background Traffic Volumes	0	812	26	2	271	0	29	5	44	14	0	4
Project Traffic												
Inbound Traffic Assignment			50.0%	45.0%				5.0%				
Inbound Traffic Volumes			2	2								
Outbound Traffic Assignment					50.0%							
Outbound Traffic Volumes					2							
Project Traffic	0	0	2	2	2	0	0	0	0	0	0	0
Total Traffic w/o RTOR	0	812	28	4	273	0	29	5	44	14	0	4
RTOR Reduction			(60)			(60)			(60)			(60)
TOTAL TRAFFIC	0	812	0	4	273	0	29	5	0	14	0	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
Diversion (EB Only @ Sunset - West Leg)	-78	78	0	0	0	-22	0	0	0	12	-12	0
Peak Season Diversion Volumes	0	437	8	2	716	0	22	4	101	17	0	6
Traffic Volume Growth Committed Development	0	22	0	0	37	0	1	0	5	1	0	0
1.0% Traffic Volume Growth Committed + 1.0% Growth	0	22	0	0	37	0	1	0	5	1	0	0
Max (Committed + 1.0% or Historic Growth)	0	22	0	0	37	0	1	0	5	1	0	0
Background Traffic Volumes	0	459	8	2	753	0	23	4	106	18	0	6
Project Traffic												
Inbound Traffic Assignment			50.0%	45.0%				5.0%				
Inbound Traffic Volumes			39	35				4				
Outbound Traffic Assignment					50.0%							
Outbound Traffic Volumes					19							
Project Traffic	0	0	39	35	19	0	0	4	0	0	0	0
Total Traffic w/o RTOR	0	459	47	37	772	0	23	8	106	18	0	6
RTOR Reduction			(60)			(60)			(60)			(60)
TOTAL TRAFFIC	0	459	0	37	772	0	23	8	46	18	0	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
Diversion (EB Only @ Sunset - West Leg)	0	0	0	0	0	0	0	0	0	0	0	0
Peak Season Diversion Volumes	101	517	54	0	186	109	289	49	189	5	36	8
Traffic Volume Growth Committed Development	5	26	3	0	9	6	15	2	10	0	2	0
1.0% Traffic Volume Growth 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		1					1					
Outbound Traffic Assignment					20.0%	30.0%						
Outbound Traffic Volumes					1	1						
Project Traffic	0	1	0	0	1	1	1	0	0	0	0	0
Total Traffic w/o RTOR	106	544	57	0	196	116	305	51	199	5	38	8
RTOR Reduction			(60)			(60)			(60)			(60)
TOTAL TRAFFIC	106	544	0	0	196	56	305	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
Diversion (EB Only @ Sunset - West Leg)	0	0	0	0	0	0	0	0	0	0	0	0
Peak Season Diversion Volumes	180	306	27	0	444	377	125	44	141	45	76	21
Traffic Volume Growth Committed Development	9	16	1	0	23	19	6	2	7	2	4	1
1.0% Traffic Volume Growth 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		15					23					
Outbound Traffic Assignment					20.0%	30.0%						
Outbound Traffic Volumes					8	11						
Project Traffic	0	15	0	0	8	11	23	0	0	0	0	0
Total Traffic w/o RTOR	189	337	28	0	475	407	154	46	148	47	80	22
RTOR Reduction			(60)			(60)			(60)			(60)
TOTAL TRAFFIC	189	337	0	0	475	347	154	46	88	47	80	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 : 1

Groups Printed- LIGHT VEHICLES - HEAVY VEHICLES

	N COUNTY ROAD From North				MAIN STREET From East				N COUNTY ROAD From South				ROYAL POINCIANA WAY 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
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Groups Printed- LIGHT VEHICLES - HEAVY VEHICLES

	N COUNTY ROAD From North				MAIN STREET From East				N COUNTY ROAD From South				ROYAL POINCIANA WAY 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

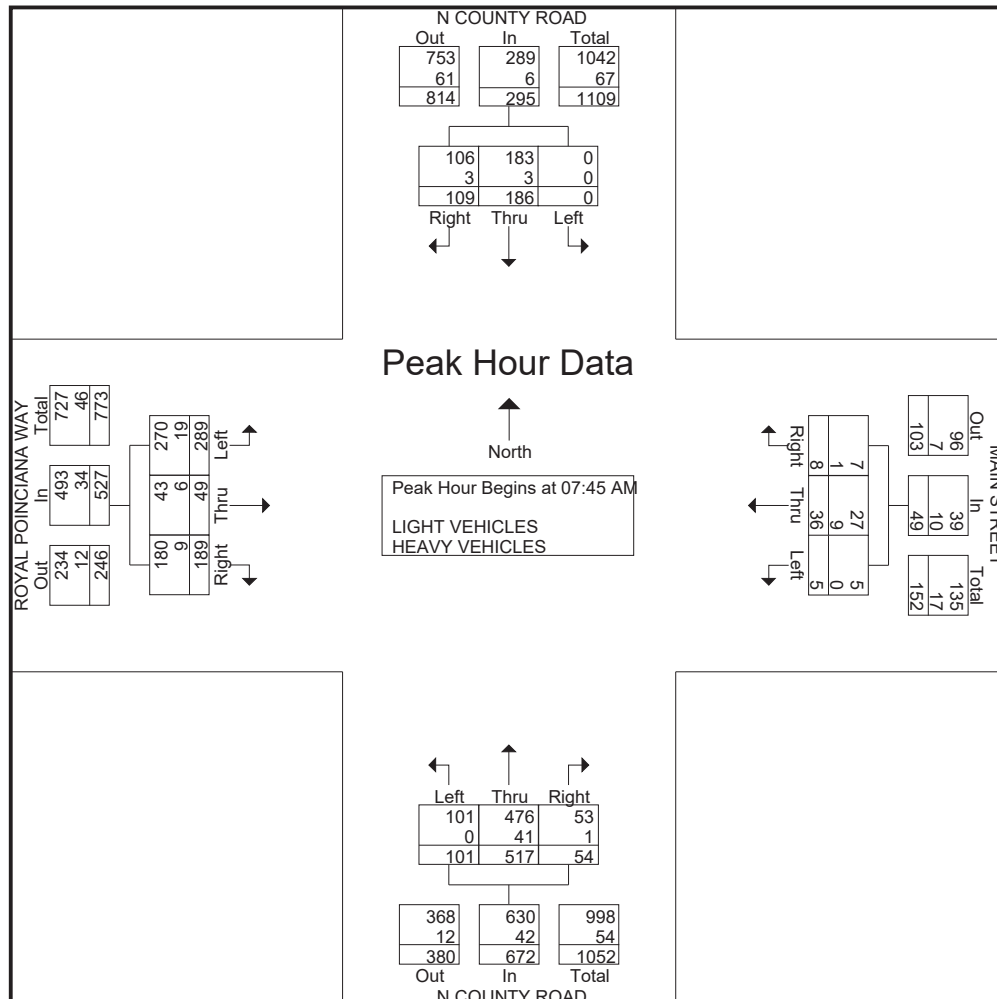
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ROYAL POINCIANA WAY & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : royal poinciana & county
Site Code : 220182
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	N COUNTY ROAD From North					MAIN STREET From East					N COUNTY ROAD From South					ROYAL POINCIANA WAY 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



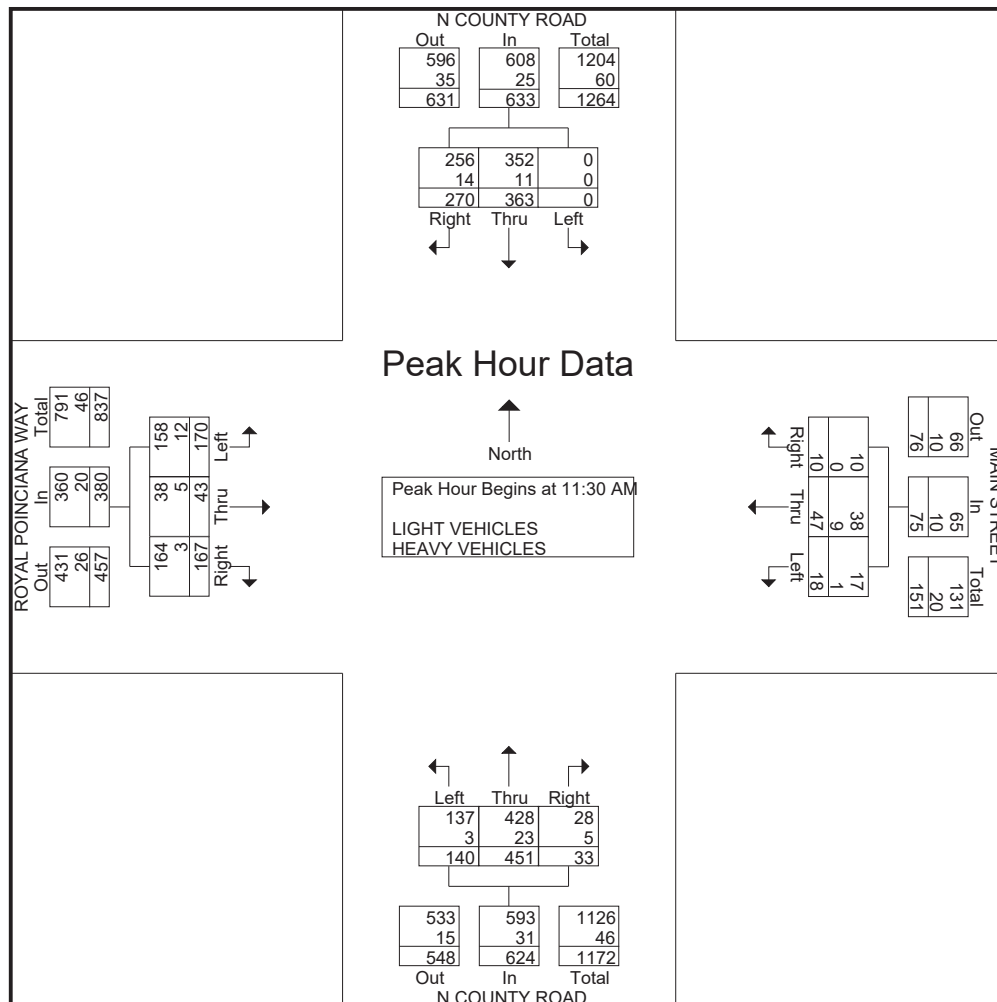
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ROYAL POINCIANA WAY & N COUNTY ROAD
PALM BEACH, FLORIDA
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File Name : royal poinciana & county
Site Code : 220182
Start Date : 11/29/2022
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	N COUNTY ROAD From North					MAIN STREET From East					N COUNTY ROAD From South					ROYAL POINCIANA WAY 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



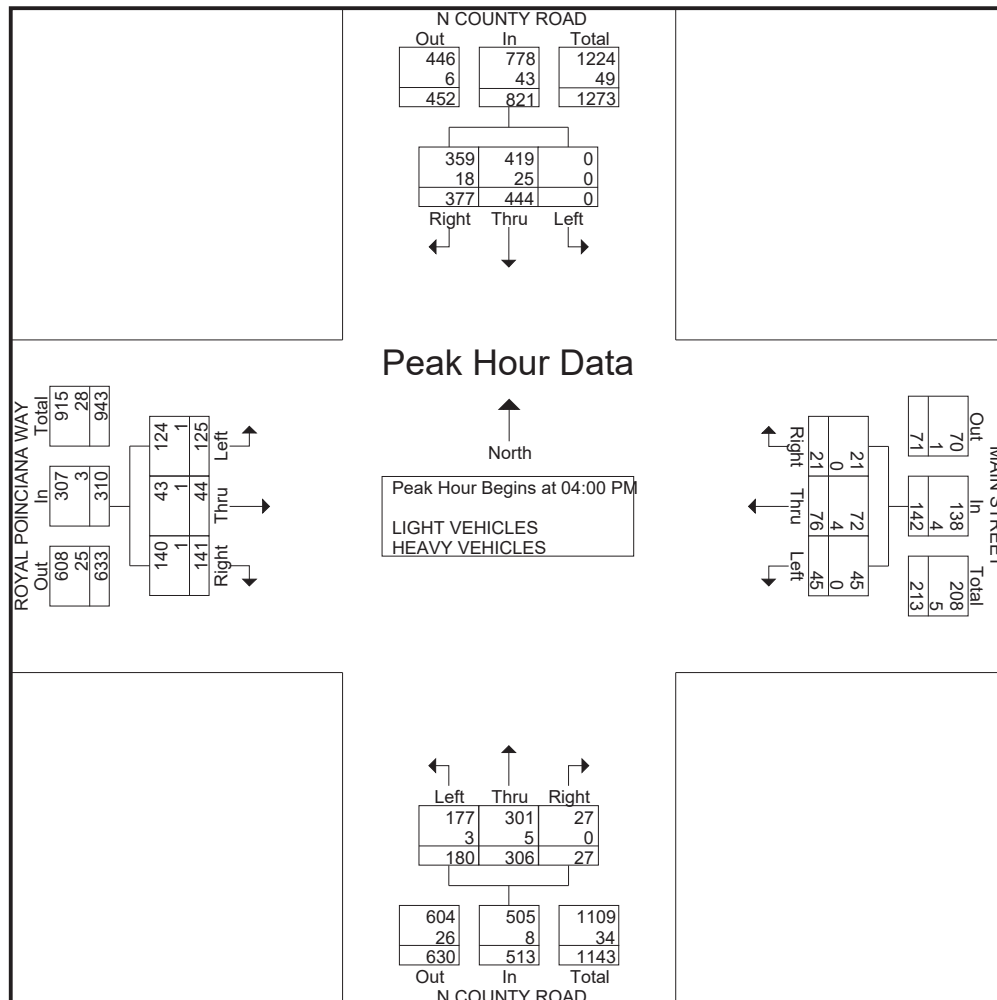
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ROYAL POINCIANA WAY & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

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	N COUNTY ROAD From North					MAIN STREET From East					N COUNTY ROAD From South					ROYAL POINCIANA WAY 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
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Groups Printed- BICYCLES ON THE ROAD

	N COUNTY ROAD From North				MAIN STREET From East				N COUNTY ROAD From South				ROYAL POINCIANA WAY 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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Groups Printed- BICYCLES ON THE ROAD

	N COUNTY ROAD From North				MAIN STREET From East				N COUNTY ROAD From South				ROYAL POINCIANA WAY 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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Groups Printed- PEDESTRIANS & BIKES

	N COUNTY ROAD From North				MAIN STREET From East				N COUNTY ROAD From South				ROYAL POINCIANA WAY 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 From North				MAIN STREET From East				N COUNTY ROAD From South				ROYAL POINCIANA WAY 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	

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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 From North				SUNRISE AVENUE From East				N COUNTY ROAD From South				SUNRISE AVENUE 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

Traffic Survey Specialists, Inc.

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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- LIGHT VEHICLES - HEAVY VEHICLES

	N COUNTY ROAD From North				SUNRISE AVENUE From East				N COUNTY ROAD From South				SUNRISE AVENUE From West				Int. Total
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
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

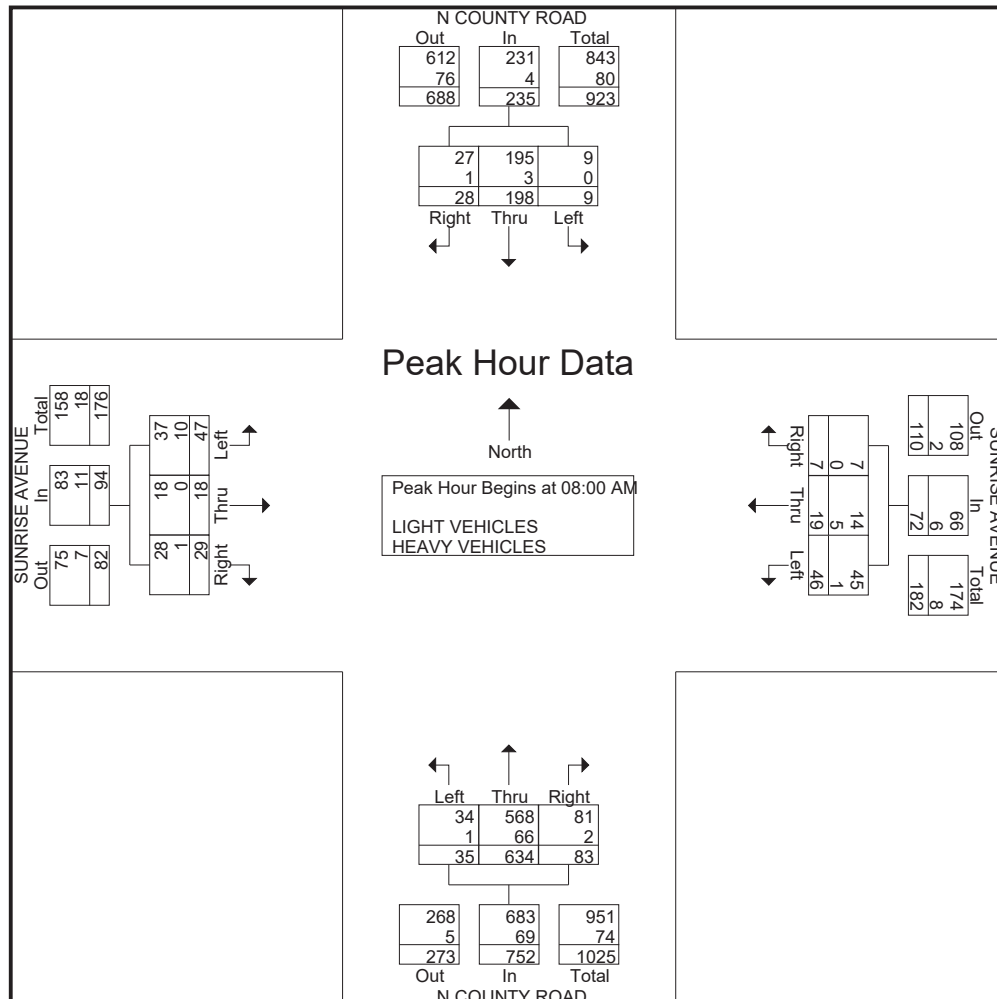
Traffic Survey Specialists, Inc.

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SUNRISE AVENUE & N COUNTY ROAD
PALM BEACH, FLORIDA
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File Name : sunrise & n county
Site Code : 220182
Start Date : 11/29/2022
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	N COUNTY ROAD From North					SUNRISE AVENUE From East					N COUNTY ROAD From South					SUNRISE AVENUE 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



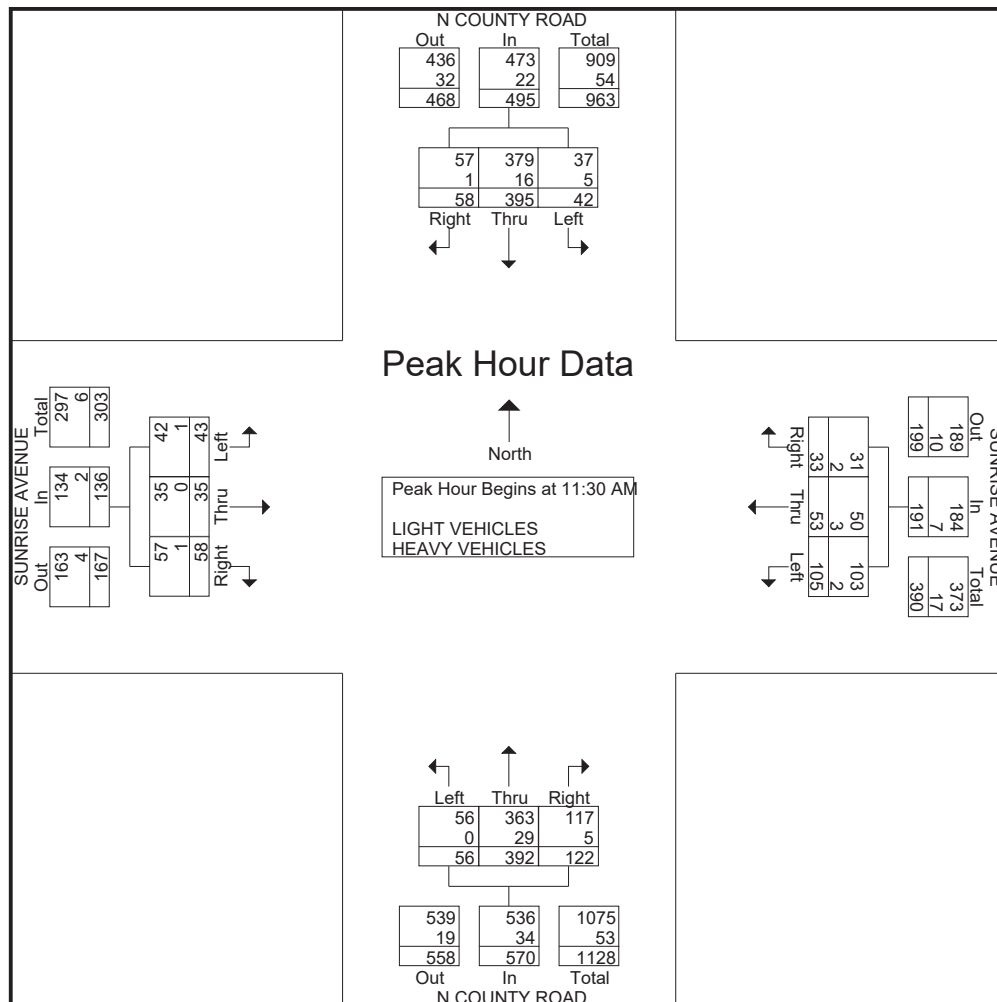
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SUNRISE AVENUE & N COUNTY ROAD
PALM BEACH, FLORIDA
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File Name : sunrise & n county
Site Code : 220182
Start Date : 11/29/2022
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	N COUNTY ROAD From North					SUNRISE AVENUE From East					N COUNTY ROAD From South					SUNRISE AVENUE 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



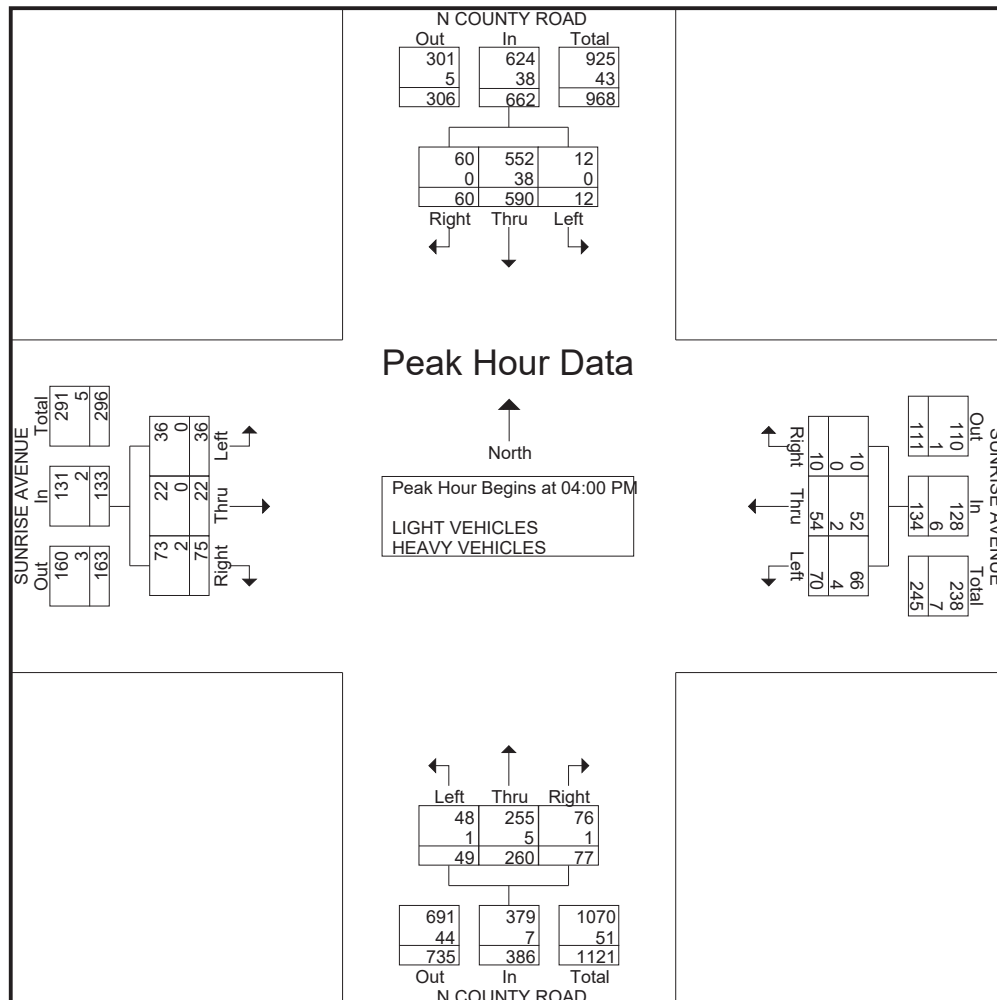
Traffic Survey Specialists, Inc.

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
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	N COUNTY ROAD From North					SUNRISE AVENUE From East					N COUNTY ROAD From South					SUNRISE AVENUE 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
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Groups Printed- BICYCLES ON THE ROAD

	N COUNTY ROAD From North				SUNRISE AVENUE From East				N COUNTY ROAD From South				SUNRISE AVENUE 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

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

File Name : sunrise & n county
Site Code : 220182
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Groups Printed- BICYCLES ON THE ROAD

	N COUNTY ROAD From North				SUNRISE AVENUE From East				N COUNTY ROAD From South				SUNRISE AVENUE 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	

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SUNRISE AVENUE & N COUNTY ROAD
PALM BEACH, FLORIDA
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SIGNALIZED

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Groups Printed- PEDESTRIANS & BIKES

	N COUNTY ROAD From North				SUNRISE AVENUE From East				N COUNTY ROAD From South				SUNRISE AVENUE 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

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SUNRISE AVENUE & N COUNTY ROAD
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VIDEO COUNT
SIGNALIZED

File Name : sunrise & n county
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Groups Printed- PEDESTRIANS & BIKES

	N COUNTY ROAD From North				SUNRISE AVENUE From East				N COUNTY ROAD From South				SUNRISE AVENUE 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	

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

File Name : sunset & n county
Site Code : 220182
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Groups Printed- LIGHT VEHICLES - HEAVY VEHICLES

	N COUNTY ROAD From North				SUNSET AVENUE From East				N COUNTY ROAD From South				SUNSET AVENUE 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 From North				SUNSET AVENUE From East				N COUNTY ROAD From South				SUNSET AVENUE From West				Int. Total
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
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

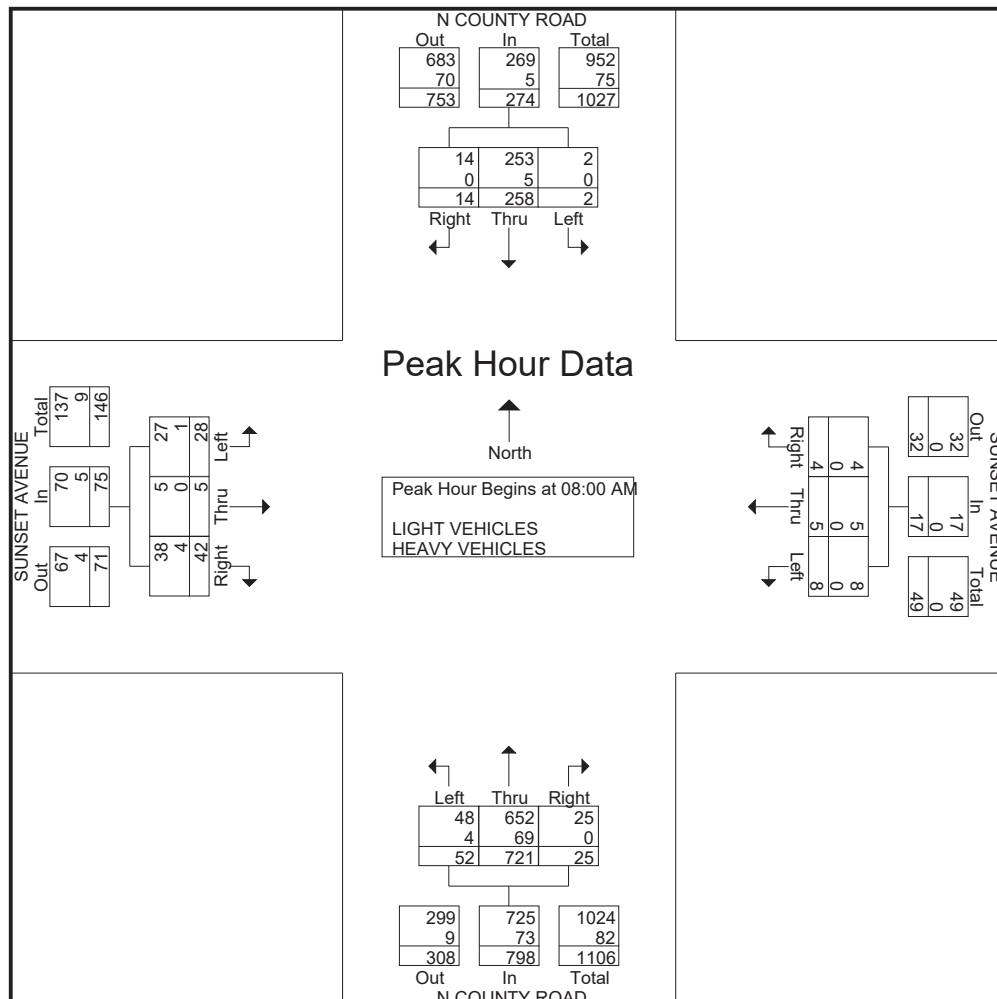
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85 SE 4th Avenue, Unit 109, Delray Beach, Florida 33483
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SUNSET AVENUE & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

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

	N COUNTY ROAD From North					SUNSET AVENUE From East					N COUNTY ROAD From South					SUNSET AVENUE 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



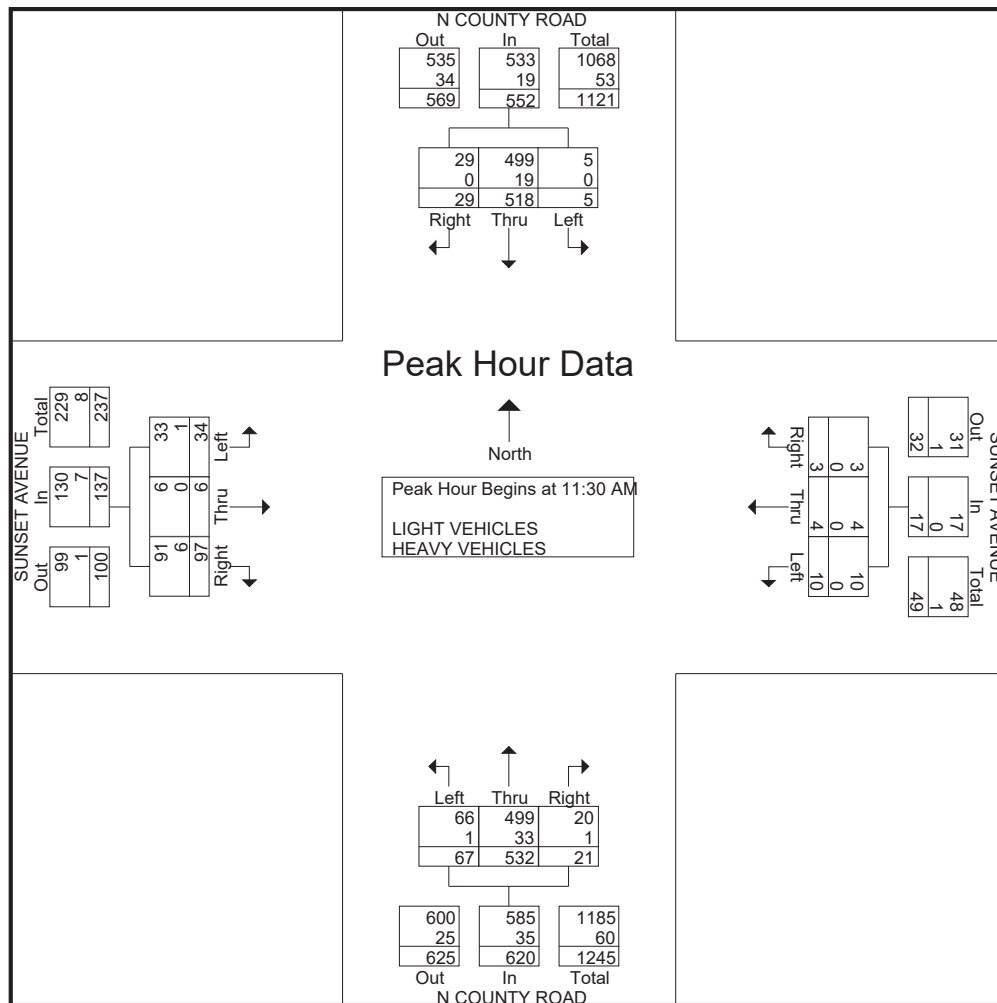
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SUNSET AVENUE & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
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File Name : sunset & n county
Site Code : 220182
Start Date : 11/29/2022
Page No : 4

	N COUNTY ROAD From North					SUNSET AVENUE From East					N COUNTY ROAD From South					SUNSET AVENUE 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



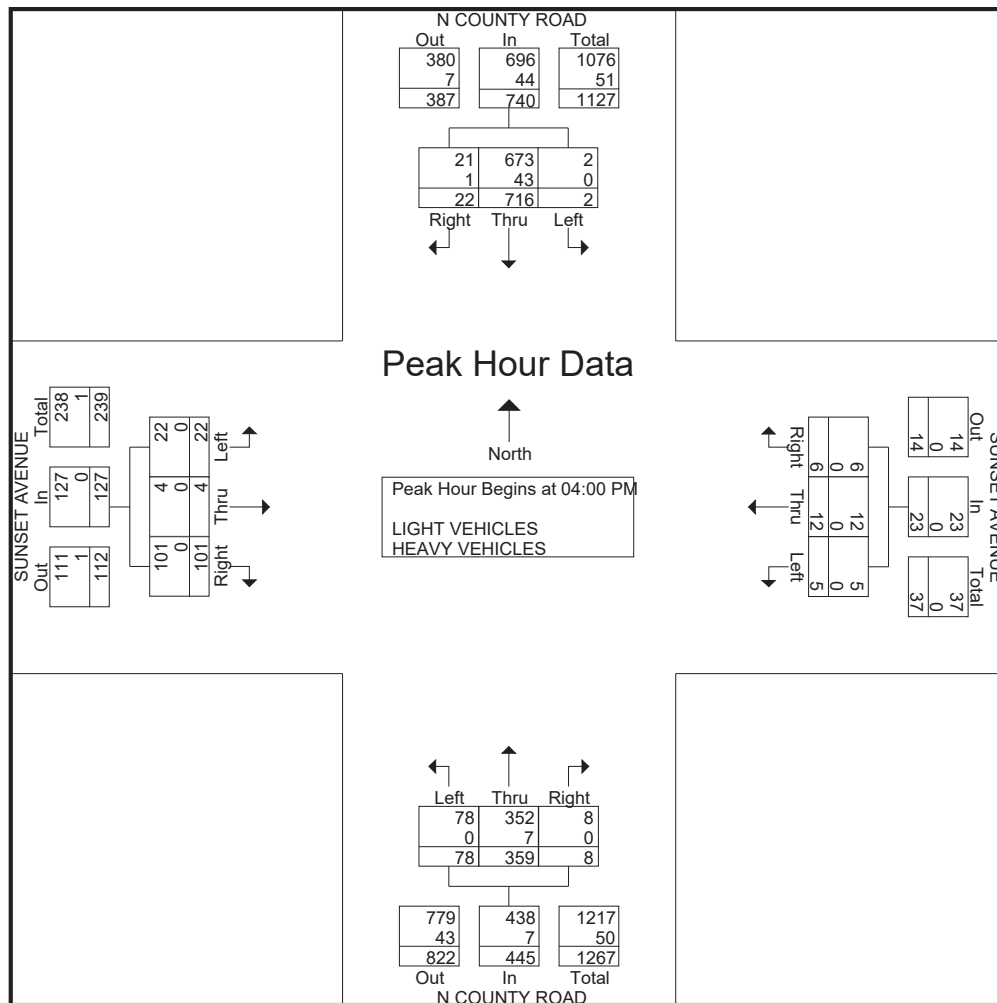
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SUNSET AVENUE & N COUNTY ROAD
PALM BEACH, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : sunset & n county
Site Code : 220182
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	N COUNTY ROAD From North					SUNSET AVENUE From East					N COUNTY ROAD From South					SUNSET AVENUE 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



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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 From North				SUNSET AVENUE From East				N COUNTY ROAD From South				SUNSET AVENUE 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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File Name : sunset & n county
Site Code : 220182
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Groups Printed- BICYCLES ON THE ROAD

	N COUNTY ROAD From North				SUNSET AVENUE From East				N COUNTY ROAD From South				SUNSET AVENUE 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	0	1	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	

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- PEDESTRIANS & BIKES

	N COUNTY ROAD From North				SUNSET AVENUE From East				N COUNTY ROAD From South				SUNSET AVENUE 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

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SUNSET AVENUE & N COUNTY ROAD
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Start Date : 11/29/2022
Page No : 2

Groups Printed- PEDESTRIANS & BIKES

	N COUNTY ROAD From North				SUNSET AVENUE From East				N COUNTY ROAD From South				SUNSET AVENUE 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	

A	B	C	D	E	F	G	H	I
Input Data								
ROAD NAME: County Rd			STATION: 0			Report Created		
CURRENT YEAR: 2022			FROM: Royal Poinciana Way			11/16/2023		
ANALYSIS YEAR: 2027			TO: Midpoint					
GROWTH RATE: 0%			COUNT DATE: 11/29/2022					
			PSF: 1					

Time Period	Link Analysis					
	AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	1109	814	295	1273	452	821
Peak Volume	1109	814	295	1273	452	821
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	1109	814	295	1273	452	821

Committed Developments							Type	% Complete
Royal Poinciana Playhouse	1	1	1	17	5	12	NR	0%
Total Committed Developments	1	1	1	17	5	12		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	1	1	1	17	5	12		
Double Count Reduction	0	0	0	0	0	0		

Total Discounted Committed Developments	1	1	1	17	5	12
---	---	---	---	----	---	----

Historical Growth	0	0	0	0	0	0
Comm Dev+1% Growth	58	43	16	82	28	54
Growth Volume Used	58	43	16	82	28	54
Total Volume	1167	857	311	1355	480	875

Lanes	4L					
LOS D Capacity	3060	1860	1860	3060	1860	1860
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3230	1860	1860	3230	1860	1860
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data								
ROAD NAME: County Rd			STATION: 0			Report Created		
CURRENT YEAR: 2022			FROM: Midpoint			11/16/2023		
ANALYSIS YEAR: 2027			TO: Country Club Rd					
GROWTH RATE: 0%			COUNT DATE: NA					
			PSF: 0					

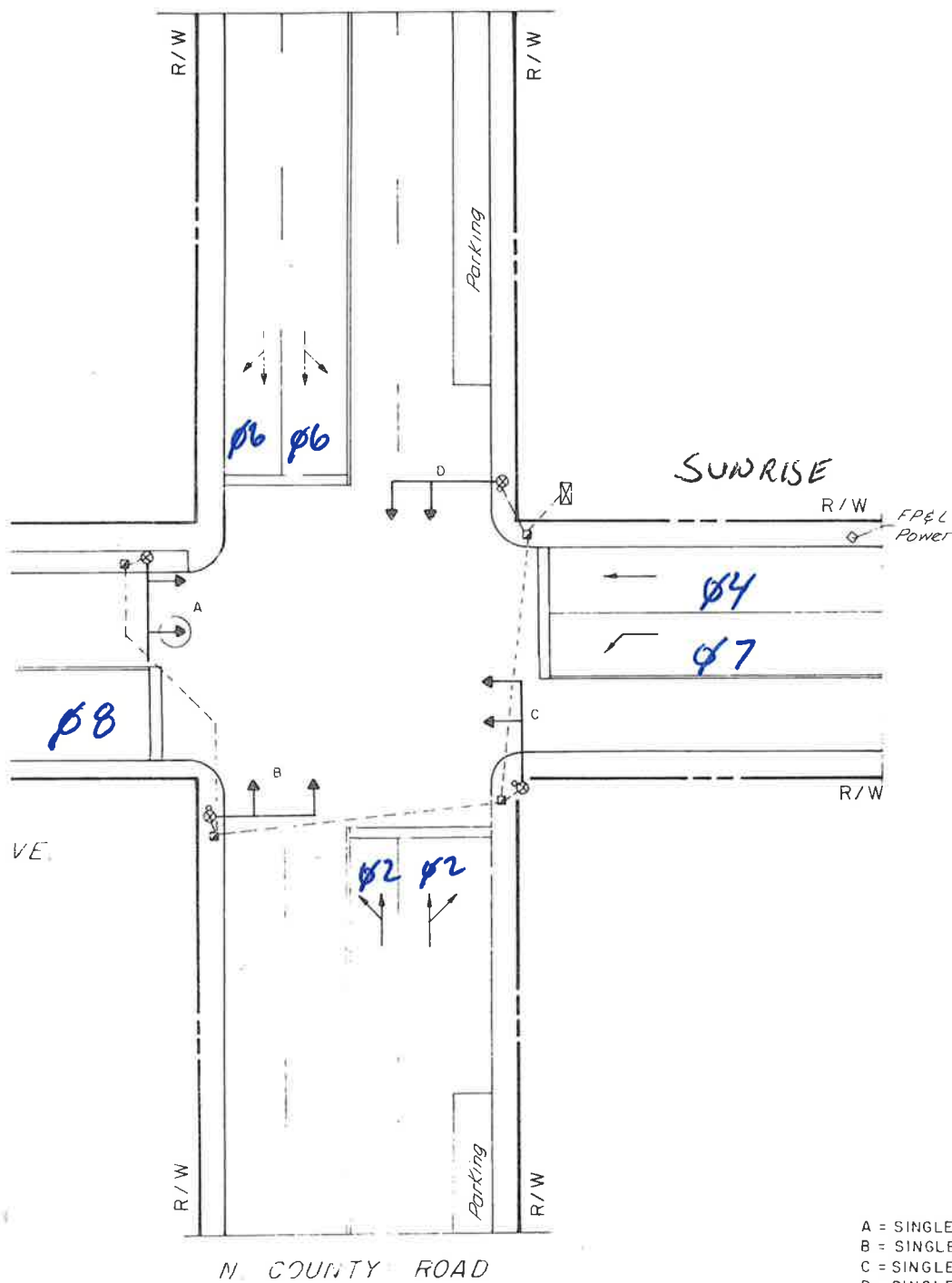
Time Period	Link Analysis					
	AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	0	0	0	0	0	0
Peak Volume	0	0	0	0	0	0
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	0	0	0	0	0	0

Committed Developments							Type	% Complete
Royal Poinciana Playhouse	1	1	1	17	5	12	NR	0%
Total Committed Developments	1	1	1	17	5	12		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	1	1	1	17	5	12		
Double Count Reduction	0	0	0	0	0	0		

Total Discounted Committed Developments	1	1	1	17	5	12
---	---	---	---	----	---	----

Historical Growth	0	0	0	0	0	0
Comm Dev+1% Growth	1	1	1	17	5	12
Growth Volume Used	1	1	1	17	5	12
Total Volume	1	1	1	17	5	12

Lanes	4L					
LOS D Capacity	3060	1860	1860	3060	1860	1860
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3230	1860	1860	3230	1860	1860
Link Meets Test 2?	YES	YES	YES	YES	YES	YES



- 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

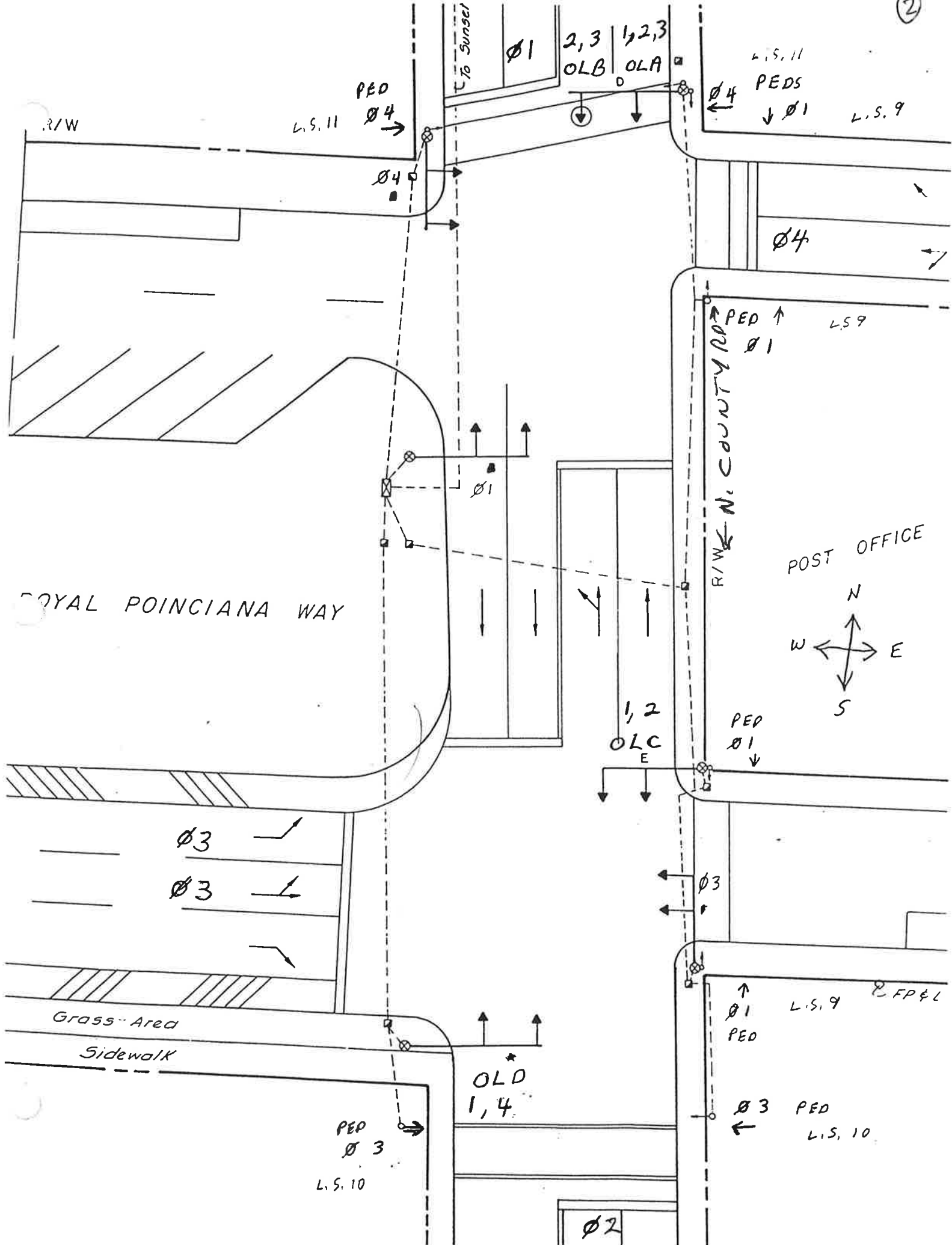
φ6
↑ ↓

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

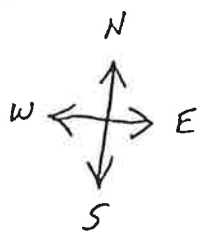
Ø4

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 ARROW												
YEL ARROW												
RED ARROW												
WALK	13G-B		15G-B	16G-B								
D-WALK	13R-B		15R-B	16R-B								
PED DET	PIP- 17A		PIP- 19A	PIP- 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]

TABLE A-1 : CALCULATIONS: 412-PERSON EVENT

Valet Queuing Analysis

Assumptions:

- 3 Valet Stands

Club Valet Lane - Inbound

Assumptions:

Service Rate = 1 minute per vehicle
 Volume = $0.33 \times (77 \text{ PM Peak Hour Inbound Vehicles}) = 26 \text{ veh/hr}$

Probability of the queue occurring 95% of the time

Calculations

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

$$\rho = \frac{26 \text{ veh/hr}}{60 \text{ veh/hr}} = 0.43$$

$$\text{Queue} = \left[\frac{\text{LN}(0.05) - \text{LN}(0.43)}{\text{LN}(0.43)} \right] = \boxed{2.550 \text{ veh}}$$

Club Valet Lane - Outbound

Assumptions:

Service Rate = 1 minute per vehicle
 Volume = $0.33 \times (38 \text{ PM Peak Hour Outbound Vehicles}) = 13 \text{ veh/hr}$

Probability of the queue occurring 95% of the time

Calculations

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

$$\rho = \frac{16 \text{ veh/hr}}{60 \text{ veh/hr}} = 0.22$$

$$\text{Queue} = \left[\frac{\text{LN}(0.05) - \text{LN}(0.22)}{\text{LN}(0.22)} \right] = \boxed{0.979 \text{ veh}}$$

TOTAL: 3.528 VEHICLES

Timings

1: County Road & Sunrise Avenue

EX AM
02/05/2024



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↔	↔	↔		↔	↔	↔	↔
Traffic Volume (vph)	47	18	46	19	87	634	83	9	198
Future Volume (vph)	47	18	46	19	87	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		0.64	0.08	0.03	0.20
Control Delay		35.4	24.8	18.2		16.0	1.6	9.9	8.4
Queue Delay		0.0	0.0	0.0		1.9	0.0	0.0	0.0
Total Delay		35.4	24.8	18.2		17.9	1.6	9.9	8.4
LOS		D	C	B		B	A	A	A
Approach Delay		35.4		22.5		16.2			8.4
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: 0.64

Intersection Signal Delay: 16.5

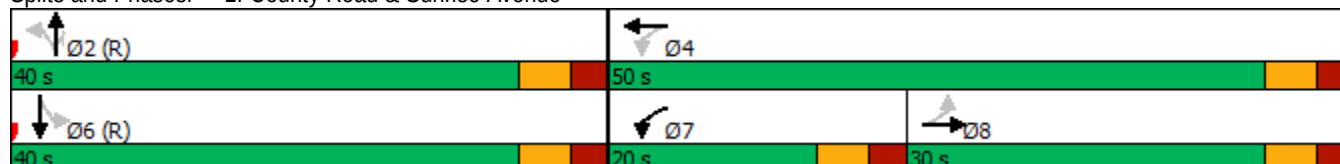
Intersection LOS: B

Intersection Capacity Utilization 81.8%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 1: County Road & Sunrise Avenue





Lane Group	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	99	48	27	759	87	9	252
v/c Ratio	0.48	0.16	0.07	0.64	0.08	0.03	0.20
Control Delay	35.4	24.8	18.2	16.0	1.6	9.9	8.4
Queue Delay	0.0	0.0	0.0	1.9	0.0	0.0	0.0
Total Delay	35.4	24.8	18.2	17.9	1.6	9.9	8.4
Queue Length 50th (ft)	40	21	8	281	0	2	57
Queue Length 95th (ft)	86	42	25	#588	15	10	116
Internal Link Dist (ft)	482		146	316			333
Turn Bay Length (ft)						160	
Base Capacity (vph)	412	372	878	1187	1126	334	1256
Starvation Cap Reductn	0	0	0	267	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	0.82	0.08	0.03	0.20

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

EX AM

02/05/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	18	29	46	19	7	87	634	83	9	198	42
Future Volume (vph)	47	18	29	46	19	7	87	634	83	9	198	42
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	0.97	
Flt Protected		0.98		0.95	1.00			0.99	1.00	0.95	1.00	
Satd. Flow (prot)		1741		1770	1790			1852	1583	1770	1814	
Flt Permitted		0.83		0.59	1.00			0.92	1.00	0.26	1.00	
Satd. Flow (perm)		1480		1107	1790			1721	1583	484	1814	
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	92	667	87	9	208	44
RTOR Reduction (vph)	0	22	0	0	5	0	0	0	32	0	5	0
Lane Group Flow (vph)	0	77	0	48	22	0	0	759	55	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)		9.3		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			1095	1007	308	1154	
v/s Ratio Prot				c0.01	0.01						0.14	
v/s Ratio Perm		c0.05		0.03				c0.44	0.03	0.02		
v/c Ratio		0.50		0.16	0.05			0.69	0.06	0.03	0.21	
Uniform Delay, d1		38.2		27.9	27.0			10.6	6.2	6.1	6.9	
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			3.6	0.1	0.2	0.4	
Delay (s)		40.8		28.1	27.1			14.3	6.3	6.2	7.3	
Level of Service		D		C	C			B	A	A	A	
Approach Delay (s)		40.8			27.7			13.4			7.3	
Approach LOS		D			C			B			A	
Intersection Summary												
HCM 2000 Control Delay			15.1			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.63									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)			18.0			
Intersection Capacity Utilization			81.8%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

Timings 2: County Road & Sunset Avenue

EX AM
02/05/2024

								
Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	28	5	42	13	0	773	2	258
Future Volume (vph)	28	5	42	13	0	773	2	258
Turn Type	Perm	NA	Perm	Perm	NA	NA	Perm	NA
Protected Phases		8			4	6		2
Permitted Phases	8		8	4			2	
Detector Phase	8	8	8	4	4	6	2	2
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0
Minimum Split (s)	30.5	30.5	30.5	30.5	30.5	25.5	25.5	25.5
Total Split (s)	25.0	25.0	25.0	25.0	25.0	60.0	60.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%	70.6%	70.6%	70.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.5	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
Act Effct Green (s)	15.1	15.1	15.1		15.1	65.9		65.9
Actuated g/C Ratio	0.19	0.19	0.19		0.19	0.83		0.83
v/c Ratio	0.11	0.01	0.13		0.06	0.29		0.10
Control Delay	28.9	27.0	10.1		12.6	3.5		3.0
Queue Delay	0.0	0.0	0.0		0.0	0.3		0.0
Total Delay	28.9	27.0	10.1		12.6	3.8		3.0
LOS	C	C	B		B	A		A
Approach Delay		18.2			12.6	3.8		3.0
Approach LOS		B			B	A		A
Intersection Summary								
Cycle Length: 85								
Actuated Cycle Length: 79.8								
Natural Cycle: 60								
Control Type: Actuated-Uncoordinated								
Maximum v/c Ratio: 0.29								
Intersection Signal Delay: 4.7				Intersection LOS: A				
Intersection Capacity Utilization 44.6%				ICU Level of Service A				
Analysis Period (min) 15								

Splits and Phases: 2: County Road & Sunset Avenue

 Ø2	 Ø4
60 s	25 s
 Ø6	 Ø8
60 s	25 s



Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	29	5	44	18	840	274
v/c Ratio	0.11	0.01	0.13	0.06	0.29	0.10
Control Delay	28.9	27.0	10.1	12.6	3.5	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.3	0.0
Total Delay	28.9	27.0	10.1	12.6	3.8	3.0
Queue Length 50th (ft)	14	2	0	0	71	19
Queue Length 95th (ft)	35	11	26	17	96	31
Internal Link Dist (ft)		526		57	231	316
Turn Bay Length (ft)	80					
Base Capacity (vph)	358	480	440	388	2910	2782
Starvation Cap Reductn	0	0	0	0	1323	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.01	0.10	0.05	0.53	0.10
Intersection Summary						

HCM Signalized Intersection Capacity Analysis

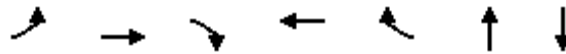
2: County Road & Sunset Avenue

EX AM
02/05/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	5	42	13	0	4	0	773	25	2	258	0
Future Volume (vph)	28	5	42	13	0	4	0	773	25	2	258	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5		4.5			4.5			4.5	
Lane Util. Factor	1.00	1.00	1.00		1.00			0.95			0.95	
Frt	1.00	1.00	0.85		0.97			1.00			1.00	
Flt Protected	0.95	1.00	1.00		0.96			1.00			1.00	
Satd. Flow (prot)	1770	1863	1583		1739			3523			3538	
Flt Permitted	0.75	1.00	1.00		0.80			1.00			0.95	
Satd. Flow (perm)	1389	1863	1583		1451			3523			3370	
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	14	0	4	0	814	26	2	272	0
RTOR Reduction (vph)	0	0	39	0	16	0	0	2	0	0	0	0
Lane Group Flow (vph)	29	5	5	0	2	0	0	838	0	0	274	0
Turn Type	Perm	NA	Perm	Perm	NA			NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4						2		
Actuated Green, G (s)	8.7	8.7	8.7		8.7			64.0			64.0	
Effective Green, g (s)	8.7	8.7	8.7		8.7			64.0			64.0	
Actuated g/C Ratio	0.11	0.11	0.11		0.11			0.78			0.78	
Clearance Time (s)	4.5	4.5	4.5		4.5			4.5			4.5	
Vehicle Extension (s)	3.0	3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)	147	198	168		154			2759			2639	
v/s Ratio Prot		0.00						0.24				
v/s Ratio Perm	0.02		0.00		0.00						0.08	
v/c Ratio	0.20	0.03	0.03		0.01			0.30			0.10	
Uniform Delay, d1	33.3	32.7	32.7		32.7			2.5			2.1	
Progression Factor	1.00	1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2	0.7	0.1	0.1		0.0			0.3			0.1	
Delay (s)	34.0	32.8	32.8		32.7			2.8			2.2	
Level of Service	C	C	C		C			A			A	
Approach Delay (s)		33.2			32.7			2.8			2.2	
Approach LOS		C			C			A			A	
Intersection Summary												
HCM 2000 Control Delay			5.1									
HCM 2000 Volume to Capacity ratio			0.29									
Actuated Cycle Length (s)			81.7									
Intersection Capacity Utilization			44.6%									
Analysis Period (min)			15									
c Critical Lane Group												

Timings 3: Royal Poinciana Way N & County Road

EX AM
02/05/2024



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

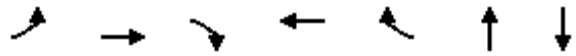
Intersection Summary

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
02/05/2024

												
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	
Intersection Summary												
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

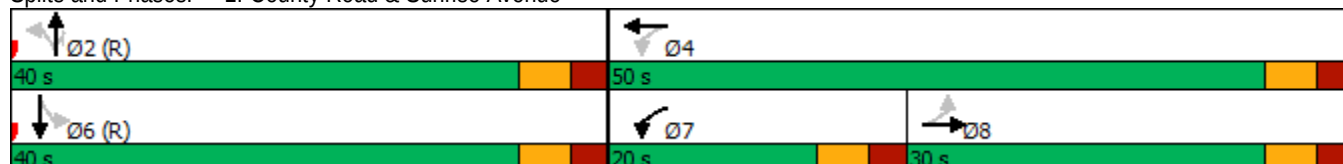
EX PM
02/05/2024

									
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	36	22	70	54	127	260	77	12	590
Future Volume (vph)	36	22	70	54	127	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		0.80	0.08	0.02	0.64
Control Delay		27.4	23.8	19.2		31.9	1.5	10.6	17.2
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		27.4	23.8	19.2		31.9	1.5	10.6	17.2
LOS		C	C	B		C	A	B	B
Approach Delay		27.4		21.6		26.9			17.1
Approach LOS		C		C		C			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: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 21.7
Intersection Capacity Utilization 86.2%
Analysis Period (min) 15
Intersection LOS: C
ICU Level of Service E

Splits and Phases: 1: County Road & Sunrise Avenue



Queues

1: County Road & Sunrise Avenue

EX PM

02/05/2024



Lane Group	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	140	74	68	408	81	13	707
v/c Ratio	0.55	0.23	0.14	0.80	0.08	0.02	0.64
Control Delay	27.4	23.8	19.2	31.9	1.5	10.6	17.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.4	23.8	19.2	31.9	1.5	10.6	17.2
Queue Length 50th (ft)	37	32	24	169	0	3	244
Queue Length 95th (ft)	90	56	48	#415	14	13	469
Internal Link Dist (ft)	482		146	316			333
Turn Bay Length (ft)						160	
Base Capacity (vph)	458	376	894	508	992	529	1099
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	0.31	0.20	0.08	0.80	0.08	0.02	0.64

Intersection Summary

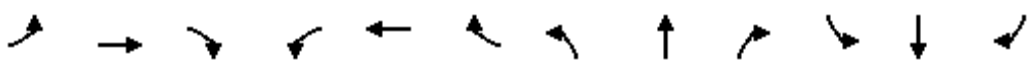
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

1: County Road & Sunrise Avenue

EX PM

02/05/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕	↕	↕	↕	
Traffic Volume (vph)	36	22	75	70	54	10	127	260	77	12	590	82
Future Volume (vph)	36	22	75	70	54	10	127	260	77	12	590	82
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	0.98	
Flt Protected		0.99		0.95	1.00			0.98	1.00	0.95	1.00	
Satd. Flow (prot)		1698		1770	1818			1833	1583	1770	1829	
Flt Permitted		0.88		0.45	1.00			0.46	1.00	0.47	1.00	
Satd. Flow (perm)		1523		839	1818			849	1583	882	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)	38	23	79	74	57	11	134	274	81	13	621	86
RTOR Reduction (vph)	0	62	0	0	8	0	0	0	34	0	4	0
Lane Group Flow (vph)	0	78	0	74	60	0	0	408	47	13	703	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			497	926	516	1070	
v/s Ratio Prot				c0.02	0.03						0.38	
v/s Ratio Perm		c0.05		0.05				c0.48	0.03	0.01		
v/c Ratio		0.41		0.23	0.12			0.82	0.05	0.03	0.66	
Uniform Delay, d1		36.2		25.0	24.1			14.9	8.0	7.8	12.6	
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			14.1	0.1	0.1	3.2	
Delay (s)		37.6		25.4	24.2			29.0	8.1	7.9	15.7	
Level of Service		D		C	C			C	A	A	B	
Approach Delay (s)		37.6			24.8			25.5			15.6	
Approach LOS		D			C			C			B	
Intersection Summary												
HCM 2000 Control Delay			21.8									HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio			0.70									
Actuated Cycle Length (s)			90.0									Sum of lost time (s) 18.0
Intersection Capacity Utilization			86.2%									ICU Level of Service E
Analysis Period (min)			15									
c Critical Lane Group												

Timings 2: County Road & Sunset Avenue

EX PM
02/05/2024

								
Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	22	4	101	17	0	437	2	716
Future Volume (vph)	22	4	101	17	0	437	2	716
Turn Type	Perm	NA	Perm	Perm	NA	NA	Perm	NA
Protected Phases		8			4	6		2
Permitted Phases	8		8	4			2	
Detector Phase	8	8	8	4	4	6	2	2
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0
Minimum Split (s)	30.5	30.5	30.5	30.5	30.5	25.5	25.5	25.5
Total Split (s)	25.0	25.0	25.0	25.0	25.0	60.0	60.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%	70.6%	70.6%	70.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.5	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
Act Effct Green (s)	15.0	15.0	15.0		15.0	65.8		65.8
Actuated g/C Ratio	0.18	0.18	0.18		0.18	0.77		0.77
v/c Ratio	0.09	0.01	0.29		0.09	0.17		0.29
Control Delay	30.6	29.0	8.9		16.3	3.6		4.1
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.2
Total Delay	30.6	29.0	8.9		16.3	3.6		4.4
LOS	C	C	A		B	A		A
Approach Delay		13.3			16.3	3.6		4.4
Approach LOS		B			B	A		A
Intersection Summary								
Cycle Length: 85								
Actuated Cycle Length: 85								
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of Green								
Natural Cycle: 60								
Control Type: Actuated-Coordinated								
Maximum v/c Ratio: 0.29								
Intersection Signal Delay: 5.2				Intersection LOS: A				
Intersection Capacity Utilization 56.1%				ICU Level of Service B				
Analysis Period (min) 15								

Splits and Phases: 2: County Road & Sunset Avenue

			
Ø2 (R)			Ø4
60 s			25 s
			
Ø6 (R)			Ø8
60 s			25 s

Queues
2: County Road & Sunset Avenue

EX PM
02/05/2024



Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	23	4	106	24	468	756
v/c Ratio	0.09	0.01	0.29	0.09	0.17	0.29
Control Delay	30.6	29.0	8.9	16.3	3.6	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay	30.6	29.0	8.9	16.3	3.6	4.4
Queue Length 50th (ft)	10	2	0	2	35	64
Queue Length 95th (ft)	31	10	41	23	50	86
Internal Link Dist (ft)		526		57	231	316
Turn Bay Length (ft)	80					
Base Capacity (vph)	333	449	462	374	2732	2613
Starvation Cap Reductn	0	0	0	0	0	1060
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.01	0.23	0.06	0.17	0.49
Intersection Summary						

HCM Signalized Intersection Capacity Analysis

2: County Road & Sunset Avenue

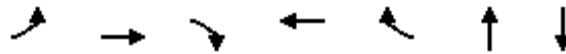
EX PM

02/05/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	4	101	17	0	6	0	437	8	2	716	0
Future Volume (vph)	22	4	101	17	0	6	0	437	8	2	716	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5		4.5			4.5			4.5	
Lane Util. Factor	1.00	1.00	1.00		1.00			0.95			0.95	
Frt	1.00	1.00	0.85		0.97			1.00			1.00	
Flt Protected	0.95	1.00	1.00		0.96			1.00			1.00	
Satd. Flow (prot)	1770	1863	1583		1735			3530			3539	
Flt Permitted	0.74	1.00	1.00		0.83			1.00			0.95	
Satd. Flow (perm)	1381	1863	1583		1492			3530			3378	
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	18	0	6	0	460	8	2	754	0
RTOR Reduction (vph)	0	0	91	0	16	0	0	1	0	0	0	0
Lane Group Flow (vph)	23	4	15	0	8	0	0	467	0	0	756	0
Turn Type	Perm	NA	Perm	Perm	NA			NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4						2		
Actuated Green, G (s)	12.0	12.0	12.0		12.0			64.0			64.0	
Effective Green, g (s)	12.0	12.0	12.0		12.0			64.0			64.0	
Actuated g/C Ratio	0.14	0.14	0.14		0.14			0.75			0.75	
Clearance Time (s)	4.5	4.5	4.5		4.5			4.5			4.5	
Vehicle Extension (s)	3.0	3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)	194	263	223		210			2657			2543	
v/s Ratio Prot		0.00						0.13				
v/s Ratio Perm	c0.02		0.01		0.01						c0.22	
v/c Ratio	0.12	0.02	0.07		0.04			0.18			0.30	
Uniform Delay, d1	31.9	31.4	31.6		31.5			3.0			3.3	
Progression Factor	1.00	1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2	0.3	0.0	0.1		0.1			0.1			0.3	
Delay (s)	32.2	31.4	31.8		31.6			3.1			3.6	
Level of Service	C	C	C		C			A			A	
Approach Delay (s)		31.8			31.6			3.1			3.6	
Approach LOS		C			C			A			A	
Intersection Summary												
HCM 2000 Control Delay			6.7									
HCM 2000 Volume to Capacity ratio			0.27									
Actuated Cycle Length (s)			85.0									
Intersection Capacity Utilization			56.1%									
Analysis Period (min)			15									
c Critical Lane Group												

Timings 3: Royal Poinciana Way N & County Road

EX PM
02/05/2024



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

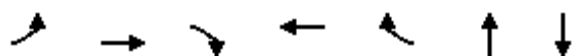
Cycle Length: 105
Actuated Cycle Length: 105
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 34.0
Intersection Capacity Utilization 64.2%
Analysis Period (min) 15
Intersection LOS: C
ICU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

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



3: Royal Poinciana Way N & County Road

02/05/2024



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
02/05/2024

												
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	
Intersection Summary												
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

BY AM
02/05/2024



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↔	↔	↔		↔	↔	↔	↔
Traffic Volume (vph)	49	19	48	20	91	666	87	9	208
Future Volume (vph)	49	19	48	20	91	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		0.68	0.08	0.03	0.21
Control Delay		36.3	24.6	18.0		17.6	1.9	10.2	8.7
Queue Delay		0.0	0.0	0.0		2.4	0.0	0.0	0.0
Total Delay		36.3	24.6	18.0		20.0	1.9	10.2	8.7
LOS		D	C	B		C	A	B	A
Approach Delay		36.3		22.3		18.2			8.7
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: 0.68

Intersection Signal Delay: 17.9

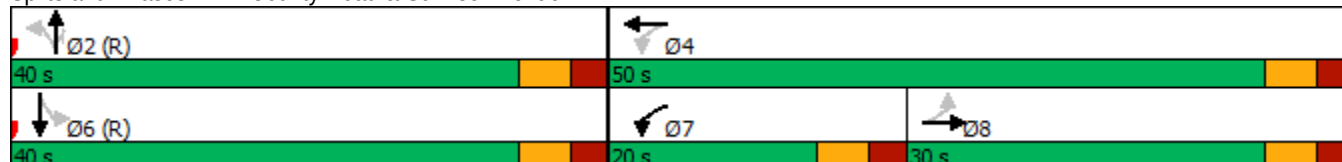
Intersection LOS: B

Intersection Capacity Utilization 84.0%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 1: County Road & Sunrise Avenue



Queues

1: County Road & Sunrise Avenue

BY AM

02/05/2024



Lane Group	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	104	51	28	797	92	9	265
v/c Ratio	0.50	0.17	0.07	0.68	0.08	0.03	0.21
Control Delay	36.3	24.6	18.0	17.6	1.9	10.2	8.7
Queue Delay	0.0	0.0	0.0	2.4	0.0	0.0	0.0
Total Delay	36.3	24.6	18.0	20.0	1.9	10.2	8.7
Queue Length 50th (ft)	43	22	9	311	0	2	61
Queue Length 95th (ft)	89	44	26	#647	18	10	126
Internal Link Dist (ft)	482		146	316			333
Turn Bay Length (ft)						160	
Base Capacity (vph)	411	376	879	1177	1120	300	1250
Starvation Cap Reductn	0	0	0	249	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	0.86	0.08	0.03	0.21

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 AM

02/05/2024

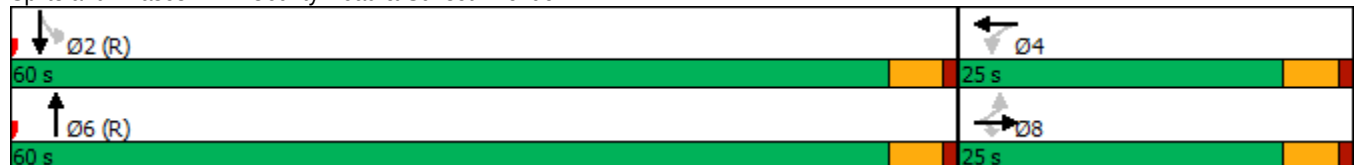
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	19	30	48	20	7	91	666	87	9	208	44
Future Volume (vph)	49	19	30	48	20	7	91	666	87	9	208	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Lane Util. Factor		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	0.97	
Flt Protected		0.98		0.95	1.00			0.99	1.00	0.95	1.00	
Satd. Flow (prot)		1742		1770	1793			1852	1583	1770	1814	
Flt Permitted		0.83		0.59	1.00			0.92	1.00	0.24	1.00	
Satd. Flow (perm)		1477		1102	1793			1716	1583	438	1814	
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	96	701	92	9	219	46
RTOR Reduction (vph)	0	21	0	0	5	0	0	0	34	0	5	0
Lane Group Flow (vph)	0	83	0	51	23	0	0	797	58	9	260	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			1086	1002	277	1148	
v/s Ratio Prot				c0.01	0.01						0.14	
v/s Ratio Perm		c0.06		0.03				c0.46	0.04	0.02		
v/c Ratio		0.53		0.17	0.05			0.73	0.06	0.03	0.23	
Uniform Delay, d1		38.1		27.7	26.8			11.3	6.3	6.2	7.1	
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			4.4	0.1	0.2	0.5	
Delay (s)		41.6		28.0	26.8			15.7	6.4	6.4	7.5	
Level of Service		D		C	C			B	A	A	A	
Approach Delay (s)		41.6			27.6			14.7			7.5	
Approach LOS		D			C			B			A	
Intersection Summary												
HCM 2000 Control Delay		16.1										
HCM 2000 Volume to Capacity ratio		0.67										
Actuated Cycle Length (s)		90.0										
Intersection Capacity Utilization		84.0%										
Analysis Period (min)		15										
c Critical Lane Group												

Timings 2: County Road & Sunset Avenue

BY AM
02/05/2024

								
Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	29	5	44	14	0	812	2	271
Future Volume (vph)	29	5	44	14	0	812	2	271
Turn Type	Perm	NA	Perm	Perm	NA	NA	Perm	NA
Protected Phases		8			4	6		2
Permitted Phases	8		8	4			2	
Detector Phase	8	8	8	4	4	6	2	2
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0
Minimum Split (s)	30.5	30.5	30.5	30.5	30.5	25.5	25.5	25.5
Total Split (s)	25.0	25.0	25.0	25.0	25.0	60.0	60.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%	70.6%	70.6%	70.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.5	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
Act Effct Green (s)	15.0	15.0	15.0		15.0	65.8		65.8
Actuated g/C Ratio	0.18	0.18	0.18		0.18	0.77		0.77
v/c Ratio	0.13	0.02	0.15		0.07	0.32		0.11
Control Delay	31.1	29.2	10.8		13.8	4.3		3.5
Queue Delay	0.0	0.0	0.0		0.0	0.5		0.0
Total Delay	31.1	29.2	10.8		13.8	4.8		3.5
LOS	C	C	B		B	A		A
Approach Delay		19.6			13.8	4.8		3.5
Approach LOS		B			B	A		A
Intersection Summary								
Cycle Length: 85								
Actuated Cycle Length: 85								
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of Green								
Natural Cycle: 60								
Control Type: Actuated-Coordinated								
Maximum v/c Ratio: 0.32								
Intersection Signal Delay: 5.6				Intersection LOS: A				
Intersection Capacity Utilization 44.6%				ICU Level of Service A				
Analysis Period (min) 15								

Splits and Phases: 2: County Road & Sunset Avenue



Queues

2: County Road & Sunset Avenue

BY AM

02/05/2024



Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	31	5	46	19	882	287
v/c Ratio	0.13	0.02	0.15	0.07	0.32	0.11
Control Delay	31.1	29.2	10.8	13.8	4.3	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.5	0.0
Total Delay	31.1	29.2	10.8	13.8	4.8	3.5
Queue Length 50th (ft)	14	2	0	0	76	20
Queue Length 95th (ft)	39	12	28	18	101	31
Internal Link Dist (ft)		526		57	231	316
Turn Bay Length (ft)	80					
Base Capacity (vph)	334	449	416	376	2728	2607
Starvation Cap Reductn	0	0	0	0	1281	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.01	0.11	0.05	0.61	0.11
Intersection Summary						

HCM Signalized Intersection Capacity Analysis

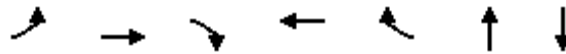
2: County Road & Sunset Avenue

BY AM
02/05/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	5	44	14	0	4	0	812	26	2	271	0
Future Volume (vph)	29	5	44	14	0	4	0	812	26	2	271	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5		4.5			4.5			4.5	
Lane Util. Factor	1.00	1.00	1.00		1.00			0.95			0.95	
Frt	1.00	1.00	0.85		0.97			1.00			1.00	
Flt Protected	0.95	1.00	1.00		0.96			1.00			1.00	
Satd. Flow (prot)	1770	1863	1583		1741			3523			3538	
Flt Permitted	0.75	1.00	1.00		0.83			1.00			0.95	
Satd. Flow (perm)	1388	1863	1583		1501			3523			3370	
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	15	0	4	0	855	27	2	285	0
RTOR Reduction (vph)	0	0	40	0	16	0	0	2	0	0	0	0
Lane Group Flow (vph)	31	5	6	0	3	0	0	880	0	0	287	0
Turn Type	Perm	NA	Perm	Perm	NA			NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4						2		
Actuated Green, G (s)	12.0	12.0	12.0		12.0			64.0			64.0	
Effective Green, g (s)	12.0	12.0	12.0		12.0			64.0			64.0	
Actuated g/C Ratio	0.14	0.14	0.14		0.14			0.75			0.75	
Clearance Time (s)	4.5	4.5	4.5		4.5			4.5			4.5	
Vehicle Extension (s)	3.0	3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)	195	263	223		211			2652			2537	
v/s Ratio Prot		0.00						0.25				
v/s Ratio Perm	0.02		0.00		0.00						0.09	
v/c Ratio	0.16	0.02	0.03		0.01			0.33			0.11	
Uniform Delay, d1	32.1	31.4	31.5		31.4			3.5			2.8	
Progression Factor	1.00	1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2	0.4	0.0	0.1		0.0			0.3			0.1	
Delay (s)	32.5	31.5	31.5		31.4			3.8			2.9	
Level of Service	C	C	C		C			A			A	
Approach Delay (s)		31.9			31.4			3.8			2.9	
Approach LOS		C			C			A			A	
Intersection Summary												
HCM 2000 Control Delay			5.8									
HCM 2000 Volume to Capacity ratio			0.30									
Actuated Cycle Length (s)			85.0									
Intersection Capacity Utilization			44.6%									
Analysis Period (min)			15									
c Critical Lane Group												

Timings 3: Royal Poinciana Way N & County Road

BY AM
02/05/2024



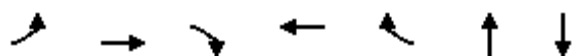
Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Configurations							
Traffic Volume (vph)	304	51	199	38	8	543	195
Future Volume (vph)	304	51	199	38	8	543	195
Turn Type	Split	NA	Prot	NA	Prot	NA	NA
Protected Phases	4	4	4	8	8	2	6
Permitted Phases							
Detector Phase	4	4	4	8	8	2	6
Switch Phase							
Minimum 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 Capacity Utilization 63.0%
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)	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
02/05/2024

												
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	
Intersection Summary												
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
02/05/2024



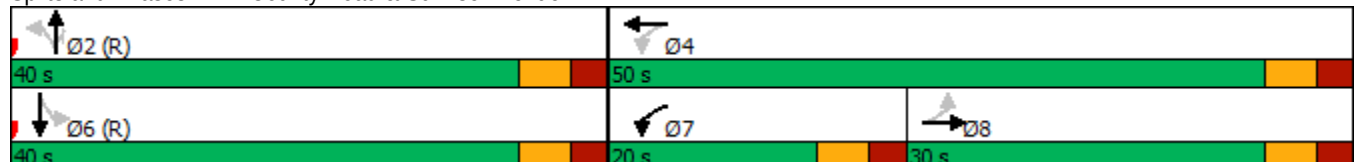
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↔	↔	↔		↔	↔	↔	↔
Traffic Volume (vph)	38	23	74	57	133	273	81	13	620
Future Volume (vph)	38	23	74	57	133	273	81	13	620
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases		8	7	4		2			6
Permitted Phases	8		4		2		2	6	
Detector 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		0.94	0.09	0.03	0.68
Control Delay		28.5	23.6	18.7		52.5	1.8	10.9	18.9
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		28.5	23.6	18.7		52.5	1.8	10.9	18.9
LOS		C	C	B		D	A	B	B
Approach Delay		28.5		21.3		44.1			18.8
Approach LOS		C		C		D			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: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 28.2
 Intersection Capacity Utilization 89.4%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service E

Splits and Phases: 1: County Road & Sunrise Avenue



1: County Road & Sunrise Avenue

02/05/2024



Lane Group	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	147	78	72	427	85	14	744
v/c Ratio	0.57	0.24	0.14	0.94	0.09	0.03	0.68
Control Delay	28.5	23.6	18.7	52.5	1.8	10.9	18.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.5	23.6	18.7	52.5	1.8	10.9	18.9
Queue Length 50th (ft)	41	33	25	210	0	3	267
Queue Length 95th (ft)	95	57	49	#471	16	14	#574
Internal Link Dist (ft)	482		146	316			333
Turn Bay Length (ft)						160	
Base Capacity (vph)	457	378	893	454	985	507	1091
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	0.32	0.21	0.08	0.94	0.09	0.03	0.68

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

02/05/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	23	79	74	57	11	133	273	81	13	620	86
Future Volume (vph)	38	23	79	74	57	11	133	273	81	13	620	86
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	0.98	
Flt Protected		0.99		0.95	1.00			0.98	1.00	0.95	1.00	
Satd. Flow (prot)		1698		1770	1816			1833	1583	1770	1829	
Flt Permitted		0.88		0.44	1.00			0.41	1.00	0.46	1.00	
Satd. Flow (perm)		1520		823	1816			764	1583	853	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)	40	24	83	78	60	12	140	287	85	14	653	91
RTOR Reduction (vph)	0	62	0	0	9	0	0	0	36	0	4	0
Lane Group Flow (vph)	0	85	0	78	63	0	0	427	49	14	740	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			444	921	496	1064	
v/s Ratio Prot				c0.02	0.03						0.40	
v/s Ratio Perm		c0.06		0.05				c0.56	0.03	0.02		
v/c Ratio		0.44		0.25	0.12			0.96	0.05	0.03	0.70	
Uniform Delay, d1		36.2		24.9	23.9			17.8	8.1	8.0	13.2	
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			34.1	0.1	0.1	3.8	
Delay (s)		37.7		25.3	24.0			52.0	8.2	8.1	17.0	
Level of Service		D		C	C			D	A	A	B	
Approach Delay (s)		37.7			24.7			44.7			16.8	
Approach LOS		D			C			D			B	
Intersection Summary												
HCM 2000 Control Delay			28.6			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.80									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)			18.0			
Intersection Capacity Utilization			89.4%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

Timings 2: County Road & Sunset Avenue

BY PM
02/05/2024

								
Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	23	4	106	18	0	459	2	753
Future Volume (vph)	23	4	106	18	0	459	2	753
Turn Type	Perm	NA	Perm	Perm	NA	NA	Perm	NA
Protected Phases		8			4	6		2
Permitted Phases	8		8	4			2	
Detector Phase	8	8	8	4	4	6	2	2
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0
Minimum Split (s)	30.5	30.5	30.5	30.5	30.5	25.5	25.5	25.5
Total Split (s)	25.0	25.0	25.0	25.0	25.0	60.0	60.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%	70.6%	70.6%	70.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.5	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
Act Effct Green (s)	15.0	15.0	15.0		15.0	65.8		65.8
Actuated g/C Ratio	0.18	0.18	0.18		0.18	0.77		0.77
v/c Ratio	0.10	0.01	0.30		0.09	0.18		0.30
Control Delay	30.7	29.0	8.8		16.7	3.6		4.2
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.3
Total Delay	30.7	29.0	8.8		16.7	3.6		4.5
LOS	C	C	A		B	A		A
Approach Delay		13.1			16.7	3.6		4.5
Approach LOS		B			B	A		A
Intersection Summary								
Cycle Length: 85								
Actuated Cycle Length: 85								
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of Green								
Natural Cycle: 60								
Control Type: Actuated-Coordinated								
Maximum v/c Ratio: 0.30								
Intersection Signal Delay: 5.2				Intersection LOS: A				
Intersection Capacity Utilization 57.1%				ICU Level of Service B				
Analysis Period (min) 15								

Splits and Phases: 2: County Road & Sunset Avenue



Queues

2: County Road & Sunset Avenue

BY PM

02/05/2024



Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	24	4	112	25	491	795
v/c Ratio	0.10	0.01	0.30	0.09	0.18	0.30
Control Delay	30.7	29.0	8.8	16.7	3.6	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.3
Total Delay	30.7	29.0	8.8	16.7	3.6	4.5
Queue Length 50th (ft)	11	2	0	3	37	68
Queue Length 95th (ft)	32	10	43	24	52	92
Internal Link Dist (ft)		526		57	231	316
Turn Bay Length (ft)	80					
Base Capacity (vph)	332	449	466	373	2734	2613
Starvation Cap Reductn	0	0	0	0	0	1042
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.01	0.24	0.07	0.18	0.51
Intersection Summary						

HCM Signalized Intersection Capacity Analysis

2: County Road & Sunset Avenue

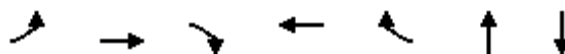
BY PM

02/05/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	4	106	18	0	6	0	459	8	2	753	0
Future Volume (vph)	23	4	106	18	0	6	0	459	8	2	753	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5		4.5			4.5			4.5	
Lane Util. Factor	1.00	1.00	1.00		1.00			0.95			0.95	
Frt	1.00	1.00	0.85		0.97			1.00			1.00	
Flt Protected	0.95	1.00	1.00		0.96			1.00			1.00	
Satd. Flow (prot)	1770	1863	1583		1736			3531			3539	
Flt Permitted	0.74	1.00	1.00		0.82			1.00			0.95	
Satd. Flow (perm)	1380	1863	1583		1487			3531			3378	
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	19	0	6	0	483	8	2	793	0
RTOR Reduction (vph)	0	0	96	0	16	0	0	1	0	0	0	0
Lane Group Flow (vph)	24	4	16	0	9	0	0	490	0	0	795	0
Turn Type	Perm	NA	Perm	Perm	NA			NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4						2		
Actuated Green, G (s)	12.0	12.0	12.0		12.0			64.0			64.0	
Effective Green, g (s)	12.0	12.0	12.0		12.0			64.0			64.0	
Actuated g/C Ratio	0.14	0.14	0.14		0.14			0.75			0.75	
Clearance Time (s)	4.5	4.5	4.5		4.5			4.5			4.5	
Vehicle Extension (s)	3.0	3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)	194	263	223		209			2658			2543	
v/s Ratio Prot		0.00						0.14				
v/s Ratio Perm	c0.02		0.01		0.01						c0.24	
v/c Ratio	0.12	0.02	0.07		0.04			0.18			0.31	
Uniform Delay, d1	31.9	31.4	31.7		31.5			3.0			3.4	
Progression Factor	1.00	1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2	0.3	0.0	0.1		0.1			0.2			0.3	
Delay (s)	32.2	31.4	31.8		31.6			3.2			3.7	
Level of Service	C	C	C		C			A			A	
Approach Delay (s)		31.9			31.6			3.2			3.7	
Approach LOS		C			C			A			A	
Intersection Summary												
HCM 2000 Control Delay			6.7									
HCM 2000 Volume to Capacity ratio			0.28									
Actuated Cycle Length (s)			85.0									
Intersection Capacity Utilization			57.1%									
Analysis Period (min)			15									
c Critical Lane Group												

Timings 3: Royal Poinciana Way N & County Road

BY PM
02/05/2024



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

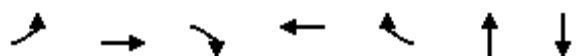
Intersection Capacity Utilization 65.8%

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
02/05/2024

												
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	
Intersection Summary												
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

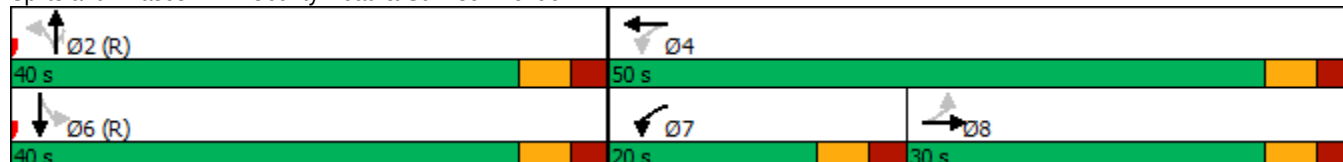
FY AM
02/05/2024

									
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	49	19	50	20	91	666	87	9	209
Future Volume (vph)	49	19	50	20	91	666	87	9	209
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		0.68	0.08	0.03	0.21
Control Delay		36.3	24.7	17.5		17.7	1.9	10.3	8.8
Queue Delay		0.0	0.0	0.0		2.4	0.0	0.0	0.0
Total Delay		36.3	24.7	17.5		20.1	1.9	10.3	8.8
LOS		D	C	B		C	A	B	A
Approach Delay		36.3		22.1		18.2			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: 0.68
Intersection Signal Delay: 17.9
Intersection Capacity Utilization 84.0%
Analysis Period (min) 15
Intersection LOS: B
ICU Level of Service E

Splits and Phases: 1: County Road & Sunrise Avenue



Queues

1: County Road & Sunrise Avenue

FY AM

02/05/2024



Lane Group	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	104	53	29	797	92	9	266
v/c Ratio	0.50	0.17	0.07	0.68	0.08	0.03	0.21
Control Delay	36.3	24.7	17.5	17.7	1.9	10.3	8.8
Queue Delay	0.0	0.0	0.0	2.4	0.0	0.0	0.0
Total Delay	36.3	24.7	17.5	20.1	1.9	10.3	8.8
Queue Length 50th (ft)	43	23	9	312	0	2	62
Queue Length 95th (ft)	89	45	26	#650	18	10	127
Internal Link Dist (ft)	482		146	316			333
Turn Bay Length (ft)						160	
Base Capacity (vph)	411	377	877	1176	1119	298	1247
Starvation Cap Reductn	0	0	0	247	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	0.86	0.08	0.03	0.21

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 AM

02/05/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	19	30	50	20	8	91	666	87	9	209	44
Future Volume (vph)	49	19	30	50	20	8	91	666	87	9	209	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0	6.0	6.0	6.0	
Lane Util. Factor		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	0.97	
Flt Protected		0.98		0.95	1.00			0.99	1.00	0.95	1.00	
Satd. Flow (prot)		1742		1770	1786			1852	1583	1770	1814	
Flt Permitted		0.83		0.59	1.00			0.92	1.00	0.23	1.00	
Satd. Flow (perm)		1476		1102	1786			1716	1583	437	1814	
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	53	21	8	96	701	92	9	220	46
RTOR Reduction (vph)	0	21	0	0	6	0	0	0	34	0	5	0
Lane Group Flow (vph)	0	83	0	53	23	0	0	797	58	9	261	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		21.1	21.1			56.9	56.9	56.9	56.9	
Effective Green, g (s)		9.5		21.1	21.1			56.9	56.9	56.9	56.9	
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		299	418			1084	1000	276	1146	
v/s Ratio Prot				c0.01	0.01						0.14	
v/s Ratio Perm		c0.06		0.03				c0.46	0.04	0.02		
v/c Ratio		0.53		0.18	0.05			0.74	0.06	0.03	0.23	
Uniform Delay, d1		38.1		27.7	26.7			11.4	6.3	6.2	7.1	
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			4.4	0.1	0.2	0.5	
Delay (s)		41.6		27.9	26.8			15.8	6.4	6.4	7.6	
Level of Service		D		C	C			B	A	A	A	
Approach Delay (s)		41.6			27.5			14.8			7.5	
Approach LOS		D			C			B			A	
Intersection Summary												
HCM 2000 Control Delay			16.2		HCM 2000 Level of Service					B		
HCM 2000 Volume to Capacity ratio			0.67									
Actuated Cycle Length (s)			90.0		Sum of lost time (s)					18.0		
Intersection Capacity Utilization			84.0%		ICU Level of Service					E		
Analysis Period (min)			15									
c Critical Lane Group												

Timings 2: County Road & Sunset Avenue

FY AM
02/05/2024

								
Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	29	5	44	14	0	812	4	273
Future Volume (vph)	29	5	44	14	0	812	4	273
Turn Type	Perm	NA	Perm	Perm	NA	NA	Perm	NA
Protected Phases		8			4	6		2
Permitted Phases	8		8	4			2	
Detector Phase	8	8	8	4	4	6	2	2
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0
Minimum Split (s)	30.5	30.5	30.5	30.5	30.5	25.5	25.5	25.5
Total Split (s)	25.0	25.0	25.0	25.0	25.0	60.0	60.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%	70.6%	70.6%	70.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.5	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
Act Efect Green (s)	15.0	15.0	15.0		15.0	65.8		65.8
Actuated g/C Ratio	0.18	0.18	0.18		0.18	0.77		0.77
v/c Ratio	0.13	0.02	0.15		0.07	0.32		0.11
Control Delay	31.1	29.2	10.8		13.8	4.3		3.5
Queue Delay	0.0	0.0	0.0		0.0	0.5		0.0
Total Delay	31.1	29.2	10.8		13.8	4.8		3.5
LOS	C	C	B		B	A		A
Approach Delay		19.6			13.8	4.8		3.5
Approach LOS		B			B	A		A
Intersection Summary								
Cycle Length: 85								
Actuated Cycle Length: 85								
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of Green								
Natural Cycle: 60								
Control Type: Actuated-Coordinated								
Maximum v/c Ratio: 0.32								
Intersection Signal Delay: 5.6					Intersection LOS: A			
Intersection Capacity Utilization 44.6%					ICU Level of Service A			
Analysis Period (min) 15								

Splits and Phases: 2: County Road & Sunset Avenue

			
Ø2 (R)			Ø4
60 s			25 s
			
Ø6 (R)			Ø8
60 s			25 s

Queues
2: County Road & Sunset Avenue

FY AM
02/05/2024



Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	31	5	46	19	884	291
v/c Ratio	0.13	0.02	0.15	0.07	0.32	0.11
Control Delay	31.1	29.2	10.8	13.8	4.3	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.5	0.0
Total Delay	31.1	29.2	10.8	13.8	4.8	3.5
Queue Length 50th (ft)	14	2	0	0	76	21
Queue Length 95th (ft)	39	12	28	18	102	32
Internal Link Dist (ft)		526		57	231	316
Turn Bay Length (ft)	80					
Base Capacity (vph)	334	449	416	376	2728	2597
Starvation Cap Reductn	0	0	0	0	1280	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.01	0.11	0.05	0.61	0.11
Intersection Summary						

HCM Signalized Intersection Capacity Analysis

2: County Road & Sunset Avenue

FY AM

02/05/2024

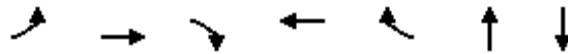
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	5	44	14	0	4	0	812	28	4	273	0
Future Volume (vph)	29	5	44	14	0	4	0	812	28	4	273	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5		4.5			4.5			4.5	
Lane Util. Factor	1.00	1.00	1.00		1.00			0.95			0.95	
Frt	1.00	1.00	0.85		0.97			1.00			1.00	
Flt Protected	0.95	1.00	1.00		0.96			1.00			1.00	
Satd. Flow (prot)	1770	1863	1583		1741			3522			3537	
Flt Permitted	0.75	1.00	1.00		0.83			1.00			0.95	
Satd. Flow (perm)	1388	1863	1583		1501			3522			3354	
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	15	0	4	0	855	29	4	287	0
RTOR Reduction (vph)	0	0	40	0	16	0	0	2	0	0	0	0
Lane Group Flow (vph)	31	5	6	0	3	0	0	882	0	0	291	0
Turn Type	Perm	NA	Perm	Perm	NA			NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4						2		
Actuated Green, G (s)	12.0	12.0	12.0		12.0			64.0			64.0	
Effective Green, g (s)	12.0	12.0	12.0		12.0			64.0			64.0	
Actuated g/C Ratio	0.14	0.14	0.14		0.14			0.75			0.75	
Clearance Time (s)	4.5	4.5	4.5		4.5			4.5			4.5	
Vehicle Extension (s)	3.0	3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)	195	263	223		211			2651			2525	
v/s Ratio Prot		0.00						0.25				
v/s Ratio Perm	0.02		0.00		0.00						0.09	
v/c Ratio	0.16	0.02	0.03		0.01			0.33			0.12	
Uniform Delay, d1	32.1	31.4	31.5		31.4			3.5			2.8	
Progression Factor	1.00	1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2	0.4	0.0	0.1		0.0			0.3			0.1	
Delay (s)	32.5	31.5	31.5		31.4			3.8			2.9	
Level of Service	C	C	C		C			A			A	
Approach Delay (s)		31.9			31.4			3.8			2.9	
Approach LOS		C			C			A			A	
Intersection Summary												
HCM 2000 Control Delay			5.8									
HCM 2000 Volume to Capacity ratio			0.31									
Actuated Cycle Length (s)			85.0									
Intersection Capacity Utilization			44.6%									
Analysis Period (min)			15									
c Critical Lane Group												

Timings

3: Royal Poinciana Way N & County Road

FY AM

02/05/2024



Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Configurations							
Traffic Volume (vph)	305	51	199	38	8	544	196
Future Volume (vph)	305	51	199	38	8	544	196
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)	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	0.45
Control Delay	48.0	47.8	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	47.8	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: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.61

Intersection Signal Delay: 28.5

Intersection LOS: C

Intersection Capacity Utilization 63.1%

ICU Level of Service B

Analysis Period (min) 15

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

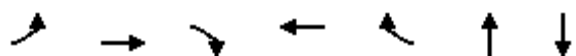


Queues

3: Royal Poinciana Way N & County Road

FY AM

02/05/2024



Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	186	189	209	45	8	745	328
v/c Ratio	0.61	0.61	0.46	0.25	0.03	0.49	0.45
Control Delay	48.0	47.8	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	47.8	8.1	47.7	0.2	25.0	25.4
Queue Length 50th (ft)	124	126	0	29	0	197	63
Queue Length 95th (ft)	183	185	56	64	0	296	107
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

FY AM
02/05/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	305	51	199	5	38	8	106	544	57	0	196	116
Future Volume (vph)	305	51	199	5	38	8	106	544	57	0	196	116
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)	321	54	209	5	40	8	112	573	60	0	206	122
RTOR Reduction (vph)	0	0	171	0	0	8	0	4	0	0	99	0
Lane Group Flow (vph)	186	189	38	0	45	0	0	741	0	0	229	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	0.62	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			0.4	
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)		40.9			49.8			23.8			37.3	
Approach LOS		D			D			C			D	
Intersection Summary												
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			63.1%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

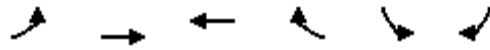
HCM Unsignalized Intersection Capacity Analysis 4: N Dwy. & Sunrise Avenue

FY AM
02/05/2024

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↘	↗
Traffic Volume (veh/h)	115	0	0	78	4	0
Future Volume (Veh/h)	115	0	0	78	4	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)	121	0	0	82	4	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			121		203	121
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			121		203	121
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		99	100
cM capacity (veh/h)			1467		786	930
Direction, Lane #	EB 1	WB 1	NB 1	NB 2		
Volume Total	121	82	4	0		
Volume Left	0	0	4	0		
Volume Right	0	0	0	0		
cSH	1700	1700	786	1700		
Volume to Capacity	0.07	0.05	0.01	0.00		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	0.0	0.0	9.6	0.0		
Lane LOS			A	A		
Approach Delay (s)	0.0	0.0	9.6			
Approach LOS			A			
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			16.1%	ICU Level of Service		A
Analysis Period (min)			15			

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

FY AM
02/05/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↩	↩			
Traffic Volume (veh/h)	4	37	18	0	0	0
Future Volume (Veh/h)	4	37	18	0	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)	4	39	19	0	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)		137				
pX, platoon unblocked						
vC, conflicting volume	19				66	19
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	19				66	19
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)	1597				937	1059
Direction, Lane #	EB 1	WB 1				
Volume Total	43	19				
Volume Left	4	0				
Volume Right	0	0				
cSH	1597	1700				
Volume to Capacity	0.00	0.01				
Queue Length 95th (ft)	0	0				
Control Delay (s)	0.7	0.0				
Lane LOS	A					
Approach Delay (s)	0.7	0.0				
Approach LOS						
Intersection Summary						
Average Delay		0.5				
Intersection Capacity Utilization		8.6%		ICU Level of Service		A
Analysis Period (min)		15				

Timings
1: County Road & Sunrise Avenue

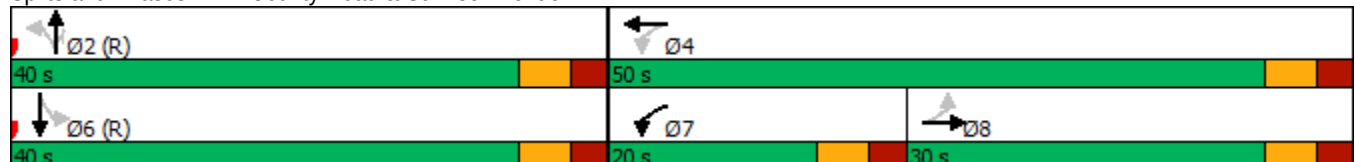
FY PM
02/05/2024

									
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	38	23	95	59	133	273	122	13	643
Future Volume (vph)	38	23	95	59	133	273	122	13	643
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)		11.7	25.4	25.4		52.6	52.6	52.6	52.6
Actuated g/C Ratio		0.13	0.28	0.28		0.58	0.58	0.58	0.58
v/c Ratio		0.58	0.30	0.16		1.06	0.13	0.03	0.72
Control Delay		28.4	23.9	16.1		85.0	2.8	11.6	21.0
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		28.4	23.9	16.1		85.0	2.8	11.6	21.0
LOS		C	C	B		F	A	B	C
Approach Delay		28.4		20.3		66.1			20.8
Approach LOS		C		C		E			C

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: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.06
Intersection Signal Delay: 36.5
Intersection Capacity Utilization 90.9%
Analysis Period (min) 15
Intersection LOS: D
ICU Level of Service E

Splits and Phases: 1: County Road & Sunrise Avenue



Queues

1: County Road & Sunrise Avenue

FY PM

02/05/2024



Lane Group	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	151	100	85	427	128	14	768
v/c Ratio	0.58	0.30	0.16	1.06	0.13	0.03	0.72
Control Delay	28.4	23.9	16.1	85.0	2.8	11.6	21.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.4	23.9	16.1	85.0	2.8	11.6	21.0
Queue Length 50th (ft)	42	43	26	~272	0	3	292
Queue Length 95th (ft)	96	68	51	#498	29	15	#622
Internal Link Dist (ft)	482		146	316			333
Turn Bay Length (ft)						160	
Base Capacity (vph)	458	385	884	404	977	493	1071
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	0.33	0.26	0.10	1.06	0.13	0.03	0.72

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

1: County Road & Sunrise Avenue

FY PM

02/05/2024

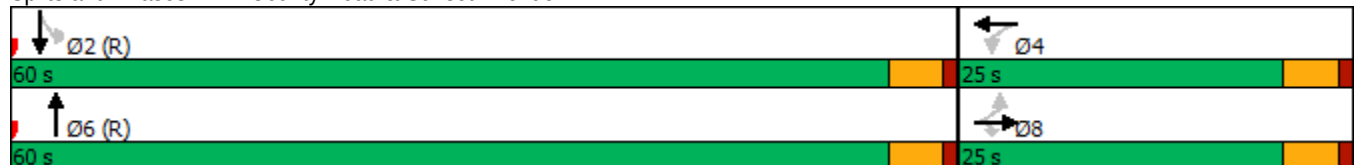
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	23	83	95	59	22	133	273	122	13	643	86
Future Volume (vph)	38	23	83	95	59	22	133	273	122	13	643	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (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	0.96			1.00	0.85	1.00	0.98	
Flt Protected		0.99		0.95	1.00			0.98	1.00	0.95	1.00	
Satd. Flow (prot)		1695		1770	1787			1833	1583	1770	1830	
Flt Permitted		0.88		0.43	1.00			0.37	1.00	0.45	1.00	
Satd. Flow (perm)		1515		807	1787			693	1583	845	1830	
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	87	100	62	23	140	287	128	14	677	91
RTOR Reduction (vph)	0	64	0	0	16	0	0	0	55	0	4	0
Lane Group Flow (vph)	0	87	0	100	69	0	0	427	73	14	764	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)		11.7		26.6	26.6			51.4	51.4	51.4	51.4	
Effective Green, g (s)		11.7		26.6	26.6			51.4	51.4	51.4	51.4	
Actuated g/C Ratio		0.13		0.30	0.30			0.57	0.57	0.57	0.57	
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)		196		333	528			395	904	482	1045	
v/s Ratio Prot				c0.03	0.04						0.42	
v/s Ratio Perm		c0.06		0.06				c0.62	0.05	0.02		
v/c Ratio		0.44		0.30	0.13			1.08	0.08	0.03	0.73	
Uniform Delay, d1		36.1		24.5	23.2			19.3	8.7	8.4	14.2	
Progression Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2		1.6		0.5	0.1			68.7	0.2	0.1	4.5	
Delay (s)		37.7		25.0	23.3			88.0	8.9	8.5	18.7	
Level of Service		D		C	C			F	A	A	B	
Approach Delay (s)		37.7			24.2			69.8			18.5	
Approach LOS		D			C			E			B	
Intersection Summary												
HCM 2000 Control Delay			37.9			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.89									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)			18.0			
Intersection Capacity Utilization			90.9%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

Timings 2: County Road & Sunset Avenue

FY PM
02/05/2024

								
Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	23	8	106	18	0	459	37	772
Future Volume (vph)	23	8	106	18	0	459	37	772
Turn Type	Perm	NA	Perm	Perm	NA	NA	Perm	NA
Protected Phases		8			4	6		2
Permitted Phases	8		8	4			2	
Detector Phase	8	8	8	4	4	6	2	2
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0
Minimum Split (s)	30.5	30.5	30.5	30.5	30.5	25.5	25.5	25.5
Total Split (s)	25.0	25.0	25.0	25.0	25.0	60.0	60.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%	70.6%	70.6%	70.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.5	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
Act Efect Green (s)	15.0	15.0	15.0		15.0	65.8		65.8
Actuated g/C Ratio	0.18	0.18	0.18		0.18	0.77		0.77
v/c Ratio	0.10	0.02	0.30		0.09	0.20		0.34
Control Delay	30.7	29.4	8.8		16.7	3.5		4.5
Queue Delay	0.0	0.0	0.0		0.0	0.3		0.3
Total Delay	30.7	29.4	8.8		16.7	3.8		4.8
LOS	C	C	A		B	A		A
Approach Delay		13.6			16.7	3.8		4.8
Approach LOS		B			B	A		A
Intersection Summary								
Cycle Length: 85								
Actuated Cycle Length: 85								
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of Green								
Natural Cycle: 60								
Control Type: Actuated-Coordinated								
Maximum v/c Ratio: 0.34								
Intersection Signal Delay: 5.4					Intersection LOS: A			
Intersection Capacity Utilization 60.3%					ICU Level of Service B			
Analysis Period (min) 15								

Splits and Phases: 2: County Road & Sunset Avenue



Queues

2: County Road & Sunset Avenue

FY PM

02/05/2024



Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	24	8	112	25	532	852
v/c Ratio	0.10	0.02	0.30	0.09	0.20	0.34
Control Delay	30.7	29.4	8.8	16.7	3.5	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.3	0.3
Total Delay	30.7	29.4	8.8	16.7	3.8	4.8
Queue Length 50th (ft)	11	4	0	3	38	76
Queue Length 95th (ft)	32	15	43	24	55	102
Internal Link Dist (ft)		526		57	231	316
Turn Bay Length (ft)	80					
Base Capacity (vph)	332	449	466	372	2707	2495
Starvation Cap Reductn	0	0	0	0	1444	922
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.02	0.24	0.07	0.42	0.54
Intersection Summary						

HCM Signalized Intersection Capacity Analysis

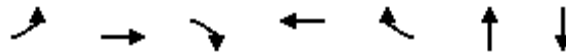
2: County Road & Sunset Avenue

FY PM
02/05/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	8	106	18	0	6	0	459	47	37	772	0
Future Volume (vph)	23	8	106	18	0	6	0	459	47	37	772	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5		4.5			4.5			4.5	
Lane Util. Factor	1.00	1.00	1.00		1.00			0.95			0.95	
Frt	1.00	1.00	0.85		0.97			0.99			1.00	
Flt Protected	0.95	1.00	1.00		0.96			1.00			1.00	
Satd. Flow (prot)	1770	1863	1583		1736			3490			3531	
Flt Permitted	0.74	1.00	1.00		0.82			1.00			0.91	
Satd. Flow (perm)	1380	1863	1583		1483			3490			3224	
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	19	0	6	0	483	49	39	813	0
RTOR Reduction (vph)	0	0	96	0	16	0	0	6	0	0	0	0
Lane Group Flow (vph)	24	8	16	0	9	0	0	526	0	0	852	0
Turn Type	Perm	NA	Perm	Perm	NA			NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4						2		
Actuated Green, G (s)	12.0	12.0	12.0		12.0			64.0			64.0	
Effective Green, g (s)	12.0	12.0	12.0		12.0			64.0			64.0	
Actuated g/C Ratio	0.14	0.14	0.14		0.14			0.75			0.75	
Clearance Time (s)	4.5	4.5	4.5		4.5			4.5			4.5	
Vehicle Extension (s)	3.0	3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)	194	263	223		209			2627			2427	
v/s Ratio Prot		0.00						0.15				
v/s Ratio Perm	c0.02		0.01		0.01						c0.26	
v/c Ratio	0.12	0.03	0.07		0.04			0.20			0.35	
Uniform Delay, d1	31.9	31.5	31.7		31.5			3.1			3.5	
Progression Factor	1.00	1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2	0.3	0.0	0.1		0.1			0.2			0.4	
Delay (s)	32.2	31.5	31.8		31.6			3.2			3.9	
Level of Service	C	C	C		C			A			A	
Approach Delay (s)		31.8			31.6			3.2			3.9	
Approach LOS		C			C			A			A	
Intersection Summary												
HCM 2000 Control Delay			6.7									
HCM 2000 Volume to Capacity ratio			0.32									
Actuated Cycle Length (s)			85.0									
Intersection Capacity Utilization			60.3%									
Analysis Period (min)			15									
c Critical Lane Group												

Timings 3: Royal Poinciana Way N & County Road

FY PM
02/05/2024



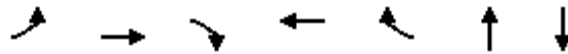
Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Configurations							
Traffic Volume (vph)	154	46	148	80	22	337	475
Future Volume (vph)	154	46	148	80	22	337	475
Turn Type	Split	NA	Prot	NA	Prot	NA	NA
Protected Phases	4	4	4	8	8	2	6
Permitted Phases							
Detector Phase	4	4	4	8	8	2	6
Switch Phase							
Minimum 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	29.1	31.2
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	46.2	46.0	10.3	52.9	0.6	38.4	31.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	6.8
Total Delay	46.2	46.0	10.3	52.9	0.6	38.4	38.6
LOS	D	D	B	D	A	D	D
Approach Delay		30.8		45.2		38.4	38.6
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: 37.6
Intersection Capacity Utilization 66.3%
Analysis Period (min) 15
Intersection LOS: D
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)	104	106	156	133	23	583	928
v/c Ratio	0.42	0.42	0.43	0.58	0.08	0.61	0.82
Control Delay	46.2	46.0	10.3	52.9	0.6	38.4	31.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	6.8
Total Delay	46.2	46.0	10.3	52.9	0.6	38.4	38.6
Queue Length 50th (ft)	68	69	0	86	0	178	232
Queue Length 95th (ft)	122	123	55	141	0	#324	295
Internal Link Dist (ft)		446		441		319	231
Turn Bay Length (ft)	430				230		
Base Capacity (vph)	336	344	441	284	325	959	1276
Starvation Cap Reductn	0	0	0	0	0	0	300
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	0.95

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
02/05/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	154	46	148	47	80	22	189	337	28	0	475	407
Future Volume (vph)	154	46	148	47	80	22	189	337	28	0	475	407
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			3294	
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			3294	
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)	162	48	156	49	84	23	199	355	29	0	500	428
RTOR Reduction (vph)	0	0	133	0	0	20	0	3	0	0	157	0
Lane Group Flow (vph)	104	106	23	0	133	3	0	580	0	0	771	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		29.0			31.2	
Effective Green, g (s)	15.5	15.5	15.5		13.3	13.3		29.0			31.2	
Actuated g/C Ratio	0.15	0.15	0.15		0.13	0.13		0.28			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		953			978	
v/s Ratio Prot	c0.06	0.06	0.01		c0.07	0.00		c0.17			c0.23	
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	40.6	38.7		43.2	40.1		33.1			33.9	
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2	1.1	1.1	0.2		3.4	0.0		2.9			4.3	
Delay (s)	41.8	41.8	38.9		46.6	40.1		36.0			38.2	
Level of Service	D	D	D		D	D		D			D	
Approach Delay (s)		40.6			45.7			36.0			38.2	
Approach LOS		D			D			D			D	
Intersection Summary												
HCM 2000 Control Delay			38.5				HCM 2000 Level of Service				D	
HCM 2000 Volume to Capacity ratio			0.63									
Actuated Cycle Length (s)			105.0				Sum of lost time (s)			16.0		
Intersection Capacity Utilization			66.3%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

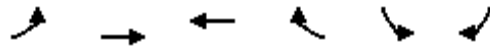
4: N Dwy. & Sunrise Avenue

FY PM
02/05/2024

								
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations								
Traffic Volume (veh/h)	158	0	0	176	34	4		
Future Volume (Veh/h)	158	0	0	176	34	4		
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)	166	0	0	185	36	4		
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			166		351	166		
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol			166		351	166		
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		94	100		
cM capacity (veh/h)			1412		646	878		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2				
Volume Total	166	185	36	4				
Volume Left	0	0	36	0				
Volume Right	0	0	0	4				
cSH	1700	1700	646	878				
Volume to Capacity	0.10	0.11	0.06	0.00				
Queue Length 95th (ft)	0	0	4	0				
Control Delay (s)	0.0	0.0	10.9	9.1				
Lane LOS			B	A				
Approach Delay (s)	0.0	0.0	10.7					
Approach LOS			B					
Intersection Summary								
Average Delay			1.1					
Intersection Capacity Utilization			19.3%	ICU Level of Service	A			
Analysis Period (min)			15					

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

FY PM
02/05/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↩	↩			
Traffic Volume (veh/h)	77	92	24	0	0	0
Future Volume (Veh/h)	77	92	24	0	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)	81	97	25	0	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)		137				
pX, platoon unblocked						
vC, conflicting volume	25				284	25
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	25				284	25
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	95				100	100
cM capacity (veh/h)	1589				670	1051
Direction, Lane #	EB 1	WB 1				
Volume Total	178	25				
Volume Left	81	0				
Volume Right	0	0				
cSH	1589	1700				
Volume to Capacity	0.05	0.01				
Queue Length 95th (ft)	4	0				
Control Delay (s)	3.6	0.0				
Lane LOS	A					
Approach Delay (s)	3.6	0.0				
Approach LOS						
Intersection Summary						
Average Delay		3.1				
Intersection Capacity Utilization		19.1%		ICU Level of Service		A
Analysis Period (min)		15				

TABLE A-1 : CALCULATIONS: 412-PERSON EVENT

Valet Queuing Analysis

Assumptions:

- 3 Valet Attendant Positions

Club Valet Lane Operations

Assumptions:

Service Rate = 60 seconds per vehicle

Volume = $0.33 \times (115 \text{ PM Peak Hour Total Vehicles}) = 38 \text{ veh/hr per attendant position}$

Probability of the queue occurring 95% of the time

Calculations

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

$$\rho = \frac{38 \text{ veh/hr}}{60 \text{ veh/hr}} = 0.63$$

$$\text{Queue} = \left[\frac{\text{LN}(0.05) - \text{LN}(0.63)}{\text{LN}(0.63)} \right] = 5.484 \text{ veh}$$

Peak queue: 6 vehicles

TABLE A-2 : CALCULATIONS: 150-PERSON EVENT

Valet Queuing Analysis

Assumptions:

- 2 Valet Attendant Positions

Club Valet Lane Operations

Assumptions:

Service Rate = 60 seconds per vehicle

Volume = $0.5 * (42 \text{ PM Peak Hour Total Vehicles}) = 21 \text{ veh/hr per attendant position}$

Probability of the queue occurring 95% of the time

Calculations

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

$$\rho = \frac{21 \text{ veh/hr}}{60 \text{ veh/hr}} = 0.35$$

$$\text{Queue} = \left[\frac{\text{LN}(0.05) - \text{LN}(0.35)}{\text{LN}(0.35)} \right] = 1.854 \text{ veh}$$

Peak queue: 2 vehicles

TABLE A-3 : CALCULATIONS: 250-PERSON EVENT

Valet Queuing Analysis

Assumptions:

- 2 Valet Attendant Positions

Club Valet Lane Operations

Assumptions:

Service Rate = 60 seconds per vehicle

Volume = $0.5 \times (70 \text{ PM Peak Hour Total Vehicles}) = 35 \text{ veh/hr per attendant position}$

Probability of the queue occurring 95% of the time

Calculations

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

$$\rho = \frac{35 \text{ veh/hr}}{60 \text{ veh/hr}} = 0.58$$

$$\text{Queue} = \left[\frac{\text{LN}(0.05) - \text{LN}(0.58)}{\text{LN}(0.58)} \right] = 4.500 \text{ veh}$$

Peak queue: 5 vehicles